

# BOARDMAN AIRPORT

This report describes how your Pavement Maintenance Management Program (PMMP) was developed. Your Program was developed as part of the Oregon Continuous Aviation System Plan sponsored in part by the Oregon Department of Aviation and the Federal Aviation Administration (FAA). The information and data contained in this report ensures you comply with the requirements of FAA Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program.

## DATA COLLECTION

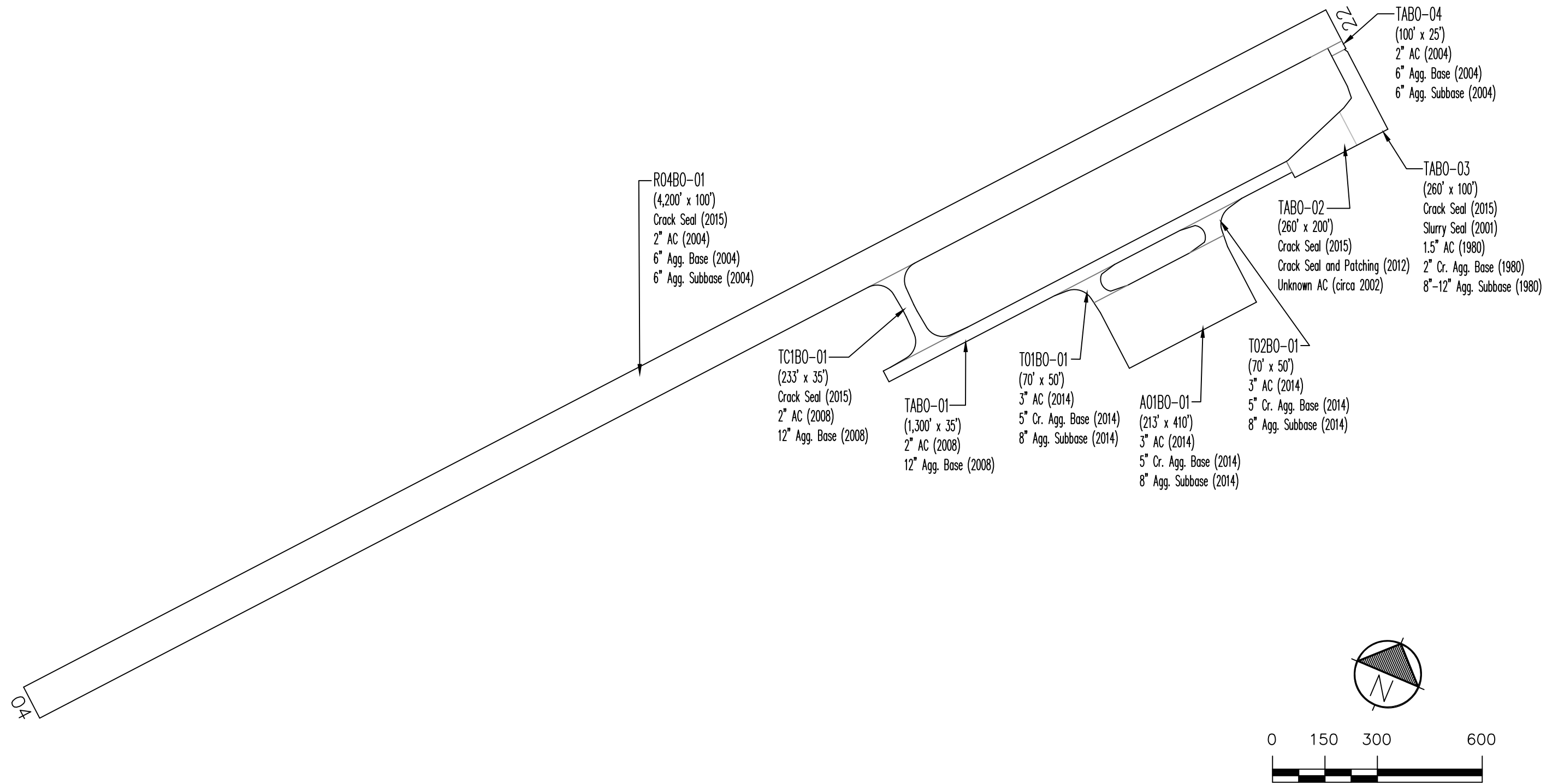
To determine how your pavements were constructed and their age, a records review was conducted. Figure BO-1 shows the records review results. This figure identifies pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure BO-1 and the information contained in Appendices 1, 2 and 4 ensure that your airport complies with the “pavement inventory” requirement of FAA’s PMMP guidelines.

