Cascades West Area Commission on Transportation
Technical Advisory Committee

Wednesday, November 14, 2018
1:30 pm – 3:00 pm, OCWCOG, Albany

AGENDA

1. **1:30** **Introductions and Agenda Review** **Staff**

2. **1:35** **Approval of November 8th, 2017 Meeting Minutes *(Attachment A)*** **Staff**
   Action: Approval of Minutes

3. **1:40** **Public Comment** **Staff**
   This is an opportunity for members of the public to comment on the activities/agenda of the Technical Advisory Committee.

4. **1:50** **Discussion of TAC Membership (Attachment B)** **Staff**
   Action: Appoint a Chair for 2019

5. **2:05** **Review of Aviation Grant Applications** **Matt Lawyer, ODA**
   One Aviation System Action Program (ASAP) Critical Oregon Airport Relief (COAR) grant application has been submitted to the Oregon Department of Aviation (ODA) in the CWACT area (from the City of Corvallis). TAC members will evaluate this proposal and collectively complete one Review Form for consideration of the CWACT Executive Committee and Full Commission.

   Corvallis Application Details:
   Amount Requested from ODA: $127,500
   Match: 25%, $42,500

   Action: Review Application
   (Attachment C1 – Blank Review Form)
   (Attachment C2 – Statutory Considerations for Reviewers)
   (Attachment C3 – Instructions for Reviewers)
   (Attachment C4 – Grant Process Timeline)
   (Attachment C5 – City of Corvallis Application, Taxiway Seal)
   (Attachment C6 – City of Corvallis, Pavement Evaluation Document)

6. **2:50** **Adjournment**

Note: Tentative 2019 Meeting Dates: 1:30 – 3:30 pm Wednesday, February 13th, May 8th, August 14th, and November 13th

The Cascades West COG facilities are accessible to persons with disabilities. If you will need any special accommodations to attend the meeting contact Emma Chavez at least 24 hours prior to the meeting. She can be reached at 541-967-8551. TTY/TTD 711

Cascades West Area Commission on Transportation
Technical Advisory Committee Meeting
Wednesday, November 8, 2017
Cascades West Center, Albany Oregon

Draft Minutes

Attendees: Ali Bonakdar, Derrick Tokos, Greg Gescher, Pam Barlow-Lind, Roy Kinion, James Feldmann, Laurel Byer (for Josh Wheeler), and Chris Bailey (for Ron Irish)
Guests: Chris Bailey, and Matt Lawyer
Staff: Tarah Campi, and Emma Chavez

1. Welcome and Agenda Review
Meeting opened at 1:33 pm by Chair Greg Gescher. There were no changes to the agenda.

2. Approval of November 9, 2016 Meeting Minutes
Motion made by Ali Bonakdar, seconded by Roy Kinion. Minutes approved by consensus.

3. Public Comment Opportunity
There were no public comments.

4. Discussion of TAC Membership
Staff, Tarah Campi advised that the TAC does not meet frequently and it is projected that there will be two meetings next year; one for the Aviation Grant next fall and a Park and Ride Plan recommendations meeting likely in spring or summer.

Staff questioned if the TAC would like to engage in a comprehensive member recruitment to all the jurisdictions within the ACT. It's been a couple of years since this has been done. This is to ensure that all jurisdictions are aware that they may appoint someone to the TAC or reappoint as needed. Additionally, a new TAC Chair may now be appointed.

The Chair, Greg Gescher stated that it would be good for a comprehensive member recruitment to take place.

It was questioned when the CWACT Full Commission last discussed the TAC membership and the role it plays. Campi advised that a comprehensive Full Commission member update will be taking place in the next couple of months. One recommendation would be to discuss with the Executive Committee between now and 2018 and do a recruitment in February or March of 2018 for the TAC specifically

Bonakdar noted that in past years, the TAC was very active in reviewing application proposals for grants and programs such as Connect Oregon. With HB 2017, the role of the committee may be enhanced with many program applications that will need to be reviewed and recommend to the Full Commission.

Pam Barlow-Lind advised that she appreciates staffs follow up with the TAC's meeting notices. She requested that tentative quarterly meetings be set on member calendars that could be cancelled as appropriate. Staff will follow up with an Outlook quarterly invite to TAC members.

Staff will touch base with the Executive Committee between now and 2018 in regards to the ongoing role of the TAC and potential work items coming forward. Staff will look to do outreach to all member jurisdictions to renew and or encourage TAC membership.

Pam nominated Ali Bonakdar to serve as Chair of the TAC. Bonakdar accepted. Members met consensus.

5. Review of Aviation Grant Applications

Chris Bailey with the City of Albany and Matt Lawyer with the Oregon Department of Aviation (ODA) provided details on the review process of the Aviation Grant applications.

The ODA is evaluating grant applications for its Critical Oregon Airport Relief (COAR) Aviation System Action Program (ASAP). COAR grants are awarded to public-use airports in Oregon through a competitive application process. These grants can provide up to $150,000 in funding per project which may be used to match Federal Aviation Administration (FAA) grants; to provide funding for safety and infrastructure development projects; or for projects that will provide aviation-related economic benefits to the airport.

Four applications have been submitted from the Cascades West Area Commission on Transportation (CWACT) Region: City of Newport (three applications) and City of Albany (one application). In total, ODA has received 59 applications statewide totaling $5.9 million; available funds are $1.5 million. ODA will prioritize funding as follows:

1st priority – Assist with match requirements for FAA Airport Improvement Program (AIP) grants

The CWACT area has produced 2 applications in this category:

- *City of Newport Application #1, Predesign for storm pipe rehab ($18,924 request to ODA and $60,000 total project cost)*
- *City of Albany Application Taxi-way connector realign, apron rehab ($129,150 request to ODA and $1,435,000 total project cost)*

2nd priority – Safety and infrastructure development: Resiliency

The CWACT area has produced 2 applications in this category:

- *City of Newport Application #2, Emergency generator ($150,000 request to ODA and $300,000 total project cost)*
- *City of Newport Application #3, Emergency solar power/battery storage ($45,000 request to ODA and $90,000 total project cost)*

3rd priority – Aviation-related economic benefits related to airports

(No grant applications from CWACT area)

The TAC evaluated based on the following criteria:

- Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.
- How much of the cost of a proposed transportation project can be borne by the applicant.
- Whether a proposed transportation project is ready for construction.

- Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.

All four grant applications were viewed favorably by the TAC, and staff will provide more details at the CWACT Executive Committee meeting on Thursday, November 9th.

Next steps: CWACT Aviation Representative Chris Bailey will present the TAC's grant review to the CWACT Full Commission at the December 7th for approval. The final CWACT review must be submitted to ODA no later than Dec. 22, 2017.

The Aviation Review Committee will then evaluate the list of projects from around the state and produce a final ranking and recommendation for funding that will be submitted to the State Aviation Board. The final funding award is expected to take place at the State Aviation Board meeting in March 2018.

6. Adjournment

Meeting adjourned at 2:58 pm.

CWACT Technical Advisory Committee

Name:	**Jurisdiction:**
Nick Meltzer	CAMPO
Tarah Campi	AAMPO
Chuck Knoll	Linn County
Ron Whitlatch	City of Lebanon
Greg Gescher	City of Corvallis
James Feldman	ODOT
Roy Kinion	Lincoln County
Pam Barlow-Lind	Confederated Tribes of Siletz
Gary Stockhoff	Benton County
Ron Irish	City of Albany
Derrick Tokos	City of Newport
Joe Graybill	City of Sweet Home

Area Commission on Transportation (ACT) Statutory Review Form

Attachment C1

Application Year: 2019

Instructions:

- Please read the Instructions to Reviewers prior to completing this form. The instructions are available on the Oregon Department of Aviation website.
- **Comment areas are provided to note information critical to your evaluation: How you arrived at your decision.**
- Complete, save, and submit **one** review form for each application.
- Required fields are marked with a red asterisk (*)

Applicant Name:

Application Number:

Project Name

Airport Name

Reviewer Name *

ACT

Please generate and complete the *Conflict of Interest Form*, and upload in the provided field below. *

Section 1:

	Meets Standard	Somewhat Meets Standard	Does Not Meet Standard	Comments
Reduced Transportation Costs or Improved Access to Jobs ● Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?				
Economic Benefit ● Does the proposed transportation project result in an economic benefit to the state?				

Critical Link ● Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?				

Section 2:

Project Funding ● How much of the cost of the proposed transportation project can be borne by the applicant for the grant?	**0%-25%**	**26%-50%**	**51%-75%**	**76%-100%**

Project Readiness* ● Is the proposed transportation project ready for construction or ready for implementation?	**Project's Readiness to Start (in months)**				
	0-6	**7-12**	**13-18**	**19-24**	**Over 24**

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects:
Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.**
If the project does not involve construction, whether the project is **ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy ● Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	**Expected Useful Life (in years)**				
	0-5	**6-10**	**11-15**	**16-20**	**Over 20**

Critical Oregon Airport Relief Grant Program
Guidelines for the Area Commissions on Transportation (ACT) Statutory Review Form

Meets the Standard

The applicant responded yes and provided a narrative that:

Demonstrated through their response, with evidence and clarity that the project meets the statutory consideration;

Provided thorough evidence, specificity of facts, specific examples and true figures;

Provided accurate and detailed citations related to the attachments to their application that support their response.

Somewhat Meets the Standard

The applicant responded yes and provided a narrative that:

Demonstrated through their response, with some or very little supporting evidence and some or very little clarity that the project meets the statutory consideration;

Provided some or very little evidence, some or very little specificity of facts, some or very little specific examples and some or very little true figures;

Provided references with some or very little specific citations to attachments to their application that support the statutory consideration.

Does Not Meet the Standard

The applicant responded no.

Or

The applicant responded yes and provided a narrative that:

Demonstrated through their response, very little or no supporting evidence and very little or no clarity that the project meets the statutory consideration;

Provided very little or no evidence, very little or no specificity of facts, very little or no specific examples and very little or no true figures;

Provided very little or no explanation regarding how attachments cited within the response support the statutory consideration.

Instructions to Reviewers
COAR GRANT PROGRAM

Aviation System Action Program Fund

Funding Cycle III (2018-2019)

OREGON DEPARTMENT OF AVIATION

AVIATION SYSTEM ACTION PROGRAM FUND
INSTRUCTIONS TO REVIEWERS FOR 2018-19 COAR GRANTS

If you have not already done so, please sign up for the ASAP electronic mailing list by sending an email request with the subject line "ASAP Mailing List Request" to: ASAP@aviation.state.or.us

To receive the latest news and updates from the Department of Aviation, subscribe to our Gov-Delivery or visit www.oregon.gov/aviation

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Introduction

Thank you for your participation in evaluating the 2018-19 COAR Grant Applications.

The purpose of this document is to provide instructional guidance on the review and recommendation processes required by agency staff, the Oregon Area Commission on Transportation (ACTs), the Aviation Review Committee (ARC), and the State Aviation Board.

The applications are for consideration of grant funding from the Critical Oregon Airport Relief Grant Program, or COAR, which is funded through monies from the Aviation System Action Program (ASAP) Fund. The COAR Grant Program is a **funding-program** available to eligible public-use airports in Oregon.

The application review process includes the following steps:

1. **APPLICATION SUBMITTAL PERIOD**
   Submittal Period for Grant Applications: September 17 – October 19, 2018

2. **AGENCY STAFF REVIEW**
   Completeness Review: October 22 – November 2, 2018

3. **ACTs COMMITTEE REVIEW**
   Statutory Considerations Review by the ACTs: November 2 – December 21, 2018 Aviation Review Committee Meeting: January - February 2019*

4. **STATE AVIATION BOARD**
   Final Public Meeting and Selection of projects to fund: March 2019*

*The exact dates, time, and locations of public meetings will be posted on the Oregon Department of Aviation website once they are available.

The State Aviation Board and ODA reserve the right to modify review dates. ODA will provide accurate and up-to-date information on the Department's website. For more information, please visit:

http://www.oregon.gov/aviation/Pages/Aviation_System_Action_Program.aspx

SECTION 1: AGENCY STAFF REVIEW

1.1 Completeness Review:

Applications will be screened by internal Oregon Department of Aviation (ODA) program staff to ensure that each application is complete.

Program administration resources are limited; therefore, incomplete applications may not be forwarded to review committees and will not be considered for grant awards. ODA staff will inform applicants electronically if an application is ineligible due to incompleteness.

If ODA staff identifies a need for additional written data concerning any applicant or project, ODA staff may solicit this from applicants. After the application period ends, applicants may be given a specified amount of time (three business days) to provide the requested additional information. All requests for additional information must be sent in writing to applicants.

SECTION 2: AREA COMMISSIONS ON TRANSPORTATION

2.1 General

In accordance with OAR 738-124-0035(3), recommendations regarding COAR grant applications are sought from the Area Commissions on Transportation (ACTs). One representative from each ACT will serve as the point of contact for their ACT and may participate on the Aviation Review Committee (refer to Section 3: Aviation Review Committee). The comments and recommendations from the ACTs will be provided to the Aviation Review Committee.

ACT reviewers will use ODA's electronic grant system, or e-Grants, to complete the review. The designated representative selected to be the point of contact should contact ODA Program Coordinators for login credentials.

2.2 Area Commissions on Transportation regions

The following table provides an outline of the Oregon ACTs, the areas covered by the ACTs, and their corresponding Oregon Department of Transportation (ODOT) region:

Table 1: Oregon ACTs

Oregon ACTs	ACTs Area	ODOT Region
Region 1 ACT	ODOT Region 1, including most of Washington, Hood River, Multnomah and Clackamas counties	Region 1
Northwest Oregon ACT	Clatsop, Tillamook, Columbia and western rural Washington counties	Region 2
Mid-Willamette Valley ACT	Marion, Polk and Yamhill counties	Region 2
Cascades West ACT	Benton, Linn and Lincoln counties	Region 2
Lane County ACT	Lane county	Region 2
South West ACT	Coos, Curry and Douglas counties	Region 3
Rogue Valley ACT	Jackson and Josephine counties	Region 3
Lower John Day ACT	Gilliam, Sherman, Wheeler and Wasco counties	Region 4
Central Oregon ACT	Crook, Deschutes and Jefferson counties	Region 4
South Central Oregon ACT	Klamath and Lake counties	Region 4
North East ACT	Morrow, Baker, Union, Umatilla and Wallowa counties and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR)	Region 5
South East ACT	Grant, Harney and Malheur counties and the Burns Paiute Tribe	Region 5

For more information about the Oregon ACTs, please visit the Oregon Department of Transportation Area Commissions on Transportation website:
https://www.oregon.gov/ODOT/COMM/Pages/act_main.aspx

To view a map of the ODOT regions, please visit:
https://www.oregon.gov/ODOT/Programs/TDD%20Documents/ConnectOregon-Regions-Map.pdf

2.3 Statutory Review

ODA staff will provide the designated member of each ACT an electronic application package for each project that will be reviewed.

It is each applicant's responsibility to be as precise and well-documented as possible in showing how the application responds to each of the statutory considerations. It is the responsibility of each ACT to review project applications and provide comments which support their decisions while considering the benefits of the project, the statutory considerations, and the regional priorities of the ACT.

Conflict of Interest Disclosure
Upon starting the review process, the designated ACT representative will be required to sign and submit a conflict of interest form. Members are required to disclose all conflicts of interest regarding any projects being discussed. A conflict of interest means the member is a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a pecuniary financial benefit in the project.

Members will refrain from voting on or recommending projects or a slate of projects in which they have disclosed a conflict of interest. Review Committee members with conflicts of interest, except those who are excluded from discussions or debate because they are subject to ORS 244.120(2)(b) and have an actual conflict of interest, are allowed to otherwise participate in the evaluation process. Those with actual conflicts of interest per ORS 244.120(2)(b) may not participate in discussion or debate nor may they vote.

This disclosure requirement applies to all committee members.

Statutory Considerations

With the passage of HB 2017 by the 2017 Legislature, there is an additional statutory requirement for project selection that can be found in ORS 367.084 (6)(g).

"Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (Uses permitted in exclusive farm use zones in counties that adopted marginal lands system prior to 1993) (2)(d) or 215.283 (Uses permitted in exclusive farm use zones in nonmarginal lands counties) (2)(b)."

Applicants that will have aggregate as part of their project shall respond with the **location, source and distance traveled** to accomplish this requirement in the "Does the proposed project reduce transportation costs for Oregon business or improve access to jobs and sources of labor" question.

*For **planning, design or grants that will not have aggregate in their project*** applicants are to specify in the "Does the proposed project reduce transportation costs for Oregon business or improve access to jobs and sources of labor" question that this is not applicable to the project.

The reviewing **ACTs must take into consideration the following Statutory Considerations**, as per ORS 367.084(6):

a) Whether a proposed transportation project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor.
b) Whether a proposed transportation project results in an economic benefit to this state.
c) Whether a proposed transportation project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.
d) How much of the cost of a proposed transportation project can be borne by the applicant for the grant from any source other than the Connect Oregon Fund.
e) Whether a proposed transportation project is ready for construction.
f) Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.

Based on the application materials, ACTs shall determine whether a project thoroughly meets each of the considerations. To thoroughly meet a consideration, a project shall demonstrate through application responses that the project will accomplish the intent.

Applicant Match Requirements

Applicants are required to provide matching funds, based upon their category of airport, as listed in the current Oregon Aviation Plan. For more information, please follow the link to view chapter 4 of the Oregon Aviation Plan: http://www.oregon.gov/aviation/docs/system_plan/chapter_4_-_airport_functional_roles.pdf

Airport Category	Category Description	Required Match %
Category 1a	Commercial Primary	50%
Category 1b	Other Commercial Non-Primary (less than 10,000 enplanements)	35%
Category 2	Business	25%
Category 3	Regional	10%
Category 4	Community	10%
Category 5	Low Activity	5%

Oregon Aviation Plan

ACTs may use any identified statewide plans, such as the Oregon Aviation Plan, to assist with their evaluations and determining where projects strategically address modal needs.

To view the Oregon Aviation Plan, please visit:
http://www.oregon.gov/aviation/Pages/docs/system_plan/2007_oregon_system_plan_details.aspx

Committee members may contact ODA staff for assistance with statewide planning information. Please direct all questions to: **ASAP@aviation.state.or.us**
Or contact: **Nohemi Ramos at (503) 378-4881 or Matt Lawyer at (503) 378-4888**

Accessing Application and Review Materials via e-Grants

The designated ACT representative will receive login credentials for the electronic grant system, e-Grants, in order to complete the review of applications.

For instructions on navigating through e-Grants, please refer to Appendix A-3 of these instructions.

ACTs Statutory Review Form
The ACTs will evaluate projects for airports in their corresponding ACT area using the ACT Statutory Review Form provided by ODA. **Please submit only <u>one</u> form per ACT, per project.**

Section 1: The ACTs will make a selection for each question. Applicant responses to these questions may be found in the Statewide Impact section of the application; however, ODA does encourage reviewers to review the entire application.

Comment areas are provided to show your work and note information critical to your evaluation: How the ACT arrived at their selection.

<u>Section 1:</u>

	Meets Standard	Somewhat Meets Standard	Does Not Meet Standard	Comments
Reduced Transportation Costs or Improved Access to Jobs • Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	○	○	○	0 of 200
Economic Benefit • Does the proposed transportation project result in an economic benefit to the state?	○	○	○	0 of 200
Critical Link • Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	○	○	○	0 of 200

Meets the standard: The applicant responded **<u>yes</u>** and provides a narrative that:
Demonstrates evidence and clarity that the project meets the statutory consideration;
Provides thorough evidence, specificity of facts, specific examples and true figures;
Provides accurate and detailed citations related to attachments to their application that support the statutory consideration.

Somewhat meets the standard: The applicant responded **<u>yes</u>** and provides a narrative that:
Demonstrates some or very little supporting evidence and some or very little clarity that the project meets the statutory consideration;
Provides some or very little: evidence, specificity of facts, examples, or true figures;
Provides references with some or very little citations to attachments to their application that support the statutory consideration.

Does not meet the standard: The applicant responded **<u>no</u>** *OR* responded **<u>yes</u>** and provides a narrative that:
Demonstrates very little or no supporting evidence and very little or no clarity that the project meets the statutory consideration;
Provides very little or no: evidence, specificity of facts, examples, or true figures;
Provides very little or no explanation regarding how attachments cited within the response support the statutory consideration.

Section 2: The ACT will make a selection for each question. Applicant responses to these questions may be found in the Statewide Impact and Budget sections of the application; however, ODA does encourage reviewers to review the entire application.

Section 2:

Project Funding • How much of the cost of the proposed transportation project can be borne by the applicant for the grant?	0%-25%	26%-50%	51%-75%	76%-100%
	○	○	○	○

Project Readiness* • Is the proposed transportation project ready for construction or ready for implementation?	Project's Readiness to Start (in months)				
	0-6	7-12	13-18	19-24	over 24
	○	○	○	○	○

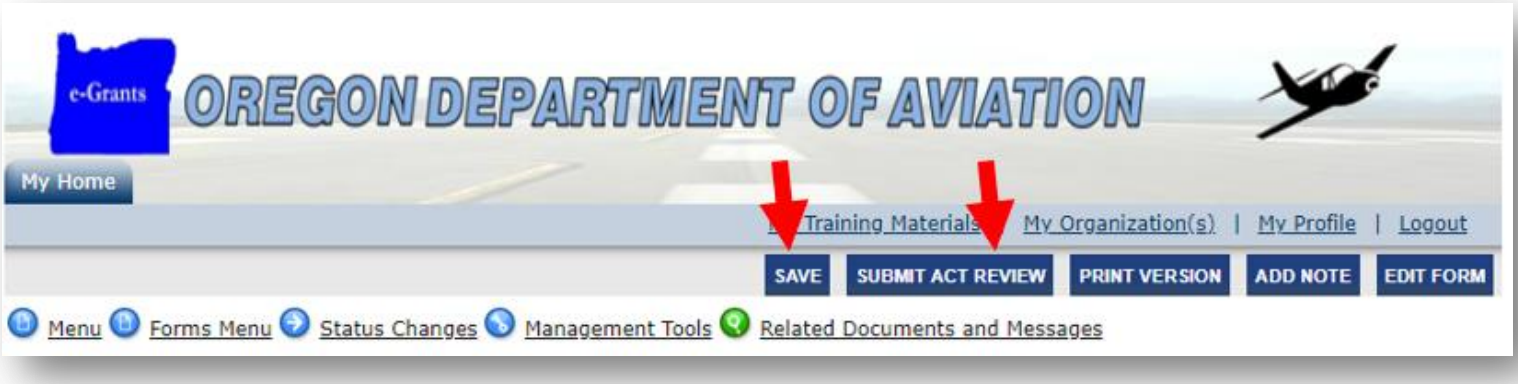
*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe**. If the project does not involve construction, whether the project **is ready for implementation**.

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy • Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	Expected Useful Life (in years)				
	0-5	6-10	11-15	16-20	over 20
	○	○	○	○	○

Submission Instructions
Please submit all review forms no later than December 21, 2018.

To submit via e-Grants, click the **Save** button on the top right of the screen then click the **Submit ACT Review** button.



Project Application Scores
Project applications receive a base score during the completeness review by agency staff. The base score is a technical score based on the completeness of the application and the information provided by the applicant.

The applicant's responses to the questions relating to statutory considerations require a critical review by the ACTs before making a final selection. The selections made on the ACT review form will produce a reviewer's score, which will be combined with the base score and result in a final application score.

The scores are calculated automatically as applicants and reviewers complete their designated forms.

The final application score may be used to break ties between rankings during the Final Aviation Review Committee Meeting.

2.4 ACTs Meetings

Review, Discuss and Recommend Projects
The designated ACT representative may collaborate with other members of their ACTs, Regional Solutions, Chambers of Commerce, and other regional stakeholders.

All ACT meetings related to the recommendations of projects for ASAP funding shall be held as public meetings. ACT aviation representatives may present information regarding projects, the condition of the state's transportation network, or other relevant information to their whole ACT. In addition, the ACT may allow for airport sponsors to provide a brief presentation of their application(s), if the ACT finds it to be timely and necessary for the process. Each ACT shall establish a written record of the decision-making process.

Scheduling and Noticing of Review Meeting
ACTs will notify ODA staff of all ACTs meeting dates related to the recommendations of projects for ASAP funding.

