Appendix A
Geotechnical Data

A series of soil (geotechnical) studies were conducted by the office of Reinard W. Brandley, Consulting Airport Engineer in 1971 and 2008 thru 2020 and by Stantec in 2007 for the development of the Truckee Tahoe Airport. These studies consisted of drilling a series of exploratory test holes and test pits, obtaining undisturbed soil samples and bulk soil samples from these test holes and test pits, and conducting a series of laboratory tests on the samples obtained. The data obtained from these test borings and test pits are valuable and have been used in this Pavement Evaluation Study. The results of these studies have been summarized in this Appendix, as follows:

Plates

Plate No. A1	Test Hole Location Map
Plates No. A2-A11	Soil Profiles

Tables

Table No. A1	Summary of Test Results (Brandley)
Table No. A2	Grading Analyses (Brandley)
Table No. A3	Index Test Results/Mechanical Analysis (Stantec)

LEGEND

TP 10 U-5	TEST PIT AND BORING LOCATION - 1971
TP 4 B-8	TEST PIT AND BORING LOCATION - 2007 (STANTEC)
U-13	BORING LOCATION - 2015
B25	BORING LOCATION - 2017
U5	BORING LOCATION - 2018
U-11	BORING LOCATION - 2020

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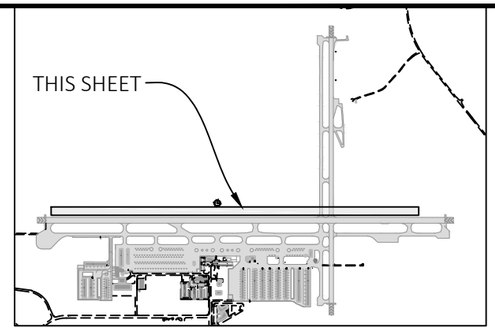
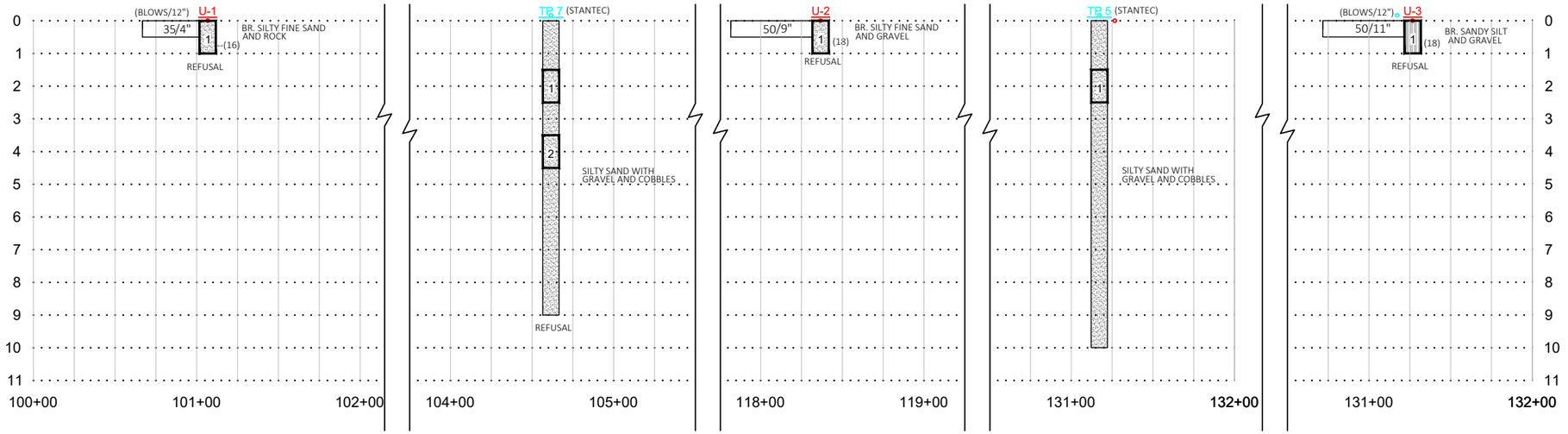
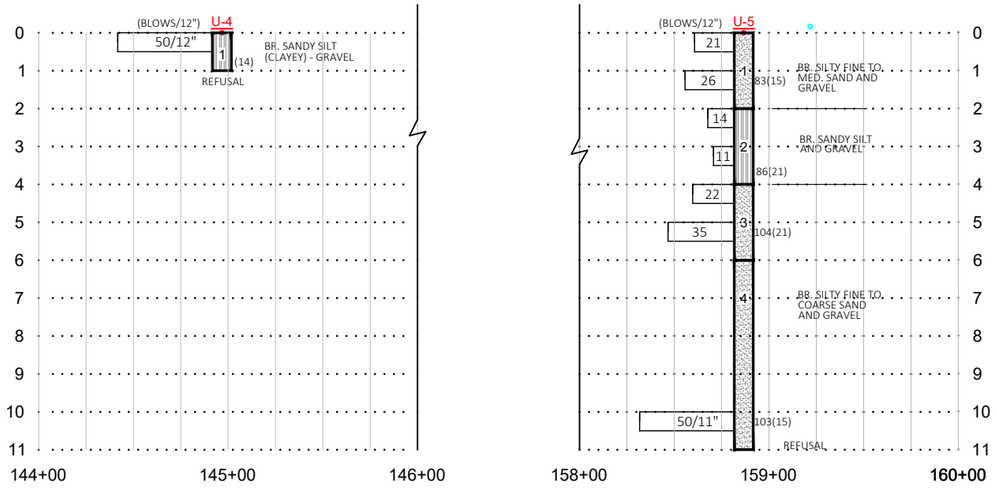
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
TEST HOLE LOCATION PLAN

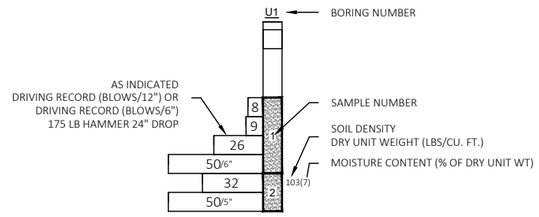
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=500'
PLATE No.	A1







BORING LEGEND



ABBREVIATIONS

AC.	ASPHALT
AB.	AGGREGATE BASE
BR.	BROWN
MED.	MEDIUM

NOTE:
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SECTION A-A
NORTH OF RUNWAY 11-29

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TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION A-A RUNWAY 11-29 N INFIELD

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CHECKED	DB
FILE	4004-20.A1.Soils
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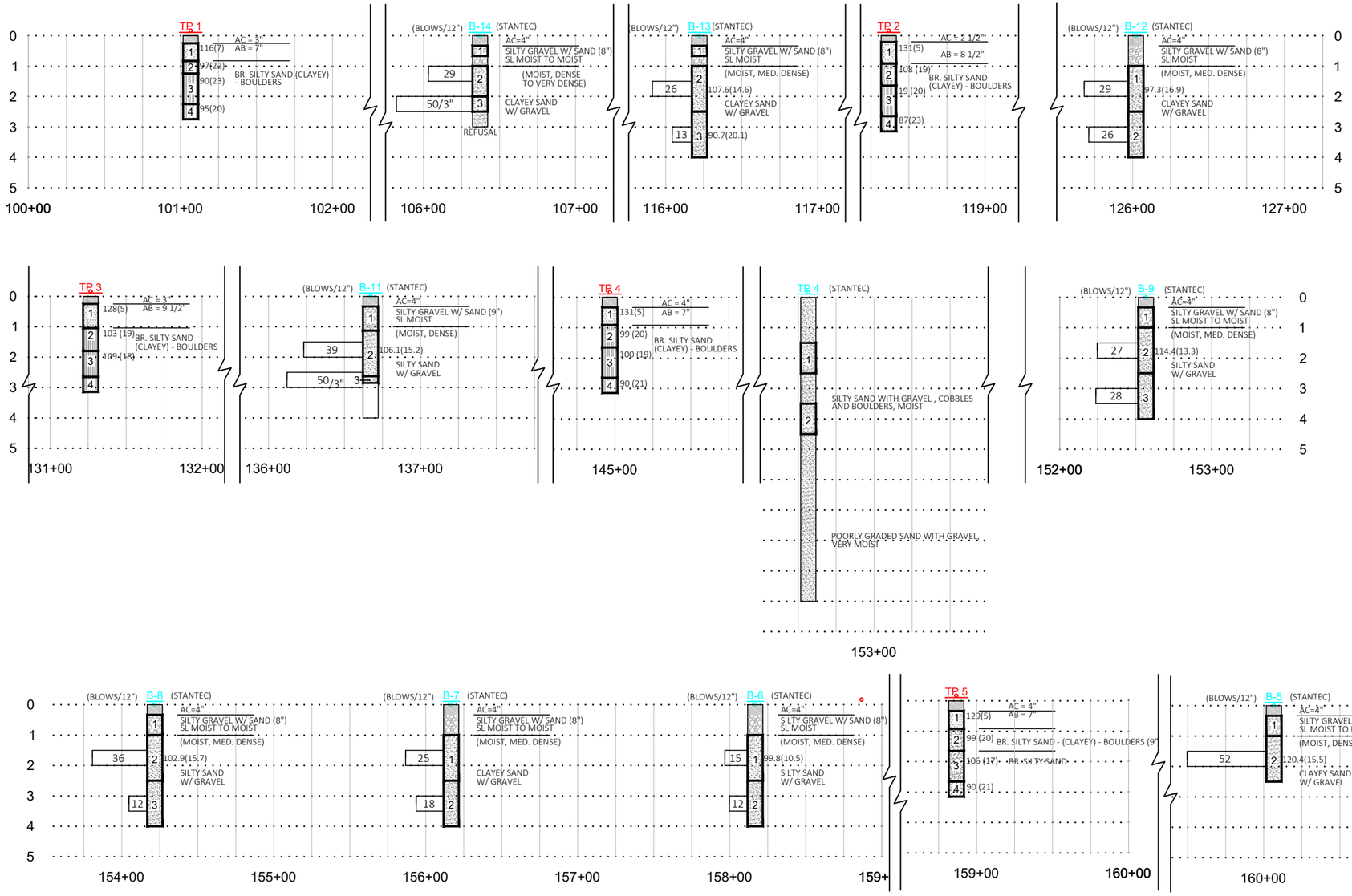
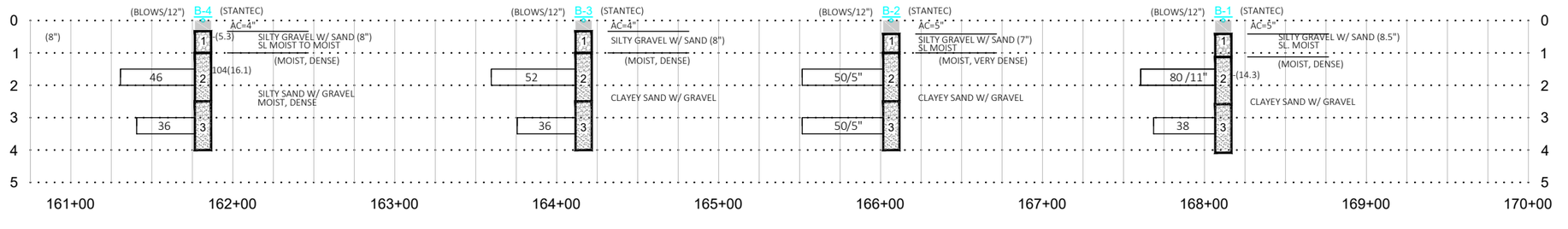
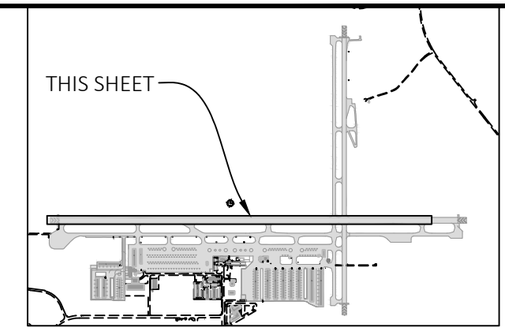
PLATE No.	A2





SECTION B-B
RUNWAY 11-29



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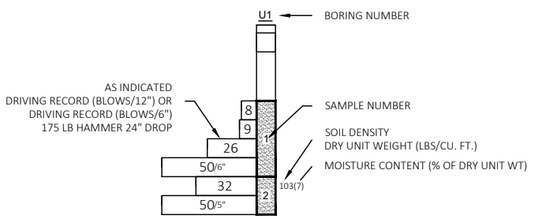

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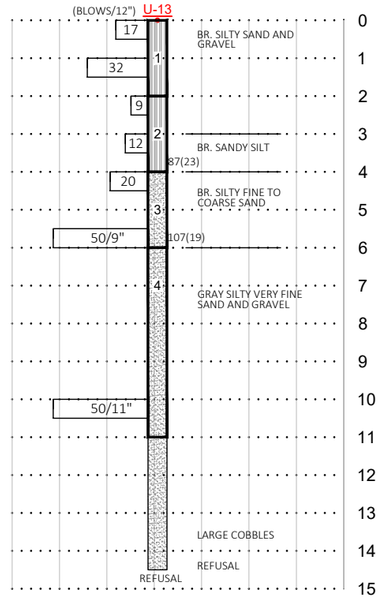

