

2023 ODAV Pavement Evaluation Program Seaside Municipal Airport

Seaside, Oregon

December 29, 2023

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 comprised of maintenance, surface treatment, rehabilitation, and reconstruction projects for the Seaside Municipal Airport in Seaside, 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 Seaside Municipal Airport in 2023 in accordance with the procedures of Advisory Circular 150/5380-7B and ASTM International (ASTM) D5340. We uploaded the survey data into the PAVER database and used the software to provide a rapid calculation of the pavement condition index (PCI) rating. The PCI is a numerical indicator that defines the functional condition of the pavement based on visual inspection. The scale ranges from zero to 100, where zero represents a pavement in the worst possible condition with no remaining functional life and 100 represents a pavement in the best possible condition with no defects.

2 PAVEMENT INVENTORY

Seaside Municipal Airport is located in Seaside, Oregon, and is owned and operated by the City of Seaside. The airport consists of a single runway, a primary taxiway, and multiple connector taxiways and aprons that serve a variety of general aviation aircraft and military aircraft. The general location of the airport is shown below on the Seaside Municipal Airport Location Map, Figure 2.1.



Figure 2.1: SEASIDE MUNICIPAL AIRPORT LOCATION MAP

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

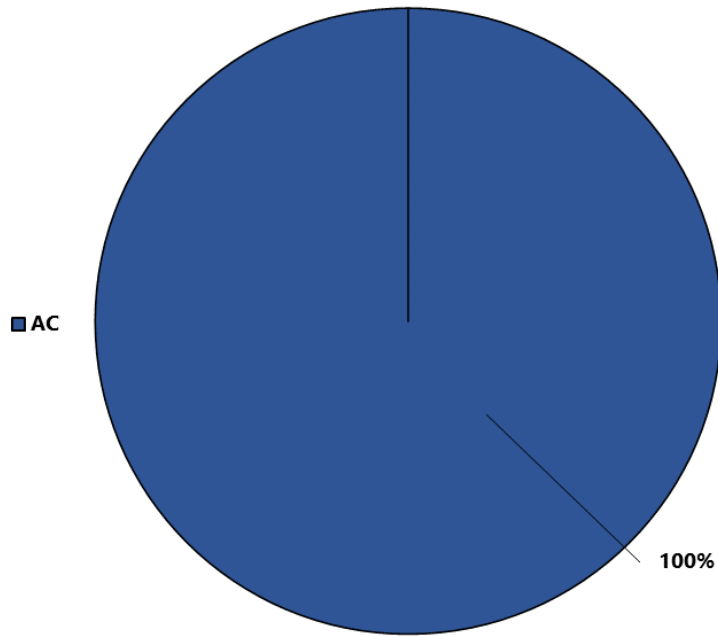


Figure 2.2: SEASIDE MUNICIPAL AIRPORT PERCENT OF PAVEMENT AREA BY SURFACE TYPE

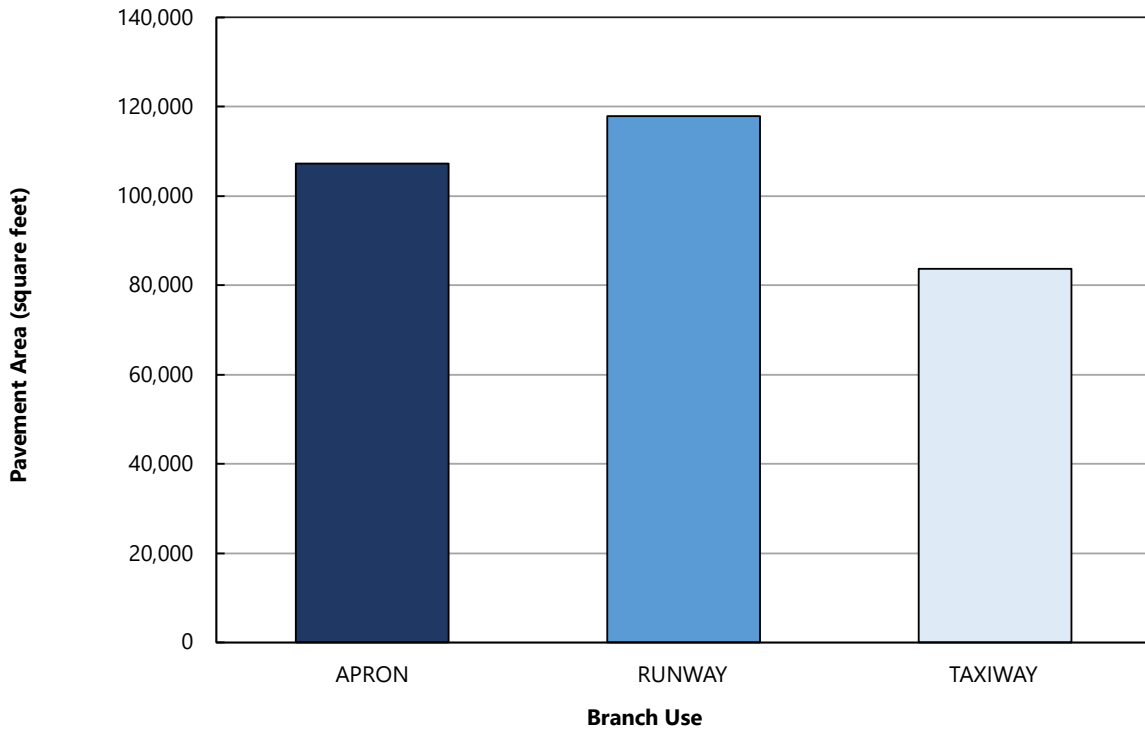
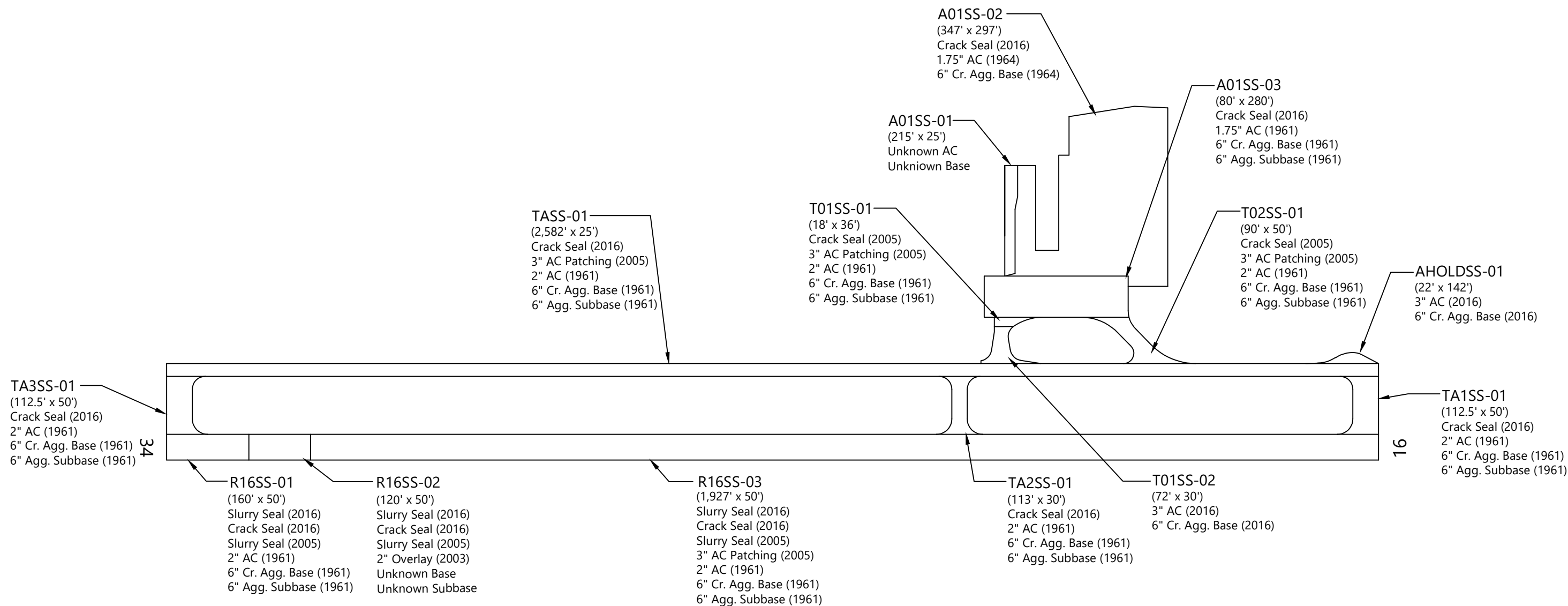
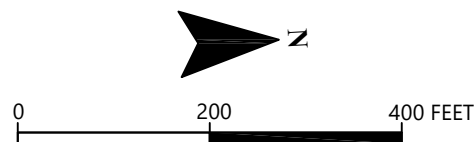


Figure 2.3: SEASIDE MUNICIPAL AIRPORT PAVEMENT AREA BY BRANCH USE



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






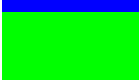

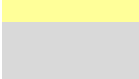

3 PAVEMENT CONDITION INSPECTION RESULTS

3.1 Introduction

GRI conducted a visual PCI survey of the airside pavements at Seaside Municipal Airport in July 2023. The 2023 survey work was performed on sections last inspected in 2018 in order to update the Seaside Municipal Airport inspection data. GRI performed the 2023 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.

