2024 ODAV Pavement Evaluation Program Myrtle Creek Municipal Airport

Myrtle Creek, 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 five-year plan comprising maintenance, surface treatment, rehabilitation, and reconstruction projects for the Myrtle Creek Municipal Airport in Myrtle Creek, 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 Myrtle Creek Municipal 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

Myrtle Creek Municipal Airport is located in Myrtle Creek, Oregon, and is owned and operated by the City of Myrtle Creek. The airport consists of one runway, one parallel taxiway, and 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 Myrtle Creek Municipal Airport Location Map, Figure 2.1.

Figure 2.1: MYRTLE CREEK MUNICIPAL AIRPORT LOCATION MAP

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

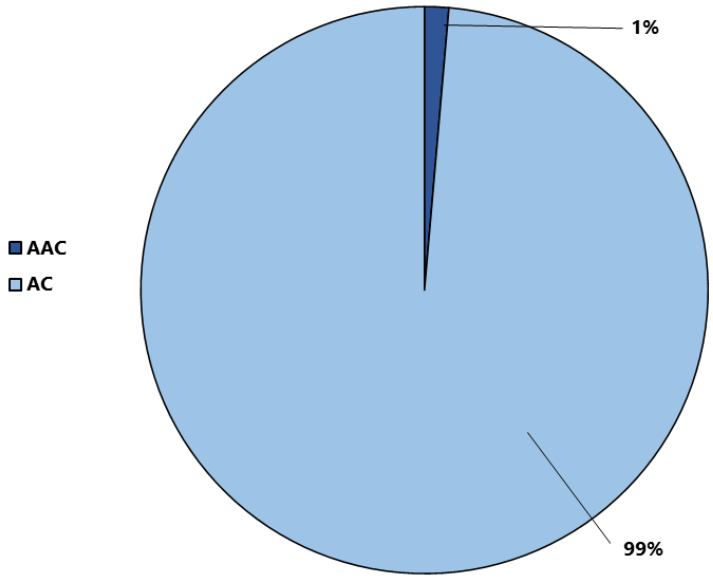


Figure 2.2: MYRTLE CREEK MUNICIPAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

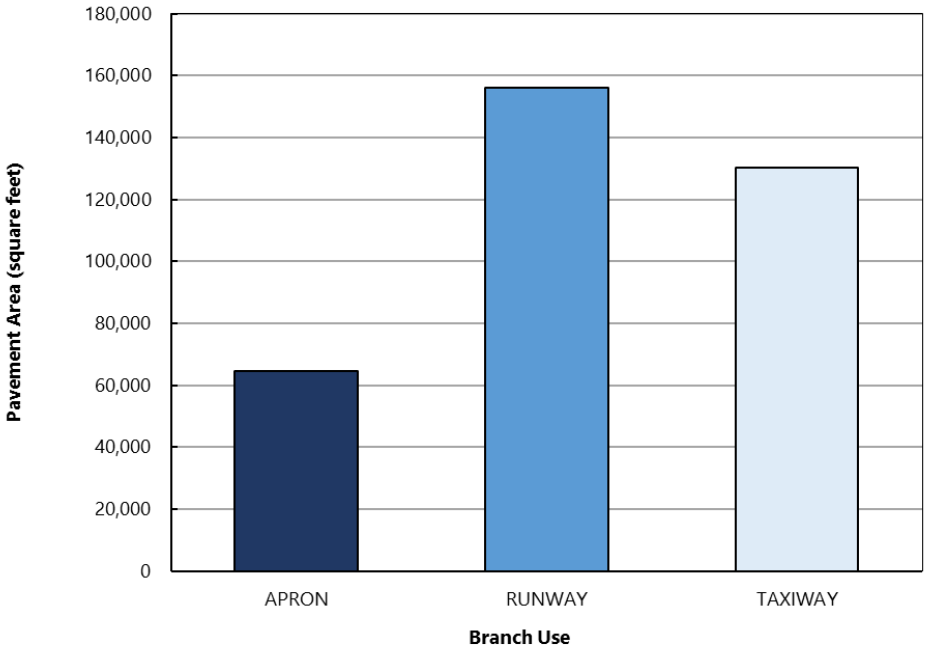
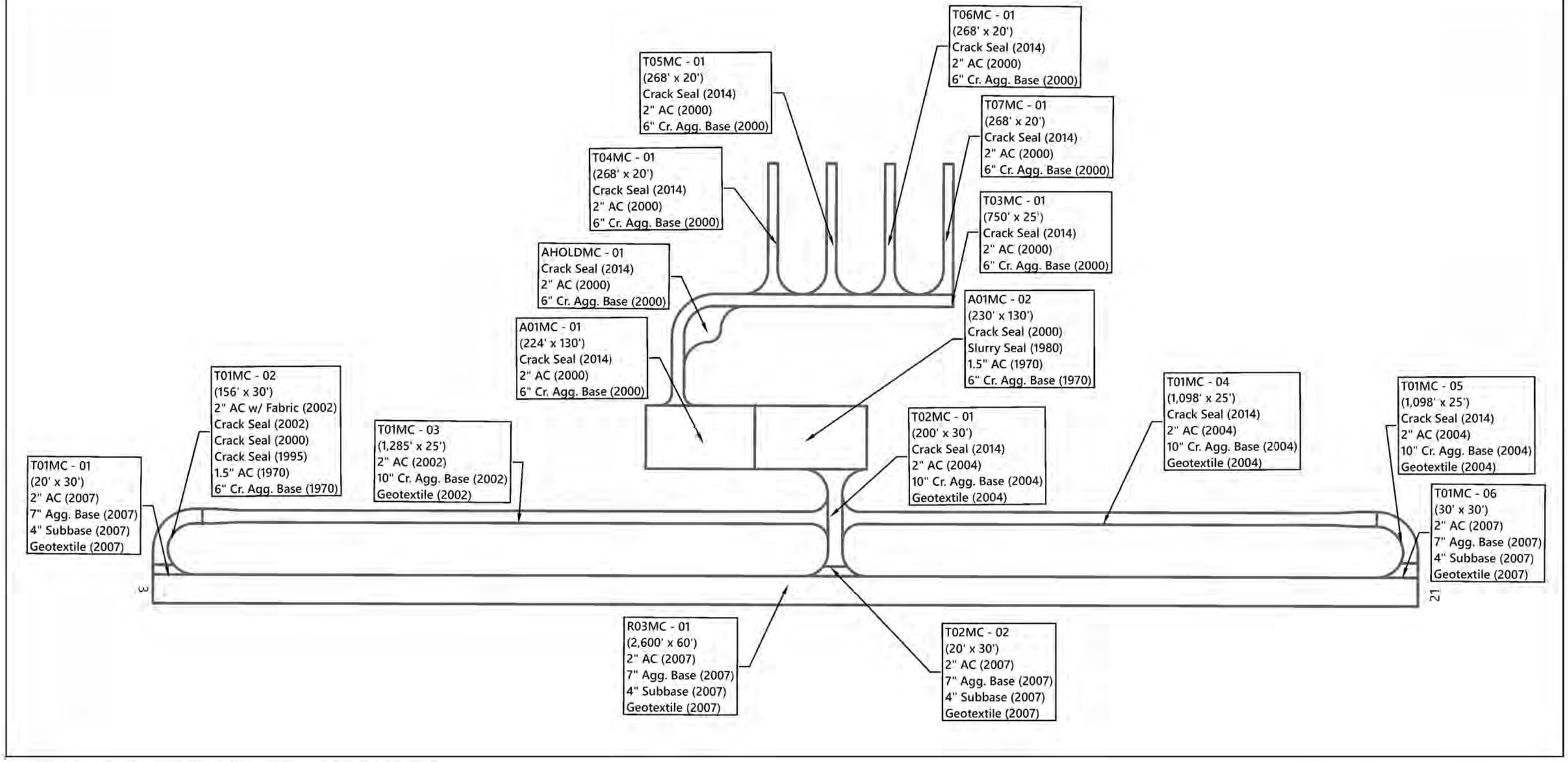


Figure 2.3: MYRTLE CREEK MUNICIPAL AIRPORT PAVEMENT AREA BY BRANCH USE



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

0 200 400

1 INCH = 200 FEET

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MYRTLE CREEK MUNICIPAL 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 Myrtle Creek Municipal Airport in August 2024. The 2024 survey work was performed on sections last inspected in 2019 in order to update the Myrtle Creek Municipal 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.