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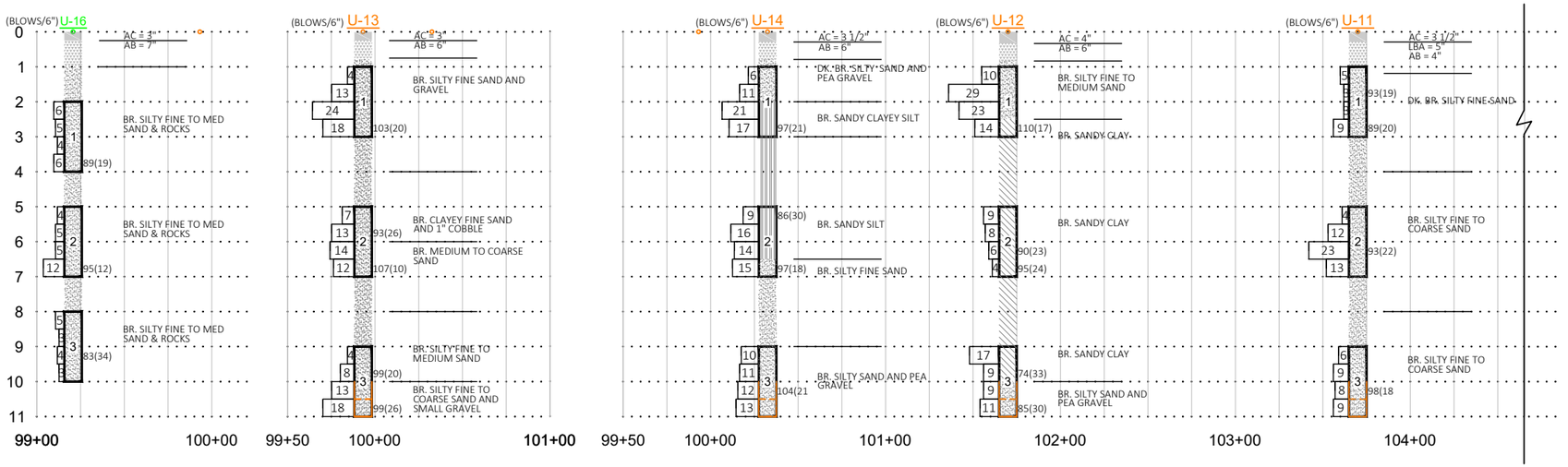
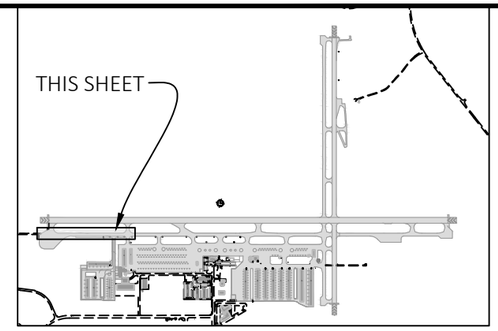
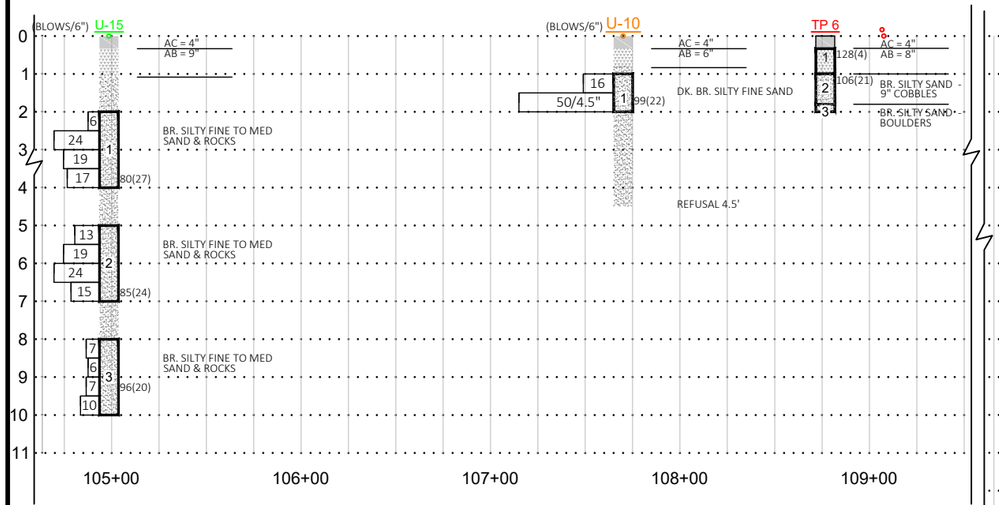
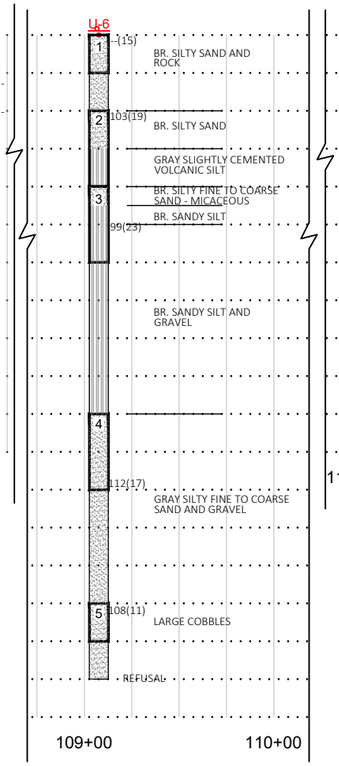
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION B-B RUNWAY 11-29

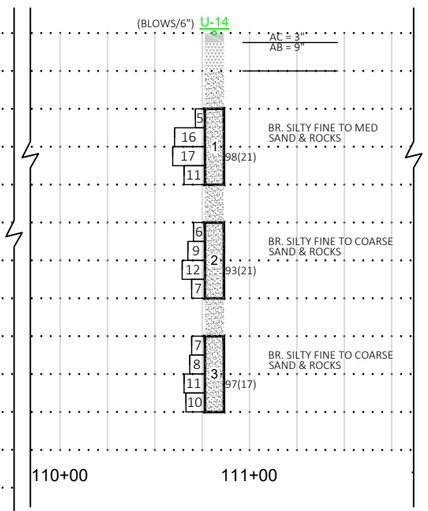
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A3

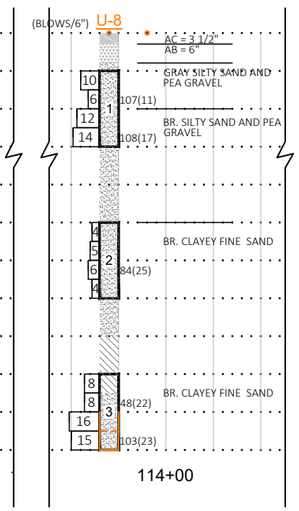


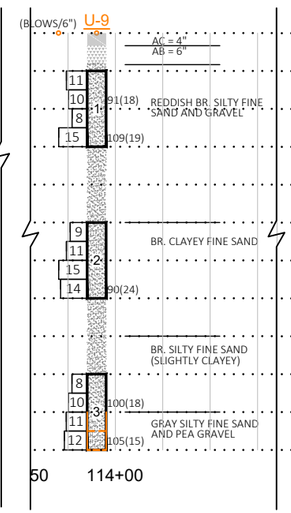






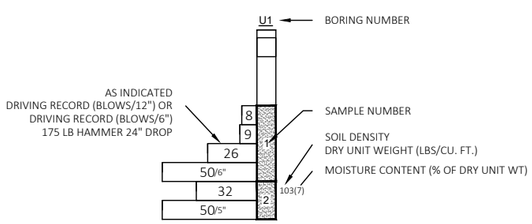






SEE PLATE A5

BORING LEGEND



ABBREVIATIONS

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BR.	BROWN
MED.	MEDIUM

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SECTION C-C
TAXIWAY A

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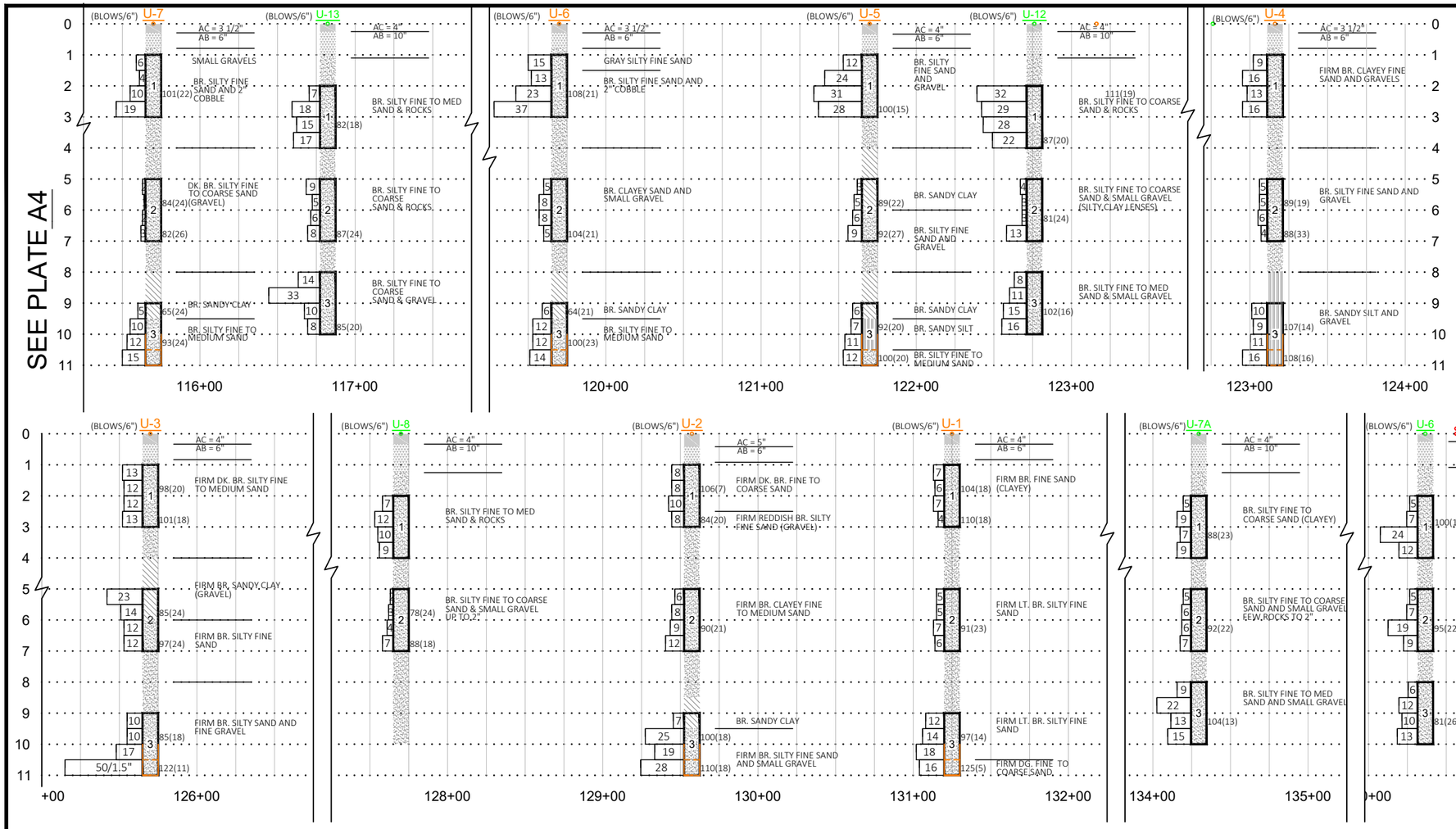
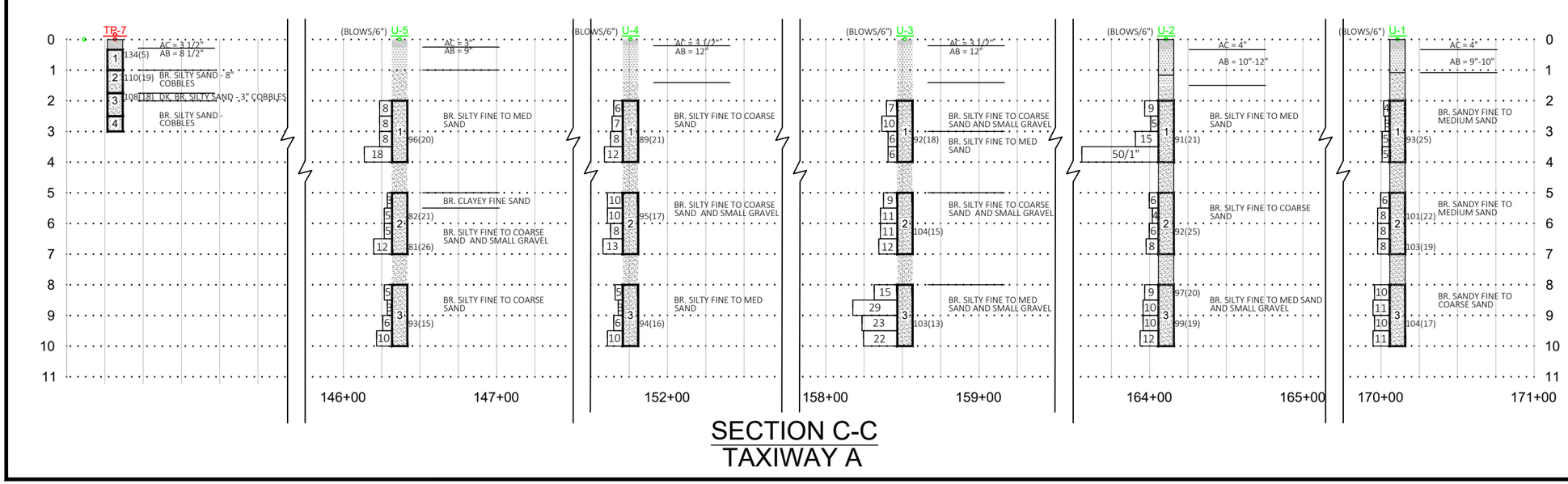
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION C-C TAXIWAY A SHEET 1

