

SUNRIVER 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 SU-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 SU-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 SU-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 Sunriver 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 SU-1. Airport Layout, Dimensions and Pavement Cross-Sections.
Sunriver Airport

Drawing Date: July 2017

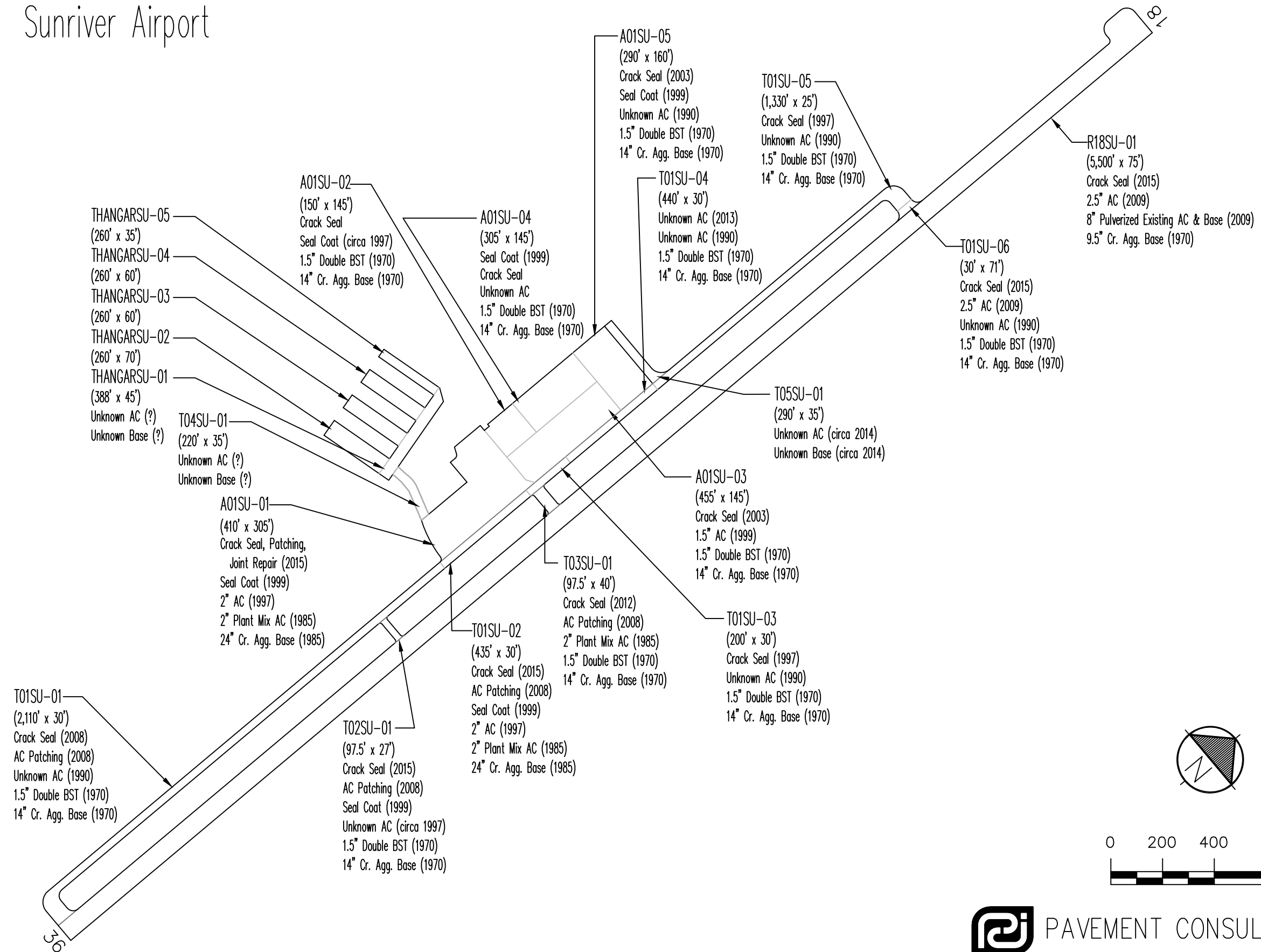
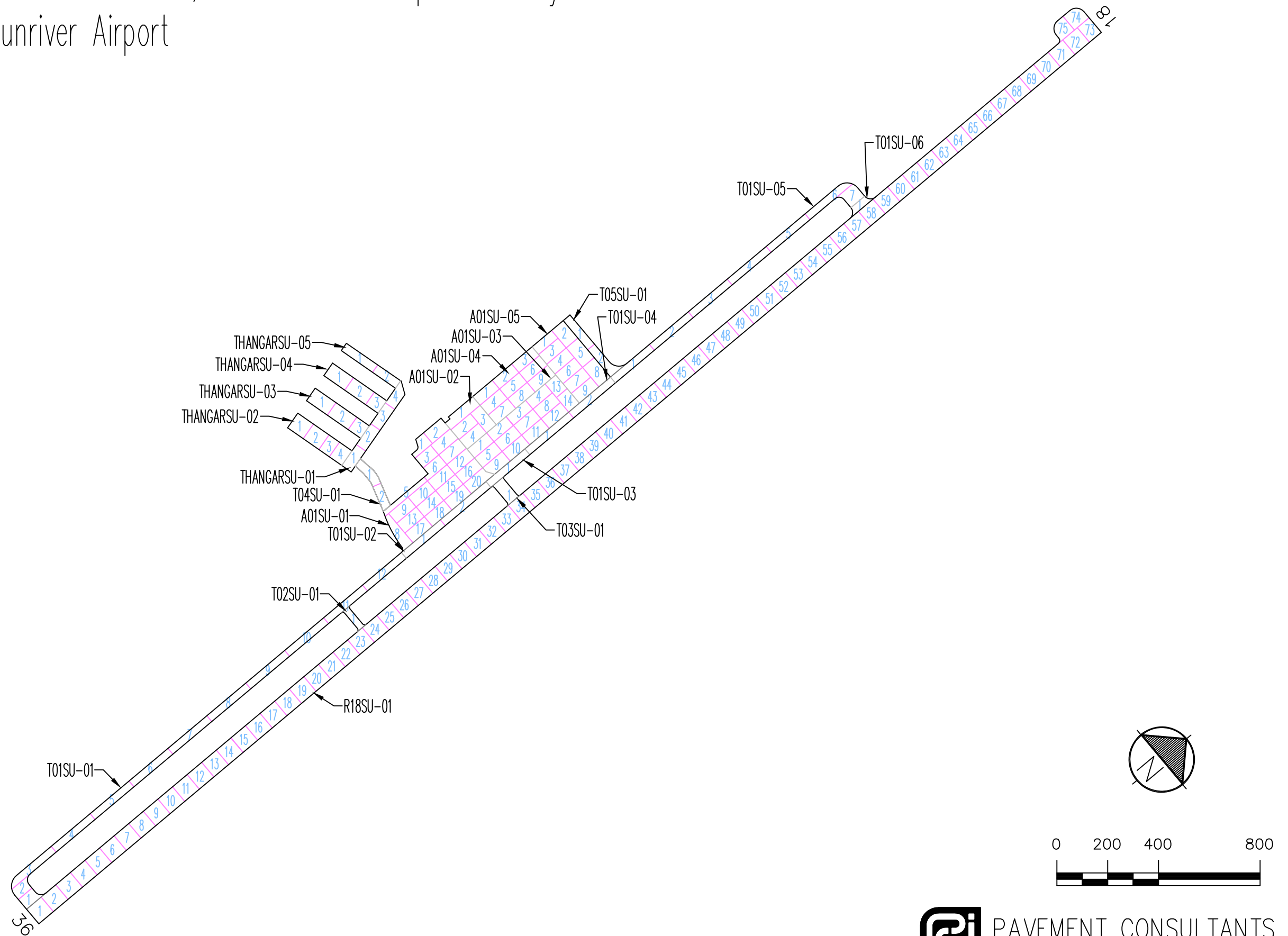


Figure SU-2. Pavement Branch, Section and Sample Unit Layout.
Sunriver Airport

Drawing Date: July 2017



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.

