2024 ODAV Pavement Evaluation Program Oakridge State Airport

Oakridge, 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 Oakridge State Airport in Oakridge, 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 Oakridge State 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 zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life, and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

Oakridge State Airport is in Oakridge, Oregon, and is owned and operated by ODAV. The airport consists of one runway, one connector taxiway, and several aprons that serve a variety of general aviation aircraft. The general location of the airport is shown below, on the Oakridge State Airport Location Map, Figure 2.1.

Figure 2.1: OAKRIDGE STATE AIRPORT LOCATION MAP

The airside pavements at the Oakridge State Airport are composed of asphalt concrete (AC) and surface-treated pavements. The airport pavements, delineated by surface type and branch use, are shown on the Oakridge State Airport Percent of Pavement Area by Surface Type, Figure 2.2, and on the Oakridge State Airport Pavement Area by Branch Use, Figure 2.3, shown below. The pavement inventory, including work history for each pavement section, is displayed spatially on the Oakridge State 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 1A of Appendix A in our survey. The pavement inventory, including work history for individual airport pavement sections, is provided in the work history report presented in Appendix F.

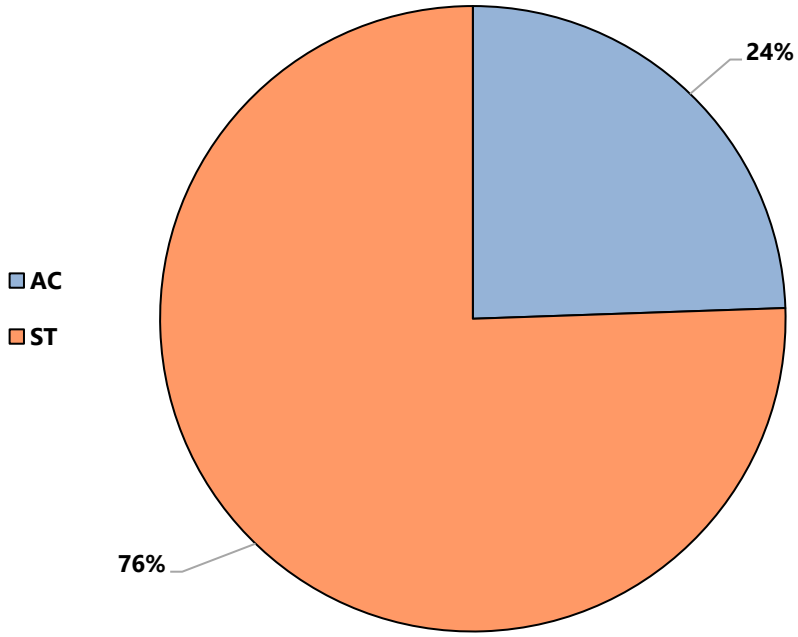


Figure 2.2: OAKRIDGE STATE AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

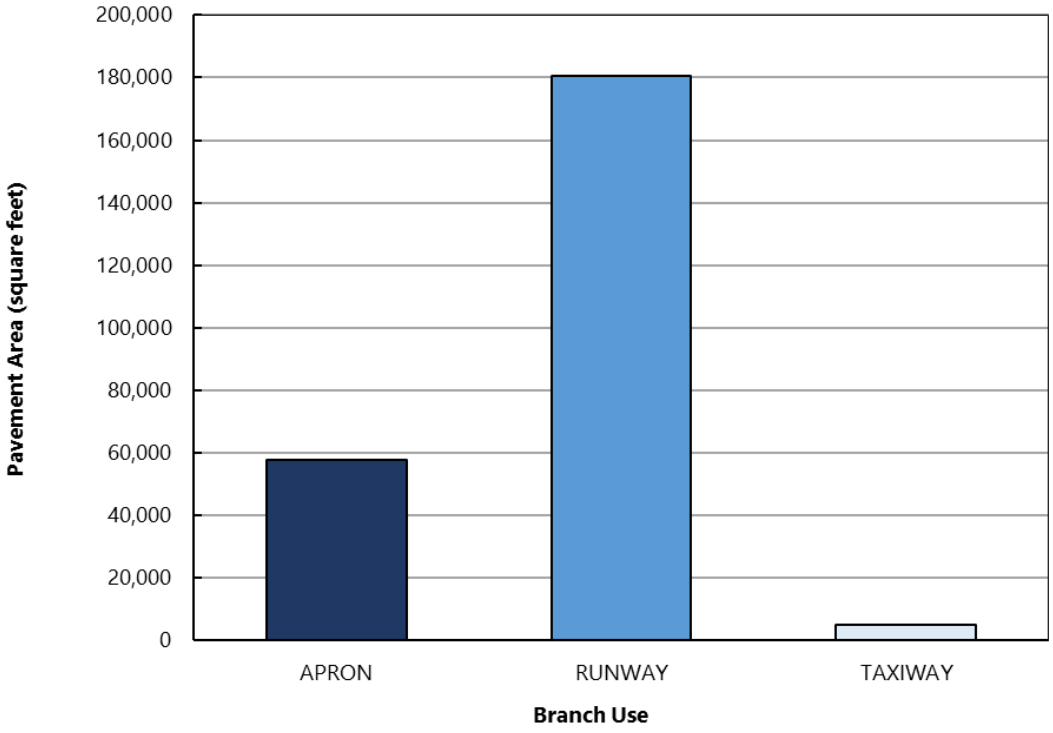
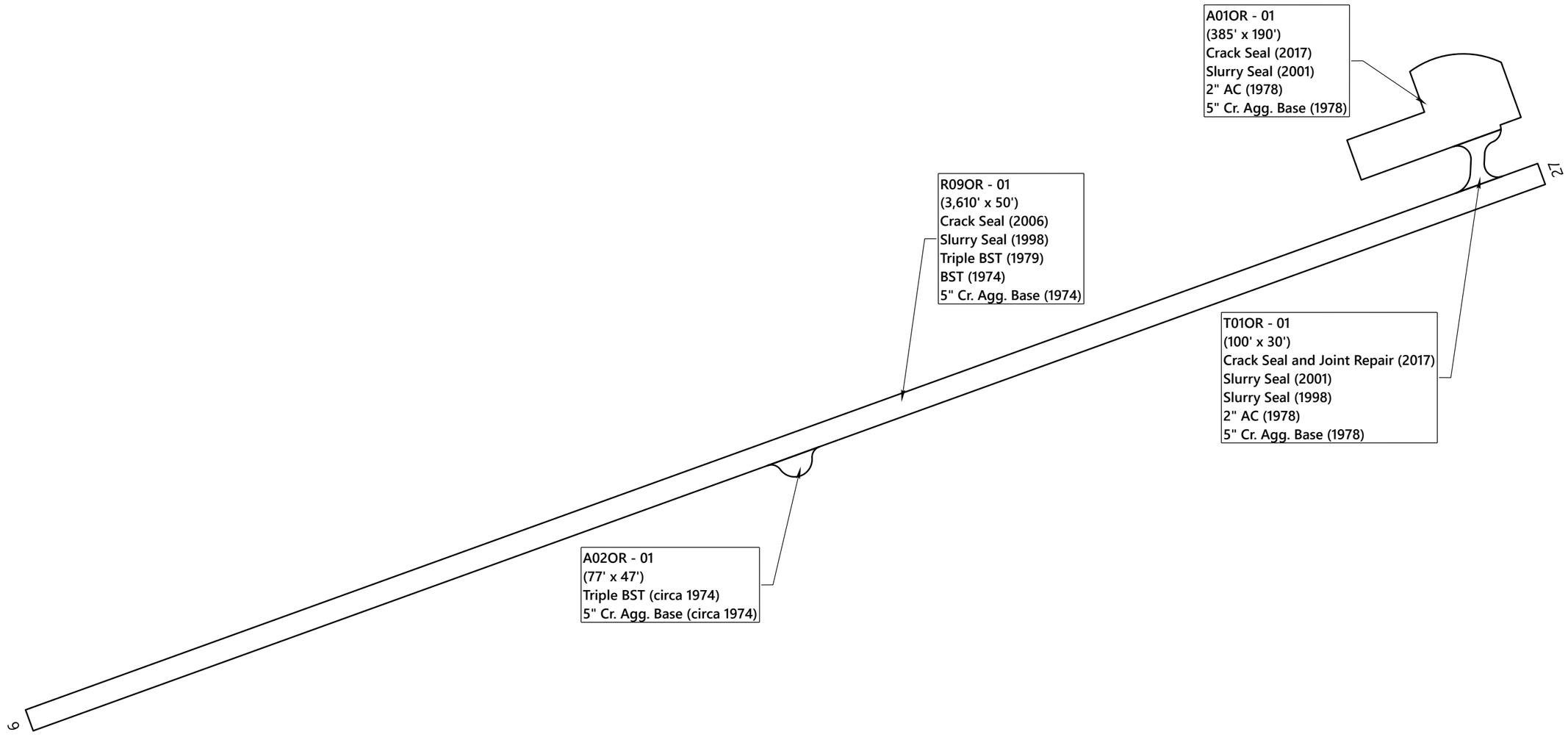


