# 2024 ODAV Pavement Evaluation Program Illinois Valley Airport

**Cave Junction, Oregon**

**February 12, 2025**

**Prepared for**

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# 1 OVERVIEW

GRI assisted with updating the Oregon Department of Aviation (ODAV) airport pavement management system and developing a 5-year plan comprising maintenance, surface treatment, rehabilitation, and reconstruction projects for the Illinois Valley Airport in Cave Junction, 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 Illinois Valley Airport in 2024 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 0 to 100, where 0 represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

# 2 PAVEMENT INVENTORY

Illinois Valley Airport is in Cave Junction, Oregon, and is owned and operated by Josephine County. The airport consists of one runway, multiple connector taxiways, taxilanes, and aprons that serve a variety of general aviation aircraft. The general location of the airport is shown below on the Illinois Valley Airport Location Map, Figure 2.1.


**Figure 2.1: ILLINOIS VALLEY AIRPORT LOCATION MAP**

The airside pavements at the Illinois Valley Airport are composed of asphalt concrete (AC), AC overlaid with AC, and portland cement concrete (PCC). The airport pavements, delineated by surface type and branch use, are shown on the Illinois Valley Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Illinois Valley 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 Illinois Valley Airport Pavement Inventory, Figure 2.4. The pavement facilities summarized by branch and section are listed in Tables 2A and 3A, 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.

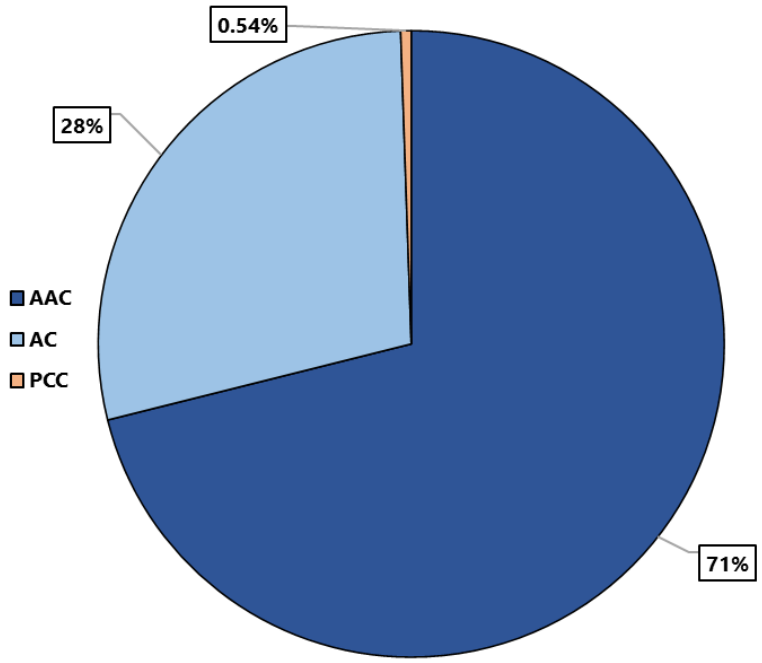



**Figure 2.2: ILLINOIS VALLEY AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE**

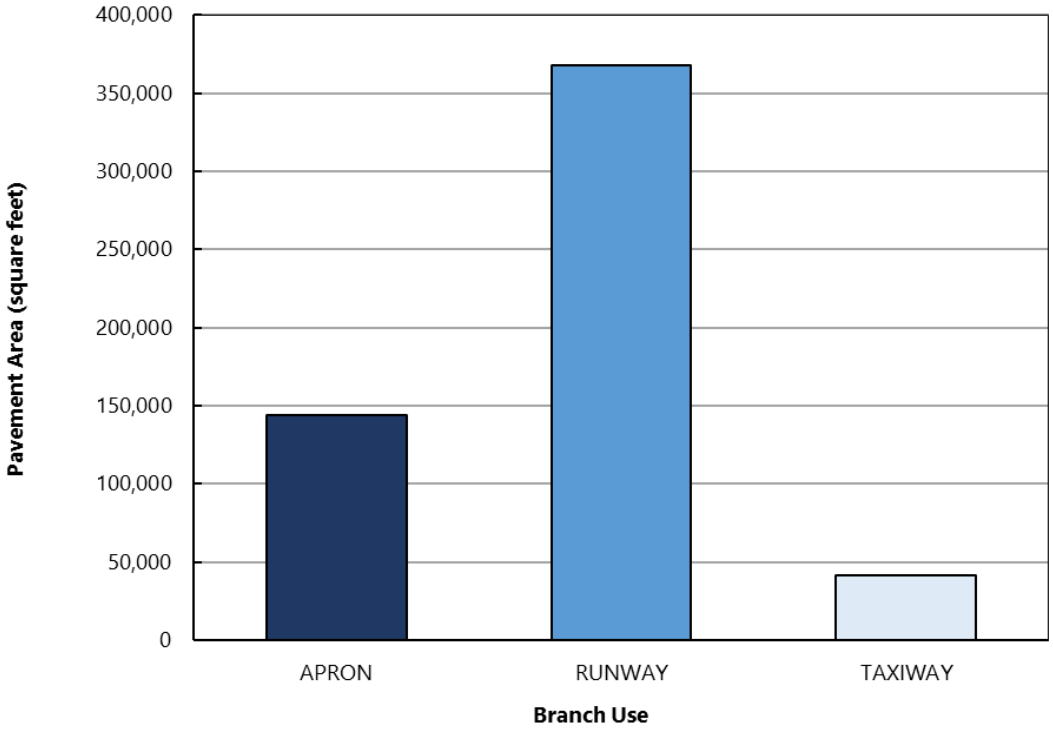
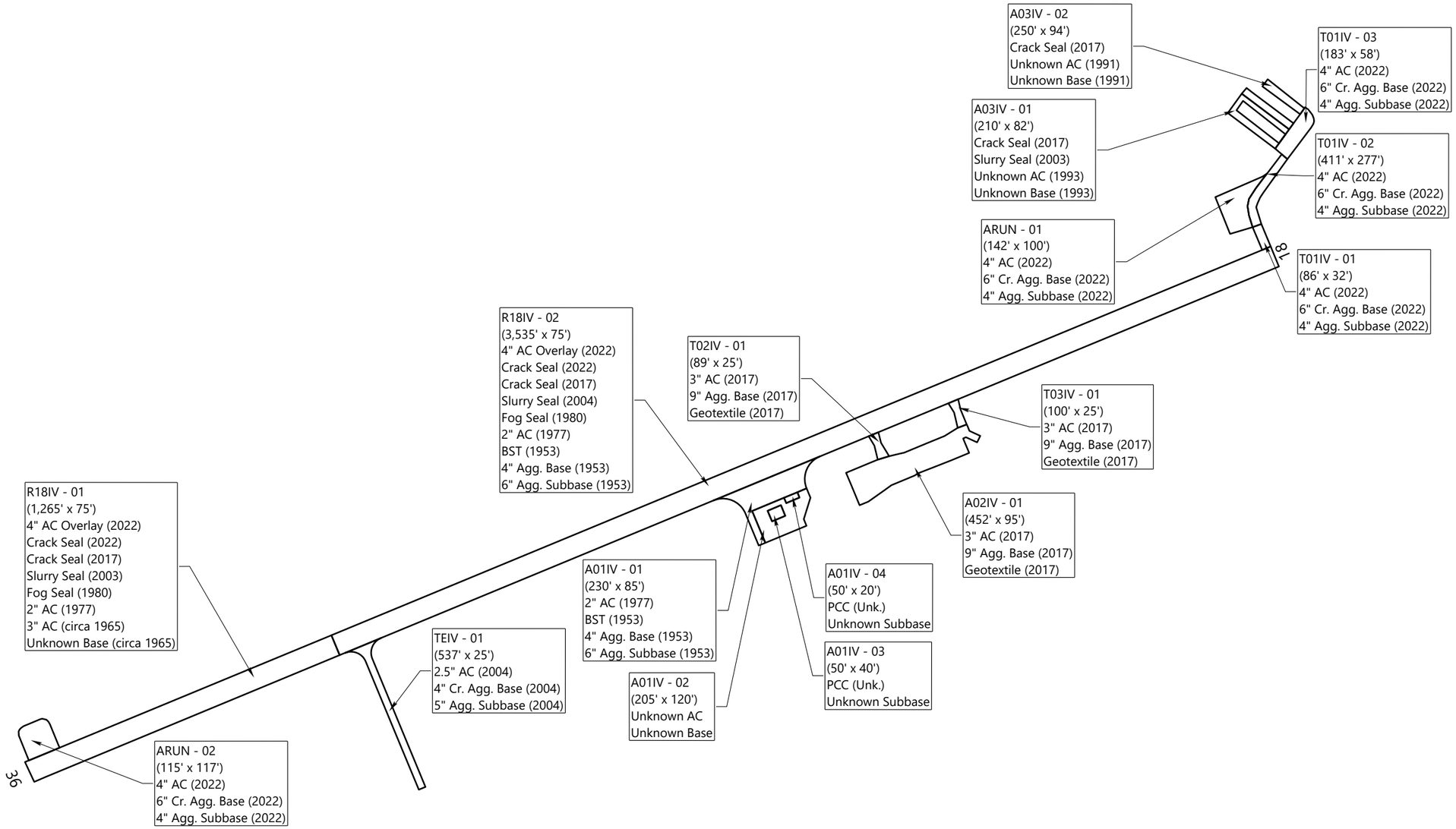



**Figure 2.3: ILLINOIS VALLEY AIRPORT PAVEMENT AREA BY BRANCH USE**




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

N

0 400 800

1 INCH = 400 FEET

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# ILLINOIS VALLEY AIRPORT
# PAVEMENT INVENTORY

FEB. 2025 JOB NO. 6593-WOC7 FIG. 2.4

# 3 PAVEMENT CONDITION INSPECTION RESULTS

## 3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Illinois Valley Airport in August 2024. The 2024 survey work was performed on sections last inspected in 2019 in order to update the Illinois Valley Airport inspection data. GRI performed the 2024 PCI survey in accordance with the methods described in FAA Advisory Circular No. 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.

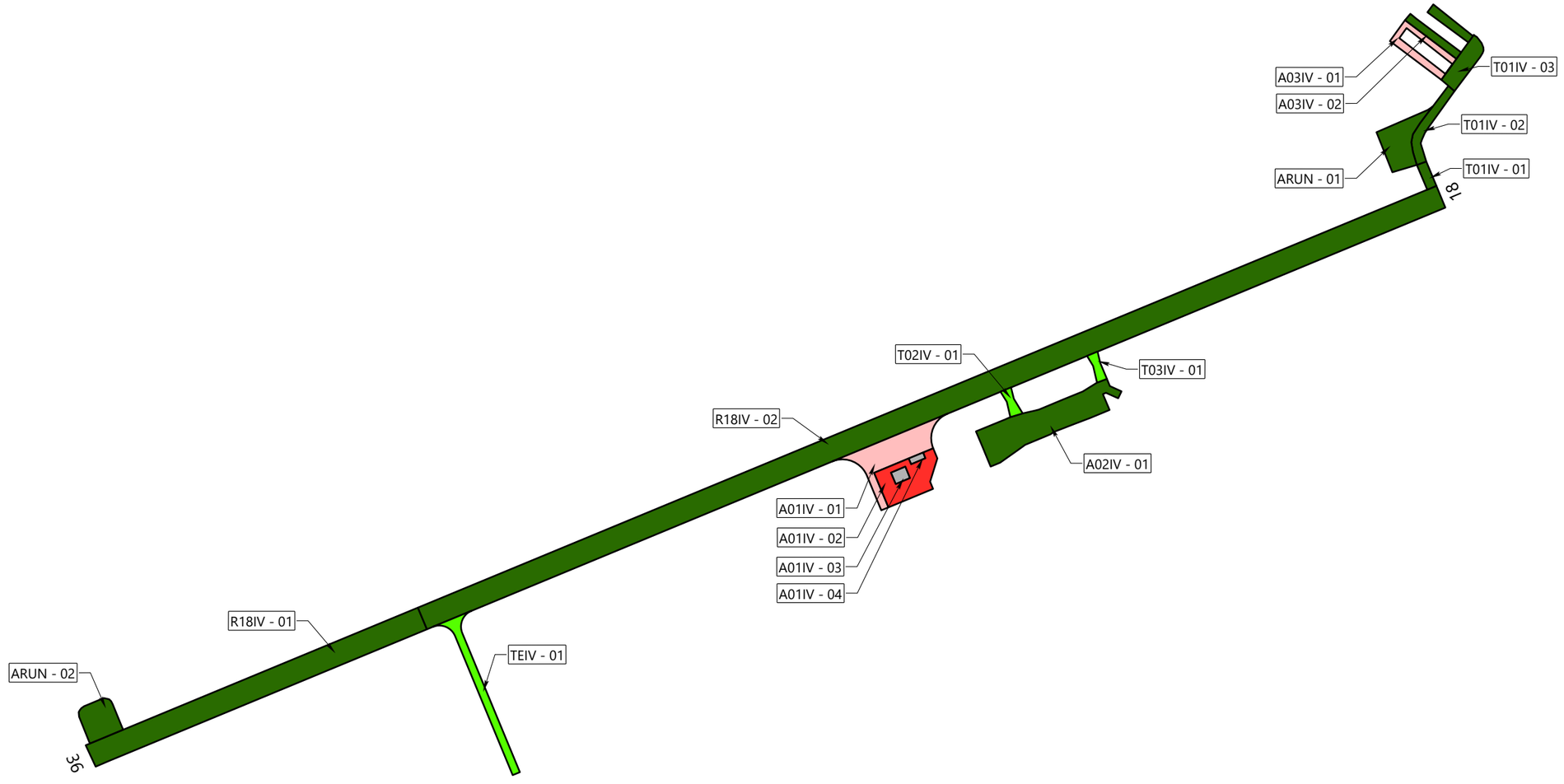
**Table 3-1: ASTM PCI RATING SCALE**

| 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. |

**Abbreviations:** ASTM = ASTM International; PCI = Pavement Condition Index; M&R = maintenance and rehabilitation

## 3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Illinois Valley Airport is approximately 86. The section PCIs ranged from a low of 0 to a high of 94. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, and depression on AC-surfaced pavements and patching, shattered slabs, and faulting on PCC surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Illinois Valley Airport 2024 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

1 INCH = 400 FEET

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# ILLINOIS VALLEY AIRPORT

## 2024 PCI SURVEY RESULTS

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The condition distribution of the network by percent of total pavement area is provided on the Illinois Valley 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 2024 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.

