CITY OF SUSANVILLE
66 N. Lassen Street • Susanville CA
Robert Tyndall, Chair
Richard Hrezo, Vice Chair
Paul Clark • William Heyland • Dan Weaver

Susanville Municipal Airport Commission

Regular Susanville Municipal Airport Commission Meeting • City Council Chambers

Thursday, June 13, 2024 - 4:00 PM

Call meeting to Order

Roll Call of Commissioners Present

1. **AGENDA APPROVAL:** *(Additions and/or Deletions)*

2. **APPROVAL OF MINUTES:** *Approval of minutes from the March 14, 2024 meeting.*

   2.A Approval of minutes from the March 14, 2024 meeting

3. **CORRESPONDENCE/INFORMATION:**

   3.A Airport Financial Report

4. **BUSINESS FROM THE FLOOR:** *Any person may address the Commission at this time upon any subject **not on the agenda** within the jurisdiction of the Commission. However, any matter that requires action will be referred to staff for a report and action at a subsequent meeting. Presentations are subject to a five-minute limit.*

5. **NEW BUSINESS:**

   5.A Update on Taxiway B Project

   5.B Presentation of the Pavement Maintenance and Management Program

   5.C Report on CAAP (Caltrans Grant)

6. **CONTINUING BUSINESS:**

7. **AIRPORT MANAGERS REPORT:**

8. **COMMISSION ITEMS:**

9. **ADJOURNMENT:**
   - ***The next regular meeting of the Susanville Municipal Airport Commission will be held on July 11,2024 at 4:00PM.***

Reports and documents relating to each agenda item are on file in the Office of the City Clerk and are available for public inspection during normal business hours and at the meeting. These reports and documents are also available at the City's website www.cityofsusanville.net, unless there were systems

problems posting to the website.

Accessibility: An interpreter for the hearing-impaired may be made available upon request to the City Clerk seventy-two hours prior to a meeting. A reader for the vision-impaired for purposes of reviewing the agenda may be made available upon request to the City Clerk. The location of this meeting is wheelchair-accessible.

I, Marci Rojas, certify that I caused to be posted notice of the regular meeting scheduled for 06/13/2024 in the areas designated on 06/10/2024.

AGENDA ITEM NO. 2.A
Action Item

SUSANVILLE MUNICIPAL AIRPORT COMMISSION AGENDA ITEM

Submitted By:	Marci Rojas, Public Works
Action Date:	June 13, 2024
SUBJECT:	Approval of minutes from the March 14, 2024 meeting
PRESENTED BY:	Bob Godman, Public Works Director
SUMMARY:	Attached for the Commission's review are the minutes from the March 14, 2024 SMAC meeting.
FISCAL IMPACT:	None.
ACTION REQUESTED:	Motion to approve minutes from the March 14, 2024 SMAC meeting.

ATTACHMENTS:
SMAC_minutes_20240314.docx

SUSANVILLE MUNICIPAL AIRPORT COMMISSION Regular
Susanville Municipal Airport Commission Meeting Minutes
THURSDAY, MARCH 14, 2024 – 4:00 PM

This meeting was recorded and live streamed for public consumption. The below minutes are action minutes. To view the meeting recording, please visit the city's website: https://www.cityofsusanville.net/rooptown/city-council/agendas-and-minutes/

The direct link to this recording is: https://cityofsusanville.granicus.com/player/clip/292?view_id=1&redirect=true&h=14e3f655f14bafcb845752f39550daa9

Call meeting to Order

Roll Call of Commissioners Present: Robert Tyndall, Richard Hrezo, William Heyland
Absent: Paul Clark, Dan Weaver

1. AGENDA APPROVAL:

Moved by William Heyland; seconded by Richard Hrezo to
Approve . Motion Carried: 3 - 0
Voting For: Robert Tyndall, Richard Hrezo, William Heyland
Voting Against: None

2. APPROVAL OF MINUTES:

2.A Consider approval of minutes from the February 08, 2024 SMAC meeting. Motion to approve February 08, 2024 meeting minutes
SMAC_Minutes_20240208.docx

Moved by William Heyland; seconded by Richard Hrezo to Approve .
Motion Carried: 3- 0
Voting For: Robert Tyndall, Richard Hrezo, William Heyland
Voting Against: None

3. CORRESPONDENCE/INFORMATION:

3.A Financial Report for the Airport
None. This is for transparency purposes only.
Airport Available Cash Report_022024.pdf
Airport Financials_022024.pdf

4. BUSINESS FROM THE FLOOR:

5. NEW BUSINESS:

5.A Report on Hangar 9 repairs
None
24-6280.pdf

5.B Update on Taxiway B resurfacing Project

None

5.C Airport Promotion Ideas

Discussion only

6. CONTINUING BUSINESS:

6.A ACIP for 2024-2029

Final Scheduling of projects for the 2024-2029 ACIP, and recommendation to Council for approval.

Moved by Richard Hrezo; seconded by William Heyland to Approve .
Motion Carried: 3- 0
Voting For: Robert Tyndall, Richard Hrezo, William Heyland
Voting Against: None

7. AIRPORT MANAGERS REPORT:

8. COMMISSION ITEMS:

9. ADJOURNMENT:

AGENDA ITEM NO. 3.A
Discussion Item

SUSANVILLE MUNICIPAL AIRPORT COMMISSION AGENDA ITEM

Submitted By: Bob Godman, Public Works

Action Date: June 13, 2024

SUBJECT: Airport Financial Report

PRESENTED BY: Bob Godman, Public Works Director

SUMMARY: Attached is the Airport financial report through May 31, 2024.

FISCAL IMPACT: None

ACTION REQUESTED: None, information only

ATTACHMENTS:
20240531 Airport Cash Report.pdf
20240531 Airport Budget.pdf

CITY OF SUSANVILLE
COMBINED CASH AND INVESTMENTS
JUNE 30, 2024

COMBINED ACCOUNTS

CASH ALLOCATION RECONCILIATION

RESTRICTED FUNDS

7201	ALLOCATION TO AIRPORT	113,964.00
	ALLOCATIONS TO RESTRICTED FUNDS	113,964.00

UNRESTRICTED FUNDS

ALLOCATIONS TO UNRESTRICTED FUNDS	.00
TOTAL ALLOCATIONS TO OTHER FUNDS	113,964.00
ZERO PROOF IF ALLOCATIONS BALANCE	113,964.00

CITY OF SUSANVILLE
INCOME STATEMENT
REVENUES WITH COMPARISON TO BUDGET
FOR THE 11 MONTHS ENDING MAY 31, 2024

AIRPORT

		BUDGET	YTD ACTUAL	ENCUMBRANCE	% EARNED	UNEARNED	% UNEARNED
	PUBLIC WORKS						
	AIRPORT-OPERATIONS						
7201-430-81-3301	US DEPT OF TRANS-FAA	.00	71,209.25	.00	.00	(71,209.25)	.00
7201-430-81-3341	STATE OF CA - CALTRANS	10,000.00	.00	.00	.00	10,000.00	100.00
7201-430-81-3611	INTEREST REVENUE	200.00	2,581.77	.00	1,290.89	(2,381.77)	(1,190.89)
7201-430-81-3613	NET INCREASE(DECREASE) FMV	.00	782.86	.00	.00	(782.86)	.00
7201-430-81-3620	AIRPORT - LEASES	100,000.00	89,206.00	.00	89.21	10,794.00	10.79
7201-430-81-3701	AIRPORT - FLOWAGE FEES	10,000.00	4,585.55	.00	45.86	5,414.45	54.14
7201-430-81-3703	COMMERCIAL OPERATOR FEES	11,000.00	11,909.10	.00	108.26	(909.10)	(8.26)
	TOTAL AIRPORT-OPERATIONS	131,200.00	180,274.53	.00	137.40	(49,074.53)	(37.40)
	PMMP 3-06-0251-021-2023						
7201-430-88-3301	US DEPT OF TRANS-FAA	114,300.00	.00	.00	.00	114,300.00	100.00
7201-430-88-3341	STATE OF CA - CALTRANS	5,715.00	.00	.00	.00	5,715.00	100.00
	TOTAL PMMP 3-06-0251-021-2023	120,015.00	.00	.00	.00	120,015.00	100.00
	TOTAL PUBLIC WORKS	251,215.00	180,274.53	.00	71.76	70,940.47	28.24

CITY OF SUSANVILLE
INCOME STATEMENT
REVENUES WITH COMPARISON TO BUDGET
FOR THE 11 MONTHS ENDING MAY 31, 2024

AIRPORT

		BUDGET	YTD ACTUAL	ENCUMBRANCE	% EARNED	UNEARNED	% UNEARNED
	DEPARTMENT 490						
	DIVISION 00						
7201-490-00-3904	TRN IN 7202 AIRPORT CIP	15,000.00	.00	.00	.00	15,000.00	100.00
	TOTAL DIVISION 00	15,000.00	.00	.00	.00	15,000.00	100.00
	TOTAL DEPARTMENT 490	15,000.00	.00	.00	.00	15,000.00	100.00
	TOTAL FUND REVENUE	266,215.00	180,274.53	.00	67.72	85,940.47	32.28

CITY OF SUSANVILLE
INCOME STATEMENT
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 11 MONTHS ENDING MAY 31, 2024

AIRPORT

		BUDGET	YTD ACTUAL	ENCUMBRANCE	% EXPENDED	UNEXPENDED	% UNEXP.
	PUBLIC WORKS						
	AIRPORT-OPERATIONS						
7201-430-81-4100	REGULAR EMPLOYEES	.00	3,071.31	.00	.00	(3,071.31)	.00
7201-430-81-4120	TEMPORARY EMPLOYEES	24,204.00	22,380.05	.00	92.46	1,823.95	7.54
7201-430-81-4221	SOCIAL SECURITY CONTRIBUTIONS	1,509.00	1,573.95	.00	104.30	(64.95)	(4.30)
7201-430-81-4222	MEDICARE	353.00	368.10	.00	104.28	(15.10)	(4.28)
7201-430-81-4230	PERS	.00	235.90	.00	.00	(235.90)	.00
7201-430-81-4260	WORKERS' COMPENSATION	730.00	1,193.54	.00	163.50	(463.54)	(63.50)
7201-430-81-4293	STATE UNEMPLOYMENT	.00	26.67	.00	.00	(26.67)	.00
7201-430-81-4330	PROFESSIONAL SVCS	550.00	528.00	.00	96.00	22.00	4.00
7201-430-81-4340	TECHNICAL SVCS	7,201.00	5,325.53	2,400.00	107.28	(524.53)	(7.28)
7201-430-81-4431	REPAIR AND MAINTENANCE-MISC	848.00	489.33	.00	57.70	358.67	42.30
7201-430-81-4434	REPAIR AND MAINTENANCE-FACILIT	6,490.00	921.88	.00	14.20	5,568.12	85.80
7201-430-81-4510	INSURANCE AIRPORT HANGARS	6,210.00	5,698.00	.00	91.76	512.00	8.24
7201-430-81-4511	INSUR.AIRPORT OWNER OPER. LIAB	6,434.00	5,896.00	.00	91.64	538.00	8.36
7201-430-81-4512	INSUR.AIRPORT AIR SHOW LIAB	442.00	407.00	.00	92.08	35.00	7.92
7201-430-81-4524	INTERNAL SVCS ADMIN	26,099.00	23,925.00	.00	91.67	2,174.00	8.33
7201-430-81-4525	INTERNAL SVC PW/ENG	27,521.00	25,223.00	.00	91.65	2,298.00	8.35
7201-430-81-4526	INTERNAL SVC FLEET	279.00	253.00	.00	90.68	26.00	9.32
7201-430-81-4530	COMMUNICATIONS	900.00	824.98	.00	91.66	75.02	8.34
7201-430-81-4610	SUPPLIES - GENERAL	327.00	.00	.00	.00	327.00	100.00
7201-430-81-4622	ELECTRICITY	5,452.00	3,672.82	.00	67.37	1,779.18	32.63
7201-430-81-4623	PROPANE	3,268.00	3,267.12	.00	99.97	.88	.03
7201-430-81-4626	GASOLINE	915.00	499.33	.00	54.57	415.67	45.43
7201-430-81-4641	POSTAGE	25.00	20.41	.00	81.64	4.59	18.36
7201-430-81-4770	DEPRECIATION EXPENSE	158,159.00	144,980.00	.00	91.67	13,179.00	8.33
7201-430-81-4810	TAXES, FEES, PERMITS & CHARGES	2,500.00	2,445.96	.00	97.84	54.04	2.16
7201-430-81-4840	BAD DEBT EXPENSE	1,843.00	.00	.00	.00	1,843.00	100.00
	TOTAL AIRPORT-OPERATIONS	282,259.00	253,226.88	2,400.00	90.56	26,632.12	9.44
	PMMP 3-06-0251-021-2023						
7201-430-88-4340	TECHNICAL SVCS	127,000.00	.00	.00	.00	127,000.00	100.00
	TOTAL PMMP 3-06-0251-021-2023	127,000.00	.00	.00	.00	127,000.00	100.00
	TOTAL PUBLIC WORKS	409,259.00	253,226.88	2,400.00	62.46	153,632.12	37.54
	TOTAL FUND EXPENDITURES	409,259.00	253,226.88	2,400.00	62.46	153,632.12	37.54
	REVENUE OVER (UNDER) EXPENDITURES	(143,044.00)	(72,952.35)	(2,400.00)	(52.68)	(67,691.65)	(47.32)
	GRAND TOTAL REVENUE	266,215.00	180,274.53	.00	67.72	85,940.47	32.28
	GRAND TOTAL EXPENDITURES	(409,259.00)	(253,226.88)	(2,400.00)	(62.46)	(153,632.12)	(37.54)

CITY OF SUSANVILLE
INCOME STATEMENT
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 11 MONTHS ENDING MAY 31, 2024

{SEGTITLE[F FUND]}

	BUDGET	YTD ACTUAL	ENCUMBRANCE	% EXPENDED	UNEXPENDED	% UNEXP.
TOTAL NET REVENUE(EXPENDITURES)	(143,044.00)	(72,952.35)	(2,400.00)	(52.68)	(67,691.65)	(47.32)

AGENDA ITEM NO. 5.A
Discussion Item

SUSANVILLE MUNICIPAL AIRPORT COMMISSION AGENDA ITEM

Submitted By: Bob Godman, Public Works

Action Date: June 13, 2024

SUBJECT: Update on Taxiway B Project

PRESENTED BY: Bob Godman, Public Works Director

SUMMARY: In April staff completed the official bidding process for the construction of Taxiway B. The City only received one bid for the project which was about $130,000 higher than the engineer's estimate for the job. Since the project scheduling is based off of the engineer's estimate and the standard FAA and BIL amounts that the Airport receives annually there is currently not enough funding for this project. This is a somewhat common occurrence with a few different remedies. The first, which staff is currently pursuing is asking the FAA to fund the extra cost by increasing our grant. The other options are to make the project smaller, wait for another year for the new FAA grant allotment or to ask City Council to cover the extra cost out of the General Fund.

FISCAL IMPACT: None.