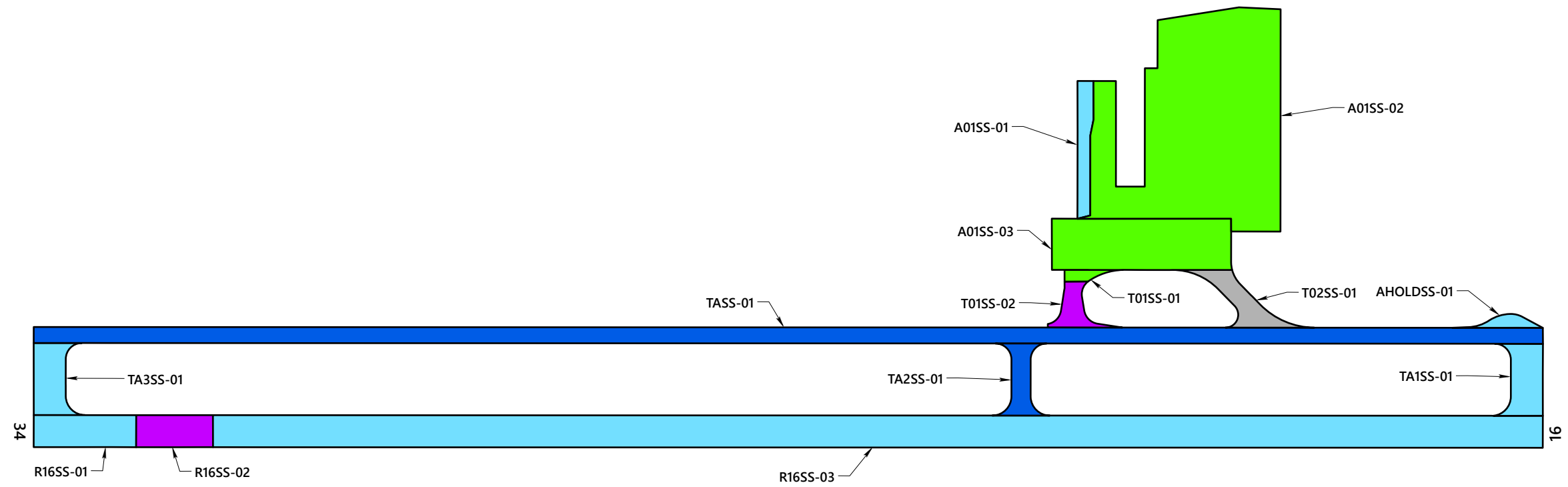
The PCI is based on the type, severity, and quantity of each distress found in an inspected sample unit. Further discussion of distress types for flexible pavement is provided in Appendix B and summarized in Table 1B in Appendix B. The results of the PCI survey are displayed using a seven-category rating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

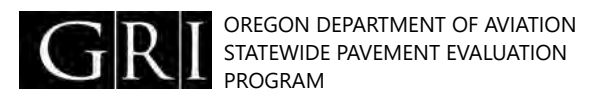
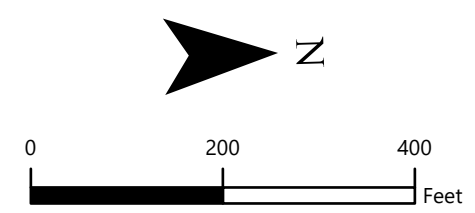
3.2 Pavement Condition Index Survey Results

The area-weighted average PCI for all airport pavements at Seaside Municipal Airport is approximately 63. The section PCIs ranged from a low of 15 to a high of 94. The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, depression, and patching on AC-surfaced pavements. Section PCIs following our pavement survey are displayed below spatially on the 2023 PCI Survey Results Seaside Municipal Airport, 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



**SEASIDE MUNICIPAL AIRPORT
2023 PCI SURVEY RESULTS**

The condition distribution of the network by percent of total pavement area is provided on the Seaside 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 2023 inspection is provided in Table 4B in Appendix B. The re-inspection report that includes inspection details for individual sample units is provided in Table 1E in Appendix E.

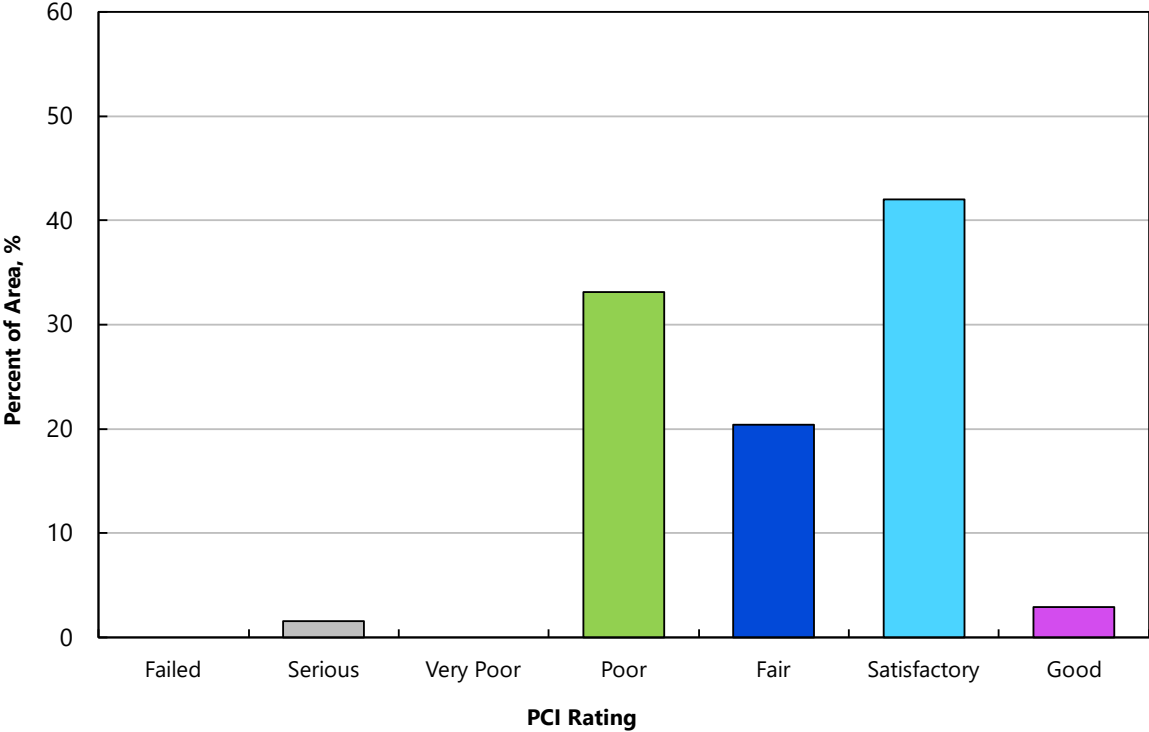


Figure 3.2: SEASIDE MUNICIPAL AIRPORT PAVEMENT CONDITION RATING BY PERCENT OF AREA

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 Seaside 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 5- and 10-year periods. Based on this analysis, we project the PCI to decrease from a current value of 63 to a value of 57 in 2028 and 49 in 2033 if no maintenance or rehabilitation work is performed. The projected pavement condition in 5 years and 10 years for each pavement section at Seaside Municipal Airport is displayed spatially on the Future Pavement Condition Seaside Municipal Airport, Figure 4.1, and listed in Table 1C in Appendix C, along with the past and present PCI values for the pavement network.

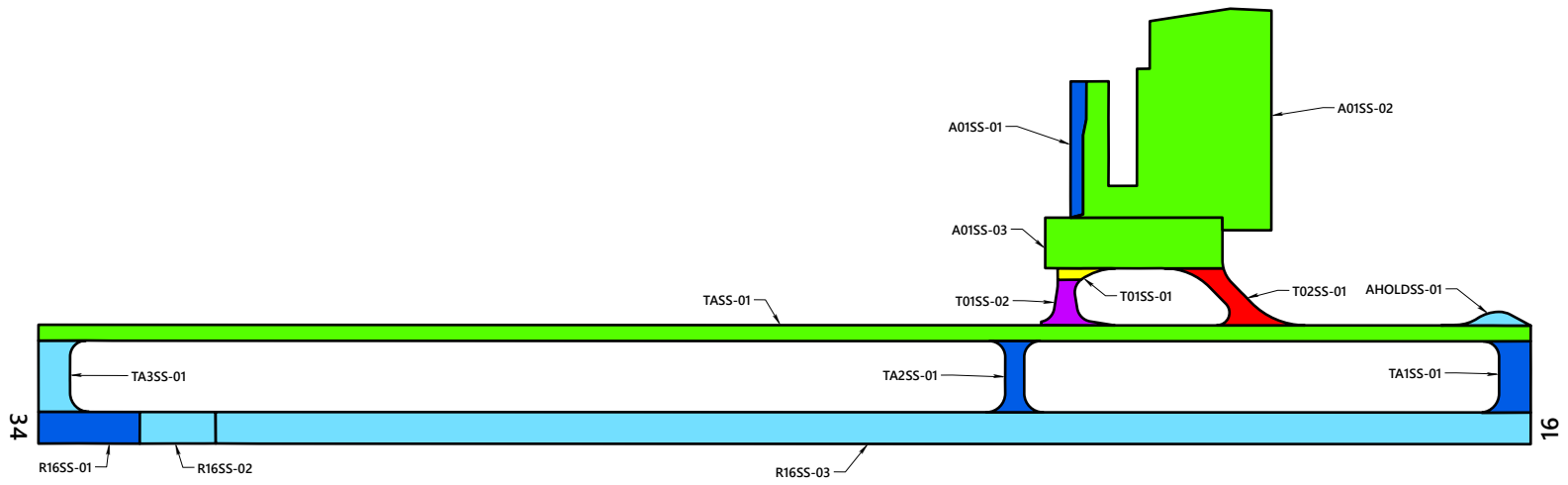
4.3 Functional Remaining Life

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.

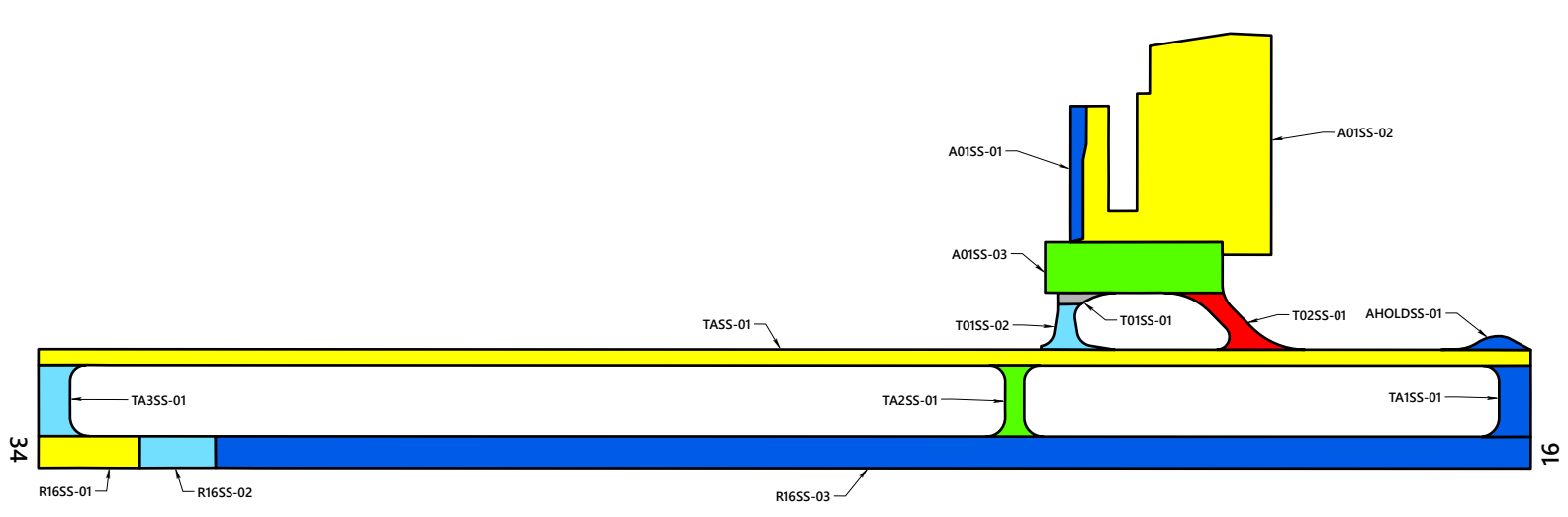
We calculated two forms of functional remaining life based on the current visual condition surveys of the pavement at Seaside Municipal Airport. The first type of functional remaining life is the time until rehabilitation, such as an overlay, is needed. The critical PCI, further discussed in Section 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 Seaside Municipal Airport are summarized in Table 2C in Appendix C.