The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current edition of ASTM D5430, *Standard Test Method for Airport Condition Index Surveys*. The branches, sections and sample units established at your airport are shown in Figure BO-2. A Branch Condition Report showing all branches, their associated areas, and their area-weighted average condition is provided in Appendix 1. Additionally, the Appendix 2 Section Condition Report provides information used to define each branch and section in the PAVER database.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Boardman Airport in June 2017. During the inspection, pavement defects were identified and measured in accordance with the methodology outlined in ASTM D5430. This inspection ensures your airport complies with the “detailed inspection” requirement of FAA’s PMMP guidelines. After collection, the data were entered into the PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached as Appendix 4.

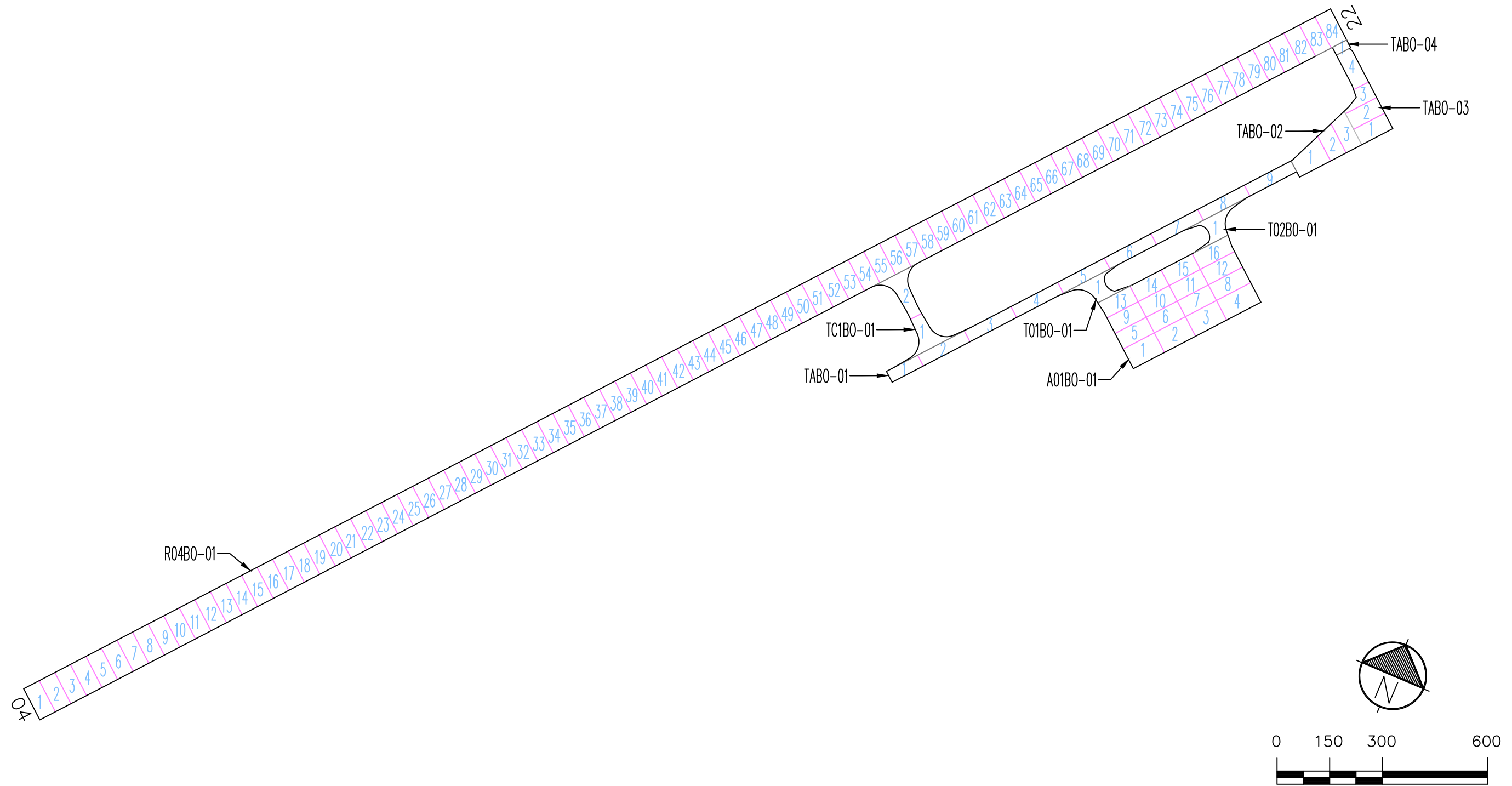
The PAVER database updated during this project ensures your airport complies with the “record keeping and information retrieval” requirements of FAA’s PMMP guidelines.