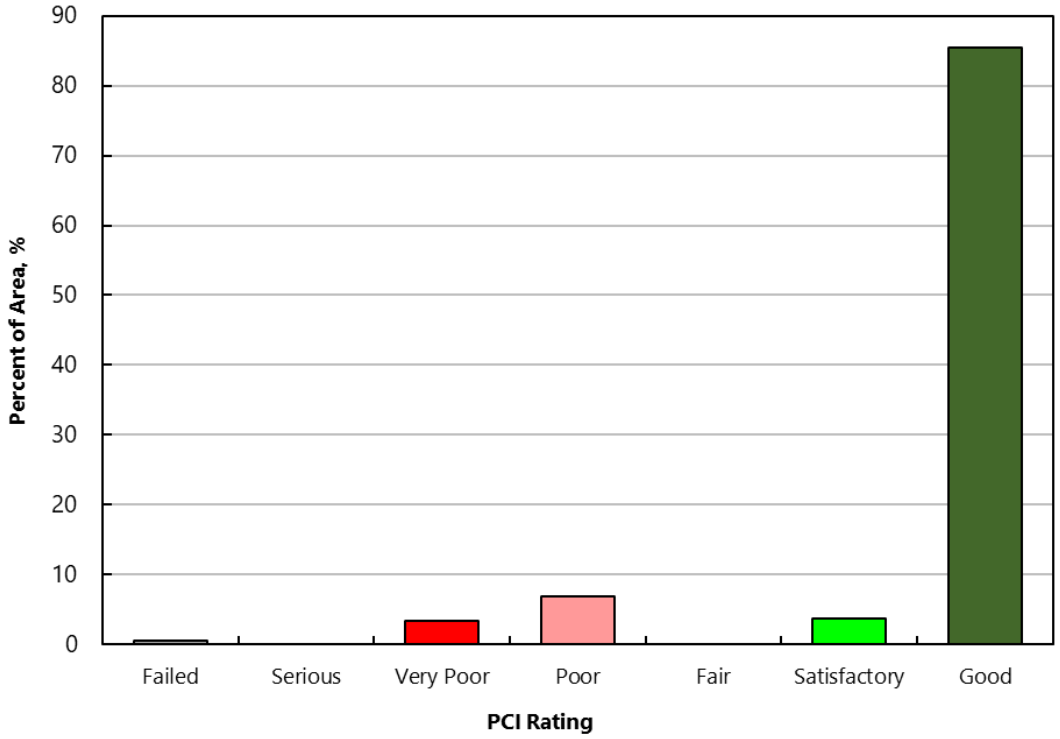



**Figure 3.2: ILLINOIS VALLEY AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA**

# 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 Illinois Valley 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 five- and 10-year periods. Based on this analysis, we project the PCI will decrease from a current value of 86 to a value of 81 in 2029 and to 75 in 2034 if no maintenance or rehabilitation work is performed. The projected pavement condition in five years and 10 years for each pavement section at Illinois Valley Airport is displayed spatially on the Illinois Valley 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.

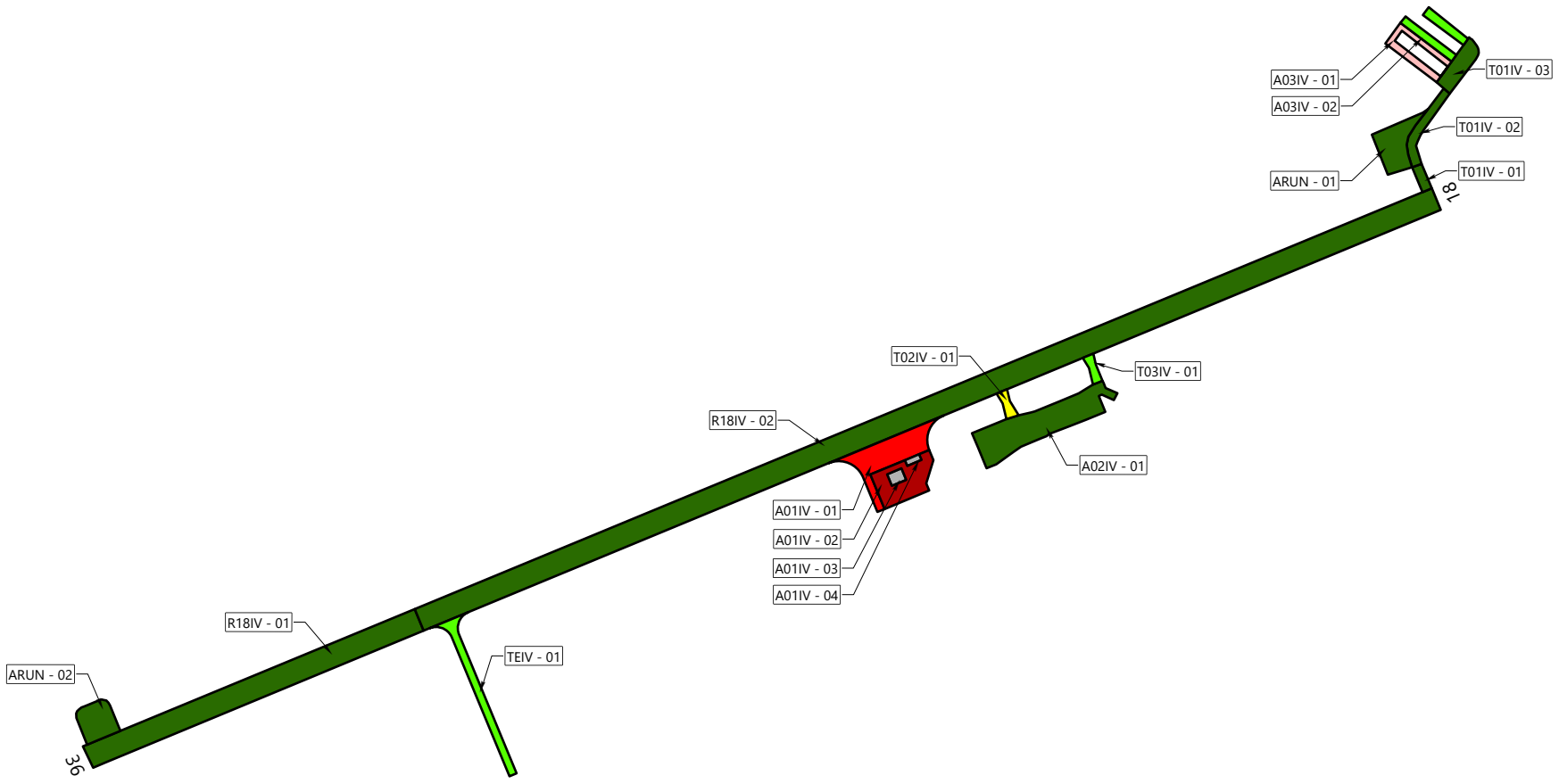
## 4.3 Functional Remaining Life

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 deflection tests.

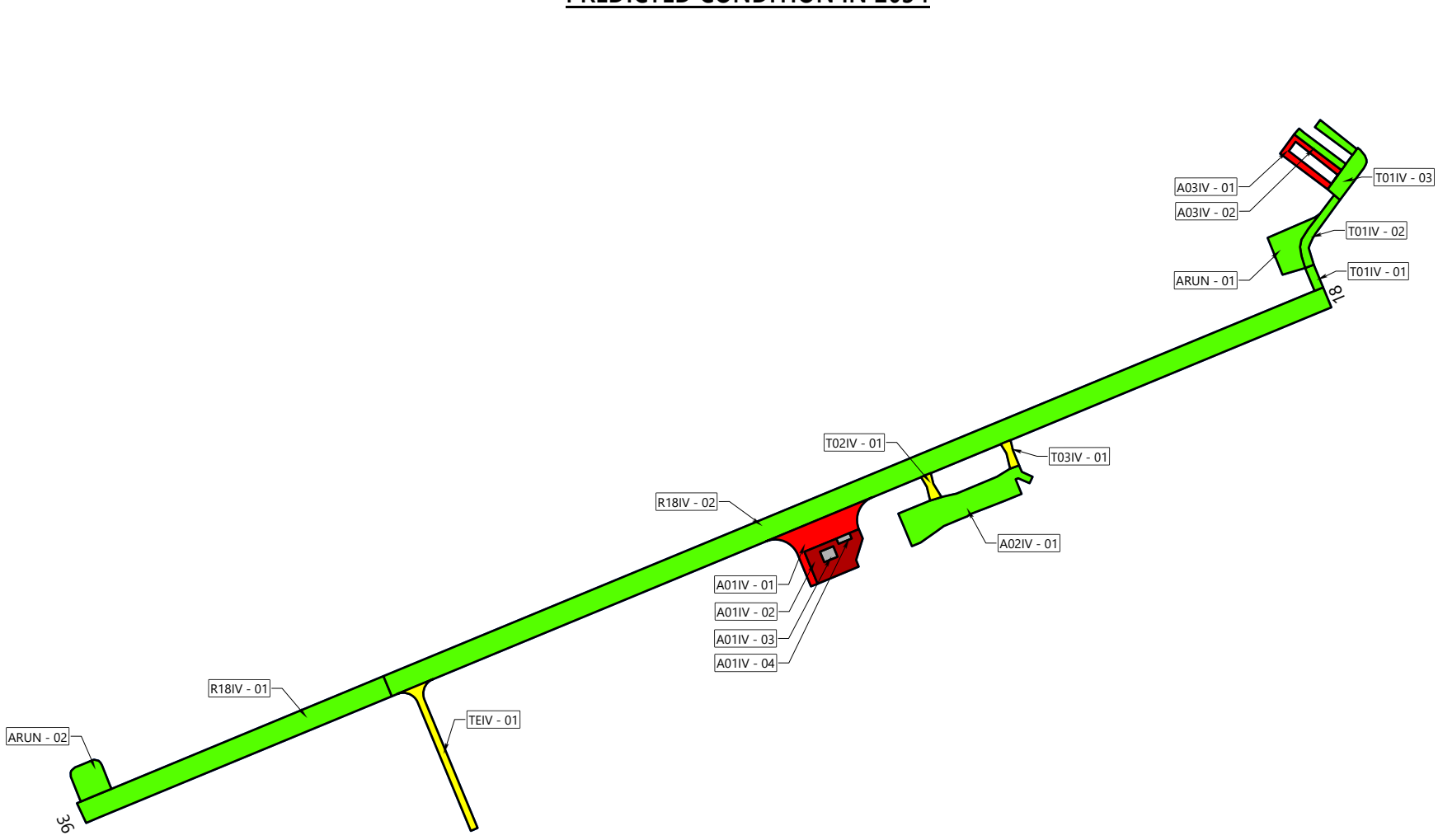
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Illinois Valley Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3 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 Illinois Valley Airport are summarized in Table 2C in Appendix C.