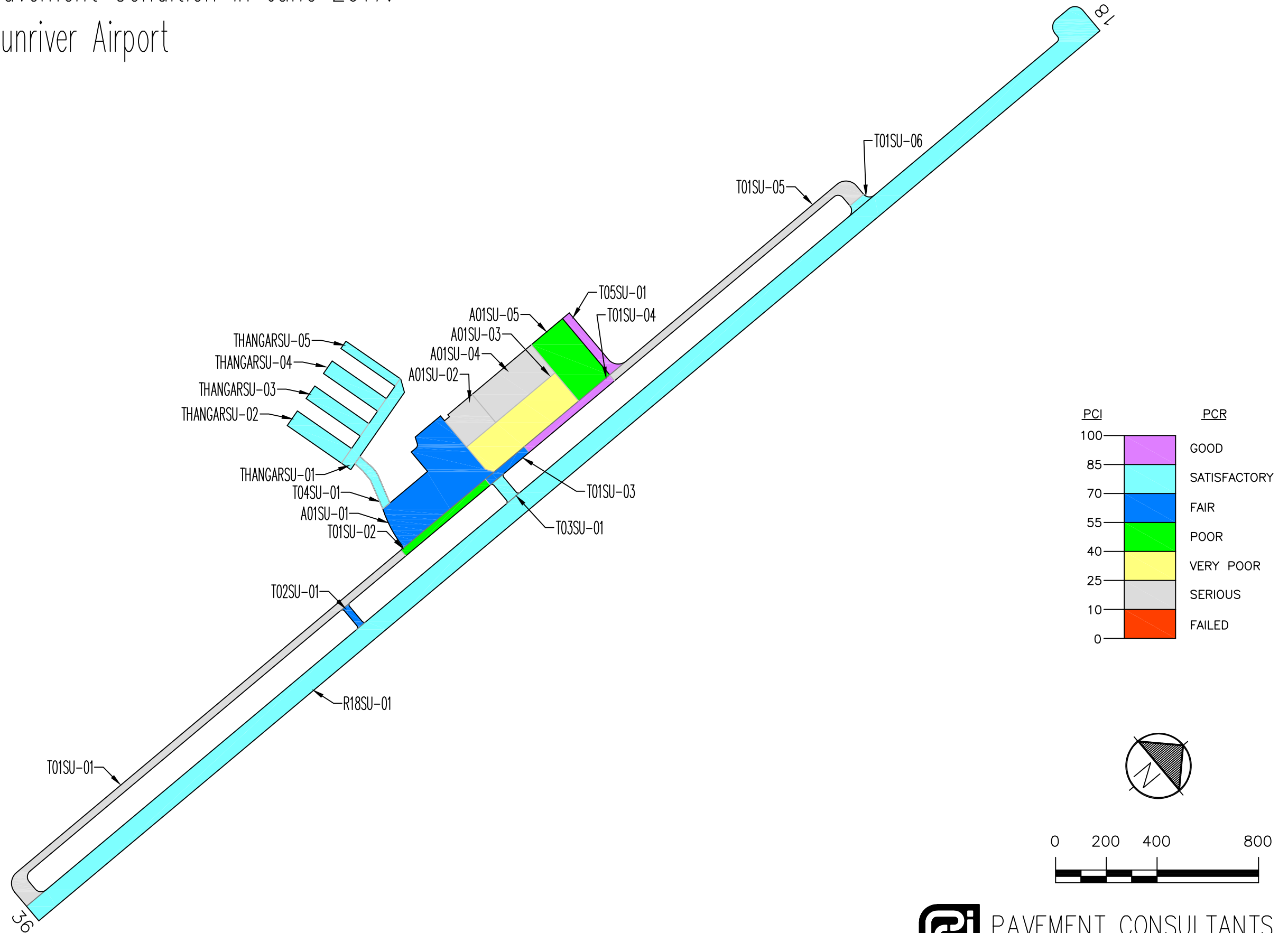
The Branch Condition Report in Appendix 1 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current Pavement Condition Rating (PCR) is shown graphically in Figure SU-3.