Figure 2.3: OAKRIDGE STATE AIRPORT PAVEMENT AREA BY BRANCH USE



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

N

0 250 500

1 INCH = 250 FEET

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OAKRIDGE STATE AIRPORT
PAVEMENT INVENTORY

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3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Oakridge State Airport in August 2024. The 2024 survey work was performed on sections last inspected in 2019 in order to update the Oakridge State Airport inspection data. GRI performed the 2024 PCI survey in accordance with the methods described in FAA Advisory Circular 150/5380-6C and ASTM D5340 and further discussed in Appendix B of this report.

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

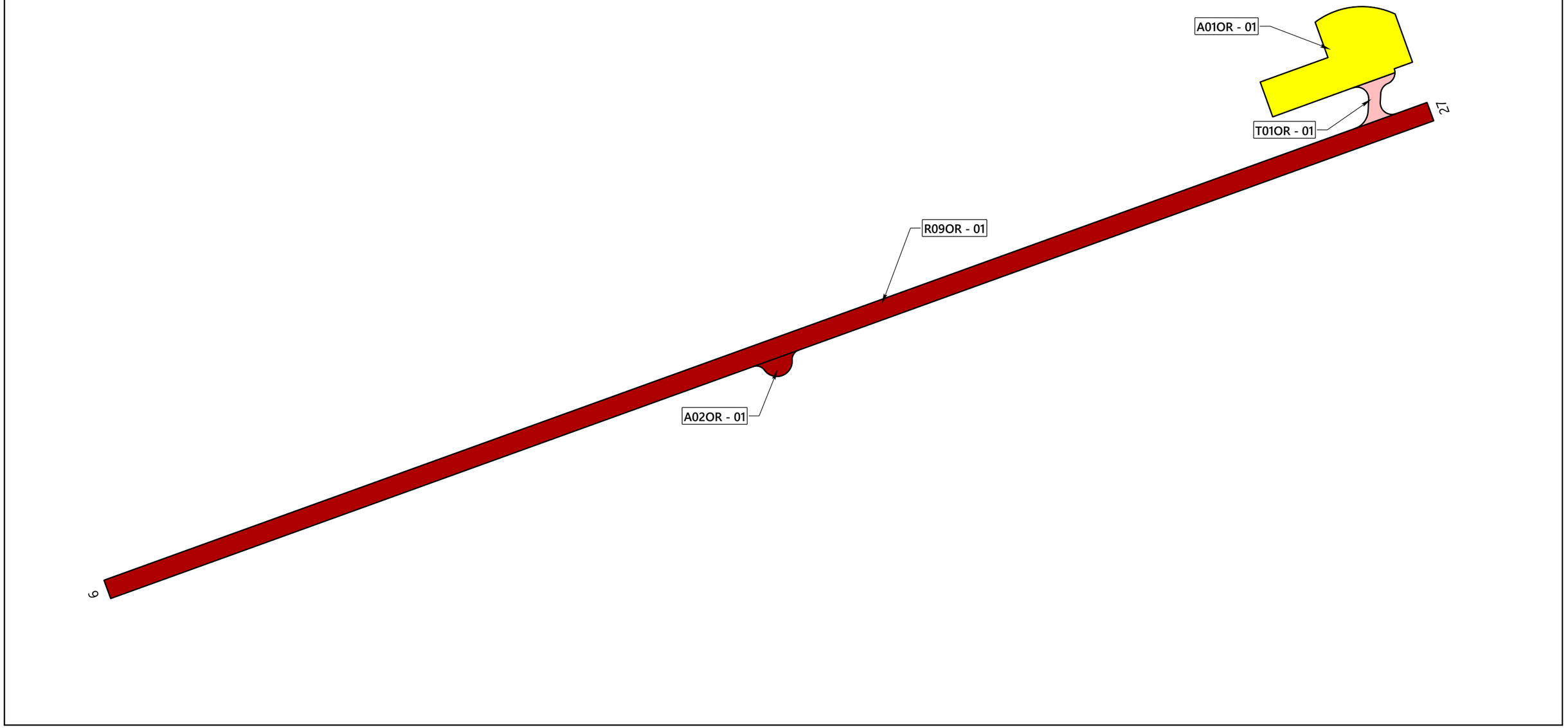
Table 3-1: ASTM PCI RATING SCALE

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

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 Oakridge State Airport is approximately 35. The section PCIs ranged from a low of 18 to a high of 67. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, raveling, and patching on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Oakridge State Airport 2024 PCI Survey Results, Figure 3.1, below.



SECTION PCI

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

N

0 250 500

1 INCH = 250 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

OAKRIDGE STATE 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 Oakridge State Airport Pavement Condition Rating by Percent of Area, Figure 3.2. A summary of the pavement condition results by branch and section is included in Tables 2B and 3B of Appendix B, respectively. A comparison between the previous inspection and the 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 Appendix E.