PREDICTED CONDITION IN 2028

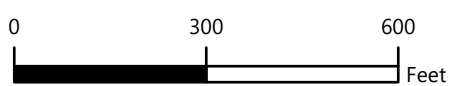


PREDICTED CONDITION IN 2033



SECTION PCI

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



OREGON DEPARTMENT OF AVIATION
STATEWIDE PAVEMENT EVALUATION
PROGRAM

**SEASIDE MUNICIPAL AIRPORT
FUTURE PAVEMENT CONDITION**

DEC. 2023

JOB NO. 6593-F

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

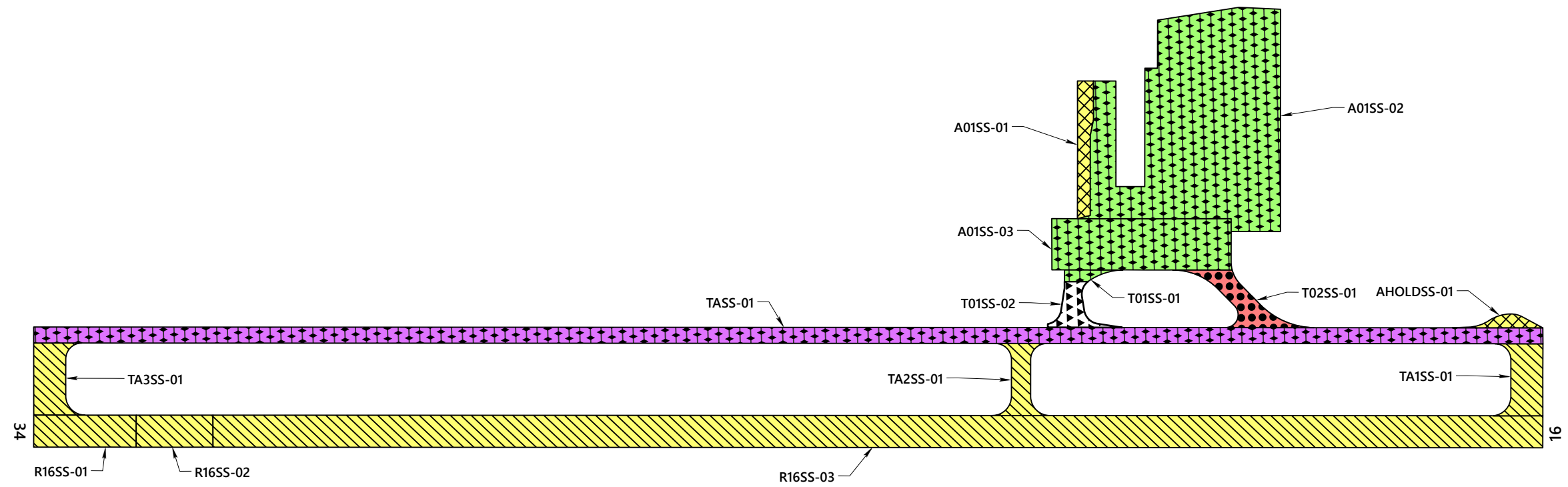
Localized Maintenance Operation	Quantity
Asphalt Concrete Crack Sealing	23,407 linear feet
Asphalt Concrete Full-Depth Patching	6,439 square feet

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 5-Year Pavement Management Plan Seaside Municipal Airport, 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	4,886
Overlay	161,097
Fog Seal	6,021
Slurry Seal	133,784

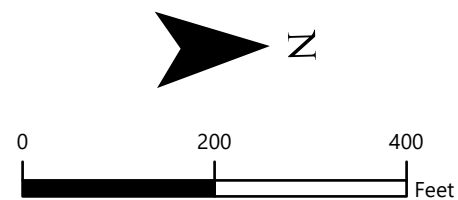


ACTION TIMING

- 2024
- 2025
- 2026
- 2027
- 2028

ACTION

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

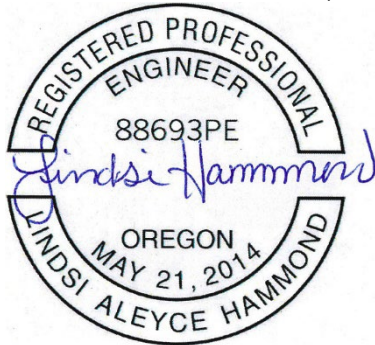


6 LIMITATIONS

This report has been prepared to assist the ODAV with pavement-related project planning for the Seaside 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 Seaside 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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This document has been submitted electronically.

APPENDIX A

Pavement Inventory Reports and Maps

APPENDIX A

PAVEMENT INVENTORY REPORTS AND MAPS

A.1 PAVEMENT NETWORK

Seaside Municipal Airport is located in Seaside, Oregon, and is owned and operated by the City of Seaside. The pavement network/facilities at Seaside Municipal Airport serve a variety of general aviation aircraft and military aircraft. Seaside Municipal Airport consists of a single runway, a primary taxiway, and multiple connector taxiways and aprons. Airside pavements are comprised of asphalt concrete (AC).

The current airport pavement management system (APMS) network at Seaside Municipal Airport has an approximate area of 308,745 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 1A and 2A, 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 Seaside Municipal Airport contains nine branches, tabulated in Table 1A 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 Seaside Municipal Airport contains 14 sections that are managed by the City of Seaside, 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 2A.

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 be $5,000 \pm 2,000$ 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:

$$n = \frac{N \times s^2}{\left(\frac{e^2}{4}\right)(N-1) + s^2} \quad \text{(Equation 1)}$$

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 2023 Seaside Municipal Airport PCI survey, Table 3A was used as a guideline in developing sampling rates for flexible pavement that reflect similar rates used for other large airport pavement networks. In general, this sampling rate distribution provides a 92% confidence level with a standard error of eight PCI points.

Sample unit locations at Seaside 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: SEASIDE MUNICIPAL AIRPORT PAVEMENT BRANCHES

Facility Designation (Branch ID)	Branch Name	Number of Sections	Approximate Area, square feet
A01SS	Apron 01 Seaside	3	105,787
AHOLDSS	Hold Apron Seaside	1	1,409
R16SS	Runway 16/34 Seaside	3	117,850
T01SS	Taxiway 01 Seaside	2	3,954
T02SS	Taxiway 02 Seaside	1	4,886
TA1SS	Taxiway A1 Seaside	1	5,952
TA2SS	Taxiway A2 Seaside	1	4,030
TA3SS	Taxiway A3 Seaside	1	5,952
TASS	Taxiway A Seaside	1	58,925

Table 2A: SEASIDE MUNICIPAL AIRPORT CURRENT PAVEMENT INVENTORY

BranchID	Branch Name	Branch Use	SectionID	From	To	Rank	Length, feet	Width, feet	Approximate Area, square feet	LCD	Surface Type
A01SS	Apron 01 Seaside	APRON	01	Section 02	Fence	P	215	25	4,612	1/1/1965	AC
A01SS	Apron 01 Seaside	APRON	02	Section 03	Fence	P	347	297	78,769	8/2/1964	AC
A01SS	Apron 01 Seaside	APRON	03	Taxiway 03	Taxiway 04	P	80	280	22,406	8/3/1961	AC
AHOLDSS	Hold Apron Seaside	APRON	01	T01	West Edge	P	22	142	1,409	8/29/2016	AC
R16SS	Runway 16/34 Seaside	RUNWAY	01	Runway 34 End (South)	Section 02	P	160	50	8,000	1/3/1961	AC
R16SS	Runway 16/34 Seaside	RUNWAY	02	Section 01	Section 03	P	120	50	6,000	1/1/2003	AC
R16SS	Runway 16/34 Seaside	RUNWAY	03	Section 02	Runway 16 End	P	2,077	50	103,850	8/3/1961	AC
T01SS	Taxiway 01 Seaside	TAXIWAY	01	Taxiway 01	Apron 01	P	18	36	997	8/3/1961	AC
T01SS	Taxiway 01 Seaside	TAXIWAY	02	T03-01	T01	P	72	30	2,957	8/29/2016	AC
T02SS	Taxiway 02 Seaside	TAXIWAY	01	Taxiway 01	Apron 01	P	121	30	4,886	8/3/1961	AC
TA1SS	Taxiway A1 Seaside	TAXIWAY	01	Runway 16 End	Taxiway A	P	112	50	5,952	8/3/1961	AC
TA2SS	Taxiway A2 Seaside	TAXIWAY	01	Runway 16/34	Taxiway 01	P	113	30	4,030	8/3/1961	AC
TA3SS	Taxiway A3 Seaside	TAXIWAY	01	Runway 34 End	Taxiway A	P	112	50	5,952	8/3/1961	AC
TASS	Taxiway A Seaside	TAXIWAY	01	Runway 34 End (South)	Runway 16 End (North)	P	2,357	25	58,925	8/3/1961	AC

Abbreviations:

P = Primary pavement

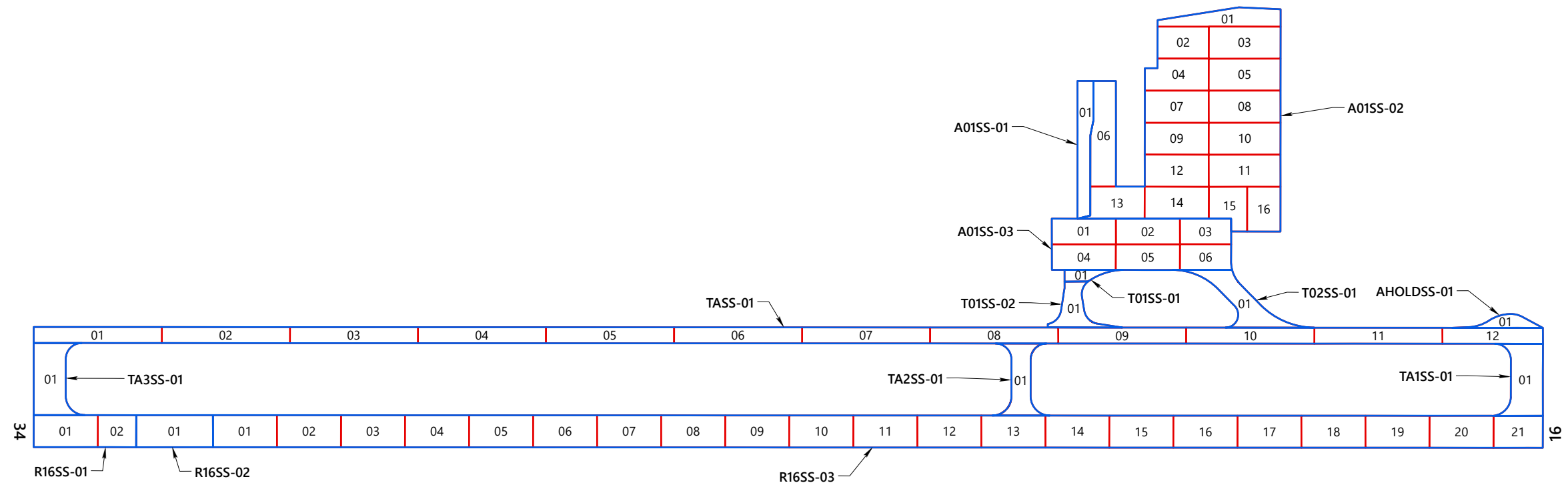
LCD = Last Construction Date. The date of the last major rehabilitation (e.g. overlay)

AC = Asphalt Concrete

Table 3A: EXAMPLE SAMPLE RATES FOR AC PAVEMENTS

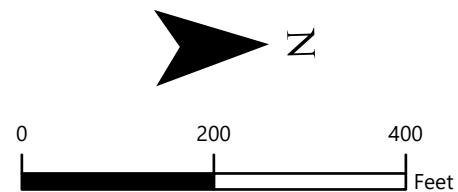
AC Sampling Rate	
Total Number of Sample Units, N	Sample Units to Survey, n
1	1
2-3	2
4-6	3
7-13	4
14-38	5
39+	6

Note: AC = Asphalt Concrete



LEGEND

- SECTIONS
- SAMPLE UNITS



**SEASIDE MUNICIPAL AIRPORT
SAMPLE UNIT LAYOUT**

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 D5340. Flexible pavement (e.g., AC and AAC) distress types are presented in Table 1B. A summary of the pavement condition results by branch and section is included in Tables 2B and 3B of Appendix B, 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
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”– 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 previously 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 Seaside Municipal Airport pavement network consists of 9 branches and 14 sections. A total of 30 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 re-inspection report, Table 1E, in Appendix E. Based on the 2023 PCI survey, the area-weighted average PCI for the entire pavement network at Seaside Municipal Airport is approximately 63, which corresponds to a PCI rating of Fair.

To investigate the rate of deterioration of each pavement section, we compared the PCI results from the 2023 survey to the PCI results from the previous inspection. The variation in PCI between inspections for Seaside Municipal Airport pavement sections is outlined in Table 4B in this appendix.

Table 2B: SEASIDE MUNICIPAL AIRPORT CURRENT BRANCH CONDITION REPORT

Branch ID	Number of Sections	Approximate Area, square feet	Use	Area Weighted Average Branch PCI	PCI Category
A01SS	3	105,787	APRON	50	Poor
AHOLDSS	1	1,409	APRON	81	Satisfactory
R16SS	3	117,850	RUNWAY	75	Satisfactory
T01SS	2	3,954	TAXIWAY	84	Satisfactory
T02SS	1	4,886	TAXIWAY	15	Serious
TA1SS	1	5,952	TAXIWAY	73	Satisfactory
TA2SS	1	4,030	TAXIWAY	70	Fair
TA3SS	1	5,952	TAXIWAY	76	Satisfactory
TASS	1	58,925	TAXIWAY	62	Fair

Use Category	Number of Sections	Total Area, square feet	Area Weighted Average PCI
APRON	4	107,196	51
RUNWAY	3	117,850	75
TAXIWAY	7	83,699	62
ALL	14	308,745	63

Abbreviation: PCI = Pavement Condition Index

Table 3B: SEASIDE MUNICIPAL AIRPORT 2023 PAVEMENT CONDITION INDEX SURVEY RESULTS

BranchID	SectionID	Last Construction Date	Surface Type	Use	Last Inspection Date	Age at Inspection	PCI	PCI Category	PCI % Climate	PCI % Load	PCI % Other
A01SS	01	1/1/1965	AC	APRON	7/1/2023	59	75	Satisfactory	100	0	0
A01SS	02	8/2/1964	AC	APRON	7/1/2023	59	48	Poor	29	47	24
A01SS	03	8/3/1961	AC	APRON	7/1/2023	62	53	Poor	50	50	0
AHOLDSS	01	8/29/2016	AC	APRON	7/1/2023	7	81	Satisfactory	100	0	0
R16SS	01	1/3/1961	AC	RUNWAY	7/1/2023	62	71	Satisfactory	100	0	0
R16SS	02	1/1/2003	AC	RUNWAY	7/1/2023	21	89	Good	100	0	0
R16SS	03	8/3/1961	AC	RUNWAY	7/1/2023	62	74	Satisfactory	100	0	0
T01SS	01	8/3/1961	AC	TAXIWAY	7/1/2023	62	53	Poor	56	44	0
T01SS	02	8/29/2016	AC	TAXIWAY	7/1/2023	7	94	Good	100	0	0
T02SS	01	8/3/1961	AC	TAXIWAY	7/1/2023	62	15	Serious	40	60	0
TA1SS	01	8/3/1961	AC	TAXIWAY	7/1/2023	62	73	Satisfactory	100	0	0
TA2SS	01	8/3/1961	AC	TAXIWAY	7/1/2023	62	70	Fair	100	0	0
TA3SS	01	8/3/1961	AC	TAXIWAY	7/1/2023	62	76	Satisfactory	100	0	0
TASS	01	8/3/1961	AC	TAXIWAY	7/1/2023	62	62	Fair	64	36	0

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete

Table 4B: SEASIDE MUNICIPAL AIRPORT COMPARISON OF PREVIOUS INSPECTION AND 2023 RESULTS

Branch ID	Section ID	Surface Type ¹	Approximate Area, square		2018 Survey			2023 Survey			Rate of Deterioration	
			feet	LCD ²	PCI ³	PCI Category	Inspection Date	PCI	PCI Category	Age ⁴		Δ PCI/yr ⁵
A01SS	01	AC	4,612	1/1/65	100	Good	5/10/2018	75	Satisfactory	53	-4.86	HIGH
A01SS	02	AC	78,769	8/2/64	69	Fair	5/10/2018	48	Poor	54	-4	HIGH
A01SS	03	AC	22,406	8/3/61	67	Fair	5/10/2018	53	Poor	57	-2.72	NORMAL
AHOLDSS	01	AC	1,409	8/29/16	100	Good	5/10/2018	81	Satisfactory	2	-4	NORMAL
R16SS	01	AC	8,000	1/3/61	80	Satisfactory	5/10/2018	71	Satisfactory	57	-1.75	NORMAL
R16SS	02	AC	6,000	1/1/03	95	Good	5/10/2018	89	Good	15	-1	NORMAL
R16SS	03	AC	103,850	8/3/61	81	Satisfactory	5/10/2018	74	Satisfactory	57	-1.36	NORMAL
T01SS	01	AC	997	8/3/61	70	Fair	5/10/2018	53	Poor	57	-3	NORMAL
T01SS	02	AC	2,957	8/29/16	100	Good	5/10/2018	94	Good	2	-1.17	NORMAL
T02SS	01	AC	4,886	8/3/61	51	Poor	5/10/2018	15	Serious	57	-7	HIGH
TA1SS	01	AC	5,952	8/3/61	67	Fair	5/10/2018	73	Satisfactory	57	1.17	NONE
TA2SS	01	AC	4,030	8/3/61	76	Satisfactory	5/10/2018	70	Fair	57	-1	NORMAL
TA3SS	01	AC	5,952	8/3/61	79	Satisfactory	5/10/2018	76	Satisfactory	57	-0.58	NORMAL
TASS	01	AC	58,925	8/3/61	70	Fair	5/10/2018	62	Fair	57	-2	NORMAL

Abbreviations:

¹ AC = Asphalt Concrete

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 2018

⁵ Δ PCI/yr = Change in PCI points per year between 2018 survey and 2023 survey

APPENDIX C

Future Pavement Condition Analysis

APPENDIX C

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 (PMP), 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 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 procedure for developing the prediction models is:

- 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 Seaside Municipal Airport. The delineation is based on branch use, surface type, section rank, and structural design life. We use three distinct models for the following “families” of pavements at Seaside Municipal Airport. For each model, we reviewed the data in order to filter out any inconsistent or inaccurate data or any data that fell 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.