Meeting Minutes
ACTs generally post meeting meetings on the ACT webpage. A link to the ACT webpage can be found here, and will also be posted on the ODA website: https://www.oregon.gov/ODOT/COMM/Pages/act_main.aspx

SECTION 3: AVIATION REVIEW COMMITTEE

3.1 General

The Aviation Review Committee (ARC) is a review committee, comprised of one (1) representative from each ACT. In accordance with OAR 738-124-0035(2) and 738-125-0045(2), the review committee shall recommend applications to the State Aviation Board.

3.2 Final ARC Meeting

ODA Staff Support and Committee Administration
ODA staff will provide staff support for the final Aviation Review Committee (ARC) meeting. ODA staff will coordinate with the ARC Chair and respective members regarding the meeting, scheduling, agenda, and necessary public notice.

ODA staff, unless otherwise directed by the committee, will:

- Present the ACT's final scoring of projects;
- Assist the ARC with understanding the review process; and
- Record results of the ARC proceedings.

During the final ARC meeting, the ARC will **not** hear presentations from any applicants.

ODA staff will provide the ARC a combined list of scored projects from each of the ACTs. The list presented to the ARC will contain a summary of each project, the project category, the name of the applicant, the total project cost, total matching funds, the total funds requested from ODA, and the final application score for all projects.

ODA staff advice and analysis is limited to a supporting role and cannot be substituted for the required decision-making role of the ARC.

The agenda and meeting minutes will be posted on the ODA website.

Conflict of Interest Disclosure
At the start of the final review meeting, committee members are to disclose all conflicts of interest regarding any projects being discussed. A conflict of interest means the member is a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a financial benefit in the project. All conflict of interest disclosures will be recorded in the Final Review Committee meeting minutes.

The ARC will ensure that members will refrain from voting on or recommending projects or a slate of projects in which they have disclosed a conflict of interest. Final Review Committee members with conflicts of interest, except those who are excluded from discussions or debate because they are subject to ORS 244.120(2)(b) and have an actual conflict of interest, are allowed to otherwise participate in the evaluation process. Those with actual conflicts of interest per ORS 244.120(2)(b) may not participate in discussion or debate nor may they vote.

This disclosure requirement applies to all committee members.

Input into the Decision Process
The ARC will recommend projects based on information provided through:

- The project application and related documents;
- Applicant responses to questions; and
- ACTs members' knowledge and expertise.

The ARC may also review projects based on information provided through:

- Professional staff recommendations or analysis (if requested by the committee); and
- Public comment.

The ARC may also use any identified statewide plan such as the current Oregon Aviation Plan to assist with ranking and determining where projects strategically address modal needs. Committee members may contact ODA staff for assistance with statewide planning information.

To view the current Oregon Aviation Plan, visit:
http://www.oregon.gov/aviation/Pages/docs/system_plan/2007_oregon_system_plan_details.aspx

The review committee members **shall not** consider information provided through lobbying by the applicant or any other person outside of the committees' public meetings. This includes any request for preapproval by an applicant or other party.

The ARC shall not require applicants to seek prior consultation or pre-approval of any projects, nor prioritize any project negatively due to any failure to consult with the committee prior to submitting an application.

Project Prioritization

Per ORS 319.020 section 7(3)(c) and OAR 738-125-0035(3), the review committee shall recommend applications to the State Aviation Board, which shall select applications with the following priority:

a. First, to applications filed with respect to assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants;
b. Second, to applications filed with respect to safety and infrastructure development; and
c. Third, to applications filed with respect to aviation-related economic benefits related to airports.

Projects within a lower statutory priority **shall not** be ranked above projects with a higher statutory priority.

Per ORS 319.020 section 7(5)(b), "Priority in distributing grants shall be given to projects for which applicants demonstrate a commitment to contribute the greatest amounts toward the cost of the projects to which the applications relate."

Projects will be further prioritized in accordance with OAR 738-125-0035(6).

Tie-Breaking

Ties between project rankings within the same priority shall be resolved by using the application scores. In the 2016-17 COAR grant cycle, the ARC established the following criteria for breaking ties:

- 1st priority would be the percent of grant match (the higher the grant-match, the better).
- 2nd criteria would be equity criteria considering the number of grants that may be potentially funded to that particular airport in priorities I and II.
- Use safety as third criteria, if required.

In addition, the ARC may also use the Oregon Aviation Plan and the National Priority Ratings by the Federal Aviation Administration, if applicable.

To view the current Oregon Aviation Plan for recommendations to airports, select the following link and visit *Chapter 5 – System Analysis and Recommendations*:

http://www.oregon.gov/aviation/docs/system_plan/chapter_5_-_system_analysis_and_recommendations.pdf

To view the National Priority Ratings by the FAA, select the following link and view *Appendix 6: NPIAS-ACIP Standard Descriptions, ACIP Codes, and National Priority Ratings:*
http://www.faa.gov/documentLibrary/media/Order/order-5100-39A-acip.pdf

Example of Scoring:

Project Name	Project Priority and category	Application Score
A	**Priority I** - FAA AIP Match	110
B	**Priority II** - Emergency Preparedness & Infrastructure Project	100
C	**Priority I** - FAA AIP Grant Match	100
D	**Priority II** - Emergency Preparedness & Infrastructure Project	95
E	**Priority III** - Economic Benefit	105

Explanation of Scoring Example

The Aviation Review Committee is responsible for ranking the projects within priorities I, II, and III. The result will be a prioritized list of recommended projects which will be presented to the State Aviation Board for their vetting and final approval.

In the above example, Project A and Project C are priority I projects; Project B and Project D are priority II projects; and Project E is a priority III project.

The ARC will rank Projects A and C by deciding which project will be placed first, and which project will be placed second. If there are ties in ranking, the committee can: refer to the application scores, refer to the criteria set by the 2016-17 ARC, refer to the minimum standard deficiencies listed in the current OAP, or refer to the National Priority Ratings by the FAA (if applicable).

The ARC will proceed to rank priority II projects, followed by priority III projects.

Final Recommendation Report

The ARC will provide the State Aviation Board a final list of prioritized projects.

SECTION 4: STATE AVIATION BOARD

4.1 General

The State Aviation Board will review the project list recommended by the ARC. The Board will vet the list and provide final approval of projects to receive COAR grants.

4.2 State Aviation Board Members

The State Aviation Board, or "Board", is a seven person policy board appointed by the Governor.

4.3 Board Meeting – Final Project Selection

The Board will hold a public meeting for selection of projects to receive COAR grants.

The exact dates, time, and locations for the Board meeting will be posted on the Oregon Department of Aviation website once they are available. For updates, please visit:
http://www.oregon.gov/aviation/Pages/Aviation_System_Action_Program.aspx

Conflict of Interest Disclosure
At the start of each meeting, the State Aviation Board Chair shall require committee members to disclose all conflicts of interest regarding any projects being discussed. A conflict of interest means the member is a consultant to the applicant, or is a committee or board member who has assisted the applicant, or has a financial benefit in the project. All conflict of interest disclosures will be recorded in the State Aviation Board meeting minutes.

The Board Chair will ensure that members refrain from voting on or recommending projects or a slate of projects in which they have disclosed a conflict of interest. Board members with conflicts of interest, except those who are excluded from discussions or debate because they are subject to ORS 244.120(2)(b) and have an actual conflict of interest, are allowed to otherwise participate in the evaluation process. Those with actual conflicts of interest per ORS 244.120(2)(b) may not participate in discussion or debate nor may they vote.

This disclosure requirement applies to all Board members.

ODA Staff Support and Administration
ODA staff will provide each member of the State Aviation Board a copy of the ARC's recommendations. ODA will coordinate with the Board Chair and respective members regarding the meeting, scheduling, agenda, and necessary public notice.

ODA staff, unless otherwise directed by the committee, will:

- Present the ARC's ranking of projects;
- Assist the Board with understanding the review process; and
- Record results of the Board proceedings.

ODA staff advice and analysis is limited to a supporting role and cannot be substituted for the required decision-making role of the Board.

The agenda and meeting minutes will be posted on the ODA website.

Applicant Presentations
The Board will **not** hear presentations from any applicants. If the Board has questions regarding a project and the applicant is present at the public meeting, the Board may call upon the applicant for additional information if necessary.

Project Prioritization
The State Aviation Board shall review the recommendations of the Aviation Review Committee and affirm or modify the project ranking in each of the priorities. The State Aviation Board may modify project rankings recommended by the ARC within each priority; however, the Board must provide detailed and supporting justification for their decision to make any changes. Projects within a lower statutory priority **shall not** be ranked above projects with a higher statutory priority.

Per ORS 319.020 section 7(3)(c) and OAR 738-125-0035(3), the review committee shall recommend applications to the State Aviation Board, which shall select applications with the following priority:

a. First, to applications filed with respect to assist airports in Oregon with match requirements for Federal Aviation Administration Airport Improvement Program grants;
b. Second, to applications filed with respect to safety and infrastructure development; and
c. Third, to applications filed with respect to aviation-related economic benefits related to airports.

SECTION 5: CONTACT INFORMATION

5.1 ODA Program Staff

Please direct all questions to: **ASAP@aviation.state.or.us**

Or you may contact:

Heather Peck
Planning & Projects Manager
(503) 378-3168
Heather.Peck@aviation.state.or.us

Nohemi Ramos
Program Coordinator
(503) 378-4881
Nohemi.ramos@aviation.state.or.us

Matt Lawyer
Program Coordinator
(503) 378-4888
Matthew.A.Lawyer@aviation.state.or.us

Appendices

The Appendices in this document provide SAMPLE versions of the respective documents. Reviewers will receive final versions of each form in Word, Excel, or PDF prior to the start of the review period.

A-1 SAMPLE ACT STATUTORY REVIEW FORM

Applicant Name:

Application Number:

Project Name

Airport Name

Reviewer Name *

ACT

Please generate and complete the Conflict of Interest Form, and upload in the provided field below. *

Browse...

Section 1:

	Meets Standard	Somewhat Meets Standard	Does Not Meet Standard	Comments
Reduced Transportation Costs or Improved Access to Jobs • Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	○	○	○	0 of 200
Economic Benefit • Does the proposed transportation project result in an economic benefit to the state?	○	○	○	0 of 200
Critical Link • Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	○	○	○	0 of 200

Section 2:

Project Funding	0%-25%	26%-50%	51%-75%	76%-100%
• How much of the cost of the proposed transportation project can be borne by the applicant for the grant?	○	○	○	○

Project Readiness*	Project's Readiness to Start (in months)				
• Is the proposed transportation project ready for construction or ready for implementation?	0-6	7-12	13-18	19-24	over 24
	○	○	○	○	○

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.** If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy	Expected Useful Life (in years)				
• Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	0-5	6-10	11-15	16-20	over 20
	○	○	○	○	○

A-2 COAR Grant Procedures

PROCEDURE

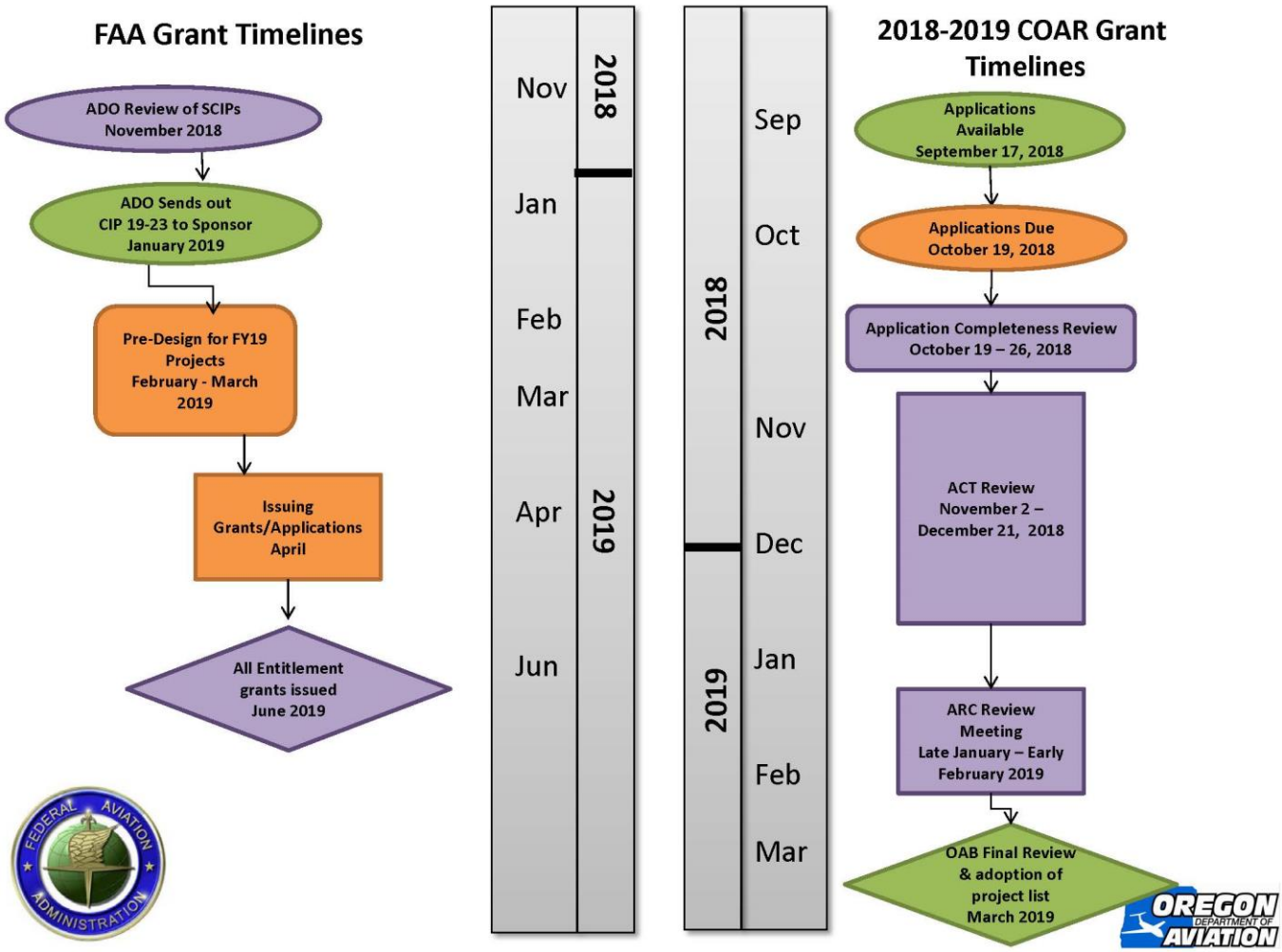
A. ASAP COAR Grant process

PROCEDURES FOR PROCESSING AGREEMENTS INVOLVING GRANT APPLICATIONS FOR ASAP COAR Grants.

RESPONSIBILITY	STEP	ACTION	DATE
ODA	1	Announce grant cycle and method of application Direct grant application process	Ongoing
Applicant	2	Submit Grant application to ODA	9/17/18 – 10/19/18
ODA	3	Staff reviews applications for completeness	10/22/18 – 11/2/18
ODA	4	Send applications to designated ACT Representative	11/2/2018
ACTs	5	ACT Representative reviews and collaborates with other ACT members, Regional Solutions, Chambers of Commerce and other regional stakeholders. ACT Representative reviews projects in region and forwards evaluations to ODA.	11/2/18 – 12/21/18
ODA	6	Reviews applications and collates all ACT regions into database. Sends collated list of project summaries and scores to ARC members for review and in preparation of the ARC meeting.	January 2019

RESPONSIBILITY	STEP	ACTION	DATE
Aviation Review Committee	7	ARC ranks and prioritizes projects for recommendation to the Aviation Board.	1/2019 – 2/2019
Aviation Board	8	Convenes, reviews and approves project list for COAR grants. If Board has questions regarding a project and the applicant is present at the Board meeting, Board invites testimony from the applicants	2/2019 - 3/2019
ODA	9	Publishes list of approved projects	03/2019
ODA and Applicant	10	Sign grant agreement. ODA administers grants to selected recipients	3/2019 – ongoing
Grant Recipient	11	Completes project as required in the agreement. Provides monthly progress reports.	TBD in the agreement
ODA	12	Monitors applicant performance and administers drawdown of grants.	Monthly
Grant Recipient	13	Sends final report documents to ODA and requests closeout of grant.	Upon Project Completion

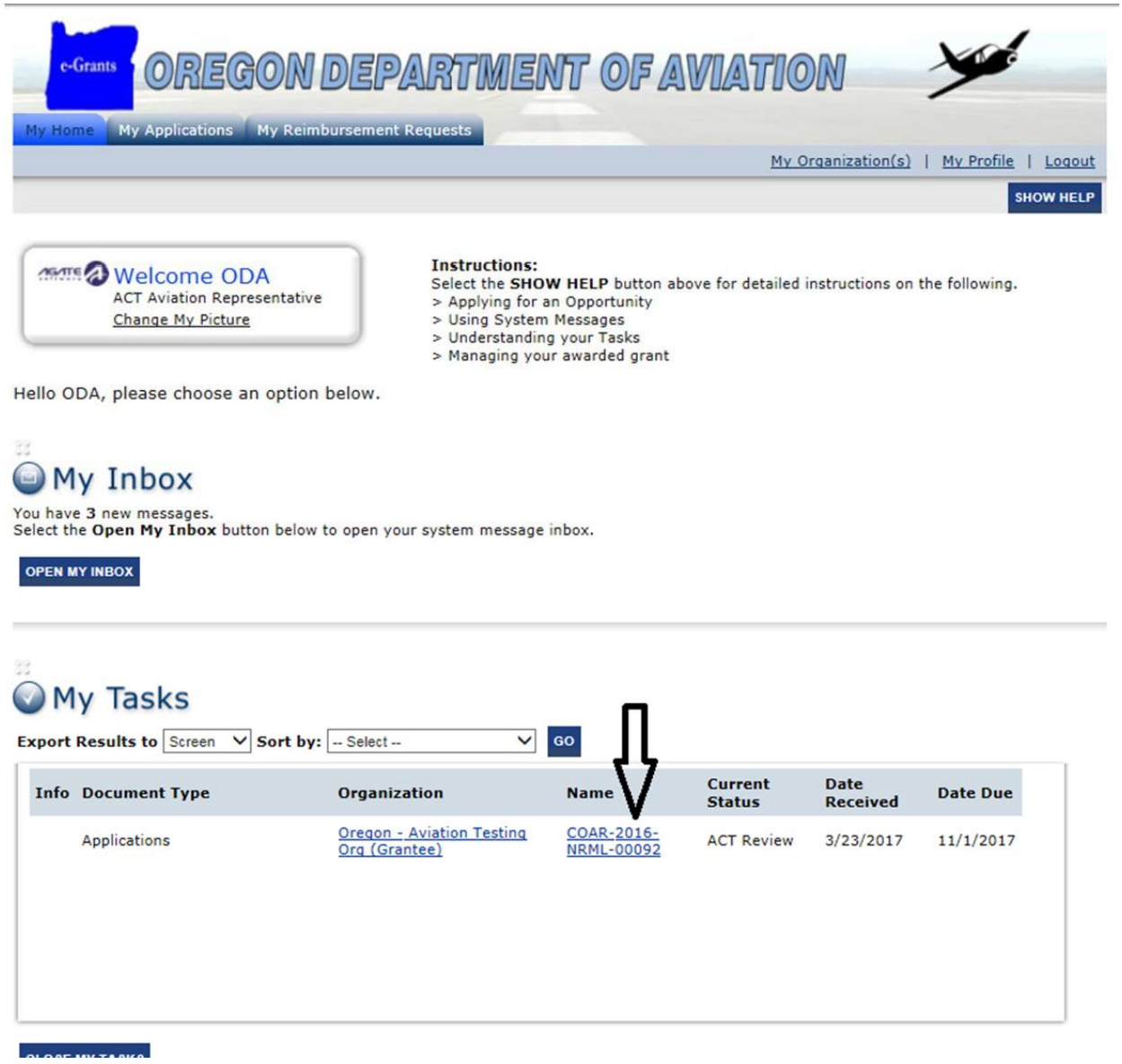
A-3 COAR Grant Timeline



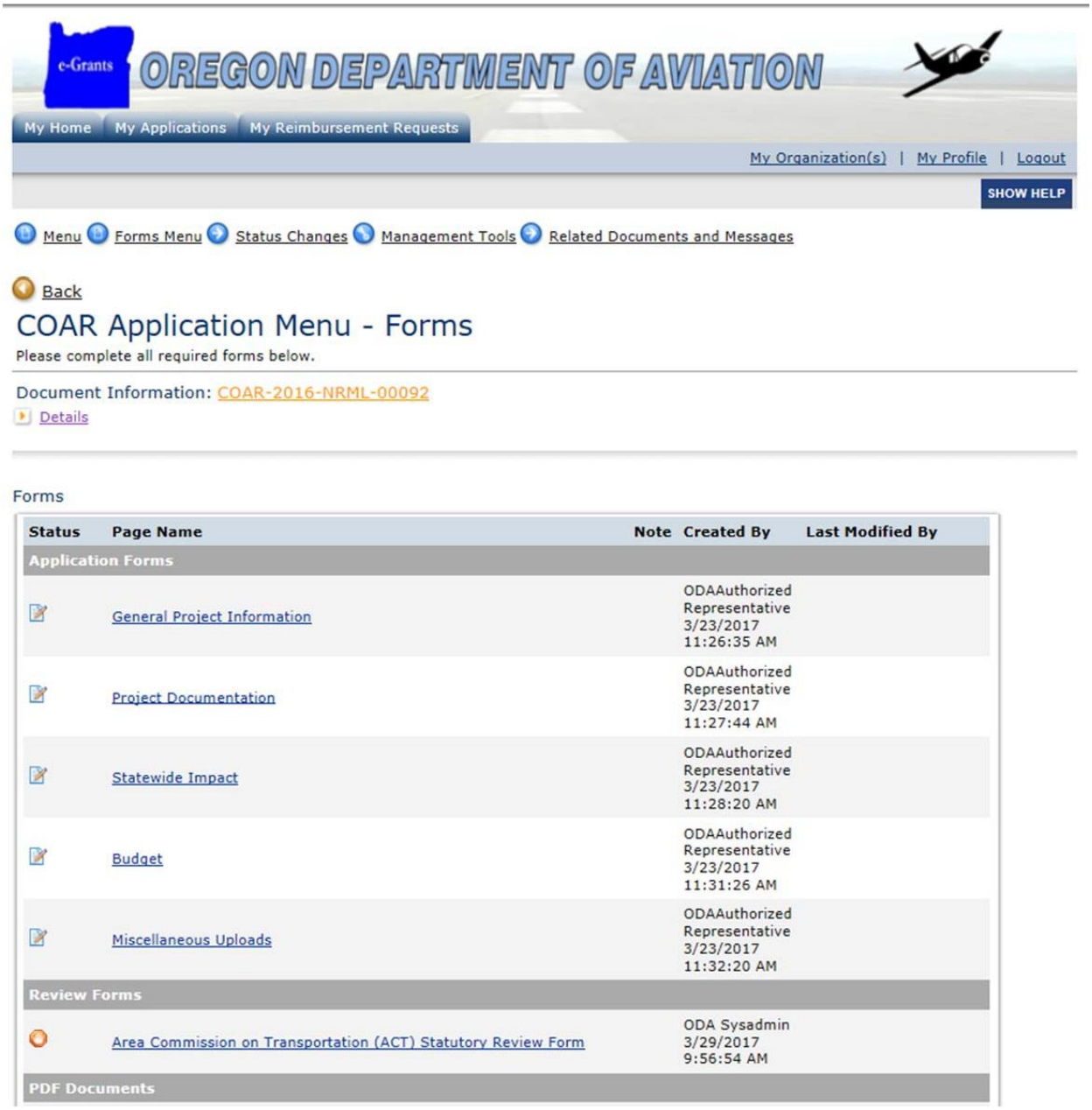
Log in screen: You will find the log in screen at www.ODA-eGrants.com

Click on My tasks to see the applications for your ACT.