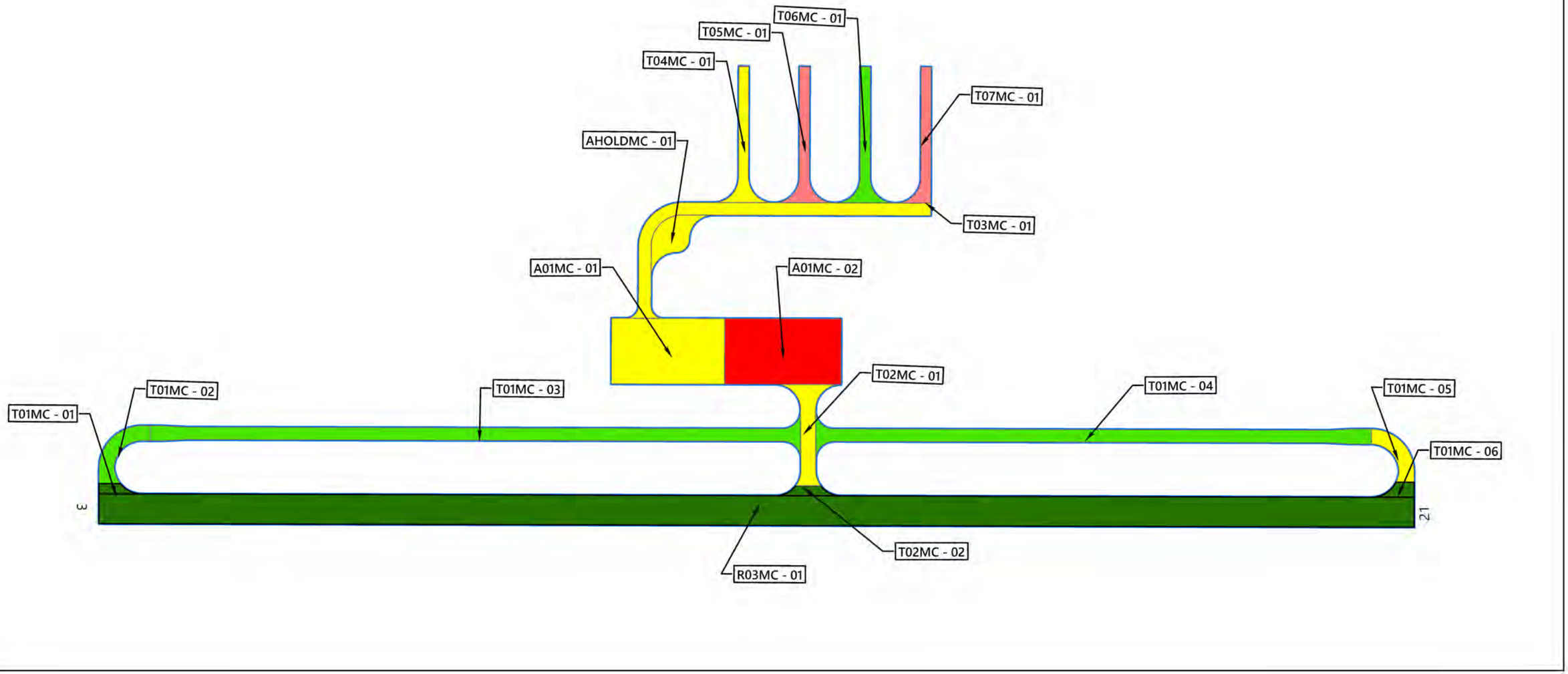
Table 3-1: ASTM PCI RATING SCALE

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 Myrtle Creek Municipal Airport is approximately 74. The section PCIs ranged from a low of 39 to a high of 90. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, depression, and raveling on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the Myrtle Creek Municipal 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

0 200 400

1 INCH = 200 FEET

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MYRTLE CREEK MUNICIPAL AIRPORT
2024 SURVEY RESULTS

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The condition distribution of the network by percent of total pavement area is provided on the Myrtle Creek Municipal 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 reinspection report that includes inspection details for individual sample units is presented in Appendix E.

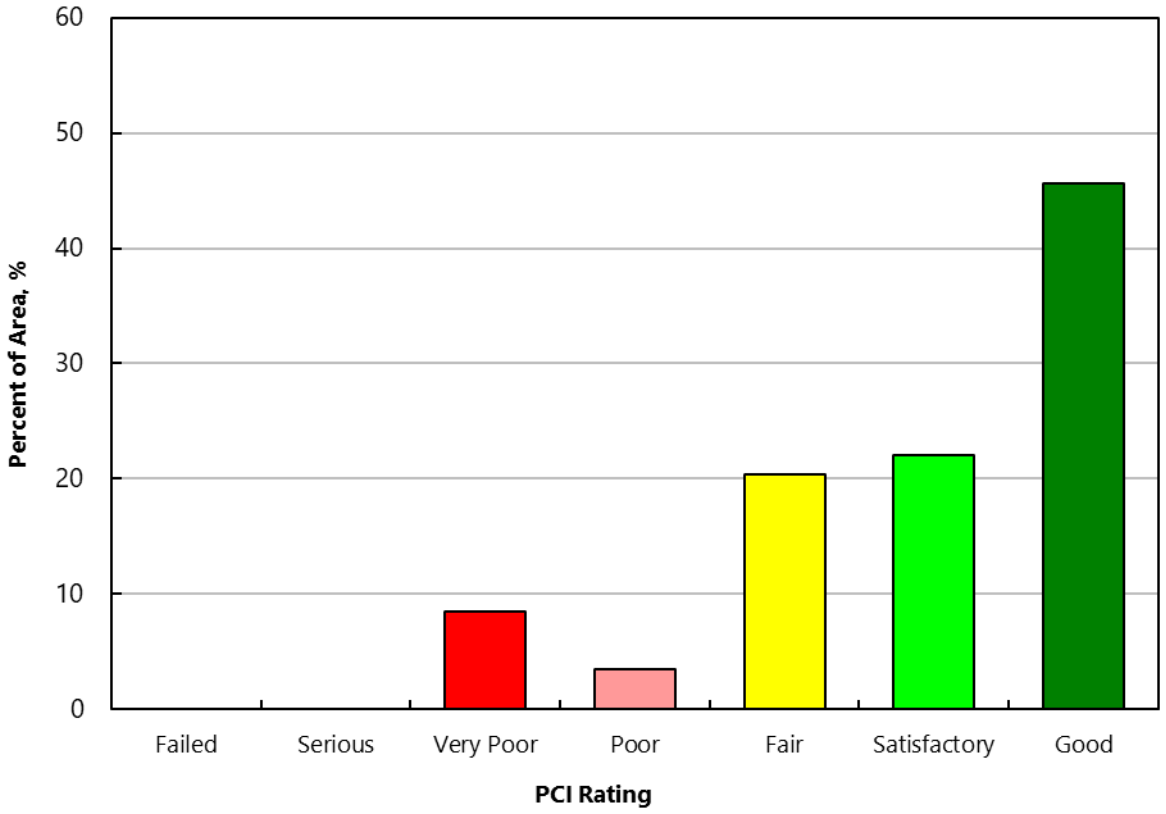


Figure 3.2: MYRTLE CREEK MUNICIPAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Myrtle Creek Municipal 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 to decrease from a current value of 74 to a value of 68 in 2029 and 63 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 Myrtle Creek Municipal Airport is displayed spatially on the Myrtle Creek Municipal Airport Future Pavement Condition, Figure 4.1, and listed in Table 1C in Appendix C along with the past and present PCI values for the pavement network.