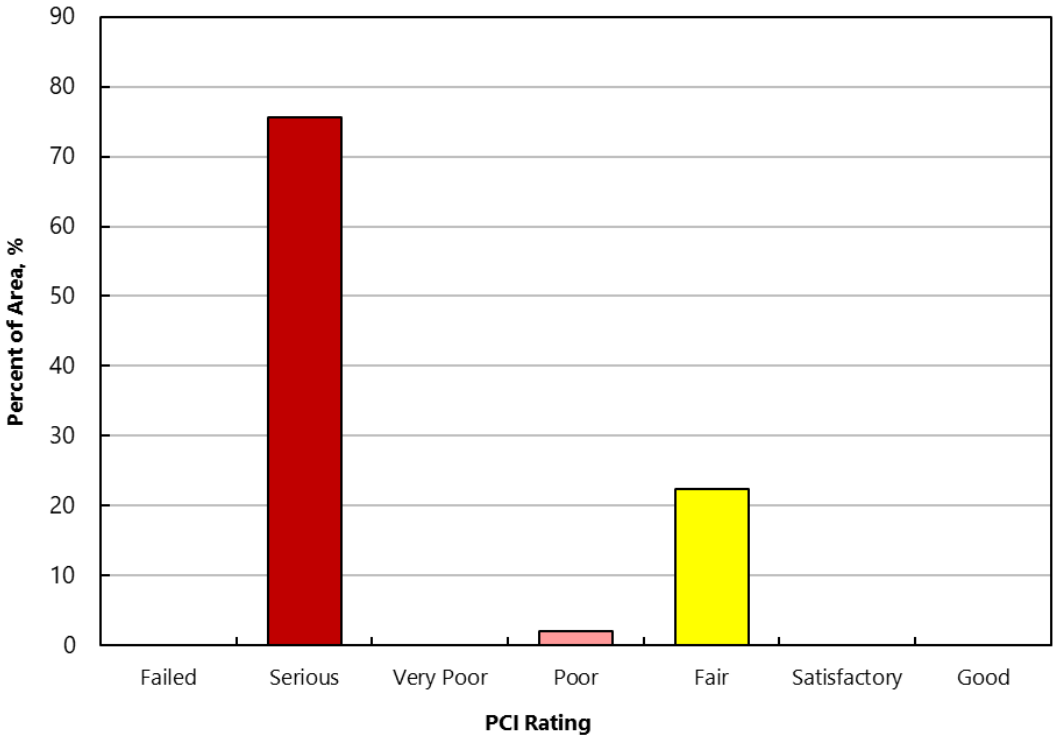


Figure 3.2: OAKRIDGE STATE AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

4 FUTURE PAVEMENT CONDITION ANALYSIS

4.1 Introduction

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

4.2 Future Condition Analysis

Using the condition prediction models discussed above, the projected condition of each pavement section was determined for five- and 10-year periods. Based on this analysis, we project the PCI will decrease from its current value of 35 to a value of 26 in 2029 and a value of 18 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 Oakridge State Airport is displayed spatially on the Oakridge State Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

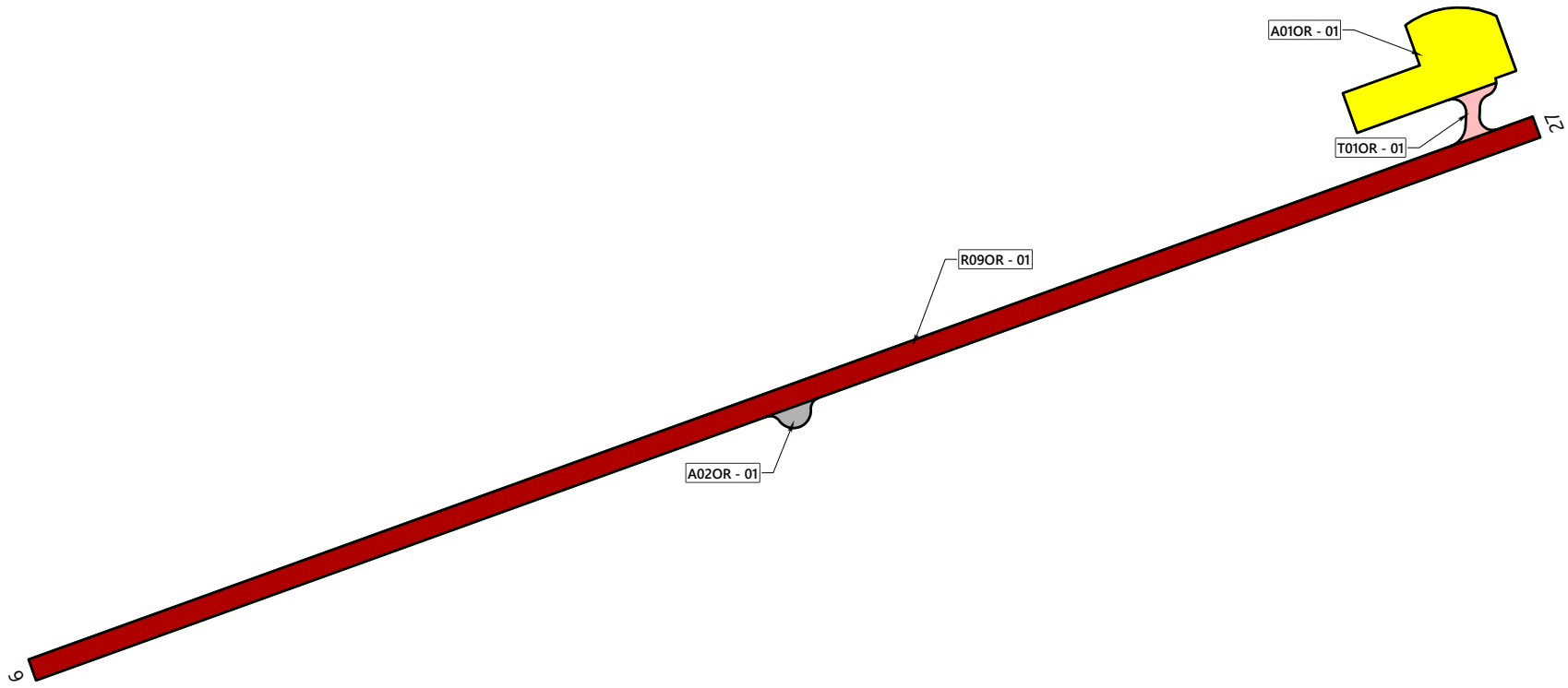
4.3 Functional Remaining Life

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

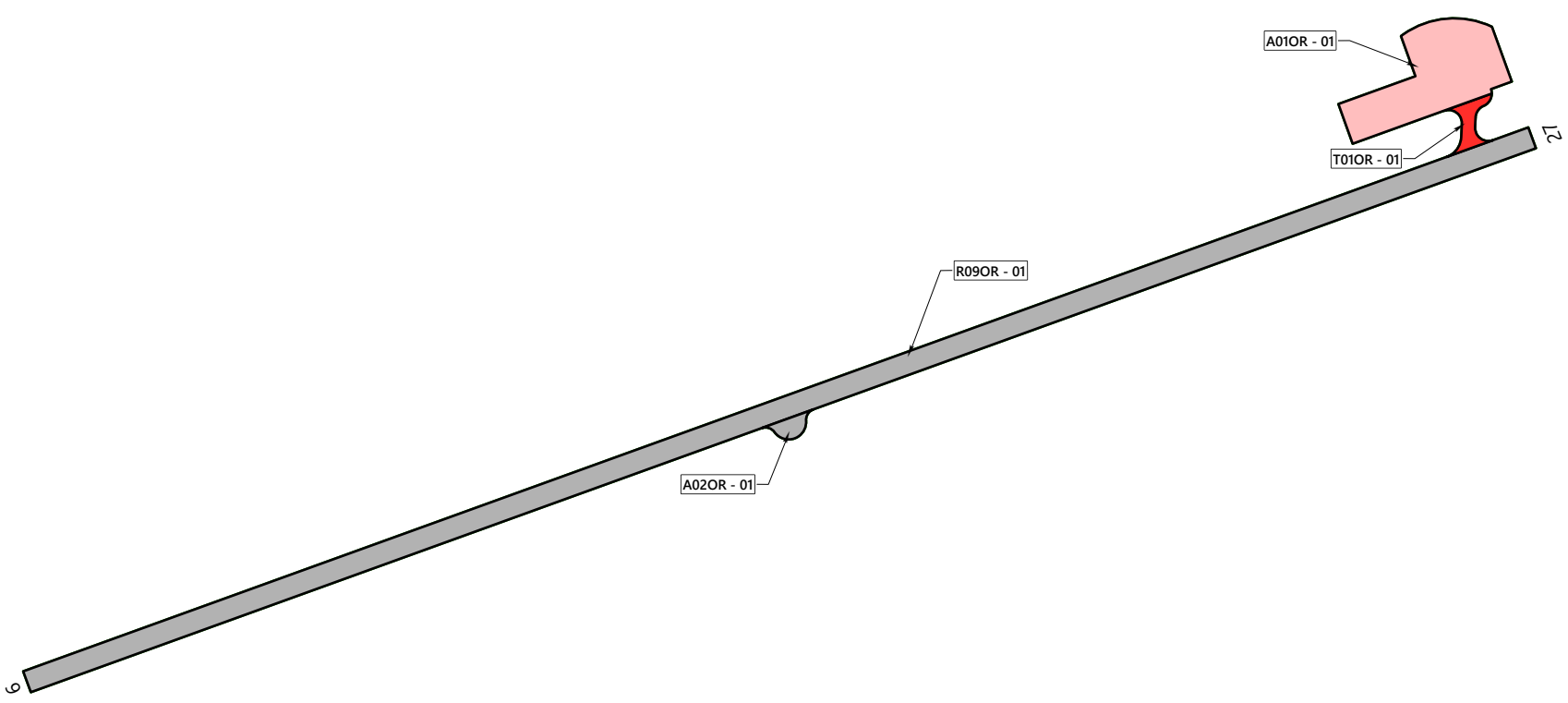
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Oakridge State Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section C.3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