## PREDICTED CONDITION IN 2029




## PREDICTED CONDITION IN 2034




**SECTION PCI**

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

0 550 1,100

1 INCH = 550 FEET

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**ILLINOIS VALLEY AIRPORT**

**FUTURE PAVEMENT CONDITION**

FEB. 2025 JOB NO. 6593-WOC7 FIG. 4.1

# 5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

## 5.1 Introduction

We evaluated maintenance and rehabilitation (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 5-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, linear feet or square feet |
|---|---|
| Asphalt Concrete Crack Sealing | 14,848 |
| Asphalt Concrete Full-Depth Patching | 1,320 |
| Asphalt Concrete Patching Leveling | 131 |
| Portland Cement Concrete Full-Depth Patching | 2,000 |

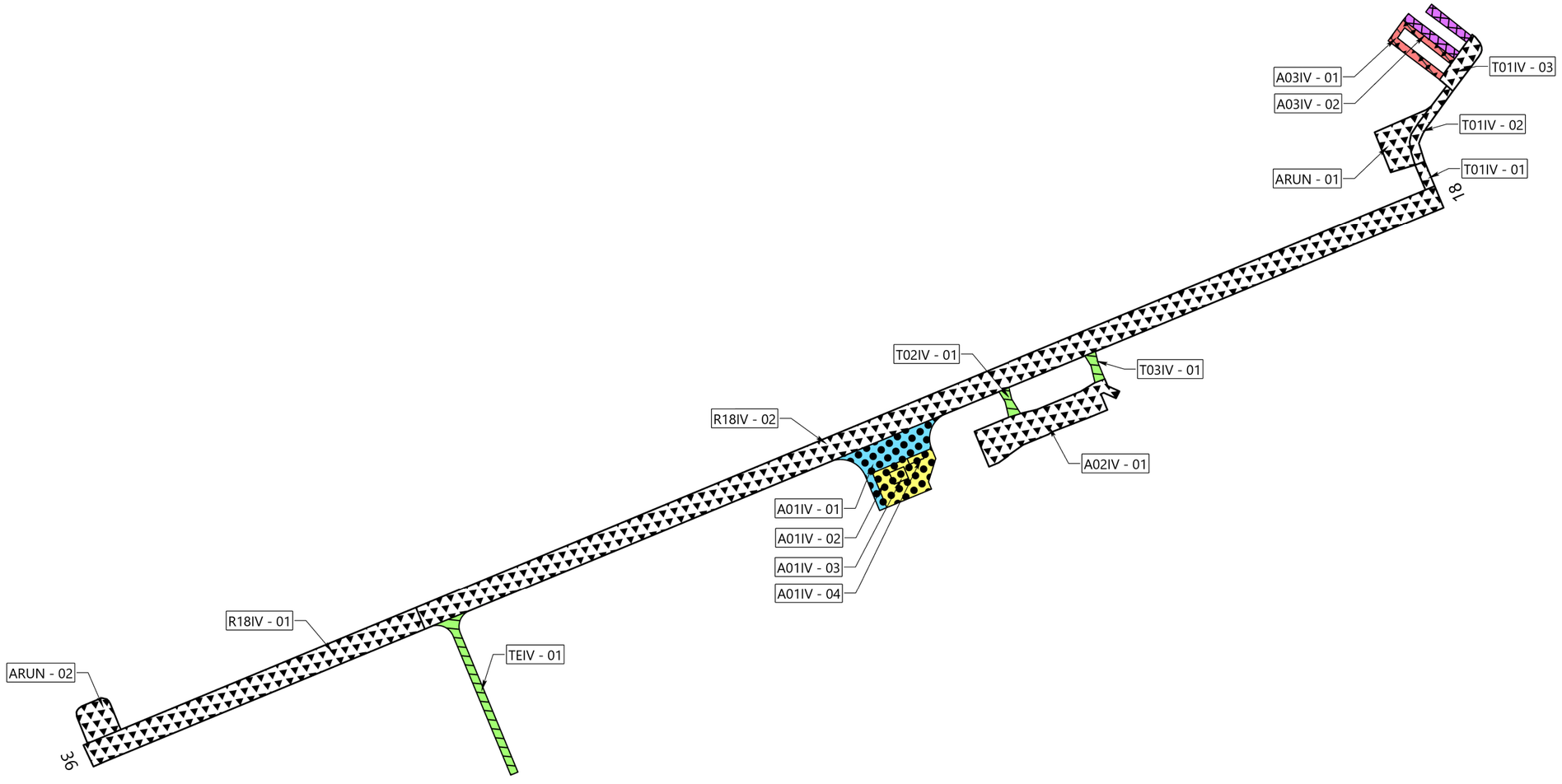
## 5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

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.

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

| Treatment Type | Quantity, square feet |
|---|---|
| Reconstruction | 47,501 |
| Overlay | 11,911 |
| Fog Seal | 13,090 |
| Slurry Seal | 20,840 |

Maps of the project locations by year are shown on the Illinois Valley Airport 5-Year Pavement Management Plan, Figure 5.1. The complete list of recommended surface treatment, rehabilitation, and reconstruction projects is summarized in Table 4D in Appendix D.




**ACTION TIMING**

- 2025
- 2026
- 2027
- 2028
- 2029

**ACTION**

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

N

0 400 800

1 INCH = 400 FEET

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# ILLINOIS VALLEY AIRPORT

## 5-YEAR PAVEMENT MANAGEMENT PLAN

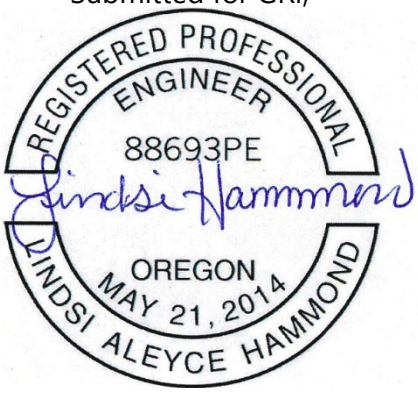
FEB. 2025 JOB NO. 6593-WOC7 FIG. 5.1

# 6 LIMITATIONS

This report has been prepared to assist ODAV with pavement-related project planning for the Illinois Valley 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 given the understanding that costs at the time of construction may vary from the cost estimates given within this report.

Because the condition of the airport pavement network is dynamic, an effective M&R program should be reviewed and updated on a regular basis. The pavement condition should be regularly surveyed and updated, and completed construction activities should be tracked in the PAVER database. If Illinois Valley Airport would like to know more about the results presented in this report, please contact the undersigned.

Submitted for GRI,




RENEWS: 06/2025

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|---|---|---|
| Principal | Project Engineer | Staff Engineer |

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# APPENDIX A

*Pavement Inventory Reports and Maps*

**APPENDIX A**

**PAVEMENT INVENTORY REPORTS AND MAPS**

## A.1 PAVEMENT NETWORK

Illinois Valley Airport is in Cave Junction, Oregon, and is owned and operated by Josephine County. The pavement network / facilities at Illinois Valley Airport serve a variety of general aviation aircraft. Illinois Valley Airport consists of one runway and multiple connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC), AC overlaid with AC, and portland cement concrete.

The current airport pavement management system (APMS) network at Illinois Valley Airport has an approximate area of 553,397 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 2A and 3A, 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 Illinois Valley Airport contains nine branches, information about which is tabulated in Table 2A 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 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 Illinois Valley Airport contains 17 sections that are managed by Josephine County, information about which is summarized in Table 3A and the locations of which are shown spatially on Figure 1A.

PAVER assigns a rank to each pavement segment that designates the pavement segment's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked "Primary," the surrounding aprons and shoulders are ranked "Secondary," and low-use areas are ranked "Tertiary." The ranks for all sections are shown on Table 3A.

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 that sample units for flexible pavements be 5,000 ±2,000 square feet and 20 slabs ±eight slabs for rigid pavements. The delineation of sample units for each section is shown on Figure 1A.

## A.4 SAMPLE UNIT DELINEATION

For an APMS survey, a PCI confidence level of 92% and an allowable error (e) of 8 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 2024 Illinois Valley Airport PCI survey, Table 1A 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 8 PCI points.

Sample unit locations at Illinois Valley 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 the remaining sample units are systematically spaced throughout the section at equal distances apart.

**Table 1A: EXAMPLE SAMPLE RATES FOR AC AND PCC PAVEMENTS**

| AC Sampling Rate | | PCC Sampling Rate | |
|---|---|---|---|
| Total Number of Sample Units, N | Sample Units to Survey, n | Total Number of Sample Units, N | Sample Units to Survey, n |
| 1 | 1 | 1 | 1 |
| 2 – 3 | 2 | 2 | 2 |
| 4 – 6 | 3 | 3 – 4 | 3 |
| 7 – 13 | 4 | 5 – 6 | 4 |
| 14 – 38 | 5 | 7 – 8 | 5 |
| 39+ | 6 | 9 – 11 | 6 |
| | | 12 – 14 | 7 |
| | | 15 – 19 | 8 |
| | | 20 – 27 | 9 |
| | | 28 – 38 | 10 |
| | | 39 – 58 | 11 |
| | | 59 – 104 | 12 |
| | | 105 – 313 | 13 |
| | | 314+ | 14 |

**Abbreviations:** AC = asphalt concrete; PCC = portland cement concrete

**Table 2A: ILLINOIS VALLEY AIRPORT PAVEMENT BRANCHES**

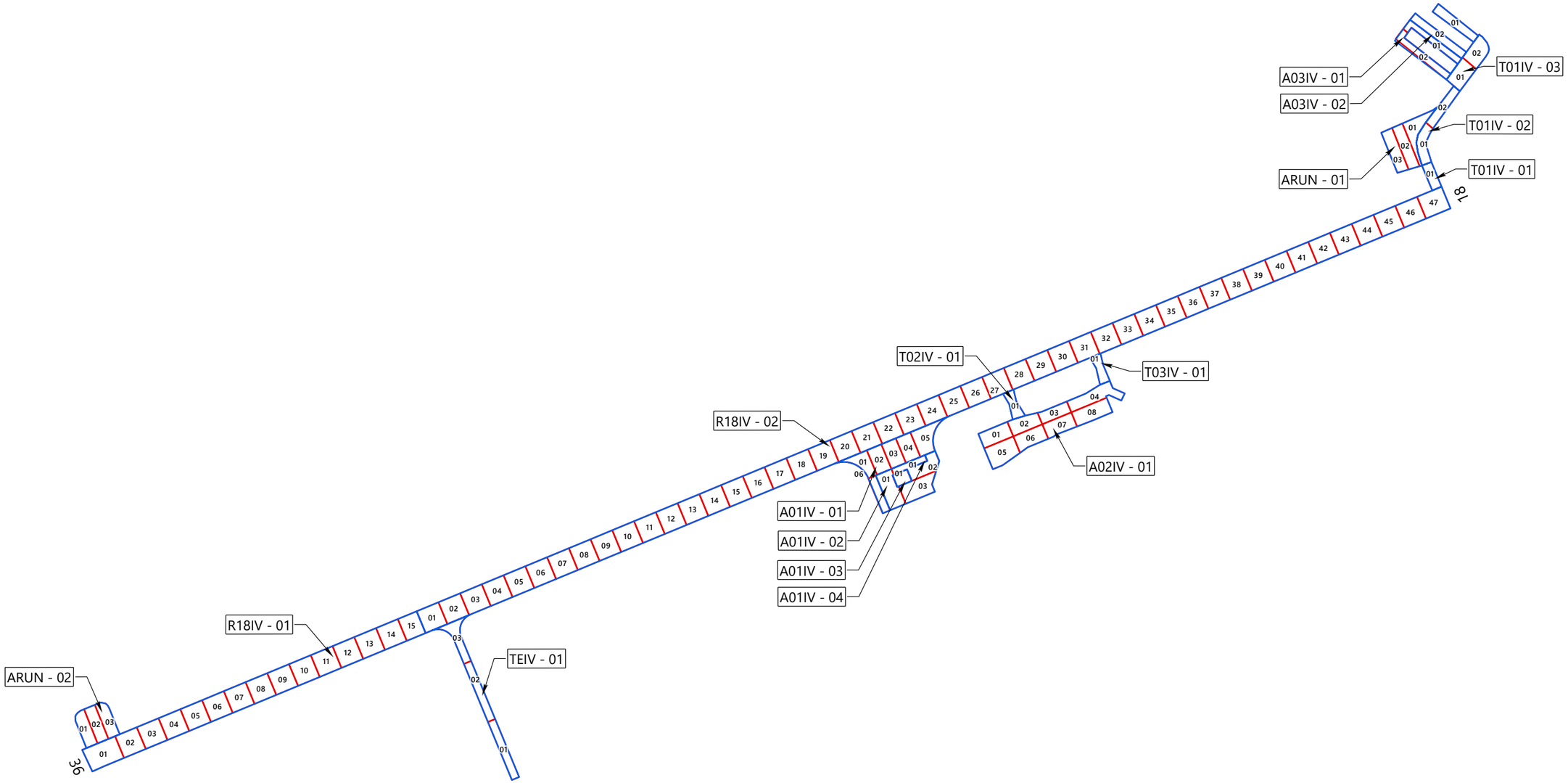
| Facility Designation (Branch ID) | Branch Name | Number of Sections | Approximate Area, square feet |
|---|---|---|---|
| A01IV | Apron 01 Illinois Valley | 4 | 47,501 |
| A02IV | Apron 02 Illinois Valley | 1 | 42,524 |
| A03IV | Apron 03 Illinois Valley | 2 | 25,001 |
| ARUN | Apron RunUp | 2 | 28,895 |
| R18IV | Runway 18/36 Illinois Valley | 2 | 367,773 |
| T01IV-01 | Taxiway 01 | 3 | 20,863 |
| T02IV | Taxiway 02 Illinois Valley | 1 | 2,868 |
| T03IV | Taxiway 03 Illinois Valley | 1 | 3,236 |
| TEIV | Taxiway E Illinois Valley | 1 | 14,736 |