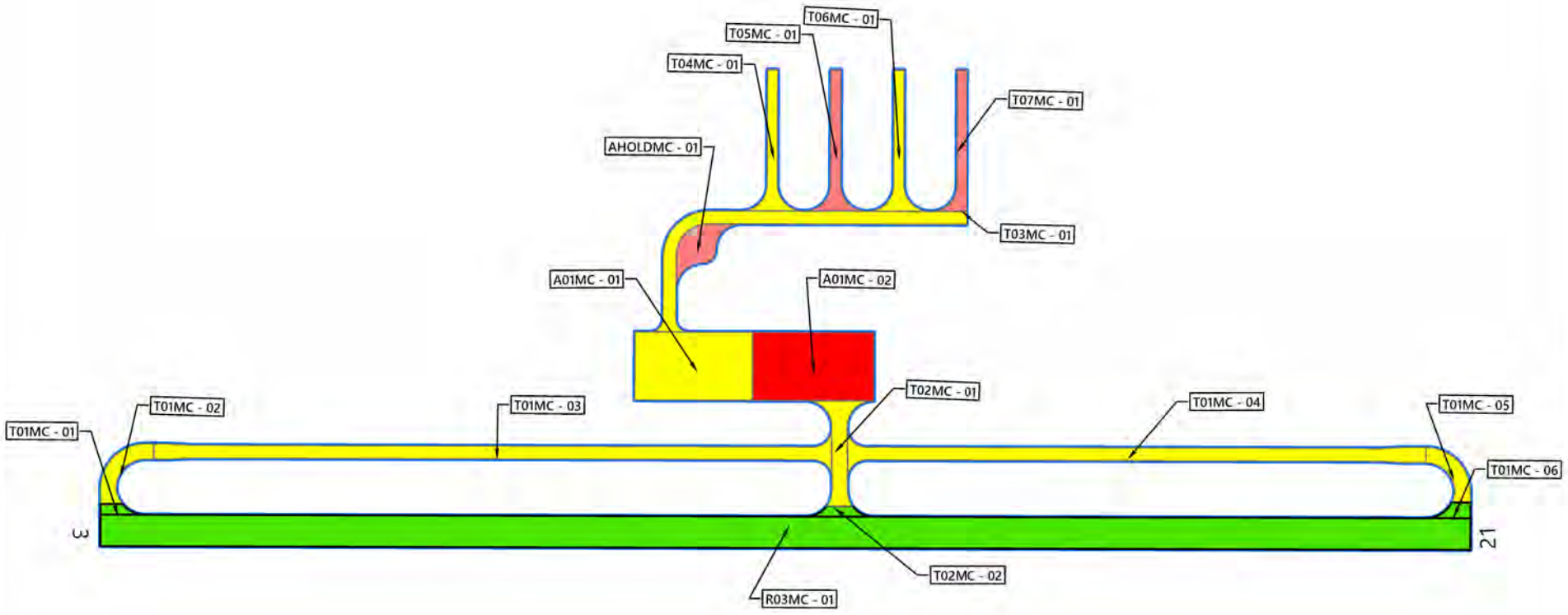
4.3 Functional Remaining Life

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

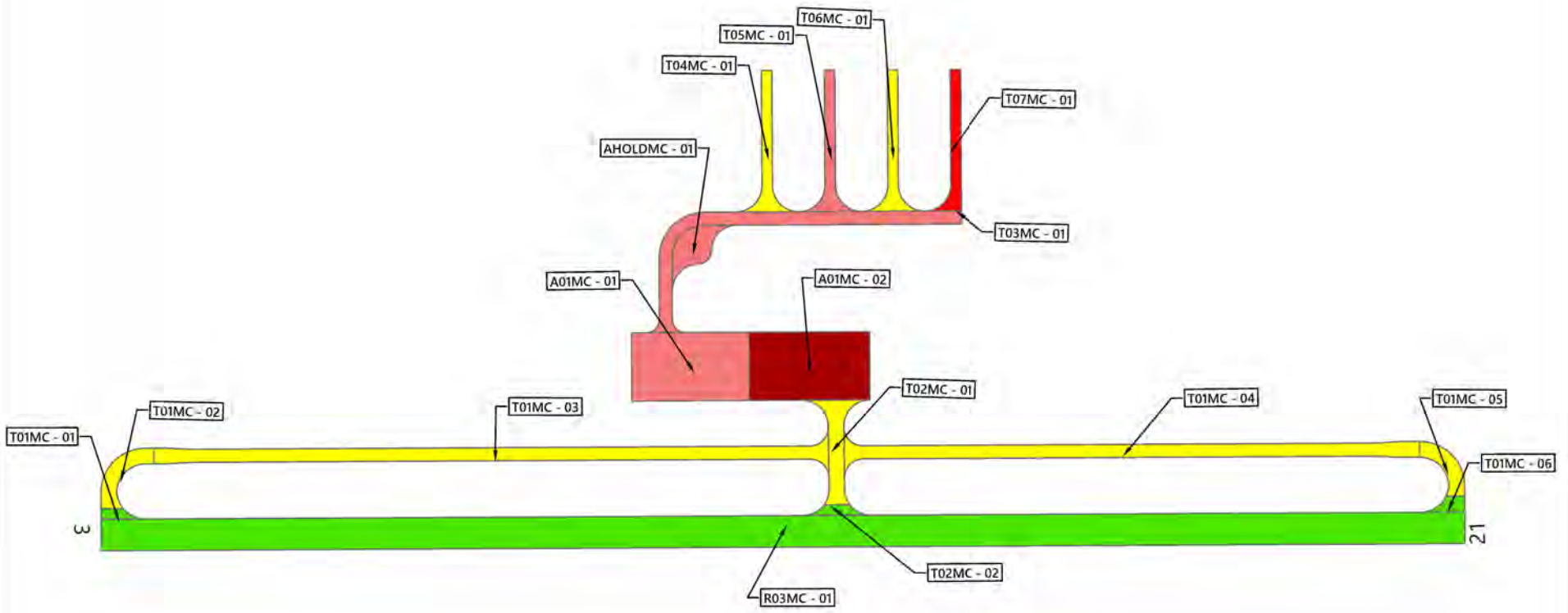
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Myrtle Creek Municipal Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section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

0 300 600

1 INCH = 300 FEET

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MYRTLE CREEK MUNICIPAL AIRPORT
FUTURE PAVEMENT CONDITION

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

5 MAINTENANCE AND REHABILITATION PROJECT RECOMMENDATIONS

5.1 Introduction

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

5.2 Recommended Localized Maintenance

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

Table 5-1: LOCALIZED MAINTENANCE QUANTITIES

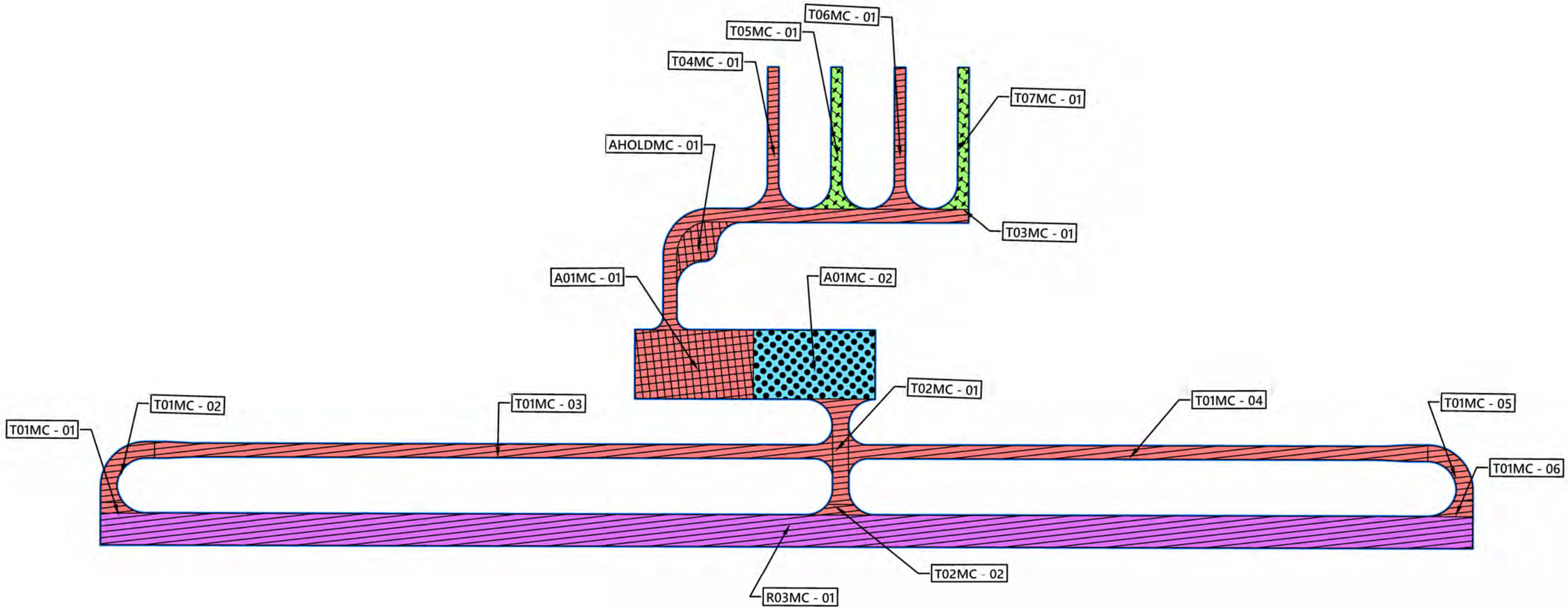
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	26,246 linear feet
Asphalt Concrete Full-Depth Patching	2,181 square feet

5.3 Surface Treatment, Rehabilitation, and Reconstruction Plan

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

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

Treatment Type	Quantity, square feet
Reconstruction	29,900
Overlay	12,351
Fog Seal	34,778
Slurry Seal	274,138



ACTION TIMING

- 2025
- 2026
- 2027
- 2028
- 2029

ACTION

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

0 200 400

1 INCH = 200 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

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

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

This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Myrtle Creek Municipal Airport is located in Myrtle Creek, Oregon, and is owned and operated by the City of Myrtle Creek. The pavement network/facilities at Myrtle Creek Municipal Airport serve a variety of general aviation aircraft. Myrtle Creek Municipal Airport consists of one runway, one parallel taxiway, and multiple connector taxiways, taxilanes, and aprons. The types of airside pavements include asphalt concrete (AC) and AC overlaid with AC.

The current airport pavement management system (APMS) network at Myrtle Creek Municipal Airport has an approximate area of 351,167 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 Myrtle Creek Municipal Airport contains 10 branches, 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 Myrtle Creek Municipal Airport contains 17 sections that are managed by the City of Myrtle Creek, which are tabulated in Table 2A and shown spatially on Figure 1A.

PAVER assigns a rank, which designates that pavement's prioritization in receiving maintenance and repair. The highest use or priority pavements, such as runways, taxiways, and terminal aprons, are ranked *Primary*, while the surrounding aprons and shoulders are

ranked *Secondary*, and low-use areas are ranked *Tertiary*. The ranks for all sections are shown on Table 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 sample units for flexible pavements to 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 Myrtle Creek Municipal Airport PCI survey, Table 1A was used as a guideline in developing sampling rates for flexible pavement to 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 Myrtle Creek Municipal Airport were selected using a systematic random sampling model method. This technique is implemented by first determining the number of sample units needed based on the confidence interval calculated using Equation 1. The first sample unit is randomly placed in the section and then the remaining sample units are systematically spaced throughout the section at an equal distance apart.

Table 1A: EXAMPLE SAMPLE RATES FOR AC PAVEMENTS

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

Abbreviation: AC = asphalt concrete

Table 2A: MYRTLE CREEK MUNICIPAL AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
T02MC	Taxiway 02 Myrtle Creek	2	8,709
R03MC	Runway 03/21 Myrtle Creek	1	156,000
A01MC	Apron 01 Myrtle Creek	2	59,020
T01MC	Taxiway 01 Myrtle Creek	6	77,613
T03MC	Taxiway 03 Myrtle Creek	1	18,928
T07MC	Taxiway 07 Myrtle Creek	1	5,907
T04MC	Taxiway 04 Myrtle Creek	1	6,444
T06MC	Taxiway 06 Myrtle Creek	1	6,444
T05MC	Taxiway 05 Myrtle Creek	1	6,444
AHOLDMC	Hold Apron Myrtle Creek	1	5,658