The two types of functional remaining life for each section at Oakridge State 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

N

0 400 800

1 INCH = 400 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

OAKRIDGE STATE AIRPORT
FUTURE PAVEMENT CONDITION

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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. The 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 summarized in Table 3D in Appendix D and is independent of the surface treatments, rehabilitation, and reconstruction projects associated with the five-year surface treatment and rehabilitation work plan. A summary of total localized maintenance quantities is provided in Table 5-1, below.

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

Localized Maintenance Operation	Quantity, linear feet or square feet
Asphalt Concrete Crack Sealing	60,975
Asphalt Concrete Full-Depth Patching	12,339

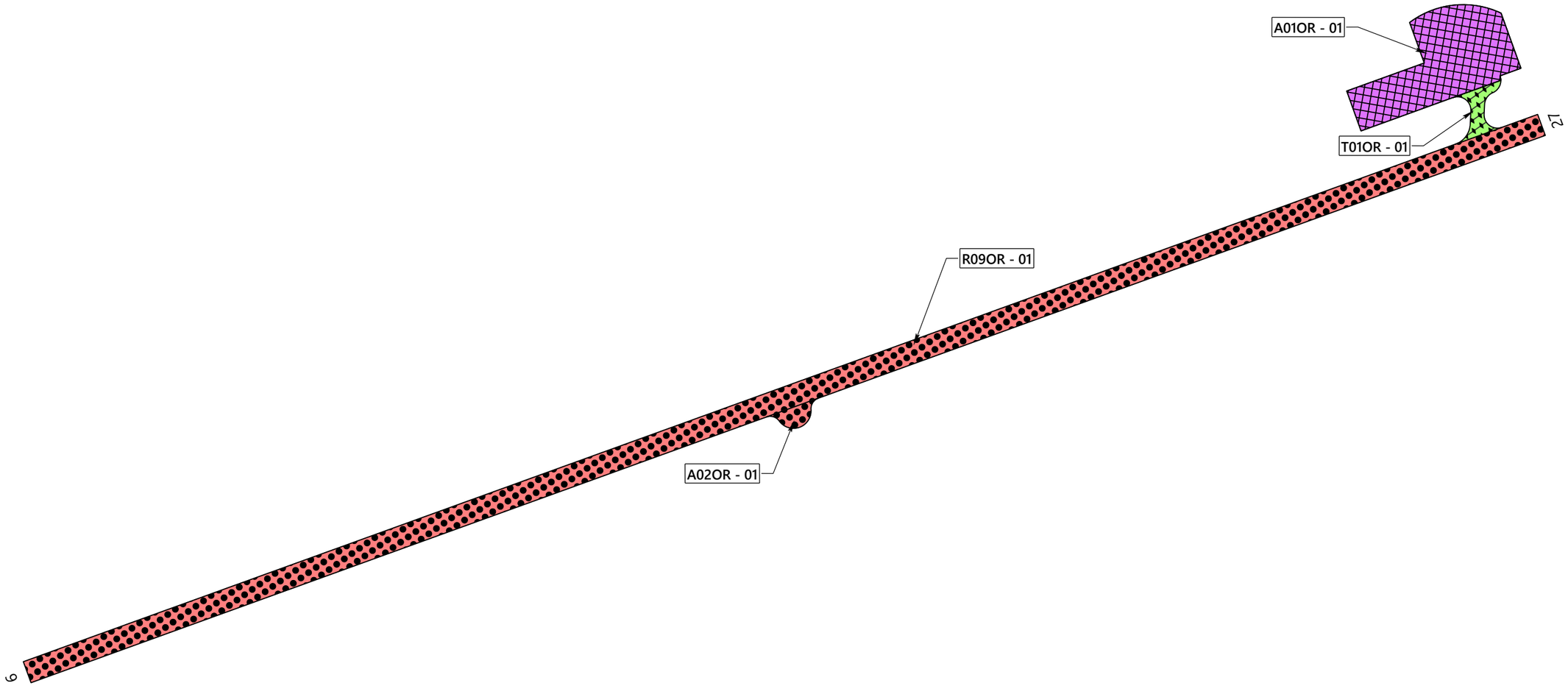
5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

To develop the 5-year work plan, we first ran the eliminate backlog scenario with the PAVER M&R Work Planning Module in order to generate a list, organized by year, of surface treatment, rehabilitation, and reconstruction projects. We then reviewed the project list and refined it into practical construction projects for each year. A summary of surface treatment, rehabilitation, and reconstruction quantities is provided in Table 5-2, below.

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

Treatment Type	Quantity, square feet
Reconstruction	183,717
Overlay	5,115
Fog Seal	54,352
Slurry Seal	0

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



ACTION TIMING

- 2025
- 2026
- 2027
- 2028
- 2029

ACTION

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

N

0 250 500

1 INCH = 250 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

OAKRIDGE STATE AIRPORT

5-YEAR PAVEMENT MANAGEMENT PLAN

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6 LIMITATIONS

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

Submitted for GRI,

RENEWS: 06/2025

Lindsi A. Hammond, PE	Matthew A. Haynes, PE	Ana Coca, PhD
Principal	Project Engineer	Staff Engineer

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Report and Maps

APPENDIX A

PAVEMENT INVENTORY REPORT AND MAPS

A.1 PAVEMENT NETWORK

Oakridge State Airport is located in Oakridge, Oregon, and is owned and operated by the Oregon Department of Aviation (ODAV). The pavement network/facilities at Oakridge State Airport serve a variety of general aviation aircraft. Oakridge State Airport consists of one runway, one connector taxiway, and several aprons. The types of airside pavement include asphalt concrete and surface-treated pavements.

The current airport pavement management system (APMS) network at Oakridge State Airport has an approximate area of 243,184 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 Oakridge State Airport contains four branches, information about which are 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 (M&R) repairs and treatments and is defined by Section 2.1.8 of ASTM International (ASTM) D5340 as "a contiguous pavement area having uniform construction, maintenance, usage history, and condition." All sections should also have the same traffic volume and load intensity. The current pavement network included in the PAVER database for Oakridge State Airport contains four sections that are managed by ODAV, information about which is tabulated in Table 3A and the locations of which are shown spatially on Figure 1A.

PAVER assigns a rank that designates a pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked "Primary," while the surrounding aprons and shoulders are ranked "Secondary" and low-use areas are ranked "Tertiary." The ranks for all sections are summarized in 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. The delineation of sample units for each section is displayed on Figure 1A.