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A4

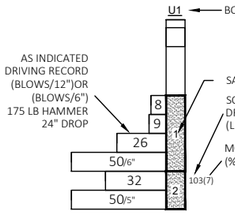
SEE PLATE A4





SECTION C-C
TAXIWAY A

BORING LEGEND



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TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION C-C TAXIWAY A SHEET 2

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
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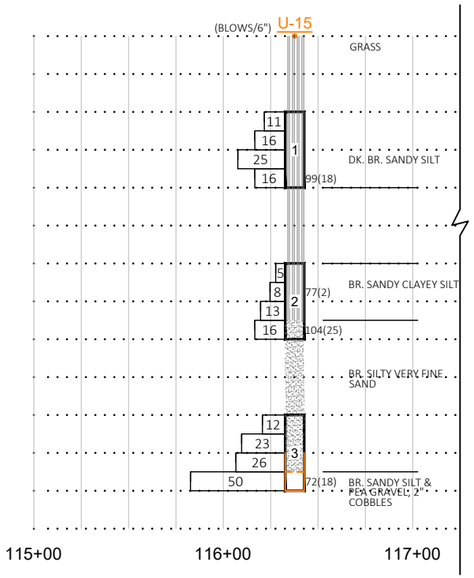
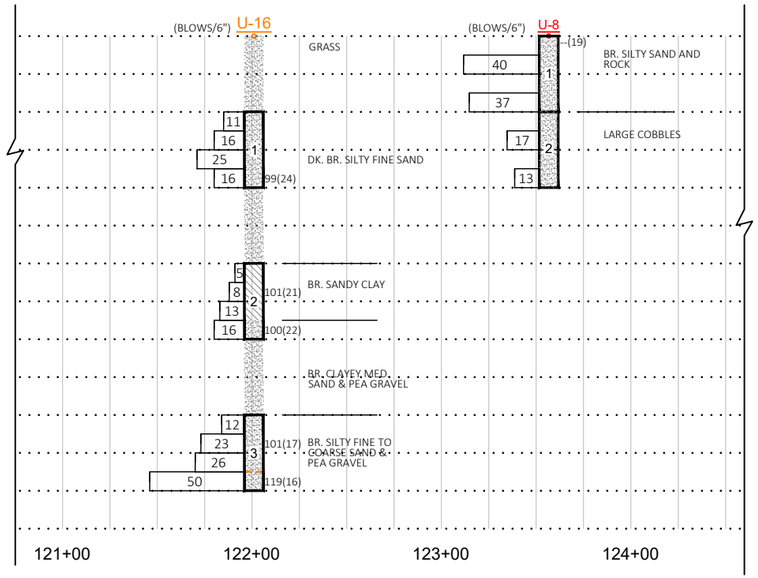
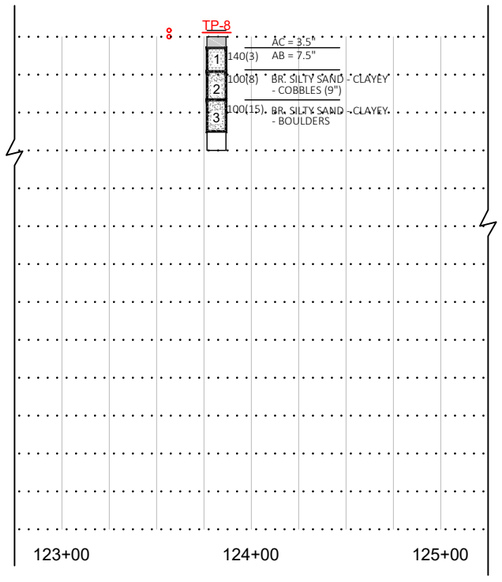
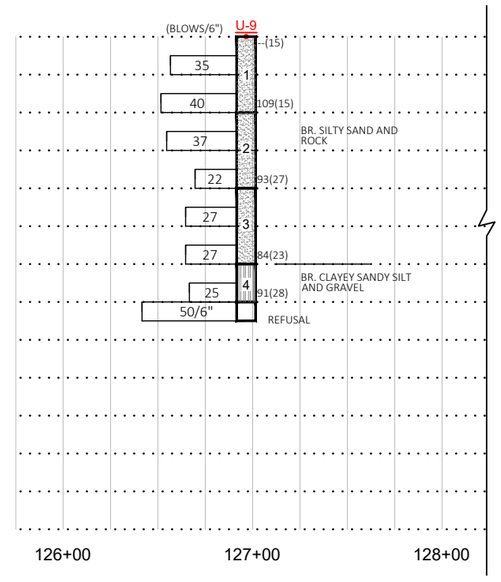
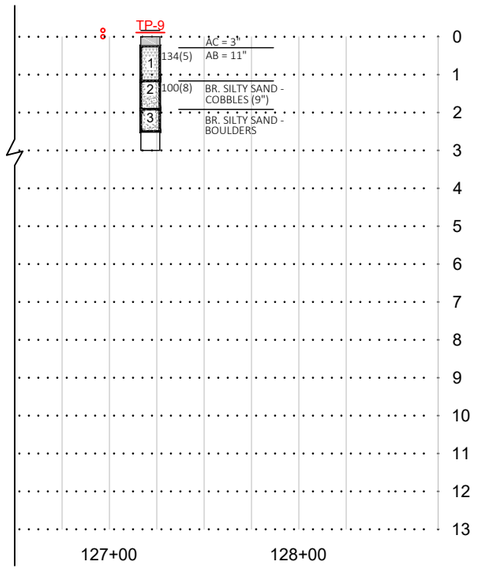
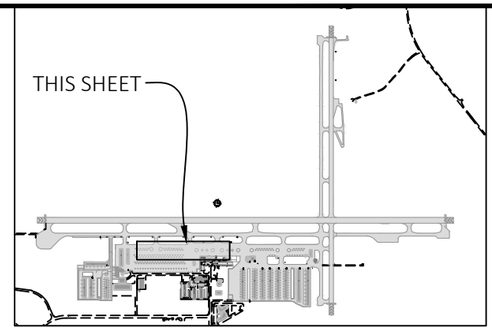




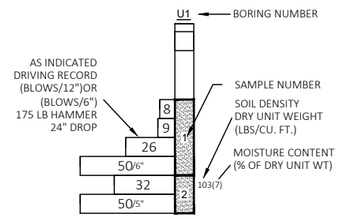








BORING LEGEND



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SECTION D-D - APRON

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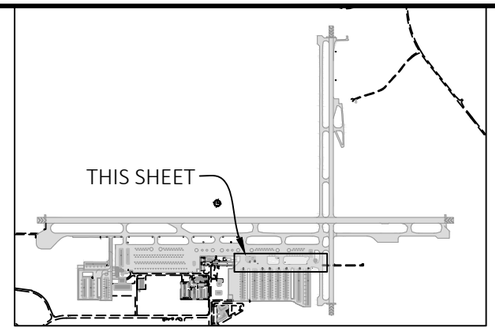
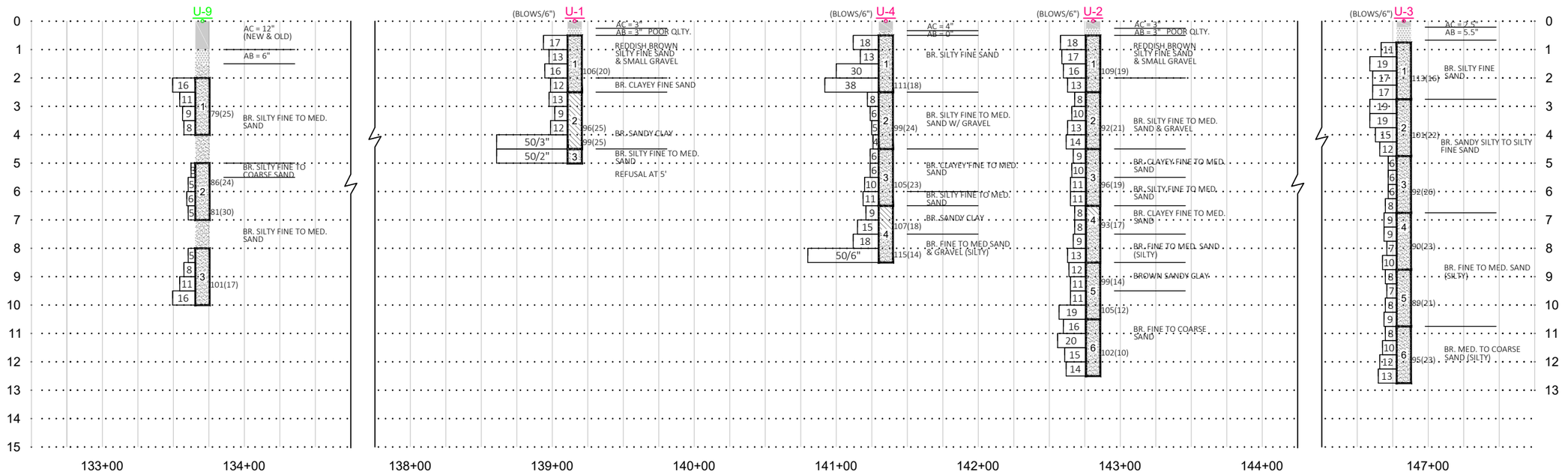
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION D-D APRON

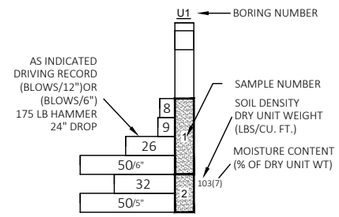
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A6





SECTION E-E
TAXIWAY R

BORING LEGEND



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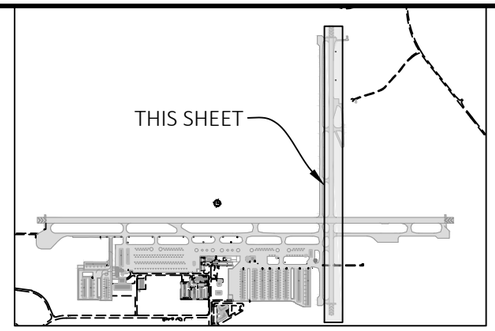
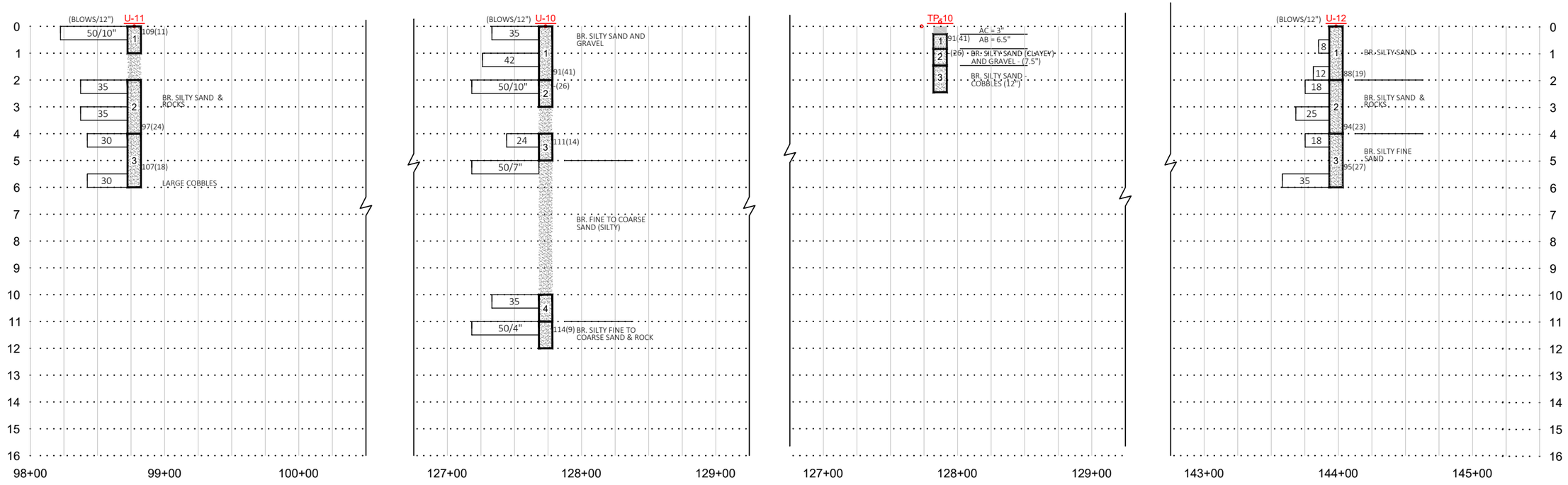
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION E-E TAXIWAY R

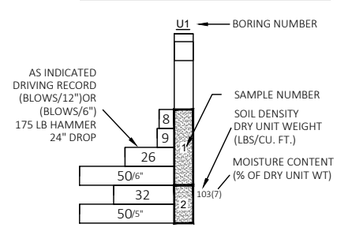
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A7