Figure B0-1. Airport Layout, Dimensions and Pavement Cross-Sections.  
Boardman Airport



Drawing Date: July 2017

Figure B0-2. Pavement Branch, Section and Sample Unit Layout.  
Boardman Airport



# RESULTS

Using the data collected during the visual inspection, the PAVER software was used to calculate an area-weighted average Pavement Condition Index (PCI) for each pavement section inspected using the sample units evaluated. Using each section’s PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs measured during this inspection are shown in Table 1. The table also contains PCIs from past inspections as well as projected PCIs for 2022 and 2027. The projections were based on pavement deterioration models developed by PAVER using the inspection data from other pavements in the same airport category as your airport, located in the same climatic region, and with the same surface type and use.

The Branch Condition Report in Appendix 1 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current Pavement Condition Rating (PCR) is shown graphically in Figure BO-3.

**Table 1. Past, Present and Future Pavement Condition Indices.**

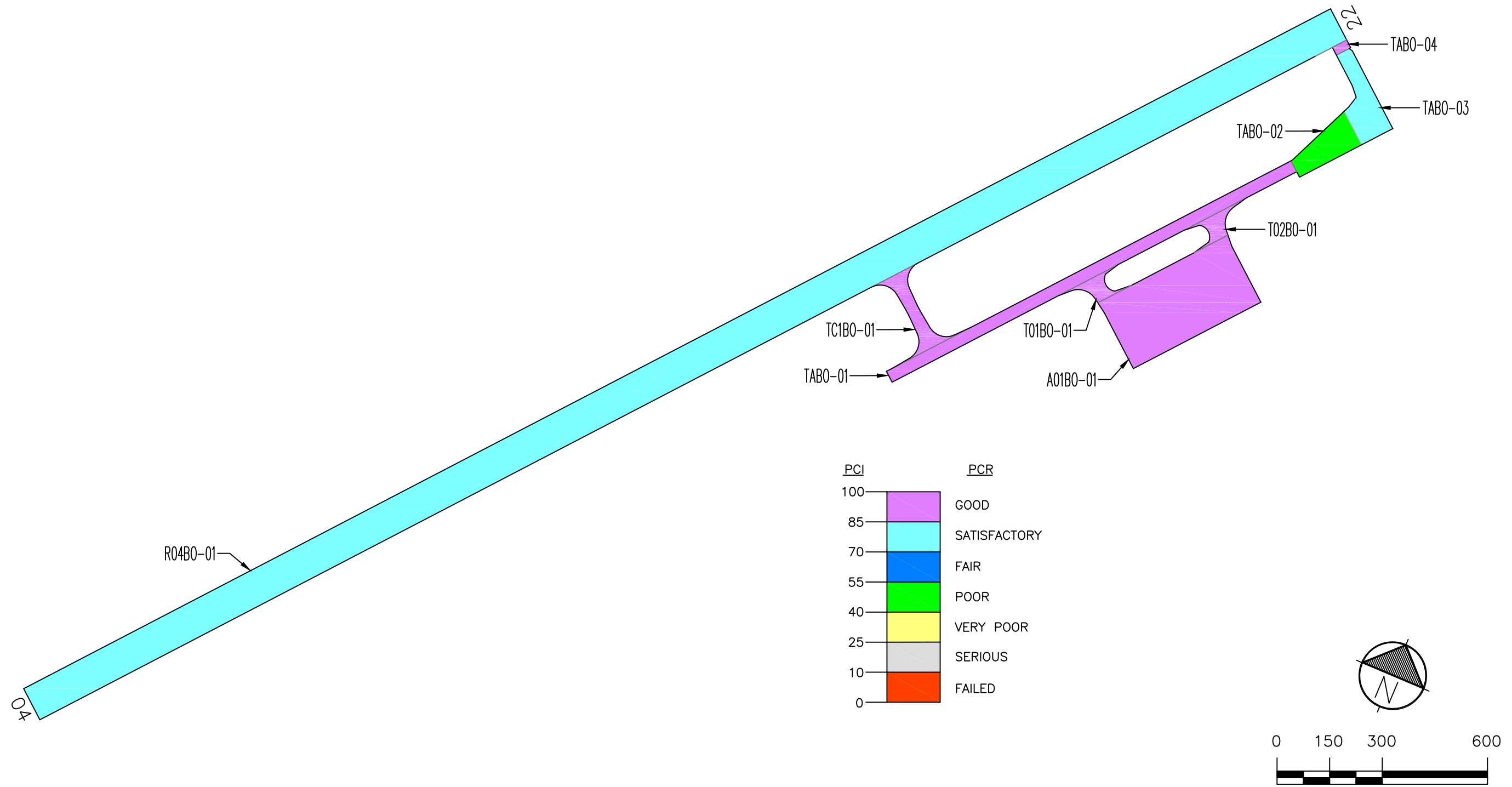
Branch	Section	Inspections			Forecast	
		2011	2014	2017	2022	2027
A01BO	01	---	100	100	91	79
R04BO	01	75	84	85	82	73
T01BO	01	---	100	100	90	80
T02BO	01	---	100	100	90	80
TABO	01	100	100	94	83	74
TABO	02	52	54	47	22	0
TABO	03	68	69	79	72	68
TABO	04	100	100	86	76	70
TC1BO	01	100	92	92	81	73

Section PCIs at Boardman Airport range from a low of 47 (a PCR of “Poor”) to a high of 100 (a PCR of “Good”). The area-weighted average PCI for all airport pavements is 87, corresponding to an overall PCR of “Good”. Figure BO-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 2011 and 2014.

The primary distresses observed during the inspection were: longitudinal and transverse cracking, and weathering, with isolated occurrences of block cracking, raveling, patching and alligator cracking.