A.4 SAMPLE UNIT DELINEATION

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

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

where:

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

For the 2024 Oakridge State Airport PCI survey, Table 1A was used as a guideline in developing sampling rates for flexible pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

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

Table 1A: EXAMPLE SAMPLE RATES FOR ASPHALT CONCRETE PAVEMENTS

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

Abbreviation: AC = asphalt concrete

Table 2A: OAKRIDGE STATE AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01OR	Apron 01 Oak Ridge	1	54,352
A02OR	Apron 02 Oak Ridge	1	3,217
R09OR	Runway 09/27 Oak Ridge	1	180,500
T01OR	Taxiway 01 Oak Ridge	1	5,115

Table 3A: OAKRIDGE STATE AIRPORT CURRENT PAVEMENT INVENTORY

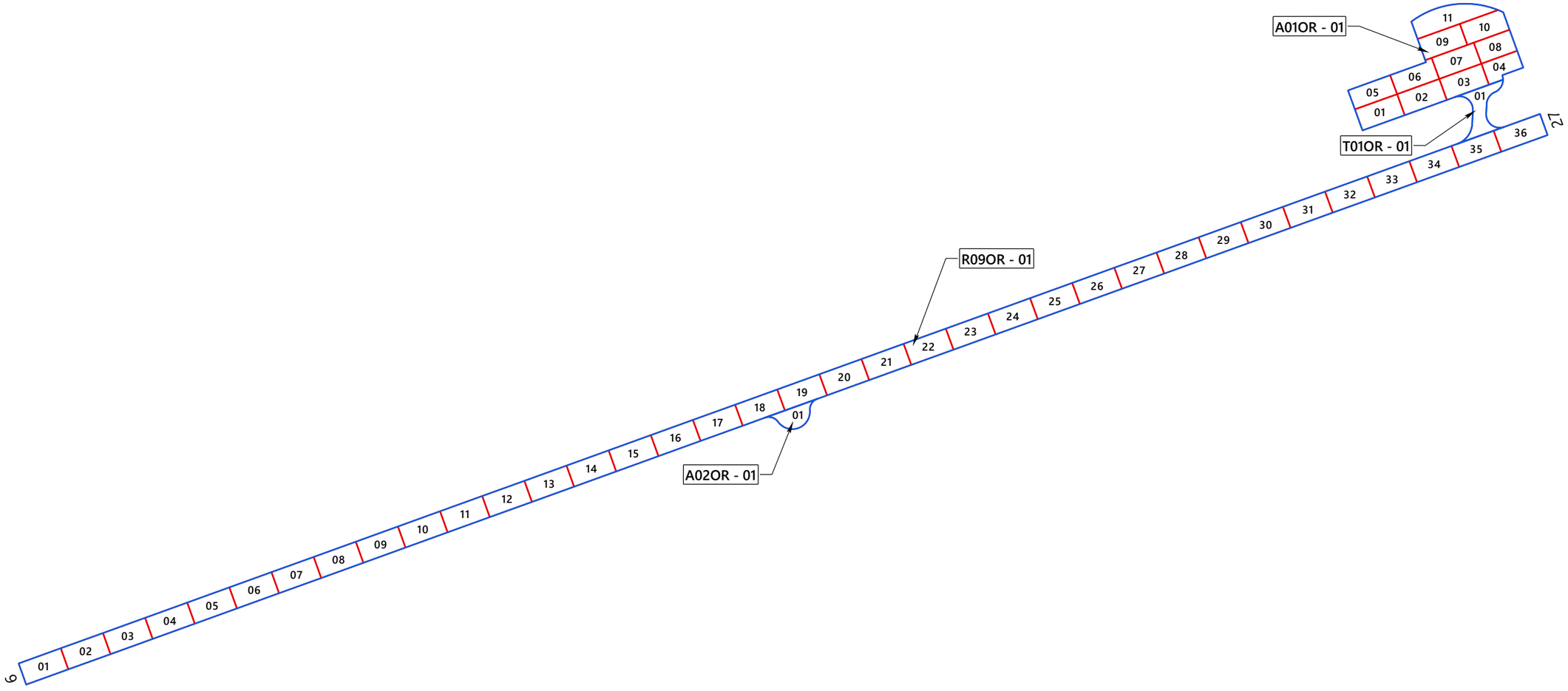
Branch ID	Branch Name	Branch Use	Section ID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01OR	Apron 01 Oak Ridge	APRON	01	Taxiway 01	Hangars	P	385	190	54,352	9/1/1978	AC
A02OR	Apron 02 Oak Ridge	APRON	01	Midfield R09/27	End	S	77	47	3,217	1/1/1979	ST
R09OR	Runway 09/27 Oak Ridge	RUNWAY	01	Runway 27 End	Runway 09 End	P	3,610	50	180,500	9/1/1979	ST
T01OR	Taxiway 01 Oak Ridge	TAXIWAY	01	Apron 01	Runway 27 End	P	100	30	5,115	9/1/1978	AC

Abbreviations:

P = primary, S = secondary

LCD = Last construction date. The date of the last major rehabilitation (e.g., overlay).

AC = asphalt concrete, ST = surface treatment



LEGEND

SECTIONS

SAMPLE UNIT

N

0 250 500

1 INCH = 250 FEET

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OAKRIDGE STATE AIRPORT

SAMPLE UNIT LAYOUT

FEB. 2025 JOB NO. 6593-WOC8 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) distress types are presented in Table 1B. Summaries of 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 PAVEMENT

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

To obtain the section PCI, we extrapolated the PCI of each selected sample unit over the entire section area. Distresses found in sample units classified as "additional" (i.e., 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 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.
- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse cracking, swelling, and raveling/weathering.
- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling.
- **Other factors:** Oil spillage, jet blast erosion, bleeding, and patching.

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

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated Oakridge State Airport pavement network consists of four branches and four sections. A total of 12 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 in Appendix E. Based on the 2024 PCI survey, the area-weighted average PCI for the entire pavement network at Oakridge State Airport is approximately 35, which corresponds to a PCI rating of Very Poor.

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

Table 2B: OAKRIDGE STATE AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01OR	1	54,352	APRON	67	Fair
A02OR	1	3,217	APRON	18	Serious
R09OR	1	180,500	RUNWAY	25	Serious
T01OR	1	5,115	TAXIWAY	51	Poor

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	2	57,569	64
RUNWAY	1	180,500	25
TAXIWAY	1	5,115	51
ALL	**4**	**243,184**	**35**

Abbreviation: PCI = Pavement Condition Index

Table 3B: OAKRIDGE STATE 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
A01OR	01	9/1/1978	AC	APRON	8/1/2024	46	67	Fair	83	17	0
A02OR	01	1/1/1979	ST	APRON	8/1/2024	46	18	Serious	100	0	0
R09OR	01	9/1/1979	ST	RUNWAY	8/1/2024	45	25	Serious	54	46	0
T01OR	01	9/1/1978	AC	TAXIWAY	8/1/2024	46	51	Poor	72	28	0

Abbreviations:

PCI = Pavement Condition Index; AC = asphalt concrete; ST = surface treatment

Table 4B: OAKRIDGE STATE 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
A01OR	01	AC	54,352	9/1/78	74	Satisfactory	5/13/2019	67	Fair	41	-1.40	NORMAL
A02OR	01	ST	3,217	1/1/79	19	Serious	5/13/2019	18	Serious	40	0	NORMAL
R09OR	01	ST	180,500	9/1/79	49	Poor	5/13/2019	25	Serious	40	-4.56	HIGH
T01OR	01	AC	5,115	9/1/78	72	Satisfactory	5/13/2019	51	Poor	41	-4	HIGH

Abbreviations:

[1] AC = asphalt concrete; ST = surface treatment

[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

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

FUTURE 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 why 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 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 Oakridge State 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 Oakridge State Airport. For each model, we reviewed the data to filter out any inconsistent or inaccurate data or any data that falls outside boundary values set by PAVER. After outliers are removed and the data are checked for accuracy and reasonableness, the PAVER program calculates a best-fit curve using a polynomial-constrained, least-squares analysis procedure. This best-fit curve for each family is used in the analysis to predict the average behavior of all sections within each "family." Our condition prediction models for each "family" are provided on Figures 1C through 3C, below.