Table 3A: MYRTLE CREEK MUNICIPAL AIRPORT CURRENT PAVEMENT INVENTORY

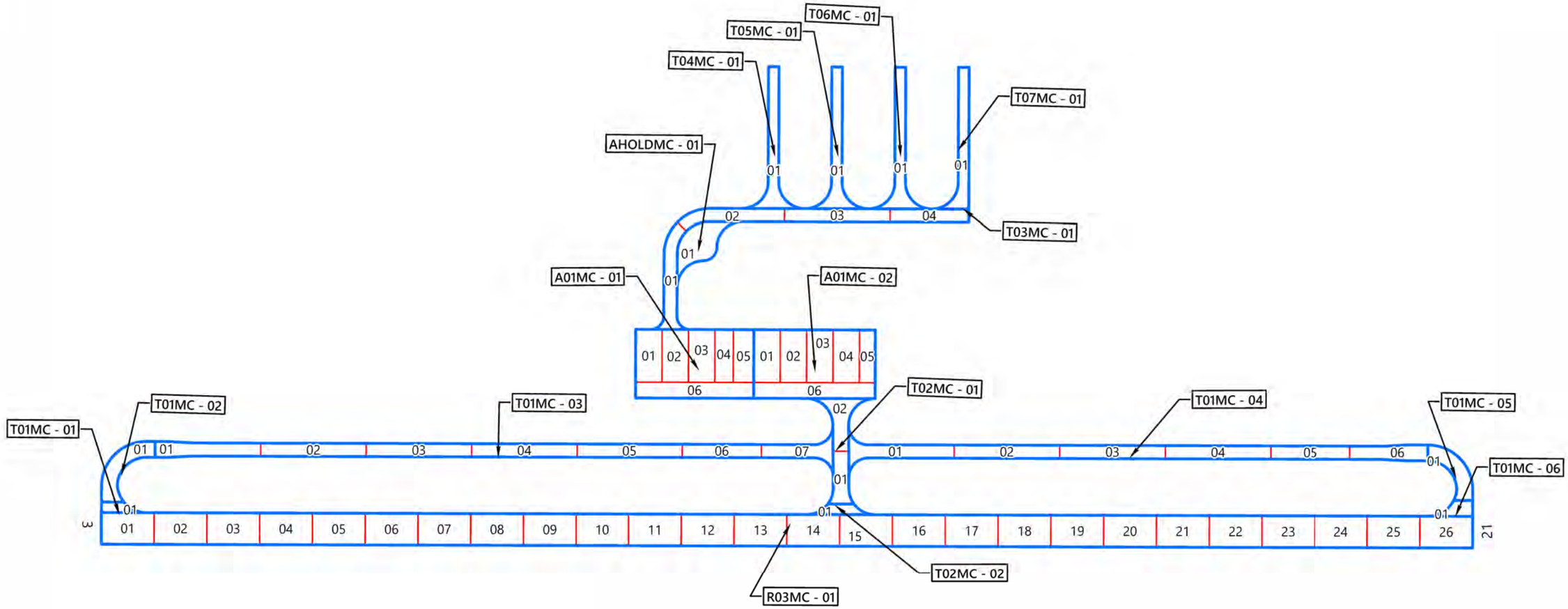
Branch ID	Branch Name	Branch Use	Section ID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01MC	Apron 01 Myrtle Creek	APRON	01	Taxiway 04	A01MC-02	P	224	130	29,120	9/2/2000	AC
A01MC	Apron 01 Myrtle Creek	APRON	02	A01MC-01	Taxiway 02	P	230	130	29,900	9/2/1970	AC
AHOLDMC	Hold Apron Myrtle Creek	APRON	01	T03	End	S	72	72	5,658	9/2/2000	AC
R03MC	Runway 03/21 Myrtle Creek	RUNWAY	01	Runway 21 End	Runway 03 End	P	2,600	60	156,000	9/4/2007	AC
T01MC	Taxiway 01 Myrtle Creek	TAXIWAY	01	R03MC-01	T01MC-02	P	20	30	1,112	9/4/2007	AC
T01MC	Taxiway 01 Myrtle Creek	TAXIWAY	02	T01MC-01	T01MC-03	P	156	30	4,830	8/2/2002	AAC
T01MC	Taxiway 01 Myrtle Creek	TAXIWAY	03	T01MC-02	T02MC-01	P	1,285	25	34,209	8/3/2002	AC
T01MC	Taxiway 01 Myrtle Creek	TAXIWAY	04	T02MC-01	T01MC-05	P	1,098	25	31,989	8/3/2004	AC
T01MC	Taxiway 01 Myrtle Creek	TAXIWAY	05	T01MC-04	T01MC-06	P	133	30	3,974	8/1/2004	AC
T01MC	Taxiway 01 Myrtle Creek	TAXIWAY	06	T01MC-05	R03MC-01	P	30	30	1,499	9/4/2007	AC
T02MC	Taxiway 02 Myrtle Creek	TAXIWAY	01	T02MC-02	A01MC-02	P	200	30	7,231	8/3/2004	AC
T02MC	Taxiway 02 Myrtle Creek	TAXIWAY	02	T02MC-01	R03MC-01	P	20	30	1,478	9/4/2007	AC
T03MC	Taxiway 03 Myrtle Creek	TAXIWAY	01	Apron 01	Taxiway 07	P	750	25	18,928	9/2/2000	AC
T04MC	Taxiway 04 Myrtle Creek	TAXIWAY	01	Taxiway 03	End	P	268	20	6,444	9/2/2000	AC
T05MC	Taxiway 05 Myrtle Creek	TAXIWAY	01	Taxiway 03	End	P	268	20	6,444	9/2/2000	AC
T06MC	Taxiway 06 Myrtle Creek	TAXIWAY	01	Taxiway 03	End	P	268	20	6,444	9/2/2000	AC
T07MC	Taxiway 07 Myrtle Creek	TAXIWAY	01	Taxiway 03	End	P	268	20	5,907	9/2/2000	AC

Abbreviations:

P = Primary pavement, S = Secondary pavement

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

AC = asphalt concrete, AAC = AC overlaid with AC



LEGEND

SECTIONS

SAMPLE UNIT

0 200 400

1 INCH = 200 FEET

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STATEWIDE PAVEMENT EVALUATION PROGRAM

MYRTLE CREEK MUNICIPAL AIRPORT

SAMPLE UNIT LAYOUT

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APPENDIX B

Pavement Condition Index Survey Results

APPENDIX B

PAVEMENT CONDITION INDEX SURVEY RESULTS

B.1 METHODOLOGY

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

The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. The results are displayed using a seven-category rating scale in accordance with ASTM International (ASTM) D5340. Flexible pavement (e.g., asphalt concrete [AC] and AC overlaid with AC) distress types are presented in Table 1B, below. The pavement condition results by branch and section are summarized in Tables 2B and 3B of this appendix, respectively.

Table 1B: PAVER DISTRESS CODES FOR FLEXIBLE PAVEMENT

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

Flexible Pavement		
PAVER Code	Pavement Distress	Related Cause
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, governing PCI surveys, offers this caution:

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

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

B.2 DISTRESS TYPES

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

- **Load-related:** Flexible pavement distresses include alligator/fatigue cracking, corrugation, depression, polished aggregate, rutting, and slippage cracking.
- **Climate- and durability-related:** Flexible pavement distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, and raveling/weathering.

- **Moisture- and drainage-related:** Flexible pavement distresses include alligator/fatigue cracking, depressions, potholes, and swelling.

- **Other factors:** Oil spillage, jet blast erosion, bleeding, and patching.

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

B.3 PAVEMENT CONDITION INDEX SURVEY RESULTS

The evaluated Myrtle Creek Municipal Airport pavement network consists of 10 branches and 17 sections. A total of 35 sample units were visually inspected in the field. Data from the inspected sample units was input into the PAVER database, and a resultant PCI for each section was computed. Additional details regarding the PCI and distress types observed for each surveyed sample unit are provided in the reinspection report presented in Appendix E. Based on the 2024 PCI survey, the area-weighted average PCI for the entire pavement network at Myrtle Creek Municipal Airport is approximately 74, which corresponds to a PCI rating of Satisfactory.

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

Table 2B: MYRTLE CREEK MUNICIPAL AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01MC	2	59,020	APRON	50	Poor
AHOLDMC	1	5,658	APRON	58	Fair
R03MC	1	156,000	RUNWAY	87	Good
T01MC	6	77,613	TAXIWAY	75	Satisfactory
T02MC	2	8,709	TAXIWAY	68	Fair
T03MC	1	18,928	TAXIWAY	58	Fair
T04MC	1	6,444	TAXIWAY	64	Fair
T05MC	1	6,444	TAXIWAY	54	Poor
T06MC	1	6,444	TAXIWAY	75	Satisfactory
T07MC	1	5,907	TAXIWAY	43	Poor

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	3	64,678	51
RUNWAY	1	156,000	87
TAXIWAY	13	130,489	69
ALL	**17**	**351,167**	**74**

Abbreviation: PCI = Pavement Condition Index

Table 3B: MYRTLE CREEK MUNICIPAL 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
A01MC	01	9/2/2000	AC	APRON	8/1/2024	24	62	Fair	100	0	0
A01MC	02	9/2/1970	AC	APRON	8/1/2024	54	39	Very Poor	57	43	0
AHOLDMC	01	9/2/2000	AC	APRON	8/1/2024	24	58	Fair	75	25	0
R03MC	01	9/4/2007	AC	RUNWAY	8/1/2024	17	87	Good	100	0	0
T01MC	01	9/4/2007	AC	TAXIWAY	8/1/2024	17	90	Good	100	0	0
T01MC	02	8/2/2002	AAC	TAXIWAY	8/1/2024	22	75	Satisfactory	100	0	0
T01MC	03	8/3/2002	AC	TAXIWAY	8/1/2024	22	75	Satisfactory	100	0	0
T01MC	04	8/3/2004	AC	TAXIWAY	8/1/2024	20	74	Satisfactory	100	0	0
T01MC	05	8/1/2004	AC	TAXIWAY	8/1/2024	20	68	Fair	100	0	0
T01MC	06	9/4/2007	AC	TAXIWAY	8/1/2024	17	87	Good	100	0	0
T02MC	01	8/3/2004	AC	TAXIWAY	8/1/2024	20	64	Fair	100	0	0
T02MC	02	9/4/2007	AC	TAXIWAY	8/1/2024	17	87	Good	100	0	0
T03MC	01	9/2/2000	AC	TAXIWAY	8/1/2024	24	58	Fair	88	12	0
T04MC	01	9/2/2000	AC	TAXIWAY	8/1/2024	24	64	Fair	93	0	7
T05MC	01	9/2/2000	AC	TAXIWAY	8/1/2024	24	54	Poor	100	0	0
T06MC	01	9/2/2000	AC	TAXIWAY	8/1/2024	24	75	Satisfactory	100	0	0
T07MC	01	9/2/2000	AC	TAXIWAY	8/1/2024	24	43	Poor	100	0	0

Abbreviations:

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

Table 4B: MYRTLE CREEK MUNICIPAL 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
A01MC	01	AC	29,120	9/2/2000	68	Fair	5/13/2019	62	Fair	19	-1.15	NORMAL
A01MC	02	AC	29,900	9/2/1970	49	Poor	5/13/2019	39	Very Poor	49	-2	NORMAL
AHOLDMC	01	AC	5,658	9/2/2000	67	Fair	5/13/2019	58	Fair	19	-1.72	NORMAL
R03MC	01	AC	156,000	9/4/2007	96	Good	5/13/2019	87	Good	12	-2	NORMAL
T01MC	01	AC	1,112	9/4/2007	100	Good	5/13/2019	90	Good	12	-1.91	NORMAL
T01MC	02	AAC	4,830	8/2/2002	74	Satisfactory	5/13/2019	75	Satisfactory	17	0	NONE
T01MC	03	AC	34,209	8/3/2002	93	Good	5/13/2019	75	Satisfactory	17	-3.45	NORMAL
T01MC	04	AC	31,989	8/3/2004	68	Fair	5/13/2019	74	Satisfactory	15	1	NONE
T01MC	05	AC	3,974	8/1/2004	62	Fair	5/13/2019	68	Fair	15	1.15	NONE
T01MC	06	AC	1,499	9/4/2007	100	Good	5/13/2019	87	Good	12	-2	NORMAL
T02MC	01	AC	7,231	8/3/2004	66	Fair	5/13/2019	64	Fair	15	-0.38	NORMAL
T02MC	02	AC	1,478	9/4/2007	91	Good	5/13/2019	87	Good	12	-1	NORMAL
T03MC	01	AC	18,928	9/2/2000	70	Fair	5/13/2019	58	Fair	19	-2.30	NORMAL
T04MC	01	AC	6,444	9/2/2000	73	Satisfactory	5/13/2019	64	Fair	19	-2	NORMAL
T05MC	01	AC	6,444	9/2/2000	75	Satisfactory	5/13/2019	54	Poor	19	-4.02	HIGH
T06MC	01	AC	6,444	9/2/2000	75	Satisfactory	5/13/2019	75	Satisfactory	19	0	NONE
T07MC	01	AC	5,907	9/2/2000	65	Fair	5/13/2019	43	Poor	19	-4.21	HIGH

Abbreviations:

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

[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 APMS 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 following procedure is used for developing the prediction models:

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

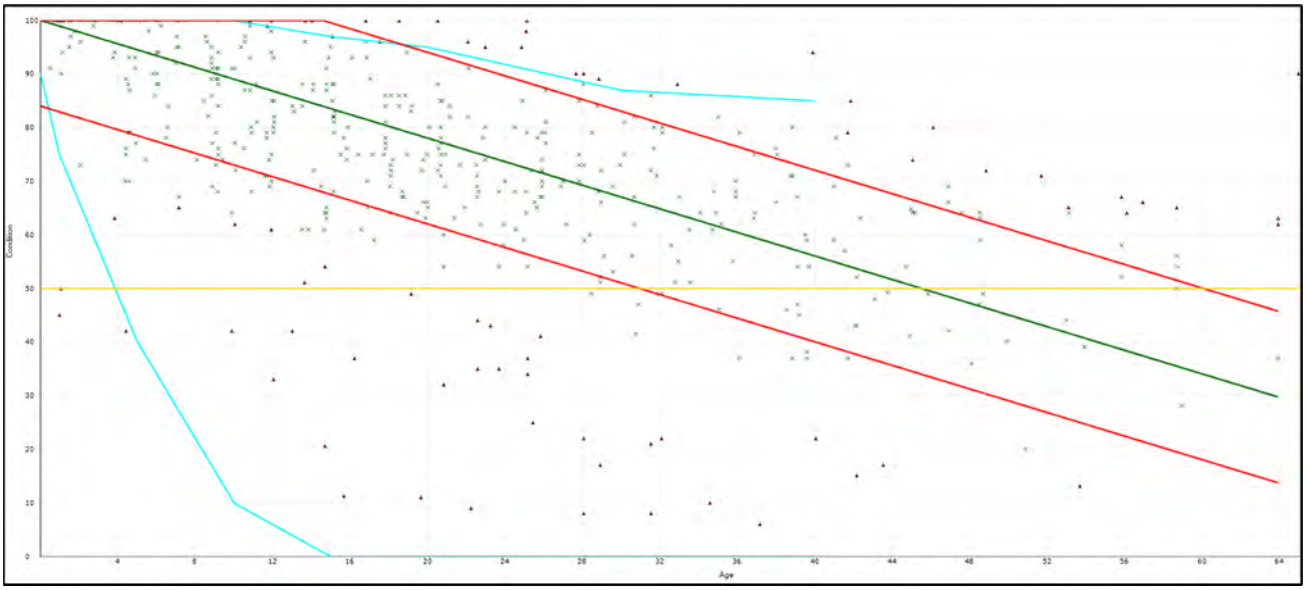

Figure 1C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE APRONS

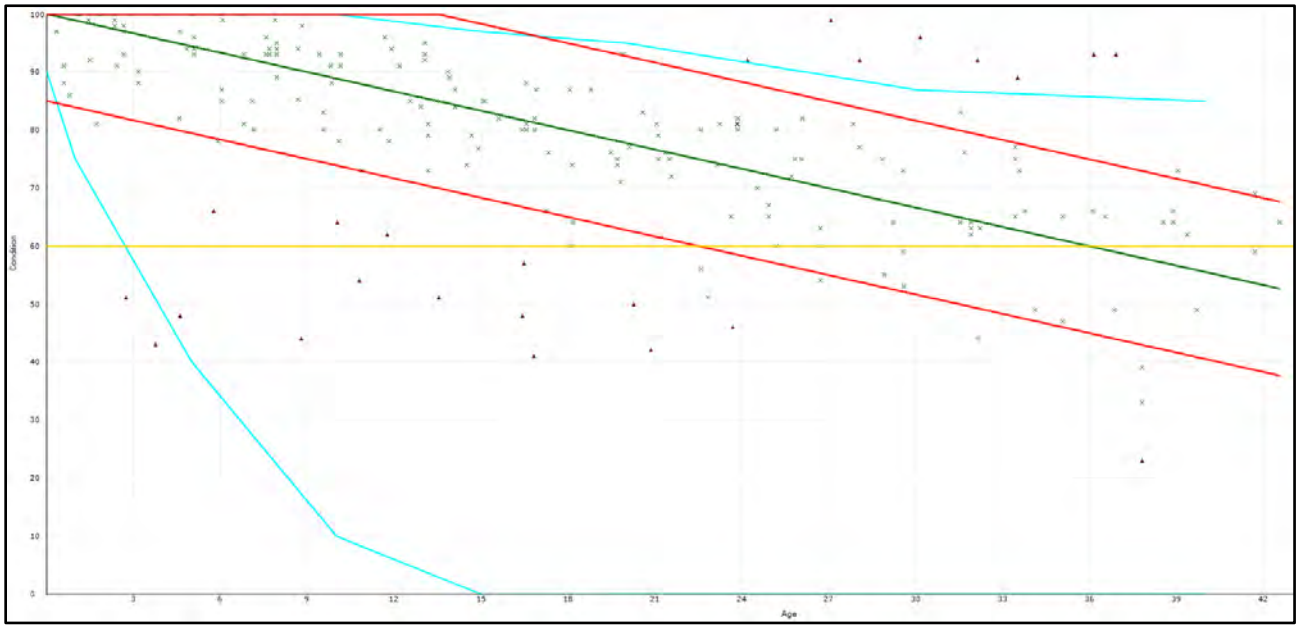

Figure 2C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 3/4 ASPHALT CONCRETE RUNWAYS

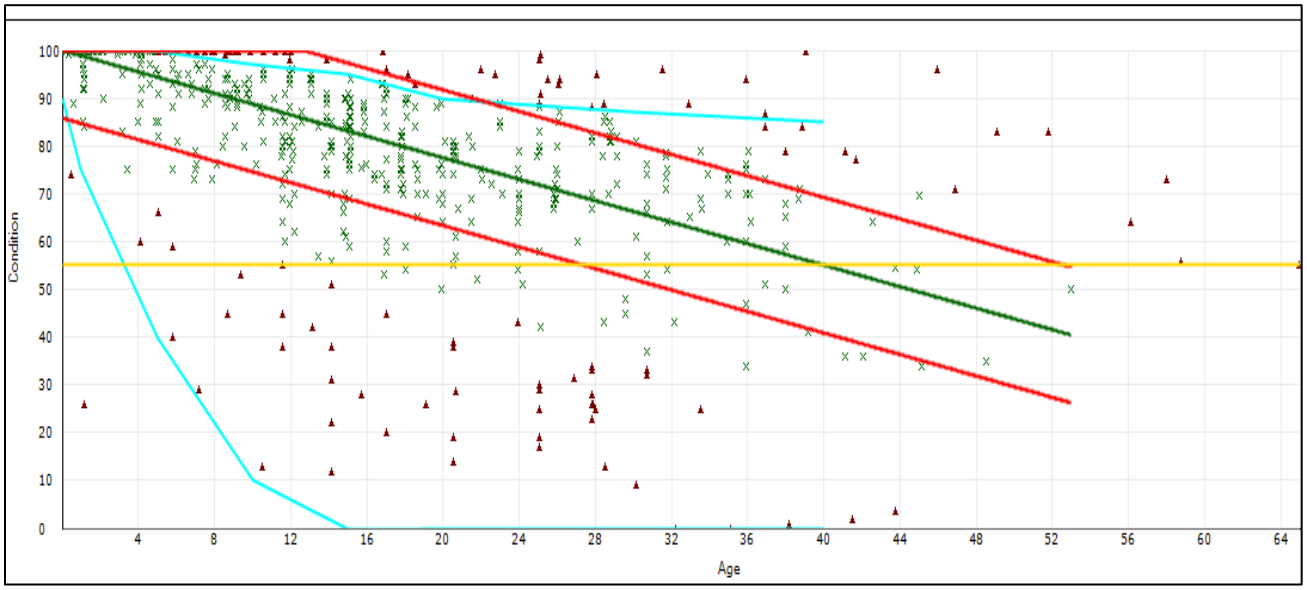

Figure 3C: CONDITION PREDICTION MODEL FOR REGION 2 CATEGORY 4 ASPHALT CONCRETE TAXIWAYS

C.3 CRITICAL PCI

Each of the condition-prediction models has an assigned critical PCI. The critical PCI is the point at which the pavement condition begins to deteriorate more quickly over time. As the condition deteriorates to a worse state, major M&R (rehabilitation/reconstruction) is triggered because the cost to apply localized M&R increases significantly. Pavement sections with PCI above the critical value are given a higher priority for funding during budget analysis in order to prevent them from deteriorating to the point where more costly rehabilitation is necessary. We used the following critical PCI values at Myrtle Creek Municipal 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 Myrtle Creek Municipal 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 Myrtle Creek Municipal Airport: the time until rehabilitation and the time until the pavement is no longer operational due to high foreign object debris potential and increased safety concerns for trafficking aircraft (PCI less than 40). The results of the functional life analysis are provided in Table 2C.