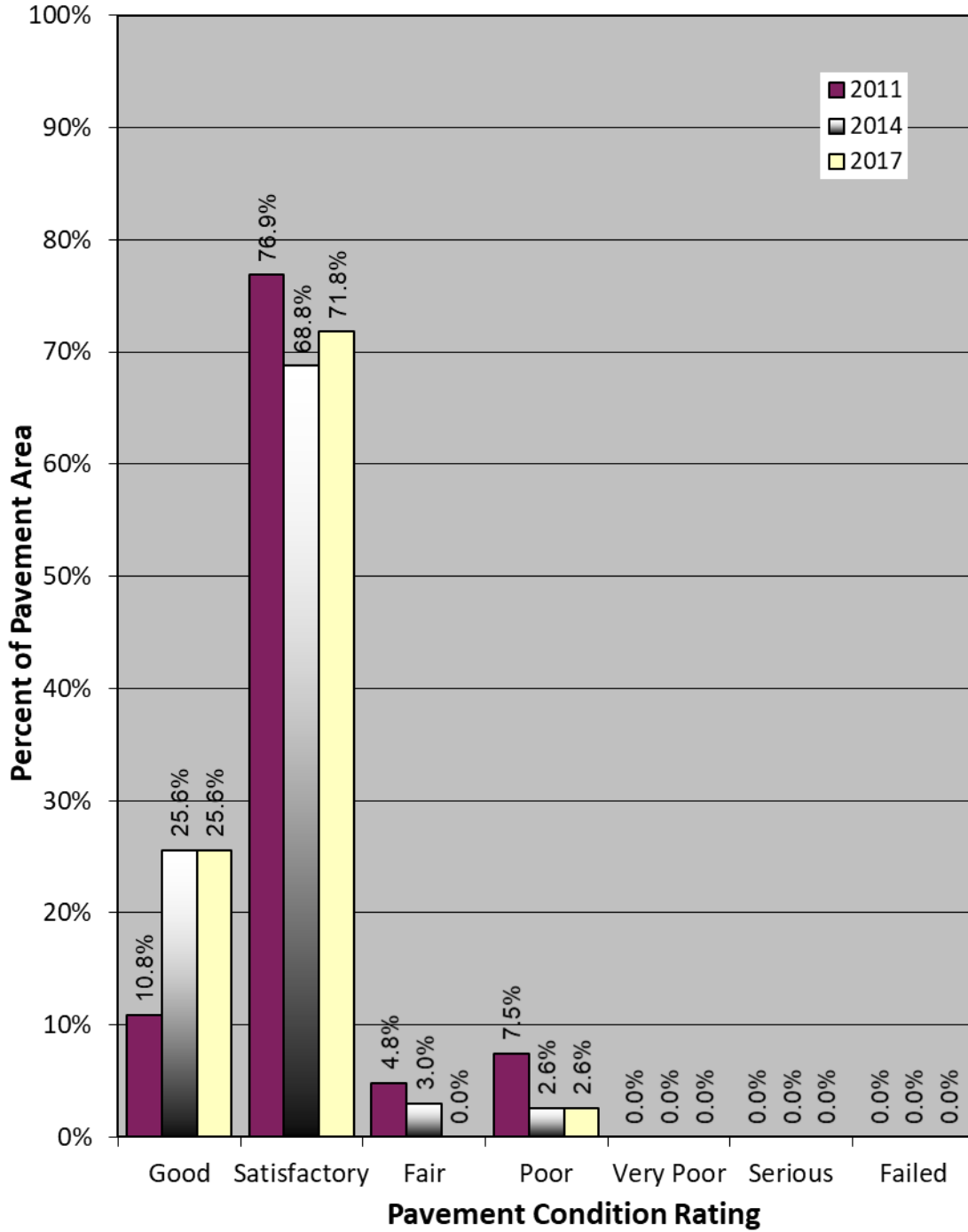
A graphical representation of the projected PCIs listed in Table 1 is shown in Figure BO-5.