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

Branch	Section	Inspections			Forecast	
		2011	2014	2017	2022	2027
A01SU	01	57	66	64	53	44
A01SU	02	22	11	11	0	0
A01SU	03	37	45	37	31	27
A01SU	04	3	12	11	8	5
A01SU	05	37	45	41	34	29
R18SU	01	97	83	83	80	66
T01SU	01	45	22	17	16	15
T01SU	02	60	56	52	48	47
T01SU	03	49	42	69	59	52
T01SU	04	100	100	90	75	64
T01SU	05	28	35	16	15	14
T01SU	06	100	83	79	66	57
T02SU	01	85	69	63	55	50
T03SU	01	77	53	84	70	60
T04SU	01	---	---	73	68	66
T05SU	01	---	---	95	84	75
THANGARSU	01	---	---	72	68	66
THANGARSU	02	---	---	74	69	66
THANGARSU	03	---	---	77	70	67
THANGARSU	04	---	---	82	74	68
THANGARSU	05	---	---	82	74	68

Figure SU-3. Pavement Condition in June 2017.
Sunriver Airport

Drawing Date: July 2017



Section PCIs at Sunriver Airport range from a low of 11 (a PCR of “Serious”) to a high of 95 (a PCR of “Good”). The area-weighted average PCI for all airport pavements is 62, corresponding to an overall PCR of “Fair”. Figure SU-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, weathering, alligator cracking, patching, block cracking, and rutting, with an isolated occurrence of depressions.