ACTION REQUESTED: Information only

ATTACHMENTS:

AGENDA ITEM NO. 5.B
Discussion Item

SUSANVILLE MUNICIPAL AIRPORT COMMISSION AGENDA ITEM

Submitted By:	Bob Godman, Public Works
Action Date:	June 13, 2024
SUBJECT:	Presentation of the Pavement Maintenance and Management Program
PRESENTED BY:	Bob Godman, Public Works Director
SUMMARY:	One of the projects on the ACIP this year was the creation of a Pavement Maintenance and Management Plan. This plan is an important element in securing future funding for paving and pavement maintenance projects in the future.
FISCAL IMPACT:	None.
ACTION REQUESTED:	Information Only

ATTACHMENTS:
SVE PMP FINAL 4-12-2024.pdf

PAVEMENT MANAGEMENT PROGRAM REPORT

SUSANVILLE MUNICIPAL AIRPORT
SUSANVILLE, CALIFORNIA

C&S Engineers, Inc.
2355 Northside Dr., Suite 350
San Diego, CA, 92108
Phone: (619) 296-9373
www.cscos.com

MARCH 2024

TABLE OF CONTENTS

1.	**EXECUTIVE SUMMARY**	**1**
2.	**INTRODUCTION**	**4**
	2.1 General	4
	2.2 Project Background	4
	2.3 Scope of Work Performed	5
3.	**HISTORICAL DATA**	**6**
4.	**PAVEMENT INVENTORY AND NETWORK DEFINITION**	**7**
5.	**PAVEMENT CONDITION SURVEY AND RATING PROCEDURE**	**8**
	5.1 Overview	8
	5.2 Calculation of PCI	10
	5.3 Pavement Inspection and Sampling Techniques	10
	5.4 Layout Methodology	10
6.	**RESULTS OF PAVEMENT CONDITION SURVEY**	**12**
	6.1 Apron 1	12
	6.2 Apron 2	12
	6.3 Apron 3	13
	6.4 Apron 4	13
	6.5 Heli 1	13
	6.6 Heli 2	14
	6.7 Runway 1	14
	6.8 Taxiway 1	14
	6.9 Taxiway 2	15
	6.10 Taxiway 3	15
	6.11 Taxiway 4	15
	6.12 Taxiway 5	16
	6.13 Taxiway 6	16
	6.14 Taxiway 7	16
	6.15 Taxiway 8	17
	6.16 Tie-Down	17
7.	**ENGINEERING ANALYSES**	**18**
	7.1 PMP Customization	18
	7.2 Pavement Performance Models	18
	7.3 Rehabilitation Analysis Process	19
	7.4 Cost Estimates	20
8.	**AIRPORT CAPITAL IMPROVEMENT PLAN**	**21**
9.	**PAVEMENT MANAGEMENT REQUIREMENTS**	**22**
	9.1 PAVEMENT MAINTENANCE IDEOLOGY	23
10.	**LIMITATIONS**	**25**

APPENDICES

APPENDIX A – SECTION AND SAMPLE UNIT LAYOUT PLANS

APPENDIX B – PCI REPORTS

APPENDIX C – INSPECTION PHOTOGRAPHS

APPENDIX D – TYPICAL DISTRESS PHOTOGRAPHS

APPENDIX E – RECOMMENDED PROJECTS PLAN & COST ESTIMATES

APPENDIX F – RECORD DRAWINGS

APPENDIX G - 10 YEAR CONDITION FORECAST (2024-2034)

APPENDIX H - PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORMS

1. EXECUTIVE SUMMARY

C&S Engineers Inc. Contacted Silent Falcon UAS Technologies to perform a Pavement Management Program (PMP) for the Susanville Municipal Airport. Development of the plan required record drawing research to divide the pavement areas into section units based on construction history and in accordance with FAA Advisory Circular 150/5380-7B. After this was complete, a site visit was performed by Silent Falcon using aerial survey to assess the existing condition of the pavement sections. Photogrammetry was utilized to provide continuous photos that are used to gather surface and 3D data of the airfield. Data is then entered into ArcGIS where future conditions were calculated for the pavements at Susanville Municipal Airport. Findings were shared with C&S Engineers Inc. and the airport's ACIP was modified in accordance with the PMP results.

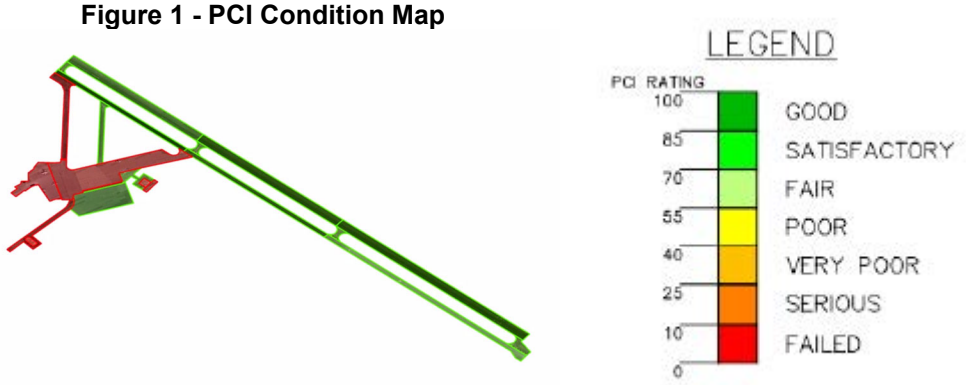
Condition

The Pavement Condition Index (PCI) is calculated based on the results of an aerial condition survey in which distress types, severity, and quantities are identified. The area-weighted pavement condition index (PCI) for the airfield pavements that were inspected in 2023 is 60. Table 1 (below) and Figure 1 - PCI Condition Map (below) provide a tabular and visual overview of the area-weighted PCIs. For the analysis performed in this report, a PCI between 51 & 70 for a runway and between 46 & 65 for a taxiway or apron, rehabilitation is recommended. Table 1 shows a condensed version of the area-weighted PCI for the airfield pavements. A more detailed version is located in Appendix G.

Table 1
Area-Weighted PCI by Pavement Use

Pavement Use (Branch Name)	Area-Wt. PCI	Pavement Area, Sq.Ft.	% of Total Pavement Area
Taxiways	73	260,918.13	30
Aprons	65	153,630.02	17
Runways	88	302,410.35	34
Helipads	51	9,861.91	1
Tiedowns	21	161,243.04	18
Overall	60	889,063.46	100

Figure 1 - PCI Condition Map



Capital Improvements

PAVER™ software was used to generate PCIs and to evaluate pavement rehabilitation and reconstruction needs at Susanville Municipal Airport. The program is also able to forecast future pavement conditions. A five and ten-year forecast map of PCI conditions are shown in Figure 2 and Figure 3, respectively and is shown in tabular form in Appendix G. Based upon the forecasted conditions, an analysis was performed to identify a prioritized plan for major rehabilitation and reconstruction projects. The results from the PAVER™ software were used as a basis for determining a logical pavement rehabilitation and reconstruction program that would be incorporated into the Airport Capital Improvement Program (ACIP) for Susanville Municipal Airport. The recommended strategy was discussed with the Engineers at C&S Engineering, Inc. and it was agreed that the County will attempt to modify the ACIP to align with the Pavement Management Program (PMP) results to the maximum extent practicable. Figure 4 illustrates the results of the recommended prioritized plan for airfield pavement rehabilitation. Details of the pavement rehabilitation program are presented in Appendix G.

The estimated total cost to complete the 10-year pavement rehabilitation program as shown in Figure 4, is from 2023-2033 See Section 8 and Appendix E for a detailed breakdown of the 10-year project costs. These project costs should be used for future capital programming purposes and referenced when updating the Airport Capital Improvement Program (ACIP) for the Susanville Municipal Airport.

TABLE 1-2 – ACIP PROJECTS – (2024-2034)

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
1	2024	$12,000	South Apron Reconstruction	2025	$1,100,000
				TOTAL:	$1,100,000

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
2	2024	$12,000	Taxiway C Reconstruction	2025	$650,000
				TOTAL:	$650,000

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
3	2024	$98,000	Taxiway D Reconstruction	2025	$400,000
				TOTAL:	$400,000

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
4	2025	$75,000	Runway 11-29 Seal Coat	2026	$500,000
				TOTAL:	$500,000

*Design Cost is equal to between roughly 6% and 10% of the total 2023 cost estimates for the project located in Appendix E.
*Construction Cost is equal to the total 2023 cost estimates for the project located in Appendix E plus 15% for CA/CO and other related items.
*These prices include a 2% annual inflation from the total 2023 cost estimates for the projects located in Appendix E.

2. INTRODUCTION

2.1 General

This report has been prepared to document the results of a Pavement Management Program (PMP) for Susanville Municipal Airport, which is owned and operated by the City of Susanville. This program serves to evaluate and document the current pavement condition, including observed pavement distresses, along with a comprehensive historic listing of maintenance and rehabilitation improvements performed throughout the airfield.

Silent Falcon UAS Technologies has performed an airport-wide pavement investigation and developed a long-term pavement maintenance and rehabilitation program for the Airport.

The ultimate objective of the PMP is to develop a prioritized list of pavement rehabilitation and reconstruction projects, and also identify scheduled pavement maintenance type activities in such a way that the network of pavements can be maintained in a serviceable condition in the most cost-effective manner. The PMP is also used as a reference document to help program preventive maintenance work at specific intervals which would extend the life of the pavement.

Through the use of PAVER™, which was developed by U.S. Army Corps of Engineers, data from the current field investigation was used to develop a recommended and prioritized list of projects. The software was also used to forecast future pavement conditions that simulate completion of the prioritized projects.

2.2 Project Background

Historically, most airport owners have made decisions regarding pavement maintenance and rehabilitation (M&R) based on experience and judgment rather than using documented data and an objective approach. Over the past decade, Pavement Management technology has been developed to assist airport owners, facility managers, budget directors and engineers do a better job in proactively planning pavement M&R so that cost effective treatments may be applied at optimum time intervals in a pavement's life cycle. A PMP may be defined as an objective method of prioritizing maintenance and rehabilitation work for a network of pavements such that optimal use is made of the Airport Owner's funds. Through the use of a PMP, an inventory of the pavement system is established, and a cost-effective maintenance program is developed to define which pavements should be rehabilitated, how they should be rehabilitated and when they should be rehabilitated.

Pavement Management Programs have been implemented at many airports over the past several years. In recognition of the long-term benefits of PMP's, the Federal Aviation Administration (FAA) has required that owners utilize a PMP to support any requests for Federal funding of airport pavement replacement or reconstruction projects after March 1, 1995. The intent of the requirement is to assure the FAA that owners are evaluating pavement conditions in an objective manner and selecting properly timed M&R treatments to ensure that federal funds are being spent in an optimal manner.

2.3 Scope of Work Performed

The following services were performed to generate this report:

- **Research Historical Records** - To determine pavement construction and maintenance history and to document existing pavement structure composition.
- **Develop Network Segmentation** - To subdivide the pavement into "sections" based on construction history for inspection and maintenance management purposes.
- **Perform Pavement Condition Survey** - To identify and quantify existing pavement distresses in an objective manner using established criteria.
- **Development of Engineering Strategies** - To set criteria for determination of short and long-term pavement maintenance and rehabilitation strategies.
- **Conduct Network Analysis** - To forecast future pavement conditions, select specific maintenance and rehabilitation treatments, prepare cost estimates, and develop a prioritized list of projects.
- **Develop Capital Improvement Program** - To summarize results of network analysis and identifying recommended pavement maintenance and rehabilitation projects over a 10-year period.

3. HISTORICAL DATA

Record plans were studied, and a pavement construction and maintenance history compiled for all airside pavements. This information was used to assist in segmenting the network of pavements for maintenance management purposes. The information will also be useful for future in-depth evaluations and rehabilitation designs. Select as Built pavement section sheets are in Appendix F- Record Drawings, Requests for access to the full set of record drawings can be made through C&S. The historical data is summarized in Table 3-1:

TABLE 3-1 – SUMMARY OF PAVEMENT HISTORY

Branch Name	Section Name	Construction History	Existing Pavement Section
A1	Apron	2015	3" Asphalt - 8" Aggregate
A2	Apron	2015	3" Asphalt - 8" Aggregate
A3	Apron	2015	3" Asphalt - 8" Aggregate
A4	Apron	2015	3" Asphalt - 8" Aggregate
H1a	Heli Pad	Unknown	Unknown
H1b	Heli Pad	Unknown	Unknown
H2	Heli Pad	Unknown	Unknown
R1	Runway	Unknown	Unknown
T1	Taxiway A	2022	4" Asphalt - 6" Aggregate
T2	Taxiway B	Unknown	Unknown
T3	Taxiway A	Unknown	Unknown
T4	Taxiway B	2012	Unknown
T5	Taxiway D	Unknown	Unknown
T6	Taxiway A	Unknown	Unknown
T7	Taxiway A	Unknown	Unknown
T8	Taxiway	2016	3" Asphalt - 8" Aggregate
TD1	Apron	2016	3" Asphalt - 8" Aggregate

4. PAVEMENT INVENTORY AND NETWORK DEFINITION

Based on the contents of the pavement inventory, including the pavement use, surface type, and structural composition, the network of airside pavements was divided into smaller, more manageable components for inspection and maintenance management purposes. A description of the three network components is provided below.

a. **Branches** - defined as any identifiable part of the pavement network which is a single entity and has a distinct function. For Susanville Municipal Airport, individual branches were identified for the Taxiways and Aprons.

b. **Sections** - defined as pavement segments of similar structure, age and use.

c. **Sample Units** - defined as a convenient area of a pavement section which is designated only for the purpose of pavement inspection. For bituminous concrete airfield pavements, ASTM D5340-12 recommends that sample unit areas should measure 5,000 sq. ft. with a tolerance of +/- 2,000 sq. ft. For PCC pavements, sample units are defined by slabs rather than by area. Each sample should have between 12 and 28 slabs, with a target number of 20 slabs.

Pavement Condition Plans showing the Branches, Sections and Sample Units are included in Appendix A.

5. PAVEMENT CONDITION SURVEY AND RATING PROCEDURE

5.1 Overview

The most useful feature of an effective PMP is the ability to determine both the current condition of a pavement network and predict pavement condition over a specified time period. To predict conditions reliably, an objective, repeatable rating system for identifying the pavement's present condition must be used. The Pavement Condition Index (PCI) Rating System, developed by the FAA and the United States Army Construction Engineering Research Laboratory (CERL), is widely accepted for use on airfield pavements.

The PCI procedures, described in FAA Advisory Circular 150/5380-7B and ASTM D5340, were utilized for this survey.

The PCI is a numerical pavement condition rating ranging from 0 to 100, with 0 indicating a failed pavement and 100 indicating a pavement in perfect condition. Table 5-1 shows the relationship between PCI and a descriptive rating of conditions.

Table 5-1

PCI Numerical Ratings

PCI Range	Description
100 to 86	Good
85 to 71	Satisfactory
70 to 56	Fair
55 to 41	Poor
40 to 26	Very Poor
25 to 11	Serious
10 to 0	Failed

The PCI is calculated based on the results of a visual condition survey in which distress types, severity, and quantities are identified. For flexible pavements, ASTM D5340-20 Standard Test Method for *Airport Pavement Condition Index Surveys* identifies seventeen distinct distress types that are commonly considered. For rigid pavements, sixteen distinct distresses are commonly considered. The PAVER™ software program utilizes coding that is synonymous with the particular distress. See summary of distresses and respective coding for flexible and rigid pavements in Table 5-2 and Table 5-3.

