

SPORTSMAN AIRPARK

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

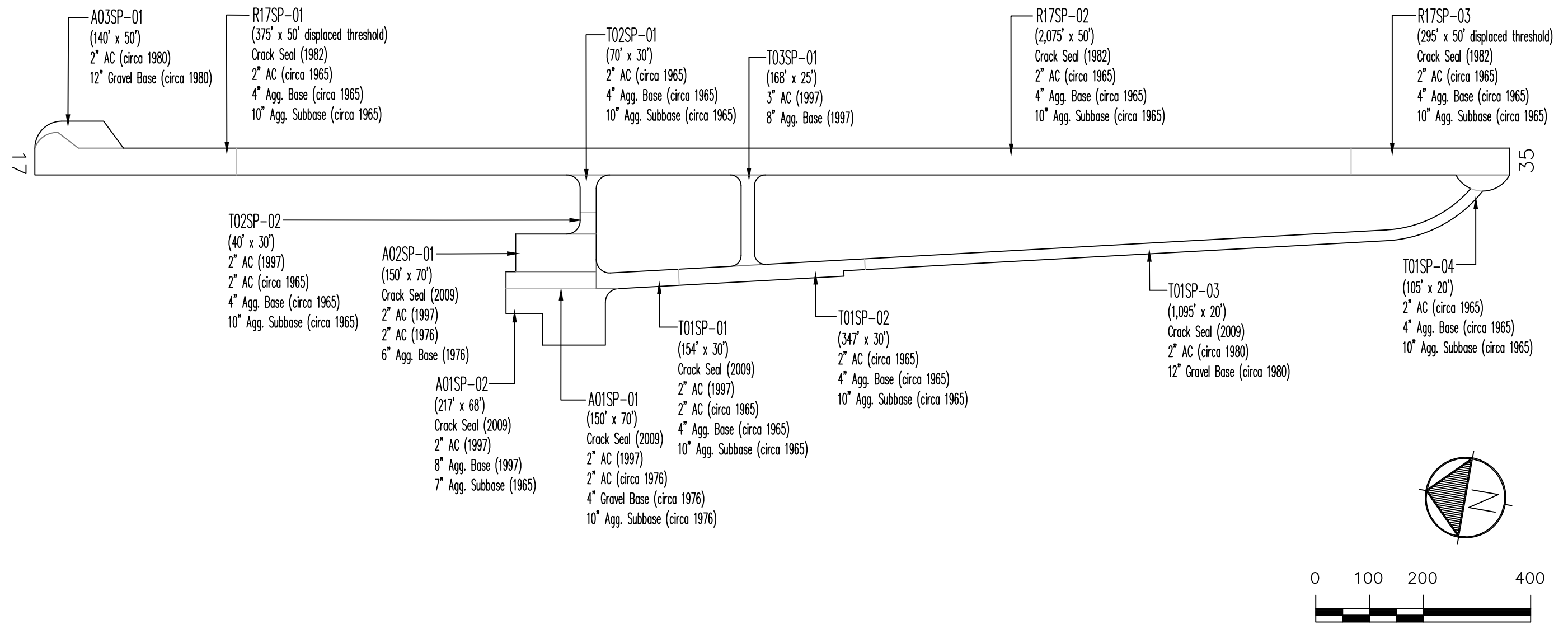
To determine how your pavements were constructed and their age, a records review was conducted. Figure SP-1 shows the records review results. This figure identifies pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure SP-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 SP-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 Sportsman Airpark in May 2018. 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.

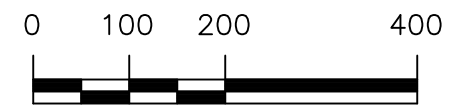
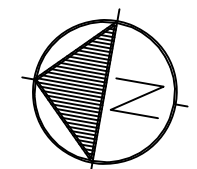
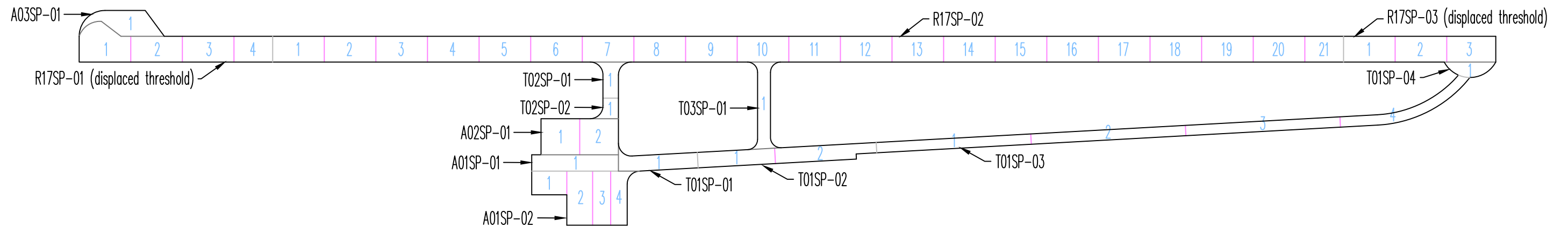
The PAVER database updated during this project ensures your airport complies with the “record keeping and information retrieval” requirements of FAA’s PMMP guidelines.