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

RECOMMENDATIONS

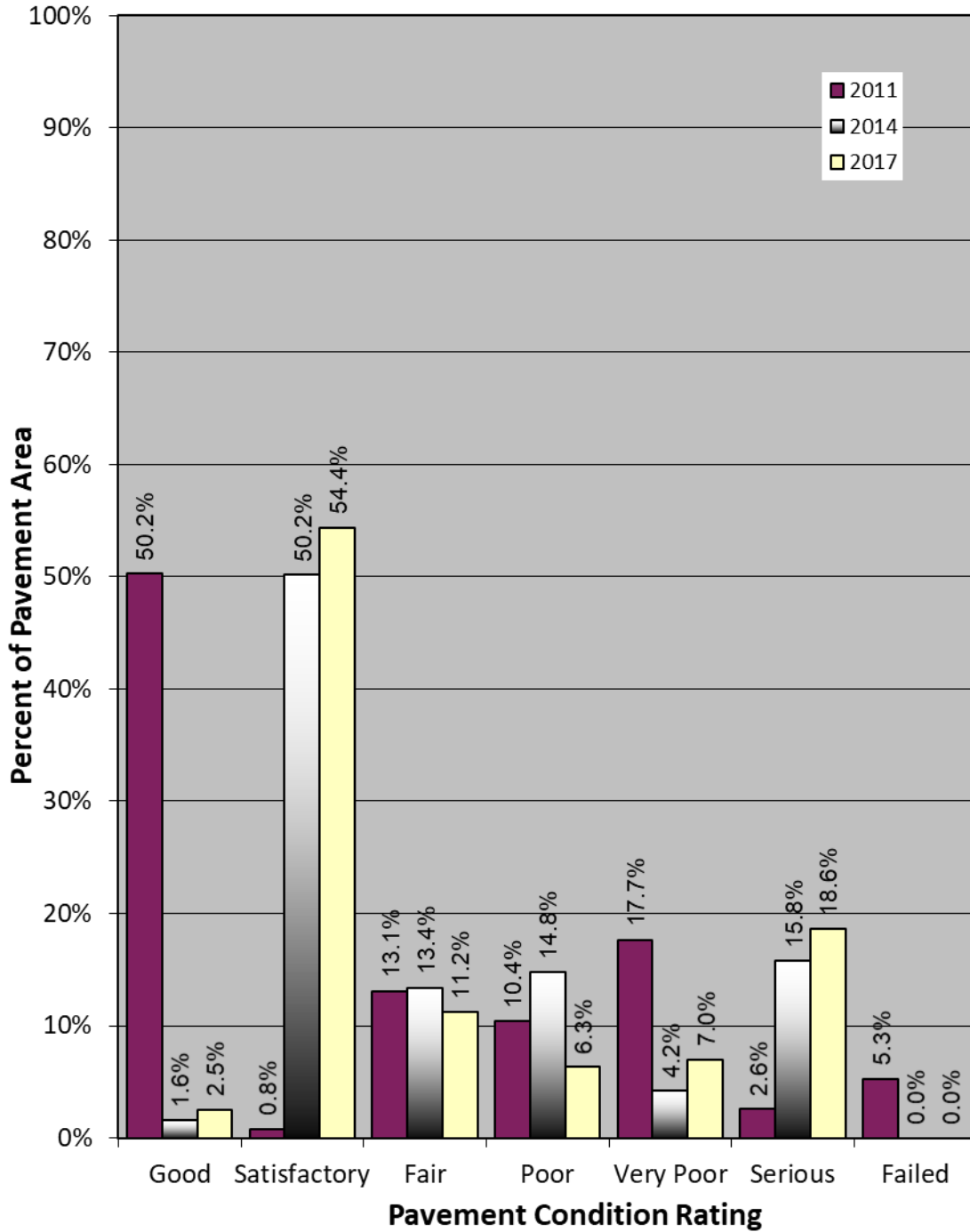
Data collected during the visual condition survey were used by the PAVER software to generate the Network Maintenance Report contained in Appendix 3. This report identifies, for each pavement section, the recommended localized maintenance activities (i.e.-crack sealing, patching) that should be completed 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:

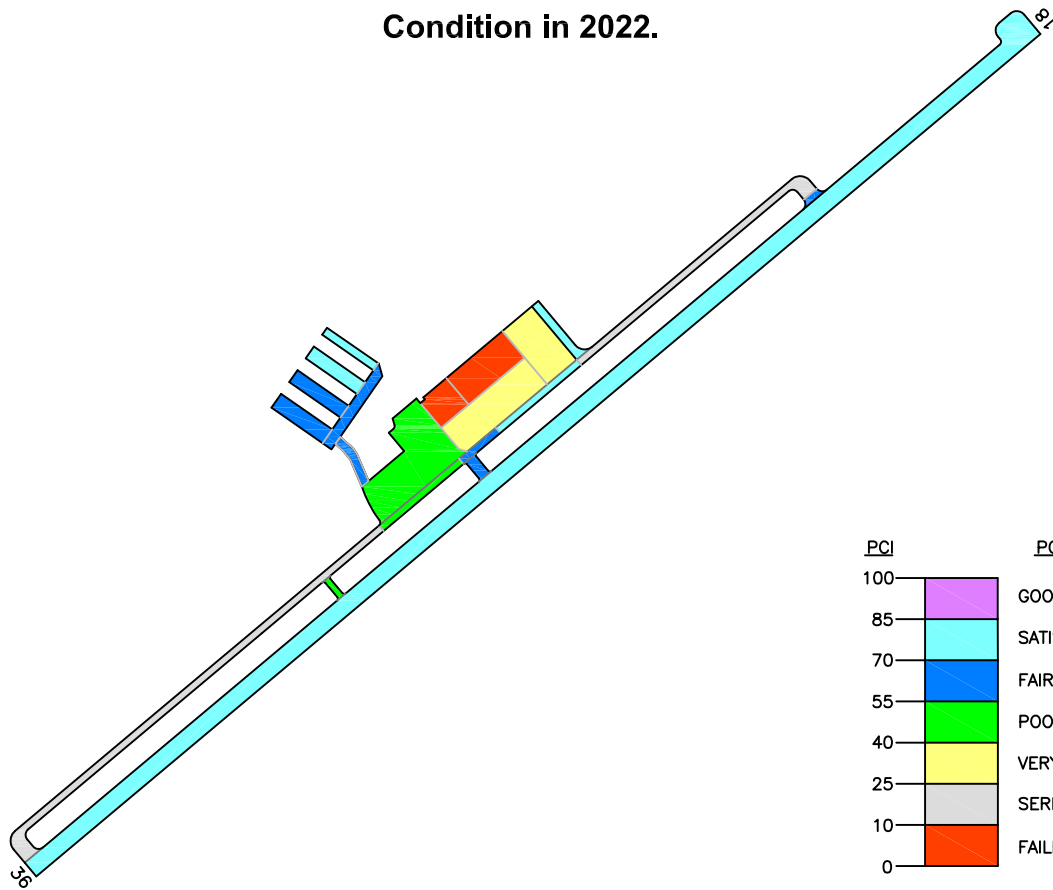
- 46,523 linear feet of asphalt concrete crack sealing
- 2,184 linear feet of asphalt concrete wide crack repair
- 90,872 square feet of deep (full-depth) asphalt concrete patching
- 123 square feet of leveling asphalt concrete patching

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.