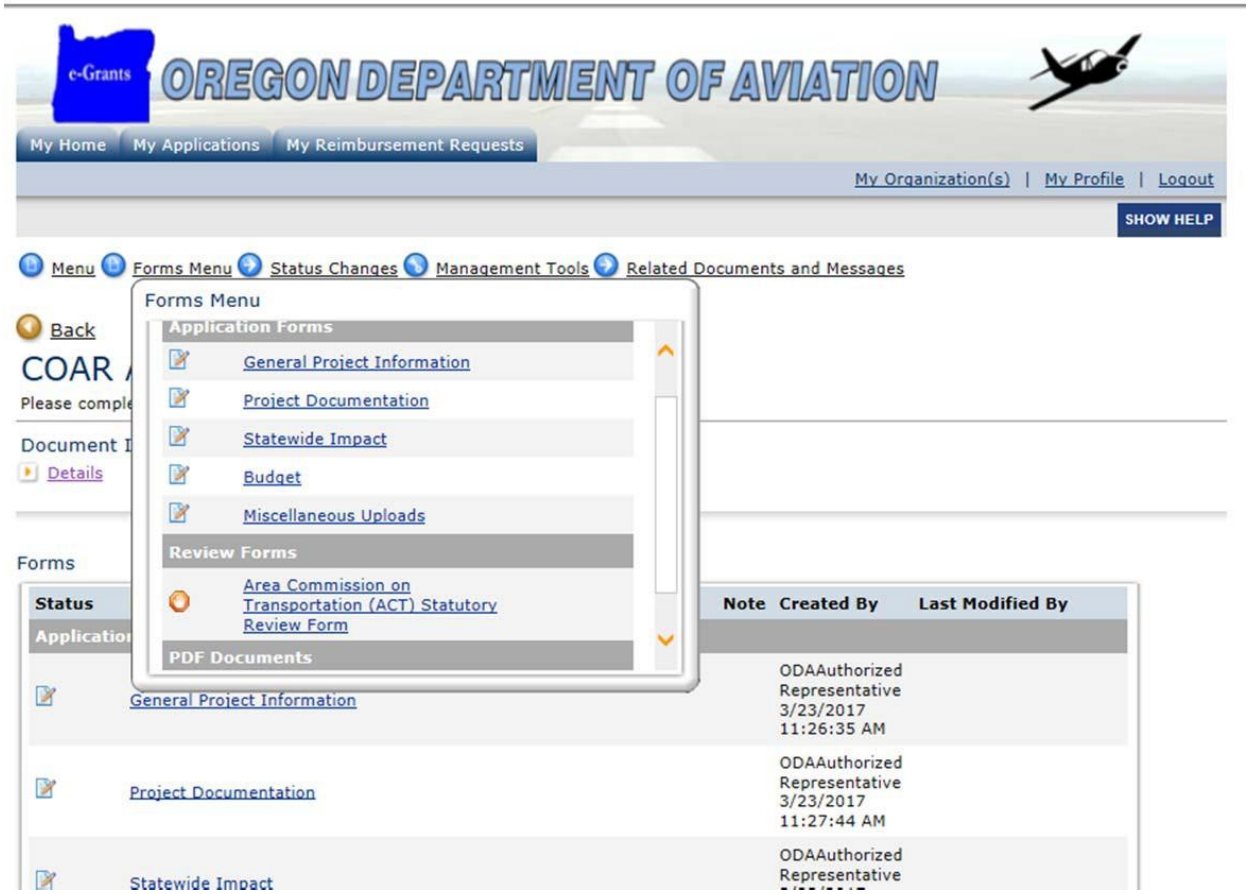
Click the Application Name to access the application materials.



Review each of the Pages with in the application.



Access the forms via the forms menu, or the landing page.



This is the ACT Statutory Review Form

Attachment C3

Applicant Name:

Application Number:

Project Name

Airport Name

Reviewer Name *

ACT

Please generate and complete the Conflict of Interest Form, and upload in the provided field below. *

Browse...

Section 1:

	Meets Standard	Somewhat Meets Standard	Does Not Meet Standard	Comments
Reduced Transportation Costs or Improved Access to Jobs • Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	○	○	○	0 of 200
Economic Benefit • Does the proposed transportation project result in an economic benefit to the state?	○	○	○	0 of 200
Critical Link • Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	○	○	○	0 of 200

Section 2:

Project Funding	0%-25%	26%-50%	51%-75%	76%-100%
• How much of the cost of the proposed transportation project can be borne by the applicant for the grant?	○	○	○	○

Project Readiness*	Project's Readiness to Start (in months)				
	0-6	7-12	13-18	19-24	over 24
• Is the proposed transportation project ready for construction or ready for implementation?	○	○	○	○	○

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.** If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy	Expected Useful Life (in years)				
	0-5	6-10	11-15	16-20	over 20
• Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	○	○	○	○	○

The ACT will make a selection for each question. Applicant responses to these questions may be found in the Statewide Impact and Budget sections of the application; however, ODA does encourage reviewers to review the entire application.

STATEWIDE IMPACT

Instructions:
- Please read the Aviation Project Funding Request Instructions prior to completing this application.
- Required fields are marked with a red asterisk (*)

Statewide Impact of Project

Per **ORS 367.084(3)**, the following questions apply:

- Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * (◉ Yes ○ No)

Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing

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- Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * (◉ Yes ○ No)

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- Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * (◉ Yes ○ No)

Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing

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- Is the proposed project ready for construction or implementation? * (◉ Yes ○ No)

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- Does the project have any unique construction-readiness, project implementation issues, or possible delays? * (◉ Yes ○ No)

Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing

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- Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * (◉ Yes ○ No)

Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing Test for testing

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Insert your ACT's decisions and comments. Be sure to download, fill out and then upload the conflict of interest form.

Applicant Name:

Application Number:

Project Name

Airport Name

Reviewer Name *

ACT

Please generate and complete the Conflict of Interest Form, a[redacted]e provided field below. *

Choose File | No file chosen

Section 1:

	Exceeds Standard	Meets Standard	Does Not Meet Standard	Comments
Reduced Transportation Costs or Improved Access to Jobs • Does the proposed transportation project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?	○	○	○	0 of 200
Economic Benefit • Does the proposed transportation project result in an economic benefit to the state?	○	○	○	0 of 200
Critical Link • Is the proposed transportation project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?	○	○	○	0 of 200

Section 2:

Project Funding • How much of the cost of the proposed transportation project can be borne by the applicant for the grant?	0%-25%	26%-50%	51%-75%	76%-100%
	○	○	○	○

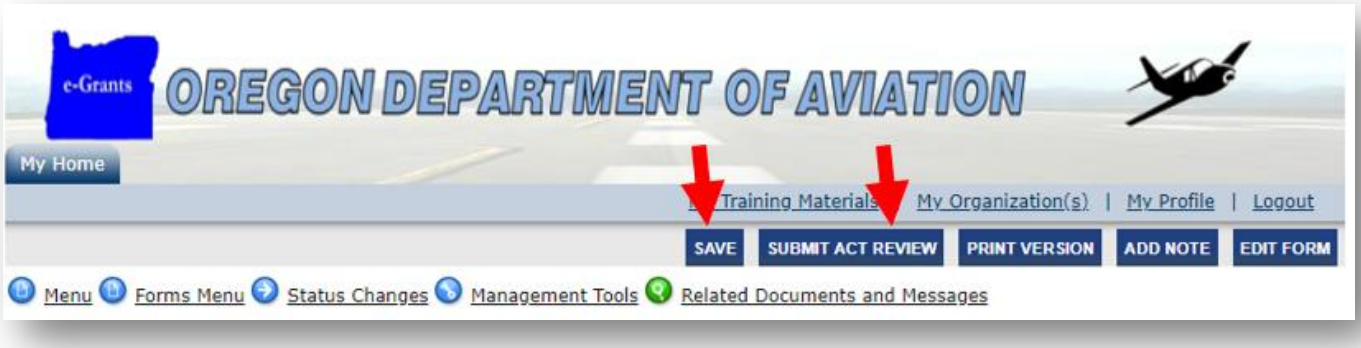
Project Readiness* • Is the proposed transportation project ready for construction or ready for implementation?	Project's Readiness to Start (in months)				
	0-6	7-12	13-18	19-24	over 24
	○	○	○	○	○

*As all projects are not construction projects, ODA will use the following definition for project readiness when scoring and ranking projects: Whether a project is ready to **begin elements of work necessary to commence with construction in a reasonable timeframe.** If the project does not involve construction, whether the project **is ready for implementation.**

Review members may use the following information, plus other knowledge when determining project readiness: Permitting, match financing, plan inclusion where necessary, land use approval, applicant capacity

Life Expectancy • Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?	Expected Useful Life (in years)				
	0-5	6-10	11-15	16-20	over 20
	○	○	○	○	○

Once complete, click the **Save** button, then click the **Submit ACT Review** button.



A-5 Critical Oregon Airport Relief Grant Program Guidelines for the Area Commissions on Transportation (ACT) Statutory Review Form

The following guidelines for the Statutory Considerations were adopted by the Aviation Review Committee on September 7, 2018.

Meets the Standard
The applicant responded yes and provided a narrative that:
Demonstrated through their response, with evidence and clarity that the project meets the statutory consideration;
Provided thorough evidence, specificity of facts, specific examples and true figures;
Provided accurate and detailed citations related to the attachments to their application that support their response.

Somewhat Meets the Standard
The applicant responded yes and provided a narrative that:
Demonstrated through their response, with some or very little supporting evidence and some or very little clarity that the project meets the statutory consideration;
Provided some or very little evidence, some or very little specificity of facts, some or very little specific examples and some or very little true figures;
Provided references with some or very little specific citations to attachments to their application that support the statutory consideration.

Does Not Meet the Standard
The applicant responded no.
Or
The applicant responded yes and provided a narrative that:
Demonstrated through their response, very little or no supporting evidence and very little or no clarity that the project meets the statutory consideration;
Provided very little or no evidence, very little or no specificity of facts, very little or no specific examples and very little or no true figures;
Provided very little or no explanation regarding how attachments cited within the response support the statutory consideration.

Attachment C4

FAA Grant Timelines

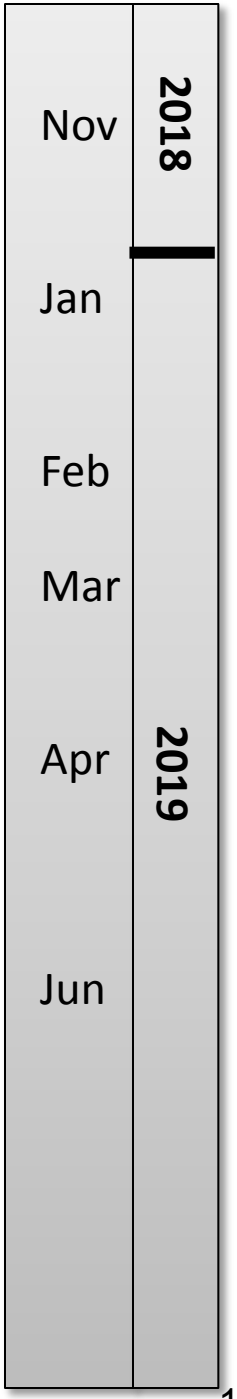
ADO Review of SCIPs
November 2018

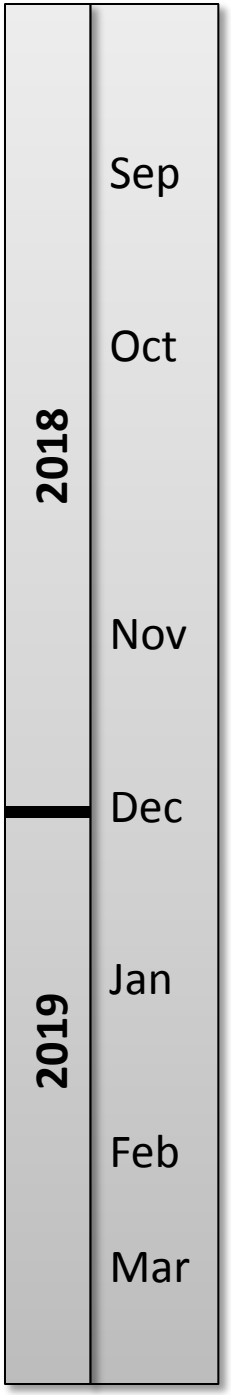
ADO Sends out
CIP 19-23 to Sponsor
January 2019

Pre-Design for FY19
Projects
February - March
2019

Issuing
Grants/Applications
April

All Entitlement
grants issued
June 2019





2018-2019 COAR Grant Timelines

Applications
Available
September 17, 2018

Applications Due
October 19, 2018

Application Completeness Review
October 19 – 26, 2018

ACT Review
November 2 –
December 21, 2018

ARC Review
Meeting
Late January – Early
February 2019

OAB Final Review
& adoption of
project list
March 2019

General Project Information: Taxiway Slurry Seal

Applicant

Organization Name
Corvallis Municipal Airport

Contact Person *
Anthony Beach

Address
1245 NE 3rd Street

Contact Person Title *
Airport Manager

City	State	Zip Code	Phone Number	Email
Corvallis	Oregon	97333	(541) 766-6783	anthony.beach@corvallisoregon.gov

Project Name and Location

Project Name *
Taxiway Slurry Seal

Project Location *
Corvallis Municipal Airport

ODOT Region:
Region 2

County tax parcel identification number(s): *
125270000300, 125340000400, 125330000100, 125280000100, 125220000300

For convenience, If you have these compiled, please upload them here:

Airport Information

Airport Name: *	Airport Category: *	NPIAS or Non-NPIAS: *
Corvallis Municipal Airport	Category 2	NPIAS

Project Overview

Select the type of project being proposed: *
Program Implementation

Select the category of project for which you are requesting funding: *
Critical/essential services or equipment

Project Start Date: 7/1/2019
Project End Date: 7/31/2019

Project Summary *

Provide a brief summary of the project in the space provided below:

Implement portions of PCI's Five-Year Pavement Management Plan to catch up on deferred pavement maintenance and maximize longevity of critical airport infrastructure for the continued safe and efficient operation of Corvallis Municipal Airport . This work involves marking removal, slurry seal, and marking application on portions of Taxiway Alpha, connecting Taxiways to Runway 17/35, and the main T-Hangar Taxi-Lane.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

Due to significant Streaked Horned Lark presence at the Corvallis Municipal Airport and their status as a "Threatened" species, pavement inspection and maintenance was missed or incomplete for portions of the last few years. This has resulted in a sharp decline in pavement ratings from a recent Pavement Consultants Inc. survey, performed in 2018 under contract from the Oregon Department of Aviation (ODA). From PCI's Five-Year Pavement Management Plan, a significant portion of the airfield is recommended to receive extensive maintenance, from an entire runway overlay, to a nearly fully encompassing slurry seal in the year 2019.

The City of Corvallis is unable to perform this work without grant funding and is proposing to prioritize and maximize the amount of work that could be completed with COAR Grant funding. The surfaces to receive slurry seal under this grant application have been prioritized to include the surfaces with the highest maintenance need, which receive the heaviest use, and are feasible within grant funding and local match. These surfaces include Taxiway Alpha (east and west of the Main Apron), the Run-Up Area for Runway 17/35 at Taxiway Alpha, Taxiway Charlie between Taxiway Bravo and Runway 17/35, Taxiways Bravo 2, Bravo 3, and Bravo 4, and the Hangar Taxi-Lane connecting the T-Hangar stubs to the Main Apron.

These areas are identified as TACR-01,-02, AHACR-01, TCCR-1,-02, TB2CR-01,-02, TB3CR-01,-02, TB4CR-01,-02, TACR-03, and T01CR-01 in PCI's 2018 Pavement Evaluation/Maintenance Management Program.

In addition to addressing the priority suggestion within the PCI Pavement Evaluation/Maintenance Management Program 2018, performing this slurry seal project next summer will benefit from being performed in conjunction with ODA's PMP crack sealing project.

Clearly define the proposed project in each of the following areas:

- **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan?** * — Yes ✔ No

- **Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?** * — Yes ✔ No

- **Does the project prevent future deficiencies and preserve the existing facilities?** * — ✔ Yes No

This project will prevent future deficiencies and preserve existing facilities through necessary pavement maintenance of critical taxiway surfaces for the continued safe and efficient operation of the airport . Per the Five-Year Pavement Management Plan in PCI's 2018 Program, slurry sealing the above mentioned areas is recommended to occur in 2019 to prevent further unnecessary degradation of the pavement.

• Does the project increase the financial self-sufficiency of the airport? * **Yes** ✔ **No**

• Does the project have local support? * ✔ **Yes** **No**

The Corvallis Municipal Airport is an asset to its local community. The airport provides jobs, aviation services, economic impact, and accessibility to the area that would otherwise be absent or under served. The Airport Advisory Board, Fixed Base Operator, airport users, and local community support the ongoing proper maintenance of the infrastructure and facilities at the Corvallis Municipal Airport.

Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

✔ **Yes** **No** **Underway**

Date of Completion: 9/1/2013
Anticipated Date of Completion:
If no, provide reasoning:

Is a NEPA review required? *

Yes ✔ **No**

Please select the applicable review type:

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc.
Click the "**SAVE**" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
			Don't Know
			Don't Know

Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. *

Yes ✔ No

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. *

Yes ✔ No

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. *

✔ Yes No

This project will improve the utilization and efficiency of the Oregon Transportation System by improving and maintaining infrastructure, allowing the continued safe and efficient use of an element of that system. Because of the sudden and extensive amount of maintenance called for in PCI's 2018 Program, it would not be possible to perform this work without grant funding. If the pavement maintenance is deferred, critical pavement lifespan could be significantly reduced, and repair costs would be exponentially higher. Other improvements will enhance safety and efficiency with new pavement markings.

Is the proposed project ready for construction or implementation? *

✔ Yes No

The City of Corvallis is prepared to accept the grant for this project, and provide the required match funds. With little or no NEPA, Permitting, Land Use, or other requirements that would delay the timeline for this project. This project is ready for implementation.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? *

Yes ✔ No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. *

✔ Yes No

Slurry Seal has a useful life expectancy of 3 or more years per table 3-8 of the AIP handbook.

Is this project currently listed in your approved Federal CIP? *

Yes ✔ **No**

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	**$0**	**100 %**

Non-Federally Funded Projects *

Total Project Cost $170,000.00

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	25%

Source of Match Funds *	Amount	Date Available
FAA grant funds	$0	
City of Corvallis	$42,500.00	7/1/2019
Total Match Funds:	**$42,500.00**	**25 %**

Aviation Project Funding Request to ODA *		
Amount requested from ODA:	$127,500.00	75 %

Project Budget Summary		
Total applicant matching funds:	$42,500.00	25 %
Funding request to ODA:	$127,500.00	75 %
Total Project Cost:	**$170,000.00**	**100 %**

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes ✔ **No**

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

Please describe those pre-agreement expenditures.

Budget: Taxiway Slurry Seal

Related Document Uploads

Description	Upload
2019 Slurry Seal Estimate from PAE	http://odae-grants.com/_Upload/8757_1098895-Estimate-2019AirfieldSlurrySeal.xlsx

File Repository

2018 PCI Report for Corvallis Municipal Airport	8758_1098897-CorvallisMunicipalAirport2018PCIReport.pdf Person:Anthony Beach Date:10/19/2018
Proposed 2019 PMP (Crack sealing to be performed prior to this project)	8758_1098897-PMP2019-cost-CVOWorkOnly(10-05-18).pdf Person:Anthony Beach Date:10/19/2018
CVO CIP Data Sheet 2019	8758_1098897-CVO2019SCIP-DataSheets_R2.pdf Person:Anthony Beach Date:10/19/2018

Final Report

(You must upload your Final Report prior to closeout)

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	NPIAS	0
Type of Project	Program Implementation	10
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	25 %	75
Total applicant matching funds:	$42,500.00 / 25 %	0
Funding Request to ODA:	$127,500.00 / 75 %	
Total Project Cost	$170,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
0	0

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
0	0

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
1	5

This project will improve the utilization and efficiency of the Oregon Transportation System by improving and maintaining infrastructure, allowing the continued safe and efficient use of an element of that system. Because of the sudden and extensive amount of maintenance called for in PCI's 2018 Program, it would not be possible to perform this work without grant funding. If the pavement maintenance is deferred, critical pavement lifespan could be significantly reduced, and repair costs would be exponentially higher. Other improvements will enhance safety and efficiency with new pavement markings.

Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The City of Corvallis is prepared to accept the grant for this project, and provide the required match funds. With little or no NEPA, Permitting, Land Use, or other requirements that would delay the timeline for this project. This project is ready for implementation.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

Slurry Seal has a useful life expectancy of 3 or more years per table 3-8 of the AIP handbook.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
0	0

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
0	0

Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

This project will prevent future deficiencies and preserve existing facilities through necessary pavement maintenance of critical taxiway surfaces for the continued safe and efficient operation of the airport. Per the Five-Year Pavement Management Plan in PCI's 2018 Program, slurry sealing the above mentioned areas is recommended to occur in 2019 to prevent further unnecessary degradation of the pavement.

Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
0	0

Does the project have local support?

Staff Entry	Review Score
1	5

The Corvallis Municipal Airport is an asset to its local community. The airport provides jobs, aviation services, economic impact, and accessibility to the area that would otherwise be absent or under served. The Airport Advisory Board, Fixed Base Operator, airport users, and local community support the ongoing proper maintenance of the infrastructure and facilities at the Corvallis Municipal Airport.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
140		**140**		

Pavement Evaluation/Maintenance Management Program 2018

Corvallis Municipal Airport

Oregon

DEPARTMENT OF AVIATION

Pavement Evaluation/ Maintenance Management Program 2018

Pavement Consultants Inc.

Corvallis Municipal Airport

Oregon Department of Aviation

2018 Pavement Evaluation / Maintenance Management Program

Final Report – Individual Airports
Functional Category 2, Central Climatic Zone

Prepared for:

State of Oregon
Department of Aviation
3040 25th Street SE
Salem, Oregon 97303-1125

Prepared by:

Pavement Consultants Inc.
7714 58th Avenue N.E.
Seattle, Washington 98115-6339

September 2018

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Introduction

The Oregon Department of Aviation has been collecting pavement condition information at eligible airports since the mid-1980s. In January 1995 the Federal Aviation Administration (FAA) mandated that any airport sponsor receiving and/or requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program. Through the Department's system planning efforts, the airports included in the Department's Pavement Evaluation / Maintenance Management Program have been complying with the intent of the law since the mid-1980s, well ahead of the FAA mandate. The information collected during this study ensures that your airport continues to comply with the Federal mandate. The developed pavement maintenance management program, as it relates to an individual airport, is described in this report.

The Oregon Department of Aviation routinely provides information to airport owners and operators throughout the State that assists them in maintaining and operating their airports. The State addresses many issues as part of their planning process, one of which is to provide to each individual airport, on a three-year cycle, a report on pavement condition. Through the statewide study, pavement maintenance management programs for all eligible airports in the state are efficiently and economically completed through the Department of Aviation's Pavement Evaluation / Maintenance Management Program.

Each airport owner or operator makes frequent decisions about the timing and type of maintenance and repair activities that should be completed on their pavements to maintain acceptable surface condition and adequate load-carrying capacity. The pavement maintenance management program described in this document, and supplemented by the information contained in the attached report prepared specifically for your airport, will assist you in making necessary decisions about pavement maintenance and rehabilitation projects at your airport, and will ensure compliance with the Federal mandate.

To develop a pavement maintenance management program for each eligible airport, the Department of Aviation elected to conduct pavement evaluations (visual inspections), and to implement the PAVER pavement maintenance management software. These activities were completed as part of the Department's Continuous Aviation System Plan efforts. PAVER uses the evaluation results to efficiently identify pavements requiring maintenance and rehabilitation, and to establish project priorities. The software can also be used to assess overall pavement network condition, prepare and forecast the budgets required to maintain the network at an acceptable condition level, and identify required maintenance and rehabilitation activities.

The federally mandated pavement maintenance management program identifies five major requirements:

- **Pavement inventory**
- **Inspection schedule (detailed and monthly)**
- **Record keeping**
- **Information retrieval**
- **Program funding**

The approach taken to meet these program requirements for your airport is described in this report.

Pavement Inventory

The FAA-mandated Pavement Inventory requirement specifies that information about each piece of pavement at an airport be compiled. This information is to include, at a minimum: pavement location, pavement dimensions, pavement surface type, and last construction date. The process used to develop this information is discussed under "Records Review".