Figure B0-3. Pavement Condition in June 2017.  
Boardman Airport

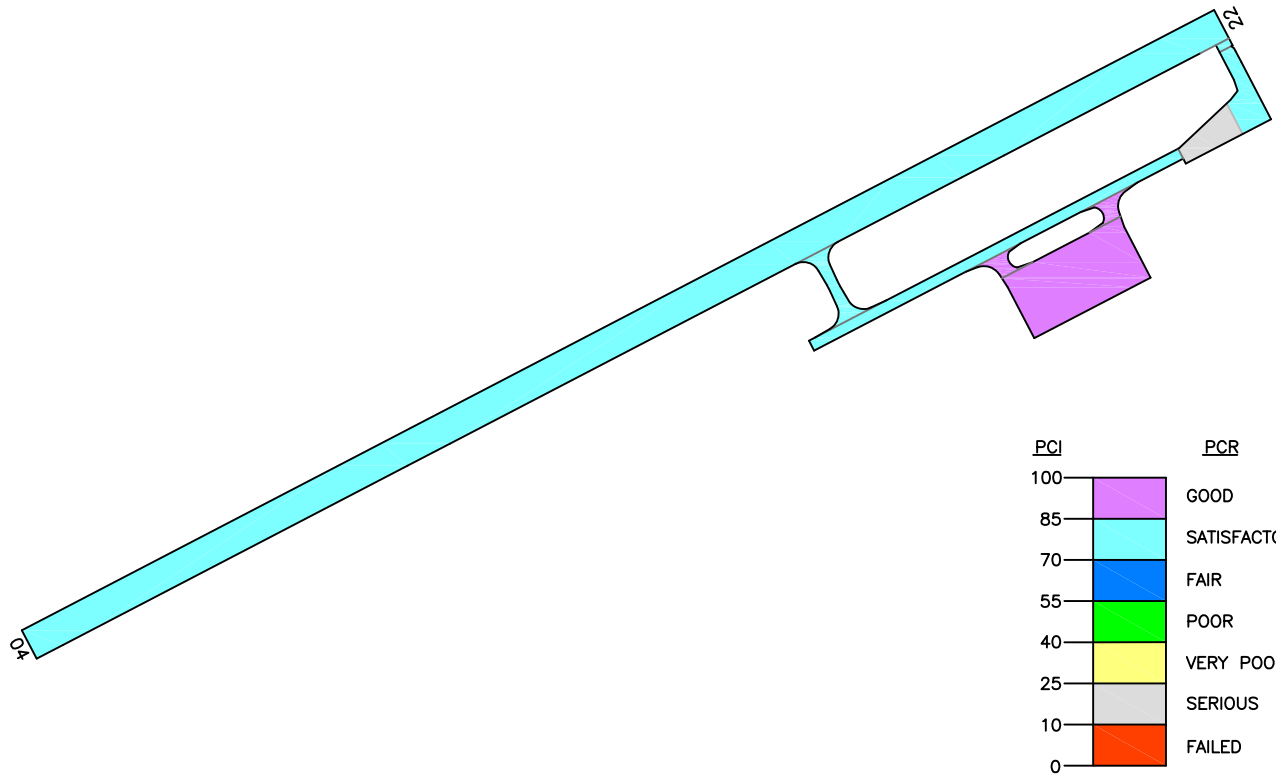


Drawing Date: July 2017