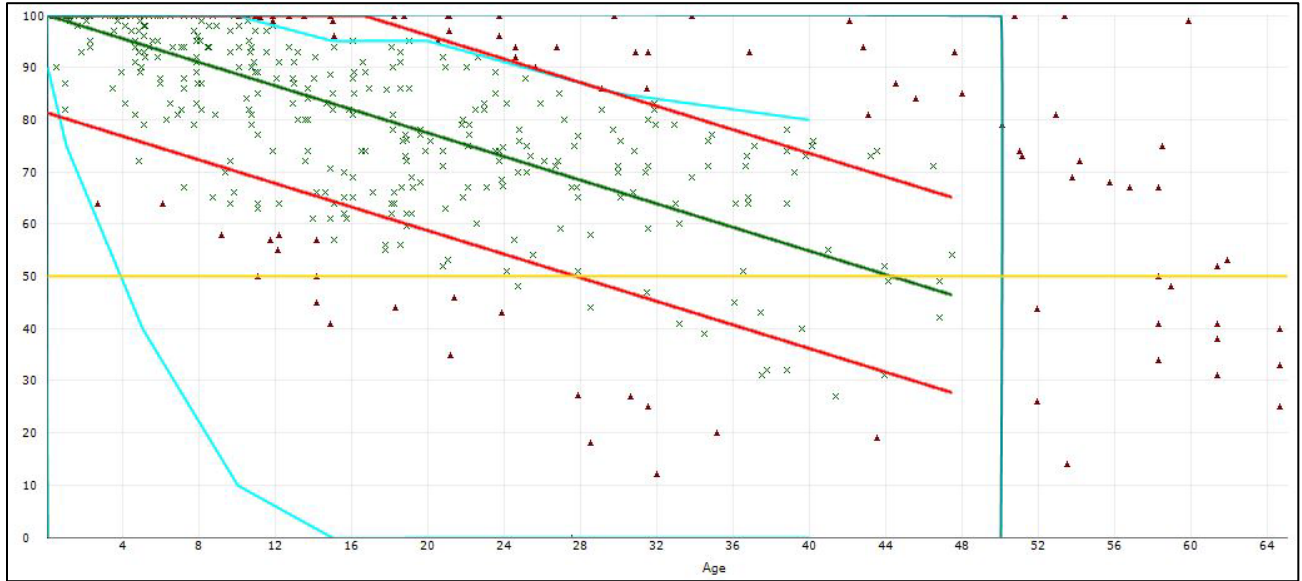


Figure 1C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC APRONS

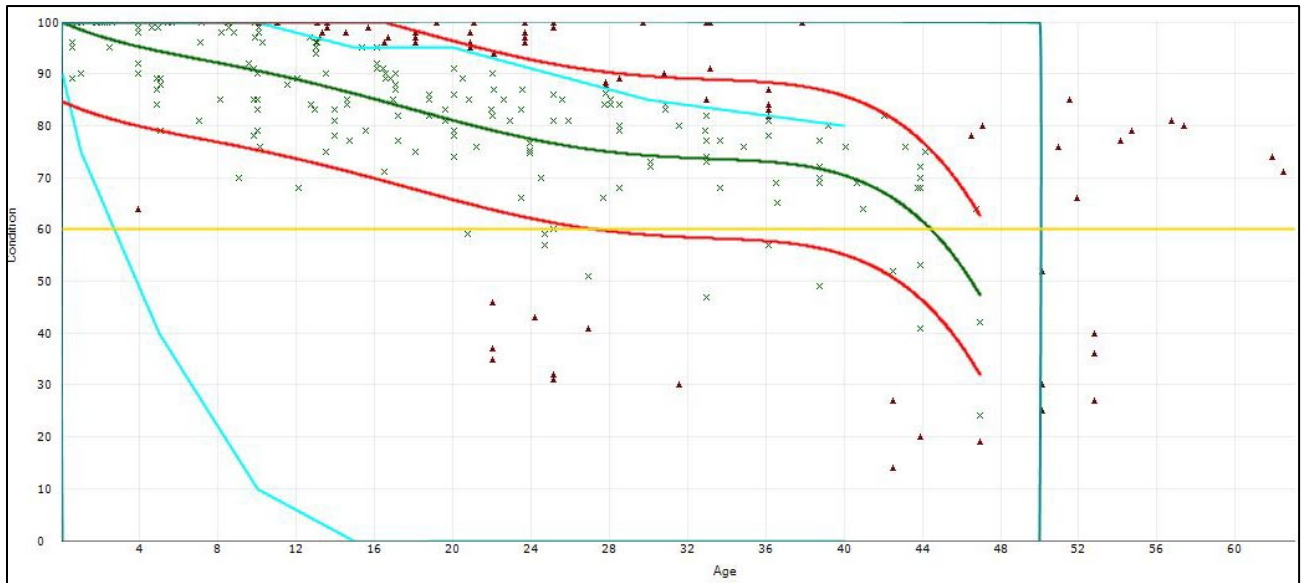


Figure 2C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC RUNWAYS

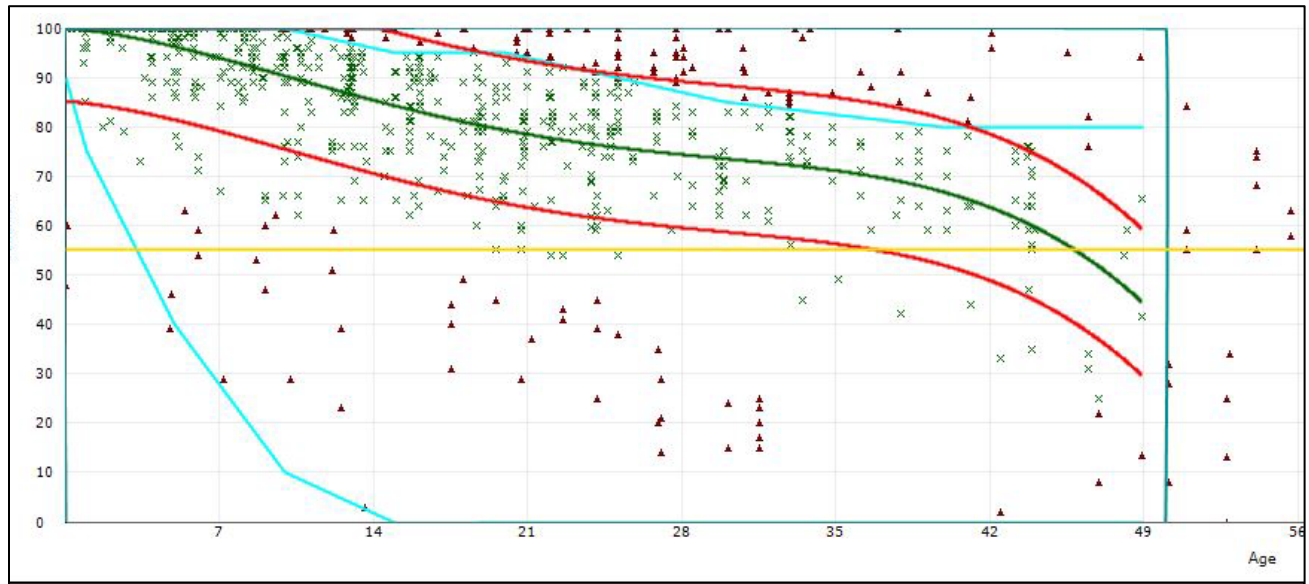


Figure 3C: CONDITION PREDICTION MODEL FOR NORTHWESTERN CATEGORY 4 AC TAXIWAYS

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 Seaside 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 5- and 10-year periods. The projected pavement conditions in 5 years and 10 years for each pavement section at Seaside 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 Seaside 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

BranchID	SectionID	Past Inspection PCI	Current PCI	Predicted Future PCI	
		2018	2023	2028	2033
A01SS	01	100	75	69	64
A01SS	02	69	48	42	37
A01SS	03	67	53	47	42
AHOLDSS	01	100	81	75	70
R16SS	01	80	71	60	35
R16SS	02	95	89	84	79
R16SS	03	81	74	73	69
T01SS	01	70	53	35	18
T01SS	02	100	94	88	82
T02SS	01	51	15	0	0
TA1SS	01	67	73	70	65
TA2SS	01	76	70	64	53
TA3SS	01	79	76	74	71
TASS	01	70	62	48	31

Abbreviation: PCI = Pavement Condition Index

Table 2C: SEASIDE MUNICIPAL AIRPORT FUNCTIONAL REMAINING LIFE ANALYSIS

Branch ID	Section ID	Surface Type	Current PCI	Years to Major M&R	Major M&R Trigger PCI ¹	Years to End of Functional Service Life
A01SS	01	AC	75	> 20	50	> 20
A01SS	02	AC	48	0 - 5	50	6 - 10
A01SS	03	AC	53	0 - 5	50	11 - 15
AHOLDSS	01	AC	81	> 20	50	> 20
R16SS	01	AC	71	0 - 5	60	6 - 10
R16SS	02	AC	89	> 20	60	> 20
R16SS	03	AC	74	11 - 15	60	16 - 20
T01SS	01	AC	53	0 - 5	55	0 - 5
T01SS	02	AC	94	> 20	55	> 20
T02SS	01	AC	15	0 - 5	55	0 - 5
TA1SS	01	AC	73	11 - 15	55	> 20
TA2SS	01	AC	70	6 - 10	55	11 - 15
TA3SS	01	AC	76	> 20	55	> 20
TASS	01	AC	62	0 - 5	55	6 - 10

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete

¹ Major M&R (Maintenance and Rehabilitation) Trigger PCI = Critical PCI

APPENDIX D

Unit Cost Data and Maintenance and Rehabilitation Plan

APPENDIX D

UNIT COST DATA AND MAINTENANCE AND REHABILITATION PLAN

D.1 ANALYSIS METHODOLOGY

We evaluated the 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 Seaside 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, 2024. 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 PCI less than 40.
- Rehabilitation (AC Overlay) – Considered for pavements between 40 PCI and the critical PCI and for pavements exhibiting significant load-related distresses.
- Surface Treatment – Treatments (fog seal, slurry seal, thin AC overlay) are applied to an entire pavement section with the intent of slowing the rate of deterioration.
- Localized Maintenance – Maintenance performed on a routine basis, such as crack sealing, wide crack repair, and patching.

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

D.1.1 Pavement Rank and Use Prioritization

Pavement sections are assigned a rank to establish their relative importance in the overall pavement network, which is most commonly defined by their use (e.g., Taxiway, Apron, Runway). The PAVER analysis uses the combination of the section rank and the branch use

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

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

Branch Use	Section Rank		
	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 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 costs 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 Seaside Municipal Airport and information provided by the ODAV Pavement Maintenance Program (PMP) project team. The costs for reconstruction are based on the existing pavement sections present within each branch use at Seaside 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	\$17.32	Sq Ft
	Cold Mill and Overlay – 2 Inches Thick	\$7.64	Sq Ft
Surface Treatment (Global) M&R	Surface Treatment - Slurry Seal	\$0.52	Sq Ft
	Surface Treatment - Fog Seal	\$0.31	Sq Ft
Localized Preventive M&R	Crack Sealing - AC	\$3.12	Ft
	Crack Sealing - PCC	\$23.4	Ft
	Crack Sealing – Wide Cracks	\$51.48	Ft
	Joint Sealing – PCC	\$7.80	Ft
	AC Patching – Full Depth	\$78.00	Sq Ft
	PCC Patching – Full Depth	\$156.00	Sq Ft

D.3 RECOMMENDED LOCALIZED MAINTENANCE

In order to properly maintain aging pavements, localized M&R activities such as crack sealing and patching should be performed on a routine basis. A list of recommended localized maintenance activities is provided in Table 3D of this appendix.