Additionally, information is collected about the pavements at an airport so its pavement network can be defined. After the pavement network is defined, pavement inspections can be completed and a pavement maintenance management program can be developed. The methodology for defining the pavement network follows the Records Review discussion.

Records Review

The first step in meeting FAA's pavement maintenance management program requirement is to develop a maintenance and construction history for all pavements at an airport. For more than 30 years the Oregon Department of Aviation has, for its eligible airports, been conducting pavement evaluations to determine existing condition. In 1991 Pavement Consultants Inc. began assisting the Department in their efforts to compile and update that information. The information collected was used to develop a pavement maintenance management program for each eligible airport as described in this report, and your attached individual airport report.

Previous State-sponsored projects identified pavement layout, pavement construction history and pavement condition at each eligible airport. During this inspection cycle these documents were reviewed, and follow-up inquiries on pavement construction history were directed to the Oregon Department of Aviation, the FAA, consultants and airport sponsors. Based on this review, pavement boundaries were identified at your airport and were placed on an AutoCAD-generated base map (see Figure 1 in your attached airport report). ***The established base map fulfills the FAA "Pavement Inventory" requirement for locating pavements, identifying their dimensions, and identifying pavement type and age.***

Network Definition

Once the pavement history at an airport has been compiled, individual pavement features can be identified, a process called network definition. These pavement features are defined on the basis of: primary use, construction history, and traffic pattern. Each airport is divided into features according to the guidelines contained in the current edition of ASTM International-Standard D5340, *Standard Test Method for Airport Condition Index Surveys*. The pavement features used in this project are defined as follows.

Network: Each eligible airport constitutes a separate pavement network.

Branch: A branch is any identifiable part of a pavement network that has a distinct function. Airfield pavements such as individual runways, taxiways and aprons are each considered to be a separate branch.

Section: A section is a subdivision of a branch and has consistent characteristics throughout its length or area. These characteristics include: pavement layer material type and thickness, construction history, traffic, and pavement condition. A section is the basic management unit of a pavement network, and is that portion of a branch over which a maintenance and rehabilitation project is likely to be completed.

Sample Unit: A sample unit is an arbitrarily defined portion of a pavement section that is used when performing detailed pavement inspections. It is the smallest subdivision in a pavement network. For flexible airport pavements such as asphalt concrete or surface treatment, sample units are about 5,000 square feet in area. For rigid (portland cement concrete) airport pavements, sample units typically include approximately 20 contiguous pavement slabs.

Beginning approximately 30 years ago, branches, sections and sample units were established for each eligible airport in the Oregon system. During this project, these divisions were reviewed and modified as required, based on changed conditions (new pavements, demolished pavements), or completion of any pavement-related maintenance and rehabilitation projects.

Branch and Section Names

Each pavement feature is assigned a name that allows it to be uniquely identified in the statewide airport system. Each branch name consists of a series of characters. The first character indicates the branch type: “R” for Runway, “T” for Taxiway, “A” for Apron or Helipad. The last two characters in the branch name identify the airport to which the branch belongs and were taken from the airport name. All branches for your airport carry this airport-specific two-letter identifier. The individual runway, taxiway, apron or helipad referenced is identified by characters located between the branch type (“R”, “T” or “A”) and your two-letter airport identifier. To the extent possible, these identifying characters were chosen to reflect the facility names you use. If the facility does not have a name it was assigned a number. In the case of runways, numbers are used that are the lower of the two runway numbers corresponding to compass bearing.

Located after a hyphen following the branch name are two- or three alpha-numeric characters. These characters identify the section within the branch. An example illustrating the naming convention is:

R17AU-01

which is the name for Runway 17/35, Aurora State Airport, Section 01.

The branches, sections and sample units identified for your airport are shown on Figure 2 in your attached individual airport report.

Network Identifiers

Several designators are used to describe information about a particular airport included in the State System Plan. These designators include: network identification, zone, functional category, funding group, ownership and climatic region.

Network Identification

Each airport in the statewide system is assigned a unique network identifier (name). This name is typically the name of the city in which the airport is located. The network identification name for your airport can be found in the appendices attached to your airport report. This network identification name is assigned so that an individual airport or a group of airports contained in the statewide database can be selected for evaluation. The statewide database contains information for all eligible airports in the State.

Zone

Zones are used to allow individual airports within the statewide database to be separately selected for analysis. The FAA airport designator is used as the zone designator.

Functional Category

Each airport is assigned a functional category based on its classification within the State System Plan. Each airport is assigned a functional category of either 1, 2, 3, 4 or 5 in accordance with the criteria set forth in the System Plan. These categories correspond to the following airport types: commercial service, business or high activity general aviation, regional general aviation, community general aviation, and low activity general aviation, respectively. The category assigned to your airport is listed in the appendices attached to your airport report. This category assignment allows groups of airports in different functional categories to be separately evaluated.

Funding Group

Airports in the State are categorized as either NPIAS or non-NPIAS. NPIAS designated airports are eligible for project funding under the FAA's Airport Improvement Program (AIP). Being designated as NPIAS or non-NPIAS in the database allows the Department to evaluate funding alternatives for the State airport system.

Ownership

Airport ownership is designated as Public, State or Private. This designation allows the Department to evaluate funding allocations based on eligibility for State and/or Federal funding.

Climatic Region

Each airport in the statewide system is assigned to one of three climatic regions - eastern, central or coastal. Because climatic conditions can impact pavement performance, assigning airports to a climatic region allows pavement performance to be more accurately modeled, resulting in more accurate pavement condition forecasts.

Branch or Section Identifiers

Several designators are used to describe a branch or section's function, importance or construction. These characteristics are: branch use, pavement rank, and surface type.

Branch Use

Branch use identifies the primary use of each distinct pavement area. For each airport pavement included in this study, a branch use of "Runway", "Taxiway", "Apron" or "Helipad" is assigned, as appropriate.

Pavement Rank

Pavement rank refers to the relative importance assigned to multiple facilities having the same branch use. Each pavement section is assigned a rank of primary ("P"), secondary ("S") or tertiary ("T") as appropriate. As an example, an airport with two runways might rank the more heavily used runway as primary and the lesser-used runway as secondary. The pavement rank assigned to each pavement section at your airport can be found in the appendices attached to your individual airport report.

Surface Type

Each pavement section is assigned a surface type designator based on the type of surface material present. Throughout the State six (6) surface types were encountered: asphalt overlay over asphalt concrete (AAC), asphalt concrete (AC), asphalt overlay over portland cement concrete (APC), portland cement concrete (PCC), surface treatment (ST), and chip seal (X). The surface type assigned to each pavement section at your airport is provided in the report appended to this document. ***Surface type identification fulfills one of FAA's "Pavement Inventory" requirements.***

Structural and Construction History Data

Available construction records for each airport were obtained from the Oregon Department of Aviation, Federal Aviation Administration, consultants, or airport sponsors. These records were reviewed to establish a last construction date for each pavement section. Additional information was requested from individual airport sponsors to update or clarify this information, as necessary. The last construction date and known construction history for each pavement section can be found on Figure 1 in your individual airport report. The last construction date is also identified in the reports found in the attached appendixes. For those pavement sections where information

was not available, a last construction date was assigned based on pavement condition. ***Last construction date identification fulfills the final FAA "Pavement Inventory" requirement.***

Field Verification

Information obtained through the records review and discussions with airport sponsors, Department of Aviation staff, FAA personnel and consultant staff was field-verified to ensure that each facility is accurately mapped and properly subdivided into branches and sections. Modifications to the maps, and/or branch and section divisions, were made as necessary wherever discrepancies in airport geometry, paving materials, or construction history were found during the visual inspections.

Inspection Schedule

The FAA's Pavement Maintenance Management Program guidelines require all airports seeking or receiving federal funds for pavement-related projects to complete both detailed and drive-by inspections. The guidelines require that detailed inspections be performed yearly, unless the inspections are conducted in accordance with the Pavement Condition Index methodology set forth in ASTM D5340, at which point detailed inspections are required once every three years. ***The Pavement Condition Index methodology is used to inspect Oregon's airports. Each airport is inspected on a three-year cycle thus complying with the FAA detailed inspection requirement.***

The drive-by inspections required by the FAA are to be completed monthly. These inspections are cursory inspections that are performed to detect any unexpected changes in pavement condition.

A description of the detailed inspection methodology, as well as an approach to completing the monthly drive-by inspections, is provided below.

Detailed Inspection

Methodology

Pavement Condition Index (PCI) surveys were performed in May and July 2018 for all airports included in this year's project. The surveys were performed using the Pavement Condition Index (PCI) methodology developed by the U.S. Army Corps of Engineers, and outlined in the current edition of ASTM D-5340, *Standard Test Method for Airport Condition Index Surveys*. This document defines distress types, severity levels, and methods for measuring and recording distresses.

The PCI procedure was developed to collect data that would provide engineers and managers with a numerical value indicating overall pavement condition, and that would reflect both pavement structural integrity and surface operational condition. The procedure was designed to be highly repeatable and was found to be well-correlated with the judgment of experienced pavement engineers.

A PCI survey is performed by measuring the amount and severity of certain defined distresses (defects) observed in a sample unit. Table 1 lists both the asphalt concrete and portland cement concrete pavement distress types considered in the PCI method, and also identifies their most common cause (load, climate/durability, other) as assigned by the PAVER software. Load-related distresses are apparent where the pavement has been over-stressed by traffic loads applied to its surface. Climate/durability-related distresses arise due to exposure to the environment. Other-related distresses are caused by actions not related to load or climate such as fuel spills or construction deficiencies.

Table 1. Pavement Condition Index Distress Types and Related Causes.

Asphalt Concrete		Portland Cement Concrete	
Pavement Distress	**Related Cause**	**Pavement Distress**	**Related Cause**
Alligator Cracking	Load	Blow-Up	Climate/Durability
Bleeding	Other	Corner Break	Load
Block Cracking	Climate/Durability	Cracks: Longitudinal, Transverse, and Diagonal	Load
Corrugation	Other	Durability ("D") Crack	Climate/Durability
Depression	Other	Joint Seal Damage	Climate/Durability
Jet Blast Erosion	Other	Patching, Small	Other
Joint Reflection Cracking	Climate/Durability	Patching, Large and Utility Cuts	Other
Longitudinal and Transverse Cracking	Climate/Durability	Popouts	Other
Oil Spillage	Other	Pumping	Other
Patching and Utility Cut Patching	Climate/Durability	Scaling, Map Cracking, Crazing	Other
Polished Aggregate	Other	Settlement or Faulting	Other
Raveling	Climate/Durability	Shattered Slab / Intersecting Cracks	Load
Rutting	Load	Shrinkage Cracks	Other
Shoving	Other	Spalling (Longitudinal and Transverse Joint)	Other
Slippage Cracking	Other	Spalling (Corner)	Other
Swell	Other	Alkali Silica Reaction (ASR)	Other
Weathering	Climate/Durability		

To obtain a statistically reliable PCI for a given pavement section it is not necessary to inspect all sample units in that section. A pre-determined number of randomly chosen sample units are selected for inspection based on the total number of sample units in the section. The sampling rates used during this study are shown in Table 2. The sampling rates contained in Table 2 result in data that are reliable at a 92 percent confidence level.

Table 2. Selection of Number of Sample Units to Inspect.

Flexible Pavement		Rigid Pavement	
N	n	N	n
1	1	1	1
2 - 3	2	2	2
4 - 6	3	3 - 4	3
7 - 13	4	5 - 6	4
14 - 38	5	7 - 8	5
39 +	6	9 - 11	6
		12 - 14	7
		15 - 19	8
		20 - 27	9
		28 - 38	10
		39 - 58	11
		59 - 104	12
		105 - 313	13
		314 +	14

Where: N = Total number of sample units in a pavement section
n = Number of sample units to be surveyed

Pavement Condition Index Calculation

To calculate a PCI for a given sample unit, each distress type observed is assigned a deduct value based on its density (frequency of occurrence) in that sample area, and its severity. All deducts are summed and subsequently adjusted (corrected) for the number of different distresses found. This corrected deduct value is subtracted from 100, the PCI for a "perfect" pavement, to arrive at a PCI for that particular sample unit. The PCI for a pavement section is the area-weighted average PCI value of all sample units evaluated in that section. Pavement Condition Ratings (PCRs) are associated with ranges of PCI values.

The color-coded Figure 3 in your attached individual airport report shows the PCRs and their associated PCI ranges, as well as the pavement condition at your airport in May or July 2018.

Monthly Drive-By Inspection

As part of the FAA-mandated pavement maintenance management program, a monthly drive-by inspection is required. This inspection is intended to identify abrupt changes in condition occurring since the last monthly inspection, and to record any maintenance activities completed during the previous month. This inspection can easily be accomplished by driving your airport and noting any changes or maintenance performed on the form provided in Figure 1. Each drive-by inspection must note the date the inspection was completed, and record any maintenance performed since the last inspection. These records must be kept on-file for five years.

Figure 1. Monthly Drive-By Inspection Form.

Airport: _____

Date: _____

Inspector: _____

Branch*	Section*	Distresses Observed	Maintenance Performed Since Last Inspection

* Refer to the "Airport Layout, Dimensions and Pavement Cross-Sections" or "Pavement Branch, Section and Sample Unit Layout" figures in your airport report.

Record Keeping and Data Retrieval

The FAA pavement maintenance management program requires that compiled records be kept for five years. To facilitate record keeping and data retrieval at the State level, the PAVER pavement maintenance management software was implemented. PAVER provides the Oregon Department of Aviation with a method for storing data and generating reports.

PAVER was developed by the U.S. Army Construction Engineering Research Laboratory (USA-CERL). The program uses the guidelines contained in the current edition of ASTM D5340 as its basis. The current version, Version 7.0.6, is a Windows-based program that can store pavement condition information, as well as construction and maintenance history information. Using the data stored in the PAVER database the user has many capabilities, including: evaluating current condition, predicting future condition, determining maintenance and rehabilitation needs, scheduling future inspections, and preparing budget estimates.

The statewide database containing the information for all evaluated airports was updated during this project. Information for each individual airport can easily be extracted from the statewide database. The database allows required records to be stored indefinitely, thus meeting the FAA requirement that records be maintained for a five-year period. Additionally, the software allows data to be retrieved quickly and efficiently.

After data were entered into the State's PAVER database for each inspected airport, the software was used to analyze the stored data and to generate useful reports. The reports described in Table 3 were generated for your airport and are provided as appendices to your individual airport report.

Table 3. PAVER Reports.

Report Name	Report Description
Branch Condition	Lists information about each branch, including: network identification, branch identification, name, use, number of sections, total branch area and the average and area-weighted average PCI for the entire branch.
Section Condition	Provides information about each section, including: branch identification and section number, last construction date, surface type, use, rank, section area, last inspection date, age of pavement at last inspection and the PCI at the last inspection.
Network Maintenance	Applies the stored distress maintenance policy to the pavement network and identifies the type and cost of routine maintenance required across the entire network. Information in this report is listed by section.
Re-Inspection	Summarizes the distress data collected during the most recent inspection and provides the PCI for each sample unit inspected, as well as summary information about the section.

Pavement Condition Prediction

To allow future pavement condition to be predicted, data collected throughout the State were used to generate "performance curves". The curves were developed based on surface type, use, airport functional category and climatic region. These curves (models) are used to predict future pavement condition by assuming the behavior of an individual pavement section is similar to the behavior of the pavement sections used to generate the "performance curve". Figures 2 through 10 show the “performance curves” used to model pavements in your airport’s functional category and climatic region.

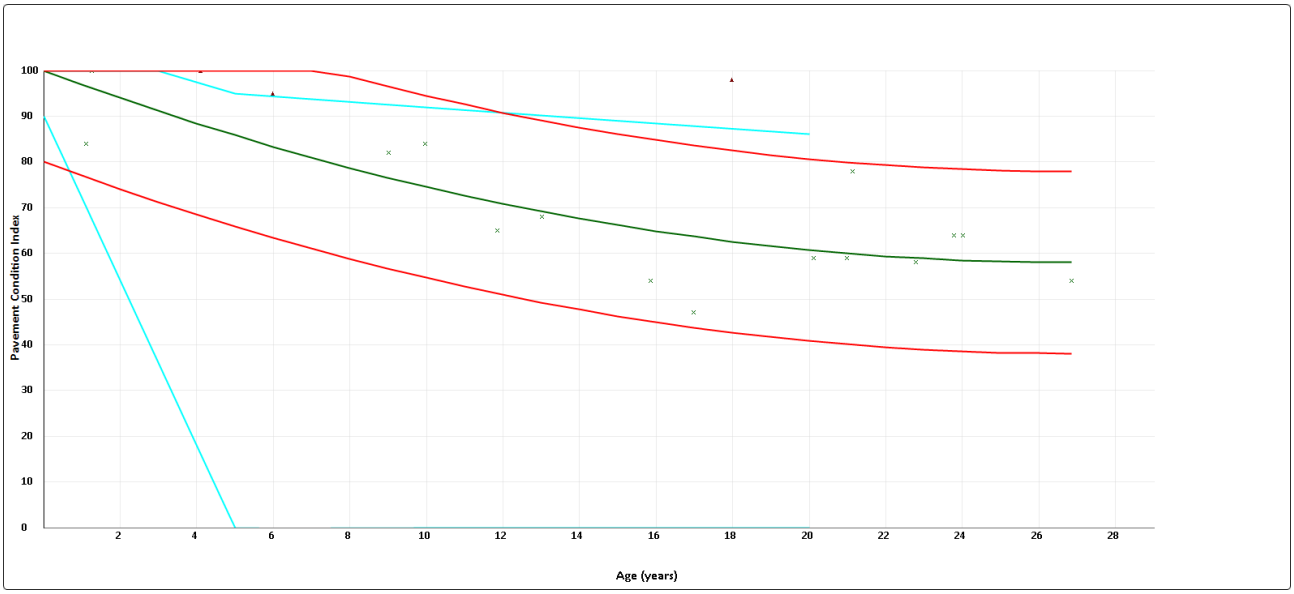


Figure 2. Performance Curve for Category 2 AAC Aprons – Central Oregon.

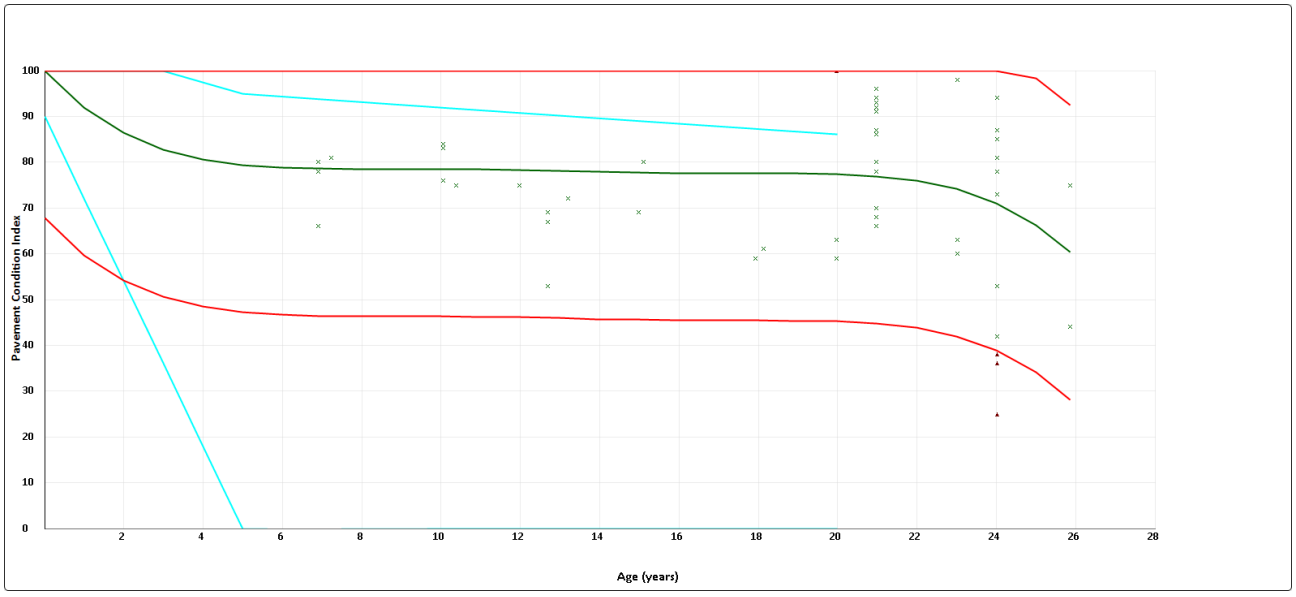


Figure 3. Performance Curve for Category 2 AAC Runways – Central Oregon.

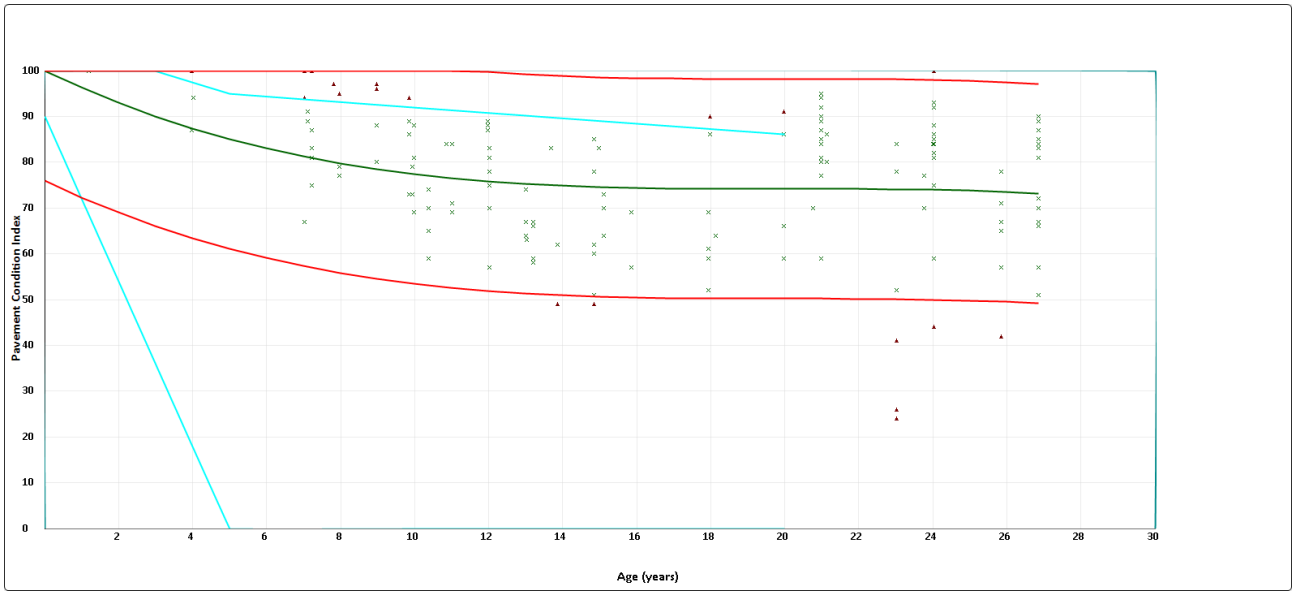


Figure 4. Performance Curve for Category 2 AAC Taxiways – Central Oregon.