SECTION F-F
RUNWAY 2-20

BORING LEGEND



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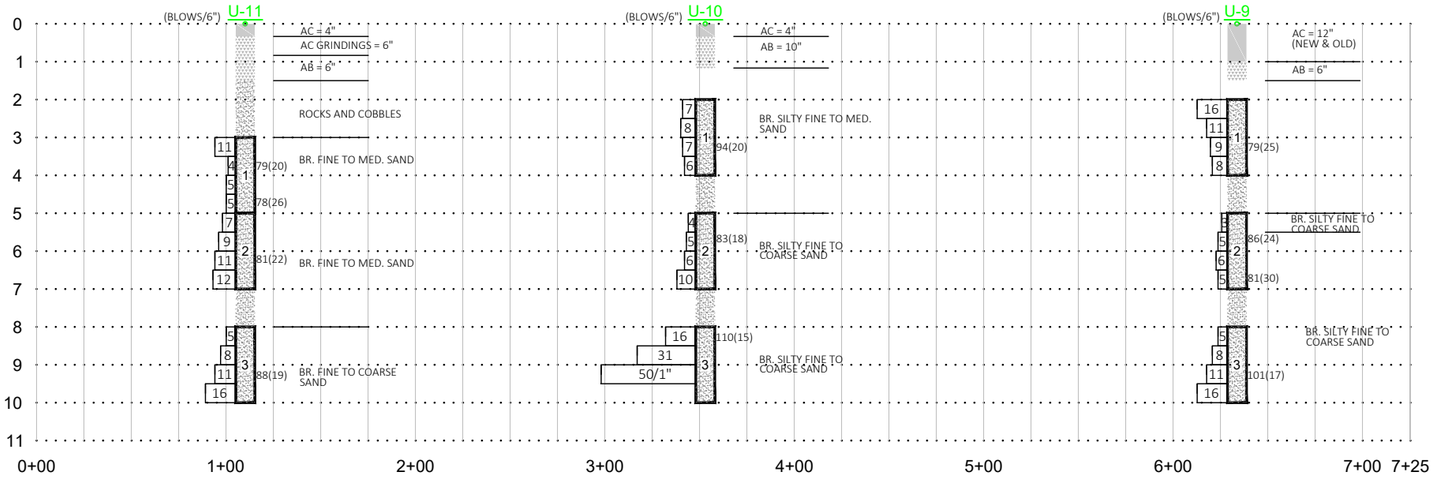
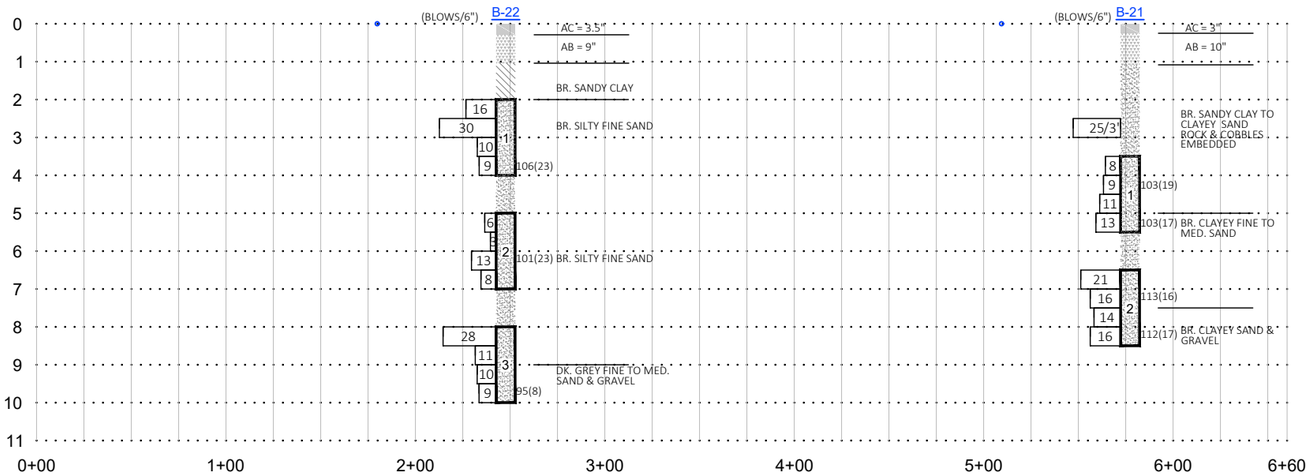
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION F-F RUNWAY 2-20

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE	A8



SECTION HANGAR A



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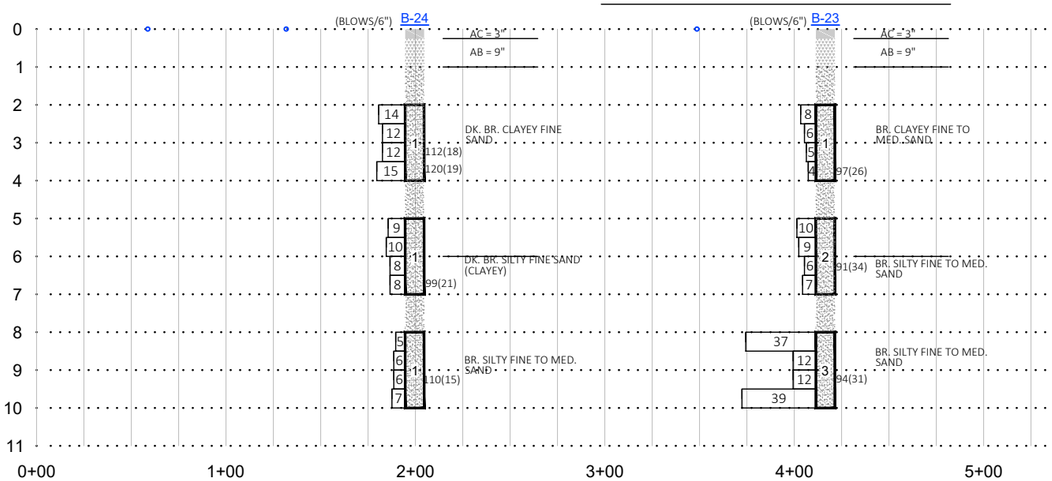

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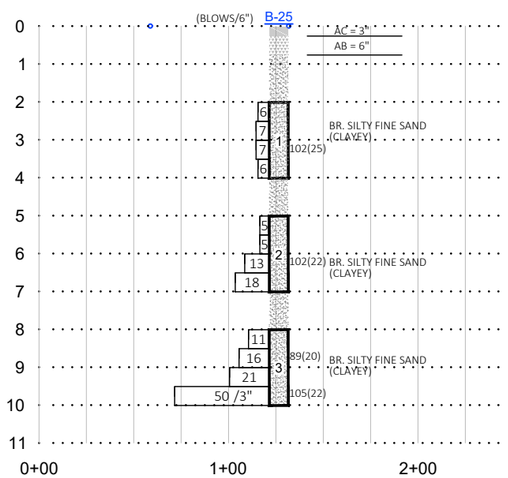

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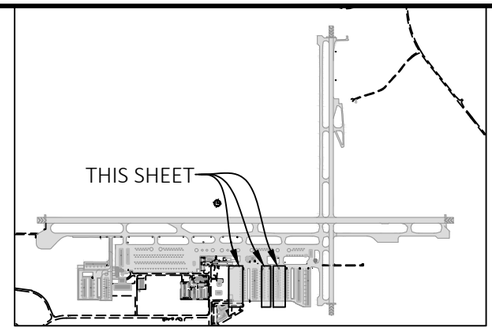

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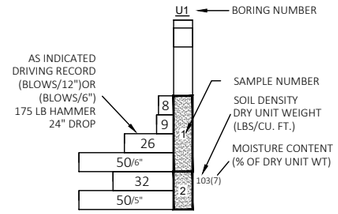

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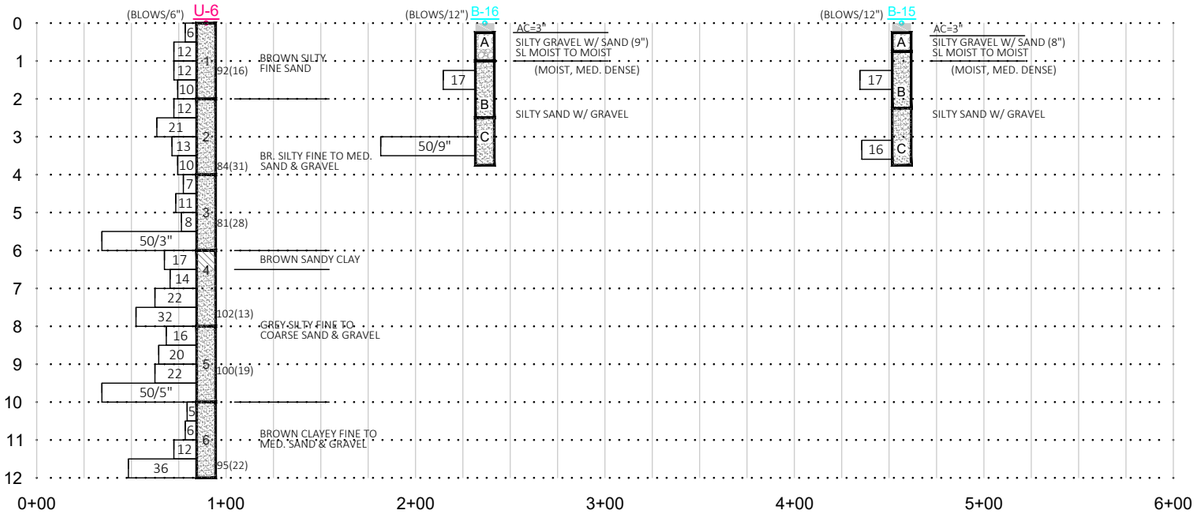
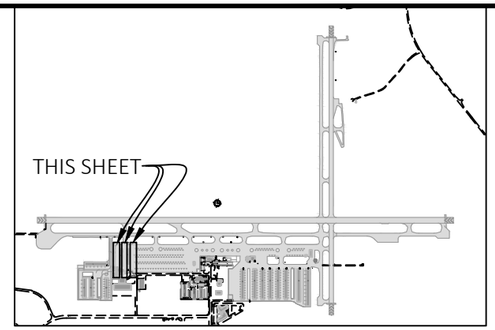
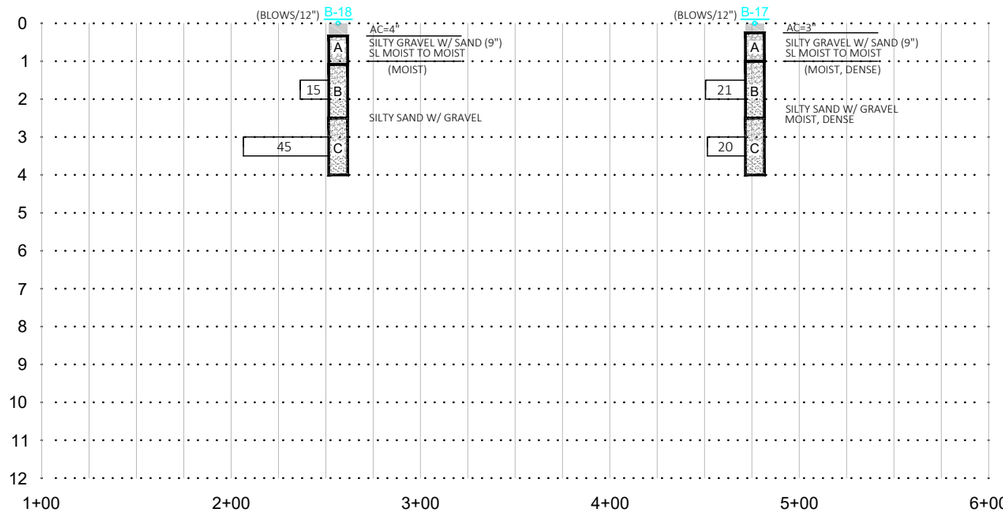
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION HANGAR A THRU F

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A9





SECTION HANGAR K



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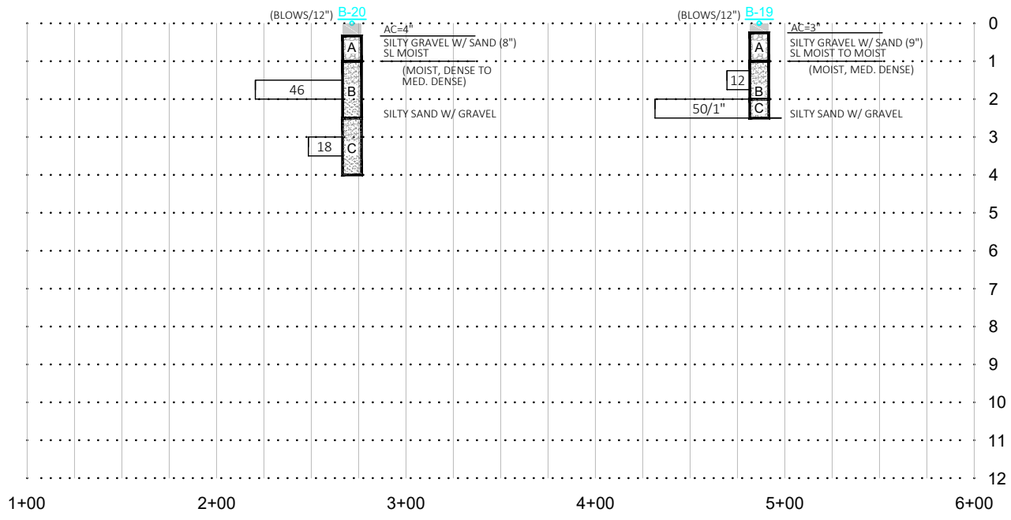
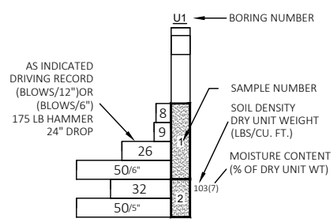