Figure SP-1. Airport Layout, Dimensions and Pavement Cross-Sections.
Sportsman Airpark



Drawing Date: September 2018

Figure SP-2. Pavement Branch, Section and Sample Unit Layout.
Sportsman Airpark



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 2023 and 2028. 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 SP-3.

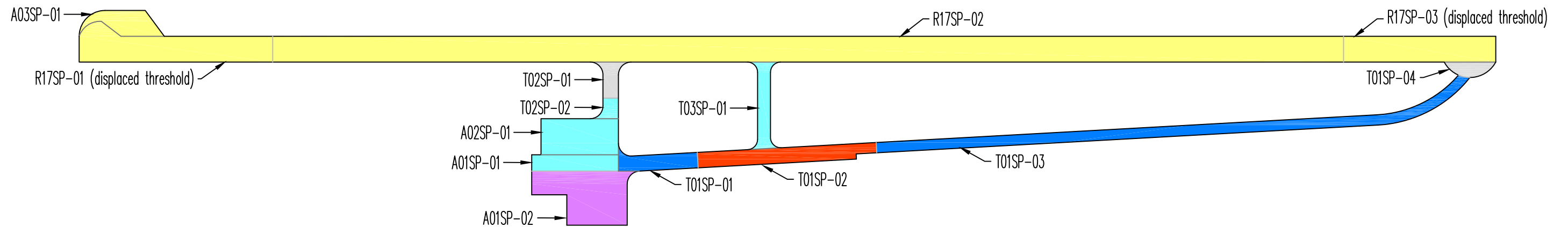
Table 1. Past, Present and Future Pavement Condition Indices.

Branch	Section	Inspections			Forecast	
		2012	2015	2018	2023	2028
A01SP	01	82	81	71	64	58
A01SP	02	99	90	92	85	82
A02SP	01	85	78	74	58	32
A03SP	01	12	20	32	32	32
R17SP	01	19	25	27	21	15
R17SP	02	24	30	36	29	23
R17SP	03	42	52	40	30	25
T01SP	01	86	81	67	67	67
T01SP	02	8	8	0	0	0
T01SP	03	61	49	62	46	28
T01SP	04	25	28	13	0	0
T02SP	01	22	32	25	6	0
T02SP	02	91	79	77	77	77
T03SP	01	100	89	81	77	69

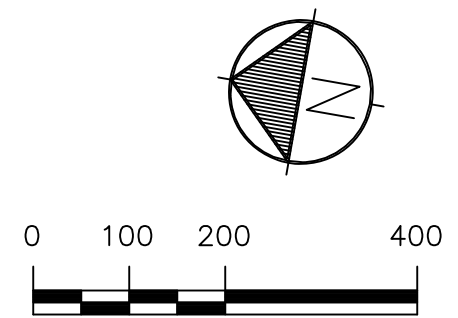
Section PCIs at Sportsman Airpark range from a low of 0 (a PCR of “Failed”) to a high of 92 (a PCR of “Good”). The area-weighted average PCI for all airport pavements is 44, corresponding to an overall PCR of “Poor”. Figure SP-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 2012 and 2015.