Table 5-2
Flexible (Asphalt) Pavement Distress Types

PAVER™ Distress Code No.	DISTRESS TYPE	PAVER™ Distress Code No.	DISTRESS TYPE
41	Alligator or Fatigue Cracking	49	Oil Spill Damage
42	Bleeding	50	Patching and Utility Cut Patch
43	Block Cracking	51	Polished Aggregate
44	Corrugation	52	Raveling
45	Depression	53	Rutting
46	Jet Blast Erosion	54	Shoving of Asphalt Pavement by PCC slabs
47	Joint Reflection Cracking from PCC (Longitudinal & Transverse)	55	Slippage Cracking
48	Longitudinal & Transverse Cracking (Non-PCC Reflection)	56	Swelling
		57	Weathering

Table 5-3
Rigid (Concrete) Pavement Distress Types

PAVER™ Distress Code No.	DISTRESS TYPE	PAVER™ Distress Code No.	DISTRESS TYPE
61	Blowup	69	Pumping
62	Corner Break	70	Scaling
63	Cracking	71	Settlement, Faulting
64	Durability (“D”) Cracking	72	Shattered Slab
65	Joint Seal Damage	73	Shrinkage Cracking
66	Patching, Small	74	Spalling, Joint
67	Patching, Large	75	Spalling, Corner
68	Popouts	76	Alkali-Silica Reactivity (ASR)

Distresses can be grouped into three major categories; Load-Related, Climate/Durability Related and Other. Load-Related distresses include Alligator Cracking, Raveling, Linear Cracking, Corner Breaks, and Shattered Slabs. Climate/Durability Related distresses include Block Cracking, Joint Reflection Cracking, Longitudinal & Transverse (L&T) Cracking, Patching, Raveling, Durability Cracking, and Joint Seal Damage. Other Related distresses include Bleeding, Corrugations, Depressions, Jet Blast Erosion, Oil Spillage, Polished Aggregate, Shoving, Slippage Cracking, Swelling, Patching, Popouts, Scaling, Faulting, Joint and Corner Spalling, and Alkali Silica Reactivity (ASR). PAVER™ considers the general condition of the pavement to determine which category each distress goes into when calculating the percentage of related distresses.

Field verification of the PCI inspection method has shown that the index gives a good indication of a pavement's structural integrity and operational condition. Also, analysis of the existing distress types in the pavement is necessary to enable accurate deterioration forecasts on which rehabilitation strategies can be based.

5.2 Calculation of PCI

The degree of pavement deterioration is a function of distress type, distress severity, and amount or density of particular distresses. Because of the large number of possible distress combinations, "deduct values" are used as a weighting factor to indicate the effect that each particular distress type, severity level, and distress density combination has on pavement condition. Based on input from field-testing and evaluating the procedure, accurate descriptions of distress types, severity levels, and the corresponding deduct values were derived so that a composite distress index (the PCI) could be determined. Deduct curves for all distress types and combinations of distresses are presented in ASTM D5340-20. PAVER™ software program incorporates these deduct curves for the distress types.

5.3 Pavement Inspection

Silent Falcon UAS surveyed 100 percent of all sample sections and sample units. There was no statistical sampling as may have been done in previous inspections.

5.4 Layout Methodology

Throughout this report, there are references to sections and sample units. The Sections of each Branch are labeled using an alpha-numeric descriptor. To better understand where on the Branch the references are made, the following descriptions and methods of determining sections and sample units were used.

The letter portion of the Section descriptor designates a section on the Taxiway or Apron (i.e. Section TW A-1 designates a section on Taxiway “A”, and Section AP-1 designates a section on the Apron)

The numeric portion of the Section descriptor designates a particular Section of pavement which has been identified as distinctive, based on construction history, pavement section and/or use of pavement. Sections are numbered consecutively for each Branch. Pavements with the same use, but with differing construction history and pavement cross section are indicated by alpha-numeric descriptors, with the alpha descriptor before the

hyphen indicating the use, and the number after the hyphen indicating areas within a section with differing construction history and pavement section, (i.e. Section AP-1 and AP-2 indicates the areas have the same use, but differ in construction history and pavement section).

In most cases, Sample Units are numbered from north to south or west to east. Sample Unit numbers are consecutive moving through the sections.

See Appendix A for the layout of the branches, sections and sample units.

After the selected sample units were inspected, PAVER™ ver. 7.0 software was used to calculate the Sample Unit PCI and the PCI for each Section.

6. RESULTS OF PAVEMENT CONDITION SURVEY

Appendix A contains Pavement Condition Plans illustrating the PCI associated with each Section, the number of Sample Units inspected for each Section, the total number of Sample Units in each Section and the PCI for each Sample Unit inspected. The PCI Reports showing the mean PCI for each Section are included in Appendix B. The results of the field inspection for each Sample Unit showing distress types, severity levels and quantities, and Section PCI are included in Appendix B. Field inspection photographs, are located in Appendix C. Photographs of typical pavement distresses are provided in Appendix D.

General information on each pavement Section is shown below. The tables highlight the area-weighted PCI of the section, the associated distress types and severities, and what the percent deducts are due to. It should be noted that it is typical of airports that primarily serve smaller aircraft to see the majority or all of the PCI deducts to be climate-related.

6.1 Apron 1

A summary of the condition of Apron 1 is as follows:

Apron 1 Branch "A1"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
A1	59	39	61	0	Alligator Cracking (L) Block Cracking (L,M) Longitudinal & Transverse Cracking (L,M) Weathering (L)

6.2 Apron 2

A summary of the condition of Apron 2 is as follows:

Apron 2 Branch "A2"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
A2	43	48	52	0	Alligator Cracking (L,M) Longitudinal & Transverse Cracking (L, M) Weathering (L)

6.3 Apron 3

A summary of the condition of Apron 3 is as follows:

Apron 3 Branch "A3"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
A3	76	0	100	0	Block Cracking (M) Weathering (L)

6.4 Apron 4

A summary of the condition of Apron 4 is as follows:

Apron 4 Branch "A4"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
A4	83	0	100	0	Longitudinal & Transverse Cracking (M) Weathering (L)

6.5 Heli 1

A summary of the condition of Heli 1 is as follows:

Heli 1 Branch "H1"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
H1A	62	74	12	14	Longitudinal & Transverse & Diagonal Cracking (L, M) Joint Seal Damage (M) Shrinkage Cracking Corner Spalling (L)
H1B	50	0	100	0	Block Cracking (M) Longitudinal and Transverse Cracking (M) Weathering (L)

6.6 Heli 2

A summary of the condition of Heli 2 is as follows:

Heli 2 Branch "H2"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
H2	40	90	8	2	Intersecting Cracks (M) Joint Seal Damage (M) Shattered Slab (H) Shrinkage Cracking Longitudinal and Transverse Joint Spall (L)

6.7 Runway 1

A summary of the condition of the Runway 1 is as follows:

Runway 1 Branch "R1"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
R1	88	0	100	0	Longitudinal & Transverse Cracking (L) Weathering (L)

6.8 Taxiway 1

A summary of the condition of the Taxiway 1 is as follows:

Taxiway 1 Branch "T1"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
T1	98	0	100	0	Longitudinal & Transverse Cracking (L)

6.9 Taxiway 2

A summary of the condition of the Taxiway 2 is as follows:

Taxiway 2 Branch "T2"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
T2	92	0	100	0	Longitudinal & Transverse Cracking (L)

6.10 Taxiway 3

A summary of the condition of the Taxiway 3 is as follows:

Taxiway 3 Branch "T3"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
T3	81	0	100	0	Longitudinal & Transverse Cracking (L, M) Weathering (L)

6.11 Taxiway 4

A summary of the condition of the Taxiway 4 is as follows:

Taxiway 4 Branch "T4"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
T4	23	0	100	0	Longitudinal & Transverse Cracking (L, M) Alligator Cracking (M) Joint Reflection Cracking (M)

6.12 Taxiway 5

A summary of the condition of the Taxiway 5 is as follows:

Taxiway 5 Branch "T5"					
Section	2023 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
T5	30	34	66	0	Longitudinal & Transverse Cracking (L, M) Block Cracking (M) Alligator Cracking (M) Weathering (L)

6.13 Taxiway 6

A summary of the condition of the Taxiway 6 is as follows:

Taxiway 6 Branch "T6"					
Section	2023 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
T6	85	0	100	0	Longitudinal & Transverse Cracking (L, M) Weathering (L)

6.14 Taxiway 7

A summary of the condition of the Taxiway 7 is as follows:

Taxiway 7 Branch "T7"					
Section	2023 PCI	Percent Deducts Due To:			Distress Type (Severity)
		Load	Climate	Other	
T7	85	0	100	0	Longitudinal & Transverse Cracking (L, M)

6.15 Taxiway 8

A summary of the condition of the Taxiway 8 is as follows:

Taxiway 8 Branch "T8"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
T8	94	0	100	0	Longitudinal & Transverse Cracking (L)

6.16 Tiedown 1

A summary of the condition of the Tiedown 1 is as follows:

Tiedown 1 Branch "TD1"					
Section	**2023 PCI**	**Percent Deducts Due To:**			**Distress Type (Severity)**
		Load	**Climate**	**Other**	
TD1	21	19	81	0	Longitudinal & Transverse Cracking (L, M) Alligator Cracking (M) Joint Reflection Cracking (M)

7. ENGINEERING ANALYSES

Engineering analyses were performed using the PAVER™ software program to provide the information needed to develop a 10-year pavement rehabilitation plan and budget. The methodology used and results of the analyses are described below.

7.1 PMP Customization

In order for a PMP to be a useful tool, it must reflect the policies, practices, and procedures of the agency using it. These factors must be taken into account during the analytical system development in order for the final product to reflect the decision process used by the agency. The PAVER™ software program was customized during this task to reflect the conditions and policies under which the Susanville Municipal Airport operates. The customization involved the development of pavement performance models and the input of feasible repair types and unit costs. The repair types and unit costs were based upon information from previous projects.

7.2 Pavement Performance Models

Performance prediction models play an essential role in developing rehabilitation programs. The performance models are used within a pavement management system to predict pavement performance over time, thereby helping to determine the appropriate time to apply rehabilitation to a section so that the benefits obtained from the expenditure are maximized. In addition, by projecting the rate at which the pavement condition will change over time, a meaningful life cycle cost analysis can be performed to compare the costs of different rehabilitation alternatives.

PAVER™ software program uses the “family” approach to pavement condition prediction modeling. The family modeling approach involves organizing the pavement network into groups of pavements based on factors such as pavement type, climate, and traffic. For example, asphalt concrete (AC) pavements that have never received an overlay and are subjected to heavy traffic may be grouped into a family. A constrained regression is then applied to the data set (pavement age versus current pavement condition index [PCI] value) to develop a deterioration curve for that family of pavements. The performance of an individual section can then be predicted by using a section’s relative position to the family curve that represents it.

The following factors were investigated during the development of the Susanville Municipal Airport pavement performance models:

- surface type (asphalt concrete [AC] and Portland cement concrete [PCC])
- pavement use (runways, taxiways, and aprons)

Performance models were developed based on pavement surface type and use (i.e., runway vs. taxiway). These models should be updated whenever new pavement condition data is collected. Over time, as more data becomes available, it should be possible to further refine these models and to incorporate the consideration of other factors into their development.

7.3 Rehabilitation Analysis Process

Using the customized PAVER™ software program, a 10-year rehabilitation program was prepared for the Susanville Municipal Airport. The analysis was conducted considering an unconstrained budget, where the goal was to maintain minimum PCI levels, which were assigned as follows:

- Runways: PCI > 70
- Taxiways: PCI > 65
- Aprons: PCI > 65

Using PAVER™ software program an analysis was performed to identify and prioritize pavement rehabilitation needs at the Susanville Municipal Airport. The following process is used within PAVER™ to develop a pavement rehabilitation program:

1. PAVER™ calculates the PCI of all pavement sections for each analysis year by analyzing the last inspection data available and the pavement performance models developed for the pavement network.

2. PAVER™ compares each section's PCI in each analysis year with the "critical" PCI for that family of pavements. The critical PCI is the point at which pavement deterioration accelerates and preventive maintenance activities are no longer considered cost-effective. The critical PCI concept was developed by studying the results from the dynamic programming network optimization process and by performing life-cycle cost analyses on many projects nationwide. The critical PCI varies based on the type of pavement, pavement use, and other factors; generally, it is in the range of 50 to 70. During this project, a critical PCI of 70 was assigned to runways, a critical PCI of 65 to taxiways and a critical PCI of 65 to aprons.

3. If an apron or taxiway pavement section in a given analysis year has a PCI between 46-65 or between 51-70 for a runway pavement section, the section was considered for resurfacing. If an apron or taxiway pavement section in a given analysis year has a PCI of 45 and below, or 50 and below for a runway pavement section, the section was considered for reconstruction. If a pavement section PCI in a given analysis year is above these PCI values, it is assumed that no work will be done aside from typical maintenance i.e. global crack seal treatment every few years until the need for major rehabilitation.

4. The initial output from PAVER™ was modified to ensure that the final program is a reasonable blueprint for the airport to follow in the future. This process consisted of 1) manually making recommendations for resurfacing and reconstructing pavement sections and 2) grouping logical projects together into common program years. Each of these activities is discussed further below.

7.4 Cost Estimates

Cost estimates were developed for the 10-year rehabilitation program. Below is a detailed list of items to be included in these estimates.

7.4.1 Reconstruction of Aircraft Parking Ramp/Apron

- Pavement Removal
- Aggregate Base Course
- Bituminous Tack Coat
- Asphalt Surface Course
- Paint Striping (Yellow Reflectorized)
- Paint Striping (White Reflectorized)
- Paint Striping (Black Nonreflectorized)

7.4.2 Rehabilitation of Aircraft Parking Ramp/Apron

- Mill & Overlay Existing Pavement
- Bituminous Tack Coat
- Paint Striping (Yellow Reflectorized)
- Paint Striping (Black Non-reflectorized)

7.4.3 Rehabilitation of Taxiway ‘A’ and Associated Taxilanes

- Filling of Cracks 1/8" to 1/2" Wide
- Emulsified Asphalt Slurry Seal Surface Treatment
- Paint Striping (Yellow Reflectorized)
- Paint Striping (Black Nonreflectorized)

The cost estimates were prepared in terms of 2023 dollars and utilizing daytime construction. Cost breakdowns for each of the recommended projects is located in Appendix E. In addition to the work described above, the cost estimates include a 20% contingency cost. Cost estimates do not include design, survey, mobilization, electrical, drainage, traffic control, SWPPP, unclassified excavation, construction administration or construction management.

8. AIRPORT CAPITAL IMPROVEMENT PLAN

A ten-year Airport Capital Improvement Plan (ACIP) project list has been prepared based on the results of the recommended 10-Year Rehabilitation Program derived by the field survey. The resulting 10-year ACIP and cost estimates are summarized in Table 8-1 (next page). The cost estimates for the projects include work typical of pavement maintenance and reconstruction projects.

Based on an analysis of the PCI reduction per year, it is recommended to implement stop-gap maintenance in the original recommended construction year, if the construction of any recommended project is delayed 3.5 years or more. The intent of the stop-gap activities is to address safety-related repairs on pavements which have a condition lower than the Critical PCI, and where there is insufficient funding to fully repair the section with major rehabilitation. Stop-gap maintenance does not extend the life of the pavement. A stop-gap maintenance policy usually consists of such actions as patching high-severity patches, depressions, blow-ups, and so on. In other words, pavement distresses that could pose safety hazards are corrected (at least temporarily).

These costs may be used for planning and budgeting purposes. The actual extent and duration of maintenance will depend upon pavement conditions as revealed by periodic inspections by the Airport Operations Staff.

TABLE 8-1 – ACIP PROJECTS – (2024-2034)

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
1	2024	$12,000	South Apron Reconstruction	2025	$1,100,000
				TOTAL:	$1,100,000

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
2	2024	$12,000	Taxiway C Reconstruction	2025	$650,000
				TOTAL:	$650,000

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
3	2024	$98,000	Taxiway D Reconstruction	2025	$400,000
				TOTAL:	$400,000

PROJECT	DESIGN YEAR	DESIGN COST	PROJECT	CONSTRUCTION YEAR	CONSTRUCTION COST*
4	2025	$75,000	Runway 11-29 Seal Coat	2026	$500,000
				TOTAL:	$500,000

*Design Cost is equal to between roughly 6% and 10% of the total 2023 cost estimates for the project located in Appendix E.
*Construction Cost is equal to the total 2023 cost estimates for the project located in Appendix E plus 15% for CA/CO and other related items.
*These prices include a 2% annual inflation from the total 2023 cost estimates for the project located in Appendix E.