**Figure SU-4. Distribution of Pavement Condition
Sunriver Airport**

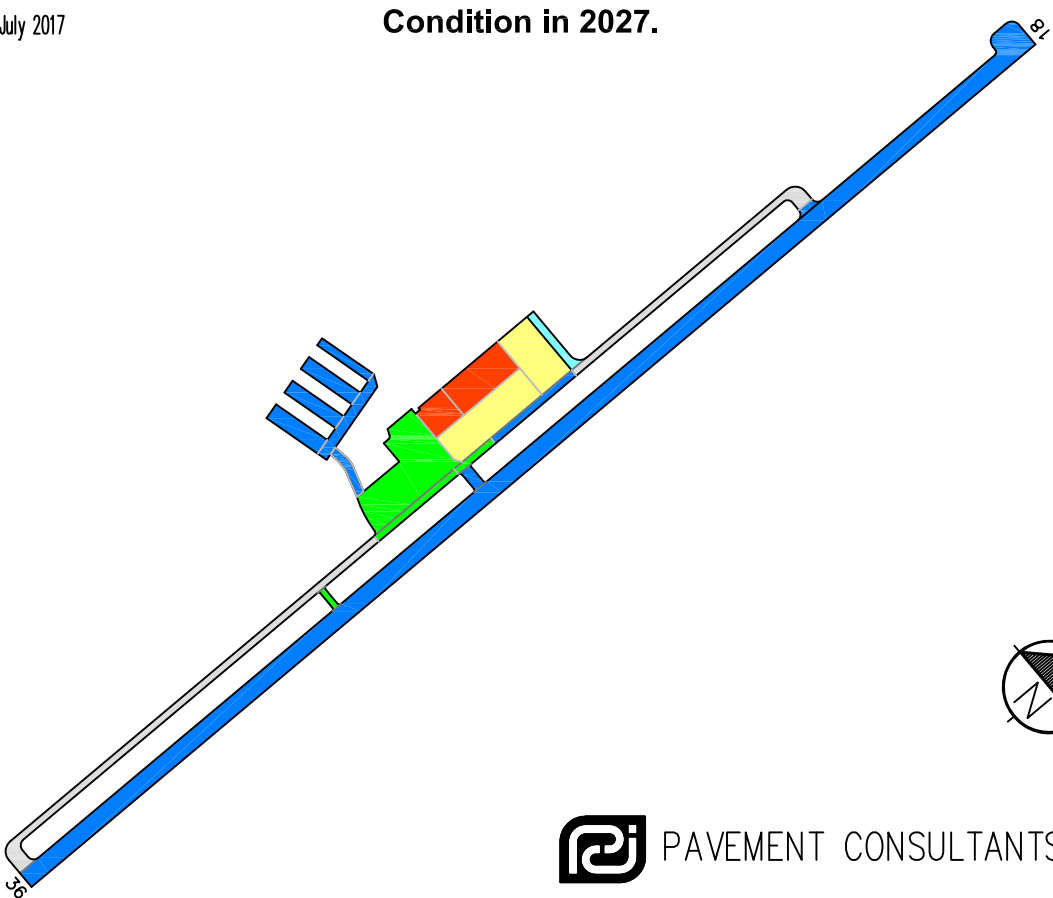


Condition in 2022.



Drawing Date: July 2017

Condition in 2027.



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Figure SU-5. Future Pavement Condition.

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 SU-6.

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

Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost (\$)
2018	A01SU	01	Slurry Seal	96,764	\$0.31	\$29,997
2018	A01SU	02	2.5" AC over 8" Pulverized AC+Base over 9.5" Crushed Aggregate Base	21,500	\$9.55	\$205,325
2018	A01SU	03	2.5" AC over 8" Pulverized AC+Base over 9.5" Crushed Aggregate Base	65,675	\$9.55	\$627,196
2018	A01SU	04	2.5" AC over 8" Pulverized AC+Base over 9.5" Crushed Aggregate Base	44,225	\$9.55	\$422,349
2018	A01SU	05	2.5" AC over 8" Pulverized AC+Base over 9.5" Crushed Aggregate Base	46,400	\$9.55	\$443,120
2018	R18SU	01	Slurry Seal	419,012	\$0.31	\$129,893
2018	T01SU	01	2.5" AC over 8" Pulverized AC+Base over 9.5" Crushed Aggregate Base	67,743	\$9.55	\$646,946
2018	T01SU	02	2" AC Overlay	13,034	\$2.50	\$32,585
2018	T01SU	03	Slurry Seal	6,000	\$0.31	\$1,860
2018	T01SU	04	Slurry Seal	13,200	\$0.31	\$4,092
2018	T01SU	05	2.5" AC over 8" Pulverized AC+Base over 9.5" Crushed Aggregate Base	41,017	\$9.55	\$391,712
2018	T01SU	06	Slurry Seal	2,516	\$0.31	\$780
2018	T02SU	01	Slurry Seal	2,718	\$0.31	\$843
2018	T03SU	01	Slurry Seal	4,960	\$0.31	\$1,538
2018	T04SU	01	Slurry Seal	7,733	\$0.31	\$2,397
2018	THANGARSU	01	Slurry Seal	17,460	\$0.31	\$5,413
2018	THANGARSU	02	Slurry Seal	18,181	\$0.31	\$5,636
2018	THANGARSU	03	Slurry Seal	15,584	\$0.31	\$4,831
2018	THANGARSU	04	Slurry Seal	15,584	\$0.31	\$4,831
2018	THANGARSU	05	Slurry Seal	9,229	\$0.31	\$2,861

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

Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost (\$)
2018 Total						\$2,964,204
2020	T05SU	01	Slurry Seal	10,686	\$0.31	\$3,313
2020 Total						\$3,313
TOTAL						\$2,967,517

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 SU-6. Five-Year Pavement Management Plan.
Sunriver Airport

Drawing Date: July 2017