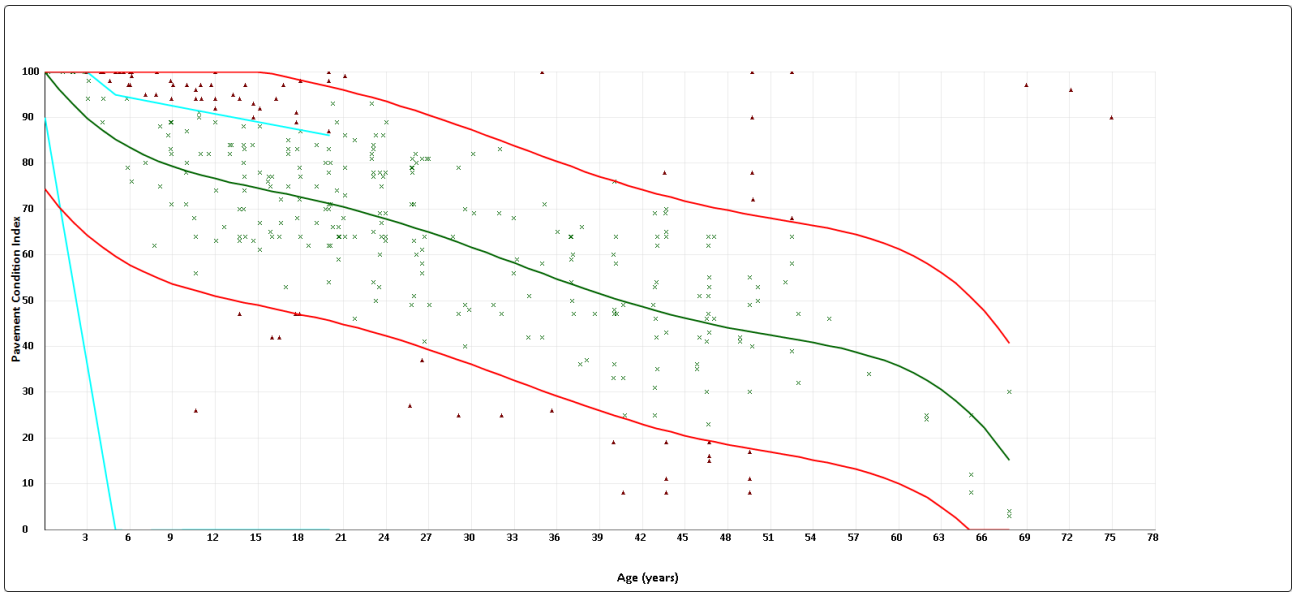


Figure 5. Performance Curve for Category 2 AC Aprons – Central Oregon.

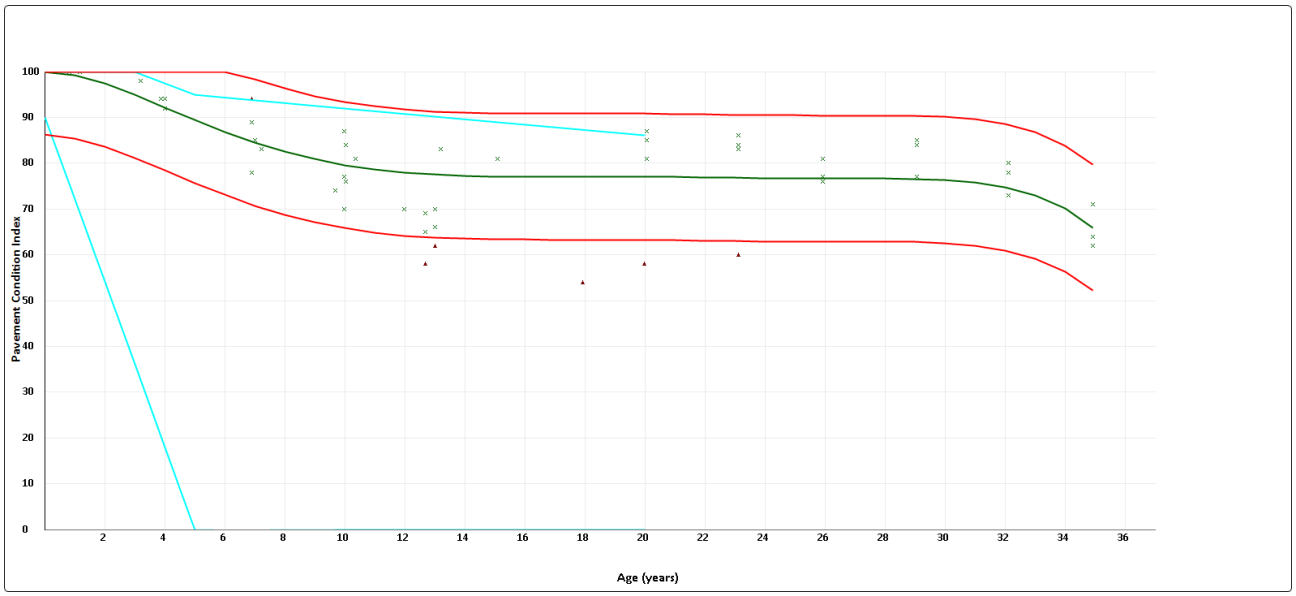


Figure 6. Performance Curve for Category 2 AC Runways – Central Oregon.

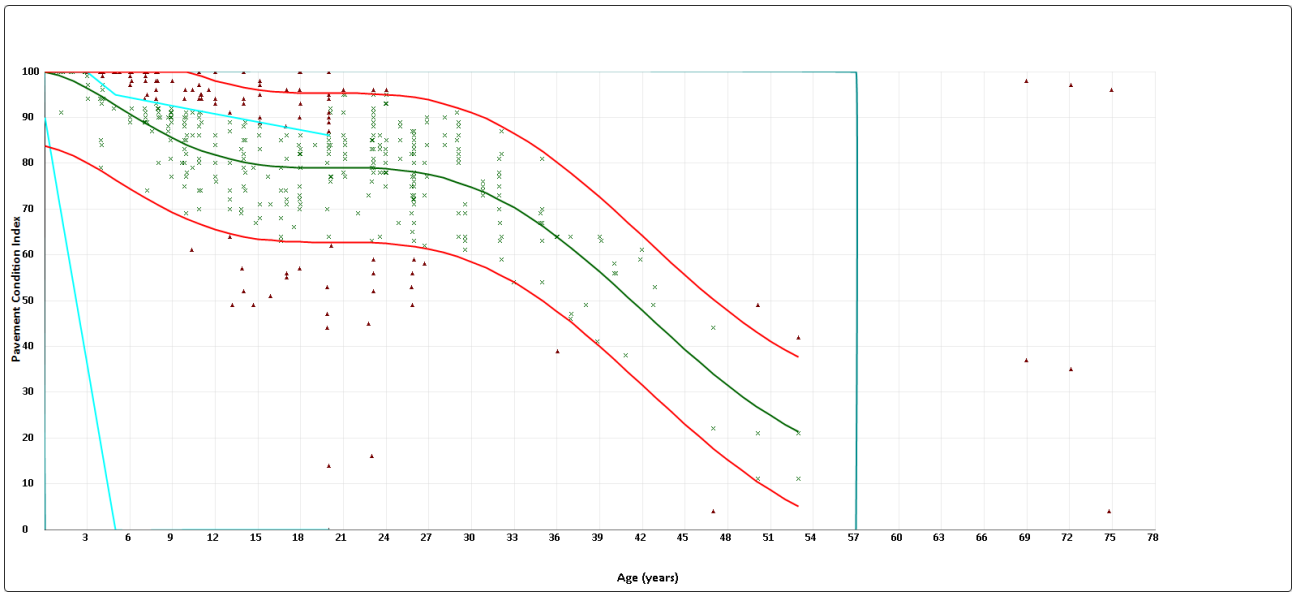


Figure 7. Performance Curve for Category 2 AC Taxiways – Central Oregon.

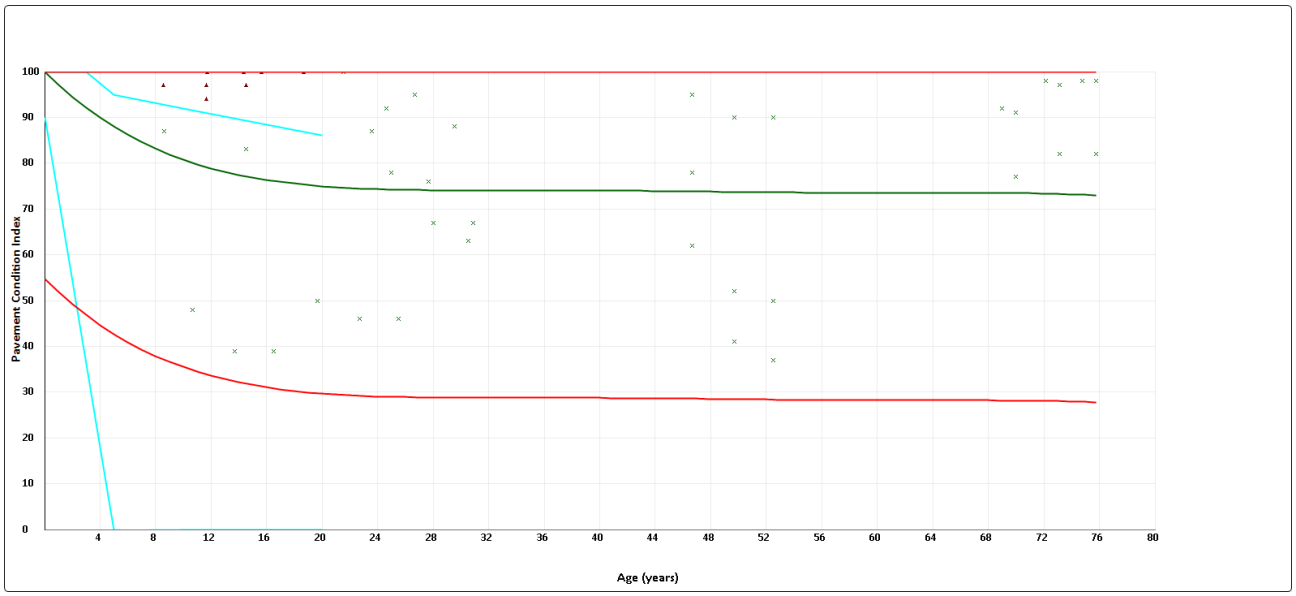


Figure 8. Performance Curve for Category 2 PCC Aprons – Central Oregon.

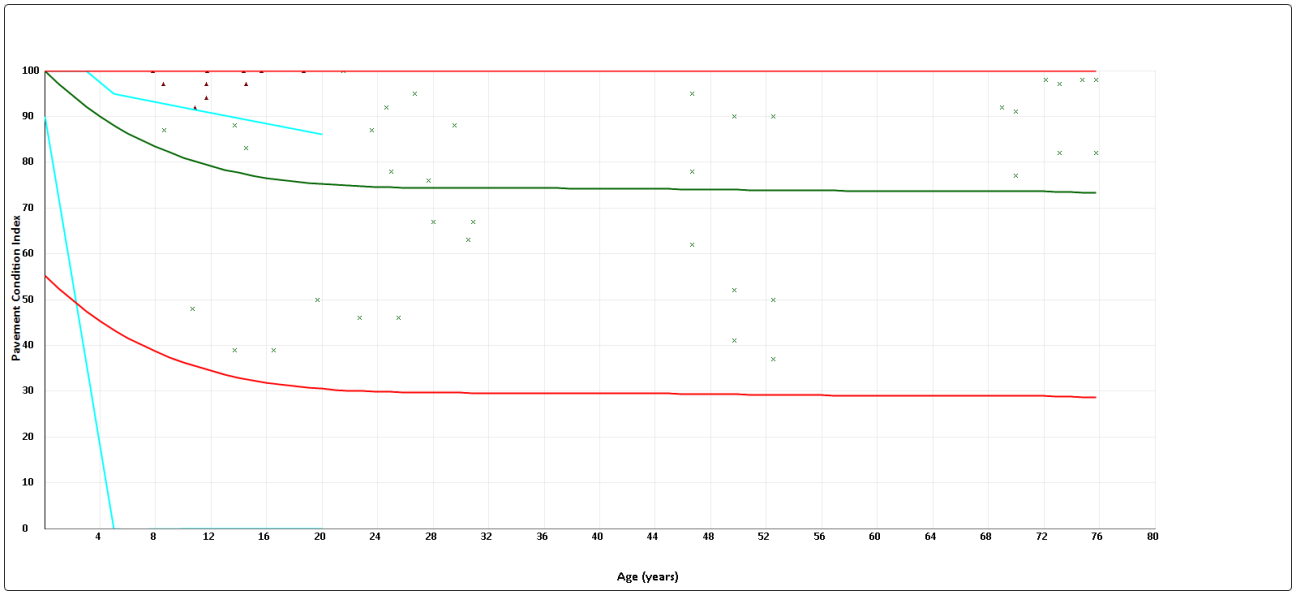


Figure 9. Performance Curve for Category 2 PCC Taxiways – Central Oregon.

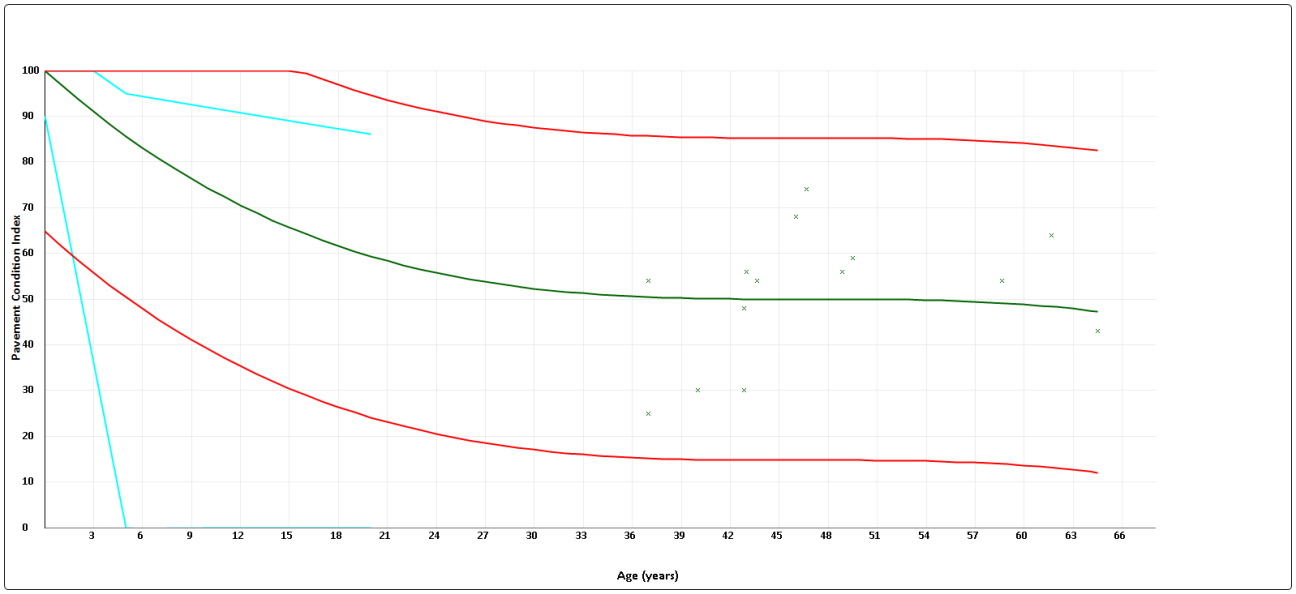


Figure 10. Performance Curve for Category 2 ST Aprons – Central Oregon.

Typical Maintenance Requirements

The PAVER-generated M&R Plan Report was used to identify when pavement maintenance and rehabilitation projects are required for a given pavement section, and what repair type is most appropriate. The repair strategies evaluated were:

- Reconstruction (pavements with Pavement Condition Indices less than 40).
- Overlay flexible pavements (runways with Pavement Condition Indices between 40 and 65, taxiways between 40 and 60, aprons between 40 and 55, and pavements exhibiting significant load-related distress with PCIs above the critical PCI).
- Global maintenance (fog seal, slurry seal or thin (2 inch) overlay) applied on a user-specified interval of 6 years for a fog seal, 6 years for a slurry seal, and 10 years for an overlay, unless the Pavement Condition Index (PCI) is above 90, at which point the global maintenance will be scheduled when the PCI falls to 90 or below. The global maintenance type recommended is based on the distress types observed in the section during the visual inspections.
- Routine maintenance, such as crack sealing and patching.

The M&R Plan Report was generated for a 5-year period beginning in June 2019. Included in the work plan are estimated costs for each recommended project. The costs are estimated by applying a unit cost for the recommended activity to the square foot area of the pavement section. The unit costs include adjustments for engineering and administration, mobilization, restriping and contingency. The unit costs used to develop the work plan activity cost are shown in Table 4. The recommended work plan for your airport is provided in your attached individual airport report.

Table 4. Unit Costs for the Various Work Plan Activities.

Activity	Unit	Unit Cost
Fog Seal	SF	$0.19
Slurry Seal	SF	$0.31
2” Asphalt Concrete Overlay	SF	$2.50
2” – 3” AC Mill and Replace	SF	$3.00 - $4.50
Reconstruction	SF	$7.95 – 13.6

Your Airport Report

Attachment C6

CORVALLIS MUNICIPAL AIRPORT

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

DATA COLLECTION

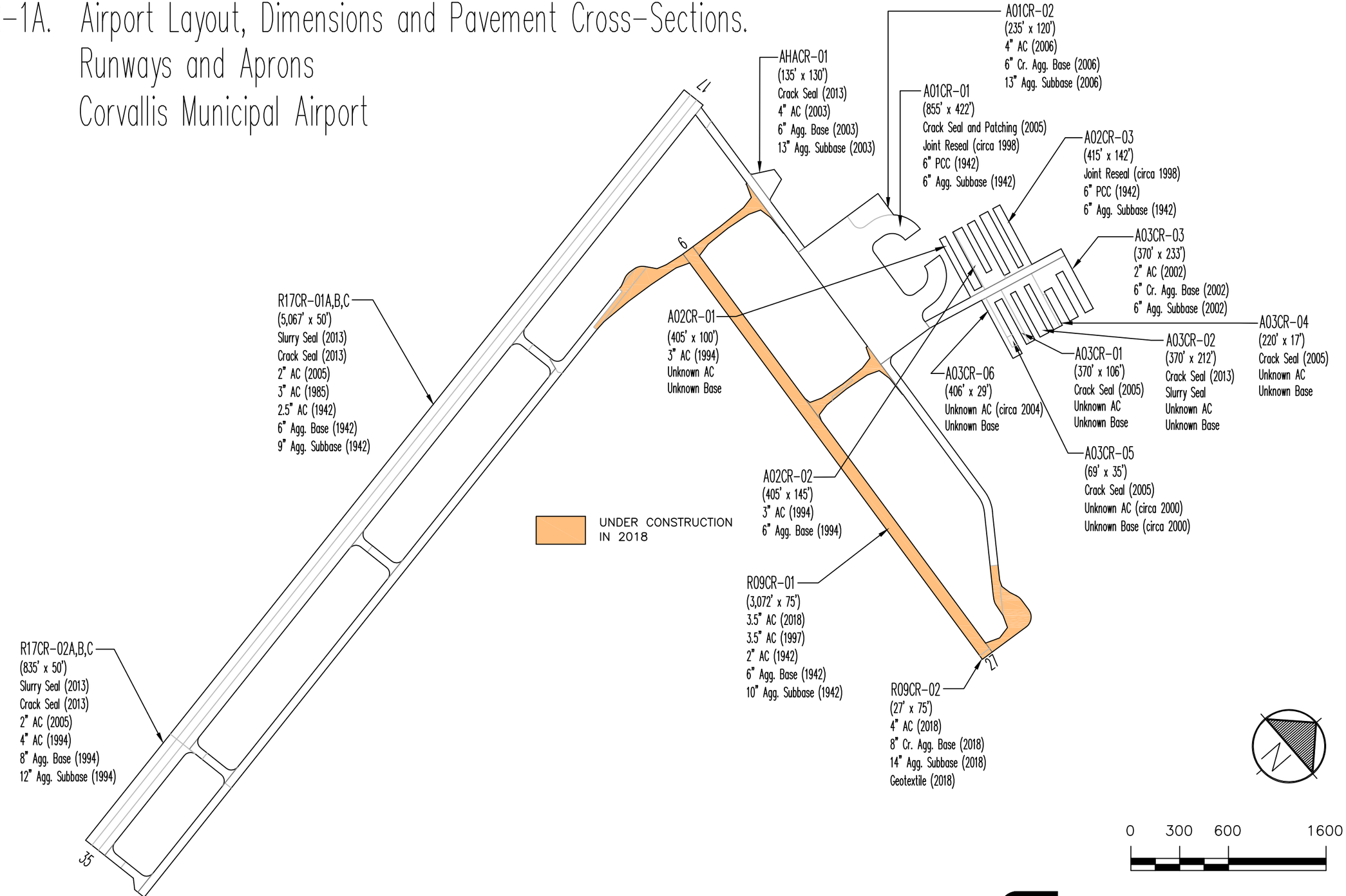
To determine how your pavements were constructed and their age, a records review was conducted. Figures CR-1A and CR-1B show the records review results. These figures identify pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figures CR-1A and CR-1B 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 CR-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 Corvallis Municipal Airport 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 CR-1A. Airport Layout, Dimensions and Pavement Cross-Sections. Runways and Aprons Corvallis Municipal Airport



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Drawing Date: September 2018

Figure CR-1B. Airport Layout, Dimensions and Pavement Cross-Sections.
Taxiways
Corvallis Municipal Airport