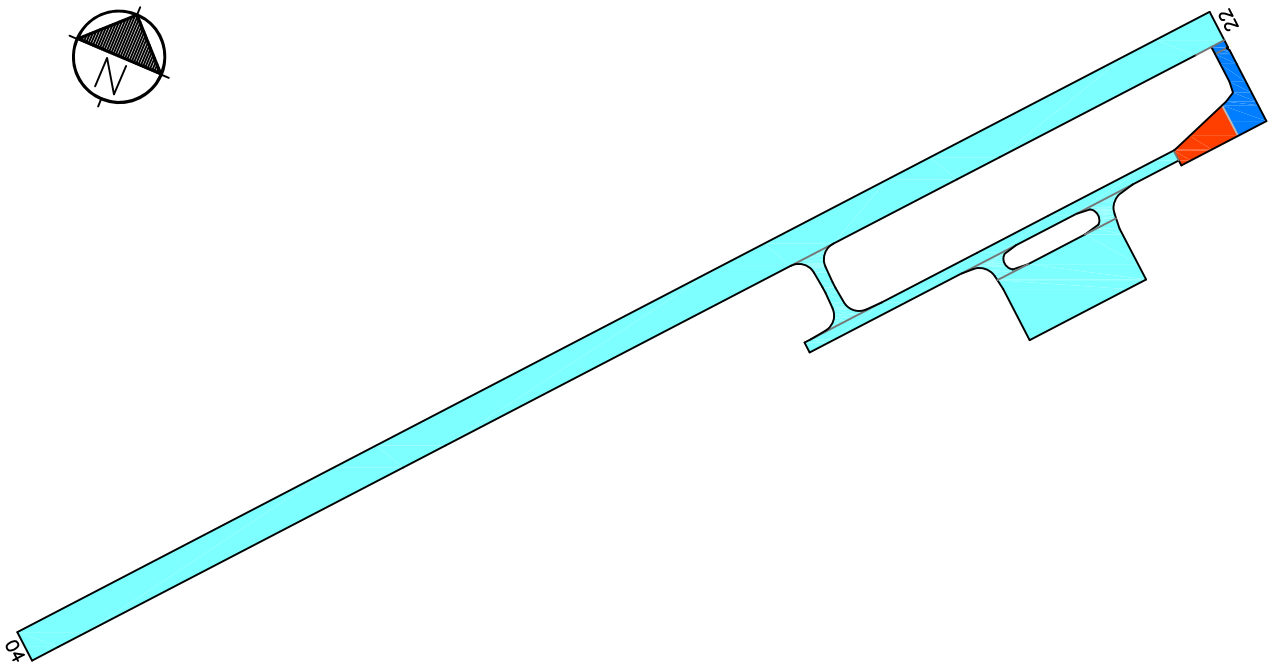
**Figure BO-4. Distribution of Pavement Condition  
Boardman Airport**