**Table 3A: ILLINOIS VALLEY AIRPORT CURRENT PAVEMENT INVENTORY**

| Branch ID | Branch Name | Branch Use | Section ID | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A01IV | Apron 01 Illinois Valley | APRON | 01 | Runway 18/36 | A01IV-02 | P | 230 | 85 | 25,651 | 9/1/1977 | AAC | 0 | 0 | 0 |
| A01IV | Apron 01 Illinois Valley | APRON | 02 | A01IV-01 | A01IV-03,04,05 | P | 205 | 120 | 18,850 | 9/2/1965 | AC | 0 | 0 | 0 |
| A01IV | Apron 01 Illinois Valley | APRON | 03 | A01IV-02 | A01IV-02 | P | 50 | 40 | 2,000 | 9/2/1965 | PCC | 10 | 13 | 16 |
| A01IV | Apron 01 Illinois Valley | APRON | 04 | A01IV-01 | A01IV-02 | P | 50 | 20 | 1,000 | 9/2/1965 | PCC | 25 | 20 | 2 |
| A02IV | Apron 02 Illinois Valley | APRON | 01 | Runway 18/36 | End | P | 452 | 95 | 42,524 | 8/2/2017 | AC | 0 | 0.0 | 0 |
| A03IV | Apron 03 Illinois Valley | APRON | 01 | Hangars | A03IV-02 | S | 210 | 82 | 11,911 | 9/2/1993 | AC | 0 | 0 | 0 |
| A03IV | Apron 03 Illinois Valley | APRON | 02 | A03IV-01 | Rwy18 End Turnabout | S | 250 | 94 | 13,090 | 9/2/1991 | AC | 0 | 0 | 0 |
| ARUN | Apron RunUp | APRON | 01 | T01IV-02 | End | P | 142 | 100 | 15,730 | 6/1/2023 | AC | 0 | 0 | 0 |
| ARUN | Apron RunUp | APRON | 02 | R18IV-01 | West End | P | 115 | 117 | 13,165 | 6/1/2023 | AC | 0 | 0 | 0 |
| R18IV | Runway 18/36 Illinois Valley | RUNWAY | 01 | Runway 36 End | R18IV-02 | P | 1,265 | 75 | 102,648 | 9/1/1977 | AAC | 0 | 0 | 0 |
| R18IV | Runway 18/36 Illinois Valley | RUNWAY | 02 | R18IV-01 | R18IV-03 | P | 3,535 | 75 | 265,125 | 1/1/1980 | AAC | 0 | 0 | 0 |
| T01IV-01 | Taxiway 01 | TAXIWAY | 01 | R18V-02 | T01IV-02 | P | 86 | 32 | 2,745 | 6/1/2023 | AC | 0 | 0 | 0 |
| T01IV-01 | Taxiway 01 | TAXIWAY | 02 | T01IV-01 | T01IV-03 | P | 411 | 27 | 8,196 | 6/1/2023 | AC | 0 | 0 | 0 |
| T01IV-01 | Taxiway 01 | TAXIWAY | 03 | T01IV-02 | End | P | 183 | 58 | 9,922 | 6/1/2023 | AC | 0 | 0 | 0 |
| T02IV | Taxiway 02 Illinois Valley | TAXIWAY | 01 | Runway | Apron 02 | P | 89 | 25 | 2,868 | 8/2/2017 | AC | 0 | 0 | 0 |
| T03IV | Taxiway 03 Illinois Valley | TAXIWAY | 01 | Runway | Apron 02 | P | 100 | 25 | 3,236 | 8/2/2017 | AC | 0 | 0 | 0 |
| TEIV | Taxiway E Illinois Valley | TAXIWAY | 01 | Runway 18/36 | End | P | 537 | 25 | 14,736 | 7/3/2004 | AC | 0 | 0 | 0 |

**Abbreviations:**

P = primary pavement; S = secondary pavement
LCD = Last construction date. The date of the last major rehabilitation (e.g., overlay).
AC = asphalt concrete; AAC = AC overlaid with AC; PCC = portland cement concrete




LEGEND

SECTIONS

SAMPLE UNIT

0 350 700

1 INCH = 350 FEET

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# ILLINOIS VALLEY AIRPORT
# SAMPLE UNIT LAYOUT

FEB. 2025 JOB NO. 6593-WOC7 FIG. 1A

# APPENDIX B

*Pavement Condition Index Survey Results*

**APPENDIX B**

**PAVEMENT CONDITION INDEX SURVEY RESULTS**

## B.1 METHODOLOGY

As previously discussed, the Pavement Condition Index (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 International (ASTM) D5340. Flexible pavement (e.g., asphalt concrete [AC] and AC overlaid with AC) and rigid pavement (e.g., portland cement concrete) distress types are presented in Table 1B. The pavement condition results by branch and section are included in Tables 2B and 3B of Appendix B, respectively.

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

| Flexible Pavement | | | Rigid Pavement | | |
|---|---|---|---|---|---|
| PAVER Code | Pavement Distress | Related Cause | PAVER Code | Pavement Distress | Related Cause |
| 41 | Alligator Cracking | Load | 61 | Blow-Up | Load |
| 42 | Bleeding | Other | 62 | Corner Break | Load |
| 43 | Block Cracking | Climate/ Durability | 63 | Longitudinal, Transverse, & Diagonal Cracks | Climate/ Durability |
| 44 | Corrugation | Other | 64 | Durability Cracking | Climate/ Durability |
| 45 | Depression | Other | 65 | Joint Seal Damage | Other |
| 46 | Jet Blast | Other | 66 | Small Patch | Other |
| 47 | Joint Reflection Cracking | Climate/ Durability | 67 | Large Patch | Other |
| 48 | Longitudinal & Transverse Cracking | Climate/ Durability | 68 | Pop Outs | Other |
| 49 | Oil Spillage | Other | 69 | Pumping | Other |
| 50 | Patching | Climate/ Durability | 70 | Scaling | Other |
| 51 | Polished Aggregate | Other | 71 | Faulting | Other |

| Flexible Pavement | | |
|---|---|---|
| PAVER Code | Pavement Distress | Related Cause |
| 52 | Raveling | Climate/ Durability |
| 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 |
| 72 | Shattered Slab | Load |
| 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" (units 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, which governs 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 maintenance and rehabilitation 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 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 distress includes alligator/fatigue cracking, depressions, potholes, and swelling. Rigid pavement distresses include corner breaks, divided slabs, and pumping.

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

As described above, 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 Illinois Valley Airport pavement network consists of nine branches and 17 sections. Forty sample units were visually inspected in the field. Data from the inspected sample units were input into the PAVER database, and a resultant PCI for each section was computed. Additional details regarding the PCI and distress types observed for each surveyed sample unit are provided in the re-inspection report, Table 1E, in Appendix E. Based on the 2024 PCI survey, the area-weighted average PCI for the entire pavement network at Illinois Valley Airport is approximately 86, which corresponds to a PCI rating of Good.

To investigate the rate of deterioration of each pavement section, we compared the PCI results from the 2024 survey to the PCI results from the previous inspection. The variation in PCI between inspections for Illinois Valley Airport pavement sections is outlined in Table 4B in this appendix.

**Table 2B: ILLINOIS VALLEY AIRPORT CURRENT BRANCH CONDITION REPORT**

| Branch ID | Number of Sections | Approximate Area, square feet | Use | Area Weighted Average Branch PCI | PCI Category |
|---|---|---|---|---|---|
| A01IV | 4 | 47,501 | APRON | 34 | Very Poor |
| A02IV | 1 | 42,524 | APRON | 92 | Good |
| A03IV | 2 | 25,001 | APRON | 68 | Fair |
| ARUN | 2 | 28,895 | APRON | 94 | Good |
| R18IV | 2 | 367,773 | RUNWAY | 93 | Good |
| T01IV | 3 | 20,863 | TAXIWAY | 93 | Good |
| T02IV | 1 | 2,868 | TAXIWAY | 75 | Satisfactory |
| T03IV | 1 | 3,236 | TAXIWAY | 79 | Satisfactory |
| TEIV | 1 | 14,736 | TAXIWAY | 81 | Satisfactory |

| Use Category | Number of Sections | Total Area, square feet | Area Weighted Average PCI |
|---|---|---|---|
| APRON | 9 | 143,921 | 69 |
| RUNWAY | 2 | 367,773 | 93 |
| TAXIWAY | 6 | 41,703 | 87 |
| **ALL** | **17** | **553,397** | **86** |

**Abbreviations:** PCI = Pavement Condition Index

**Table 3B: ILLINOIS VALLEY AIRPORT 2024 PAVEMENT CONDITION INDEX SURVEY RESULTS**

| Branch ID | Section ID | Last Construction Date | Surface Type | Use | Last Inspection Date | Age at Inspection | PCI | PCI Category | PCI % Climate | PCI % Load | PCI % Other |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A01IV | 01 | 9/1/1977 | AAC | APRON | 8/1/2024 | 47 | 42 | Poor | 100 | 0 | 0 |
| A01IV | 02 | 9/2/1965 | AC | APRON | 8/1/2024 | 59 | 28 | Very Poor | 61 | 39 | 0 |
| A01IV | 03 | 9/2/1965 | PCC | APRON | 8/1/2024 | 59 | 0 | Failed | 0 | 100 | 0 |
| A01IV | 04 | 9/2/1965 | PCC | APRON | 8/1/2024 | 59 | 10 | Failed | 0 | 0 | 100 |
| A02IV | 01 | 8/2/2017 | AC | APRON | 8/1/2024 | 7 | 92 | Good | 100 | 0 | 0 |
| A03IV | 01 | 9/2/1993 | AC | APRON | 8/1/2024 | 31 | 47 | Poor | 52 | 48 | 0 |
| A03IV | 02 | 9/2/1991 | AC | APRON | 8/1/2024 | 33 | 88 | Good | 100 | 0 | 0 |
| ARUN | 01 | 6/1/2023 | AC | APRON | 8/1/2024 | 1 | 94 | Good | 100 | 0 | 0 |
| ARUN | 02 | 6/1/2023 | AC | APRON | 8/1/2024 | 1 | 94 | Good | 100 | 0 | 0 |
| R18IV | 01 | 9/1/1977 | AAC | RUNWAY | 8/1/2024 | 47 | 94 | Good | 100 | 0 | 0 |
| R18IV | 02 | 1/1/1980 | AAC | RUNWAY | 8/1/2024 | 45 | 93 | Good | 100 | 0 | 0 |
| T01IV-01 | 01 | 6/1/2023 | AC | TAXIWAY | 8/1/2024 | 1 | 94 | Good | 100 | 0 | 0 |
| T01IV-01 | 02 | 6/1/2023 | AC | TAXIWAY | 8/1/2024 | 1 | 94 | Good | 100 | 0 | 0 |
| T01IV-01 | 03 | 6/1/2023 | AC | TAXIWAY | 8/1/2024 | 1 | 92 | Good | 100 | 0 | 0 |
| T02IV | 01 | 8/2/2017 | AC | TAXIWAY | 8/1/2024 | 7 | 75 | Satisfactory | 100 | 0 | 0 |
| T03IV | 01 | 8/2/2017 | AC | TAXIWAY | 8/1/2024 | 7 | 79 | Satisfactory | 100 | 0 | 0 |
| TEIV | 01 | 7/3/2004 | AC | TAXIWAY | 8/1/2024 | 20 | 81 | Satisfactory | 100 | 0 | 0 |

**Abbreviations:**

PCI = Pavement Condition Index; AAC = AC overlaid with AC; AC = asphalt concrete; PCC = portland cement concrete

**Table 4B: ILLINOIS VALLEY AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2024 RESULTS**

| | | | | | 2019 Survey | | | 2024 Survey | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Branch ID | Section ID | Surface Type[1] | Approximate Area, square feet | LCD[2] | PCI[3] | PCI Category | Inspection Date | PCI | PCI Category | Age[4] | Δ PCI/yr[5] | Rate of Deterioration |
| A01IV | 01 | AAC | 25,651 | 9/1/77 | 37 | Fair | 5/13/2019 | 42 | Poor | 42 | 0.96 | NONE |
| A01IV | 02 | AC | 18,850 | 9/2/65 | 13 | Satisfactory | 5/13/2019 | 28 | Very Poor | 54 | 3 | NONE |
| A01IV | 03 | PCC | 2,000 | 9/2/65 | 0 | Satisfactory | 5/13/2019 | 0 | Failed | 54 | 0.00 | NONE |
| A01IV | 04 | PCC | 1,000 | 9/2/65 | 0 | Satisfactory | 5/13/2019 | 10 | Failed | 54 | 2 | NONE |
| A02IV | 01 | AC | 42,524 | 8/2/17 | 98 | Satisfactory | 5/13/2019 | 92 | Good | 2 | -1.15 | NORMAL |
| A03IV | 01 | AC | 11,911 | 9/2/93 | 78 | Satisfactory | 5/13/2019 | 47 | Poor | 26 | -6 | HIGH |
| A03IV | 02 | AC | 13,090 | 9/2/91 | 90 | Satisfactory | 5/13/2019 | 88 | Good | 28 | -0.38 | NORMAL |
| ARUN | 01 | AC | 15,730 | 6/1/23 | -- | -- | -- | 94 | Good | -- | -- | NA[6] |
| ARUN | 02 | AC | 13,165 | 6/1/23 | -- | -- | -- | 94 | Good | -- | -- | NA |
| R18IV | 01 | AAC | 102,648 | 9/1/77 | 59 | Satisfactory | 5/13/2019 | 94 | Good | 42 | 7 | NONE |
| R18IV | 02 | AAC | 265,125 | 1/1/80 | 62 | Good | 5/13/2019 | 93 | Good | 39 | 5.93 | NONE |
| T01IV-01 | 01 | AC | 2,745 | 6/1/23 | -- | -- | -- | 94 | Good | -- | -- | NA |
| T01IV-01 | 02 | AC | 8,196 | 6/1/23 | -- | -- | -- | 94 | Good | -- | -- | NA |
| T01IV-01 | 03 | AC | 9,922 | 6/1/23 | -- | -- | -- | 92 | Good | -- | -- | NA |
| T02IV | 01 | AC | 2,868 | 8/2/17 | 100 | Fair | 5/13/2019 | 75 | Satisfactory | 2 | -4.79 | HIGH |
| T03IV | 01 | AC | 3,236 | 8/2/17 | 100 | Very Poor | 5/13/2019 | 79 | Satisfactory | 2 | -4 | HIGH |
| TEIV | 01 | AC | 14,736 | 7/3/04 | 90 | Fair | 5/13/2019 | 81 | Satisfactory | 15 | -1.72 | NORMAL |

**Abbreviations:**

[1] AC = asphalt concrete; AAC = AC overlaid with 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 2019

[5] Δ PCI/yr = Change in PCI points per year between 2019 survey and 2024 survey

[6] NA = Not applicable due to changes in sectioning

-- = no value

# 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, this is done with the aid of a prediction model. When an airport pavement management system is initially implemented, the default models are typically used to predict the future condition of a pavement. However, after Pavement Condition Index (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 as follows:

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 Illinois Valley 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 Illinois Valley Airport. For each model, we reviewed the data to filter out any inconsistent or inaccurate data or any data 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 4C below.