SECTION HANGAR J

BORING LEGEND



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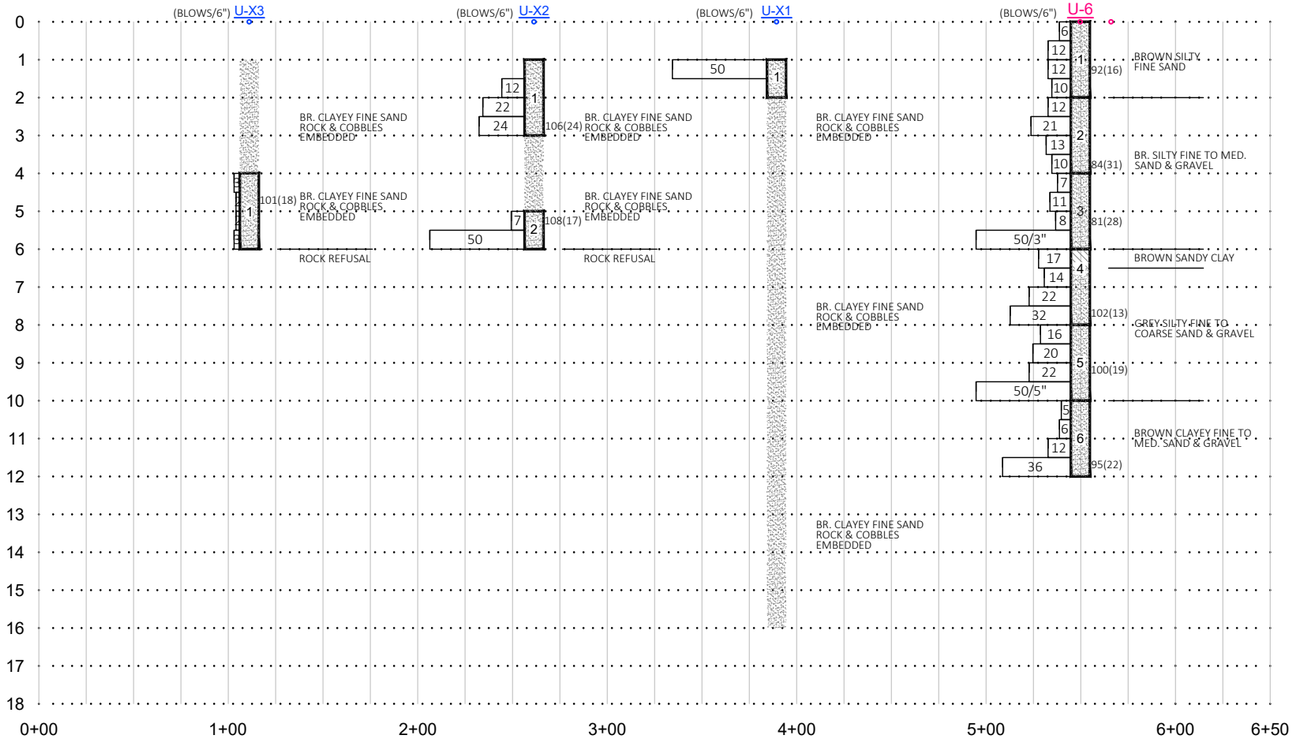
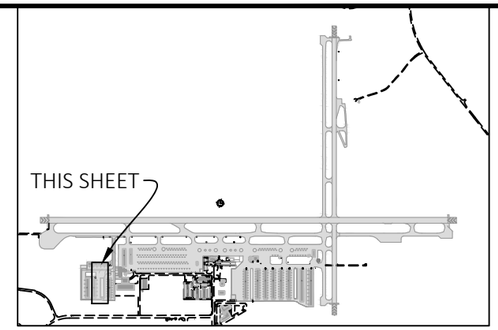
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION HANGAR J AND K

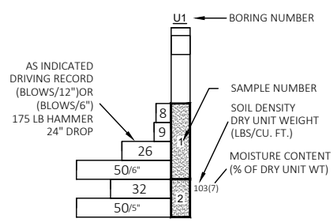
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A10





SECTION HANGAR L/M

BORING LEGEND



ABBREVIATIONS

AC.	ASPHALT
AB.	AGGREGATE BASE
BR.	BROWN
DK.	DARK
MED.	MEDIUM

NOTE:
1. ALL TEST PITS AND TESTHOLES SHOWN WERE DONE BY BRANDLEY ENGINEERING EXCEPT AS INDICATED (STANTEC)

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION HANGAR L AND M

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Soils
SCALE	1"=4'(V)
PLATE No.	A11

Table No. A1
Summary of Test Results (Brandley)
Truckee Tahoe Airport
Truckee, CA

Location	Station	Test Pit No.	Test No.	Material	FAA Classification	Average Depth of Test Below Pavement Inches	Average Layer Thickness Inches	FIELD CBR		LAB CBR		IN PLACE DRY DENSITY P C F	FIELD MOISTURE CONTENT PERCENT	MAXIMUM DRY DENSITY PCF	OPTIMUM MOISTURE CONTENT PERCENT	RELATIVE COMPACTION PERCENT	SAND EQUIVALENT	LIQUID LIMIT	PLASTICITY INDEX	PERCENT RETAINED NO 10 SIEVE	PERCENT PASSING NO 40 SIEVE	PERCENT PASSING NO 200 SIEVE	MAXIMUM SIZE INCHES	REMARKS
								0.1"	0.2"	95%	100%													
Runway 10-28	23+04	1		Asphaltic Concrete			3																	
	(25'N)	1	1	Aggregate Base	E1	3	7	29	33	98	123	116	7	130	9.1	90	72		N.P.	63	20	3.6	1 1/2	
		1	2	Brown Silty Sand (Clayey) Boulders	E4	10	6	7	7			97	22	120		81		28	3	52	32	11	3	Boulders in subgrade to 18"
		1	3	Brown Silty Sand (Clayey) Boulders	E4	16	12	13	13			90	23					30	5					
			4	Brown Silty Sand (Clayey) Boulders	E4	28	6	13	14			95	20											
Runway 10-28	38+30	2		Asphaltic Concrete			2 1/2																	
	(25' S)	2	1	Aggregate Base	E1	2 1/2	8 1/2	63	76			131	5	130	9.1	101			N.P.	57	25	4.1	1 1/2	
		2	2	Brown Silty Sand Boulders	E4	11	9	22	20			108	19	120		90		31	6	26	50	20	2	Boulders in subgrade
		2	3	Brown Silty Sand Boulders	E4	20	12	13	12			96	20											
		2	4	Brown Silty Sand Boulders	E4	32	6	12	12			87	23	118		75		29	4					
Runway 10-28	53+22	3		Asphaltic Concrete			3																	
	(25' N)	3	1	Aggregate Base	E1	5 1/2	9 1/2	60	77			128	5	131		98			N.P.	61	20	1.9	2	
		3	2	Brown Silty Sand (Clayey) & Cobbles-Clayey	E4	12 1/2	10	18	16			103	19	126		82								Rocks to 6" diameter
		3	3	Brown Silty Sand (Clayey) & Cobbles-Clayey	E4	21 1/2	10 1/2	11	13	42	79	109	18	120	17	91		31	6	26	50	21	2	Rocks to 6" diameter
		3	4	Brown Silty Sand (Clayey) & Cobbles-Clayey	E4	32	6	9	10									30	5					
Runway 10-28	66+71	4		Asphaltic Concrete			4																	
	(25'S)	4	1	Aggregate Base	E2	5	7	59	74			131	5	130		101			N.P.	62	19	5.5	1 1/2	
		4	2	Brown Silty Sand (Clayey) & Cobbles-Clayey	E4	11	9	8	8			99	20	122		83		31	7	51	35	15	2 1/2	
		4	3	Brown Silty Sand (Clayey) & Cobbles-Clayey	E4	20	12	8	7			100	19	124		83								Rocks to 4" diameter
		4	4	Brown Silty Sand (Clayey) & Cobbles-Clayey	E4	32	6	4	4			90	21	122		74		29	5					Rocks to 4" diameter
Runway 10-28	80+62	5		Asphaltic Concrete			4																	
	(25' N)	5	1	Aggregate Base	E2	5	7	85	71			129	5	131		98			N.P.	64	22	3.6	1 1/2	
		5	2	Brown Silty Sand (Clayey)- Boulders	E4	11	9	15	16			105	19	122		86		30	5					Rocks to 8" diameter
		5	3	Brown Silty Sand	E4	20	12	17	13			105	17	121		87		32	6	14	55	30	1	Very little rock
		5	4	Brown Silty Sand	E4	32	6	6	6			96	16	124		77								
Taxiway "A"	30+65	6		Asphaltic Concrete			4																	
		6	1	Aggregate Base	E1	4 1/2	8	76	96			128	4	130		97			N.P.	68	16	2.9	1 1/2	
		6	2	Brown Silty Sand - Cobbles	E5	12	9	20	22			106	21	124		85		31	6	40	43	24	2	
		6	3	Brown Silty Sand - Boulders	E5	21	3	29	17									30	5					Too many large rocks for F.D. test.Excavated to 24". Boulders
Taxiway "A"	60+98	7		Asphaltic Concrete			3 1/2																	
		7	1	Aggregate Base	E1	4 1/2	8 1/2	41	50			134	5	138		98			N.P.	62	19	5.5	1 1/2	
		7	2	Brown Silty Sand - Cobbles	E5	12	8	15	16			110	19	121		91		29	5					Rocks to 6 " diameter

Table No. A1
Summary of Test Results (Brandley)
Truckee Tahoe Airport
Truckee, CA

Location	Station	Test Pit No.	Test No.	Material	FAA Classification	Average Depth of Test Below Pavement Inches	Average Layer Thickness Inches	FIELD CBR		LAB CBR		IN PLACE DRY DENSITY P C F	FIELD MOISTURE CONTENT PERCENT	MAXIMUM DRY DENSITY PCF	OPTIMUM MOISTURE CONTENT PERCENT	RELATIVE COMPACTION PERCENT	SAND EQUIVALENT	LIQUID LIMIT	PLASTICITY INDEX	PERCENT RETAINED NO 10 SIEVE	PERCENT PASSING NO 40 SIEVE	PERCENT PASSING NO 200 SIEVE	MAXIMUM SIZE INCHES	REMARKS
								0.1"	0.2"	95%	100%													
		7	3	Dark Brown Silty Sand - Cobbles	E5	20	10	25	31			108	18	120		90		30	6	42	42	23	2	Rocks to 4" diameter
		7	4	Brown Silty Sand - Cobbles	E5	30	6	22	24															Rocks to 6" diameter. Unable to find space to take F.D. test
Terminal Apron	44+83	8		Asphaltic Concrete			3 1/2																	
	(539' S)	8	1	Aggregate Base	E1	4	7 1/2	95		117	265	140	3	138	9.0	100+	74		N.P.	71	13	2.7	1 1/2	
		8	2	Brown Silty Sand (Clayey) - Cobbles	E4	11	9	56	65			100	8	122		82		30	6	51	35	15	3	Very rocky
		8	3	Brown Silty Sand - Boulders	E4	20	12	9	8			100	15	125		80		31	7					Very rocky. Boulders to 24" diameter
Terminal Apron	48+78	9		Asphaltic Concrete			3																	
	(539' S)	9	1	Aggregate Base	E1	5	11	84	91			134	5	138		97			N.P.	77	11	2.9	1 1/2	
		9	2	Brown Silty Sand (Clayey) - Cobbles	E5	14	9	20	22			100	18	120		83		30	6	42	42	23	3	Rocks to 6" diameter
		9	3	Brown Silty Sand - Boulders	E5	23	9	18	19									30	5					Rocks to 12" diameter
		9	4	Brown Silty Sand - Boulders		32																		Too rocky to run CBR's & Plate Bearing
Runway 1-19	21+03	10		Asphaltic Concrete			3																	
		10	1	Aggregate Base	E1	3 1/2	6 1/2	31	42	70	205	125	6	132	9.5	95			N.P.	65	10	3.5	2	
		10	2	Brown Silty Sand (Clayey) & Gravel	E4	9 1/2	7 1/2	21	28	77	114	110	18	116	14.5	90		31	8	48	38	18	1 1/2	Rocks to 3" diameter
		10	3	Brown Silty Sand - Cobbles	E4	17	12	13	15									29	5					Rocks to 8" diameter. Unable to run F.D. and CBR.
		10	4	Brown Silty Sand - Cobbles		29																		
	*Maximum Density curved adjusted for +3/4" material on aggregated bases, and for +No. 4 materials for fine grained soils.																							