### Predicted Condition in 2022.



### Predicted Condition in 2027.



Drawing Date: July 2017

Figure BO-5. Future Pavement Condition.

## RECOMMENDATIONS

Data collected during the visual condition survey were used by the PAVER software to generate the Network Maintenance Report contained in Appendix 3. This report identifies, for each pavement section, the recommended localized maintenance activities (i.e.-crack sealing, patching) that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the distresses measured in the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will be slowed.

The recommended localized maintenance activities to be applied are selected by the PAVER software based on a Distress Maintenance Policy established for the Oregon airport system. The report results indicate that, over your entire airport, the following quantities of localized maintenance are needed:

- 122 linear feet of asphalt concrete crack sealing
- 395 square feet of deep (full-depth) asphalt concrete patching

The PAVER software can also identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. PAVER schedules global maintenance on a user-defined interval. To schedule major rehabilitation PAVER uses pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule rehabilitation based on a trigger PCI.

During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in the year 2018 to allow time for project development. These recommendations are presented in Table 2, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure BO-6.



**Table 2. Five-Year Global Maintenance and Rehabilitation Plan.**

<b>Year</b>	<b>Branch</b>	<b>Section</b>	<b>Action</b>	<b>Area (sf)</b>	<b>Unit Cost (\$/sf)</b>	<b>Total Cost(\$)</b>
2018	R04BO	01	Slurry Seal	420,000	\$0.31	\$130,200
2018	TABO	02	2" AC Overlay	15,942	\$2.50	\$39,855
2018	TABO	03	Slurry Seal	18,392	\$0.31	\$5,701
2018	TABO	04	Slurry Seal	1,150	\$0.31	\$356
2018	TC1BO	01	Slurry Seal	11,967	\$0.31	\$3,710
2018 Total						\$179,822
2019	TABO	01	Fog Seal	45,500	\$0.19	\$8,645
2019 Total						\$8,645
<b>TOTAL</b>						<b>\$188,467</b>