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

Figure SP-3. Pavement Condition in May 2018.
Sportsman Airpark

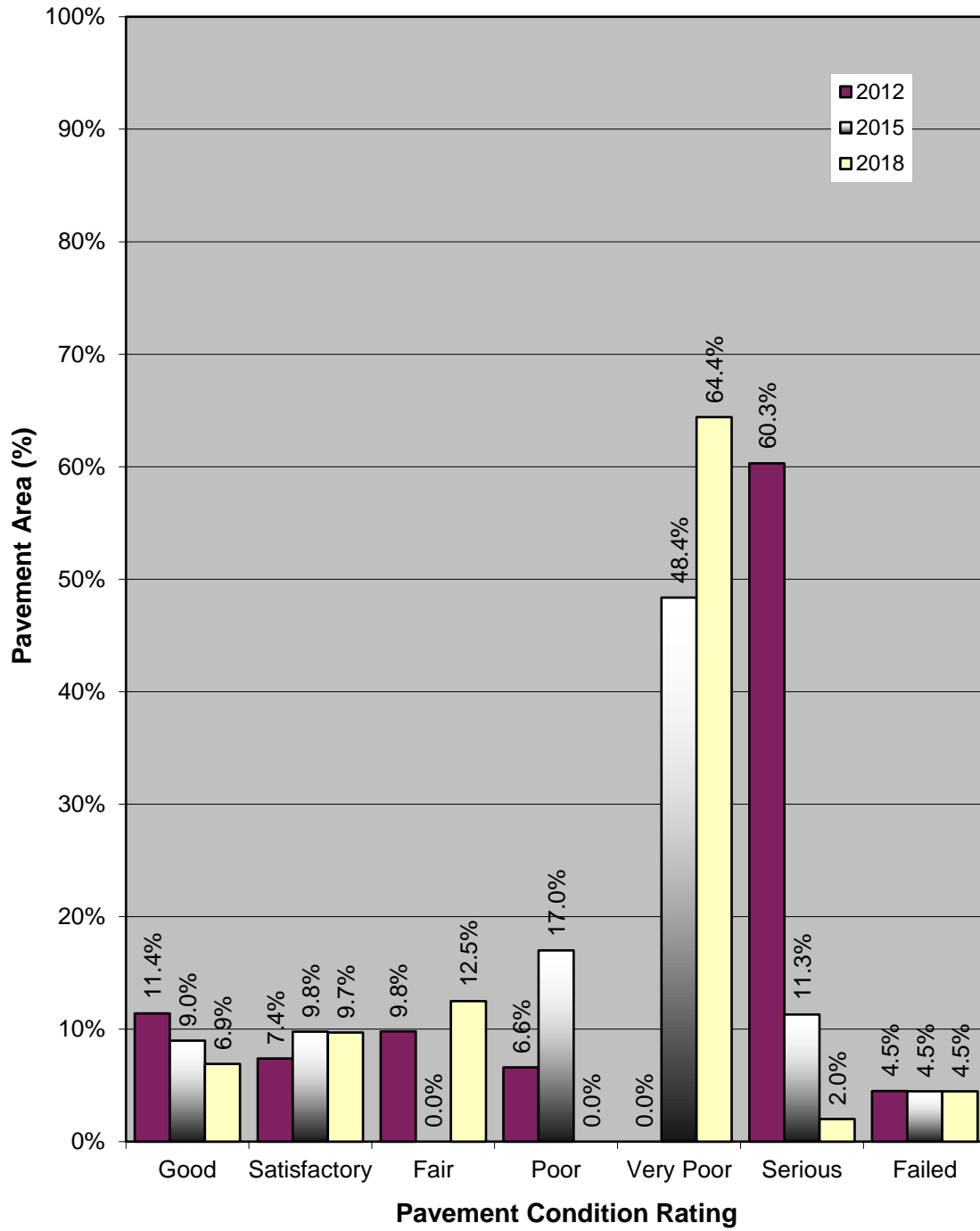


PCI	PCR
100	GOOD
85	SATISFACTORY
70	FAIR
55	POOR
40	VERY POOR
25	SERIOUS
10	FAILED
0	



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**Figure SP-4. Pavement Condition Distribution
Sportsman Airpark**



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

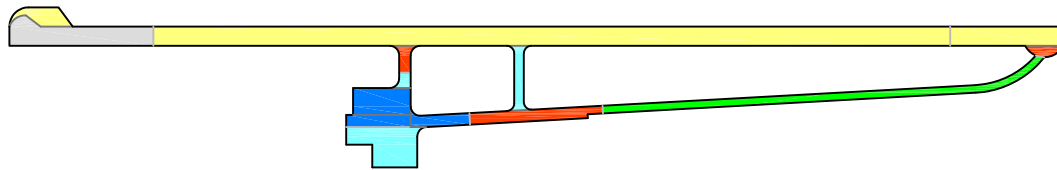
The recommended localized maintenance activities to be applied are selected by the PAVER software based on a Distress Maintenance Policy established for the Oregon airport system. The report results indicate that, over your entire airport, the following quantities of localized maintenance are needed:

- 39,971 linear feet of asphalt concrete crack sealing
- 146 linear feet of asphalt concrete wide crack sealing/repair
- 4,500 square feet of shallow asphalt concrete patching
- 12,143 square feet of deep 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.