D.4 RECOMMENDED SURFACE TREATMENT, REHABILITATION, AND RECONSTRUCTION PROJECTS

Surface treatment, rehabilitation, and reconstruction projects refer to activities such as slurry seal/fog seals, AC overlays, and reconstruction. A list of recommended projects is provided in Table 4D of this appendix.

Table 3D: SEASIDE MUNICIPAL AIRPORT NETWORK MAINTENANCE REPORT

Branch ID	Section ID	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total
A01SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	113	Ft	\$3.12	\$353	\$353
A01SS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	3,449	Ft	\$3.12	\$10,763	
A01SS	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	546	Ft	\$3.12	\$1,703	
A01SS	02	Long. & Trans. Cracking	Medium	Patching - AC Deep	2,324	SqFt	\$78.00	\$181,289	\$270,331
A01SS	02	Long. & Trans. Cracking	High	Patching - AC Deep	279	SqFt	\$78.00	\$21,774	
A01SS	02	Depression	High	Patching - AC Deep	703	SqFt	\$78.00	\$54,802	
A01SS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	1,713	Ft	\$3.12	\$5,343	
A01SS	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	200	Ft	\$3.12	\$624	\$84,252
A01SS	03	Long. & Trans. Cracking	Medium	Patching - AC Deep	1,003	SqFt	\$78.00	\$78,285	
AHOLDSS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	68	Ft	\$3.12	\$212	\$212
R16SS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	110	Ft	\$3.12	\$343	\$2,097
R16SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	562	Ft	\$3.12	\$1,753	
R16SS	02	Long. & Trans. Cracking	Low	Crack Sealing - AC	87	Ft	\$3.12	\$271	\$271
R16SS	03	Long. & Trans. Cracking	Low	Crack Sealing - AC	8,520	Ft	\$3.12	\$26,582	
R16SS	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	249	Ft	\$3.12	\$778	\$27,360
T01SS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	3	Ft	\$3.12	\$10	
T01SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	136	Ft	\$3.12	\$423	\$2,799
T01SS	01	Long. & Trans. Cracking	Medium	Patching - AC Deep	30	SqFt	\$78.00	\$2,366	
T02SS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	138	Ft	\$3.12	\$431	
T02SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	69	Ft	\$3.12	\$215	\$122,387
T02SS	01	Long. & Trans. Cracking	Medium	Patching - AC Deep	1,561	SqFt	\$78.00	\$121,741	
TA1SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	125	Ft	\$3.12	\$390	
TA1SS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	35	Ft	\$3.12	\$109	\$811
TA1SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	100	Ft	\$3.12	\$312	
TA2SS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	15	Ft	\$3.12	\$47	\$702
TA2SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	210	Ft	\$3.12	\$655	
TA3SS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	74	Ft	\$3.12	\$231	\$1,114
TA3SS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	283	Ft	\$3.12	\$883	
TASS	01	Long. & Trans. Cracking	Low	Crack Sealing - AC	5,285	Ft	\$3.12	\$16,488	
TASS	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,317	Ft	\$3.12	\$4,109	\$62,669
TASS	01	Long. & Trans. Cracking	Medium	Patching - AC Deep	539	SqFt	\$78.00	\$42,072	

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
2024	T02SS	01	TAXIWAY	AC	15	Reconstruction	4,886	\$17.32	\$84,625
	A01SS	01	APRON	AC	75	Fog Seal	4,612	\$0.31	\$1,430
	AHOLDSS	01	APRON	AC	81	Fog Seal	1,409	\$0.31	\$437
	R16SS	01	RUNWAY	AC	71	Slurry Seal	8,000	\$0.52	\$4,160
2025	R16SS	02	RUNWAY	AC	89	Slurry Seal	6,000	\$0.52	\$3,120
	R16SS	03	RUNWAY	AC	74	Slurry Seal	103,850	\$0.52	\$54,002
	TA1SS	01	TAXIWAY	AC	71	Slurry Seal	5,952	\$0.52	\$3,095
	TA2SS	01	TAXIWAY	AC	70	Slurry Seal	4,030	\$0.52	\$2,096
	TA3SS	01	TAXIWAY	AC	76	Slurry Seal	5,952	\$0.52	\$3,095
	A01SS	02	APRON	AC	48	Overlay	78,769	\$7.64	\$601,795
2026	A01SS	03	APRON	AC	53	Overlay	22,406	\$7.64	\$171,190
	T01SS	01	TAXIWAY	AC	53	Overlay	997	\$7.64	\$7,617
2028	TASS	01	TAXIWAY	AC	62	Overlay	58,925	\$7.64	\$450,207

Abbreviations:

PCI = Pavement Condition Index, AC = Asphalt Concrete

Cost Summary	
2024 Total Project Cost	\$84,625
2025 Total Project Cost	\$71,434
2026 Total Project Cost	\$780,602
2027 Total Project Cost	\$0
2028 Total Project Cost	\$450,207
Total 5-Year Project Cost	\$1,386,868

APPENDIX E

Reinspection Report

Re-Inspection Report

ODA_2023Survey_11-21-23

Generated Date 12/5/2023

Page 1 of 15

Network: Seaside **Name:** Seaside Municipal

Branch: A01SS **Name:** Apron 01 Seaside **Use:** APRON **Area:** 105,787 SqFt

Section: 01 of 3 **From:** Section 02 **To:** Fence **Last Const.:** 1/1/1965

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 56S **Category:** A **Rank:** P

Area: 4,612 SqFt **Length:** 215 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: 1/1/1965 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: PCI: 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4612.00 SqFt **PCI:** 75

Sample Comments:

48 L & T CR L 113.00 Ft
57 WEATHERING L 2306.00 SqFt
57 WEATHERING M 2306.00 SqFt

Network: Seaside **Name:** Seaside Municipal

Branch: A01SS **Name:** Apron 01 Seaside **Use:** APRON **Area:** 105,787 SqFt

Section: 03 of 3 **From:** Taxiway 03 **To:** Taxiway 04 **Last Const.:** 8/3/1961

Surface: AC **Family:** 2023_Region1_Cat4_Apron_AC **Zone:** 56S **Category:** A **Rank:** P

Area: 22,406 SqFt **Length:** 80 Ft **Width:** 280 Ft

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

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

Section Comments:

Work Date: 8/1/1961 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 8/2/1961 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/3/1961 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 8/1/1996 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 9/1/2009 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 9/1/2016 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 6 **Surveyed:** 3

Conditions: PCI: 53

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 65

Sample Comments:

48 L & T CR L 310.00 Ft
48 L & T CR M 100.00 Ft
50 PATCHING L 270.00 SqFt
57 WEATHERING L 4000.00 SqFt

Sample Number: 05 **Type:** R **Area:** 4000.00 SqFt **PCI:** 28

Sample Comments:

41 ALLIGATOR CR M 440.00 SqFt
48 L & T CR L 190.00 Ft
50 PATCHING L 180.00 SqFt
57 WEATHERING L 4000.00 SqFt

Sample Number: 06 **Type:** R **Area:** 3200.00 SqFt **PCI:** 70

Sample Comments:

48 L & T CR L 200.00 Ft
48 L & T CR L 156.00 Ft
57 WEATHERING L 3200.00 SqFt

Network:	Seaside		Name:	Seaside Municipal					
Branch:	A01SS	Name:	Apron 01 Seaside	Use:	APRON	Area:	105,787 SqFt		
Section:	02	of 3	From:	Section 03	To:	Fence	Last Const.:	8/2/1964	
Surface:	AC	Family:	2023_Region1_Cat4_Apron_AC	Zone:	56S	Category:	A	Rank:	P
Area:	78,769 SqFt	Length:	347 Ft	Width:	297 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	8/1/1964	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/2/1964	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	16	Surveyed:	6				
Conditions:	PCI: 48								
Inspection Comments:									
Sample Number:	05	Type:	R	Area:	5600.00 SqFt	PCI:	42		
Sample Comments:									
41	ALLIGATOR CR	M	80.00	SqFt					
45	DEPRESSION	M	120.00	SqFt					
45	DEPRESSION	M	90.00	SqFt					
48	L & T CR	L	227.00	Ft					
48	L & T CR	M	80.00	Ft					
50	PATCHING	M	10.00	SqFt					
57	WEATHERING	L	5600.00	SqFt					
Sample Number:	07	Type:	R	Area:	5000.00 SqFt	PCI:	24		
Sample Comments:									
41	ALLIGATOR CR	M	432.00	SqFt					
48	L & T CR	L	230.00	Ft					
48	L & T CR	M	80.00	Ft					
50	PATCHING	L	512.00	SqFt					
53	RUTTING	L	20.00	SqFt					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	08	Type:	A	Area:	5600.00 SqFt	PCI:	11		
Sample Comments:									
41	ALLIGATOR CR	M	400.00	SqFt					
41	ALLIGATOR CR	H	216.00	SqFt					
45	DEPRESSION	H	600.00	SqFt					
48	L & T CR	L	224.00	Ft					
48	L & T CR	M	49.00	Ft					
48	L & T CR	M	50.00	Ft					
50	PATCHING	M	24.00	SqFt					
57	WEATHERING	L	5600.00	SqFt					
Sample Number:	10	Type:	R	Area:	5600.00 SqFt	PCI:	54		
Sample Comments:									
41	ALLIGATOR CR	M	70.00	SqFt					
48	L & T CR	L	80.00	Ft					
48	L & T CR	L	210.00	Ft					
48	L & T CR	L	65.00	Ft					
50	PATCHING	L	43.00	SqFt					
50	PATCHING	L	50.00	SqFt					
50	PATCHING	M	15.00	SqFt					
57	WEATHERING	L	5600.00	SqFt					

Sample Number: 12 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

41	ALLIGATOR CR	M	39.00	SqFt
45	DEPRESSION	L	42.00	SqFt
48	L & T CR	L	48.00	Ft
48	L & T CR	L	140.00	Ft
50	PATCHING	L	50.00	SqFt
50	PATCHING	L	350.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 14 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	155.00	Ft
50	PATCHING	L	150.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network:	Seaside		Name:	Seaside Municipal					
Branch:	AHOLDSS	Name:	Hold Apron Seaside	Use:	APRON	Area:	1,409 SqFt		
Section:	01	of 1	From:	T01	To:	West Edge	Last Const.: 8/29/2016		
Surface:	AC	Family:	2023_Region1_Cat4_Apron_AC	Zone:	56S	Category:	A	Rank:	P
Area:	1,409 SqFt	Length:	22 Ft	Width:	142 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	8/28/2016	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/29/2016	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 81								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	1409.00 SqFt	PCI:	81		
Sample Comments:									
48	L & T CR	L	68.00 Ft						
57	WEATHERING	L	1409.00 SqFt						