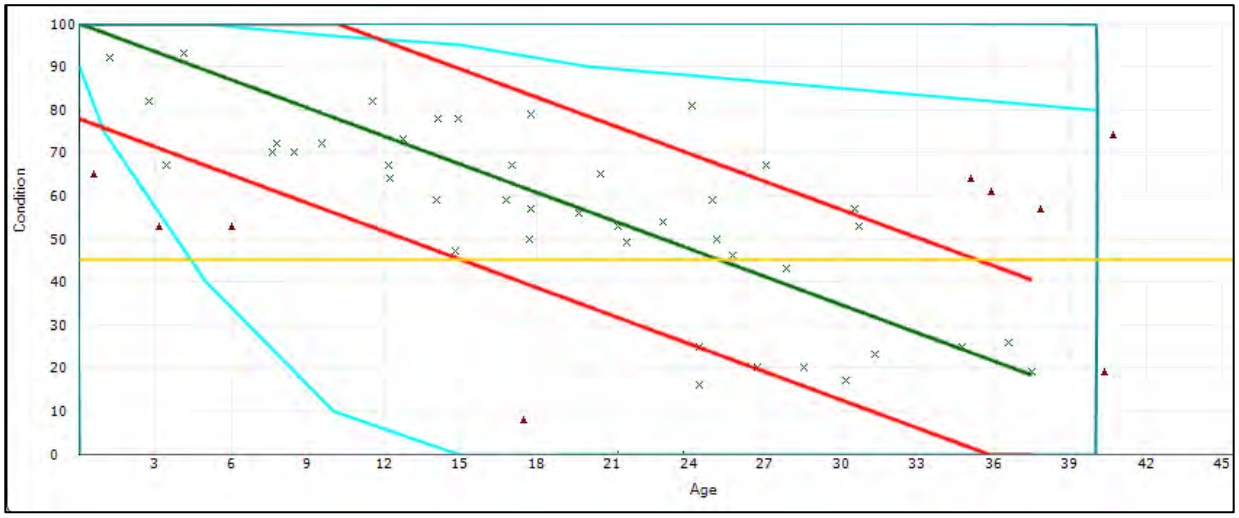

Figure 1C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 5 ASPHALT CONCRETE APRONS

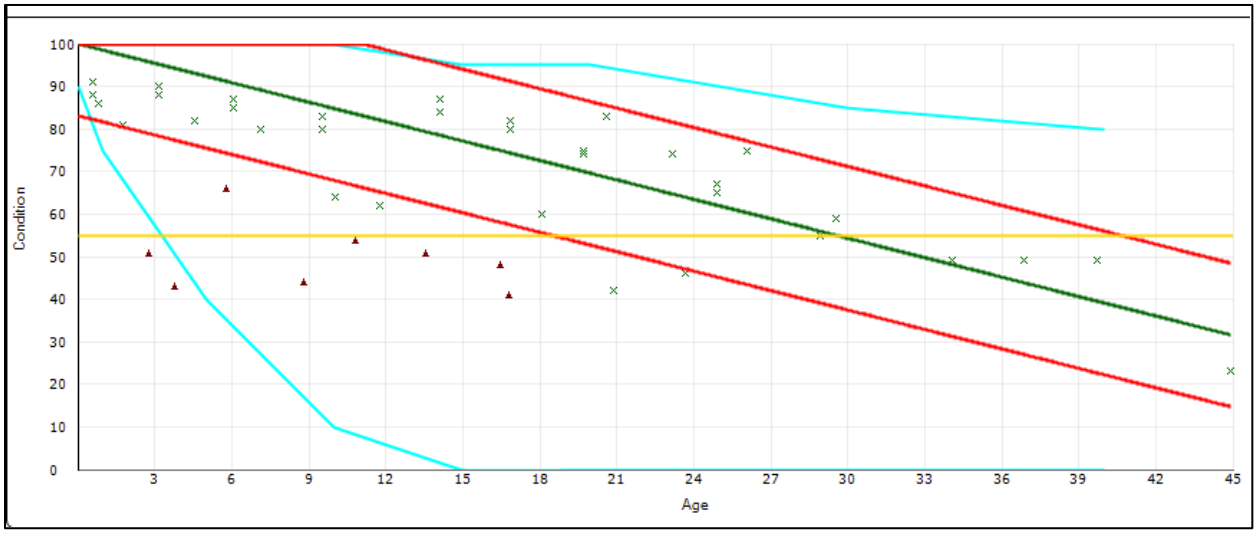

Figure 2C: CONDITION PREDICTION MODEL REGION 2 CATEGORY 5 ASPHALT CONCRETE RUNWAYS

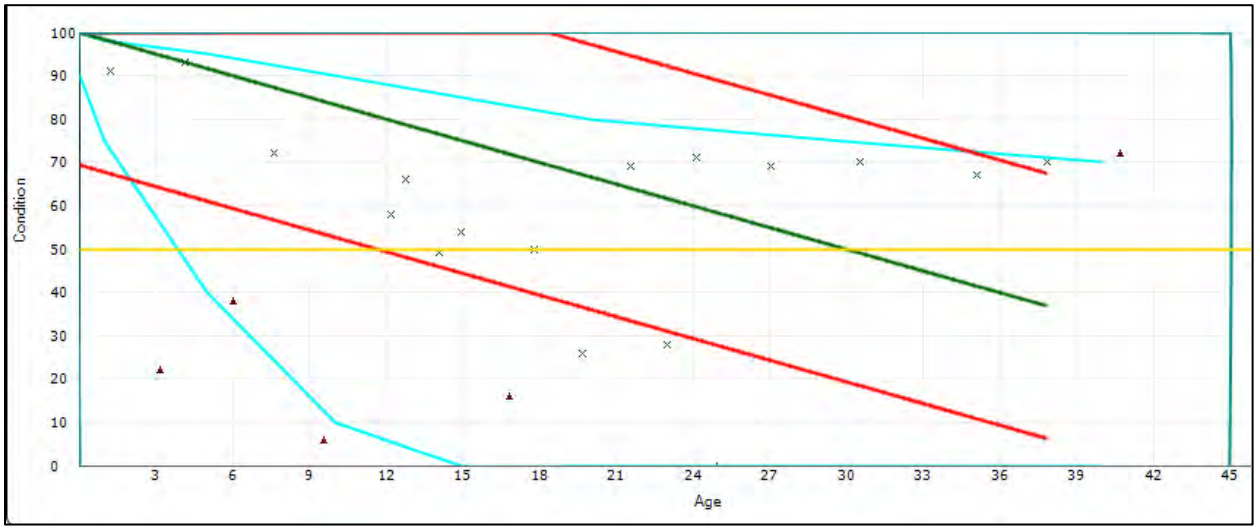

Figure 3C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 5 ASPHALT CONCRETE TAXIWAYS

C.3 CRITICAL PAVEMENT CONDITION INDEX

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 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 Oakridge State Airport:

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

C.4 FUTURE CONDITION ANALYSIS

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

C.5 FUNCTIONAL REMAINING LIFE

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

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

We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Oakridge State Airport: the time until rehabilitation and the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (i.e., PCI of 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	**--**	**55**	**35**	**26**	**18**
A01OR	01	74	67	56	45
A02OR	01	19	18	7	0
R09OR	01	49	25	17	10
T01OR	01	72	51	43	34

Abbreviations: ID = identification; -- = no value; PCI = Pavement Condition Index

Table 2C: OAKRIDGE STATE AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI[1]	Years to End of Functional Service Life
A01OR	01	AC	67	6 – 10	45	11 – 15
A02OR	01	ST	18	0 – 5	45	0 – 5
R09OR	01	ST	25	0 – 5	55	0 – 5
T01OR	01	AC	51	0 – 5	50	6 – 10

Abbreviations: PCI = Pavement Condition Index; AC = asphalt concrete; ST = surface treatment; M&R = maintenance and rehabilitation

Note:
[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 Oakridge State 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 five-year work plan.