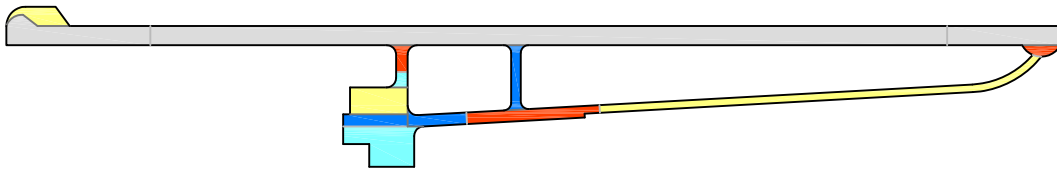
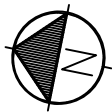
During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in the year 2019 to allow time for project development. These recommendations are presented in Table 2, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure SP-6.

Predicted Condition in 2023.



PCI	PCR
100	GOOD
85	SATISFACTORY
70	FAIR
55	POOR
40	VERY POOR
25	SERIOUS
10	FAILED
0	FAILED

Predicted Condition in 2028.



Drawing Date: September 2018



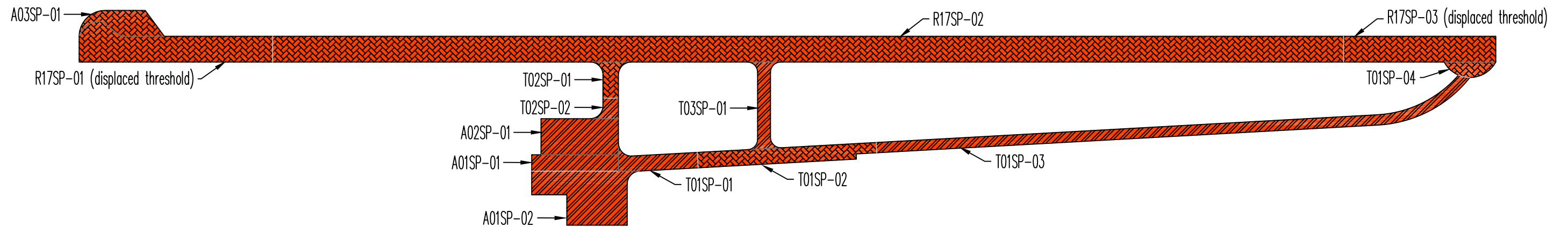
Figure SP-5. Future Pavement Condition.

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

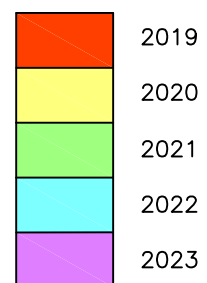
Year	Branch	Section	Action	Area (sf)	Unit Cost (\$/sf)	Total Cost (\$)
2019	A01SP	01	Slurry Seal	5,321	\$0.31	\$1,650
2019	A01SP	02	Slurry Seal	15,543	\$0.31	\$4,818
2019	A02SP	01	Slurry Seal	10,500	\$0.31	\$3,255
2019	A03SP	01	3" AC over 8" Aggregate Base	5,310	\$6.75	\$35,843
2019	R17SP	01	3" AC over 8" Aggregate Base	20,229	\$6.75	\$136,546
2019	R17SP	02	3" AC over 8" Aggregate Base	103,750	\$6.75	\$700,313
2019	R17SP	03	3" AC over 8" Aggregate Base	14,750	\$6.75	\$99,563
2019	T01SP	01	Slurry Seal	4,722	\$0.31	\$1,464
2019	T01SP	02	3" AC over 8" Aggregate Base	10,015	\$6.75	\$67,601
2019	T01SP	03	Slurry Seal	23,302	\$0.31	\$7,224
2019	T01SP	04	3" AC over 8" Aggregate Base	2,137	\$6.75	\$14,425
2019	T02SP	01	3" AC over 8" Aggregate Base	2,368	\$6.75	\$15,984
2019	T02SP	02	Slurry Seal	1,334	\$0.31	\$414
2019	T03SP	01	Slurry Seal	4,551	\$0.31	\$1,411
2019 Total						\$1,090,508
5-Year Total						\$1,090,508

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.

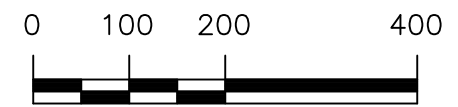
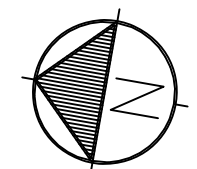
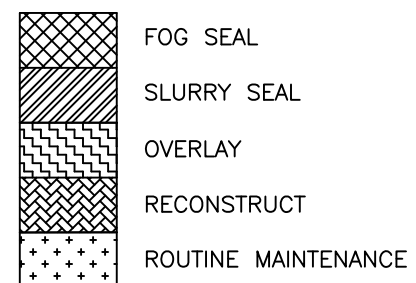
Figure SP-6. Five-Year Pavement Management Plan.
Sportsman Airpark



ACTION TIMING



ACTION



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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 2021.

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.