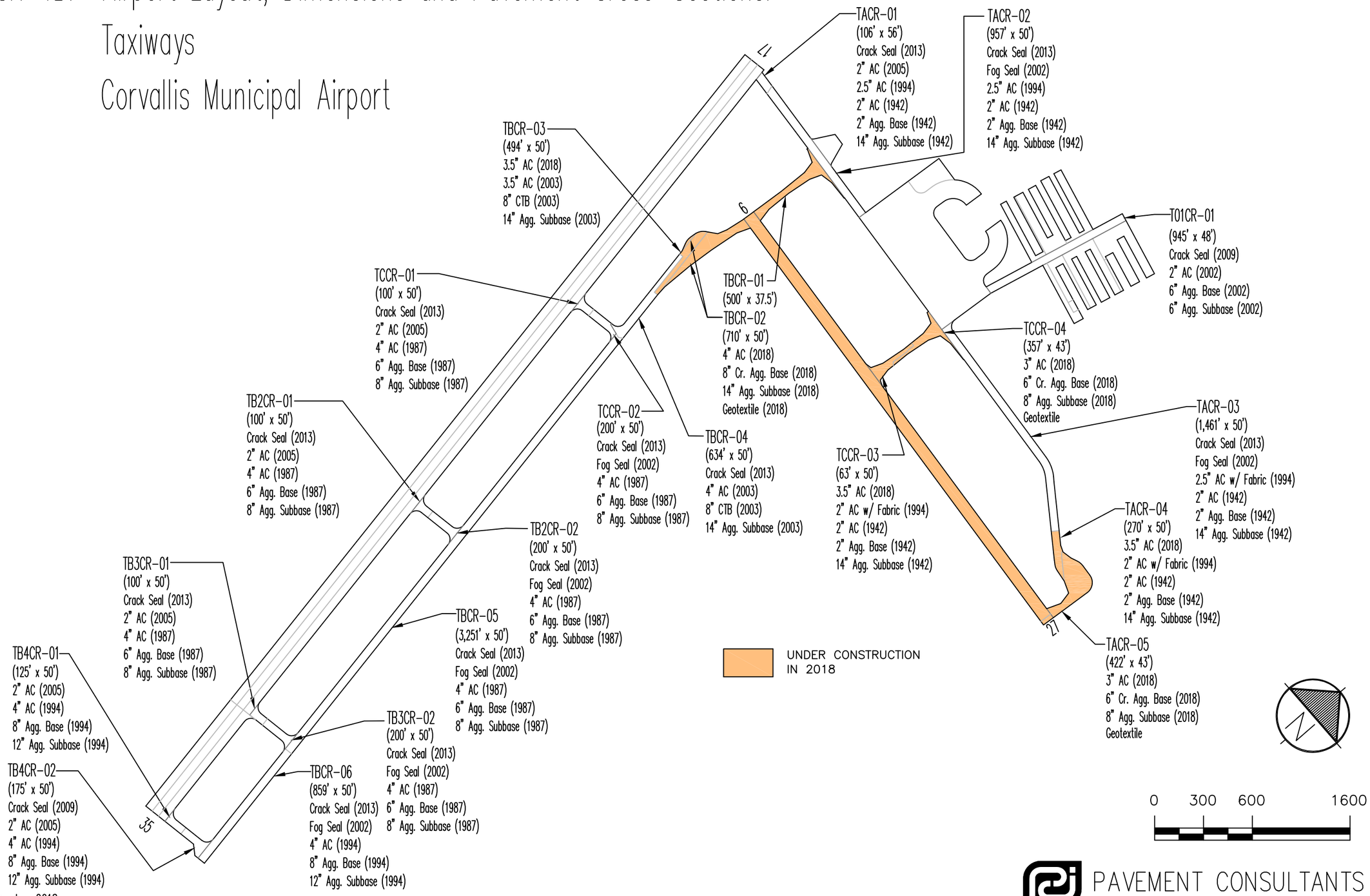

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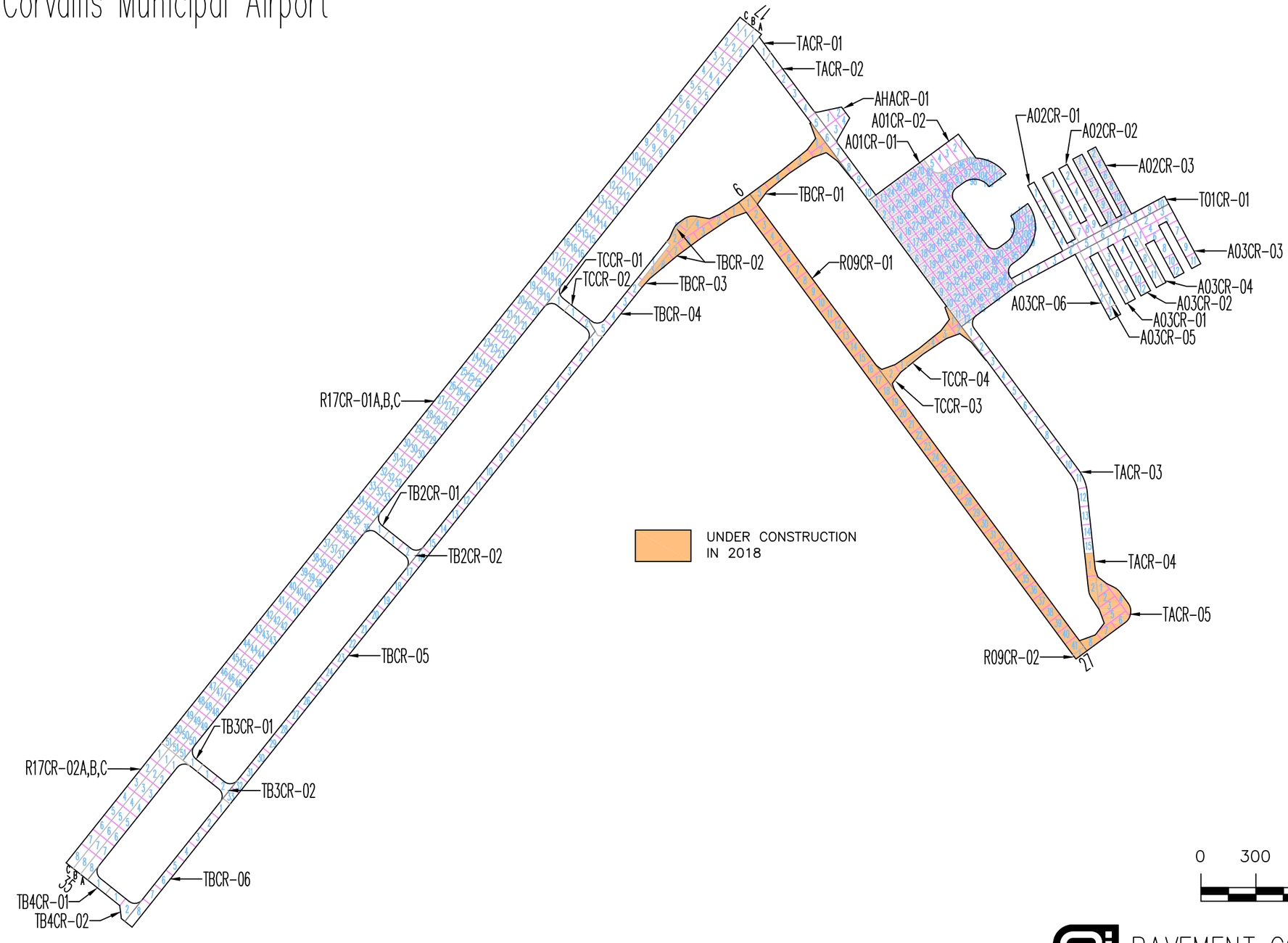
Figure CR-2. Pavement Branch, Section and Sample Unit Layout. Corvallis Municipal Airport



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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 CR-3.

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

Branch	Section	Inspections			Forecast	
		2012	2015	2018	2023	2028
A01CR	01	77	82	82	77	75
A01CR	02	97	97	97	84	78
A02CR	01	98	78	64	60	58
A02CR	02	98	99	86	79	75
A02CR	03	91	97	98	87	80
A03CR	01	98	79	77	74	70
A03CR	02	83	71	66	61	55
A03CR	03	97	84	77	74	70
A03CR	04	100	83	71	67	61
A03CR	05	100	67	68	63	57
A03CR	06	100	94	94	82	77
AHACR	01	82	74	63	57	52
R09CR	01	---	---	100	80	79
R09CR	02	---	---	100	91	80
R17CR	01A	78	84	67	41	17
R17CR	01B	66	76	53	29	5
R17CR	01C	80	83	69	43	19
R17CR	02A	89	84	65	50	35
R17CR	02B	78	76	58	43	28
R17CR	02C	94	84	69	53	38
T01CR	01	96	91	77	71	59
TACR	01	87	74	63	62	60
TACR	02	86	80	70	69	67
TACR	03	90	86	77	74	74

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

Branch	Section	Inspections			Forecast	
		2012	2015	2018	2023	2028
TACR	04	---	---	100	86	78
TACR	05	---	---	100	93	85
TB2CR	01	95	79	70	58	44
TB2CR	02	85	90	76	68	56
TB3CR	01	95	96	89	82	79
TB3CR	02	89	86	74	65	52
TB4CR	01	100	96	87	81	79
TB4CR	02	95	91	80	79	79
TBCR	01	---	---	100	93	85
TBCR	02	---	---	100	93	85
TBCR	03	---	---	100	86	78
TBCR	04	77	76	49	35	24
TBCR	05	88	84	73	63	50
TBCR	06	93	95	78	73	63
TCCR	01	89	86	74	65	52
TCCR	02	81	86	75	67	54
TCCR	03	---	---	100	86	78
TCCR	04	---	---	100	93	85

Section PCIs at Corvallis Municipal Airport range from a low of 49 (a PCR of “Poor”) to a high of 100 (a PCR of “Good”). The area-weighted average PCI for all airport pavements is 76, corresponding to an overall PCR of “Satisfactory”. Figure CR-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 in the asphalt pavements during the inspection were longitudinal and transverse cracking, weathering, depressions, alligator cracking, and patching, with an isolated occurrences of block cracking. The primary distresses observed in the concrete pavements were corner breaks, linear cracking and shrinkage cracking, with isolated occurrences of corner spalls, joint spalls, shattered slabs and small patches.

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

Figure CR-3. Pavement Condition in June 2018. Corvallis Municipal Airport

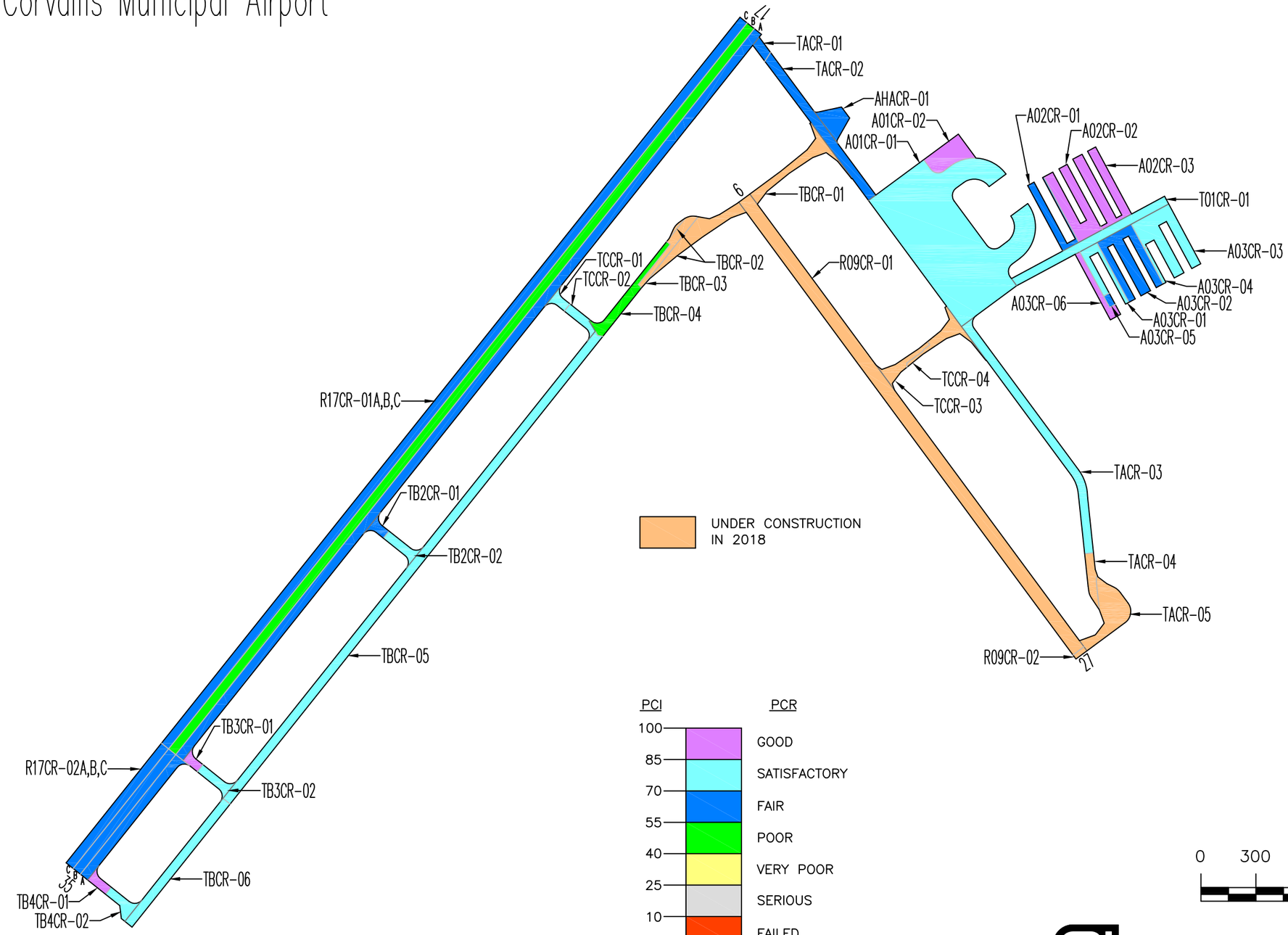

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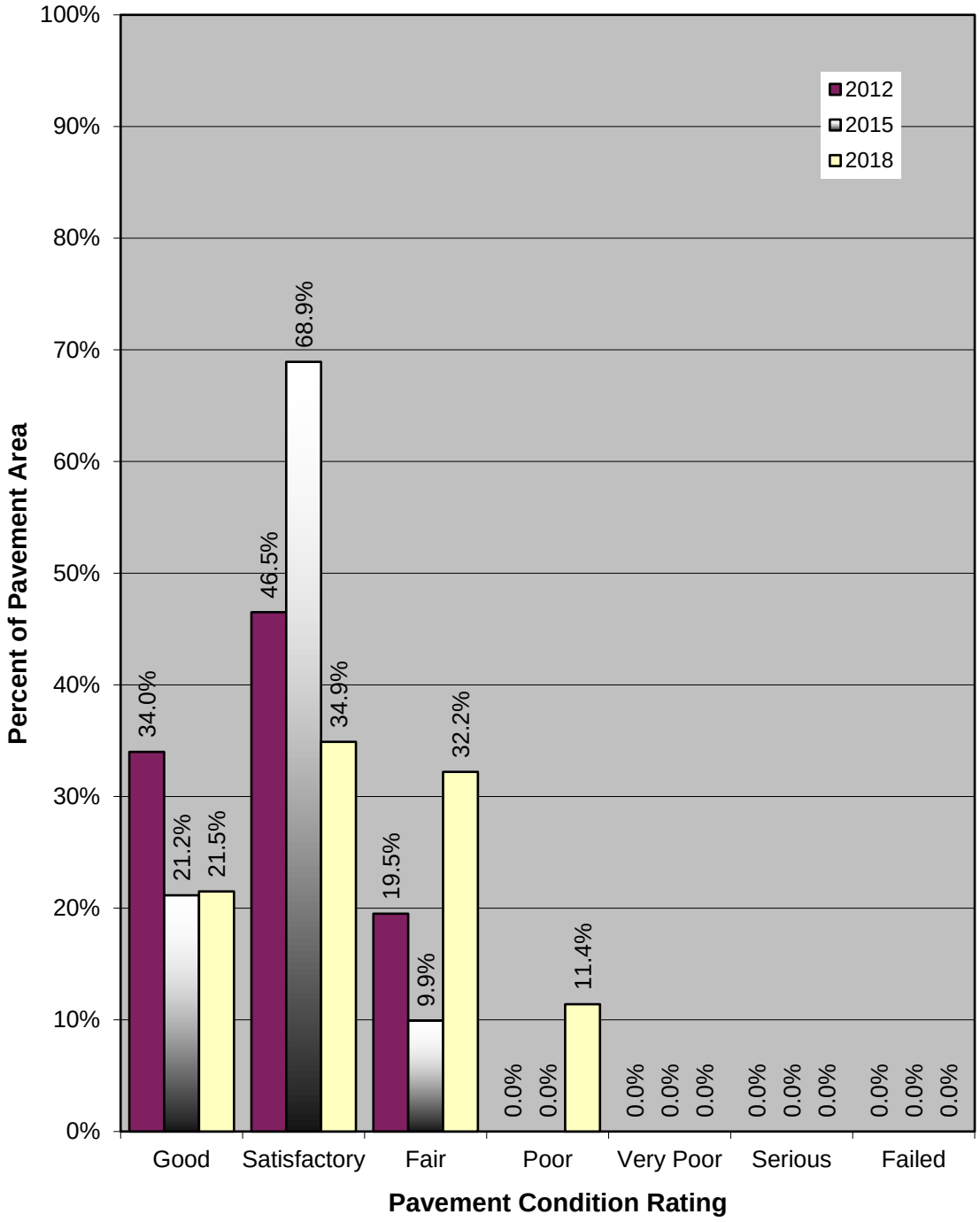
Figure CR-4. Pavement Condition Distribution
Corvallis Municipal Airport



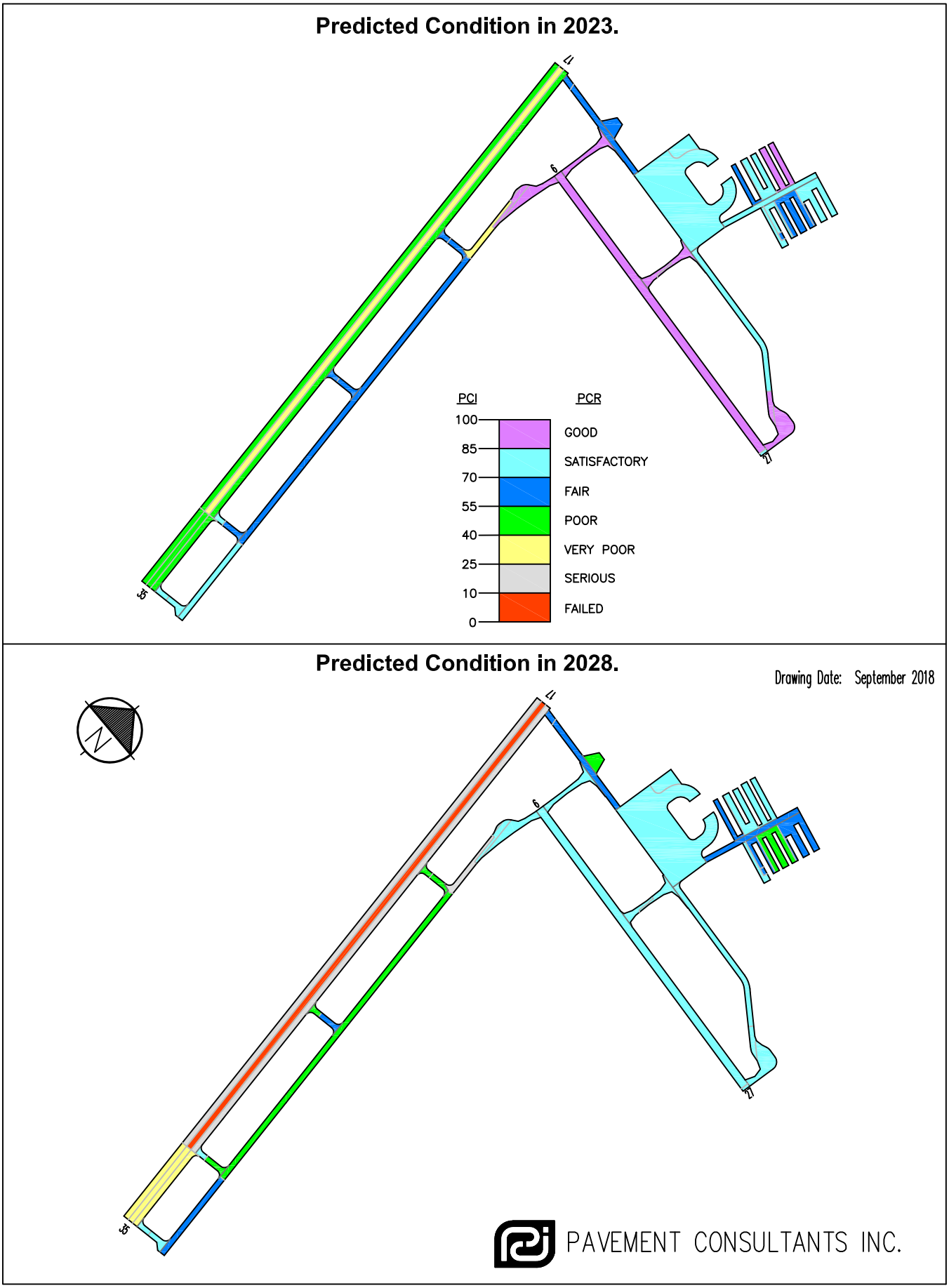


Figure CR-5. Future Pavement Condition.

RECOMMENDATIONS

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

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

- 81,250 linear feet of asphalt concrete crack sealing

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 CR-6.

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

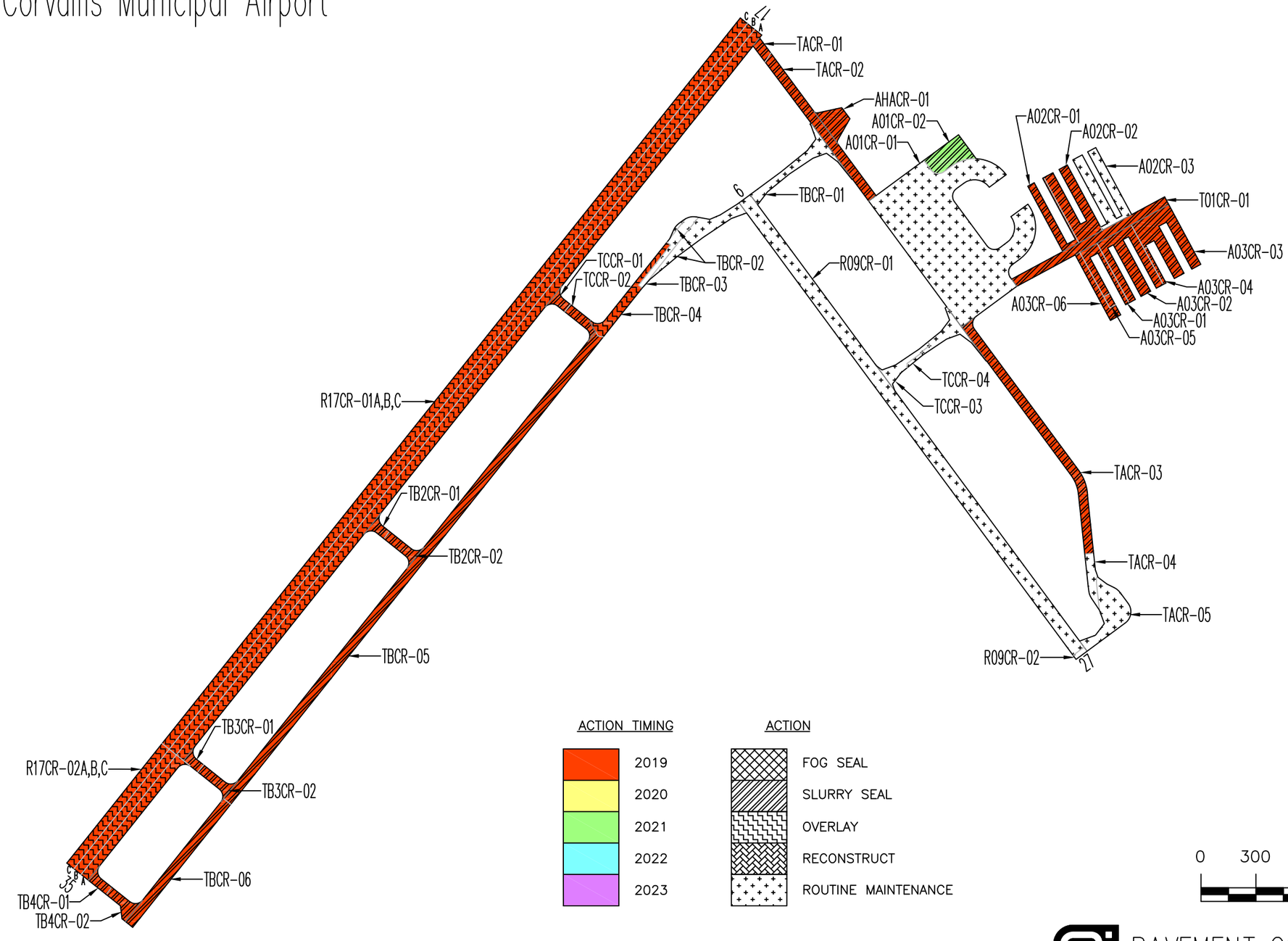
Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2019	A02CR	01	Slurry Seal	20,740	$0.31	$6,429
2019	A02CR	02	Slurry Seal	46,603	$0.31	$14,447
2019	A03CR	01	Slurry Seal	19,895	$0.31	$6,167
2019	A03CR	02	Slurry Seal	56,040	$0.31	$17,372
2019	A03CR	03	Slurry Seal	56,234	$0.31	$17,433
2019	A03CR	04	Slurry Seal	3,740	$0.31	$1,159
2019	A03CR	05	Slurry Seal	2,415	$0.31	$749

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

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2019	A03CR	06	Slurry Seal	13,944	$0.31	$4,323
2019	AHACR	01	Slurry Seal	18,340	$0.31	$5,685
2019	R17CR	01A	2" AC Overlay	253,350	$2.50	$633,375
2019	R17CR	01B	2" AC Overlay	253,350	$2.50	$633,375
2019	R17CR	01C	2" AC Overlay	253,350	$2.50	$633,375
2019	R17CR	02A	2" AC Overlay	41,750	$2.50	$104,375
2019	R17CR	02B	2" AC Overlay	41,750	$2.50	$104,375
2019	R17CR	02C	2" AC Overlay	41,750	$2.50	$104,375
2019	T01CR	01	Slurry Seal	45,382	$0.31	$14,068
2019	TACR	01	Slurry Seal	5,771	$0.31	$1,789
2019	TACR	02	Slurry Seal	48,619	$0.31	$15,072
2019	TACR	03	Slurry Seal	73,027	$0.31	$22,638
2019	TB2CR	01	Slurry Seal	6,073	$0.31	$1,883
2019	TB2CR	02	Slurry Seal	11,088	$0.31	$3,437
2019	TB3CR	01	Slurry Seal	5,537	$0.31	$1,716
2019	TB3CR	02	Slurry Seal	11,088	$0.31	$3,437
2019	TB4CR	01	Slurry Seal	6,787	$0.31	$2,104
2019	TB4CR	02	Slurry Seal	11,809	$0.31	$3,661
2019	TBCR	04	2" AC Overlay	26,112	$2.50	$65,280
2019	TBCR	05	Slurry Seal	162,832	$0.31	$50,478
2019	TBCR	06	Slurry Seal	42,950	$0.31	$13,315
2019	TCCR	01	Slurry Seal	6,073	$0.31	$1,883
2019	TCCR	02	Slurry Seal	9,370	$0.31	$2,905
					2019 Total	**$2,490,681**
2021	A01CR	02	Slurry Seal	28,529	$0.31	$8,844
					2021 Total	**$8,844**
					5-Year Total	**$2,499,525**

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 CR-6. Five-Year Pavement Management Plan. Corvallis Municipal Airport



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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.