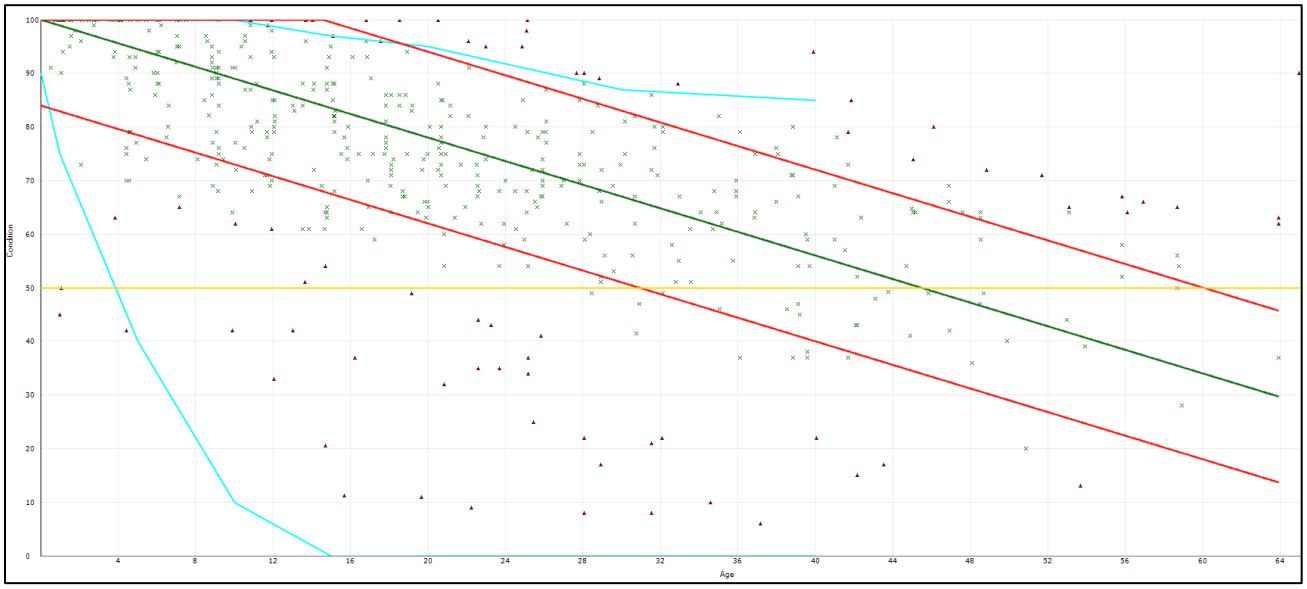


**Figure 1C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE APRONS**

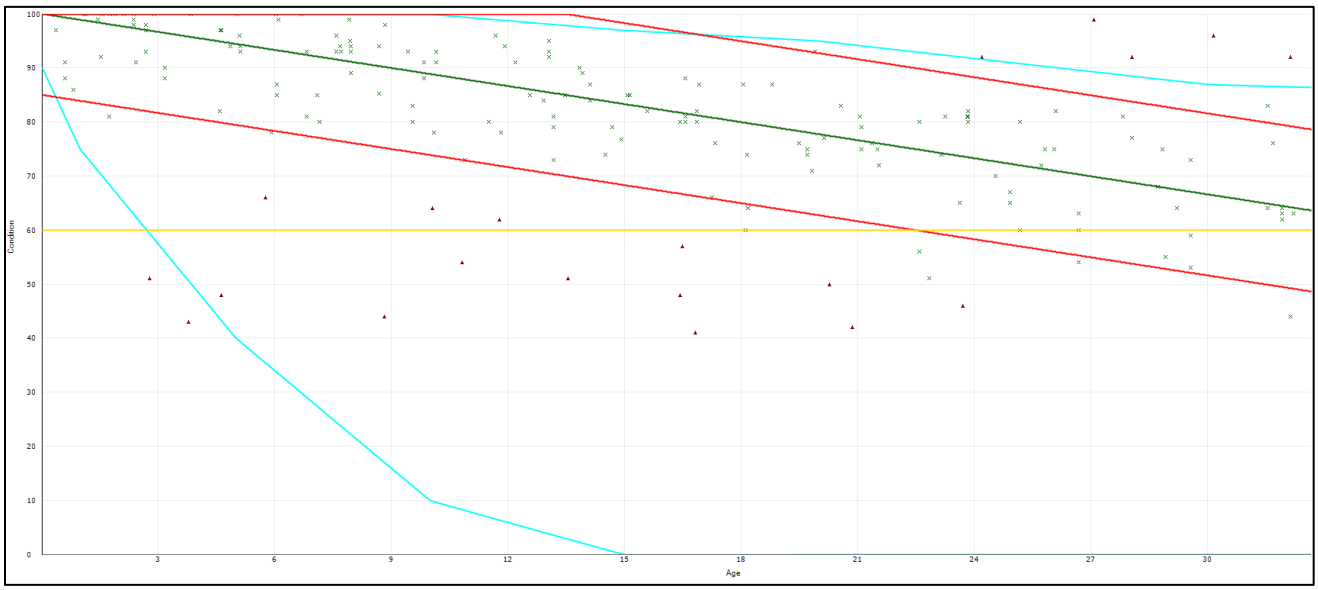


**Figure 2C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE RUNWAYS**

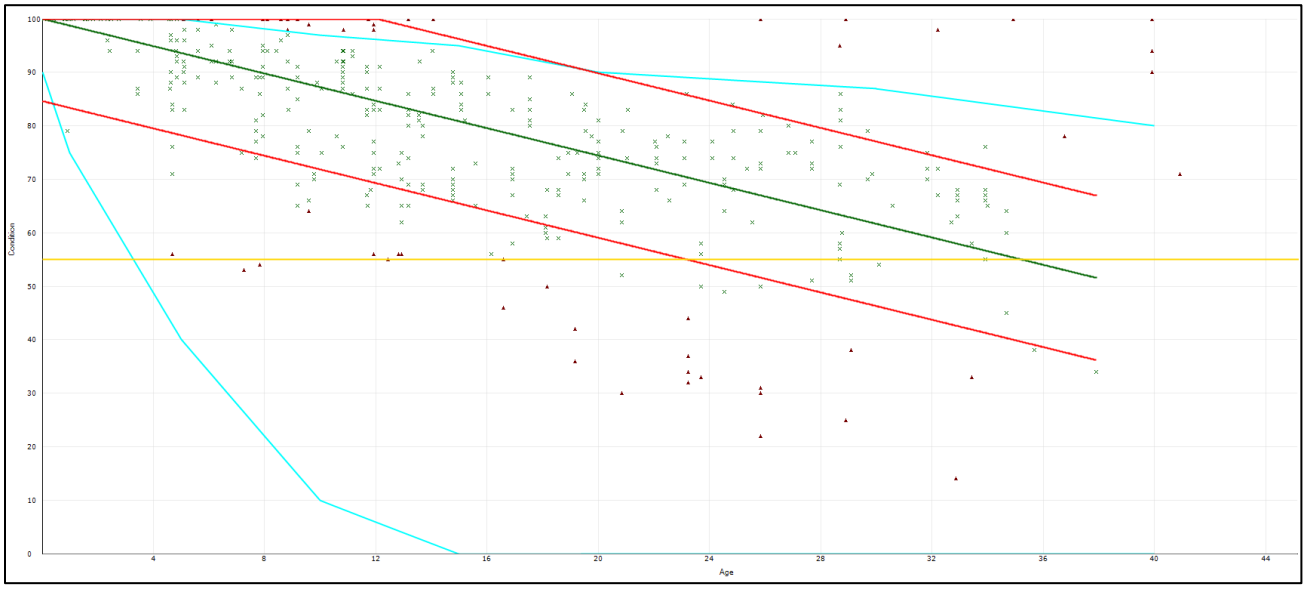


**Figure 3C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3 ASPHALT CONCRETE TAXIWAYS**

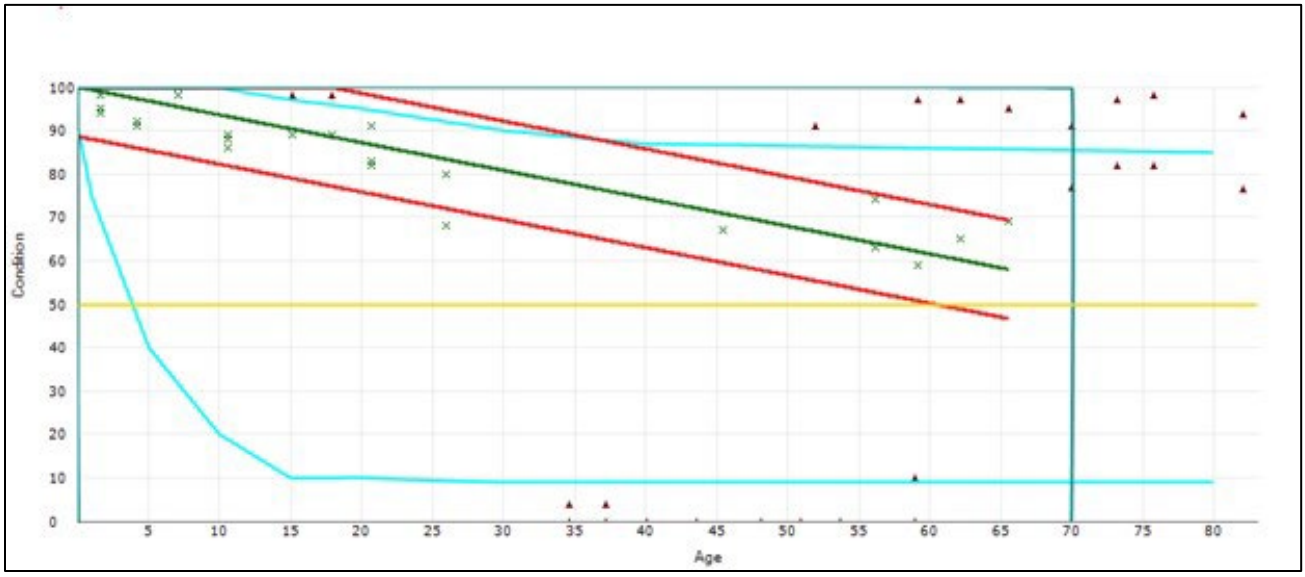


**Figure 4C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 2/3/4 PORTLAND CEMENT CONCRETE RUNWAYS, TAXIWAYS, AND APRONS**

## C.3 CRITICAL PCI

Each condition-prediction model 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 maintenance and rehabilitation (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 Illinois Valley 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 five- and 10-year periods. The projected pavement conditions in five years and 10 years for each pavement section at Illinois Valley 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 Illinois Valley 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 (i.e., PCI less than 40). The results of the functional life analysis are provided in Table 2C.

**Table 1C: PAST, PRESENT, AND FUTURE PCI**

| Branch ID | Section ID | Past Inspection PCI 2019 | Current PCI 2024 | Predicted Future PCI 2029 | Predicted Future PCI 2034 |
|---|---|---|---|---|---|
| **NETWORK** | **--** | **64** | **86** | **81** | **75** |
| A01IV | 01 | 37 | 42 | 37 | 31 |
| A01IV | 02 | 13 | 28 | 22 | 17 |
| A01IV | 03 | 0 | 0 | 0 | 0 |
| A01IV | 04 | 0 | 10 | 7 | 4 |
| A02IV | 01 | 98 | 92 | 87 | 81 |
| A03IV | 01 | 78 | 47 | 42 | 36 |
| A03IV | 02 | 90 | 88 | 83 | 77 |
| ARUN | 01 | -- | 94 | 89 | 83 |
| ARUN | 02 | -- | 94 | 89 | 83 |
| R18IV | 01 | 59 | 94 | 88 | 83 |
| R18IV | 02 | 62 | 93 | 87 | 82 |
| T01IV-01 | 01 | -- | 94 | 88 | 83 |
| T01IV-01 | 02 | -- | 94 | 88 | 83 |
| T01IV-01 | 03 | -- | 92 | 86 | 81 |
| T02IV | 01 | 100 | 75 | 69 | 64 |
| T03IV | 01 | 100 | 79 | 73 | 68 |
| TEIV | 01 | 90 | 81 | 75 | 70 |

**Abbreviations:** PCI = Pavement Condition Index; -- = no value

**Table 2C: ILLINOIS VALLEY 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 |
|---|---|---|---|---|---|---|
| A01IV | 01 | AAC | 42 | 0 – 5 | 50 | 0 – 5 |
| A01IV | 02 | AC | 28 | 0 – 5 | 50 | 0 – 5 |
| A01IV | 03 | PCC | 0 | 0 – 5 | 50 | 0 – 5 |
| A01IV | 04 | PCC | 10 | 0 – 5 | 50 | 0 – 5 |
| A02IV | 01 | AC | 92 | > 20 0 | 50 | > 20 |
| A03IV | 01 | AC | 47 | – 5 | 50 | 6 – 10 |
| A03IV | 02 | AC | 88 | > 20 | 50 | > 20 |
| ARUN | 01 | AC | 94 | > 20 | 50 | > 20 |
| ARUN | 02 | AC | 94 | > 20 | 50 | > 20 |
| R18IV | 01 | AAC | 94 | > 20 | 60 | > 20 |
| R18IV | 02 | AAC | 93 | > 20 | 60 | > 20 |
| T01IV-01 | 01 | AC | 94 | > 20 | 55 | > 20 |
| T01IV-01 | 02 | AC | 94 | > 20 | 55 | > 20 |
| T01IV-01 | 03 | AC | 92 | > 20 | 55 | > 20 |
| T02IV | 01 | AC | 75 | 16 – 20 | 55 | > 20 |
| T03IV | 01 | AC | 79 | > 20 | 55 | > 20 |
| TEIV | 01 | AC | 81 | > 20 | 55 | > 20 |