9. PAVEMENT MANAGEMENT REQUIREMENTS

This report fulfills the FAA requirements to establish a Pavement Maintenance Management System to inventory airside pavements, store construction and maintenance history, document current pavement conditions and to identify pavement maintenance and rehabilitation needs. Further, the FAA requires that airport sponsors maintain the Airport Pavement Management System by performing and recording all substantial maintenance and rehabilitation work performed on airside pavements. It is required to provide a convenient means for retrieval of the data recorded.

Should any inspection reveal the need for repair, the inspector should document the distress and notify the airport manager who will make arrangements for repair. Routine repairs will be performed as soon as possible or deferred to regular cyclic repair schedules where appropriate. Emergency repairs will be performed within 24 hours with confirmation by the airport manager.

1. Daily Inspections – Drive-by inspections of all pavements will be inspected for FOD and obvious damage to the pavement.
2. Weekly Inspections – inspections of all pavements for any unexpected changes in the pavement condition or any situation creating unsafe condition.
3. Monthly Inspections – All pavements will be inspected for follow-up on required maintenance items. Obvious distresses, not previously identified, should be noted.
4. Annual Inspections – All pavements are to be visually observed for general performance and condition. Review and revise the maintenance program, as necessary, at this time. Pavements that show increase in deterioration should be identified for inclusion in capital improvement plan. Preventative maintenance should be identified and recommended for budgeting.
5. 3 year Inspection – All pavements will be inspected and evaluated in accordance with ASTM D5340, Test Method for Airport Pavement Condition Surveys.

C&S has developed a set of forms for recording pavement maintenance activities. The PMP inspections are in addition to routine maintenance inspections for operations. The forms, provided in Appendix H, should provide a convenient means for Susanville Municipal Airport to record this data in such a way that it can be readily incorporated into any future PMP Report updates. There is a form for Annual reporting as well as a form that can be used for daily, weekly, and monthly reporting.

C&S recommends that Susanville Municipal Airport continue to utilize the PCI method of pavement inspection because this method was used to develop this report. The PCI data should be loaded into the PMP and the ACIP and Maintenance and Repair Plan updated every 3 years. In addition, Susanville Municipal Airport should continue its periodic overview inspections of pavement conditions and perform isolated repairs to keep the pavement in a serviceable condition.

9.1 PAVEMENT MAINTENANCE IDEOLOGY

As noted in FAA Advisory Circular 150/5380-7B, *Airport Pavement Management*, a pavement generally performs well for the majority of its life, after which it reaches a "critical condition" and begins to deteriorate rapidly. Figure 1 below, illustrates how pavement typically deteriorates and the relative cost of rehabilitation at various times throughout its life. Maintaining and preserving a pavement in good condition versus rehabilitating a pavement in fair to poor condition is four to five times less expensive and increases pavement useful life. The number of years a pavement stays in "good" condition before reaching the point of rapid deterioration depends on several factors, including construction type and quality, pavement use, climate, and maintenance.

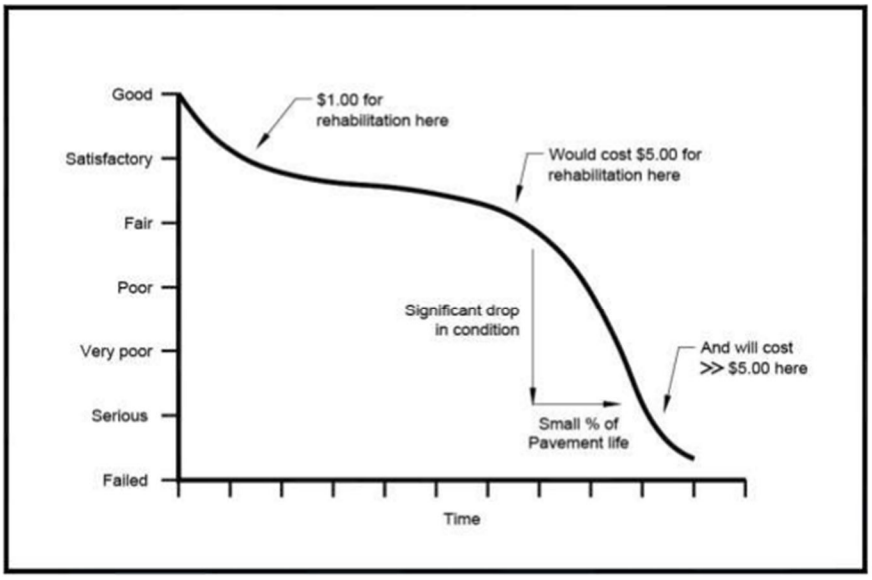


Figure 1. Typical Pavement Condition Life Cycle.

Figure 1 also shows that the ideal time for major rehabilitation is just as a pavement's rate of deterioration begins to increase. Maintenance and rehabilitation (M&R) solutions would be easy to plan if pavements exhibited clear signs they had reached this point, but unfortunately, they do not. There is no prescribed or determined treatment schedule for every pavement. The shape of the deterioration curve, and the optimal maintenance and repair points, vary considerably within a pavement network. A pavement experiencing a sudden increase in operations or aircraft loading will have a tendency to deteriorate more rapidly than a pavement deteriorating solely from environmental causes. A pavement deteriorating from environmental damage may have a number of cracks that need filling, but still remain structurally sound. Conversely, this same pavement may be in the early stages of load damage deterioration, which can only be detected with testing. Because it is difficult to determine when a pavement has reached the critical condition, a PMP helps identify the optimal rehabilitation point and allows decision-makers to target available resources where they will be most effective.

For typical general aviation airport pavements, an annual pavement inspection and crack filling maintenance is recommended. In addition to annual maintenance, the following rule of thumb could be applied for the life of asphalt pavement under normal conditions:

Rehabilitation	Years from original pavement
Spray Coat (or fog seal)	1
Crack Sealing and Seal Coat	7
Crack Sealing and Seal Coat	15
Mill and Overlay	20
Spray Coat (or fog seal)	21
Crack Sealing	24
Seal Coat	26
Crack Sealing and Seal Coat	30
Assess Rehabilitation or Reconstruction Need	

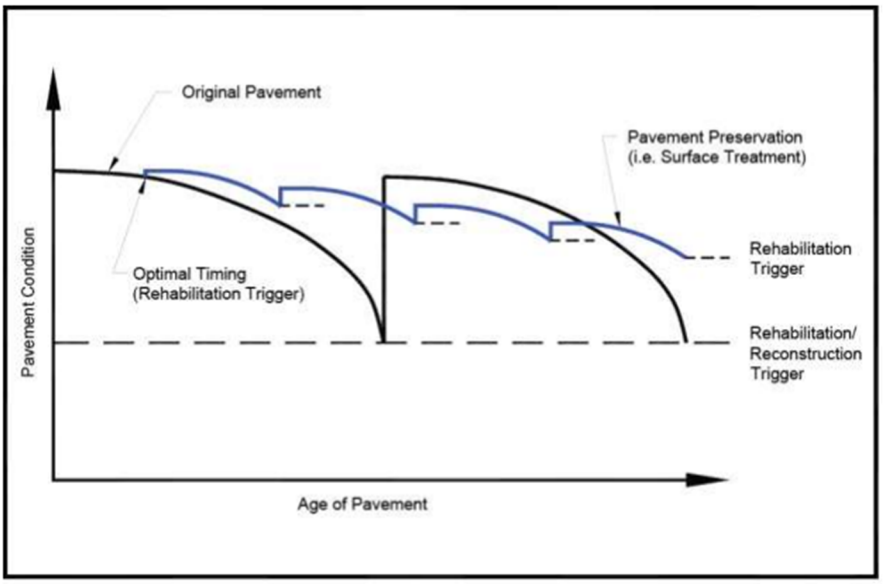


Figure 2. Pavement Preservation Concept.

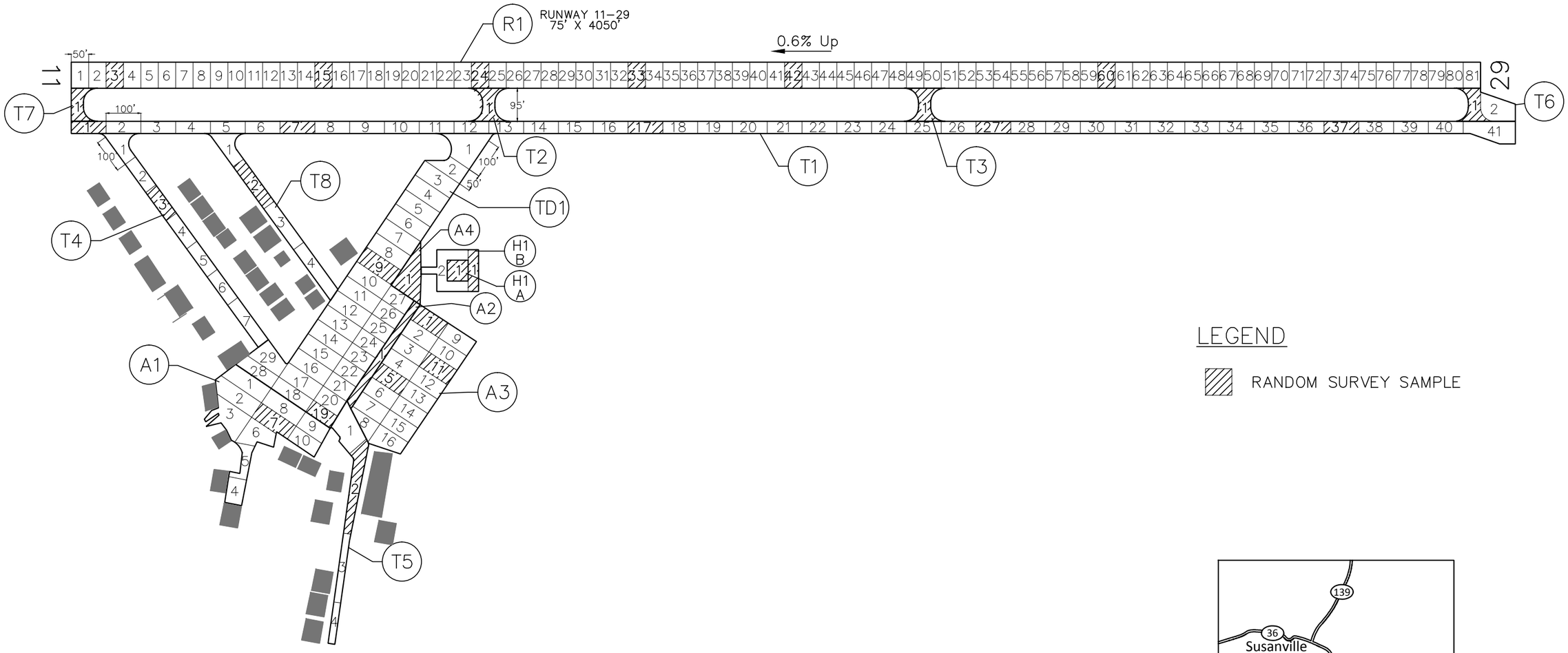
Figure 2 illustrates the pavement preservation concept, which begins with an application of M&R techniques early in a pavement's life. An effective pavement preservation program addresses pavements while they are still in good condition and before any serious damage occurs. By applying a cost-effective treatment at the right time, the pavement condition is improved. The cumulative effect of systematic, successive preservation treatments is to minimize or eliminate costly repairs and postpone costly rehabilitation and reconstruction. During the life of a pavement, the cumulative cost of the series of pavement preservation treatments is substantially less than the cost of the more extensive, higher cost of reconstruction and generally more economical than the cost of major rehabilitation. Additionally, performing a series of successive pavement preservation treatments during the life of a pavement is less disruptive to users than the long closures normally associated with reconstruction projects.

10. LIMITATIONS

The results of the pavement management study should be used as a guide in planning, prioritizing and budgeting pavement maintenance and rehabilitation. It should not be used an alternative to, nor replace, a detailed engineering evaluation of individual pavements scheduled for repair. It is essential that thorough engineering evaluations and investigations are completed to confirm the projects detailed in this report.

APPENDIX “A”

SECTION AND SAMPLE UNIT LAYOUT PLANS



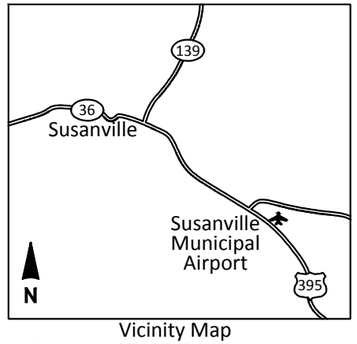
LEGEND

RANDOM SURVEY SAMPLE

N

0 300

FEET



Vicinity Map
5 miles SE of Susanville, CA

Notes:

1. Map intended for schematic representation of pavement condition. Do not scale.

2. Private taxilanes and aprons as well as other non–publicly funded improvements are not shown.

NO.	REVISION	DATE

SUSANVILLE MUNICIPAL AIRPORT

LASSEN COUNTY, CALIFORNIA

FAA Site Number 02332.*A

Site Code SVE

BRANCH AND SAMPLE DESIGNATION

California Division of Aeronautics Project No. 63A0061

Hill International

Mead & Hunt

DATE: 2/20/12

APPENDIX “B”

PCI REPORTS

Branch Condition Report

Pavement Database: SVE

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
A1	1	356.61	351.24	53,961.30	OTHER	58.80	0.00	58.80
A2	1	101.20	279.91	4,790.64	OTHER	42.50	0.00	42.50
A3	1	312.74	436.50	78,631.35	OTHER	76.20	0.00	76.20
A4	1	202.56	240.96	16,246.73	OTHER	83.20	0.00	83.20
h1a	1	83.44	83.97	3,570.18	OTHER	62.00	0.00	62.00
H1B	1	114.59	102.28	3,874.23	OTHER	50.40	0.00	50.40
h2	1	85.00	82.35	3,417.50	OTHER	40.10	0.00	40.10
R1	1	2,722.45	3,289.89	302,410.35	OTHER	87.90	0.00	87.90
T1	1	2,720.14	3,306.21	153,781.14	OTHER	97.50	0.00	97.50
T2	1	139.61	142.11	5,246.02	OTHER	91.60	0.00	91.60
T3	1	145.49	150.36	5,386.92	OTHER	81.30	0.00	81.30
T4	1	799.96	179.89	33,486.80	OTHER	23.00	0.00	23.00
T5	1	500.27	464.66	27,156.87	OTHER	30.00	0.00	30.00
T6	1	189.97	164.18	10,721.94	OTHER	84.70	0.00	84.70
T7	1	119.60	117.91	4,348.52	OTHER	85.40	0.00	85.40
T8	1	587.77	90.57	20,789.92	OTHER	93.70	0.00	93.70
TD1	1	471.05	1,002.86	161,243.04	OTHER	20.70	0.00	20.70

Pavement Database: SVE

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
OTHER	17	889,063.45	65.24	25.41	69.64
ALL	17	889,063.45	65.24	25.41	69.64