Network:	Seaside		Name:	Seaside Municipal					
Branch:	R16SS	Name:	Runway 16/34 Seaside	Use:	RUNWAY	Area:	117,850 SqFt		
Section:	03	of 3	From:	Section 02	To:	Runway 16 End	Last Const.:	8/3/1961	
Surface:	AC	Family:	2023_Region1_Cat4_Runway_AC	Zone:	56S	Category:	A	Rank:	P
Area:	103,850 SqFt	Length:	2,077 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	8/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	8/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/3/1961	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	5/2/2005	Work Type:	Patching - AC Shallow	Code:	PA-AS	Is Major M&R:	False		
Work Date:	5/3/2005	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	5/4/2005	Work Type:	Surface Treatment - Slurry Seal	Code:	ST-SS	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/2/2016	Work Type:	Oregon Slurry Seal	Code:	OR-SS	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	20	Surveyed:	5				
Conditions:	PCI: 74								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5000.00 SqFt	PCI:	78		
Sample Comments:									
48	L & T CR	L	133.00	Ft					
48	L & T CR	L	60.00	Ft					
48	L & T CR	M	60.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	07	Type:	R	Area:	5000.00 SqFt	PCI:	75		
Sample Comments:									
48	L & T CR	L	205.00	Ft					
48	L & T CR	L	181.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	12	Type:	R	Area:	5000.00 SqFt	PCI:	75		
Sample Comments:									
48	L & T CR	L	151.00	Ft					
48	L & T CR	L	227.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	17	Type:	R	Area:	5000.00 SqFt	PCI:	71		
Sample Comments:									
48	L & T CR	L	303.00	Ft					
48	L & T CR	L	240.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	20	Type:	R	Area:	5000.00 SqFt	PCI:	70		
Sample Comments:									
48	L & T CR	L	345.00	Ft					
48	L & T CR	L	206.00	Ft					
57	WEATHERING	L	5000.00	SqFt					

Network:	Seaside		Name:	Seaside Municipal					
Branch:	R16SS	Name:	Runway 16/34 Seaside	Use:	RUNWAY	Area:	117,850 SqFt		
Section:	01	of 3	From:	Runway 34 End (South)	To:	Section 02	Last Const.:	1/3/1961	
Surface:	AC	Family:	2023_Region1_Cat4_Runway_AC	Zone:	56S	Category:	A	Rank:	P
Area:	8,000 SqFt	Length:	160 Ft	Width:	50 Ft				
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft			
Shoulder:	Street Type:	Grade:	0	Lanes:	0				
Section Comments:	Displaced Threshold								
Work Date:	1/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	1/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	1/3/1961	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	5/2/2005	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	5/3/2005	Work Type:	Surface Treatment - Slurry Seal	Code:	ST-SS	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/2/2016	Work Type:	Oregon Slurry Seal	Code:	OR-SS	Is Major M&R:	False		

Last Insp. Date: 7/1/2023 **Total Samples:** 2 **Surveyed:** 2

Conditions: PCI: 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48 L & T CR L 135.00 Ft
48 L & T CR L 35.00 Ft
48 L & T CR L 42.00 Ft
48 L & T CR M 50.00 Ft
48 L & T CR M 50.00 Ft
57 WEATHERING L 5000.00 SqFt

Sample Number: 02 **Type:** R **Area:** 3000.00 SqFt **PCI:** 65

Sample Comments:

48 L & T CR L 350.00 Ft
48 L & T CR M 10.00 Ft
57 WEATHERING L 3000.00 SqFt

Network:	Seaside		Name:	Seaside Municipal					
Branch:	R16SS	Name:	Runway 16/34 Seaside	Use:	RUNWAY	Area:	117,850 SqFt		
Section:	02	of 3	From:	Section 01	To:	Section 03	Last Const.:	1/1/2003	
Surface:	AC	Family:	2023_Region1_Cat4_Runway_AC	Zone:	56S	Category:	A	Rank:	P
Area:	6,000 SqFt	Length:	120 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	1/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	1/1/2003	Work Type:	Overlay - AC Thin	Code:	OL-AT	Is Major M&R:	True		
Work Date:	5/2/2005	Work Type:	Surface Treatment - Slurry Seal	Code:	ST-SS	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/2/2016	Work Type:	Oregon Slurry Seal	Code:	OR-SS	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 89								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	87.00 Ft						
57	WEATHERING	L	6000.00 SqFt						

Network:	Seaside		Name:	Seaside Municipal					
Branch:	T01SS	Name:	Taxiway 01 Seaside	Use:	TAXIWAY	Area:	3,954 SqFt		
Section:	01	of 2	From:	Taxiway 01	To:	Apron 01	Last Const.:	8/3/1961	
Surface:	AC	Family:	2023_Region1_Cat4_Taxiway_AC	Zone:	56S	Category:	A	Rank:	P
Area:	997 SqFt	Length:	18 Ft	Width:	36 Ft				
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft			
Shoulder:	Street Type:	Grade:	0	Lanes:	0				
Section Comments:									
Work Date:	8/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	8/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/3/1961	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	5/2/2005	Work Type:	Patching - AC Shallow	Code:	PA-AS	Is Major M&R:	False		
Work Date:	5/3/2005	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 53								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	977.00 SqFt	PCI:	53		
Sample Comments:									
41	ALLIGATOR CR	M	12.00	SqFt					
48	L & T CR	L	106.00	Ft					
48	L & T CR	L	27.00	Ft					
48	L & T CR	M	3.00	Ft					
57	WEATHERING	L	977.00	SqFt					

Network:	Seaside		Name:	Seaside Municipal					
Branch:	T01SS	Name:	Taxiway 01 Seaside	Use:	TAXIWAY	Area:	3,954 SqFt		
Section:	02	of 2	From:	T03-01	To:	T01	Last Const.:	8/29/2016	
Surface:	AC	Family:	2023_Region1_Cat4_Taxi way_AC	Zone:	56S	Category:	A	Rank:	P
Area:	2,957 SqFt	Length:	72 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:	8/28/2016	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	8/29/2016	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 94								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	2957.00 SqFt	PCI:	94		
Sample Comments:									
57	WEATHERING	L	2957.00	SqFt					

Network: Seaside **Name:** Seaside Municipal

Branch: T02SS **Name:** Taxiway 02 Seaside **Use:** TAXIWAY **Area:** 4,886 SqFt

Section: 01 of 1 **From:** Taxiway 01 **To:** Apron 01 **Last Const.:** 8/3/1961

Surface: AC **Family:** 2023_Region1_Cat4_Taxiway_AC **Zone:** 56S **Category:** A **Rank:** P

Area: 4,886 SqFt **Length:** 121 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: 8/1/1961 **Work Type:** Subbase - Aggregate **Code:** SB-AG **Is Major M&R:** False

Work Date: 8/2/1961 **Work Type:** Base Course - Aggregate **Code:** BA-AG **Is Major M&R:** False

Work Date: 8/3/1961 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 8/1/1996 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 5/1/2005 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 5/2/2005 **Work Type:** Patching - AC Shallow **Code:** PA-AS **Is Major M&R:** False

Last Insp. Date: 7/1/2023 **TotalSamples:** 1 **Surveyed:** 1

Conditions: PCI: 15

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3538.00 SqFt **PCI:** 15

Sample Comments:

41 ALLIGATOR CR M 848.00 SqFt
41 ALLIGATOR CR M 28.00 SqFt
41 ALLIGATOR CR M 142.00 SqFt
48 L & T CR L 50.00 Ft
48 L & T CR M 100.00 Ft
50 PATCHING L 480.00 SqFt
57 WEATHERING L 3538.00 SqFt

Network:	Seaside		Name:	Seaside Municipal					
Branch:	TA1SS	Name:	Taxiway A1 Seaside	Use:	TAXIWAY	Area:	5,952 SqFt		
Section:	01	of	1	From:	Runway 16 End	To:	Taxiway A	Last Const.:	8/3/1961
Surface:	AC	Family:	2023_Region1_Cat4_Taxiway_AC	Zone:	35S	Category:	A	Rank:	P
Area:	5,952 SqFt	Length:	112 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	8/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	8/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/3/1961	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 71								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5952.00 SqFt	PCI:	71		
Sample Comments:									
47	JT REF. CR	L	100.00	Ft					
48	L & T CR	L	125.00	Ft					
48	L & T CR	M	35.00	Ft					
50	PATCHING	L	110.00	SqFt					
57	WEATHERING	L	5952.00	SqFt					

Network:	Seaside		Name:	Seaside Municipal					
Branch:	TA2SS	Name:	Taxiway A2 Seaside	Use:	TAXIWAY	Area:	4,030 SqFt		
Section:	01	of	1	From:	Runway 16/34	To:	Taxiway 01	Last Const.:	8/3/1961
Surface:	AC	Family:	2023_Region1_Cat4_Taxiway_AC	Zone:	56S	Category:	A	Rank:	P
Area:	4,030 SqFt	Length:	113 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:	8/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	8/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/3/1961	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 70								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4030.00 SqFt	PCI:	70		
Sample Comments:									
48	L & T CR	L	210.00	Ft					
48	L & T CR	M	15.00	Ft					
50	PATCHING	L	200.00	SqFt					
57	WEATHERING	L	4030.00	SqFt					

Network:	Seaside		Name:	Seaside Municipal					
Branch:	TA3SS	Name:	Taxiway A3 Seaside	Use:	TAXIWAY	Area:	5,952 SqFt		
Section:	01	of	1	From:	Runway 34 End	To:	Taxiway A	Last Const.:	8/3/1961
Surface:	AC	Family:	2023_Region1_Cat4_Taxiway_AC	Zone:	56S	Category:	A	Rank:	P
Area:	5,952 SqFt	Length:	112 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	8/1/1961	Work Type:	Subbase - Aggregate	Code:	SB-AG	Is Major M&R:	False		
Work Date:	8/2/1961	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False		
Work Date:	8/3/1961	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	8/1/1996	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2009	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Work Date:	9/1/2016	Work Type:	Crack Sealing - AC	Code:	CS-AC	Is Major M&R:	False		
Last Insp. Date:	7/1/2023	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 76								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5952.00 SqFt	PCI:	76		
Sample Comments:									
48	L & T CR	L	78.00	Ft					
48	L & T CR	L	205.00	Ft					
48	L & T CR	M	24.00	Ft					
48	L & T CR	M	50.00	Ft					
57	WEATHERING	L	5952.00	SqFt					