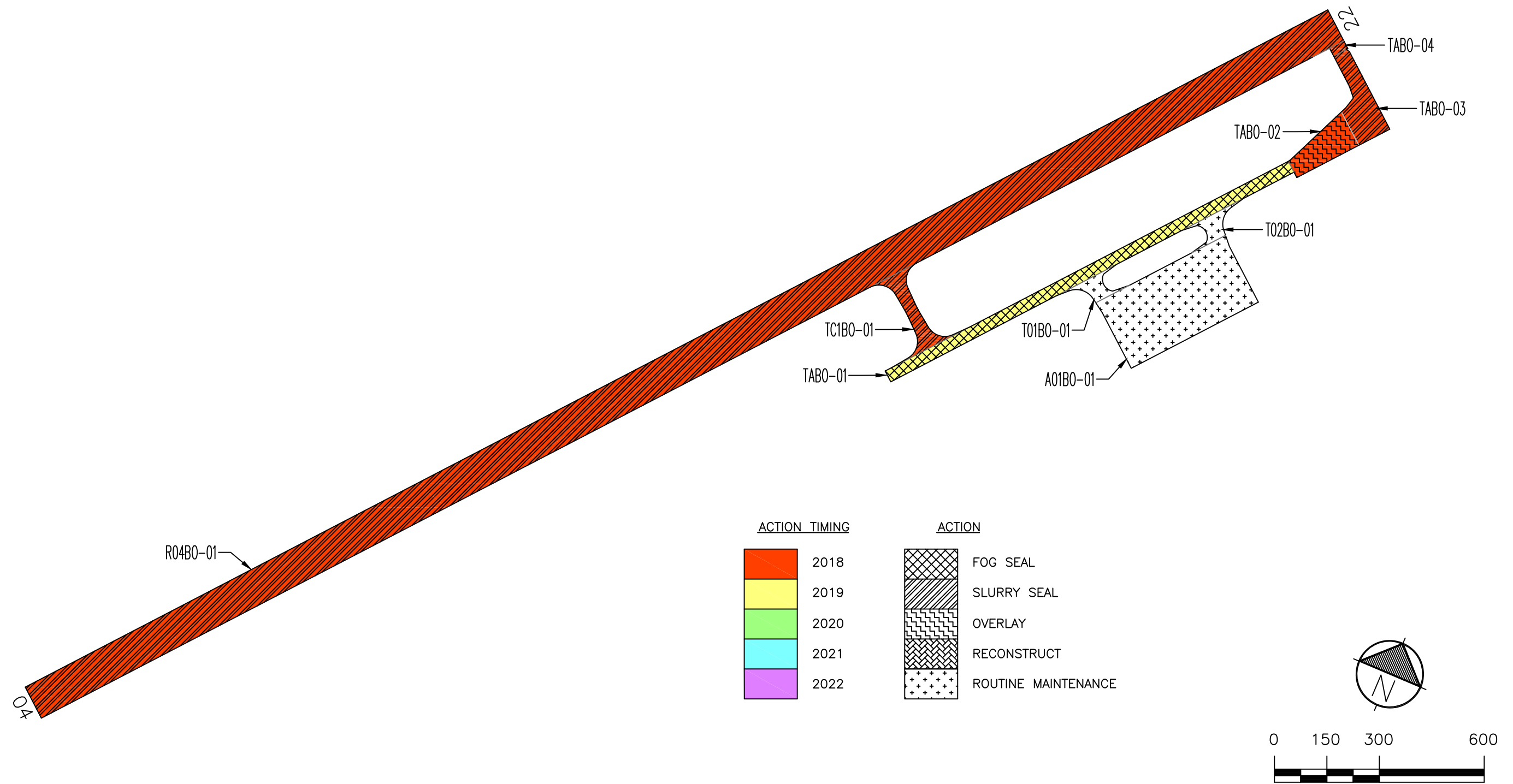
If the global maintenance and/or rehabilitation activities recommended in Table 2 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 3) for that section should be done. Additionally, for those sections not listed in Table 2 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

## **INSPECTION SCHEDULE**

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every 3 years using the methodology described in ASTM D5430. The next scheduled detailed visual inspection should take place in 2020.

In addition, the FAA requires that a drive-by inspection be conducted monthly to detect unforeseen changes in pavement condition. The results of each drive-by inspection should be recorded and kept in a file. At a minimum, the date of the inspection and an indication of any maintenance performed since the last drive-by inspection should be recorded.

Figure B0-6. Five-Year Pavement Management Plan.  
Boardman Airport



Drawing Date: July 2017