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is most commonly defined by their use (e.g., Taxiway, Apron,

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

Table 1D: MAINTENANCE AND REHABILITATION WORK PRIORITY BY BRANCH USE AND SECTION RANK

	Section Rank		
Branch Use	**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 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 Oakridge State 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 Oakridge 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: OAKRIDGE STATE AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01OR	01	Long. & Trans. Cracking	Medium	Crack Sealing—AC	972	Ft	$2.75	$2,672	$17,368
A01OR	01	Long. & Trans. Cracking	Low	Crack Sealing—AC	3,490	Ft	$2.75	$9,598	
A01OR	01	Alligator Cracking	Medium	Patching—AC Deep	68	SqFt	$75.00	$5,098	
A02OR	01	Block Cracking	Medium	Crack Sealing—AC	981	Ft	$2.75	$2,696	$2,696
R09OR	01	Block Cracking	Medium	Crack Sealing—AC	29,772	Ft	$2.75	$81,873	$1,066,780
R09OR	01	Block Cracking	Low	Crack Sealing—AC	25,244	Ft	$2.75	$69,422	
R09OR	01	Alligator Cracking	Medium	Patching—AC Deep	11,771	SqFt	$75.00	$882,866	
R09OR	01	Alligator Cracking	High	Patching—AC Deep	435	SqFt	$75.00	$32,619	
T01OR	01	Long. & Trans. Cracking	Medium	Crack Sealing—AC	200	Ft	$2.75	$550	$6,230
T01OR	01	Long. & Trans. Cracking	Low	Crack Sealing—AC	316	Ft	$2.75	$869	
T01OR	01	Alligator Cracking	Medium	Patching—AC Deep	65	SqFt	$75.00	$4,811	

Abbreviations: ID = identification; Long. = longitudinal; Trans. = transverse; AC = asphalt concrete; Ft = feet; SqFt = square feet

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

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per square foot	Total Cost
2025	R09OR	01	RUNWAY	ST	25	Reconstruction	180,500	$19.05	$3,438,483
	A02OR	01	APRON	ST	18	Reconstruction	3,217	$19.05	$61,283
2027	T01OR	01	TAXIWAY	AC	51	Overlay	5,115	$8.41	$43,017
2029	A01OR	01	APRON	AC	67	Fog Seal	54,352	$0.33	$17,936

Abbreviations:
ID = identification; PCI = Pavement Condition Index; AC = asphalt concrete; ST = surface treatment

Cost Summary	
2025 Total Project Cost	$3,499,766
2026 Total Project Cost	$0
2027 Total Project Cost	$43,017
2028 Total Project Cost	$0
2029 Total Project Cost	$17,936
Total Five-Year Project Cost	**$3,560,720**

APPENDIX E

Reinspection Report

Inspection Report

ODAV_2024_12-18-24_3pm_ss
Generated Date 12/19/2024

Network: Oakridge **Name:** Oakridge State

Branch: A01OR **Name:** Apron 01 Oak Ridge **Use:** APRON **Area:** 54,352 SqFt

Section: 01 of 1 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 9/1/1978

Surface: AC **Family:** 2024_Region2_Cat 5_Apron_AC **Zone:** 5S0 **Category:** H **Rank:** P

Area: 54,352 SqFt **Length:** 385 Ft **Width:** 190 Ft

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

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

Section Comments:

Work Date: 8/1/1978	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1978	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1978	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1978	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2000	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 10/1/2001	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**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: 6/2/2011	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**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:** 11 **Surveyed:** 4

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	14.00	SqFt	0.3	18.1	
48	L & T CR	L	151.00	Ft	3.0	10.1	
48	L & T CR	L	100.00	Ft	2.0	7.4	
48	L & T CR	M	75.00	Ft	1.5	13.6	
48	L & T CR	M	16.00	Ft	0.3	6.7	
50	PATCHING	M	21.00	SqFt	0.4	7.8	
50	PATCHING	M	42.00	SqFt	0.8	9.0	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	86.00	Ft	1.7	6.7	
48	L & T CR	L	243.00	Ft	4.9	14.5	
48	L & T CR	M	26.00	Ft	0.5	8.4	

48	L & T CR	M	57.00	Ft	1.1	11.9
50	PATCHING	M	15.00	SqFt	0.3	7.5
50	PATCHING	M	14.00	SqFt	0.3	7.5
57	WEATHERING	L	5000.00	SqFt	100.0	6.0

Sample Number: 06 **Type:** R **Area:** 4575.00 SqFt **PCI:** 65

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	369.00	Ft	8.1	20.4	
48	L & T CR	M	81.00	Ft	1.8	14.8	
50	PATCHING	M	130.00	SqFt	2.8	14.7	
57	WEATHERING	L	4575.00	SqFt	100.0	6.0	

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
48	L & T CR	L	308.00	Ft	6.2	17.1	
48	L & T CR	M	95.00	Ft	1.9	15.3	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Network: Oakridge **Name:** Oakridge State

Branch: A02OR **Name:** Apron 02 Oak Ridge **Use:** APRON **Area:** 3,217 SqFt

Section: 01 of 1 **From:** Midfield R09/27 **To:** End **Last Const.:** 1/1/1979

Surface: ST **Family:** 2024_Region2_Cat 5_Apron_AC **Zone:** 5S0 **Category:** H **Rank:** S

Area: 3,217 SqFt **Length:** 77 Ft **Width:** 47 Ft

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

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

Section Comments:

Work Date: 9/1/1974 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 9/2/1974 **Work Type:** Surface Course - BST **Code:** SU-SB **Is Major M&R:** True

Work Date: 1/1/1979 **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:** 18

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3217.00 SqFt **PCI:** 18

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
43	BLOCK CR	M	3217.00	SqFt	100.0	53.0	
52	RAVELING	H	912.00	SqFt	28.3	63.4	
57	WEATHERING	M	2305.00	SqFt	71.7	18.0	

Network: Oakridge **Name:** Oakridge State

Branch: R09OR **Name:** Runway 09/27 Oak Ridge **Use:** RUNWAY **Area:** 180,500 SqFt

Section: 01 of 1 **From:** Runway 27 End **To:** Runway 09 End **Last Const.:** 9/1/1979

Surface: ST **Family:** 2024_Region2_Cat 5_Runway_AC **Zone:** 5S0 **Category:** H **Rank:** P

Area: 180,500 SqFt **Length:** 3,610 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 9/1/1974	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1974	**Work Type:** Surface Course - BST	**Code:** SU-SB	**Is Major M&R:** True
Work Date: 9/1/1979	**Work Type:** Surface Course - Triple Bitum.	**Code:** SU-TB	**Is Major M&R:** True
Work Date: 9/1/1998	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2006	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/2/2006	**Work Type:** Patching - AC Deep	**Code:** PA-AD	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 36 **Surveyed:** 6