Pavement Database: SVESHAPES

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
A1_1	1	135.81	84.35	6,016.53	OTHER	70.20	0.00	70.20
A1_10	1	111.93	74.64	4,574.88	OTHER	70.00	0.00	70.00
A1_2	1	154.91	86.60	7,365.84	OTHER	74.50	0.00	74.50
A1_3	1	135.42	80.35	6,334.87	OTHER	76.20	0.00	76.20
A1_4	1	63.23	58.97	1,868.24	OTHER	31.00	0.00	31.00
A1_5	1	115.96	109.01	5,142.51	OTHER	29.20	0.00	29.20
A1_6	1	194.29	138.00	4,709.83	OTHER	77.70	0.00	77.70
A1_7	1	116.84	80.16	5,227.67	OTHER	72.40	0.00	72.40
A1_8	1	113.92	71.75	4,556.60	OTHER	73.50	0.00	73.50
A1_9	1	109.62	72.00	4,438.23	OTHER	73.70	0.00	73.70
A2_1	1	110.46	304.45	5,220.43	OTHER	34.50	0.00	34.50
A3_1	1	121.96	74.90	4,911.90	OTHER	59.60	0.00	59.60
A3_10	1	104.38	77.66	4,911.83	OTHER	89.60	0.00	89.60
A3_11	1	104.96	77.47	4,911.80	OTHER	89.90	0.00	89.90
A3_12	1	105.53	77.29	4,911.84	OTHER	94.00	0.00	94.00
A3_13	1	106.10	77.12	4,911.82	OTHER	94.00	0.00	94.00
A3_14	1	106.67	76.96	4,911.82	OTHER	94.00	0.00	94.00
A3_15	1	107.24	76.80	4,911.83	OTHER	94.00	0.00	94.00
A3_16	1	99.54	87.42	4,749.47	OTHER	84.00	0.00	84.00
A3_2	1	113.47	75.47	4,911.89	OTHER	85.80	0.00	85.80
A3_3	1	113.47	75.47	4,911.89	OTHER	81.90	0.00	81.90
A3_4	1	113.47	75.47	4,911.90	OTHER	61.60	0.00	61.60
A3_5	1	113.47	75.47	4,911.88	OTHER	75.70	0.00	75.70
A3_6	1	113.47	75.47	4,911.91	OTHER	82.70	0.00	82.70
A3_7	1	113.47	75.47	4,911.89	OTHER	85.00	0.00	85.00
A3_8	1	125.90	85.50	4,911.88	OTHER	82.00	0.00	82.00
A3_9	1	103.80	77.85	4,911.83	OTHER	86.00	0.00	86.00
A4_1	1	138.27	150.30	7,713.30	OTHER	76.10	0.00	76.10
A4_2	1	150.17	157.83	8,513.81	OTHER	92.00	0.00	92.00
H1A	1	83.68	84.31	3,590.77	OTHER	99.60	0.00	99.60
H1B	1	114.59	102.28	3,874.23	OTHER	23.70	0.00	23.70
h2	1	85.00	82.35	3,417.50	OTHER	40.10	0.00	40.10
R1	1	89.25	86.37	3,746.28	OTHER	86.10	0.00	86.10
R1_1	1	0.00	0.00	0.00	OTHER	100.00	0.00	NaN
R1_10	1	89.32	86.39	3,746.27	OTHER	88.40	0.00	88.40
R1_11	1	89.33	86.39	3,746.27	OTHER	89.30	0.00	89.30
R1_12	1	89.34	86.40	3,746.26	OTHER	85.10	0.00	85.10
R1_13	1	89.34	86.40	3,746.28	OTHER	86.00	0.00	86.00
R1_14	1	89.35	86.40	3,746.29	OTHER	88.70	0.00	88.70
R1_15	1	89.36	86.41	3,746.30	OTHER	86.70	0.00	86.70
R1_16	1	89.37	86.41	3,746.27	OTHER	87.40	0.00	87.40
R1_17	1	89.38	86.41	3,746.30	OTHER	88.90	0.00	88.90

Pavement Database: SVESHAPES

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
R1_18	1	89.39	86.41	3,746.28	OTHER	80.90	0.00	80.90
R1_19	1	89.39	86.42	3,746.27	OTHER	87.30	0.00	87.30
R1_20	1	89.40	86.42	3,746.27	OTHER	87.20	0.00	87.20
R1_21	1	89.41	86.42	3,746.27	OTHER	85.20	0.00	85.20
R1_22	1	89.42	86.42	3,746.28	OTHER	83.10	0.00	83.10
R1_23	1	89.51	86.33	3,746.28	OTHER	84.00	0.00	84.00
R1_24	1	90.67	87.22	3,865.66	OTHER	82.10	0.00	82.10
R1_25	1	90.67	87.22	3,865.66	OTHER	88.30	0.00	88.30
R1_26	1	90.67	87.22	3,865.63	OTHER	82.40	0.00	82.40
R1_27	1	90.67	87.22	3,865.65	OTHER	82.40	0.00	82.40
R1_28	1	90.66	87.22	3,865.62	OTHER	82.90	0.00	82.90
R1_29	1	90.66	87.22	3,865.62	OTHER	82.90	0.00	82.90
R1_30	1	90.66	87.22	3,865.63	OTHER	82.90	0.00	82.90
R1_31	1	90.66	87.22	3,865.61	OTHER	89.10	0.00	89.10
R1_32	1	90.66	87.22	3,865.63	OTHER	84.20	0.00	84.20
R1_33	1	90.66	87.22	3,865.63	OTHER	85.10	0.00	85.10
R1_34	1	90.66	87.22	3,865.62	OTHER	86.20	0.00	86.20
R1_35	1	90.66	87.22	3,865.59	OTHER	88.70	0.00	88.70
R1_36	1	90.66	87.22	3,865.63	OTHER	84.10	0.00	84.10
R1_37	1	90.66	87.22	3,865.64	OTHER	81.70	0.00	81.70
R1_38	1	90.66	87.22	3,865.62	OTHER	82.20	0.00	82.20
R1_39	1	90.66	87.22	3,865.64	OTHER	81.40	0.00	81.40
R1_4	1	89.27	86.37	3,746.28	OTHER	85.60	0.00	85.60
R1_40	1	90.66	87.22	3,865.63	OTHER	80.40	0.00	80.40
R1_41	1	90.66	87.22	3,865.64	OTHER	83.20	0.00	83.20
R1_42	1	90.66	87.22	3,865.64	OTHER	85.30	0.00	85.30
R1_43	1	90.66	87.22	3,865.65	OTHER	83.50	0.00	83.50
R1_44	1	90.66	87.22	3,865.63	OTHER	82.30	0.00	82.30
R1_45	1	181.33	174.44	7,731.34	OTHER	85.20	0.00	85.20
R1_46	1	90.66	87.22	3,865.64	OTHER	81.60	0.00	81.60
R1_47	1	90.66	87.22	3,865.66	OTHER	81.40	0.00	81.40
R1_48	1	90.66	87.22	3,865.65	OTHER	83.70	0.00	83.70
R1_49	1	91.09	86.69	3,865.67	OTHER	84.60	0.00	84.60
R1_5	1	89.28	86.38	3,746.27	OTHER	89.30	0.00	89.30
R1_50	1	91.46	86.12	3,860.41	OTHER	79.50	0.00	79.50
R1_51	1	91.45	86.12	3,860.39	OTHER	83.50	0.00	83.50
R1_52	1	91.45	86.12	3,860.39	OTHER	86.00	0.00	86.00
R1_53	1	91.44	86.12	3,860.38	OTHER	81.90	0.00	81.90
R1_54	1	91.44	86.12	3,860.38	OTHER	83.20	0.00	83.20
R1_55	1	91.43	86.12	3,860.39	OTHER	83.00	0.00	83.00
R1_56	1	91.42	86.11	3,860.37	OTHER	90.90	0.00	90.90
R1_57	1	91.42	86.11	3,860.36	OTHER	92.00	0.00	92.00

Pavement Database: SVESHAPES

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
R1_58	1	91.41	86.11	3,860.37	OTHER	94.00	0.00	94.00
R1_59	1	91.41	86.11	3,860.38	OTHER	94.00	0.00	94.00
R1_6	1	89.29	86.38	3,746.29	OTHER	83.30	0.00	83.30
R1_60	1	91.40	86.11	3,860.39	OTHER	94.00	0.00	94.00
R1_61	1	91.40	86.11	3,860.40	OTHER	94.00	0.00	94.00
R1_62	1	91.39	86.11	3,860.41	OTHER	94.00	0.00	94.00
R1_63	1	91.39	86.11	3,860.40	OTHER	94.00	0.00	94.00
R1_64	1	91.38	86.11	3,860.42	OTHER	94.00	0.00	94.00
R1_65	1	91.37	86.10	3,860.40	OTHER	94.00	0.00	94.00
R1_66	1	91.37	86.10	3,860.43	OTHER	94.00	0.00	94.00
R1_67	1	91.36	86.10	3,860.39	OTHER	94.00	0.00	94.00
R1_68	1	91.36	86.10	3,860.40	OTHER	94.00	0.00	94.00
R1_69	1	91.35	86.10	3,860.41	OTHER	94.00	0.00	94.00
R1_7	1	89.30	86.38	3,746.27	OTHER	84.80	0.00	84.80
R1_70	1	91.35	86.10	3,860.39	OTHER	94.00	0.00	94.00
R1_71	1	91.34	86.10	3,860.38	OTHER	94.00	0.00	94.00
R1_72	1	91.33	86.10	3,860.40	OTHER	94.00	0.00	94.00
R1_73	1	91.33	86.10	3,860.40	OTHER	94.00	0.00	94.00
R1_74	1	91.32	86.10	3,860.39	OTHER	94.00	0.00	94.00
R1_75	1	91.32	86.09	3,860.39	OTHER	94.00	0.00	94.00
R1_76	1	91.31	86.09	3,860.37	OTHER	94.00	0.00	94.00
R1_77	1	91.31	86.09	3,860.40	OTHER	94.00	0.00	94.00
R1_78	1	91.30	86.09	3,860.40	OTHER	94.00	0.00	94.00
R1_79	1	91.30	86.09	3,860.40	OTHER	94.00	0.00	94.00
R1_8	1	89.30	86.39	3,746.28	OTHER	85.00	0.00	85.00
R1_80	1	90.34	87.27	3,860.39	OTHER	94.00	0.00	94.00
R1_81	1	0.00	0.00	0.00	OTHER	100.00	0.00	NaN
R1_9	1	89.31	86.39	3,746.25	OTHER	89.50	0.00	89.50
R2	1	89.26	86.37	3,746.28	OTHER	90.20	0.00	90.20
R3	1	89.26	86.37	3,746.27	OTHER	88.90	0.00	88.90
SVE_SHAP	1	91.07	87.43	3,419.78	APRON	100.00	0.00	100.00
T1_1	1	92.25	101.54	3,665.62	OTHER	100.00	0.00	100.00
T1_10	1	91.42	100.22	3,665.63	OTHER	97.50	0.00	97.50
T1_11	1	91.33	100.08	3,665.62	OTHER	97.50	0.00	97.50
T1_12	1	91.84	99.21	3,665.63	OTHER	95.70	0.00	95.70
T1_13	1	91.43	97.90	3,617.78	OTHER	97.00	0.00	97.00
T1_14	1	91.91	98.01	3,636.14	OTHER	97.00	0.00	97.00
T1_15	1	91.98	98.12	3,636.12	OTHER	97.50	0.00	97.50
T1_16	1	92.04	98.23	3,636.12	OTHER	97.50	0.00	97.50
T1_17	1	92.11	98.34	3,636.13	OTHER	97.20	0.00	97.20
T1_18	1	92.17	98.46	3,636.13	OTHER	95.90	0.00	95.90
T1_19	1	92.24	98.57	3,636.12	OTHER	97.50	0.00	97.50

Pavement Database: SVESHAPES

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
T1_20	1	92.31	98.69	3,636.12	OTHER	97.50	0.00	97.50
T1_21	1	92.38	98.80	3,636.12	OTHER	96.20	0.00	96.20
T1_22	1	92.45	98.92	3,636.13	OTHER	97.30	0.00	97.30
T1_23	1	92.52	99.04	3,636.14	OTHER	97.50	0.00	97.50
T1_24	1	90.48	101.75	3,636.15	OTHER	97.50	0.00	97.50
T1_25	1	90.21	106.54	3,756.19	OTHER	96.70	0.00	96.70
T1_26	1	90.09	106.38	3,756.17	OTHER	97.40	0.00	97.40
T1_27	1	89.98	106.22	3,756.16	OTHER	96.30	0.00	96.30
T1_28	1	89.86	106.07	3,756.18	OTHER	97.00	0.00	97.00
T1_29	1	89.74	105.91	3,756.17	OTHER	97.50	0.00	97.50
T1_30	1	89.63	105.76	3,756.17	OTHER	97.50	0.00	97.50
T1_31	1	89.52	105.61	3,756.18	OTHER	96.30	0.00	96.30
T1_32	1	89.41	105.46	3,756.19	OTHER	97.50	0.00	97.50
T1_33	1	89.30	105.31	3,756.18	OTHER	97.50	0.00	97.50
T1_34	1	89.19	105.16	3,756.18	OTHER	97.10	0.00	97.10
T1_35	1	89.09	105.02	3,756.15	OTHER	97.50	0.00	97.50
T1_36	1	88.98	104.87	3,756.16	OTHER	96.80	0.00	96.80
T1_37	1	88.88	104.73	3,756.16	OTHER	97.50	0.00	97.50
T1_38	1	88.78	104.59	3,756.17	OTHER	97.50	0.00	97.50
T1_39	1	88.68	104.45	3,756.18	OTHER	96.80	0.00	96.80
T1_4	1	91.96	101.09	3,665.60	OTHER	97.50	0.00	97.50
T1_40	1	90.25	102.25	3,756.18	OTHER	93.60	0.00	93.60
T1_41	1	149.06	143.40	7,866.60	OTHER	96.90	0.00	96.90
T1_5	1	91.87	100.94	3,665.60	OTHER	97.50	0.00	97.50
T1_6	1	91.78	100.79	3,665.61	OTHER	97.50	0.00	97.50
T1_7	1	91.69	100.65	3,665.62	OTHER	97.50	0.00	97.50
T1_8	1	91.60	100.50	3,665.62	OTHER	97.50	0.00	97.50
T1_9	1	91.51	100.36	3,665.63	OTHER	100.00	0.00	100.00
T2	1	231.76	243.50	8,911.63	OTHER	93.30	0.00	93.30
T3	1	237.54	251.59	9,052.53	OTHER	84.50	0.00	84.50
T3_1	1	0.00	0.00	0.00	OTHER	100.00	0.00	NaN
T4_1	1	149.13	185.50	10,932.64	OTHER	81.40	0.00	81.40
T4_2	1	118.28	43.40	4,276.23	OTHER	22.00	0.00	22.00
T4_3	1	72.74	37.15	2,533.20	OTHER	6.80	0.00	6.80
T4_4	1	89.11	36.41	3,134.85	OTHER	11.90	0.00	11.90
T4_5	1	137.31	42.45	5,020.12	OTHER	18.70	0.00	18.70
T4_6	1	95.09	41.18	3,452.18	OTHER	17.70	0.00	17.70
T4_7	1	172.51	43.88	6,416.39	OTHER	25.80	0.00	25.80
T5_1	1	145.27	136.89	8,658.33	OTHER	27.20	0.00	27.20
T5_2	1	172.46	180.34	6,637.75	OTHER	12.30	0.00	12.30
T5_3	1	256.01	193.30	11,622.47	OTHER	43.80	0.00	43.80
T5_4	1	109.02	112.68	3,840.79	OTHER	63.60	0.00	63.60