TABLE No. A2
Truckee-Tahoe Airport
Truckee, California

GRADING ANALYSES - Percent Passing
(BRANDLEY)

Test Pit No.	Sample Depth Inches	Material	Percent Passing											
			3"	2"	1 1/2"	1"	3/4"	1/2"	3/8"	No. 4	No. 10	No. 40	No. 80	Wash No. 200
1	3	Aggr. Base			100	84	74	61	54	45	37	20	8.5	3.6
1	10	Brn. Silty Sand (Clayey)-Boulders	100	94.4	93	88	84	76	71	56	48	32	20	11
2	2 1/2	Aggr. Base			100	85	78	66	60	51	43	25	11	4.1
2	11	Brn. Sitly Sand (Clayey)		100	96	93	91	88	86	80	74	50	33	20
3	5 1/2	Aggr. Base		100	84	78	70	61	56	47	39	20	7.5	1.9
3	21 1/2	Brn. Silty Sand (Clayey) & Cobbles		100	97	94	92	89	87	81	74	50	34	21
4	5	Aggr. Base			100	86	75	65	58	50	38	19	10	5.5
4	11	Brn. Silty Sand (Clayey) & Cobbles	100	90	83	79	74	69	65	53	49	35	21	15
5	5	Aggr. Base			100	83	74	61	54	45	36	22	10	3.6
5	20	Brn. Silty Sand				100	99.7	98.3	96.8	91.5	86.3	55	41	30
6	4 1/2	Aggr. Base			100	75	63	53	50	42	32	16	6.7	2.9
6	12	Brn. Silty Sand, Cobbles		100	97	92	90	84	79	65	60	43	32	24
7	4 1/2	Aggr. Base			100	85	76	66	60	50	38	19	9.5	5.5
7	20	DK. Brn. Silty Sand, Cobbles		100	97.3	91.4	90.1	85	80	64	58	42	31	23
8	3 1/2	Aggr. Base			100	72	57	48	44	38	29	13	5.7	2.7
8	11	Brn. Silty Sand (Clayey)- Cobbles	100	89	82	78	74	68	64	52	49	35	23	15
9	5	Aggr. Base			100	71	56	45	41	32	23	11	5.4	2.9
9	14	Brn. Silty Sand, Cobbles	100		96	93	91	85	78	63	58	42	30	23
10	3 1/2	Aggr. Base		100	99	85	78	67	61	50	35	10	5.5	3.5
10	9 1/2	Brn. Silty Sand (Clayey) Gravel			100	97	93	86	80	58	52	38	27	18

SAMPLE NUMBER	B1A	B4A (1)	B6A	B8A	B10A (1)	B15A/19A(1) Combined	B4B
	PERCENT PASSING BY WEIGHT						
SIEVE SIZE							
3 Inch							
2 Inch		100	100	100	100	100	
1 Inch	100	89	94	95	90	74	100
3/4 Inch	97	88	92	87	86	65	98
1/2 Inch	91	79	77	86	80	57	95
3/8 Inch	89	73	71	85	73	54	92
No. 4	79	58	64	82	60	47	86
No. 10	59	38	58	76	49	35	77
No. 40	36	16	40	56	28	18	50
No. 100	38	11	29	45	14	9	39
No. 200	24.1	3.5	24.4	39.0	8.7	6.4	23.1
Liquid Limit	34	NV (2)	22	29	NV (2)	NV (2)	31
Plastic Index	12	NP (3)	2	6	NP (3)	NP (3)	7
Moisture Content (%)	14.3	5.3	10.6	16.4	4.2	3.0	16.1
Soil Class (USCS)	SC	SP	SM	SM	SP-SM	GM	SM
R-Value							

NOTES:
(1) Base course material
(2) No Value
(3) Non-Plastic

Appendix B
Falling Weight Deflectometer Test Data

B1 Falling Weight Deflectometer (FWD) Test Program

A series of Falling Weight Deflectometer (FWD) tests were conducted on all pavements at the airport to determine the relative strength of existing pavement sections and to provide data from which Modulus of Elasticity values of each of the items in the pavement section and the subgrade and subsoil materials beneath the pavement section could be back calculated. This data is used in the Fatigue Analysis for determining remaining pavement life under specified traffic.

The FWD test applies a dynamic load on a 12-inch diameter plate resting on the pavement surface and measures the actual load applied and the deflection of the surface of the pavement at the center of the plate and at various increments beyond the center of the plate out to 7 feet from the center of the plate. From these data the shape of the deflection bowl under load can be determined and, using these data along with the thickness of each layer of pavement section, the Modulus of Elasticity of each layer can be back calculated. This data is used in the Fatigue Analysis to determine remaining life of the pavement sections under specified loadings. This test has proven to be very effective, provides excellent information, and can be conducted quickly.

B2 FWD Test Data

The FWD tests were generally conducted in the wheel path on the runways, taxiways, and aprons. Tests were conducted at intervals of 100 to 200 feet on all taxiways and runways and on a 100 foot by 100-foot grid on the aprons. FWD tests were conducted on all segments of pavement at the Truckee Tahoe Airport. The results of these tests are included in this appendix. On Plates B1 thru B11 the location of each FWD test is identified and, on these plates, the measured deflections of the center of the plate under loads of 10, 20, and/or 30 kips are tabulated.

The profiles of the deflections measured under each load along each element of pavement have been plotted and are shown on Plates No. B12 through B94.

Appendix B
Falling Weight Deflectometer Test Data

A camera was mounted on the front of the vehicle that tows the FWD equipment, and a photograph of the surface of the pavement was taken at the location of each FWD test. These photographs are useful historical documents since they show the condition of the existing pavement at the time and location of each FWD test. An electronic copy of these photographs is enclosed with this report.

The results of these studies have been included in this Appendix, as follows:

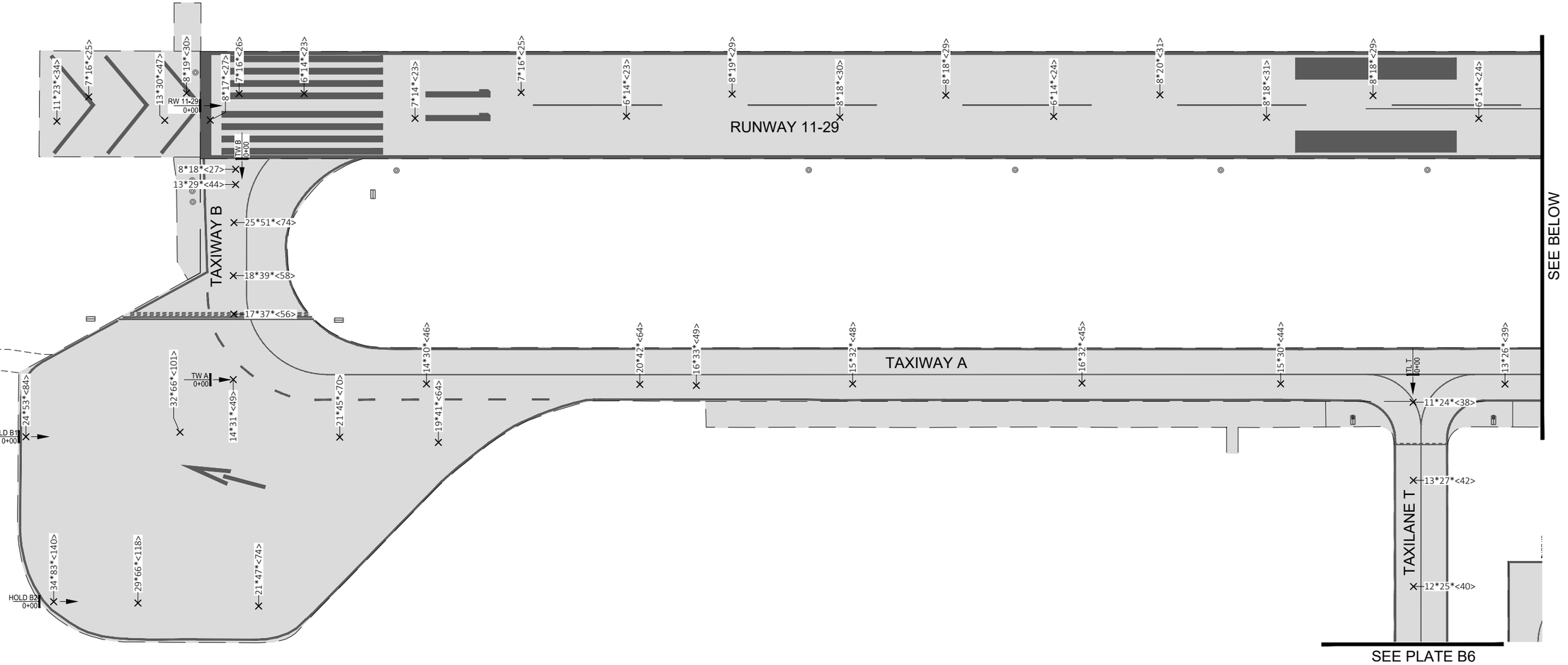
Plates

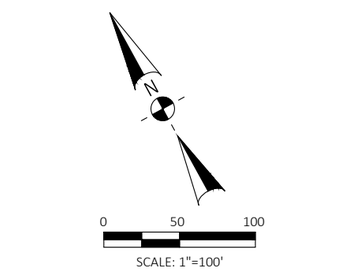
Plates No. B1-B11 Falling Weight Deflectometer Test Data Summary

Plate B1 – FWD Test Data – Runway 11-29 Complex West
Plate B2 – FWD Test Data – Runway 11-29 Complex Midfield
Plate B3 – FWD Test Data – Runway 11-29 Complex East
Plate B4 – FWD Test Data – Runway 2-20 Complex South
Plate B5 – FWD Test Data – Runway 2-20 Complex North
Plate B6 – FWD Test Data – Hangars L-P
Plate B7 – FWD Test Data – Hangars J-K & Apron A3-A4
Plate B8 – FWD Test Data – Apron A2
Plate B9 – FWD Test Data – Apron A1
Plate B10 – FWD Test Data – Hangars A-H
Plate B11 – FWD Test Data – Airport Roads and Parking

Plates B12 through B94 – FWD Deflection Data Profiles

Plate B12	Runway 11-29
Plates B13 thru B32	Taxiways A, B, C, D, E, F, U, J, L, & M
Plate B33	Runway 2-20
Plates B34 thru B40	Taxiways G, N, P, Q, S & V
Plates B40 thru B41	Glider Taxiways
Plates B42 thru B43	Taxilanes R & T
Plates B44 thru B54	Aprons A1, A2, A3, A4, Fuel, South Jet Apron
Plates B55 thru B61	EAA Apron and Hangar 1 Ramp
Plates B62 thru B88	All Hangar Taxilanes (Hangars A – P)
Plates B89 thru B94	Parking Lots, Roads, Warehouse, Maintenance