**Abbreviations:**

PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC; PCC = portland cement concrete; M&R = maintenance and rehabilitation

[1] Major M&R 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 maintenance and rehabilitation (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 Illinois Valley Airport pavement network condition over time. We used PAVER v7.1.2 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, 2025. 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 Pavement Condition Index (PCI) less than 40.
- **Rehabilitation (Asphalt Concrete [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 5-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, and 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: MAINTENANCE AND REHABILITATION 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 International 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 cost to PCI. We reviewed the unit costs from the 2019 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Illinois Valley Airport and information provided by the Oregon Department of Aviation Pavement Maintenance Program project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Illinois Valley 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 2 UNIT COST DATA**

| Type of M&R | Work Type | Unit Cost per Square Foot |
|---|---|---|
| Major M&R | Complete Reconstruction with AC | $19.05 |
| | Cold Mill and Overlay—2 Inches Thick | $8.41 |
| Surface Treatment (Global) M&R | Surface Treatment—Slurry Seal | $0.50 |
| | Surface Treatment—Fog Seal | $0.33 |
| Localized Preventive M&R | Crack Sealing—AC | $2.75 |
| | Crack Sealing—PCC | $17.00 |
| | Wide Crack Repair | $75.00 |
| | Joint Sealing—PCC | $12.00 |
| | AC Patching—Full Depth | $75.00 |
| | PCC Patching—Full Depth | $140.00 |

**Abbreviations:** M&R = maintenance and rehabilitation; AC = asphalt concrete; PCC = portland cement concrete

## 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: ILLINOIS VALLEY AIRPORT NETWORK MAINTENANCE REPORT**

| Branch ID | Section ID | Distress | Severity | Action | Work Quantity | Unit | Unit Cost | Work Cost | Section Total |
|---|---|---|---|---|---|---|---|---|---|
| A01IV | 01 | Block Cracking | Medium | Crack Sealing—AC | 7,819 | Ft | $2.75 | $21,501 | $21,501 |
| A01IV | 02 | Block Cracking | Medium | Crack Sealing—AC | 5,503 | Ft | $2.75 | $15,132 | $85,271 |
| A01IV | 02 | Alligator Cracking | Medium | Patching—AC Deep | 935 | SqFt | $75.00 | $70,139 | |
| A01IV | 03 | Shattered Slab | High | Patching—PCC Full Depth | 2,000 | SqFt | $200.00 | $400,000 | $400,000 |
| A01IV | 04 | Faulting | High | Patching—AC Leveling | 131 | SqFt | $75.00 | $9,843 | $9,843 |
| A03IV | 01 | Long. & Trans. Cracking | Low | Crack Sealing—AC | 613 | Ft | $2.75 | $1,686 | $31,484 |
| A03IV | 01 | Long. & Trans. Cracking | Medium | Crack Sealing—AC | 369 | Ft | $2.75 | $1,015 | |
| A03IV | 01 | Alligator Cracking | Medium | Patching—AC Deep | 384 | SqFt | $75.00 | $28,784 | |
| A03IV | 02 | Long. & Trans. Cracking | Low | Crack Sealing—AC | 198 | Ft | $2.75 | $545 | $545 |
| R18IV | 02 | Long. & Trans. Cracking | Low | Crack Sealing—AC | 239 | Ft | $2.75 | $655 | $655 |
| T02IV | 01 | Long. & Trans. Cracking | Low | Crack Sealing—AC | 29 | Ft | $2.75 | $80 | $80 |
| T03IV | 01 | Long. & Trans. Cracking | Low | Crack Sealing—AC | 40 | Ft | $2.75 | $110 | $110 |
| TEIV | 01 | Long. & Trans. Cracking | Low | Crack Sealing—AC | 39 | Ft | $2.75 | $108 | $108 |

**Abbreviations:**

Long. = longitudinal; Trans. = transverse; AC = asphalt concrete; PCC = portland cement concrete; Ft = feet; SqFt = square feet

**Table 4D: 5-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 |
|---|---|---|---|---|---|---|---|---|---|
| 2025 | A03IV | 01 | APRON | AC | 48 | Overlay | 11,911 | $13.73 | $163,538 |
| 2026 | A01IV | 02 | APRON | AC | 28 | Reconstruction | 18,850 | $19.05 | $359,088 |
| | A01IV | 03 | APRON | PCC | 0 | Reconstruction | 2,000 | $19.05 | $38,100 |
| | A01IV | 04 | APRON | PCC | 10 | Reconstruction | 1,000 | $19.05 | $19,050 |
| 2027 | T02IV | 01 | TAXIWAY | AC | 75 | Slurry Seal | 2,868 | $0.50 | $1,434 |
| | T03IV | 01 | TAXIWAY | AC | 79 | Slurry Seal | 3,236 | $0.50 | $1,618 |
| | TEIV | 01 | TAXIWAY | AC | 81 | Slurry Seal | 14,736 | $0.50 | $7,368 |
| 2028 | A01IV | 01 | APRON | AAC | 42 | Reconstruction | 25,651 | $19.05 | $488,646 |
| 2029 | A03IV | 02 | APRON | AC | 88 | Fog Seal | 13,090 | $0.33 | $4,320 |

**Abbreviations:**
PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC; PCC = portland cement concrete

| Cost Summary | |
|---|---|
| 2025 Total Project Cost | $163,538 |
| 2026 Total Project Cost | $416,237 |
| 2027 Total Project Cost | $10,420 |
| 2028 Total Project Cost | $488,646 |
| 2029 Total Project Cost | $4,320 |
| **Total Five-Year Project Cost** | **$1,083,161** |

# APPENDIX E

*Reinspection Report*

# Inspection Report

**ODAV_2024_12-11-24_4pm_amc**
**Generated Date** 12/13/2024



**Network:** Illinois **Name:** Illinois Valley

**Branch:** A01IV **Name:** Apron 01 Illinois Valley **Use:** APRON **Area:** 47,501 SqFt

**Section:** 01 of 4 **From:** Runway 18/36 **To:** A01IV-02 **Last Const.:** 9/1/1977

**Surface:** AAC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 25,651 SqFt **Length:** 230 Ft **Width:** 85 Ft

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

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

**Section Comments:**

**Work Date:** 9/1/1953 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

**Work Date:** 9/2/1953 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

**Work Date:** 9/3/1953 **Work Type:** Surface Course - BST **Code:** SU-SB **Is Major M&R:** True

**Work Date:** 9/1/1977 **Work Type:** Overlay - AC Thin **Code:** OL-AT **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 6 **Surveyed:** 3

**Conditions:** **PCI:** 42

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 4100.00 SqFt **PCI:** 42

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 43 | BLOCK CR | M | 4100.00 SqFt | 100.0 | 53.0 | |
| 57 | WEATHERING | M | 4100.00 SqFt | 100.0 | 20.3 | |

**Sample Number:** 03 **Type:** R **Area:** 4250.00 SqFt **PCI:** 42

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 43 | BLOCK CR | M | 4250.00 SqFt | 100.0 | 53.0 | |
| 57 | WEATHERING | M | 4250.00 SqFt | 100.0 | 20.3 | |

**Sample Number:** 04 **Type:** R **Area:** 4250.00 SqFt **PCI:** 42

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 43 | BLOCK CR | M | 4250.00 SqFt | 100.0 | 53.0 | |
| 57 | WEATHERING | M | 4250.00 SqFt | 100.0 | 20.3 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** A01IV **Name:** Apron 01 Illinois Valley **Use:** APRON **Area:** 47,501 SqFt

**Section:** 02 of 4 **From:** A01IV-01 **To:** A01IV-03,04,05 **Last Const.:** 9/2/1965

**Surface:** AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 18,850 SqFt **Length:** 205 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:** 9/1/1965 **Work Type:** Base Course - Unknown (Major MR) **Code:** BA-UN **Is Major M&R:** True

**Work Date:** 9/2/1965 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 3 **Surveyed:** 2

**Conditions:** **PCI:** 28

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 6400.00 SqFt **PCI:** 29

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 41 | ALLIGATOR CR | M | 236.00 | SqFt | 3.7 | 43.5 | |
| 43 | BLOCK CR | M | 6164.00 | SqFt | 96.3 | 52.3 | |
| 57 | WEATHERING | M | 6400.00 | SqFt | 100.0 | 20.3 | |

**Sample Number:** 03 **Type:** R **Area:** 6510.00 SqFt **PCI:** 27

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 41 | ALLIGATOR CR | M | 323.00 | SqFt | 5.0 | 47.1 | |
| 43 | BLOCK CR | M | 6200.00 | SqFt | 95.2 | 52.0 | |
| 57 | WEATHERING | M | 6510.00 | SqFt | 100.0 | 20.3 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** A01IV **Name:** Apron 01 Illinois Valley **Use:** APRON **Area:** 47,501 SqFt

**Section:** 03 of 4 **From:** A01IV-02 **To:** A01IV-02 **Last Const.:** 9/2/1965

**Surface:** PCC **Family:** 2024_Region2_Cat 2/3/4_Apron_PCC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 2,000 SqFt **Length:** 50 Ft **Width:** 40 Ft

**Slabs:** 16 **Slab Length:** 10 Ft **Slab Width:** 13 Ft **Joint Length:** 270 Ft

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

**Section Comments:**

**Work Date:** 9/1/1965 **Work Type:** Subbase - Unknown (Major MR) **Code:** SB-UN **Is Major M&R:** True

**Work Date:** 9/2/1965 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

**Conditions:** **PCI:** 0

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 16.00 Slabs **PCI:** 0

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 72 | SHAT. SLAB | H | 16.00 | Slabs | 100.0 | 99.9 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** A01IV **Name:** Apron 01 Illinois Valley **Use:** APRON **Area:** 47,501 SqFt

**Section:** 04 of 4 **From:** A01IV-01 **To:** A01IV-02 **Last Const.:** 9/2/1965

**Surface:** PCC **Family:** 2024_Region2_Cat 2/3/4_Apron_PCC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 1,000 SqFt **Length:** 50 Ft **Width:** 20 Ft

**Slabs:** 2 **Slab Length:** 25 Ft **Slab Width:** 20 Ft **Joint Length:** 20 Ft

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

**Section Comments:**

**Work Date:** 9/1/1965 **Work Type:** Subbase - Unknown (Major MR) **Code:** SB-UN **Is Major M&R:** True

**Work Date:** 9/2/1965 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

**Conditions:** **PCI:** 10

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 2.00 Slabs **PCI:** 10

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 71 | FAULTING | H | 2.00 Slabs | 100.0 | 90.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** A02IV **Name:** Apron 02 Illinois Valley **Use:** APRON **Area:** 42,524 SqFt

**Section:** 01 of 1 **From:** Runway 18/36 **To:** End **Last Const.:** 8/2/2017

**Surface:** AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 42,524 SqFt **Length:** 452 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:** 9/1/1965 | **Work Type:** Base Course - Unknown (Major MR) | **Code:** BA-UN | **Is Major M&R:** True |
| **Work Date:** 9/2/1965 | **Work Type:** New Construction - AC | **Code:** NC-AC | **Is Major M&R:** True |
| **Work Date:** 9/1/1977 | **Work Type:** Overlay - AC Thin | **Code:** OL-AT | **Is Major M&R:** True |
| **Work Date:** 7/31/2017 | **Work Type:** Geotextile | **Code:** FB-TX | **Is Major M&R:** False |
| **Work Date:** 8/1/2017 | **Work Type:** Base Course - Aggregate | **Code:** BA-AG | **Is Major M&R:** False |
| **Work Date:** 8/2/2017 | **Work Type:** Complete Reconstruction - AC | **Code:** CR-AC | **Is Major M&R:** True |
| **Work Date:** 9/1/2017 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 8 **Surveyed:** 4

**Conditions:** **PCI:** 92

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5000.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 03 **Type:** R **Area:** 3764.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 3764.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 06 **Type:** R **Area:** 5099.00 SqFt **PCI:** 88

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 50 | PATCHING | L | 160.00 SqFt | 3.1 | 7.4 | |
| 57 | WEATHERING | L | 5099.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 08 **Type:** R **Area:** 6054.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 6054.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** A03IV **Name:** Apron 03 Illinois Valley **Use:** APRON **Area:** 25,001 SqFt

**Section:** 01 of 2 **From:** Hangars **To:** A03IV-02 **Last Const.:** 9/2/1993

**Surface:** AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 3S4 **Category:** J **Rank:** S

**Area:** 11,911 SqFt **Length:** 210 Ft **Width:** 82 Ft

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

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

**Section Comments:**

| | | | |
|---|---|---|---|
| **Work Date:** 9/1/1993 | **Work Type:** Base Course - Unknown (Major MR) | **Code:** BA-UN | **Is Major M&R:** True |
| **Work Date:** 9/2/1993 | **Work Type:** New Construction - AC | **Code:** NC-AC | **Is Major M&R:** True |
| **Work Date:** 9/1/2003 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/2/2003 | **Work Type:** Surface Treatment - Slurry Seal | **Code:** ST-SS | **Is Major M&R:** False |
| **Work Date:** 6/1/2011 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2014 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2017 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