Pavement Database: SVESHAPES

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
T5_5	1	84.97	82.33	3,415.13	OTHER	78.00	0.00	78.00
T6_1	1	142.07	110.34	4,642.63	OTHER	85.60	0.00	85.60
T6_2	1	141.51	101.01	6,602.21	OTHER	84.60	0.00	84.60
T7	1	117.30	116.96	4,290.67	OTHER	82.10	0.00	82.10
T8_1	1	105.98	72.40	3,904.63	OTHER	92.50	0.00	92.50
T8_2	1	155.41	39.63	5,332.40	OTHER	93.10	0.00	93.10
T8_3	1	148.59	40.04	5,139.69	OTHER	93.50	0.00	93.50
T8_4	1	185.56	43.83	6,347.05	OTHER	92.10	0.00	92.10
TD1	1	108.63	127.59	5,791.44	OTHER	21.30	0.00	21.30
TD10	1	129.45	79.87	5,791.44	OTHER	27.90	0.00	27.90
TD11	1	129.42	79.87	5,791.44	OTHER	19.40	0.00	19.40
TD12	1	129.38	79.88	5,791.42	OTHER	29.10	0.00	29.10
TD13	1	129.35	79.88	5,791.43	OTHER	32.10	0.00	32.10
TD14	1	129.32	79.89	5,791.44	OTHER	27.20	0.00	27.20
TD15	1	129.29	80.02	5,791.43	OTHER	22.20	0.00	22.20
TD16	1	140.47	75.70	5,791.43	OTHER	40.00	0.00	40.00
TD17	1	119.63	81.53	5,791.45	OTHER	37.90	0.00	37.90
TD18	1	118.02	81.95	5,791.43	OTHER	41.30	0.00	41.30
TD19	1	91.02	70.44	3,965.68	OTHER	31.60	0.00	31.60
TD2	1	118.39	99.27	5,791.42	OTHER	23.00	0.00	23.00
TD20	1	90.79	70.82	3,965.70	OTHER	36.50	0.00	36.50
TD21	1	90.78	70.82	3,965.68	OTHER	36.10	0.00	36.10
TD22	1	90.77	70.83	3,965.69	OTHER	10.70	0.00	10.70
TD23	1	90.77	70.83	3,965.65	OTHER	5.40	0.00	5.40
TD24	1	90.76	70.83	3,965.69	OTHER	2.70	0.00	2.70
TD25	1	90.75	70.84	3,965.66	OTHER	9.60	0.00	9.60
TD26	1	90.74	70.84	3,965.69	OTHER	20.50	0.00	20.50
TD27	1	90.73	70.84	3,965.68	OTHER	21.40	0.00	21.40
TD28	1	122.92	92.23	6,882.15	OTHER	46.40	0.00	46.40
TD29	1	105.27	92.02	6,056.02	OTHER	40.30	0.00	40.30
TD3	1	129.67	79.84	5,791.45	OTHER	15.80	0.00	15.80
TD4	1	129.64	79.84	5,791.44	OTHER	19.40	0.00	19.40
TD5	1	129.61	79.85	5,791.45	OTHER	22.70	0.00	22.70
TD6	1	129.58	79.85	5,791.44	OTHER	21.30	0.00	21.30
TD7	1	129.54	79.86	5,791.42	OTHER	26.00	0.00	26.00
TD8	1	129.51	79.86	5,791.42	OTHER	16.20	0.00	16.20
TD9	1	129.48	79.86	5,791.43	OTHER	14.80	0.00	14.80

Pavement Database: SVESHAPES

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	1	3,419.78	100.00	0.00	100.00
OTHER	204	896,476.83	75.42	27.59	72.63
ALL	205	899,896.61	75.54	27.57	72.73

APPENDIX “C”

INSPECTION PHOTOGRAPHS

APPENDIX “C”

INSPECTION PHOTOGRAPHS



Ground Control Point 1



Ground Control Point 2



Ground Control Point 3



Apron 1 Asphalt Distress



Apron 2 Asphalt Distress



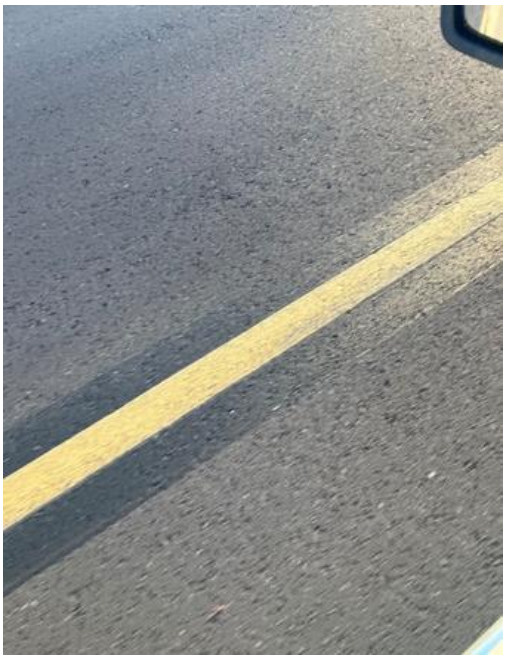
Apron 3 Asphalt Distress



Apron 4 Asphalt Distress



Apron 5 Asphalt Distress



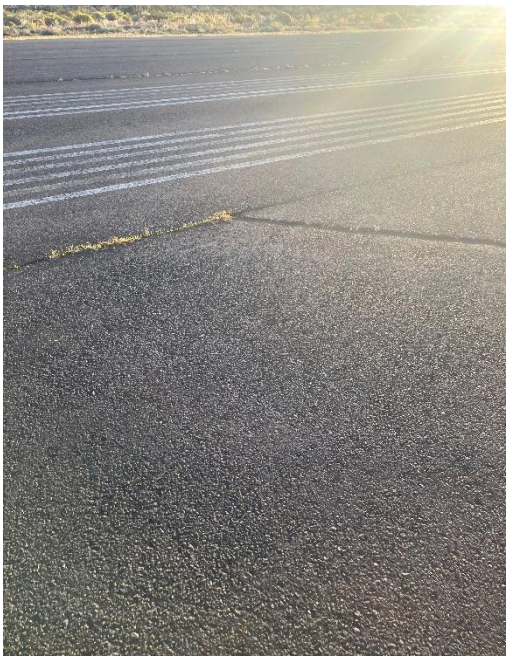
Taxiway Asphalt Distress



Runway 1 Asphalt Distress



Runway 2 Asphalt Distress



Runway 3 Asphalt Distress



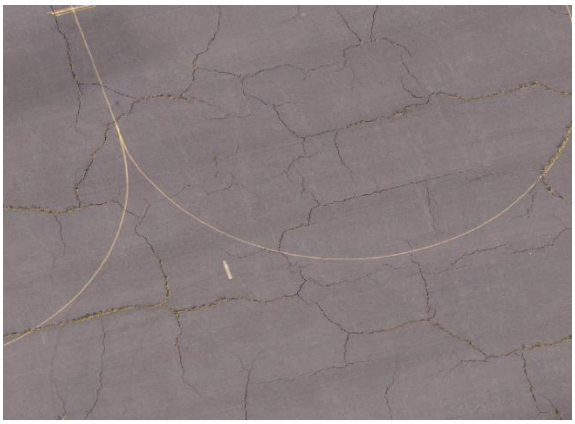
Runway 4 Asphalt Distress

APPENDIX “D”

TYPICAL DISTRESS PHOTOGRAPHS



1) 41 – Alligator Cracking Medium, Asphalt – Section A1



2) 43 – Block Cracking Medium, Asphalt – Section A3



3) 47 – Joint Reflection Cracking Medium, Asphalt – Section TD1



4) 47 – Joint Reflection Cracking Medium, Asphalt – Section T7



5) 48 – Longitudinal and Transverse Cracking Low, Asphalt – Section RW32



6) 48 – Longitudinal and Transverse Cracking Medium, Asphalt – Section A1



7) 52 – Raveling Low, Asphalt – Section TD1



8) 52 – Raveling Medium, Asphalt – Section TD1



9) 57 – Weathering Low, Asphalt – Section T5



10) 63 – Longitudinal, Transverse, and Diagonal Cracking Low, Asphalt – Section H1A



11) 63 – Longitudinal, Transverse, and Diagonal Cracking Medium, Asphalt – Section H1a



12) 65 – Joint Seal Damage Low, Concrete – Section H2



13) 65 – Joint Seal Damage Medium, Concrete – Section H1A



14) 70 – Scaling Low, Concrete – Section H2



15) 70 – Scaling Medium, Concrete – Section H2



16) 72 – Shattered Slab Low, Concrete – Section H2



17) 72 – Shattered Slab Medium, Concrete – Section H2



18) 72 – Shattered Slab High, Concrete – Section H2



19) 73 – Shrinkage Cracking, Asphalt – Section H1A



20) 74 – Spalling Longitudinal and Transverse Joint Low, Concrete – Section H2



21) 75 – Corner Spalling Low, Concrete – Section H1A

APPENDIX “E”

RECOMMENDED PROJECTS PLAN & COST ESTIMATES

Susanville Airport Construction Contract Cost Estimate for Runway 11-29

Treatment	Specification	Quantity	Unit	Unit Price	Treatment Cost
Mobilization (10% Maximum)	C-105	1	LS	$18,640.00	$18,640.00
Asphalt Surface Treatment with Aggregate	P-608R	33,800	SY	$3	$101,400
Runway and Highspeed Exit Taxiway Friction test	P-608R	1	LS	$10,000	$10,000
Obliterate Exisitng Markings	P-620	10,000	SF	$6	$55,000
Paint Striping (Yellow Reflectorized)	P-620	1	LS	$10,000	$10,000
Paint Striping (Black Nonreflectorized)	P-620	1	LS	$10,000	$10,000
Contingency (20%)					$41,008

Project Cost
$246,048

Notes & Assumptions

1. Pavement sections to be designed based on FAA specifications and geotechnical recommendations
2. Unit price based on 2024 dollars
3. 20% contingency
4. Survey, electrical and drainage, traffic control, SWPPP, unclassified excavation, construction administration and construction management costs not included in this estimate

Susanville Airport Construction Contract Cost Estimate for South Apron Reconstruction

Treatment	Specification	Quantity	Unit	Unit Price	Treatment Cost
Mobilization (10% Maximum)	C-105	1	LS	$188,150.00	$188,150.00
Pavement Removal	P-101	13,000	SY	$100	$1,300,000
Crushed Aggregate Base Course (6")	P-209	2,100	CY	$65	$136,500
Asphalt Surface Course (4")	P-401	2,700	TON	$150	$405,000
Bituminous Tack Coat	P-603	2,000	GAL	$10	$20,000
Paint Striping (Yellow Reflectorized)	P-620	1	LS	$10,000	$10,000
Paint Striping (Black Nonreflectorized)	P-620	1	LS	$10,000	$10,000
Contingency (20%)					$413,930

Project Cost
$2,483,580

Notes & Assumptions

1. Pavement sections to be designed based on FAA specifications and geotechnical recommendations
2. Unit price based on 2024 dollars
3. 20% contingency
4. Survey, electrical and drainage, traffic control, SWPPP, unclassified excavation, construction administration and construction management costs not included in this estimate

Susanville Airport Construction Contract Cost Estimate for Taxiway C Reconstruction

Treatment	Specification	Quantity	Unit	Unit Price	Treatment Cost
Mobilization (10% Maximum)	C-105	1	LS	$49,400.00	$49,400.00
Pavement Removal	P-101	3,200	SY	$100	$320,000
Crushed Aggregate Base Course (6")	P-209	600	CY	$65	$39,000
Asphalt Surface Course (4")	P-401	700	TON	$150	$105,000
Bituminous Tack Coat	P-603	1,000	GAL	$10	$10,000
Paint Striping (Yellow Reflectorized)	P-620	1	LS	$10,000	$10,000
Paint Striping (Black Nonreflectorized)	P-620	1	LS	$10,000	$10,000
Contingency (20%)					$108,680

Project Cost
$652,080

Notes & Assumptions

1. Pavement sections to be designed based on FAA specifications and geotechnical recommendations
2. Unit price based on 2024 dollars
3. 20% contingency
4. Survey, electrical and drainage, traffic control, SWPPP, unclassified excavation, construction administration and construction management costs not included in this estimate

Susanville Airport Construction Contract Cost Estimate for Taxiway D Reconstruction

Treatment	Specification	Quantity	Unit	Unit Price	Treatment Cost
Mobilization (10% Maximum)	C-105	1	LS	$39,950.00	$39,950.00
Pavement Removal	P-101	2,500	SY	$100	$250,000
Crushed Aggregate Base Course (6")	P-209	500	CY	$65	$32,500
Asphalt Surface Course (4")	P-401	600	TON	$150	$90,000
Bituminous Tack Coat	P-603	700	GAL	$10	$7,000
Paint Striping (Yellow Reflectorized)	P-620	1	LS	$10,000	$10,000
Paint Striping (Black Nonreflectorized)	P-620	1	LS	$10,000	$10,000
Contingency (20%)					$87,890

Project Cost
$527,340

Notes & Assumptions

1. Pavement sections to be designed based on FAA specifications and geotechnical recommendations
2. Unit price based on 2024 dollars
3. 20% contingency
4. Survey, electrical and drainage, traffic control, SWPPP, unclassified excavation, construction administration and construction management costs not included in this estimate

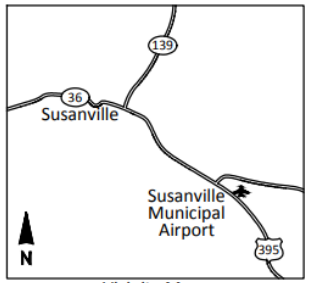
Silent Falcon Airport Pavement Management Program, Present – 2023



LEGEND

PCI RATING

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



Vicinity Map
5 miles SE of Susanville, CA

N

0 300
FEET

Notes:

1. Map intended for schematic representation of pavement condition. Do not scale.
2. Private taxilanes and aprons as well as other non–publicly funded improvements are not shown.

NO.	REVISION	DATE

SUSANVILLE MUNICIPAL AIRPORT
LASSEN COUNTY, CALIFORNIA
FAA Site Number 02332.*A
Site Code SVE

PCI RATING

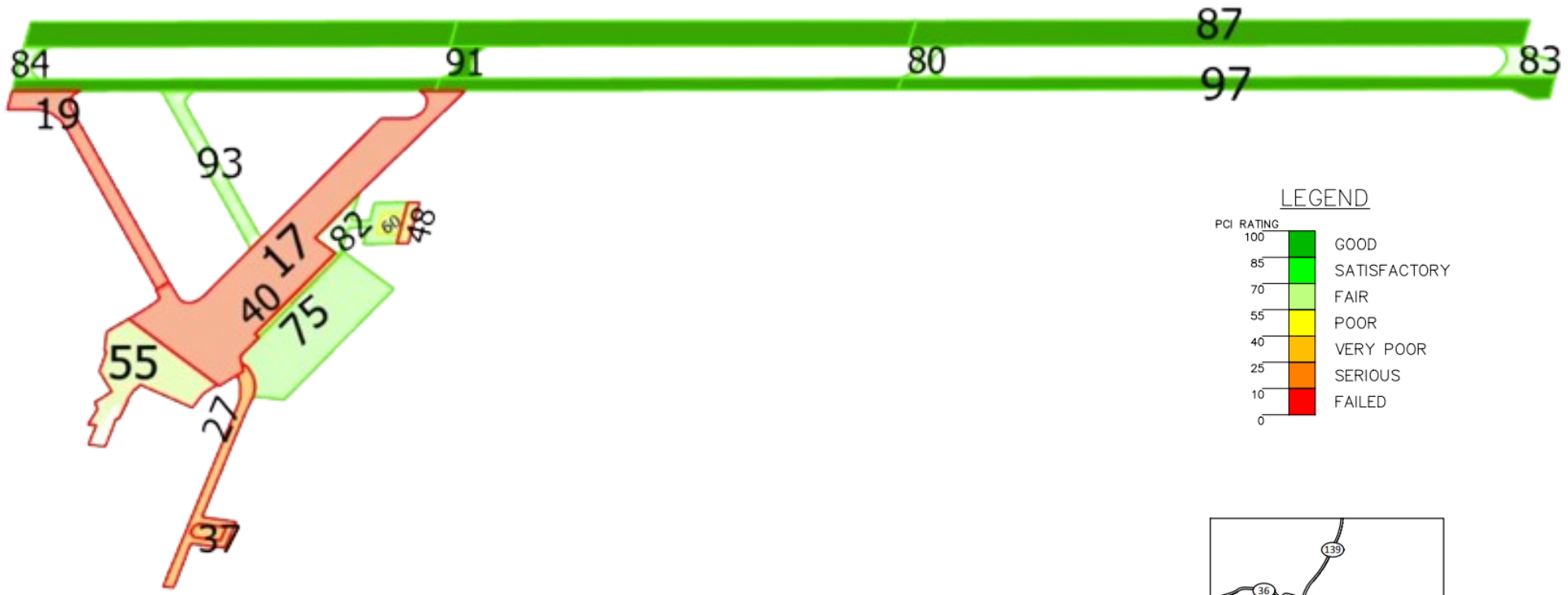
California Division of Aeronautics Project No. 63A0061

Hill International

Mead & Hunt

Date: 4/8/23

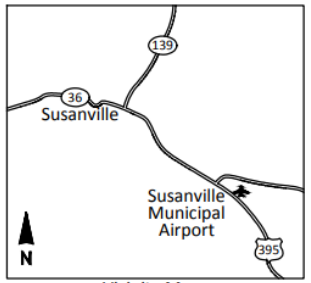
Silent Falcon Airport Pavement Management Program, 5 Years from 2023



LEGEND

PCI RATING

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



Vicinity Map
5 miles SE of Susanville, CA

N

0 300
FEET

Notes:

1. Map intended for schematic representation of pavement condition. Do not scale.
2. Private taxilanes and aprons as well as other non–publicly funded improvements are not shown.