Conditions: **PCI:** 25

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 29

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	111.00 SqFt	2.2	37.5	
41	ALLIGATOR CR	M	122.00 SqFt	2.4	38.6	
43	BLOCK CR	L	2383.00 SqFt	47.7	28.0	
43	BLOCK CR	M	2617.00 SqFt	52.3	41.6	
57	WEATHERING	L	5000.00 SqFt	100.0	6.0	

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	106.00 SqFt	2.1	37.0	
43	BLOCK CR	L	2400.00 SqFt	48.0	28.1	
43	BLOCK CR	M	2600.00 SqFt	52.0	41.5	
57	WEATHERING	L	5000.00 SqFt	100.0	6.0	

Sample Number: 15 **Type:** R **Area:** 5000.00 SqFt **PCI:** 23

Sample Comments:

Distress	Description	Severity	Quantity	Density	Deduct	Comments
41	ALLIGATOR CR	M	144.00 SqFt	2.9	40.5	
41	ALLIGATOR CR	M	25.00 SqFt	0.5	22.9	
41	ALLIGATOR CR	M	144.00 SqFt	2.9	40.5	
43	BLOCK CR	L	2412.00 SqFt	48.2	28.2	
43	BLOCK CR	M	2588.00 SqFt	51.8	41.4	
50	PATCHING	M	16.00 SqFt	0.3	7.6	

57	WEATHERING	L	5000.00	SqFt	100.0	6.0

Sample Number: 22 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	102.00	SqFt	2.0	36.6	
41	ALLIGATOR CR	M	60.00	SqFt	1.2	31.0	
43	BLOCK CR	L	2450.00	SqFt	49.0	28.3	
43	BLOCK CR	M	2550.00	SqFt	51.0	41.2	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 29 **Type:** R **Area:** 5000.00 SqFt **PCI:** 17

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	604.00	SqFt	12.1	58.7	
41	ALLIGATOR CR	M	126.00	SqFt	2.5	39.0	
43	BLOCK CR	L	2065.00	SqFt	41.3	26.8	
43	BLOCK CR	M	2935.00	SqFt	58.7	43.4	
50	PATCHING	M	140.00	SqFt	2.8	14.6	
57	WEATHERING	L	5000.00	SqFt	100.0	6.0	

Sample Number: 36 **Type:** R **Area:** 5500.00 SqFt **PCI:** 17

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	162.00	SqFt	2.9	40.8	
41	ALLIGATOR CR	M	156.00	SqFt	2.8	40.3	
41	ALLIGATOR CR	M	54.00	SqFt	1.0	29.0	
41	ALLIGATOR CR	H	60.00	SqFt	1.1	37.2	
43	BLOCK CR	L	2285.00	SqFt	41.5	26.8	
43	BLOCK CR	M	3215.00	SqFt	58.5	43.3	
57	WEATHERING	L	5500.00	SqFt	100.0	6.0	

Network: Oakridge **Name:** Oakridge State

Branch: T01OR **Name:** Taxiway 01 Oak Ridge **Use:** TAXIWAY **Area:** 5,115 SqFt

Section: 01 of 1 **From:** Apron 01 **To:** Runway 27 End **Last Const.:** 9/1/1978

Surface: AC **Family:** 2024_Region2_Cat 5_Taxiway_AC **Zone:** 5S0 **Category:** H **Rank:** P

Area: 5,115 SqFt **Length:** 100 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 8/1/1978	**Work Type:** New Construction - Initial	**Code:** NC-IN	**Is Major M&R:** True
Work Date: 9/1/1978	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1978	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1998	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 10/1/2001	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/2006	**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: 6/2/2011	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False
Work Date: 6/1/2017	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 6/1/2017	**Work Type:** Crack Seal - Wide Cracks	**Code:** CS-WD	**Is Major M&R:** False

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

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5115.00 SqFt **PCI:** 51

Sample Comments:

Distress	Description	Severity	Quantity		Density	Deduct	Comments
41	ALLIGATOR CR	M	36.00	SqFt	0.7	25.9	
48	L & T CR	L	316.00	Ft	6.2	17.1	
48	L & T CR	M	200.00	Ft	3.9	22.5	
50	PATCHING	L	54.00	SqFt	1.1	3.7	
50	PATCHING	M	220.00	SqFt	4.3	18.1	
57	WEATHERING	L	5115.00	SqFt	100.0	6.0	

APPENDIX F

Work History Report

Pavement Database: ODAV_2024_12-18-24_3pm_ss

Network: Oakridge State **Branch:** A01OR Apron 01 Oak Rid **Section:** 01 **Surface:**AC

L.C.D. 9/1/1978 **Use:** APRON **Rank:** P **Length:** 385.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 54352 (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	☐	PMP 2017
6/2/2011	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2011
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/1/2001	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1978	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1978	BA-AG	Base Course - Aggregate	0.00	5.00	☐	
9/1/1978	CS-AC	Crack Sealing - AC	0.00	0.10	☐	UNKNOWN DATE
8/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	

Network: Oakridge State **Branch:** A02OR Apron 02 Oak Rid **Section:** 01 **Surface:**ST

L.C.D. 1/1/1979 **Use:** APRON **Rank:** S **Length:** 77.00 (Ft) **Width:** 47.00 (Ft) **True Area:** 3217 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1979	NC-IN	New Construction - Initial	0.00	0.00	☑	
9/2/1974	SU-SB	Surface Course - BST	0.00	2.25	☑	circa 1974
9/1/1974	BA-AG	Base Course - Aggregate	0.00	5.00	☐	circa 1974

Network: Oakridge State **Branch:** R09OR Runway 09/27 Oak **Section:** 01 **Surface:**ST

L.C.D. 9/1/1979 **Use:** RUNWAY **Rank:** P **Length:** 3,610.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 180500 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/2/2006	PA-AD	Patching - AC Deep	0.00	0.00	☐	
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1979	SU-TB	Surface Course - Triple Bitum.	0.00	2.25	☑	Triple BST
9/1/1974	SU-SB	Surface Course - BST	0.00	0.75	☑	
9/1/1974	BA-AG	Base Course - Aggregate	0.00	5.00	☐	

Pavement Database: ODAV_2024_12-18-24_3pm_ss

Network: Oakridge State **Branch:** T01OR Taxiway 01 Oak R **Section:** 01 **Surface:**AC

L.C.D. 9/1/1978 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 5115 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2017
6/1/2017	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2017
6/2/2011	CS-WD	Crack Seal - Wide Cracks	0.00	0.00	☐	PMP 2011
6/1/2011	CS-AC	Crack Sealing - AC	0.00	0.00	☐	PMP 2011
9/1/2006	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
10/1/2001	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1998	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1998	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	
9/1/1978	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/1978	BA-AG	Base Course - Aggregate	0.00	5.00	☐	
8/1/1978	NC-IN	New Construction - Initial	0.00	0.00	☑	

Pavement Database: ODAV_2024_12-18-24_3pm_ss

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	4	243,184.00	5.00	0.00
Crack Seal - Wide Cracks	3	64,582.00	0.00	0.00
Crack Sealing - AC	12	707,572.00	0.04	0.05
New Construction - AC	2	59,467.00	2.00	0.00
New Construction - Initial	3	62,684.00	0.00	0.00
Patching - AC Deep	1	180,500.00	0.00	0.00
Surface Course - BST	2	183,717.00	1.50	0.75
Surface Course - Triple Bitum.	1	180,500.00	2.25	0.00
Surface Treatment - Slurry Seal	4	245,082.00	0.50	0.00