Appendix 1
Branch Condition Report

Branch Condition Report

Pavement Database: ODA_2018 _Final

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
A01CR	2	1,090.00	271.00	431,206.00	APRON	89.50	7.50	82.99
A02CR	3	1,225.00	129.00	113,670.00	APRON	82.67	14.08	86.88
A03CR	6	1,805.00	105.33	152,268.00	APRON	75.50	9.25	74.22
AHACR	1	135.00	130.00	18,340.00	APRON	63.00	0.00	63.00
R09CR	2	3,099.00	75.00	232,407.00	RUNWAY	100.00	0.00	100.00
R17CR	6	17,706.00	50.00	885,300.00	RUNWAY	63.50	5.99	63.14
T01CR	1	945.00	48.00	45,382.00	TAXIWAY	77.00	0.00	77.00
TACR	5	3,216.00	48.60	158,589.00	TAXIWAY	82.00	15.35	78.87
TB2CR	2	300.00	50.00	17,161.00	TAXIWAY	73.00	3.00	73.88
TB3CR	2	300.00	50.00	16,625.00	TAXIWAY	81.50	7.50	79.00
TB4CR	2	300.00	50.00	18,596.00	TAXIWAY	83.50	3.50	82.55
TBCR	6	6,448.00	47.92	313,705.00	TAXIWAY	83.33	18.92	78.73
TCCR	4	799.00	46.50	48,239.00	TAXIWAY	87.25	12.75	91.87

Branch Condition Report

Pavement Database: ODA_2018 _Final

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	12	715484.004415886	78.58	12.28	81.23
RUNWAY	8	1117707.00344366	72.63	16.64	70.81
TAXIWAY	22	618297.000090663	82.36	14.21	79.65
ALL	42	2451488.00795021	79.43	14.66	76.08

Appendix 2
Section Condition Report

Pavement Database: ODA_2018 _Final ***NetworkId: Corvallis***

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01CR	01	8/2/1942	PCC	APRON	P	0	402,677.00	5/10/2018	76	82
A01CR	02	9/3/2006	AC	APRON	P	0	28,529.00	5/10/2018	12	97
A02CR	01	8/1/1994	AAC	APRON	S	0	20,740.00	5/10/2018	24	64
A02CR	02	8/1/1994	AC	APRON	S	0	46,603.00	5/10/2018	24	86
A02CR	03	8/1/1942	PCC	APRON	S	0	46,327.00	5/10/2018	76	98
A03CR	01	8/1/1994	AC	APRON	S	0	19,895.00	5/10/2018	24	77
A03CR	02	8/1/1980	AC	APRON	S	0	56,040.00	5/10/2018	38	66
A03CR	03	8/3/2002	AC	APRON	S	0	56,234.00	5/10/2018	16	77
A03CR	04	8/1/1992	AC	APRON	S	0	3,740.00	5/10/2018	26	71
A03CR	05	8/1/2000	AC	APRON	S	0	2,415.00	5/10/2018	18	68
A03CR	06	9/1/2004	AC	APRON	S	0	13,944.00	5/10/2018	14	94
AHACR	01	9/3/2003	AC	APRON	P	0	18,340.00	5/10/2018	15	63
R09CR	01	11/2/2018	AAC	RUNWAY	S	0	230,347.00	11/2/2018	0	100
R09CR	02	11/4/2018	AC	RUNWAY	S	0	2,060.00	11/4/2018	0	100
R17CR	01A	9/1/2005	AAC	RUNWAY	P	0	253,350.00	5/10/2018	13	67
R17CR	01B	9/1/2005	AAC	RUNWAY	P	0	253,350.00	5/10/2018	13	53
R17CR	01C	9/1/2005	AAC	RUNWAY	P	0	253,350.00	5/10/2018	13	69
R17CR	02A	9/1/2005	AC	RUNWAY	P	0	41,750.00	5/10/2018	13	65
R17CR	02B	9/1/2005	AC	RUNWAY	P	0	41,750.00	5/10/2018	13	58
R17CR	02C	9/1/2005	AC	RUNWAY	P	0	41,750.00	5/10/2018	13	69
T01CR	01	9/3/2002	AC	TAXIWAY	S	0	45,382.00	5/10/2018	16	77
TACR	01	5/3/2005	AAC	TAXIWAY	P	0	5,771.00	5/10/2018	13	63
TACR	02	8/1/1994	AAC	TAXIWAY	P	0	48,619.00	5/10/2018	24	70
TACR	03	8/1/1994	AAC	TAXIWAY	P	0	73,027.00	5/10/2018	24	77
TACR	04	11/2/2018	AAC	TAXIWAY	P	0	13,026.00	11/2/2018	0	100
TACR	05	11/4/2018	AC	TAXIWAY	P	0	18,146.00	11/4/2018	0	100
TB2CR	01	5/3/2005	AC	TAXIWAY	P	0	6,073.00	5/10/2018	13	70
TB2CR	02	8/3/1987	AC	TAXIWAY	P	0	11,088.00	5/10/2018	31	76
TB3CR	01	5/3/2005	AC	TAXIWAY	P	0	5,537.00	5/10/2018	13	89
TB3CR	02	8/3/1987	AC	TAXIWAY	P	0	11,088.00	5/10/2018	31	74
TB4CR	01	5/1/2005	AC	TAXIWAY	P	0	6,787.00	5/10/2018	13	87
TB4CR	02	5/1/2005	AC	TAXIWAY	P	0	11,809.00	5/10/2018	13	80
TBCR	01	11/4/2018	AC	TAXIWAY	P	0	30,080.00	11/4/2018	0	100
TBCR	02	11/4/2018	AC	TAXIWAY	P	0	34,901.00	11/4/2018	0	100
TBCR	03	11/2/2018	AAC	TAXIWAY	P	0	16,830.00	11/2/2018	0	100
TBCR	04	9/3/2003	AC	TAXIWAY	P	0	26,112.00	5/10/2018	15	49
TBCR	05	8/3/1987	AC	TAXIWAY	P	0	162,832.00	5/10/2018	31	73
TBCR	06	8/3/1994	AC	TAXIWAY	P	0	42,950.00	5/10/2018	24	78
TCCR	01	5/3/2005	AC	TAXIWAY	P	0	6,073.00	5/10/2018	13	74
TCCR	02	8/3/1987	AC	TAXIWAY	P	0	9,370.00	5/10/2018	31	75
TCCR	03	11/2/2018	AAC	TAXIWAY	P	0	13,567.00	11/2/2018	0	100
TCCR	04	11/4/2018	AC	TAXIWAY	P	0	19,229.00	11/4/2018	0	100

Section Condition Report (Summary)

Pavement Database: ODA_2018 _Final

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		378,186.00	9	100.00	0.00	100.00
11-15	13	1,014,275.00	16	71.69	13.77	64.75
16-20	17	104,031.00	3	74.00	4.24	76.79
21-25	24	251,834.00	6	75.33	6.87	76.41
26-30	26	3,740.00	1	71.00	0.00	71.00
31-35	31	194,378.00	4	74.50	1.12	73.32
36-40	38	56,040.00	1	66.00	0.00	66.00
ALL	18	2,451,488.01	42	79.43	14.66	76.08
Over 50	76	449,004.00	2	90.00	8.00	83.65

Appendix 3
Network Maintenance Report

Network Maintenance Report
Corvallis Municipal Airport

Network	Branch	Section	Distress	Severity	Action	Work Quantity	Unit	Unit Cost	Work Cost	Section Total Cost
Corvallis	A03CR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	357	Ft	$1.50	$536	$536
Corvallis	A03CR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	3,904	Ft	$1.50	$5,856	$5,856
Corvallis	A03CR	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	937	Ft	$1.50	$1,406	$1,406
Corvallis	A03CR	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	50	Ft	$1.50	$75	$75
Corvallis	A03CR	05	Long. & Trans. Cracking	Medium	Crack Sealing - AC	100	Ft	$1.50	$150	$150
Corvallis	AHACR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,007	Ft	$1.50	$1,511	$1,511
Corvallis	R17CR	01A	Long. & Trans. Cracking	Medium	Crack Sealing - AC	13,512	Ft	$1.50	$20,268	$20,268
Corvallis	R17CR	01B	Long. & Trans. Cracking	Medium	Crack Sealing - AC	30,402	Ft	$1.50	$45,603	$45,603
Corvallis	R17CR	01C	Long. & Trans. Cracking	Medium	Crack Sealing - AC	10,978	Ft	$1.50	$16,468	$16,468
Corvallis	R17CR	02A	Long. & Trans. Cracking	Medium	Crack Sealing - AC	2,714	Ft	$1.50	$4,071	$4,071
Corvallis	R17CR	02B	Long. & Trans. Cracking	Medium	Crack Sealing - AC	4,384	Ft	$1.50	$6,576	$6,576
Corvallis	R17CR	02C	Long. & Trans. Cracking	Medium	Crack Sealing - AC	2,192	Ft	$1.50	$3,288	$3,288
Corvallis	T01CR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	709	Ft	$1.50	$1,064	$1,064
Corvallis	TACR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	1,167	Ft	$1.50	$1,750	$1,750
Corvallis	TACR	03	Long. & Trans. Cracking	Medium	Crack Sealing - AC	321	Ft	$1.50	$482	$482
Corvallis	TB2CR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	130	Ft	$1.50	$195	$195
Corvallis	TB2CR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	170	Ft	$1.50	$255	$255
Corvallis	TB3CR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	120	Ft	$1.50	$180	$180
Corvallis	TB4CR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	180	Ft	$1.50	$270	$270
Corvallis	TBCR	04	Long. & Trans. Cracking	Medium	Crack Sealing - AC	3,508	Ft	$1.50	$5,262	$5,262
Corvallis	TBCR	05	Long. & Trans. Cracking	Medium	Crack Sealing - AC	3,313	Ft	$1.50	$4,970	$4,970
Corvallis	TBCR	06	Long. & Trans. Cracking	Medium	Crack Sealing - AC	795	Ft	$1.50	$1,192	$1,192
Corvallis	TCCR	01	Long. & Trans. Cracking	Medium	Crack Sealing - AC	120	Ft	$1.50	$180	$180
Corvallis	TCCR	02	Long. & Trans. Cracking	Medium	Crack Sealing - AC	180	Ft	$1.50	$270	$270
									Total	$121,876

Appendix 4
Re-Inspection Report

Network: Corvallis **Name:** Corvallis Municipal

Branch: A01CR **Name:** Apron 01 Corvallis **Use:** APRON **Area:** 431,206 SqFt

Section: 01 of 2 **From:** Taxiway A **To:** Taxiway 01 **Last Const.:** 8/2/1942

Surface: PCC **Family:** OR-Cat2-PCC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 402,677 SqFt **Length:** 855 Ft **Width:** 422 Ft

Slabs: 1,918 **Slab Length:** 15 Ft **Slab Width:** 14 Ft **Joint Length:** 48,549 Ft

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 115 **Surveyed:** 13

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 001 **Type:** R **Area:** 20.00 Slabs **PCI:** 59

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
63	LINEAR CR	M	1.00	Slabs
72	SHAT. SLAB	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 002 **Type:** R **Area:** 20.00 Slabs **PCI:** 75

Sample Comments:

63	LINEAR CR	L	7.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 003 **Type:** R **Area:** 20.00 Slabs **PCI:** 90

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs

Sample Number: 004 **Type:** R **Area:** 20.00 Slabs **PCI:** 72

Sample Comments:

62	CORNER BREAK	L	3.00	Slabs
63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 028 **Type:** R **Area:** 20.00 Slabs **PCI:** 89

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 029 **Type:** R **Area:** 20.00 Slabs **PCI:** 95

Sample Comments:

63	LINEAR CR	L	1.00	Slabs

Sample Number: 030 **Type:** R **Area:** 20.00 Slabs **PCI:** 95

Sample Comments:

63	LINEAR CR	L	1.00	Slabs

Sample Number: 031 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Attachment C6

Sample Number: 063 **Type:** R **Area:** 20.00 Slabs **PCI:** 94

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs

Sample Number: 064 **Type:** R **Area:** 20.00 Slabs **PCI:** 62

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
63	LINEAR CR	M	4.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 065 **Type:** R **Area:** 20.00 Slabs **PCI:** 54

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
63	LINEAR CR	M	5.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 066 **Type:** R **Area:** 20.00 Slabs **PCI:** 84

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 093 **Type:** R **Area:** 20.00 Slabs **PCI:** 93

Sample Comments:

74	JOINT SPALL	M	2.00	Slabs

Network: Corvallis **Name:** Corvallis Municipal

Branch: A01CR **Name:** Apron 01 Corvallis **Use:** APRON **Area:** 431,206 SqFt

Section: 02 of 2 **From:** A01CR-01 **To:** - **Last Const.:** 9/3/2006

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 28,529 SqFt **Length:** 235 Ft **Width:** 120 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 5 **Surveyed:** 4

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 6555.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	45.00	Ft
45	DEPRESSION	L	24.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5848.00 SqFt **PCI:** 96

Sample Comments:

48	L & T CR	L	35.00	Ft

Sample Number: 04 **Type:** R **Area:** 5750.00 SqFt **PCI:** 98

Sample Comments:

45	DEPRESSION	L	18.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5213.00 SqFt **PCI:** 100

Sample Comments:

<No Distress>

Network: Corvallis **Name:** Corvallis Municipal

Branch: A02CR **Name:** Apron 02 Corvallis **Use:** APRON **Area:** 113,670 SqFt

Section: 01 of 3 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 8/1/1994

Surface: AAC **Family:** OR-Cat2-AAC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 20,740 SqFt **Length:** 405 Ft **Width:** 100 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4000.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2000.00	SqFt
48	L & T CR	L	45.00	Ft
41	ALLIGATOR CR	L	16.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4000.00 SqFt **PCI:** 53

Sample Comments:

57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2000.00	SqFt
41	ALLIGATOR CR	L	81.00	SqFt
45	DEPRESSION	L	81.00	SqFt
48	L & T CR	L	35.00	Ft

Sample Number: 04 **Type:** R **Area:** 4000.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2000.00	SqFt
48	L & T CR	L	35.00	Ft
45	DEPRESSION	L	90.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: A02CR **Name:** Apron 02 Corvallis **Use:** APRON **Area:** 113,670 SqFt

Section: 02 of 3 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 8/1/1994

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 46,603 SqFt **Length:** 405 Ft **Width:** 145 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 9 **Surveyed:** 4

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5600.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	100.00	Ft
45	DEPRESSION	L	16.00	SqFt
57	WEATHERING	L	5600.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5100.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	100.00	Ft
45	DEPRESSION	L	6.00	SqFt
57	WEATHERING	L	5100.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5600.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5600.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5100.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	130.00	Ft
45	DEPRESSION	L	50.00	SqFt
57	WEATHERING	L	5100.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: A02CR **Name:** Apron 02 Corvallis **Use:** APRON **Area:** 113,670 SqFt

Section: 03 of 3 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 8/1/1942

Surface: PCC **Family:** OR-Cat2-PCC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 46,327 SqFt **Length:** 415 Ft **Width:** 142 Ft

Slabs: 276 **Slab Length:** 15 Ft **Slab Width:** 13 Ft **Joint Length:** 8,129 Ft

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 14 **Surveyed:** 7

Conditions: **PCI:** 98

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 24.00 Slabs **PCI:** 96

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 05 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 06 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 09 **Type:** R **Area:** 20.00 Slabs **PCI:** 95

Sample Comments:

63	LINEAR CR	L	1.00	Slabs

Sample Number: 10 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 12 **Type:** R **Area:** 20.00 Slabs **PCI:** 95

Sample Comments:

63	LINEAR CR	L	1.00	Slabs

Network: Corvallis **Name:** Corvallis Municipal

Branch: A03CR **Name:** Apron 03 Corvallis **Use:** APRON **Area:** 152,268 SqFt

Section: 01 of 6 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 8/1/1994

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 19,895 SqFt **Length:** 370 Ft **Width:** 106 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 3500.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	M	182.00	Ft
50	PATCHING	L	60.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 03 **Type:** R **Area:** 6720.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	45.00	Ft
45	DEPRESSION	L	60.00	SqFt
57	WEATHERING	L	6720.00	SqFt

Sample Number: 04 **Type:** R **Area:** 4375.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	L	4375.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: A03CR **Name:** Apron 03 Corvallis **Use:** APRON **Area:** 152,268 SqFt

Section: 02 of 6 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 8/1/1980

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 56,040 SqFt **Length:** 370 Ft **Width:** 212 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 12 **Surveyed:** 4

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 3900.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	M	340.00	Ft

Sample Number: 05 **Type:** R **Area:** 4300.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	M	220.00	Ft
48	L & T CR	L	200.00	Ft

Sample Number: 07 **Type:** R **Area:** 6000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	320.00	Ft

Sample Number: 12 **Type:** R **Area:** 3600.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	M	360.00	Ft
48	L & T CR	L	360.00	Ft

Network: Corvallis **Name:** Corvallis Municipal

Branch: A03CR **Name:** Apron 03 Corvallis **Use:** APRON **Area:** 152,268 SqFt

Section: 03 of 6 **From:** Section 02 **To:** Section 05 **Last Const.:** 8/3/2002

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 56,234 SqFt **Length:** 370 Ft **Width:** 233 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 11 **Surveyed:** 4

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	100.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 07 **Type:** R **Area:** 5600.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	30.00	Ft
48	L & T CR	M	70.00	Ft
57	WEATHERING	L	5600.00	SqFt

Sample Number: 08 **Type:** R **Area:** 6000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	137.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	6000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5600.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	M	100.00	Ft
48	L & T CR	L	45.00	Ft
57	WEATHERING	L	5600.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: A03CR **Name:** Apron 03 Corvallis **Use:** APRON **Area:** 152,268 SqFt

Section: 04 of 6 **From:** Section 03 **To:** Hangars **Last Const.:** 8/1/1992

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 3,740 SqFt **Length:** 220 Ft **Width:** 17 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3740.00 SqFt **PCI:** 71

Sample Comments:

45	DEPRESSION	L	80.00	SqFt
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	2244.00	SqFt
57	WEATHERING	M	1496.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: A03CR **Name:** Apron 03 Corvallis **Use:** APRON **Area:** 152,268 SqFt

Section: 05 of 6 **From:** Section 01 **To:** Hangars **Last Const.:** 8/1/2000

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 2,415 SqFt **Length:** 69 Ft **Width:** 35 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 2415.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	35.00	Ft
57	WEATHERING	M	2415.00	SqFt
48	L & T CR	M	100.00	Ft

Network: Corvallis **Name:** Corvallis Municipal

Branch: A03CR **Name:** Apron 03 Corvallis **Use:** APRON **Area:** 152,268 SqFt

Section: 06 of 6 **From:** Taxiway 01 **To:** Hangars **Last Const.:** 9/1/2004

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 13,944 SqFt **Length:** 406 Ft **Width:** 29 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5400.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5400.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5974.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5974.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: AHACR **Name:** Taxiway Hold Apron Corvallis **Use:** APRON **Area:** 18,340 SqFt

Section: 01 of 1 **From:** Taxiway A **To:** North End **Last Const.:** 9/3/2003

Surface: AC **Family:** OR-Cat2-AC-Central-AP-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 18,340 SqFt **Length:** 135 Ft **Width:** 130 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 4 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5600.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	234.00	Ft
48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5600.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5600.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	M	420.00	Ft
48	L & T CR	L	420.00	Ft
57	WEATHERING	L	5600.00	SqFt

Sample Number: 04 **Type:** R **Area:** 3550.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	190.00	Ft
57	WEATHERING	L	3550.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: R09CR **Name:** Runway 09/27 Corvallis **Use:** RUNWAY **Area:** 232,407 SqFt

Section: 01 of 2 **From:** 09 End **To:** Taxiway A **Last Const.:** 11/2/2018

Surface: AAC **Family:** OR-Cat2-AAC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 230,347 SqFt **Length:** 3,072 Ft **Width:** 75 Ft

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

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

Section Comments:

Last Insp. Date: 9/17/2015 **TotalSamples:** 44 **Surveyed:** 6

Conditions: **PCI:** 61 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 08 **Type:** R **Area:** 5625.00 SqFt **PCI:** 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft
43	BLOCK CRACKING	L	3094.00	SqFt
43	BLOCK CRACKING	M	562.00	SqFt

Sample Number: 15 **Type:** R **Area:** 5625.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CRACKING	L	3094.00	SqFt
43	BLOCK CRACKING	M	562.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft

Sample Number: 22 **Type:** R **Area:** 5625.00 SqFt **PCI:** 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
43	BLOCK CRACKING	L	3375.00	SqFt
43	BLOCK CRACKING	M	562.00	SqFt

Sample Number: 29 **Type:** R **Area:** 5625.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CRACKING	L	3375.00	SqFt
43	BLOCK CRACKING	M	562.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft

Sample Number: 36 **Type:** R **Area:** 5625.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CRACKING	L	2250.00	SqFt
43	BLOCK CRACKING	M	562.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft

Sample Number: 42 **Type:** R **Area:** 5625.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CRACKING	L	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft

Network: Corvallis **Name:** Corvallis Municipal

Branch: R17CR **Name:** Runway 17/35 Corvallis **Use:** RUNWAY **Area:** 885,300 SqFt

Section: 01A of 6 **From:** Runway 17 End **To:** Taxiway B3 **Last Const.:** 9/1/2005

Surface: AAC **Family:** OR-Cat2-AAC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 253,350 SqFt **Length:** 5,067 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 51 **Surveyed:** 6

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	M	300.00	Ft
48	L & T CR	L	60.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	200.00	Ft
48	L & T CR	L	220.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 26 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 35 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 45 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: R17CR **Name:** Runway 17/35 Corvallis **Use:** RUNWAY **Area:** 885,300 SqFt

Section: 01B of 6 **From:** Runway 17 End **To:** Taxiway B3 **Last Const.:** 9/1/2005

Surface: AAC **Family:** OR-Cat2-AAC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 253,350 SqFt **Length:** 5,067 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 51 **Surveyed:** 6

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	M	600.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	M	600.00	Ft
48	L & T CR	L	150.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	M	600.00	Ft
48	L & T CR	L	275.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 26 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	M	600.00	Ft
48	L & T CR	L	160.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 35 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	M	600.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 45 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	M	600.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: R17CR **Name:** Runway 17/35 Corvallis **Use:** RUNWAY **Area:** 885,300 SqFt

Section: 01C of 6 **From:** Runway 17 End **To:** Taxiway B3 **Last Const.:** 9/1/2005

Surface: AAC **Family:** OR-Cat2-AAC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 253,350 SqFt **Length:** 5,067 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 51 **Surveyed:** 6

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	300.00	Ft

Sample Number: 09 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	120.00	Ft
48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 17 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	300.00	Ft
48	L & T CR	L	180.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 26 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 35 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 45 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	M	5000.00	SqFt
48	L & T CR	M	300.00	Ft

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: R17CR **Name:** Runway 17/35 Corvallis **Use:** RUNWAY **Area:** 885,300 SqFt

Section: 02A of 6 **From:** Taxiway B3 **To:** Runway 35 End **Last Const.:** 9/1/2005

Surface: AC **Family:** OR-Cat2-AC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 41,750 SqFt **Length:** 835 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	400.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	M	400.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	100.00	Ft
48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: R17CR **Name:** Runway 17/35 Corvallis **Use:** RUNWAY **Area:** 885,300 SqFt

Section: 02B of 6 **From:** Taxiway B3 **To:** Runway 35 End **Last Const.:** 9/1/2005