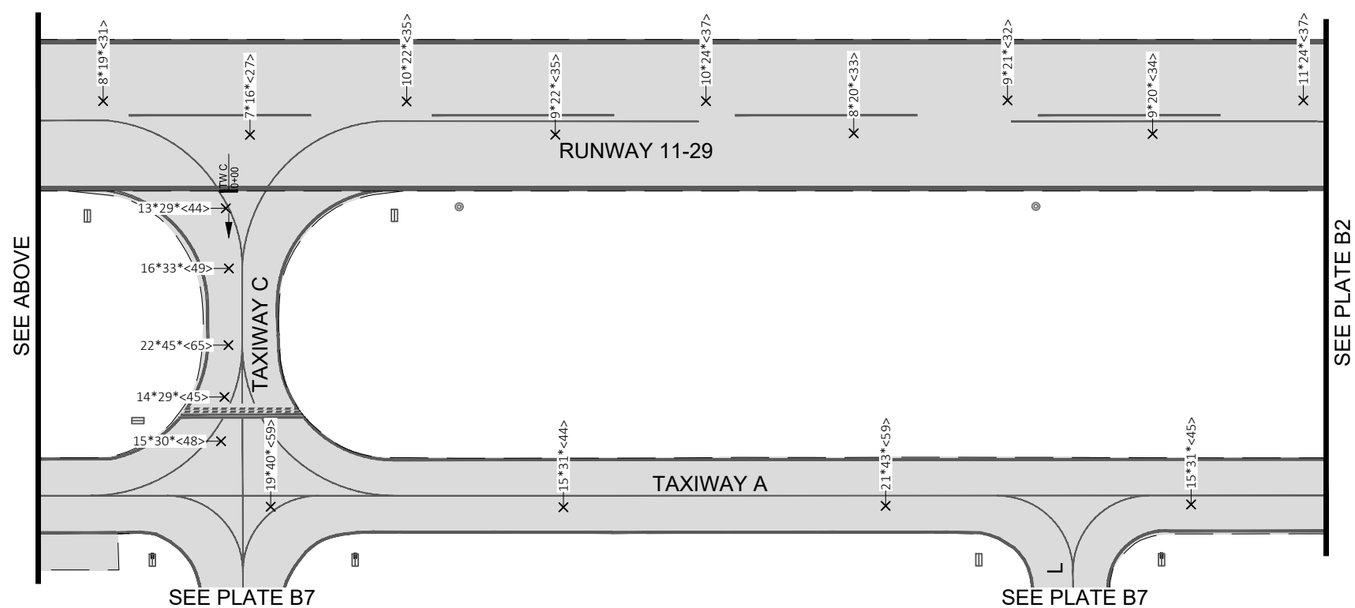


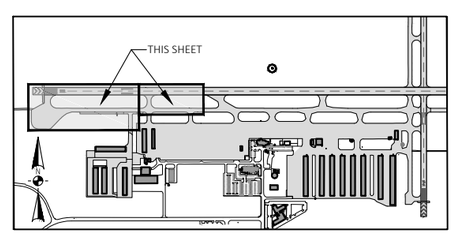


LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION



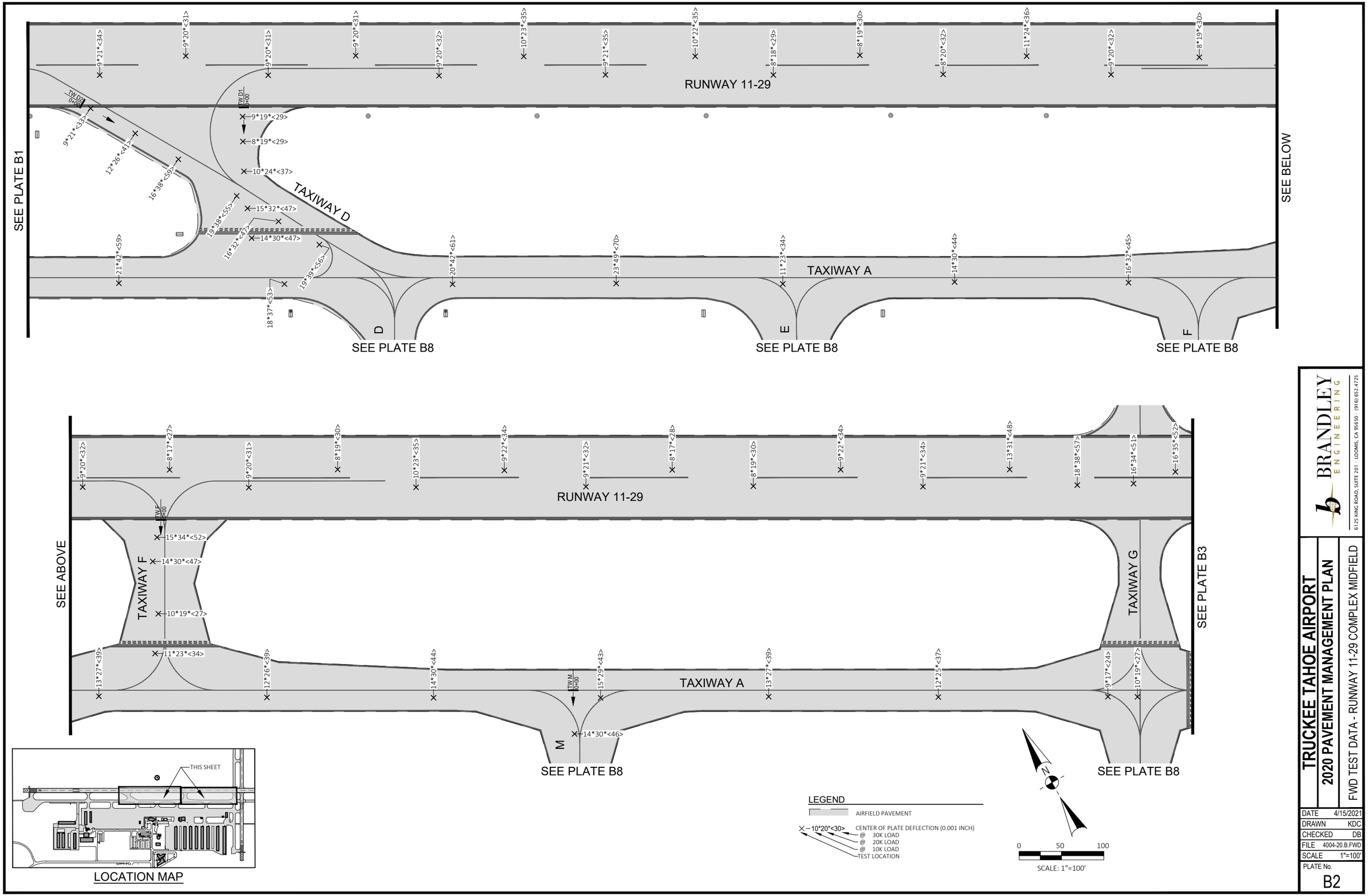


LOCATION MAP

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - RUNWAY 11-29 COMPLEX WEST

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B1



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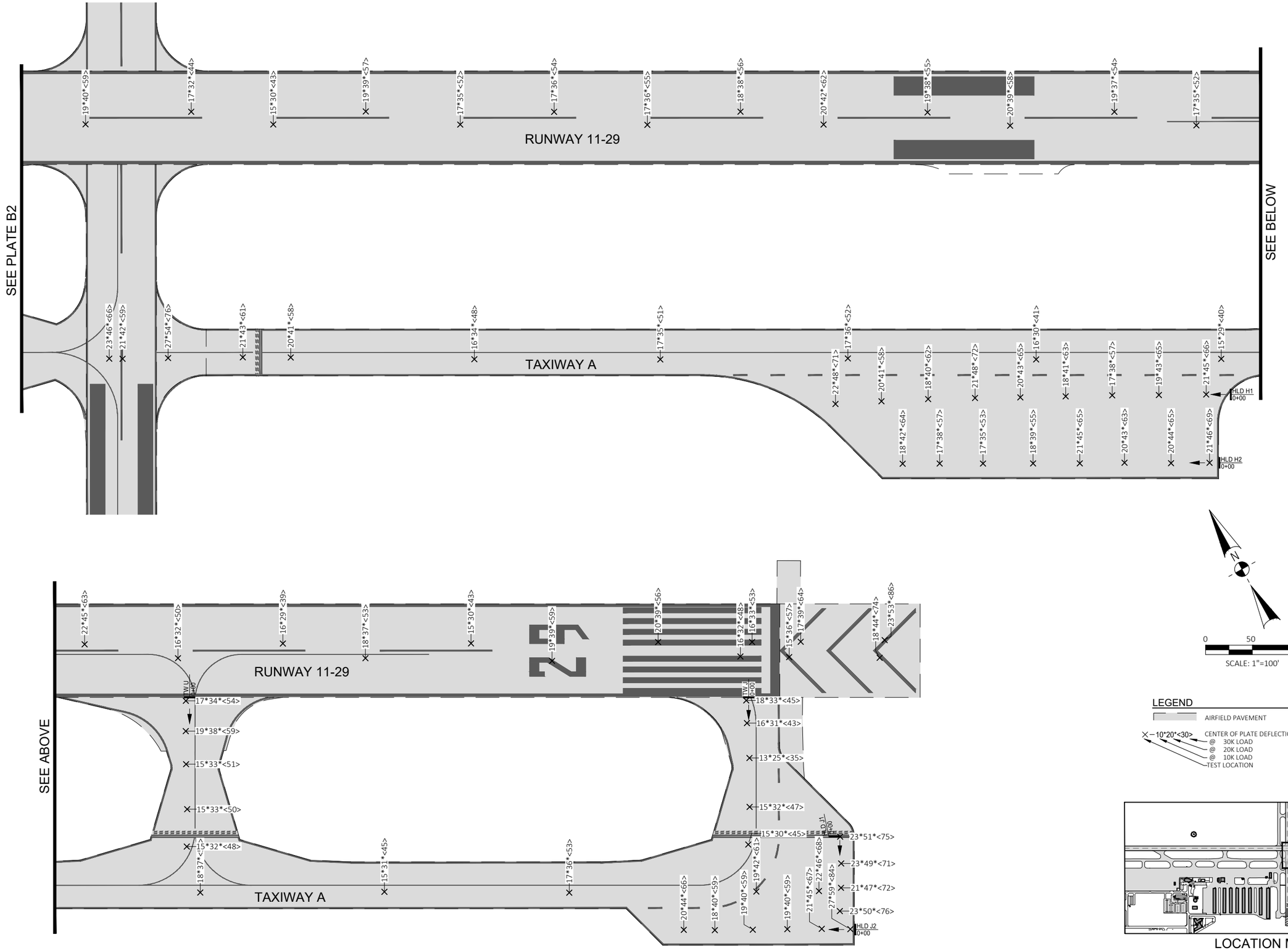
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - RUNWAY 11-29 COMPLEX MIDFIELD

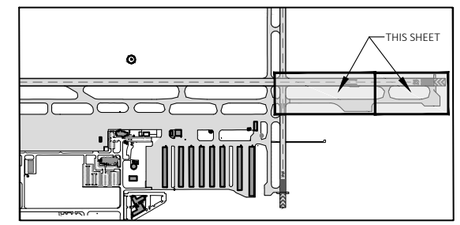
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B2



LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION

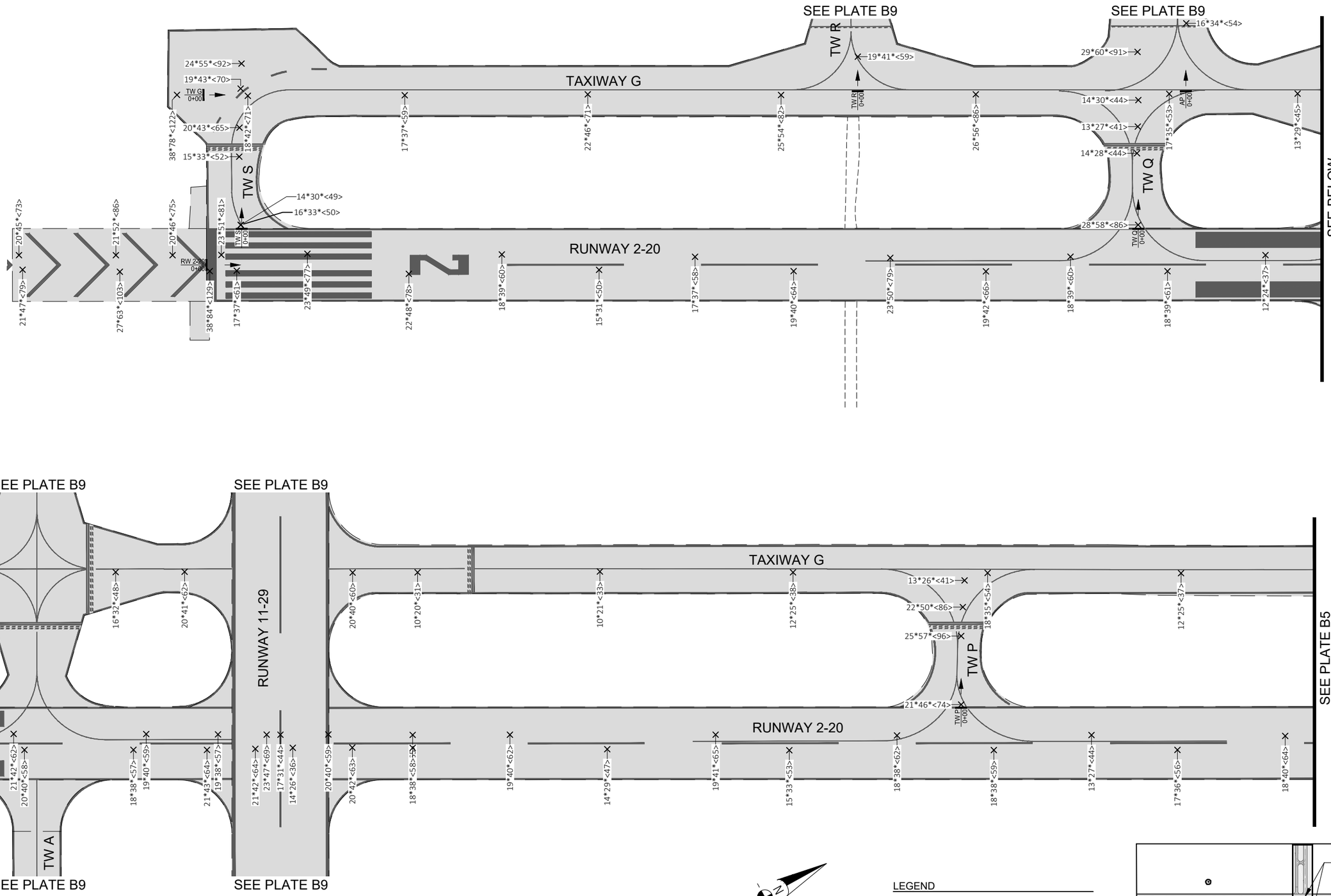


LOCATION MAP

BRADLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - RWY 11-29 COMPLEX EAST

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B3



0 50 100

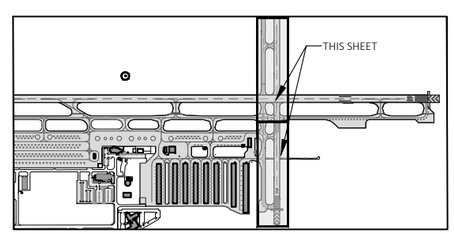
SCALE: 1"=100'

LEGEND

AIRFIELD PAVEMENT

×—10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH) @ 30K LOAD @ 20K LOAD @ 10K LOAD