**Conditions:** **PCI:** 48

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 5916.00 SqFt **PCI:** 59

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 41 | ALLIGATOR CR | M | 12.00 | SqFt | 0.2 | 15.6 | |
| 48 | L & T CR | L | 121.00 | Ft | 2.0 | 7.5 | |
| 48 | L & T CR | M | 302.00 | Ft | 5.1 | 26.0 | |
| 57 | WEATHERING | L | 5916.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 02 **Type:** R **Area:** 5994.00 SqFt **PCI:** 38

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 41 | ALLIGATOR CR | M | 297.00 | SqFt | 5.0 | 47.1 | |
| 48 | L & T CR | L | 492.00 | Ft | 8.2 | 20.7 | |
| 48 | L & T CR | M | 67.00 | Ft | 1.1 | 11.8 | |
| 50 | PATCHING | L | 44.00 | SqFt | 0.7 | 3.0 | |
| 57 | WEATHERING | L | 5994.00 | SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** A03IV **Name:** Apron 03 Illinois Valley **Use:** APRON **Area:** 25,001 SqFt

**Section:** 02 of 2 **From:** A03IV-01 **To:** Rwy18 End Turnabout **Last Const.:** 9/2/1991

**Surface:** AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 3S4 **Category:** J **Rank:** S

**Area:** 13,090 SqFt **Length:** 250 Ft **Width:** 94 Ft

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

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

**Section Comments:**

| | | | | | |
|---|---|---|---|---|---|
| **Work Date:** 9/1/1991 | **Work Type:** Base Course - Unknown (Major MR) | **Code:** BA-UN | **Is Major M&R:** True |
| **Work Date:** 9/2/1991 | **Work Type:** New Construction - AC | **Code:** NC-AC | **Is Major M&R:** True |
| **Work Date:** 9/1/2003 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 6/1/2011 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2014 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2017 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

**Conditions:** **PCI:** 88

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 6576.00 SqFt **PCI:** 90

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 33.00 | Ft | 0.5 | 4.1 | |
| 57 | WEATHERING | L | 6576.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 02 **Type:** R **Area:** 6513.00 SqFt **PCI:** 86

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 165.00 | Ft | 2.5 | 8.8 | |
| 57 | WEATHERING | L | 6513.00 | SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** ARUN **Name:** Apron RunUp **Use:** APRON **Area:** 28,895 SqFt

**Section:** 01 of 2 **From:** T01IV-02 **To:** End **Last Const.:** 6/1/2023

**Surface:** AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** **Category:** **Rank:** P

**Area:** 15,730 SqFt **Length:** 142 Ft **Width:** 100 Ft

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

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

**Section Comments:** Construction date estimated based on available historical imagery

**Work Date:** 6/1/2023 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 3 **Surveyed:** 2

**Conditions:** **PCI:** 94

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 5244.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5244.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 03 **Type:** R **Area:** 5244.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5244.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** ARUN **Name:** Apron RunUp **Use:** APRON **Area:** 28,895 SqFt

**Section:** 02 of 2 **From:** R18IV-01 **To:** West End **Last Const.:** 6/1/2023

**Surface:** AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** **Category:** **Rank:** P

**Area:** 13,165 SqFt **Length:** 115 Ft **Width:** 117 Ft

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

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

**Section Comments:**

**Work Date:** 6/1/2023 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 3 **Surveyed:** 2

**Conditions:** **PCI:** 94

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 4388.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 4388.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 03 **Type:** R **Area:** 4388.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 4388.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** R18IV **Name:** Runway 18/36 Illinois Valley **Use:** RUNWAY **Area:** 405,546 SqFt

**Section:** 01 of 3 **From:** Runway 36 End **To:** R18IV-02 **Last Const.:** 9/1/1977

**Surface:** AAC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 102,648 SqFt **Length:** 1,265 Ft **Width:** 75 Ft

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

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

**Section Comments:** The area section was reduced after improvements performed in 2023 (See project number JCOTO-05 "Runway 18-36 Rehabilitatation and Aligned Taxiway Removal"

| | | | |
|---|---|---|---|
| **Work Date:** 9/1/1965 | **Work Type:** Base Course - Unknown (Major MR) | **Code:** BA-UN | **Is Major M&R:** True |
| **Work Date:** 9/2/1965 | **Work Type:** New Construction - AC | **Code:** NC-AC | **Is Major M&R:** True |
| **Work Date:** 9/1/1977 | **Work Type:** Overlay - AC Thin | **Code:** OL-AT | **Is Major M&R:** True |
| **Work Date:** 9/1/1980 | **Work Type:** Surface Seal - Fog Seal | **Code:** SS-FS | **Is Major M&R:** False |
| **Work Date:** 9/1/2003 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/2/2003 | **Work Type:** Surface Treatment - Slurry Seal | **Code:** ST-SS | **Is Major M&R:** False |
| **Work Date:** 6/1/2011 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2014 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2017 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 19 **Surveyed:** 5

**Conditions:** **PCI:** 94

**Inspection Comments:**

**Sample Number:** 03 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 06 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 14 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 15 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** R18IV **Name:** Runway 18/36 Illinois Valley **Use:** RUNWAY **Area:** 405,546 SqFt

**Section:** 02 of 3 **From:** R18IV-01 **To:** R18IV-03 **Last Const.:** 1/1/1980

**Surface:** ABR **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 265,125 SqFt **Length:** 3,535 Ft **Width:** 75 Ft

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

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

**Section Comments:**

| | | | | | |
|---|---|---|---|---|---|
| **Work Date:** 9/1/1953 | **Work Type:** Subbase - Aggregate | **Code:** SB-AG | **Is Major M&R:** False |
| **Work Date:** 9/2/1953 | **Work Type:** Base Course - Aggregate | **Code:** BA-AG | **Is Major M&R:** False |
| **Work Date:** 9/3/1953 | **Work Type:** Surface Course - Double Bitum. | **Code:** SU-DB | **Is Major M&R:** True |
| **Work Date:** 9/1/1977 | **Work Type:** Overlay - AC Thin | **Code:** OL-AT | **Is Major M&R:** True |
| **Work Date:** 1/1/1980 | **Work Type:** New Construction - Initial | **Code:** NC-IN | **Is Major M&R:** True |
| **Work Date:** 9/1/1980 | **Work Type:** Surface Seal - Fog Seal | **Code:** SS-FS | **Is Major M&R:** False |
| **Work Date:** 9/1/1994 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 7/1/2004 | **Work Type:** Surface Treatment - Slurry Seal | **Code:** ST-SS | **Is Major M&R:** False |
| **Work Date:** 6/1/2011 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2014 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |
| **Work Date:** 9/1/2017 | **Work Type:** Crack Sealing - AC | **Code:** CS-AC | **Is Major M&R:** False |

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 47 **Surveyed:** 7

**Conditions:** **PCI:** 93

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 5625.00 SqFt **PCI:** 92

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 4.00 | Ft | 0.1 | 2.5 | |
| 57 | WEATHERING | L | 5625.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 10 **Type:** R **Area:** 5625.00 SqFt **PCI:** 90

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 27.00 | Ft | 0.5 | 4.0 | |
| 57 | WEATHERING | L | 5625.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 19 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 27 **Type:** A **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 28 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 37 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 46 **Type:** R **Area:** 5625.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5625.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** T01IV-01 **Name:** Taxiway 01 **Use:** TAXIWAY **Area:** 20,863 SqFt

**Section:** 01 of 3 **From:** R18V-02 **To:** T01IV-02 **Last Const.:** 6/1/2023

**Surface:** AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** **Category:** **Rank:** P

**Area:** 2,745 SqFt **Length:** 86 Ft **Width:** 32 Ft

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

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

**Section Comments:**

**Work Date:** 6/1/2023 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

**Conditions:** **PCI:** 94

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 2745.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 2745.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** T01IV-01 **Name:** Taxiway 01 **Use:** TAXIWAY **Area:** 20,863 SqFt

**Section:** 02 of 3 **From:** T01IV-01 **To:** T01IV-03 **Last Const.:** 6/1/2023

**Surface:** AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** **Category:** **Rank:** P

**Area:** 8,196 SqFt **Length:** 411 Ft **Width:** 27 Ft

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

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

**Section Comments:**

**Work Date:** 6/1/2023 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

**Conditions:** **PCI:** 94

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 4097.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 4097.00 SqFt | 100.0 | 6.0 | |

**Sample Number:** 02 **Type:** R **Area:** 4099.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | Density | Deduct | Comments |
|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 4099.00 SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** T01IV-01 **Name:** Taxiway 01 **Use:** TAXIWAY **Area:** 20,863 SqFt

**Section:** 03 of 3 **From:** T01IV-02 **To:** End **Last Const.:** 6/1/2023

**Surface:** AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** **Category:** **Rank:** P

**Area:** 9,922 SqFt **Length:** 183 Ft **Width:** 58 Ft

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

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

**Section Comments:**

**Work Date:** 6/1/2023 **Work Type:** New Construction - Initial **Code:** NC-IN **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 2 **Surveyed:** 2

**Conditions:** **PCI:** 92

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 4916.00 SqFt **PCI:** 91

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 12.00 | Ft | 0.2 | 3.4 | |
| 57 | WEATHERING | L | 4916.00 | SqFt | 100.0 | 6.0 | |

**Sample Number:** 02 **Type:** R **Area:** 5006.00 SqFt **PCI:** 94

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 57 | WEATHERING | L | 5006.00 | SqFt | 100.0 | 6.0 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** T02IV **Name:** Taxiway 02 Illinois Valley **Use:** TAXIWAY **Area:** 2,868 SqFt

**Section:** 01 of 1 **From:** Runway **To:** Apron 02 **Last Const.:** 8/2/2017

**Surface:** AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 2,868 SqFt **Length:** 89 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:** 7/31/2017 **Work Type:** Geotextile **Code:** FB-TX **Is Major M&R:** False

**Work Date:** 8/1/2017 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

**Work Date:** 8/2/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

**Conditions:** **PCI:** 75

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 2868.00 SqFt **PCI:** 75

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 29.00 | Ft | 1.0 | 5.0 | |
| 57 | WEATHERING | L | 1434.00 | SqFt | 50.0 | 4.8 | |
| 57 | WEATHERING | M | 1434.00 | SqFt | 50.0 | 15.3 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** T03IV **Name:** Taxiway 03 Illinois Valley **Use:** TAXIWAY **Area:** 3,236 SqFt

**Section:** 01 of 1 **From:** Runway **To:** Apron 02 **Last Const.:** 8/2/2017

**Surface:** AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 3,236 SqFt **Length:** 100 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:** 7/31/2017 **Work Type:** Geotextile **Code:** FB-TX **Is Major M&R:** False

**Work Date:** 8/1/2017 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

**Work Date:** 8/2/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 1 **Surveyed:** 1

**Conditions:** **PCI:** 79

**Inspection Comments:**

**Sample Number:** 01 **Type:** R **Area:** 3226.00 SqFt **PCI:** 79

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 40.00 | Ft | 1.2 | 5.5 | |
| 57 | WEATHERING | L | 2362.00 | SqFt | 73.2 | 5.6 | |
| 57 | WEATHERING | M | 864.00 | SqFt | 26.8 | 10.6 | |

**Network:** Illinois **Name:** Illinois Valley

**Branch:** TEIV **Name:** Taxiway E Illinois Valley **Use:** TAXIWAY **Area:** 14,736 SqFt

**Section:** 01 of 1 **From:** Runway 18/36 **To:** End **Last Const.:** 7/3/2004

**Surface:** AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 3S4 **Category:** J **Rank:** P

**Area:** 14,736 SqFt **Length:** 537 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:** 7/1/2004 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

**Work Date:** 7/2/2004 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

**Work Date:** 7/3/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

**Last Insp. Date:** 8/1/2024 **TotalSamples:** 3 **Surveyed:** 2

**Conditions:** **PCI:** 81

**Inspection Comments:**

**Sample Number:** 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 23.00 | Ft | 0.5 | 4.0 | |
| 50 | PATCHING | L | 75.00 | SqFt | 1.5 | 4.6 | |
| 57 | WEATHERING | L | 2500.00 | SqFt | 50.0 | 4.8 | |
| 57 | WEATHERING | M | 2500.00 | SqFt | 50.0 | 15.3 | |

**Sample Number:** 03 **Type:** R **Area:** 4735.00 SqFt **PCI:** 92

**Sample Comments:**

| Distress | Description | Severity | Quantity | | Density | Deduct | Comments |
|---|---|---|---|---|---|---|---|
| 48 | L & T CR | L | 3.00 | Ft | 0.1 | 2.5 | |
| 57 | WEATHERING | L | 4735.00 | SqFt | 100.0 | 6.0 | |

# APPENDIX F

*Work History Report*

***Pavement Database: ODAV_2024_12-13-24_5pm_amc***

**Network:** Illinois Valley **Branch:** A01IV Apron 01 Illinois **Section:** 01 **Surface:**AAC
**L.C.D.** 9/1/1977 **Use:** APRON **Rank:** P **Length:** 230.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 25651 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/1/1977 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | ☑ | |
| 9/3/1953 | SU-SB | Surface Course - BST | 0.00 | 0.75 | ☑ | |
| 9/2/1953 | BA-AG | Base Course - Aggregate | 0.00 | 4.00 | ☐ | |
| 9/1/1953 | SB-AG | Subbase - Aggregate | 0.00 | 6.00 | ☐ | |