Table 1C: PAST, PRESENT, AND FUTURE PCI

Branch ID	Section ID	Past Inspection PCI 2019	Current PCI 2024	Predicted Future PCI 2029	Predicted Future PCI 2034
NETWORK	**--**	**82**	**74**	**68**	**63**
A01MC	01	68	62	57	53
A01MC	02	49	39	29	19
AHOLDMC	01	67	58	54	52
R03MC	01	96	87	80	75
T01MC	01	100	90	81	74
T01MC	02	74	75	70	67
T01MC	03	93	75	70	67
T01MC	04	68	74	69	67
T01MC	05	62	68	66	66
T01MC	06	100	87	79	72
T02MC	01	66	64	62	61
T02MC	02	91	87	79	72
T03MC	01	70	58	56	55
T04MC	01	73	64	62	61
T05MC	01	75	54	52	51
T06MC	01	75	75	70	67
T07MC	01	65	43	41	40

Abbreviation: PCI = Pavement Condition Index; -- = no value

Table 2C: MYRTLE CREEK MUNICIPAL AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI	Years to End of Functional Service Life
A01MC	01	AC	62	16 - 20	50	> 20
A01MC	02	AC	39	0 - 5	50	0 - 5
AHOLDMC	01	AC	58	11 - 15	50	> 20
R03MC	01	AC	87	> 20	60	> 20
T01MC	01	AC	90	> 20	55	> 20
T01MC	02	AAC	75	> 20	55	> 20
T01MC	03	AC	75	> 20	55	> 20
T01MC	04	AC	74	> 20	55	> 20
T01MC	05	AC	68	> 20	55	> 20
T01MC	06	AC	87	> 20	55	> 20
T02MC	01	AC	64	> 20	55	> 20
T02MC	02	AC	87	> 20	55	> 20
T03MC	01	AC	58	6 - 10	55	> 20
T04MC	01	AC	64	> 20	55	> 20
T05MC	01	AC	54	0 - 5	55	> 20
T06MC	01	AC	75	> 20	55	> 20
T07MC	01	AC	43	0 - 5	55	6 - 10

Abbreviations:
PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC; M&R = maintenance and rehabilitation; Triger 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 Myrtle Creek Municipal Airport pavement network condition over time. We used PAVER v7.1.1 software to develop network-level project recommendations for the next five years.

The PAVER M&R Work Planning Module identifies when and where M&R is required and how much it will cost. M&R plans can be developed either by assuming an annual budget or by identifying specific constraints, such as a condition goal, to determine the budget required to meet the goal. The M&R work planning analysis was based on a five-year period beginning on August 1, 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 (AC Overlay): Considered for pavements with PCI between 40 and the critical PCI and for pavements exhibiting significant load-related distresses.
- Surface Treatment: Treatments (fog seal, slurry seal, thin AC overlay) are applied to an entire pavement section with the intent of slowing the rate of deterioration.
- Localized Maintenance: Maintenance performed on a routine basis, such as crack sealing, wide crack repair, and patching.

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

D.1.1 Pavement Rank and Use Prioritization

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

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

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

	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 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 2018 report and updated them by reviewing the bid tabulations for recent projects within the vicinity of Myrtle Creek Municipal Airport and information provided by the ODAV Pavement Maintenance Program project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Myrtle Creek Municipal Airport. The costs represent the fully loaded costs and include aspects of the project such as administration, contingencies, mobilization, and striping. The cost tables used in the analysis are presented in Table 2D, below.

Table 2D: REGION 1 UNIT COST DATA

Type of M&R	Work Type	Unit Cost	Work Unit
Major M&R	Complete Reconstruction with AC	$19.05	Sq Ft
	Cold Mill and Overlay—2 Inches Thick	$8.41	Sq Ft
Surface Treatment (Global) M&R	Surface Treatment—Slurry Seal	$0.50	Sq Ft
	Surface Treatment—Fog Seal	$0.33	Sq Ft
Localized Preventive M&R	Crack Sealing—AC	$2.75	Ft
	Crack Sealing—PCC	$17.00	Ft
	Crack Sealing—Wide Cracks	$3.00	Ft
	Joint Sealing—PCC	$12.00	Ft
	AC Patching—Full Depth	$75.00	Sq Ft
	PCC Patching—Full Depth	$140.00	Sq Ft

Abbreviations: M&R = maintenance and rehabilitation; AC = asphalt concrete; PCC = portland cement concrete; Sq Ft = square foot; Ft = foot

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 recommendations for the projects is provided in Table 4D of this appendix.

Table 3D: MYRTLE CREEK MUNICIPAL AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,729	Ft	$2.75	$10,254	$11,273
A01MC	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	371	Ft	$2.75	$1,020	
A01MC	02	Alligator Cracking	Medium	Patching - AC Deep	2,114	SqFt	$75.00	$158,563	$181,676
A01MC	02	Block Cracking	Low	Crack Sealing - AC	8,405	Ft	$2.75	$23,113	
AHOLDMC	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	26	Ft	$2.75	$72	$4,646
AHOLDMC	01	Alligator Cracking	Medium	Patching - AC Deep	36	SqFt	$75.00	$2,707	
AHOLDMC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	679	Ft	$2.75	$1,867	
R03MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,120	Ft	$2.75	$8,580	$8,580
T01MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	6	Ft	$2.75	$17	$17
T01MC	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	318	Ft	$2.75	$875	$875
T01MC	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	901	Ft	$2.75	$2,477	$2,477
T01MC	04	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,722	Ft	$2.75	$7,485	$7,485
T01MC	05	Long. & Trans. Cracking	Low	Crack Sealing - AC	504	Ft	$2.75	$1,386	$1,386
T01MC	06	Long. & Trans. Cracking	Low	Crack Sealing - AC	35	Ft	$2.75	$96	$96
T02MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	784	Ft	$2.75	$2,156	$2,646
T02MC	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	178	Ft	$2.75	$490	
T02MC	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	32	Ft	$2.75	$88	$88
T03MC	01	Alligator Cracking	Medium	Patching - AC Deep	31	SqFt	$75.00	$2,295	$8,563
T03MC	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	274	Ft	$2.75	$755	
T03MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	2,005	Ft	$2.75	$5,513	
T04MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	599	Ft	$2.75	$1,647	$1,647
T05MC	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	55	Ft	$2.75	$151	$151
T05MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	496	Ft	$2.75	$1,364	$1,364
T06MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	369	Ft	$2.75	$1,015	$1,015
T07MC	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	64	Ft	$2.75	$176	$1,757
T07MC	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	575	Ft	$2.75	$1,581	

Abbreviations:

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

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

Action Year	Branch ID	Section ID	Branch Use	Surface Type	Current PCI	Action	Area, square feet	Unit Cost per Square Foot	Total Cost
2025	A01MC	01	APRON	AC	62	Fog Seal	29,120	$0.33	$9,610
	AHOLDMC	01	APRON	AC	58	Fog Seal	5,658	$0.33	$1,867
	T01MC	01	TAXIWAY	AC	90	Slurry Seal	1,112	$0.50	$556
	T01MC	02	TAXIWAY	AAC	75	Slurry Seal	4,830	$0.50	$2,415
	T01MC	03	TAXIWAY	AC	75	Slurry Seal	34,209	$0.50	$17,105
	T01MC	04	TAXIWAY	AC	74	Slurry Seal	31,989	$0.50	$15,995
	T01MC	05	TAXIWAY	AC	69	Slurry Seal	3,974	$0.50	$1,987
	T01MC	06	TAXIWAY	AC	87	Slurry Seal	1,499	$0.50	$750
	T02MC	01	TAXIWAY	AC	64	Slurry Seal	7,231	$0.50	$3,616
	T02MC	02	TAXIWAY	AC	87	Slurry Seal	1,478	$0.50	$739
	T03MC	01	TAXIWAY	AC	58	Slurry Seal	18,928	$0.50	$9,464
	T04MC	01	TAXIWAY	AC	64	Slurry Seal	6,444	$0.50	$3,222
	T06MC	01	TAXIWAY	AC	75	Slurry Seal	6,444	$0.50	$3,222
2027	T05MC	01	TAXIWAY	AC	54	Overlay	6,444	$8.41	$54,191
	T07MC	01	TAXIWAY	AC	43	Overlay	5,907	$17.48	$103,225
2028	A01MC	02	APRON	AC	39	Reconstruction	29,900	$19.05	$569,588
2029	R03MC	01	RUNWAY	AC	87	Slurry Seal	156,000	$0.50	$78,001

Abbreviations:
PCI = Pavement Condition Index; AC = asphalt concrete; AAC = AC overlaid with AC