NO.	REVISION	DATE

SUSANVILLE MUNICIPAL AIRPORT
LASSEN COUNTY, CALIFORNIA

FAA Site Number 02332.*A

Site Code SVE

PCI RATING

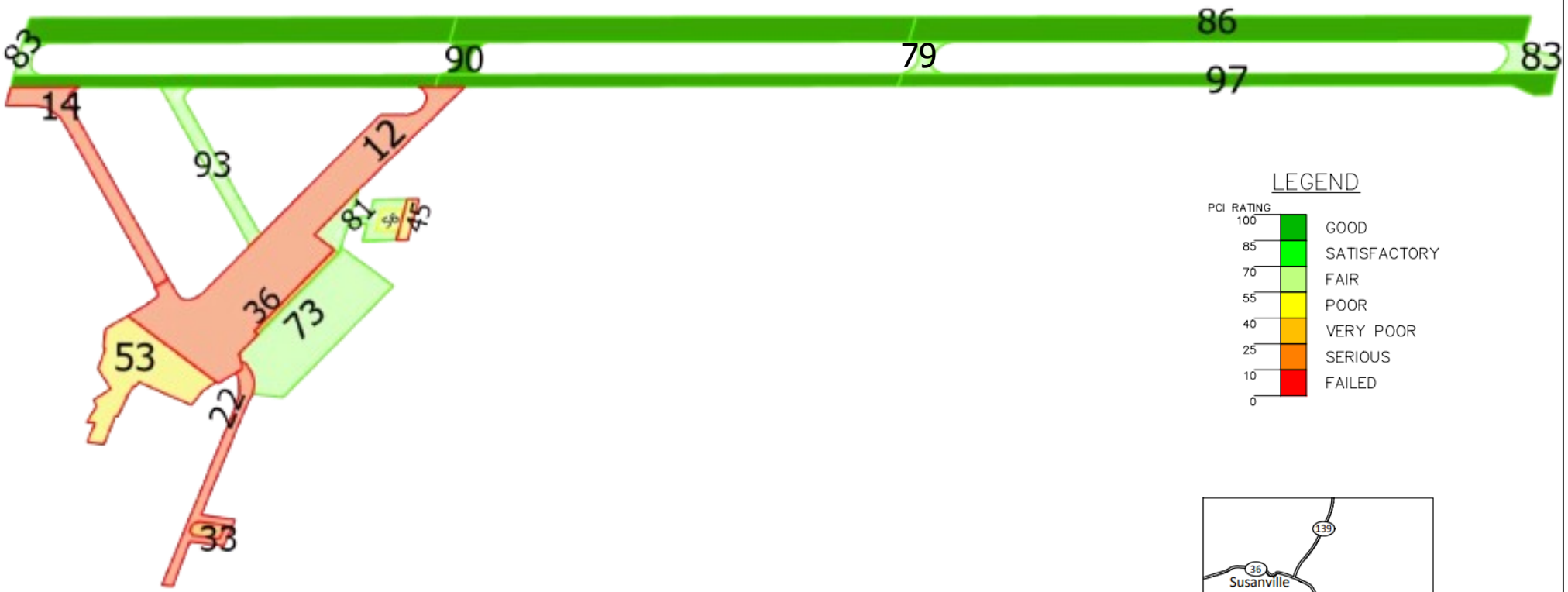
California Division of Aeronautics Project No. 63A0061

Hill International

Mead & Hunt

Date: 4/8/23

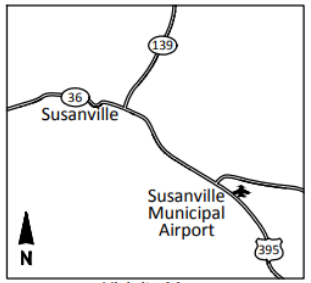
Silent Falcon Airport Pavement Management Program, 10 Years from 2023



LEGEND

PCI RATING

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



Vicinity Map
5 miles SE of Susanville, CA

N

0 300
FEET

Notes:

1. Map intended for schematic representation of pavement condition. Do not scale.
2. Private taxilanes and aprons as well as other non–publicly funded improvements are not shown.

NO.	REVISION	DATE

SUSANVILLE MUNICIPAL AIRPORT
LASSEN COUNTY, CALIFORNIA

FAA Site Number 02332.*A

Site Code SVE

PCI RATING

California Division of Aeronautics Project No. 63A0061

Hill International

Mead & Hunt

Date: 4/8/23

APPENDIX “F”

RECORD DRAWING

APPENDIX “G”

10 YEAR CONDITION FORECAST

10 Year PCI Forecast

Year

Network ID	Branch ID	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
(All)	(All)	65.16	64.74	64.32	63.91	63.49	63.07	62.66	62.24	61.82	61.40
SVE	(All)	65.16	64.74	64.32	63.91	63.49	63.07	62.66	62.24	61.82	61.40
SVE	A1	57.50	56.99	56.48	55.97	55.46	54.95	54.45	53.94	53.43	52.92
SVE	A2	42.50	41.81	41.12	40.43	39.75	39.06	38.37	37.68	36.99	36.30
SVE	A3	76.20	75.91	75.63	75.34	75.06	74.77	74.49	74.20	73.92	73.63
SVE	A4	83.20	83.00	82.80	82.60	82.40	82.19	81.99	81.79	81.59	81.39
SVE	h1a	62.00	61.54	61.09	60.63	60.18	59.72	59.27	58.81	58.36	57.90
SVE	H1B	50.40	49.80	49.21	48.62	48.02	47.43	46.84	46.24	45.65	45.05
SVE	h2	40.10	39.38	38.66	37.95	37.23	36.51	35.80	35.08	34.36	33.64
SVE	R1	87.90	87.75	87.61	87.47	87.32	87.18	87.03	86.89	86.74	86.60
SVE	T1	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVE	T2	91.60	91.50	91.40	91.30	91.20	91.10	91.00	90.90	90.80	90.69
SVE	T3	81.30	81.08	80.85	80.63	80.40	80.18	79.96	79.73	79.51	79.28
SVE	T4	23.00	22.08	21.15	20.23	19.31	18.39	17.47	16.55	15.62	14.70
SVE	T5	30.00	29.16	28.32	27.48	26.65	25.81	24.97	24.13	23.29	22.45
SVE	T6	84.70	84.52	84.33	84.15	83.97	83.78	83.60	83.42	83.23	83.05
SVE	T7	85.40	85.22	85.05	84.88	84.70	84.53	84.35	84.18	84.00	83.83
SVE	T8	93.70	93.62	93.55	93.47	93.40	93.32	93.25	93.17	93.10	93.02
SVE	TD1	20.70	19.75	18.80	17.85	16.90	15.95	15.00	14.05	13.10	12.15

10 Year PCI Forecast (Sample Sections)

Year

Network ID	Branch ID	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
(All)	(All)	75.18	74.83	74.49	74.15	73.82	73.48	73.15	72.83	72.50	72.18
SVESHAPES	(All)	75.18	74.83	74.49	74.15	73.82	73.48	73.15	72.83	72.50	72.18
SVESHAPES	A1_1	70.20	69.84	69.49	69.13	68.77	68.42	68.06	67.70	67.35	66.99
SVESHAPES	A1_10	70.00	69.64	69.28	68.92	68.56	68.20	67.84	67.49	67.13	66.77
SVESHAPES	A1_2	74.50	74.19	73.89	73.58	73.28	72.97	72.67	72.36	72.06	71.75
SVESHAPES	A1_3	76.20	75.91	75.63	75.34	75.06	74.77	74.49	74.20	73.92	73.63
SVESHAPES	A1_4	31.00	30.17	29.35	28.52	27.70	26.87	26.04	25.22	24.39	23.56
SVESHAPES	A1_5	29.20	28.35	27.50	26.66	25.81	24.96	24.11	23.26	22.42	21.57
SVESHAPES	A1_6	77.70	77.43	77.17	76.90	76.63	76.36	76.10	75.83	75.56	75.30
SVESHAPES	A1_7	72.40	72.07	71.74	71.41	71.08	70.75	70.42	70.09	69.76	69.42
SVESHAPES	A1_8	73.50	73.18	72.86	72.55	72.23	71.91	71.60	71.28	70.96	70.64
SVESHAPES	A1_9	73.70	73.38	73.07	72.76	72.44	72.12	71.81	71.50	71.18	70.87
SVESHAPES	A2_1	34.50	33.71	32.93	32.15	31.36	30.58	29.79	29.01	28.23	27.44
SVESHAPES	A3_1	59.60	59.12	58.63	58.15	57.66	57.18	56.70	56.21	55.73	55.25
SVESHAPES	A3_10	89.60	89.48	89.35	89.23	89.10	88.98	88.85	88.73	88.60	88.48
SVESHAPES	A3_11	89.90	89.78	89.66	89.54	89.42	89.30	89.17	89.05	88.93	88.81
SVESHAPES	A3_12	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	A3_13	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	A3_14	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	A3_15	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	A3_16	84.00	83.81	83.62	83.43	83.23	83.04	82.85	82.66	82.47	82.28
SVESHAPES	A3_2	85.80	85.63	85.46	85.29	85.12	84.95	84.78	84.61	84.44	84.27
SVESHAPES	A3_3	81.90	81.68	81.47	81.25	81.03	80.82	80.60	80.38	80.17	79.95
SVESHAPES	A3_4	61.60	61.14	60.68	60.22	59.76	59.30	58.84	58.38	57.92	57.46
SVESHAPES	A3_5	75.70	75.41	75.12	74.83	74.54	74.24	73.95	73.66	73.37	73.08
SVESHAPES	A3_6	82.70	82.49	82.29	82.08	81.87	81.66	81.46	81.25	81.04	80.84
SVESHAPES	A3_7	85.00	84.82	84.64	84.46	84.28	84.10	83.92	83.74	83.56	83.38
SVESHAPES	A3_8	82.00	81.78	81.57	81.35	81.14	80.92	80.71	80.49	80.28	80.06
SVESHAPES	A3_9	86.00	85.83	85.66	85.50	85.33	85.16	84.99	84.83	84.66	84.49
SVESHAPES	A4_1	76.10	75.81	75.53	75.24	74.96	74.67	74.38	74.10	73.81	73.52
SVESHAPES	A4_2	92.00	91.90	91.81	91.71	91.62	91.52	91.43	91.33	91.23	91.14
SVESHAPES	H1A	99.60	99.60	99.59	99.59	99.58	99.58	99.57	99.57	99.56	99.56
SVESHAPES	H1B	23.70	22.78	21.87	20.96	20.05	19.13	18.22	17.30	16.39	15.48
SVESHAPES	h2	40.10	39.38	38.66	37.95	37.23	36.51	35.80	35.08	34.36	33.64
SVESHAPES	R1	86.10	85.93	85.77	85.60	85.43	85.27	85.10	84.93	84.77	84.60
SVESHAPES	R1_10	88.40	88.26	88.12	87.98	87.84	87.71	87.57	87.43	87.29	87.15
SVESHAPES	R1_11	89.30	89.17	89.04	88.92	88.79	88.66	88.53	88.40	88.28	88.15
SVESHAPES	R1_12	85.10	84.92	84.74	84.56	84.39	84.21	84.03	83.85	83.67	83.49
SVESHAPES	R1_13	86.00	85.83	85.66	85.50	85.33	85.16	84.99	84.83	84.66	84.49
SVESHAPES	R1_14	88.70	88.56	88.43	88.29	88.16	88.02	87.89	87.75	87.62	87.48