Surface: AC **Family:** OR-Cat2-AC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 41,750 SqFt **Length:** 835 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	M	700.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	M	500.00	Ft
57	WEATHERING	L	5000.00	SqFt

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

Sample Comments:

48	L & T CR	M	600.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: R17CR **Name:** Runway 17/35 Corvallis **Use:** RUNWAY **Area:** 885,300 SqFt

Section: 02C of 6 **From:** Taxiway B3 **To:** Runway 35 End **Last Const.:** 9/1/2005

Surface: AC **Family:** OR-Cat2-AC-Central-RW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 41,750 SqFt **Length:** 835 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	M	350.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	M	300.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: T01CR **Name:** Taxiway 01 Corvallis **Use:** TAXIWAY **Area:** 45,382 SqFt

Section: 01 of 1 **From:** Apron 01 **To:** End **Last Const.:** 9/3/2002

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** S

Area: 45,382 SqFt **Length:** 945 Ft **Width:** 48 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	M	80.00	Ft
57	WEATHERING	L	4800.00	SqFt
45	DEPRESSION	L	12.00	SqFt

Sample Number: 03 **Type:** R **Area:** 4800.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4800.00	SqFt
48	L & T CR	M	100.00	Ft

Sample Number: 05 **Type:** R **Area:** 4800.00 SqFt **PCI:** 71

Sample Comments:

50	PATCHING	L	125.00	SqFt
48	L & T CR	L	150.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 07 **Type:** R **Area:** 4800.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	40.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	4800.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: TACR **Name:** Taxiway A Corvallis **Use:** TAXIWAY **Area:** 158,589 SqFt

Section: 01 of 5 **From:** Runway 17 End **To:** Section 02 **Last Const.:** 5/3/2005

Surface: AAC **Family:** OR-Cat2-AAC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 5,771 SqFt **Length:** 106 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5771.00 SqFt **PCI:** 63

Sample Comments:

43	BLOCK CR	L	4040.00	SqFt
57	WEATHERING	L	5771.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: TACR **Name:** Taxiway A Corvallis **Use:** TAXIWAY **Area:** 158,589 SqFt

Section: 02 of 5 **From:** Section 01 **To:** Apron 01 **Last Const.:** 8/1/1994

Surface: AAC **Family:** OR-Cat2-AAC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 48,619 SqFt **Length:** 957 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 10 **Surveyed:** 4

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	200.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	500.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	M	120.00	Ft
48	L & T CR	L	400.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TACR **Name:** Taxiway A Corvallis **Use:** TAXIWAY **Area:** 158,589 SqFt

Section: 03 of 5 **From:** Apron 01 **To:** Section 04 **Last Const.:** 8/1/1994

Surface: AAC **Family:** OR-Cat2-AAC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 73,027 SqFt **Length:** 1,461 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 15 **Surveyed:** 5

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	260.00	Ft
45	DEPRESSION	L	21.00	SqFt

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	220.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	310.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	360.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 11 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	320.00	Ft
48	L & T CR	M	110.00	Ft
57	WEATHERING	L	5000.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: TB2CR **Name:** Taxiway B2 Corvallis **Use:** TAXIWAY **Area:** 17,161 SqFt

Section: 01 of 2 **From:** Runway 17/35 **To:** Section 02 **Last Const.:** 5/3/2005

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 6,073 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6073.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	130.00	Ft
57	WEATHERING	L	6073.00	SqFt
45	DEPRESSION	L	37.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TB2CR **Name:** Taxiway B2 Corvallis **Use:** TAXIWAY **Area:** 17,161 SqFt

Section: 02 of 2 **From:** Taxiway B **To:** Section 01 **Last Const.:** 8/3/1987

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 11,088 SqFt **Length:** 200 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	150.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6088.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	110.00	Ft
48	L & T CR	M	110.00	Ft
57	WEATHERING	L	6088.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: TB3CR **Name:** Taxiway B3 Corvallis **Use:** TAXIWAY **Area:** 16,625 SqFt

Section: 01 of 2 **From:** Runway 17/35 **To:** Section 02 **Last Const.:** 5/3/2005

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 5,537 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5537.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	5537.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TB3CR **Name:** Taxiway B3 Corvallis **Use:** TAXIWAY **Area:** 16,625 SqFt

Section: 02 of 2 **From:** Taxiway B **To:** Section 02 **Last Const.:** 8/3/1987

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 11,088 SqFt **Length:** 200 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	210.00	Ft
48	L & T CR	M	120.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6088.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	440.00	Ft
57	WEATHERING	L	6088.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TB4CR **Name:** Taxiway B4 Corvallis **Use:** TAXIWAY **Area:** 18,596 SqFt

Section: 01 of 2 **From:** Runway 35 End **To:** Section 02 **Last Const.:** 5/1/2005

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 6,787 SqFt **Length:** 125 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6787.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	145.00	Ft
57	WEATHERING	L	6787.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TB4CR **Name:** Taxiway B4 Corvallis **Use:** TAXIWAY **Area:** 18,596 SqFt

Section: 02 of 2 **From:** Taxiway B **To:** Section 01 **Last Const.:** 5/1/2005

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 11,809 SqFt **Length:** 175 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	70.00	Ft
48	L & T CR	M	120.00	Ft
57	WEATHERING	L	1000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 6809.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	M	60.00	Ft
48	L & T CR	L	80.00	Ft

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: TBCR **Name:** Taxiway B Corvallis **Use:** TAXIWAY **Area:** 313,705 SqFt

Section: 04 of 6 **From:** TB-03 **To:** Taxiway C **Last Const.:** 9/3/2003

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 26,112 SqFt **Length:** 634 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 5 **Surveyed:** 3

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 4144.00 SqFt **PCI:** 44

Sample Comments:

48	L & T CR	M	700.00	Ft
48	L & T CR	L	450.00	Ft
57	WEATHERING	L	4144.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	450.00	Ft
48	L & T CR	M	700.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	M	500.00	Ft
48	L & T CR	L	110.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TBCR **Name:** Taxiway B Corvallis **Use:** TAXIWAY **Area:** 313,705 SqFt

Section: 05 of 6 **From:** Taxiway C **To:** Taxiway B3 **Last Const.:** 8/3/1987

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 162,832 SqFt **Length:** 3,251 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 33 **Surveyed:** 5

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5312.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	M	85.00	Ft
48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5312.00	SqFt

Sample Number: 08 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	M	100.00	Ft
48	L & T CR	L	300.00	Ft
41	ALLIGATOR CR	L	6.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 16 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	M	80.00	Ft
48	L & T CR	L	160.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 24 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	M	90.00	Ft
48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 31 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	M	160.00	Ft
48	L & T CR	L	80.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TBCR **Name:** Taxiway B Corvallis **Use:** TAXIWAY **Area:** 313,705 SqFt

Section: 06 of 6 **From:** Taxiway B3 **To:** Taxiway B4 **Last Const.:** 8/3/1994

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 42,950 SqFt **Length:** 859 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 8 **Surveyed:** 4

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	M	100.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	M	70.00	Ft
57	WEATHERING	L	2500.00	SqFt
48	L & T CR	L	50.00	Ft

Sample Number: 04 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	1000.00	SqFt
48	L & T CR	L	80.00	Ft
48	L & T CR	M	100.00	Ft

Sample Number: 06 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	40.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	1000.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TCCR **Name:** Taxiway C Corvallis **Use:** TAXIWAY **Area:** 48,239 SqFt

Section: 01 of 4 **From:** Runway 17/35 **To:** Section 02 **Last Const.:** 5/3/2005

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 6,073 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 6073.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	120.00	Ft
57	WEATHERING	L	6073.00	SqFt

Attachment C6

Network: Corvallis **Name:** Corvallis Municipal

Branch: TCCR **Name:** Taxiway C Corvallis **Use:** TAXIWAY **Area:** 48,239 SqFt

Section: 02 of 4 **From:** Section 01 **To:** Taxiway B **Last Const.:** 8/3/1987

Surface: AC **Family:** OR-Cat2-AC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 9,370 SqFt **Length:** 200 Ft **Width:** 50 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	100.00	Ft
48	L & T CR	M	70.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 02 **Type:** R **Area:** 4370.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	100.00	Ft
48	L & T CR	M	110.00	Ft
57	WEATHERING	L	4370.00	SqFt

Network: Corvallis **Name:** Corvallis Municipal

Branch: TCCR **Name:** Taxiway C Corvallis **Use:** TAXIWAY **Area:** 48,239 SqFt

Section: 03 of 4 **From:** Runway 9/27 **To:** Section 04 **Last Const.:** 11/2/2018

Surface: AAC **Family:** OR-Cat2-AAC-Central-TW-2015 **Zone:** KCVO **Category:** G **Rank:** P

Area: 13,567 SqFt **Length:** 142 Ft **Width:** 43 Ft

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

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

Section Comments:

Last Insp. Date: 5/10/2018 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 3658.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	180.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	1829.00	SqFt

Sample Number: 02 **Type:** R **Area:** 3659.00 SqFt **PCI:** 68

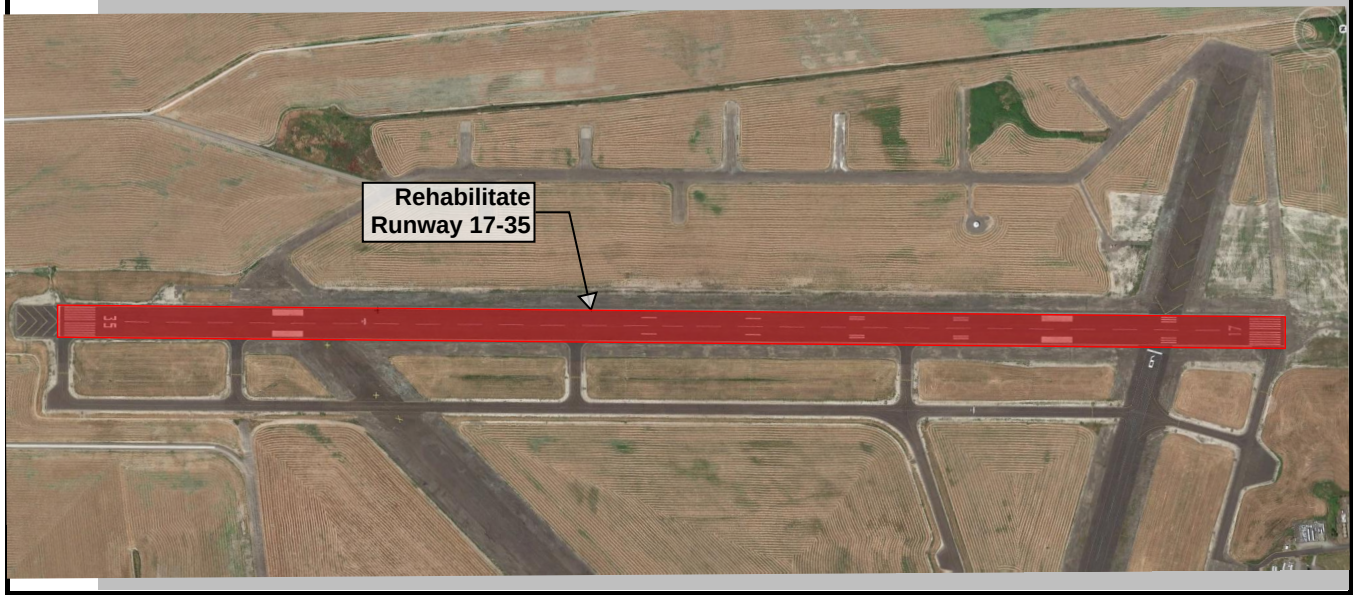
Sample Comments:

48	L & T CR	L	70.00	Ft
48	L & T CR	M	139.00	Ft
57	WEATHERING	L	1829.00	SqFt

CIP DATA SHEET

AIRPORT	Corvallis Municipal Airport	LOCID	CVO	LOCAL PRIORITY	
PROJECT DESCRIPTION	Runway 17-35 Rehabilitation			PLANNED YEAR TO CONSTRUCT	2022

SKETCH:



JUSTIFICATION: The project purpose is to rehabilitate Runway 17-35. Runway 17-35 PCI values, recently identified in three longitudinal sections, rated the strips along the edges of RW 17-35 at 67 and 69 and the center 'keel' section at 53. Observed failures are primarily block cracking of medium severity. Rehabilitation will be a 2" AC nominal overlay. Other project improvements include partial depth pavement removal, marking removal, crack seal, and pavement marking. Environmental and Design will be completed in 2021. Additional standards improvements like transverse RSA grading and taxiway fillet geometry will not be considered or incorporated into this maintenance overlay project. Rehabilitation of the full 150' existing width of Runway 17-35 is also requested to be an AIP eligible cost, per Table 3-17 of the AIP Handbook.

COST ESTIMATE:

ADMINISTRATION:	$10,000	1.Environmental	$ 30,000	4	$
ENGINEERING:	$214,444	2. Construction	$ 2,785,556	5	$
INSPECTION:	$260,000	3	$	**TOTAL:**	**$3,300,000**

Federal (90%)	$ 2,970,000	State	$	Local (10%)	$ 330,000

SPONSOR VERIFICATION: For each and every project as applicable	Date	(see instruction sheet or attached comments for more information)
	2013	-Date of approved ALP with project shown
	1/2021	-Date of environmental determination (ROD, FONSI, CatEx)
	N/A	-Date of land acquisition or signed purchase agreement
	N/A	-Date of pavement maintenance program
		-Date of Benefit Cost Analysis (BCA) as required

SPONSOR'S SIGNATURE: _____ DATE: October 16, 2018

PRINTED NAME: Anthony Beach TITLE: Airport Manager

PHONE NUMBER: 541-766-6783 EMAIL: anthony.beach@corvallisoregon.gov

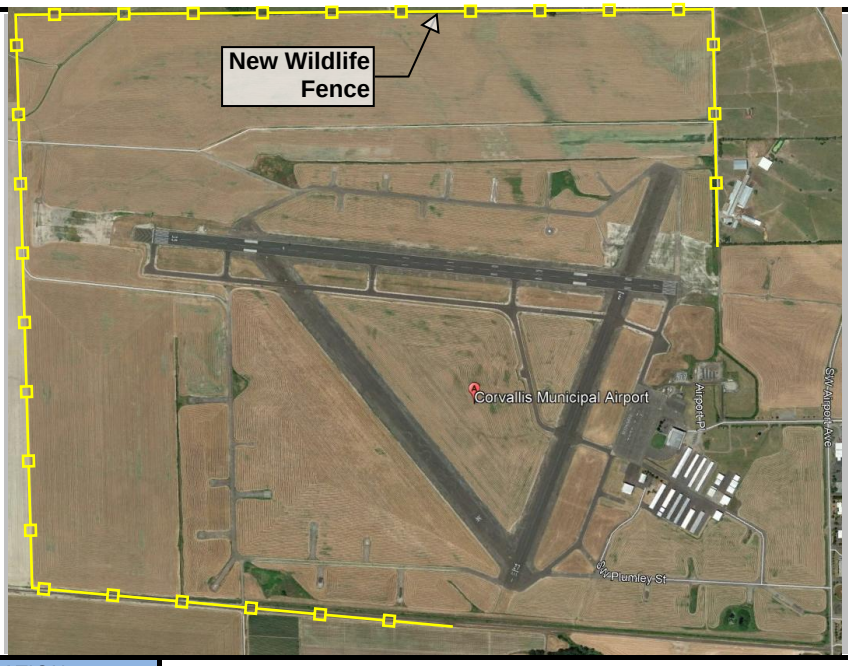
FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL $

CIP DATA SHEET

AIRPORT	Corvallis Municipal Airport	LOCID	CVO	LOCAL PRIORITY	
PROJECT DESCRIPTION	Wildlife Fence			PLANNED YEAR TO CONSTRUCT	2023

SKETCH:



JUSTIFICATION: A perimeter Wildlife Fence was included in a recently-completed EA which has a 5-yr shelf life. As part of the predesign efforts of the EA, a Wildlife Hazard Site Visit (WHSV) was completed by an airport-certified wildlife biologist. The WHSV listed a wildlife exclusion fence as a recommended project which was accepted by the City under PGL 16-10 on 11/14/2017.

COST ESTIMATE:

ADMINISTRATION:	$6,000	1. Predesign	$	4	$
ENGINEERING:	$60,000	2. Construction	$ 1,998,444	5	$
INSPECTION:	$ 80,000	3	$	**TOTAL:**	**$2,144,444**

Federal (90%)	$ 1,930,000	State	$	Local (10%)	$ 214,444

SPONSOR VERIFICATION: For each and every project as applicable	Date	(see instruction sheet or attached comments for more information)
	2013	-Date of approved ALP with project shown
	7/2018	-Date of environmental determination (ROD, FONSI, CatEx)
	N/A	-Date of land acquisition or signed purchase agreement
	N/A	-Date of pavement maintenance program
	N/A	-Date of Benefit Cost Analysis (BCA) as required

SPONSOR'S SIGNATURE: _____ DATE: October 16, 2018

PRINTED NAME: Anthony Beach TITLE: Airport Manager

PHONE NUMBER: 541-766-6783 EMAIL: anthony.beach@corvallisoregon.gov

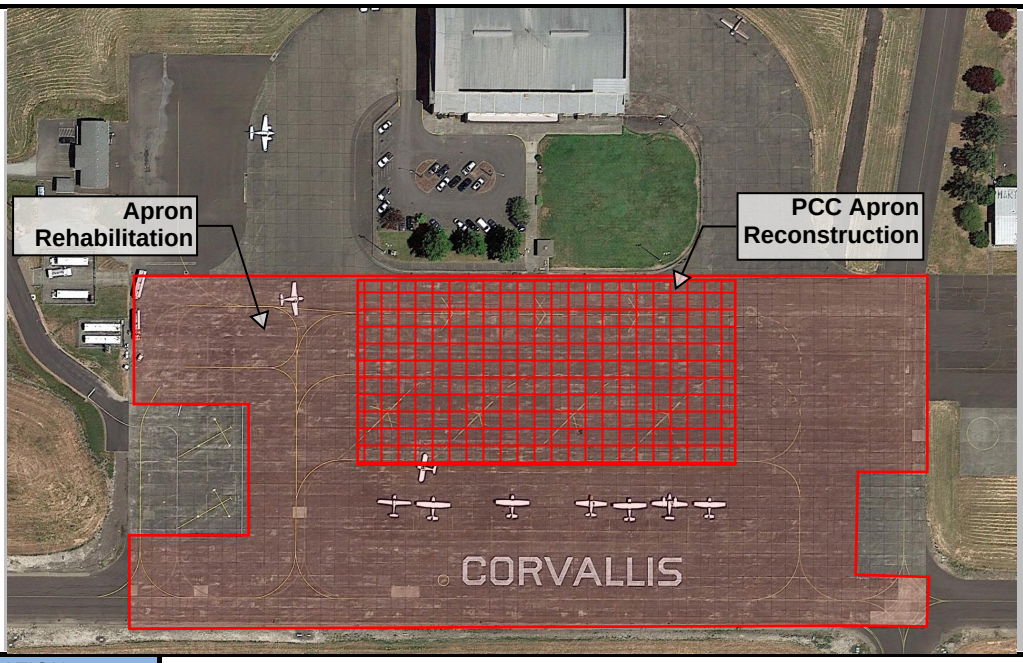
FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL $

CIP DATA SHEET

AIRPORT	Corvallis Municipal Airport	LOCID	CVO	LOCAL PRIORITY	
PROJECT DESCRIPTION	Apron Rehabilitation			PLANNED YEAR TO CONSTRUCT	2024

SKETCH:



JUSTIFICATION: Apron rehabilitation includes various methods including spall repair, joint sealing, dig outs, surface treatments, or replacement with new AC pavement section. Main parking area for larger aircraft to be replaced with PCC. Existing apron was constructed in the early 1940's and has begun to show significant signs of weathering and distress. Master plan identified this project to be completed by 2019 but project has been delayed due to the significant required costs.

COST ESTIMATE:

ADMINISTRATION:	$17,000	1. Predesign	$	4	$
ENGINEERING:	$400,000	2. Construction	$ 3,438,000	5	$
INSPECTION:	$ 425,000	3	$	**TOTAL:**	**$4,280,000**

Federal (90%)	$ 3,852,000	State	$	Local (10%)	$ 428,000

SPONSOR VERIFICATION: For each and every project as applicable	Date	(see instruction sheet or attached comments for more information)
	2013	-Date of approved ALP with project shown
	1/2024	-Date of environmental determination (ROD, FONSI, CatEx)
	N/A	-Date of land acquisition or signed purchase agreement
	N/A	-Date of pavement maintenance program
	N/A	-Date of Benefit Cost Analysis (BCA) as required

SPONSOR'S SIGNATURE: _____ DATE: October 16, 2018

PRINTED NAME: Anthony Beach TITLE: Airport Manager

PHONE NUMBER: 541-766-6783 EMAIL: anthony.beach@corvallisoregon.gov

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL $

2019 Preliminary Pavement Maintenance Program
$1,000,000 Budget and Raw Cost Numbers

Corvallis Municipal									
Network	**Branch**	**Section**	**Section Area (sf)**	**PCI in '18**	**Maintenance Type**	**Work Quantity**	**Unit Cost**	**Unit Cost**	**Total Cost by Airport**
Corvallis	A03CR	01	19,895	77	Crack Sealing - AC	357	Ft	$1.50	$535.72
Corvallis	A03CR	02	56,040	66	Crack Sealing - AC	3,904	Ft	$1.50	$5,855.91
Corvallis	A03CR	03	56,234	77	Crack Sealing - AC	937	Ft	$1.50	$1,405.86
Corvallis	A03CR	04	3,740	71	Crack Sealing - AC	50	Ft	$1.50	$75.00
Corvallis	A03CR	05	2,415	68	Crack Sealing - AC	100	Ft	$1.50	$150.00
Corvallis	AHACR	01	18,340	63	Crack Sealing - AC	1,007	Ft	$1.50	$1,510.73
Corvallis	R17CR	01A	253,350	67	Crack Sealing - AC	13,512	Ft	$1.50	$20,268.17
Corvallis	R17CR	01B	253,350	53	Crack Sealing - AC	30,402	Ft	$1.50	$45,603.00
Corvallis	R17CR	01C	253,350	69	Crack Sealing - AC	10,978	Ft	$1.50	$16,467.88
Corvallis	R17CR	02A	42,286	65	Crack Sealing - AC	2,714	Ft	$1.50	$4,071.00
Corvallis	R17CR	02B	41,750	58	Crack Sealing - AC	4,384	Ft	$1.50	$6,576.00
Corvallis	R17CR	02C	41,750	69	Crack Sealing - AC	2,192	Ft	$1.50	$3,287.84
Corvallis	T01CR	01	45,382	77	Crack Sealing - AC	709	Ft	$1.50	$1,063.65
Corvallis	TACR	01	5,771	63	Crack Sealing - AC		Ft	$1.50	
Corvallis	TACR	02	48,619	70	Crack Sealing - AC	1,167	Ft	$1.50	$1,750.30
Corvallis	TACR	03	73,027	77	Crack Sealing - AC	321	Ft	$1.50	$481.98
Corvallis	TB2CR	01	6,073	70	Crack Sealing - AC	130	Ft	$1.50	$195.00
Corvallis	TB2CR	02	11,088	76	Crack Sealing - AC	170	Ft	$1.50	$255.00
Corvallis	TB3CR	01	5,536	89	Crack Sealing - AC		Ft	$1.50	
Corvallis	TB3CR	02	11,088	74	Crack Sealing - AC	120	Ft	$1.50	$180.00
Corvallis	TB4CR	01	6,786	87	Crack Sealing - AC		Ft	$1.50	
Corvallis	TB4CR	02	11,809	80	Crack Sealing - AC	180	Ft	$1.50	$270.00
Corvallis	TBCR	05	162,832	73	Crack Sealing - AC	3,313	Ft	$1.50	$4,969.53
Corvallis	TBCR	06	42,950	78	Crack Sealing - AC	795	Ft	$1.50	$1,191.87
Corvallis	TCCR	01	6,073	74	Crack Sealing - AC	120	Ft	$1.50	$180.00
Corvallis	TCCR	02	9,370	75	Crack Sealing - AC	180	Ft	$1.50	$270.00
Total									**$116,614.44**