Cost Summary	
2025 Total Project Cost	$70,546
2026 Total Project Cost	$0
2027 Total Project Cost	$157,416
2028 Total Project Cost	$569,588
2029 Total Project Cost	$78,001
Total Five-Year Project Cost	**$875,551**

APPENDIX E

Reinspection Report

Re-Inspection Report

ODAV_2024_12-19-24_9am_MAH
Generated Date 12/23/2024

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: A01MC **Name:** Apron 01 Myrtle Creek **Use:** APRON **Area:** 59,020 SqFt

Section: 02 of 2 **From:** A01MC-01 **To:** Taxiway 02 **Last Const.:** 9/2/1970

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 29,900 SqFt **Length:** 230 Ft **Width:** 130 Ft

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

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

Section Comments:

Work Date: 9/1/1970	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1970	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1980	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1995	**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

Last Insp. Date: 8/1/2024 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

41	ALLIGATOR CR	M	416.00	SqFt
43	BLOCK CR	L	4584.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

41	ALLIGATOR CR	M	205.00	SqFt
43	BLOCK CR	L	4603.00	SqFt
50	PATCHING	M	192.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3000.00 SqFt **PCI:** 19

Sample Comments:

41	ALLIGATOR CR	M	665.00	SqFt
43	BLOCK CR	L	2335.00	SqFt
50	PATCHING	L	40.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6890.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	6821.00	SqFt
50	PATCHING	M	69.00	SqFt
57	WEATHERING	M	6890.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: A01MC **Name:** Apron 01 Myrtle Creek **Use:** APRON **Area:** 59,020 SqFt

Section: 01 of 2 **From:** Taxiway 04 **To:** A01MC-02 **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 29,120 SqFt **Length:** 224 Ft **Width:** 130 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 6 **Surveyed:** 4

Conditions: **PCI:** 62

Inspection Comments:

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

Sample Comments:

48	L & T CR	L	688.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	708.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3879.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	651.00	Ft
48	L & T CR	M	48.00	Ft
52	RAVELING	M	192.00	SqFt
57	WEATHERING	M	3700.00	SqFt

Sample Number: 06 **Type:** R **Area:** 6700.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	588.00	Ft
48	L & T CR	M	134.00	Ft
52	RAVELING	M	32.00	SqFt
57	WEATHERING	M	6680.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: AHOLDMC **Name:** Hold Apron Myrtle Creek **Use:** APRON **Area:** 5,658 SqFt

Section: 01 of 1 **From:** T03 **To:** -- **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 3/4_Apron_AC **Zone:** 16S **Category:** I **Rank:** S

Area: 5,658 SqFt **Length:** 72 Ft **Width:** 72 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5658.00 SqFt **PCI:** 58

Sample Comments:

41	ALLIGATOR CR	M	16.00	SqFt
48	L & T CR	L	150.00	Ft
48	L & T CR	L	529.00	Ft
48	L & T CR	M	26.00	Ft
57	WEATHERING	M	5658.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: R03MC **Name:** Runway 03/21 Myrtle Creek **Use:** RUNWAY **Area:** 156,000 SqFt

Section: 01 of 1 **From:** Runway 21 End **To:** Runway 03 End **Last Const.:** 9/4/2007

Surface: AC **Family:** 2024_Region2_Cat 3/4_Runway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 156,000 SqFt **Length:** 2,600 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 9/1/1970	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1970	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1980	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 9/1/2007	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2007	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 26 **Surveyed:** 5

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	107.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	119.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 15 **Type:** R **Area:** 6000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	13.00	Ft
48	L & T CR	L	32.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 20 **Type:** R **Area:** 6000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	104.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 26 **Type:** R **Area:** 6000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	25.00	Ft
48	L & T CR	L	200.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T01MC **Name:** Taxiway 01 Myrtle Creek **Use:** TAXIWAY **Area:** 77,613 SqFt

Section: 05 of 6 **From:** T01MC-04 **To:** T01MC-06 **Last Const.:** 8/1/2004

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 3,974 SqFt **Length:** 133 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: 9/1/1970	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1970	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1980	**Work Type:** Surface Treatment - Slurry Seal	**Code:** ST-SS	**Is Major M&R:** False
Work Date: 9/1/1995	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/1/2004	**Work Type:** Overlay - Thin	**Code:** OL-ACTH	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3974.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	504.00	Ft
57	WEATHERING	M	3974.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T01MC **Name:** Taxiway 01 Myrtle Creek **Use:** TAXIWAY **Area:** 77,613 SqFt

Section: 02 of 6 **From:** T01MC-01 **To:** T01MC-03 **Last Const.:** 8/2/2002

Surface: AAC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 4,830 SqFt **Length:** 156 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: 9/1/1970	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/2/1970	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/1995	**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: 8/1/2002	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 8/2/2002	**Work Type:** Overlay - AC Fabric	**Code:** OL-AF	**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:** 4830.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	318.00	Ft
57	WEATHERING	M	4830.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T01MC **Name:** Taxiway 01 Myrtle Creek **Use:** TAXIWAY **Area:** 77,613 SqFt

Section: 03 of 6 **From:** T01MC-02 **To:** T02MC-01 **Last Const.:** 8/3/2002

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 34,209 SqFt **Length:** 1,285 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 8/1/2002 **Work Type:** Subgrade-Geotextile **Code:** SG-GE **Is Major M&R:** True

Work Date: 8/2/2002 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/3/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 8/1/2024 **TotalSamples:** 7 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5125.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	136.00	Ft
57	WEATHERING	M	5125.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	76.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	181.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 06 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	104.00	Ft
57	WEATHERING	M	3750.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T01MC **Name:** Taxiway 01 Myrtle Creek **Use:** TAXIWAY **Area:** 77,613 SqFt

Section: 06 of 6 **From:** T01MC-05 **To:** R03MC-01 **Last Const.:** 9/4/2007

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 1,499 SqFt **Length:** 30 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: 9/1/2007	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2007	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1499.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	35.00	Ft
57	WEATHERING	L	1499.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T01MC **Name:** Taxiway 01 Myrtle Creek **Use:** TAXIWAY **Area:** 77,613 SqFt

Section: 04 of 6 **From:** T02MC-01 **To:** T01MC-05 **Last Const.:** 8/3/2004

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 31,989 SqFt **Length:** 1,098 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 8/1/2004	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 8/2/2004	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/2004	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 74

Inspection Comments:

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

Sample Comments:

48	L & T CR	L	399.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	404.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 3750.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	76.00	Ft
48	L & T CR	L	291.00	Ft
57	WEATHERING	L	3750.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T01MC **Name:** Taxiway 01 Myrtle Creek **Use:** TAXIWAY **Area:** 77,613 SqFt

Section: 01 of 6 **From:** R03MC-01 **To:** T01MC-02 **Last Const.:** 9/4/2007

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 1,112 SqFt **Length:** 20 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: 9/1/2007	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2007	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1111.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	1111.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T02MC **Name:** Taxiway 02 Myrtle Creek **Use:** TAXIWAY **Area:** 8,709 SqFt

Section: 01 of 2 **From:** T02MC-02 **To:** A01MC-02 **Last Const.:** 8/3/2004

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 7,231 SqFt **Length:** 200 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: 8/1/2004	**Work Type:** Subgrade-Geotextile	**Code:** SG-GE	**Is Major M&R:** True
Work Date: 8/2/2004	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 8/3/2004	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**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:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4061.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	272.00	Ft
48	L & T CR	L	164.00	Ft
57	WEATHERING	M	4061.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3160.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	347.00	Ft
48	L & T CR	M	178.00	Ft
57	WEATHERING	M	3160.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T02MC **Name:** Taxiway 02 Myrtle Creek **Use:** TAXIWAY **Area:** 8,709 SqFt

Section: 02 of 2 **From:** T02MC-01 **To:** R03MC-01 **Last Const.:** 9/4/2007

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 1,478 SqFt **Length:** 20 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: 9/1/2007	**Work Type:** Subbase - Geotexlile	**Code:** SB-TX	**Is Major M&R:** False
Work Date: 9/2/2007	**Work Type:** Subbase - Aggregate	**Code:** SB-AG	**Is Major M&R:** False
Work Date: 9/3/2007	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** False
Work Date: 9/4/2007	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 1478.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	32.00	Ft
57	WEATHERING	L	1478.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T03MC **Name:** Taxiway 03 Myrtle Creek **Use:** TAXIWAY **Area:** 18,928 SqFt

Section: 01 of 1 **From:** Apron 01 **To:** Taxiway 07 **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 18,928 SqFt **Length:** 750 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 9/1/2000 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** True

Work Date: 9/2/2000 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 8/1/2024 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5240.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	382.00	Ft
48	L & T CR	M	180.00	Ft
52	RAVELING	M	40.00	SqFt
57	WEATHERING	M	5200.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

41	ALLIGATOR CR	M	10.00	SqFt
48	L & T CR	L	681.00	Ft
48	L & T CR	M	41.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	48.00	Ft
48	L & T CR	L	503.00	Ft
50	PATCHING	L	112.00	SqFt
52	RAVELING	M	700.00	SqFt
57	WEATHERING	M	4300.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T04MC **Name:** Taxiway 04 Myrtle Creek **Use:** TAXIWAY **Area:** 6,444 SqFt

Section: 01 of 1 **From:** Taxiway 03 **To:** End **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 6,444 SqFt **Length:** 268 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6444.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	36.00	SqFt
48	L & T CR	L	599.00	Ft
52	RAVELING	M	48.00	SqFt
52	RAVELING	M	64.00	SqFt
57	WEATHERING	M	6334.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T05MC **Name:** Taxiway 05 Myrtle Creek **Use:** TAXIWAY **Area:** 6,444 SqFt