SVESHAPES	R1_15	86.70	86.54	86.38	86.22	86.06	85.90	85.74	85.59	85.43	85.27
SVESHAPES	R1_16	87.40	87.25	87.10	86.95	86.80	86.65	86.49	86.34	86.19	86.04
SVESHAPES	R1_17	88.90	88.77	88.63	88.50	88.37	88.24	88.10	87.97	87.84	87.70
SVESHAPES	R1_18	80.90	80.67	80.44	80.21	79.99	79.76	79.53	79.30	79.07	78.84
SVESHAPES	R1_19	87.30	87.15	87.00	86.84	86.69	86.54	86.39	86.24	86.08	85.93
SVESHAPES	R1_20	87.20	87.05	86.89	86.74	86.59	86.43	86.28	86.13	85.97	85.82
SVESHAPES	R1_21	85.20	85.02	84.85	84.67	84.49	84.31	84.14	83.96	83.78	83.60
SVESHAPES	R1_22	83.10	82.90	82.69	82.49	82.29	82.09	81.89	81.68	81.48	81.28
SVESHAPES	R1_23	84.00	83.81	83.62	83.43	83.23	83.04	82.85	82.66	82.47	82.28
SVESHAPES	R1_24	82.10	81.89	81.67	81.46	81.24	81.03	80.81	80.60	80.39	80.17
SVESHAPES	R1_25	88.30	88.16	88.02	87.88	87.74	87.60	87.46	87.32	87.18	87.04
SVESHAPES	R1_26	82.40	82.19	81.98	81.77	81.56	81.35	81.14	80.92	80.71	80.50
SVESHAPES	R1_27	82.40	82.19	81.98	81.77	81.56	81.35	81.14	80.92	80.71	80.50
SVESHAPES	R1_28	82.90	82.69	82.49	82.29	82.08	81.88	81.67	81.47	81.26	81.06
SVESHAPES	R1_29	82.90	82.69	82.49	82.29	82.08	81.88	81.67	81.47	81.26	81.06
SVESHAPES	R1_30	82.90	82.69	82.49	82.29	82.08	81.88	81.67	81.47	81.26	81.06
SVESHAPES	R1_31	89.10	88.97	88.84	88.71	88.58	88.45	88.32	88.19	88.06	87.93
SVESHAPES	R1_32	84.20	84.01	83.82	83.63	83.44	83.25	83.06	82.88	82.69	82.50
SVESHAPES	R1_33	85.10	84.92	84.74	84.56	84.39	84.21	84.03	83.85	83.67	83.49
SVESHAPES	R1_34	86.20	86.03	85.87	85.70	85.54	85.37	85.21	85.04	84.88	84.71
SVESHAPES	R1_35	88.70	88.56	88.43	88.29	88.16	88.02	87.89	87.75	87.62	87.48
SVESHAPES	R1_36	84.10	83.91	83.72	83.53	83.34	83.15	82.96	82.77	82.58	82.39
SVESHAPES	R1_37	81.70	81.48	81.26	81.04	80.82	80.60	80.38	80.17	79.95	79.73
SVESHAPES	R1_38	82.20	81.99	81.77	81.56	81.35	81.13	80.92	80.71	80.49	80.28
SVESHAPES	R1_39	81.40	81.18	80.95	80.73	80.51	80.29	80.06	79.84	79.62	79.40
SVESHAPES	R1_4	85.60	85.43	85.25	85.08	84.91	84.74	84.57	84.39	84.22	84.05
SVESHAPES	R1_40	80.40	80.16	79.93	79.70	79.46	79.23	78.99	78.76	78.52	78.29
SVESHAPES	R1_41	83.20	83.00	82.80	82.60	82.40	82.19	81.99	81.79	81.59	81.39
SVESHAPES	R1_42	85.30	85.12	84.95	84.77	84.60	84.42	84.24	84.07	83.89	83.72
SVESHAPES	R1_43	83.50	83.30	83.10	82.91	82.71	82.51	82.31	82.12	81.92	81.72
SVESHAPES	R1_44	82.30	82.09	81.88	81.66	81.45	81.24	81.03	80.82	80.60	80.39
SVESHAPES	R1_45	85.20	85.02	84.85	84.67	84.49	84.31	84.14	83.96	83.78	83.60
SVESHAPES	R1_46	81.60	81.38	81.16	80.94	80.72	80.50	80.28	80.06	79.84	79.62
SVESHAPES	R1_47	81.40	81.18	80.95	80.73	80.51	80.29	80.06	79.84	79.62	79.40
SVESHAPES	R1_48	83.70	83.50	83.31	83.11	82.92	82.72	82.53	82.33	82.14	81.94
SVESHAPES	R1_49	84.60	84.42	84.23	84.05	83.86	83.68	83.49	83.31	83.12	82.94
SVESHAPES	R1_5	89.30	89.17	89.04	88.92	88.79	88.66	88.53	88.40	88.28	88.15
SVESHAPES	R1_50	79.50	79.25	79.01	78.76	78.52	78.27	78.03	77.78	77.54	77.29
SVESHAPES	R1_51	83.50	83.30	83.10	82.91	82.71	82.51	82.31	82.12	81.92	81.72
SVESHAPES	R1_52	86.00	85.83	85.66	85.50	85.33	85.16	84.99	84.83	84.66	84.49
SVESHAPES	R1_53	81.90	81.68	81.47	81.25	81.03	80.82	80.60	80.38	80.17	79.95
SVESHAPES	R1_54	83.20	83.00	82.80	82.60	82.40	82.19	81.99	81.79	81.59	81.39
SVESHAPES	R1_55	83.00	82.80	82.59	82.39	82.19	81.98	81.78	81.57	81.37	81.17
SVESHAPES	R1_56	90.90	90.79	90.68	90.57	90.46	90.35	90.25	90.14	90.03	89.92
SVESHAPES	R1_57	92.00	91.90	91.81	91.71	91.62	91.52	91.43	91.33	91.23	91.14

SVESHAPES	R1_58	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_59	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_6	83.30	83.10	82.90	82.70	82.50	82.30	82.10	81.90	81.70	81.50
SVESHAPES	R1_60	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_61	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_62	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_63	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_64	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_65	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_66	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_67	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_68	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_69	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_7	84.80	84.62	84.44	84.25	84.07	83.89	83.71	83.53	83.34	83.16
SVESHAPES	R1_70	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_71	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_72	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_73	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_74	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_75	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_76	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_77	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_78	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_79	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_8	85.00	84.82	84.64	84.46	84.28	84.10	83.92	83.74	83.56	83.38
SVESHAPES	R1_80	94.00	93.93	93.86	93.78	93.71	93.64	93.57	93.50	93.43	93.35
SVESHAPES	R1_9	89.50	89.37	89.25	89.12	89.00	88.87	88.75	88.62	88.49	88.37
SVESHAPES	R2	90.20	90.08	89.97	89.85	89.73	89.61	89.50	89.38	89.26	89.14
SVESHAPES	R3	88.90	88.77	88.63	88.50	88.37	88.24	88.10	87.97	87.84	87.70
SVESHAPES	SVE_SHAPES	100.00	96.99	94.00	91.00	88.00	84.99	82.00	79.00	76.00	72.99
SVESHAPES	T1_1	100.00	96.99	94.00	91.00	88.00	84.99	82.00	79.00	76.00	72.99
SVESHAPES	T1_10	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_11	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_12	95.70	95.65	95.60	95.55	95.49	95.44	95.39	95.34	95.29	95.24
SVESHAPES	T1_13	97.00	96.96	96.93	96.89	96.86	96.82	96.78	96.75	96.71	96.68
SVESHAPES	T1_14	97.00	96.96	96.93	96.89	96.86	96.82	96.78	96.75	96.71	96.68
SVESHAPES	T1_15	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_16	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_17	97.20	97.17	97.13	97.10	97.07	97.03	97.00	96.97	96.93	96.90
SVESHAPES	T1_18	95.90	95.85	95.80	95.75	95.70	95.65	95.61	95.56	95.51	95.46
SVESHAPES	T1_19	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_20	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_21	96.20	96.15	96.11	96.06	96.02	95.97	95.93	95.88	95.84	95.79
SVESHAPES	T1_22	97.30	97.27	97.24	97.20	97.17	97.14	97.11	97.07	97.04	97.01
SVESHAPES	T1_23	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23

SVESHAPES	T1_24	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_25	96.70	96.66	96.62	96.58	96.54	96.50	96.46	96.42	96.38	96.34
SVESHAPES	T1_26	97.40	97.37	97.34	97.31	97.28	97.24	97.21	97.18	97.15	97.12
SVESHAPES	T1_27	96.30	96.26	96.21	96.17	96.12	96.08	96.03	95.99	95.95	95.90
SVESHAPES	T1_28	97.00	96.96	96.93	96.89	96.86	96.82	96.78	96.75	96.71	96.68
SVESHAPES	T1_29	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_30	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_31	96.30	96.26	96.21	96.17	96.12	96.08	96.03	95.99	95.95	95.90
SVESHAPES	T1_32	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_33	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_34	97.10	97.07	97.03	97.00	96.96	96.93	96.89	96.86	96.82	96.79
SVESHAPES	T1_35	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_36	96.80	96.76	96.72	96.69	96.65	96.61	96.57	96.53	96.49	96.46
SVESHAPES	T1_37	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_38	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_39	96.80	96.76	96.72	96.69	96.65	96.61	96.57	96.53	96.49	96.46
SVESHAPES	T1_4	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_40	93.60	93.52	93.45	93.37	93.29	93.22	93.14	93.06	92.99	92.91
SVESHAPES	T1_41	96.90	96.86	96.83	96.79	96.75	96.71	96.68	96.64	96.60	96.57
SVESHAPES	T1_5	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_6	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_7	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_8	97.50	97.47	97.44	97.41	97.38	97.35	97.32	97.29	97.26	97.23
SVESHAPES	T1_9	100.00	96.99	94.00	91.00	88.00	84.99	82.00	79.00	76.00	72.99
SVESHAPES	T2	93.30	93.22	93.14	93.06	92.98	92.90	92.82	92.74	92.66	92.58
SVESHAPES	T3	84.50	84.31	84.13	83.94	83.76	83.57	83.39	83.20	83.02	82.83
SVESHAPES	T4_1	81.40	81.18	80.95	80.73	80.51	80.29	80.06	79.84	79.62	79.40
SVESHAPES	T4_2	22.00	21.06	20.13	19.20	18.26	17.33	16.39	15.46	14.53	13.59
SVESHAPES	T4_3	6.80	5.68	4.57	3.45	2.34	1.22	.10	.00	.00	.00
SVESHAPES	T4_4	11.90	10.84	9.79	8.73	7.68	6.62	5.57	4.51	3.46	2.40
SVESHAPES	T4_5	18.70	17.72	16.75	15.78	14.81	13.83	12.86	11.88	10.91	9.94
SVESHAPES	T4_6	17.70	16.71	15.73	14.74	13.76	12.77	11.79	10.80	9.82	8.83
SVESHAPES	T4_7	25.80	24.91	24.02	23.13	22.25	21.36	20.47	19.58	18.69	17.80
SVESHAPES	T5_1	27.20	26.33	25.46	24.58	23.71	22.84	21.97	21.10	20.23	19.35
SVESHAPES	T5_2	12.30	11.25	10.20	9.15	8.10	7.05	6.00	4.95	3.90	2.85
SVESHAPES	T5_3	43.80	43.13	42.45	41.78	41.11	40.43	39.76	39.09	38.42	37.74
SVESHAPES	T5_4	63.60	63.16	62.73	62.29	61.86	61.42	60.98	60.55	60.11	59.68
SVESHAPES	T5_5	78.00	77.74	77.47	77.21	76.95	76.68	76.42	76.16	75.89	75.63
SVESHAPES	T6_1	85.60	85.43	85.25	85.08	84.91	84.74	84.57	84.39	84.22	84.05
SVESHAPES	T6_2	84.60	84.42	84.23	84.05	83.86	83.68	83.49	83.31	83.12	82.94
SVESHAPES	T7	82.10	81.89	81.67	81.46	81.24	81.03	80.81	80.60	80.39	80.17
SVESHAPES	T8_1	92.50	92.41	92.32	92.23	92.14	92.05	91.96	91.87	91.78	91.69
SVESHAPES	T8_2	93.10	93.02	92.93	92.85	92.77	92.69	92.60	92.52	92.44	92.36
SVESHAPES	T8_3	93.50	93.42	93.34	93.27	93.19	93.11	93.03	92.96	92.88	92.80
SVESHAPES	T8_4	92.10	92.01	91.91	91.82	91.72	91.63	91.53	91.44	91.34	91.25

SVESHAPES	TD1	21.30	20.36	19.41	18.47	17.53	16.59	15.64	14.70	13.76	12.82
SVESHAPES	TD10	27.90	27.03	26.17	25.31	24.45	23.58	22.72	21.86	20.99	20.13
SVESHAPES	TD11	19.40	18.43	17.47	16.50	15.54	14.57	13.61	12.64	11.68	10.71
SVESHAPES	TD12	29.10	28.25	27.40	26.55	25.70	24.85	24.00	23.16	22.31	21.46
SVESHAPES	TD13	32.10	31.29	30.47	29.66	28.85	28.03	27.22	26.41	25.60	24.78
SVESHAPES	TD14	27.20	26.33	25.46	24.58	23.71	22.84	21.97	21.10	20.23	19.35
SVESHAPES	TD15	22.20	21.27	20.34	19.40	18.47	17.54	16.61	15.68	14.75	13.81
SVESHAPES	TD16	40.00	39.28	38.56	37.84	37.13	36.41	35.69	34.97	34.25	33.53
SVESHAPES	TD17	37.90	37.15	36.41	35.67	34.93	34.18	33.44	32.69	31.95	31.21
SVESHAPES	TD18	41.30	40.60	39.89	39.19	38.49	37.78	37.08	36.38	35.68	34.97
SVESHAPES	TD19	31.60	30.78	29.96	29.14	28.32	27.50	26.68	25.87	25.05	24.23
SVESHAPES	TD2	23.00	22.08	21.15	20.23	19.31	18.39	17.47	16.55	15.62	14.70
SVESHAPES	TD20	36.50	35.74	34.98	34.22	33.46	32.70	31.94	31.18	30.42	29.66
SVESHAPES	TD21	36.10	35.33	34.57	33.80	33.04	32.27	31.51	30.74	29.98	29.21
SVESHAPES	TD22	10.70	9.63	8.56	7.49	6.42	5.35	4.28	3.21	2.15	1.07
SVESHAPES	TD23	5.40	4.26	3.13	2.00	.87	.00	.00	.00	.00	.00
SVESHAPES	TD24	2.70	1.53	.37	.00	.00	.00	.00	.00	.00	.00
SVESHAPES	TD25	9.60	8.52	7.43	6.35	5.27	4.19	3.10	2.02	.94	.00
SVESHAPES	TD26	20.50	19.55	18.59	17.64	16.69	15.74	14.79	13.84	12.88	11.93
SVESHAPES	TD27	21.40	20.46	19.52	18.58	17.64	16.69	15.75	14.81	13.87	12.93
SVESHAPES	TD28	46.40	45.76	45.12	44.47	43.83	43.19	42.55	41.91	41.27	40.62
SVESHAPES	TD29	40.30	39.58	38.87	38.15	37.44	36.72	36.01	35.30	34.58	33.86
SVESHAPES	TD3	15.80	14.79	13.78	12.77	11.77	10.76	9.75	8.74	7.73	6.72
SVESHAPES	TD4	19.40	18.43	17.47	16.50	15.54	14.57	13.61	12.64	11.68	10.71
SVESHAPES	TD5	22.70	21.77	20.85	19.92	19.00	18.07	17.15	16.22	15.30	14.37
SVESHAPES	TD6	21.30	20.36	19.41	18.47	17.53	16.59	15.64	14.70	13.76	12.82
SVESHAPES	TD7	26.00	25.11	24.23	23.34	22.46	21.57	20.68	19.80	18.91	18.02
SVESHAPES	TD8	16.20	15.19	14.19	13.19	12.19	11.18	10.18	9.18	8.17	7.17
SVESHAPES	TD9	14.80	13.78	12.76	11.74	10.72	9.70	8.68	7.66	6.64	5.62

APPENDIX “H”

PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORMS

ANNUAL PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORM

FACILITY	SECTION	LOCATION WITHIN SECTION	DISTRESS TYPE	DATE	WORK PERFORMED
RW	RW 11-29				
TW	T1				
TW	T2				
TW	T3				
TW	T4				

ANNUAL PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORM

FACILITY	SECTION	LOCATION WITHIN SECTION	DISTRESS TYPE	DATE	WORK PERFORMED
TW	T5				
TW	T6				
TW	T7				
TW	T8				
AP	A1				

ANNUAL PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORM

FACILITY	SECTION	LOCATION WITHIN SECTION	DISTRESS TYPE	DATE	WORK PERFORMED
AP	A2				
AP	A3				
AP	A4				
AP	AP-5-1				
ATD	TD1				

ANNUAL PAVEMENT MAINTENANCE AND REHABILITATION RECORD FORM

FACILITY	SECTION	LOCATION WITHIN SECTION	DISTRESS TYPE	DATE	WORK PERFORMED
HELI	H1A				
HELI	H1B				

AGENDA ITEM NO. 5.C
Discussion Item

SUSANVILLE MUNICIPAL AIRPORT COMMISSION AGENDA ITEM

Submitted By:	Bob Godman, Public Works
Action Date:	June 13, 2024
SUBJECT:	Report on CAAP (Caltrans Grant)
PRESENTED BY:	Bob Godman, Public Works Director
SUMMARY:	In the April, 2024 meeting of the Susanville Airport Commission commissioner Heyland asked about the yearly Caltrans CAAP grant. Staff said that they would look into when it would be funded. Staff discovered in the process that the grant had not been paid for four years. Staff was able to apply for all four years of funding totaling $40,000. This funding is granted on a reimbursement basis and so can be used for any Airport costs.
FISCAL IMPACT:	$40,000 to the Airport 7201 Fund.
ACTION REQUESTED:	None information only
ATTACHMENTS:	