Network:	Seaside		Name:	Seaside Municipal						
Branch:	TASS	Name:	Taxiway A Seaside		Use:	TAXIWAY	Area:	58,925 SqFt		
Section:	01	of	1	From:	Runway 34 End (South)		To:	Runway 16 End (North)	Last Const.:	8/3/1961
Surface:	AC	Family:	2023_Region1_Cat4_Taxiway_AC		Zone:	56S	Category:	A	Rank:	P
Area:	58,925 SqFt	Length:	2,357 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:	8/1/1961		Work Type:	Subbase - Aggregate			Code:	SB-AG	Is Major M&R:	False
Work Date:	8/2/1961		Work Type:	Base Course - Aggregate			Code:	BA-AG	Is Major M&R:	False
Work Date:	8/3/1961		Work Type:	New Construction - AC			Code:	NC-AC	Is Major M&R:	True
Work Date:	5/2/2005		Work Type:	Patching - AC Shallow			Code:	PA-AS	Is Major M&R:	False
Work Date:	5/3/2005		Work Type:	Crack Sealing - AC			Code:	CS-AC	Is Major M&R:	False
Work Date:	9/1/2009		Work Type:	Crack Sealing - AC			Code:	CS-AC	Is Major M&R:	False
Last Insp. Date:	7/1/2023		TotalSamples:	12		Surveyed:	5			
Conditions:	PCI:	62								
Inspection Comments:										
Sample Number:	04	Type:	R	Area:	5000.00 SqFt		PCI:	68		
Sample Comments:										
48	L & T CR	L	328.00 Ft							
48	L & T CR	L	121.00 Ft							
48	L & T CR	M	40.00 Ft							
57	WEATHERING	L	5000.00 SqFt							
Sample Number:	08	Type:	R	Area:	5000.00 SqFt		PCI:	65		
Sample Comments:										
48	L & T CR	L	339.00 Ft							
48	L & T CR	L	148.00 Ft							
48	L & T CR	M	50.00 Ft							
50	PATCHING	L	18.00 SqFt							
57	WEATHERING	L	5000.00 SqFt							
Sample Number:	10	Type:	A	Area:	5000.00 SqFt		PCI:	25		
Sample Comments:										
41	ALLIGATOR CR	M	450.00 SqFt							
48	L & T CR	L	127.00 Ft							
48	L & T CR	L	100.00 Ft							
48	L & T CR	M	52.00 Ft							
50	PATCHING	L	228.00 SqFt							
57	WEATHERING	L	5000.00 SqFt							
Sample Number:	11	Type:	R	Area:	5000.00 SqFt		PCI:	63		
Sample Comments:										
48	L & T CR	L	180.00 Ft							
48	L & T CR	L	189.00 Ft							
48	L & T CR	M	140.00 Ft							
48	L & T CR	M	144.00 Ft							
57	WEATHERING	L	5000.00 SqFt							
Sample Number:	12	Type:	R	Area:	3925.00 SqFt		PCI:	64		
Sample Comments:										
48	L & T CR	L	71.00 Ft							
48	L & T CR	L	149.00 Ft							
48	L & T CR	L	250.00 Ft							
48	L & T CR	M	70.00 Ft							
57	WEATHERING	L	3925.00 SqFt							

APPENDIX F

Work History Report

12/15/2023

Work History Report

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Pavement Database: ODA_2023Survey_MASTER DB-12-15-2023-1pm

Network: Seaside Municipal		Branch: A01SS		Apron 01 Seaside		Section: 01		Surface: AC	
L.C.D.: 1/1/1965		Use: APRON		Rank: P		Length: 215.00 (Ft)		Width: 25.00 (Ft) True Area: 4612 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/1965	NC-AC	New Construction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Unknown			

Network: Seaside Municipal		Branch: A01SS		Apron 01 Seaside		Section: 02		Surface: AC	
L.C.D.: 8/2/1964		Use: APRON		Rank: P		Length: 347.00 (Ft)		Width: 297.00 (Ft) True Area: 78769 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>	circa 1996			
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/2/1964	NC-AC	New Construction - AC	0.00	1.75	<input checked="" type="checkbox"/>				
8/1/1964	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: A01SS		Apron 01 Seaside		Section: 03		Surface: AC	
L.C.D.: 8/3/1961		Use: APRON		Rank: P		Length: 80.00 (Ft)		Width: 280.00 (Ft) True Area: 22406 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>	circa 1996			
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/3/1961	NC-AC	New Construction - AC	0.00	1.75	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: AHOLDSS		Hold Apron Seaside		Section: 01		Surface: AC	
L.C.D.: 8/29/2016		Use: APRON		Rank: P		Length: 22.00 (Ft)		Width: 142.00 (Ft) True Area: 1409 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
8/29/2016	NC-AC	New Construction - AC	0.00	3.00	<input checked="" type="checkbox"/>	ODOT Mix			
8/28/2016	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: R16SS		Runway 16/34 Sea		Section: 01		Surface: AC	
L.C.D.: 1/3/1961		Use: RUNWAY		Rank: P		Length: 160.00 (Ft)		Width: 50.00 (Ft) True Area: 8000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00	<input type="checkbox"/>	circa 1996			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
5/3/2005	ST-SS	Surface Treatment - Slurry Seal	0.00	0.10	<input type="checkbox"/>				
5/2/2005	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
1/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
1/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
1/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: R16SS		Runway 16/34 Sea		Section: 02		Surface: AC	
L.C.D. 1/1/2003		Use: RUNWAY		Rank: P		Length: 120.00 (Ft)		Width: 50.00 (Ft) True Area: 6000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00	<input type="checkbox"/>				
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
5/2/2005	ST-SS	Surface Treatment - Slurry Seal	0.00	0.10	<input type="checkbox"/>				
1/1/2003	OL-AT	Overlay - AC Thin	0.00	2.00	<input checked="" type="checkbox"/>				
1/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
1/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: R16SS		Runway 16/34 Sea		Section: 03		Surface: AC	
L.C.D. 8/3/1961		Use: RUNWAY		Rank: P		Length: 2,077.00 (Ft)		Width: 50.00 (Ft) True Area: 103850 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/2/2016	OR-SS	Oregon Slurry Seal	0.00	0.00	<input type="checkbox"/>				
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
5/4/2005	ST-SS	Surface Treatment - Slurry Seal	0.00	0.10	<input type="checkbox"/>				
5/3/2005	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
5/2/2005	PA-AS	Patching - AC Shallow	0.00	3.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>	circa 1996			
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: T01SS		Taxiway 01 Seasid		Section: 01		Surface: AC	
L.C.D. 8/3/1961		Use: TAXIWAY		Rank: P		Length: 18.00 (Ft)		Width: 36.00 (Ft) True Area: 997 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
5/3/2005	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
5/2/2005	PA-AS	Patching - AC Shallow	0.00	3.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>	circa 1996			
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: T01SS		Taxiway 01 Seasid		Section: 02		Surface: AC	
L.C.D. 8/29/2016		Use: TAXIWAY		Rank: P		Length: 72.00 (Ft)		Width: 30.00 (Ft) True Area: 2957 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
8/29/2016	NC-AC	New Construction - AC	0.00	3.00	<input checked="" type="checkbox"/>	ODOT Mix			
8/28/2016	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: T02SS		Taxiway 02 Seasid		Section: 01		Surface: AC	
L.C.D. 8/3/1961		Use: TAXIWAY		Rank: P		Length: 121.00 (Ft)		Width: 30.00 (Ft) True Area: 4886 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
5/2/2005	PA-AS	Patching - AC Shallow	0.00	3.00	<input type="checkbox"/>	circa 1996			
5/1/2005	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: TA1SS		Taxiway A1 Seasid		Section: 01		Surface: AC	
L.C.D. 8/3/1961		Use: TAXIWAY		Rank: P		Length: 112.50 (Ft)		Width: 50.00 (Ft) True Area: 5952 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>	circa 1996			
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: TA2SS		Taxiway A2 Seasid		Section: 01		Surface: AC	
L.C.D. 8/3/1961		Use: TAXIWAY		Rank: P		Length: 113.00 (Ft)		Width: 30.00 (Ft) True Area: 4030 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>	circa 1996			
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

Network: Seaside Municipal		Branch: TA3SS		Taxiway A3 Seasid		Section: 01		Surface: AC	
L.C.D. 8/3/1961		Use: TAXIWAY		Rank: P		Length: 112.50 (Ft)		Width: 50.00 (Ft) True Area: 5952 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
9/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>	circa 1996			
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>				
8/1/1996	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>				
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>				
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>				
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>				

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Pavement Database: ODA_2023Survey_MASTER DB-12-15-2023-1pm

Network: Seaside Municipal Branch: TASS Taxiway A Seaside Section: 01 Surface: AC
 L.C.D. 8/3/1961 Use: TAXIWAY Rank: P Length: 2,357.00 (Ft) Width: 25.00 (Ft) True Area: 58925 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2009	CS-AC	Crack Sealing - AC	0.00	0.00	<input type="checkbox"/>	
5/3/2005	CS-AC	Crack Sealing - AC	0.00	0.10	<input type="checkbox"/>	
5/2/2005	PA-AS	Patching - AC Shallow	0.00	3.00	<input type="checkbox"/>	
8/3/1961	NC-AC	New Construction - AC	0.00	2.00	<input checked="" type="checkbox"/>	
8/2/1961	BA-AG	Base Course - Aggregate	0.00	6.00	<input type="checkbox"/>	
8/1/1961	SB-AG	Subbase - Aggregate	0.00	6.00	<input type="checkbox"/>	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	13	304,133.00	6.00	0.00
Crack Sealing - AC	31	940,343.00	0.05	0.05
New Construction - AC	13	302,745.00	1.96	0.69
Oregon Slurry Seal	3	117,850.00	0.00	0.00
Overlay - AC Thin	1	6,000.00	2.00	0.00
Patching - AC Shallow	4	168,658.00	3.00	0.00
Subbase - Aggregate	10	220,998.00	6.00	0.00
Surface Treatment - Slurry Seal	3	117,850.00	0.10	0.00