Section: 01 of 1 **From:** Taxiway 03 **To:** End **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 6,444 SqFt **Length:** 268 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6444.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	496.00	Ft
48	L & T CR	M	55.00	Ft
57	WEATHERING	M	5000.00	SqFt
57	WEATHERING	H	1444.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T06MC **Name:** Taxiway 06 Myrtle Creek **Use:** TAXIWAY **Area:** 6,444 SqFt

Section: 01 of 1 **From:** Taxiway 03 **To:** End **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 6,444 SqFt **Length:** 268 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/2000	**Work Type:** Base Course - Aggregate	**Code:** BA-AG	**Is Major M&R:** True
Work Date: 9/2/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 9/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

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

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6444.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	369.00	Ft
57	WEATHERING	M	6444.00	SqFt

Network: Myrtle **Name:** Myrtle Creek Municipal

Branch: T07MC **Name:** Taxiway 07 Myrtle Creek **Use:** TAXIWAY **Area:** 5,907 SqFt

Section: 01 of 1 **From:** Taxiway 03 **To:** End **Last Const.:** 9/2/2000

Surface: AC **Family:** 2024_Region2_Cat 4_Taxiway_AC **Zone:** 16S **Category:** I **Rank:** P

Area: 5,907 SqFt **Length:** 268 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 9/1/2000 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** True

Work Date: 9/2/2000 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

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

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5907.00 SqFt **PCI:** 43

Sample Comments:

48	L & T CR	L	575.00	Ft
48	L & T CR	M	64.00	Ft
57	WEATHERING	M	2990.00	SqFt
57	WEATHERING	H	2600.00	SqFt
57	WEATHERING	H	317.00	SqFt

APPENDIX F

Work History Report

Pavement Database: ODAV_2024_02-05-25_2pm_AMC

Network: Myrtle Creek Municip **Branch:** A01MC Apron 01 Myrtle C **Section:** 01 **Surface:** AC
L.C.D. 9/2/2000 **Use:** APRON **Rank:** P **Length:** 224.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 29120 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Network: Myrtle Creek Municip **Branch:** A01MC Apron 01 Myrtle C **Section:** 02 **Surface:** AC
L.C.D. 9/2/1970 **Use:** APRON **Rank:** P **Length:** 230.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 29900 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1980	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	DATE UNKNOWN
9/2/1970	NC-AC	New Construction - AC	0.00	1.50	☑	
9/1/1970	BA-AG	Base Course - Aggregate	0.00	6.00	☐	

Network: Myrtle Creek Municip **Branch:** AHOLDMC Hold Apron Myrtle **Section:** 01 **Surface:** AC
L.C.D. 9/2/2000 **Use:** APRON **Rank:** S **Length:** 72.00 (Ft) **Width:** 72.00 (Ft) **True Area:** 5658 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Network: Myrtle Creek Municip **Branch:** R03MC Runway 03/21 Myr **Section:** 01 **Surface:** AC
L.C.D. 9/4/2007 **Use:** RUNWAY **Rank:** P **Length:** 2,600.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 156000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2007	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P-403
9/3/2007	BA-AG	Base Course - Aggregate	0.00	7.00	☐	P-208
9/2/2007	SB-AG	Subbase - Aggregate	0.00	4.00	☐	P-154
9/1/2007	SB-TX	Subbase - Geotexlile	0.00	0.00	☐	
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1980	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	DATE UNKNOWN, Partial
9/2/1970	NC-AC	New Construction - AC	0.00	1.50	☑	
9/1/1970	BA-AG	Base Course - Aggregate	0.00	6.00	☐	

Network: Myrtle Creek Municip **Branch:** T01MC Taxiway 01 Myrtle **Section:** 01 **Surface:** AC
L.C.D. 9/4/2007 **Use:** TAXIWAY **Rank:** P **Length:** 20.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1112 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2007	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P-403
9/3/2007	BA-AG	Base Course - Aggregate	0.00	7.00	☐	P-208
9/2/2007	SB-AG	Subbase - Aggregate	0.00	4.00	☐	P-154
9/1/2007	SB-TX	Subbase - Geotexlile	0.00	0.00	☐	

Network: Myrtle Creek Municip **Branch:** T01MC Taxiway 01 Myrtle **Section:** 02 **Surface:**AAC

L.C.D. 8/2/2002 **Use:** TAXIWAY **Rank:** P **Length:** 156.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 4830 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/2/2002	OL-AF	Overlay - AC Fabric	0.00	2.00	☑	P-401 + Fabric
8/1/2002	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/2000	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/2/1970	NC-AC	New Construction - AC	0.00	1.50	☑	
9/1/1970	BA-AG	Base Course - Aggregate	0.00	6.00	☐	

Network: Myrtle Creek Municip **Branch:** T01MC Taxiway 01 Myrtle **Section:** 03 **Surface:**AC

L.C.D. 8/3/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,285.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 34209 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/3/2002	NC-AC	New Construction - AC	0.00	2.00	☑	P-401
8/2/2002	BA-AG	Base Course - Aggregate	0.00	10.00	☐	P-209
8/1/2002	SG-GE	Subgrade-Geotextile	0.00	0.50	☑	

Network: Myrtle Creek Municip **Branch:** T01MC Taxiway 01 Myrtle **Section:** 04 **Surface:**AC

L.C.D. 8/3/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,098.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 31989 (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	☐	
8/3/2004	NC-AC	New Construction - AC	0.00	2.00	☑	
8/2/2004	BA-AG	Base Course - Aggregate	0.00	10.00	☐	
8/1/2004	SG-GE	Subgrade-Geotextile	0.00	0.50	☑	

Network: Myrtle Creek Municip **Branch:** T01MC Taxiway 01 Myrtle **Section:** 05 **Surface:**AC

L.C.D. 8/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 133.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 3974 (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	☐	
8/1/2004	OL-ACTH	Overlay - Thin	0.00	2.00	☑	
9/1/1995	CS-AC	Crack Sealing - AC	0.00	0.10	☐	
9/1/1980	ST-SS	Surface Treatment - Slurry Seal	0.00	0.50	☐	DATE UNKNOWN, Partial
9/2/1970	NC-AC	New Construction - AC	0.00	1.50	☑	
9/1/1970	BA-AG	Base Course - Aggregate	0.00	6.00	☐	

Network: Myrtle Creek Municip **Branch:** T01MC Taxiway 01 Myrtle **Section:** 06 **Surface:**AC

L.C.D. 9/4/2007 **Use:** TAXIWAY **Rank:** P **Length:** 30.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1499 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2007	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P-403
9/3/2007	BA-AG	Base Course - Aggregate	0.00	7.00	☐	P-208
9/2/2007	SB-AG	Subbase - Aggregate	0.00	4.00	☐	P-154
9/1/2007	SB-TX	Subbase - Geotexlile	0.00	0.00	☐	

Pavement Database: ODAV_2024_02-05-25_2pm_AMC

Network: Myrtle Creek Municip **Branch:** T02MC Taxiway 02 Myrtle **Section:** 01 **Surface:** AC
L.C.D. 8/3/2004 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 7231 (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	☐	
8/3/2004	NC-AC	New Construction - AC	0.00	2.00	☑	
8/2/2004	BA-AG	Base Course - Aggregate	0.00	10.00	☐	
8/1/2004	SG-GE	Subgrade-Geotextile	0.00	0.50	☑	

Network: Myrtle Creek Municip **Branch:** T02MC Taxiway 02 Myrtle **Section:** 02 **Surface:** AC
L.C.D. 9/4/2007 **Use:** TAXIWAY **Rank:** P **Length:** 20.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 1478 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/4/2007	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	P-403
9/3/2007	BA-AG	Base Course - Aggregate	0.00	7.00	☐	P-208
9/2/2007	SB-AG	Subbase - Aggregate	0.00	4.00	☐	P-154
9/1/2007	SB-TX	Subbase - Geotexlile	0.00	0.00	☐	

Network: Myrtle Creek Municip **Branch:** T03MC Taxiway 03 Myrtle **Section:** 01 **Surface:** AC
L.C.D. 9/2/2000 **Use:** TAXIWAY **Rank:** P **Length:** 750.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 18928 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Network: Myrtle Creek Municip **Branch:** T04MC Taxiway 04 Myrtle **Section:** 01 **Surface:** AC
L.C.D. 9/2/2000 **Use:** TAXIWAY **Rank:** P **Length:** 268.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 6444 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Network: Myrtle Creek Municip **Branch:** T05MC Taxiway 05 Myrtle **Section:** 01 **Surface:** AC
L.C.D. 9/2/2000 **Use:** TAXIWAY **Rank:** P **Length:** 268.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 6444 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Network: Myrtle Creek Municip **Branch:** T06MC Taxiway 06 Myrtle **Section:** 01 **Surface:** AC
L.C.D. 9/2/2000 **Use:** TAXIWAY **Rank:** P **Length:** 268.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 6444 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Pavement Database: ODAV_2024_02-05-25_2pm_AMC

Network: Myrtle Creek Municip **Branch:** T07MC Taxiway 07 Myrtle **Section:** 01 **Surface:** AC

L.C.D. 9/2/2000 **Use:** TAXIWAY **Rank:** P **Length:** 268.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 5907 (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	☐	
9/2/2000	NC-AC	New Construction - AC	0.00	2.00	☑	
9/1/2000	BA-AG	Base Course - Aggregate	0.00	6.00	☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	18	507,167.00	6.89	1.45
Complete Reconstruction - AC	4	160,089.00	2.00	0.00
Crack Sealing - AC	17	356,403.00	0.04	0.05
New Construction - AC	14	347,078.00	1.86	0.23
Overlay - AC Fabric	1	4,830.00	2.00	0.00
Overlay - Thin	1	3,974.00	2.00	0.00
Subbase - Aggregate	4	160,089.00	4.00	0.00
Subbase - Geotexlile	4	160,089.00	0.00	0.00
Subgrade-Geotextile	3	73,429.00	0.50	0.00
Surface Treatment - Slurry Seal	3	189,874.00	0.50	0.00