**Network:** Illinois Valley **Branch:** A01IV Apron 01 Illinois **Section:** 02 **Surface:**AC
**L.C.D.** 9/2/1965 **Use:** APRON **Rank:** P **Length:** 205.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 18850 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/2/1965 | NC-AC | New Construction - AC | 0.00 | 0.00 | ☑ | unk. thickness |
| 9/1/1965 | BA-UN | Base Course - Unknown (Major MR) | 0.00 | 0.00 | ☑ | |

**Network:** Illinois Valley **Branch:** A01IV Apron 01 Illinois **Section:** 03 **Surface:**PCC
**L.C.D.** 9/2/1965 **Use:** APRON **Rank:** P **Length:** 50.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 2000 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/2/1965 | NC-PC | New Construction - PCC | 0.00 | 0.00 | ☑ | UNKNOWN |
| 9/1/1965 | SB-UN | Subbase - Unknown (Major MR) | 0.00 | 0.00 | ☑ | |

**Network:** Illinois Valley **Branch:** A01IV Apron 01 Illinois **Section:** 04 **Surface:**PCC
**L.C.D.** 9/2/1965 **Use:** APRON **Rank:** P **Length:** 50.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1000 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/2/1965 | NC-PC | New Construction - PCC | 0.00 | 0.00 | ☑ | unk. thickness |
| 9/1/1965 | SB-UN | Subbase - Unknown (Major MR) | 0.00 | 0.00 | ☑ | |

**Network:** Illinois Valley **Branch:** A02IV Apron 02 Illinois **Section:** 01 **Surface:**AC
**L.C.D.** 8/2/2017 **Use:** APRON **Rank:** P **Length:** 452.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 42524 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/1/2017 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | , |
| 8/2/2017 | CR-AC | Complete Reconstruction - AC | 212,620.00 | 3.00 | ☑ | P403 |
| 8/1/2017 | BA-AG | Base Course - Aggregate | 0.00 | 9.00 | ☐ | P208 |
| 7/31/2017 | FB-TX | Geotextile | 0.00 | 0.00 | ☐ | |
| 9/1/1977 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | ☑ | |
| 9/2/1965 | NC-AC | New Construction - AC | 0.00 | 3.00 | ☑ | circa 1965 |
| 9/1/1965 | BA-UN | Base Course - Unknown (Major MR) | 0.00 | 0.00 | ☑ | circa 1965 |

*Pavement Database: ODAV_2024_12-13-24_5pm_amc*

**Network:** Illinois Valley **Branch:** A03IV Apron 03 Illinois **Section:** 01 **Surface:**AC

**L.C.D.** 9/2/1993 **Use:** APRON **Rank:** S **Length:** 210.00 (Ft) **Width:** 82.00 (Ft) **True Area:** 11911 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/1/2017 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | , |
| 9/1/2014 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2011 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | PMP 2011 |
| 9/2/2003 | ST-SS | Surface Treatment - Slurry Seal | 0.00 | 0.50 | ☐ | |
| 9/1/2003 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | ☐ | |
| 9/2/1993 | NC-AC | New Construction - AC | 0.00 | 0.00 | ☑ | UNKNOWN X-SECTION |
| 9/1/1993 | BA-UN | Base Course - Unknown (Major MR) | 0.00 | 0.00 | ☑ | |

**Network:** Illinois Valley **Branch:** A03IV Apron 03 Illinois **Section:** 02 **Surface:**AC

**L.C.D.** 9/2/1991 **Use:** APRON **Rank:** S **Length:** 250.00 (Ft) **Width:** 94.00 (Ft) **True Area:** 13090 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/1/2017 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | , |
| 9/1/2014 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2011 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | PMP 2011 |
| 9/1/2003 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | ☐ | |
| 9/2/1991 | NC-AC | New Construction - AC | 0.00 | 0.00 | ☑ | UNKNOWN X-SECTION |
| 9/1/1991 | BA-UN | Base Course - Unknown (Major MR) | 0.00 | 0.00 | ☑ | |

**Network:** Illinois Valley **Branch:** ARUN Apron RunUp **Section:** 01 **Surface:**AC

**L.C.D.** 6/1/2022 **Use:** APRON **Rank:** P **Length:** 142.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 15730 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | NC-AC | New Construction - AC | 0.00 | 4.00 | ☑ | Construction date estimated from histo |
| 6/1/2022 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | ☐ | |
| 6/1/2022 | SB-AG | Subbase - Aggregate | 0.00 | 4.00 | ☐ | |

**Network:** Illinois Valley **Branch:** ARUN Apron RunUp **Section:** 02 **Surface:**AC

**L.C.D.** 6/1/2022 **Use:** APRON **Rank:** P **Length:** 115.00 (Ft) **Width:** 117.00 (Ft) **True Area:** 13165 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/2/2022 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | ☐ | |
| 6/1/2022 | NC-AC | New Construction - AC | 0.00 | 4.00 | ☑ | Construction date estimated from histo |
| 6/1/2022 | SB-AG | Subbase - Aggregate | 0.00 | 4.00 | ☐ | |

*Pavement Database: ODAV_2024_12-13-24_5pm_amc*

**Network:** Illinois Valley **Branch:** R18IV Runway 18/36 Illin **Section:** 01 **Surface:** AAC

**L.C.D.** 6/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 1,265.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 102648 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2022 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | ☑ | Full-depth repairs were performed as n |
| 9/1/2017 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | , |
| 9/1/2014 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2011 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | PMP 2011 |
| 9/2/2003 | ST-SS | Surface Treatment - Slurry Seal | 0.00 | 0.50 | ☐ | |
| 9/1/2003 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | ☐ | |
| 9/1/1980 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | ☐ | |
| 9/1/1977 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | ☑ | |
| 9/2/1965 | NC-AC | New Construction - AC | 0.00 | 3.00 | ☑ | circa 1965 |
| 9/1/1965 | BA-UN | Base Course - Unknown (Major MR) | 0.00 | 0.00 | ☑ | circa 1965 |

**Network:** Illinois Valley **Branch:** R18IV Runway 18/36 Illin **Section:** 02 **Surface:** ABR

**L.C.D.** 6/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 3,535.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 265125 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2022 | OL-AS | Overlay - AC Structural | 0.00 | 4.00 | ☑ | Full-depth repairs were performed as n |
| 9/1/2017 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | , |
| 9/1/2014 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2011 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | PMP 2011 |
| 7/1/2004 | ST-SS | Surface Treatment - Slurry Seal | 0.00 | 0.10 | ☐ | |
| 9/1/1994 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | ☐ | |
| 9/1/1980 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | ☐ | |
| 1/1/1980 | NC-IN | New Construction - Initial | 0.00 | 0.00 | ☑ | |
| 9/1/1977 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | ☑ | |
| 9/3/1953 | SU-DB | Surface Course - Double Bitum. | 0.00 | 0.00 | ☑ | |
| 9/2/1953 | BA-AG | Base Course - Aggregate | 0.00 | 4.00 | ☐ | |
| 9/1/1953 | SB-AG | Subbase - Aggregate | 0.00 | 6.00 | ☐ | |

**Network:** Illinois Valley **Branch:** R18IV Runway 18/36 Illin **Section:** x03 **Surface:** AC

**L.C.D.** 9/1/1977 **Use:** RUNWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 37773 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/1/2017 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | , |
| 9/1/2014 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2011 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | PMP 2011 |
| 7/1/2004 | ST-SS | Surface Treatment - Slurry Seal | 0.00 | 0.10 | ☐ | |
| 9/1/1994 | CS-AC | Crack Sealing - AC | 0.00 | 0.10 | ☐ | |
| 9/1/1980 | SS-FS | Surface Seal - Fog Seal | 0.00 | 0.10 | ☐ | |
| 9/1/1977 | OL-AT | Overlay - AC Thin | 0.00 | 2.00 | ☑ | |
| 9/3/1953 | SU-SB | Surface Course - BST | 0.00 | 0.75 | ☑ | |
| 9/2/1953 | BA-AG | Base Course - Aggregate | 0.00 | 4.00 | ☐ | |
| 9/1/1953 | SB-AG | Subbase - Aggregate | 0.00 | 6.00 | ☐ | |

**Network:** Illinois Valley **Branch:** T01IV Taxiway 01 **Section:** 01 **Surface:** AC

**L.C.D.** 6/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 86.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 2745 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | NC-AC | New Construction - AC | 0.00 | 4.00 | ☑ | Construction date estimated from histo |
| 6/1/2022 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | ☐ | |
| 6/1/2022 | SB-AG | Subbase - Aggregate | 0.00 | 4.00 | ☐ | |

**Network:** Illinois Valley **Branch:** T01IV Taxiway 01 **Section:** 02 **Surface:** AC

**L.C.D.** 6/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 411.00 (Ft) **Width:** 27.00 (Ft) **True Area:** 8196 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | NC-AC | New Construction - AC | 0.00 | 4.00 | ☑ | Construction date estimated from histo |
| 6/1/2022 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | ☐ | |
| 6/1/2022 | SB-AG | Subbase - Aggregate | 0.00 | 4.00 | ☐ | |

**Network:** Illinois Valley **Branch:** T01IV Taxiway 01 **Section:** 03 **Surface:** AC

**L.C.D.** 6/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 183.00 (Ft) **Width:** 58.00 (Ft) **True Area:** 9922 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | NC-AC | New Construction - AC | 0.00 | 4.00 | ☑ | Construction date estimated from histo |
| 6/1/2022 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | ☐ | |
| 6/1/2022 | SB-AG | Subbase - Aggregate | 0.00 | 4.00 | ☐ | |

**Network:** Illinois Valley **Branch:** T02IV Taxiway 02 Illinois **Section:** 01 **Surface:** AC

**L.C.D.** 8/2/2017 **Use:** TAXIWAY **Rank:** P **Length:** 89.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 2868 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 6/1/2022 | BA-AG | Base Course - Aggregate | 0.00 | 6.00 | ☐ | |
| 6/1/2022 | SB-AG | Subbase - Aggregate | 0.00 | 4.00 | ☐ | |
| 8/2/2017 | NC-AC | New Construction - AC | 0.00 | 3.00 | ☑ | P403 |
| 8/1/2017 | BA-AG | Base Course - Aggregate | 0.00 | 9.00 | ☐ | P208 |
| 7/31/2017 | FB-TX | Geotextile | 0.00 | 0.00 | ☐ | |

**Network:** Illinois Valley **Branch:** T03IV Taxiway 03 Illinois **Section:** 01 **Surface:** AC

**L.C.D.** 8/2/2017 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 3236 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 8/2/2017 | NC-AC | New Construction - AC | 0.00 | 3.00 | ☑ | P403 |
| 8/1/2017 | BA-AG | Base Course - Aggregate | 0.00 | 9.00 | ☐ | P208 |
| 7/31/2017 | FB-TX | Geotextile | 0.00 | 0.00 | ☐ | |

**Network:** Illinois Valley **Branch:** TEIV Taxiway E Illinois **Section:** 01 **Surface:** AC

**L.C.D.** 7/3/2004 **Use:** TAXIWAY **Rank:** P **Length:** 537.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 14736 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 7/3/2004 | NC-AC | New Construction - AC | 0.00 | 2.50 | ☑ | |
| 7/2/2004 | BA-AG | Base Course - Aggregate | 0.00 | 4.00 | ☐ | |
| 7/1/2004 | SB-AG | Subbase - Aggregate | 0.00 | 5.00 | ☐ | |

***Pavement Database: ODAV_2024_12-13-24_5pm_amc***

**Network:** Illinois Valley **Branch:** x_T01IV Taxiway 01 Illinois **Section:** 01 **Surface:** AC

**L.C.D.** 1/1/1991 **Use:** TAXIWAY **Rank:** S **Length:** 276.00 (Ft) **Width:** 15.00 (Ft) **True Area:** 5192 (SqFt)

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 9/1/2014 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | |
| 6/1/2011 | CS-AC | Crack Sealing - AC | 0.00 | 0.00 | ☐ | PMP 2011 |
| 1/1/1991 | NC-IN | New Construction - Initial | 0.00 | 0.00 | ☑ | |

**Summary:**

| Work Description | Section Count | Area Total (SqFt) | Thickness Avg (in) | Thickness STD (in) |
|---|---|---|---|---|
| Base Course - Unknown (Major MR) | 5 | 189,023.00 | 0.00 | 0.00 |
| Base Course - Aggregate | 13 | 444,539.00 | 6.08 | 1.82 |
| Complete Reconstruction - AC | 1 | 42,524.00 | 3.00 | 0.00 |
| Crack Sealing - AC | 25 | 2,142,869.02 | 0.02 | 0.04 |
| Geotextile | 3 | 48,628.00 | 0.00 | 0.00 |
| New Construction - AC | 13 | 259,621.00 | 2.65 | 1.54 |
| New Construction - Initial | 2 | 270,317.00 | 0.00 | 0.00 |
| New Construction - PCC | 2 | 3,000.00 | 0.00 | 0.00 |
| Overlay - AC Structural | 2 | 367,773.00 | 4.00 | 0.00 |
| Overlay - AC Thin | 5 | 473,721.00 | 2.00 | 0.00 |
| Subbase - Aggregate | 10 | 395,911.00 | 4.70 | 0.90 |
| Subbase - Unknown (Major MR) | 2 | 3,000.00 | 0.00 | 0.00 |
| Surface Course - BST | 2 | 63,424.00 | 0.75 | 0.00 |
| Surface Course - Double Bitum. | 1 | 265,125.00 | 0.00 | 0.00 |
| Surface Seal - Fog Seal | 3 | 405,546.00 | 0.10 | 0.00 |
| Surface Treatment - Slurry Seal | 4 | 417,457.00 | 0.30 | 0.20 |