TEST LOCATION



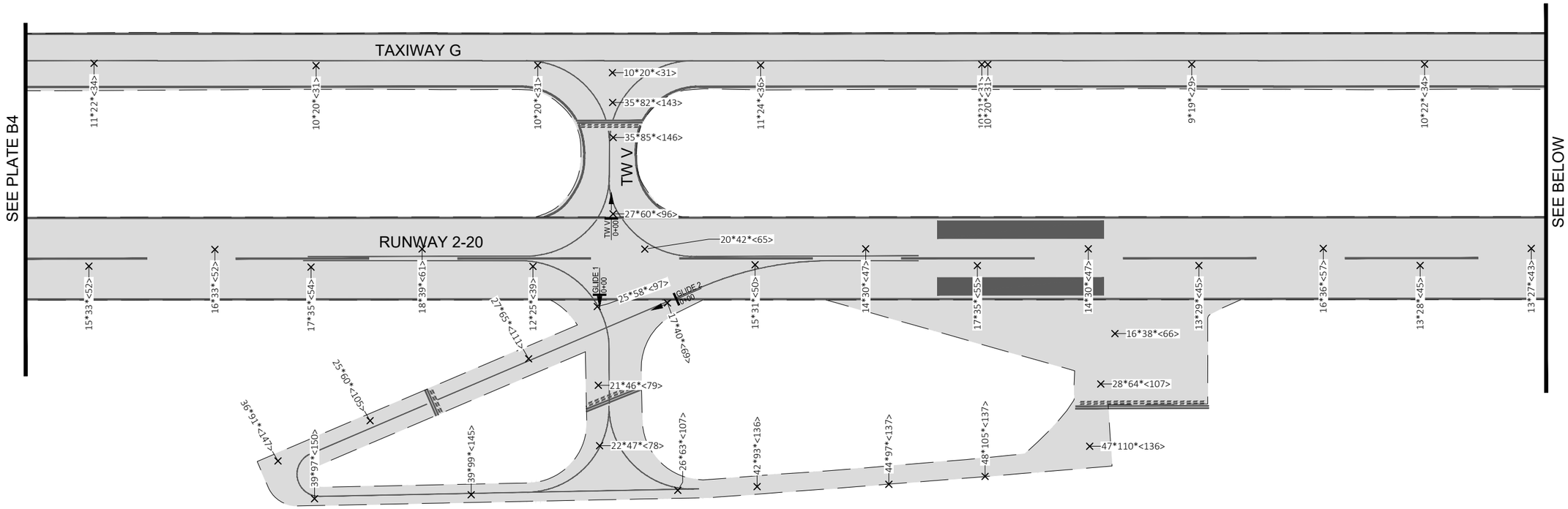
LOCATION MAP

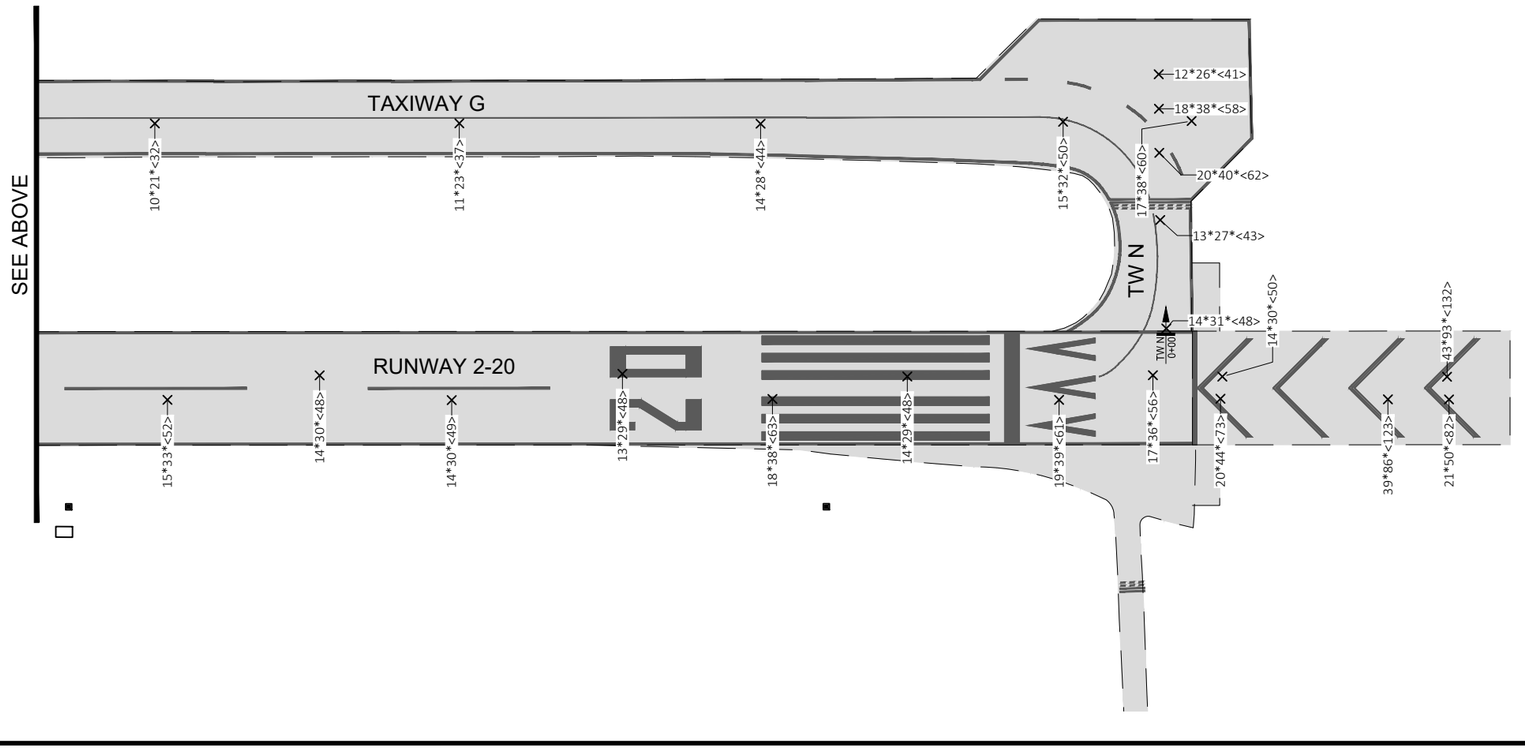
BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

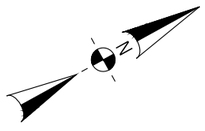
TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - RWY 2-20 COMPLEX SOUTH

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B4



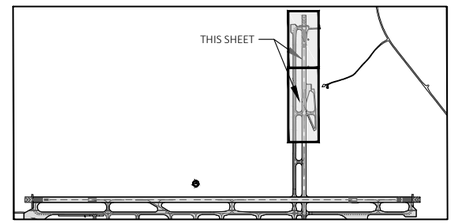




LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION

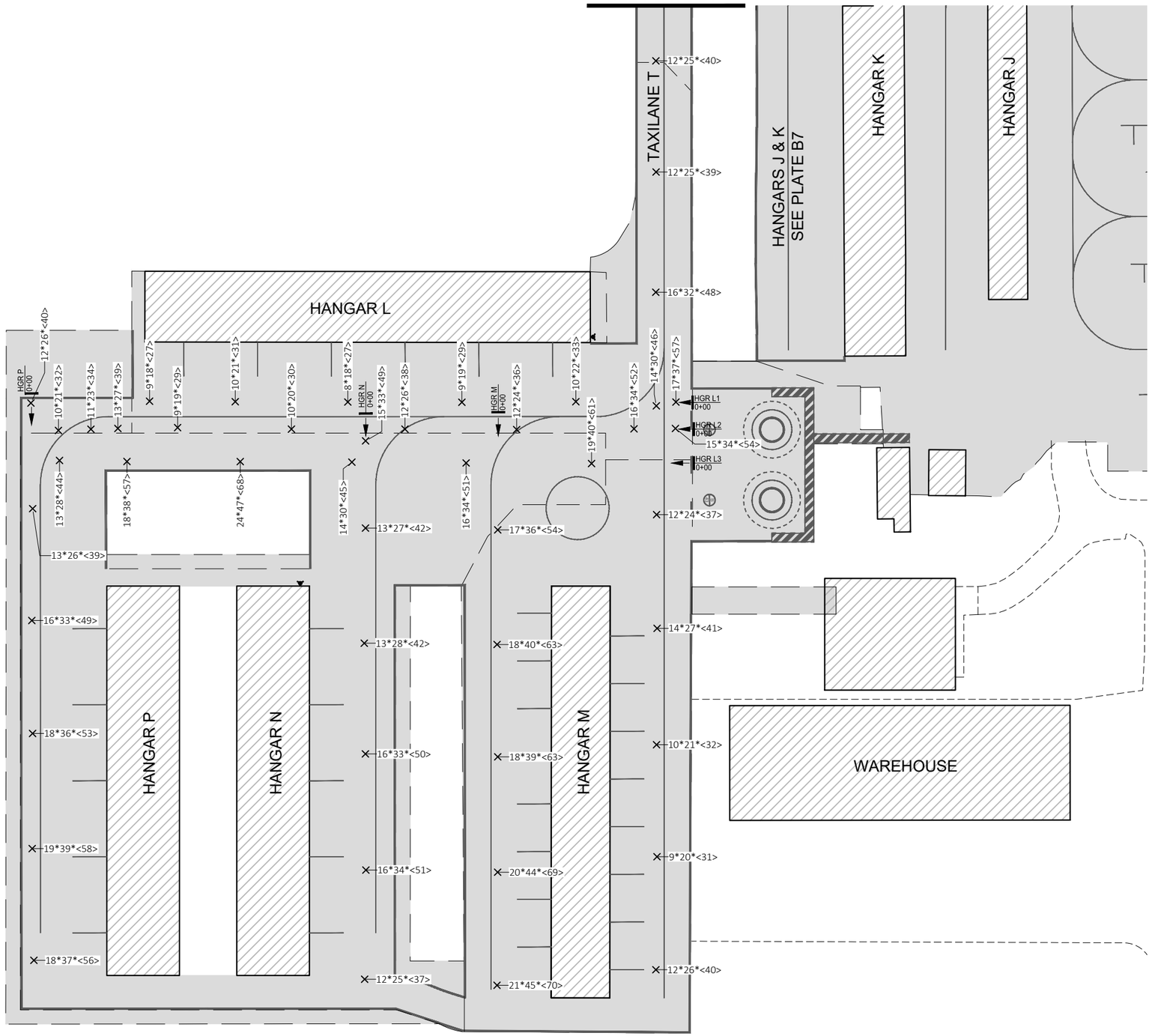


LOCATION MAP

BRADLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - RWY 2-20 COMPLEX NORTH

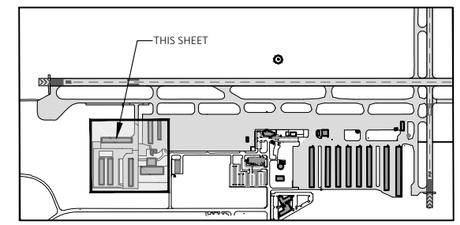
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B5



LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION



LOCATION MAP

BRADLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - HANGARS L-P

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B6

TAXIWAY A

SEE PLATE B1

TAXIWAY C

TAXIWAY L

TAXILANE Q

APRON A3

APRON A4

HANGAR K

HANGAR J

TW C1 0+00

TW L 0+00

HGR K2 0+00

HGR K1 0+00

HGR J3 0+00

HGR J2 0+00

HGR J1 0+00

AP 1 24+75

AP 2 22+25

AP 3 22+25

AP 3A 1+80

AP 4 1+75

15*32*<51>
17*35*<53>
17*37*<60>
16*36*<57>
11*22*<33>
7*14*<22>
5*10*<15>
9*19*<31>
6*11*<17>
6*13*<20>
8*16*<24>
16*34*<51>
11*24*<35>
11*23*<35>
14*29*<43>
14*28*<40>
14*29*<44>
21*43*<64>
15*31*<46>
11*24*<36>
11*25*<38>
12*26*<39>
14*30*<44>
12*26*<39>
7*14*<21>
17*36*<55>
18*39*<60>
21*43*<64>
18*40*<63>
14*30*<45>
11*22*<34>
12*26*<39>
17*36*<54>
20*44*<64>
17*36*<54>
18*42*<62>
21*45*<69>
18*39*<61>
19*42*<63>
17*39*<60>
20*45*<70>
20*45*<70>
18*43*<68>
19*45*<71>
19*42*<65>
20*45*<69>
7*15*<24>
6*12*<18>
6*12*<19>
10*22*<34>
8*17*<26>
13*28*<41>
5*11*<17>
9*21*<32>
8*16*<26>
5*10*<15>
15*31*<47>
8*17*<25>
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8*16*<23>
10*20*<29>
5*11*<17>
6*12*<18>
6*12*<18>
6*12*<18>
6*12*<20>
6*13*<20>
16*34*<50>
16*33*<48>
28*55*<77>
22*43*<61>
26*50*<69>
21*42*<59>
24*47*<65>
26*50*<68>
27*52*<70>
17*35*<53>
15*34*<50>
16*35*<53>
18*38*<56>
16*35*<51>
18*38*<56>
18*39*<57>
18*38*<56>
21*44*<63>
9*20*<30>
18*38*<56>
20*42*<61>
17*36*<54>
18*39*<59>
19*40*<61>
16*35*<52>
20*43*<65>
18*38*<58>
23*48*<71>

SEE PLATE B8

THIS SHEET

LOCATION MAP

0 40 80

SCALE: 1"=80'

LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - HANGARS J-K & APRON A3-A4

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=80'
PLATE No.	B7

TAXIWAY A

SEE PLATE B2

TW D3 0+00

TW E 0+00

TW F1 0+00

TAXIWAY D

TAXIWAY E

TAXIWAY F

TAXILANE Q

APRON A2

APRON A2

SEE PLATE B7

SEE PLATE B9

TERMINAL

APR 3A 0+00

APR 4 0+00

AP 0 0+00

AP 1 12+75

AP 2 10+50

AP 3 10+50

FUEL 2 0+00

FUEL 1 0+00

WASH RACK CONSTRUCTED AFTER TESTING

SOUTH JET APRON & HANGARS A-H SEE PLATE B10

N

0 40 80

SCALE: 1"=80'

LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)

@ 30K LOAD

@ 20K LOAD

@ 10K LOAD

TEST LOCATION

THIS SHEET

LOCATION MAP

BRANDLEY ENGINEERING

6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT

2020 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - APRON A2

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=80'
PLATE No.	B8

TAXIWAY A
SEE PLATE B2

TAXIWAY M

TAXILANE Q

APRON A1

SEE PLATE B4

SEE PLATE B8

HANGAR 1

HANGAR 1
RAMP

HANGARS A-H
SEE PLATE B10

TAXIWAY R

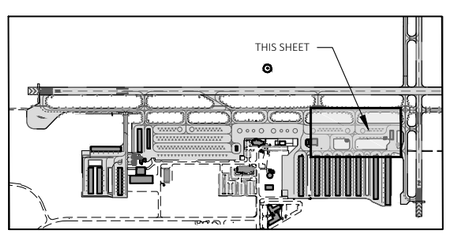
EAA

B C D E F G H

N

0 40 80
SCALE: 1"=80'

LEGEND
AIRFIELD PAVEMENT
10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION



LOCATION MAP

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - APRON A1

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=80'
PLATE No.	B9

HANGAR 1

TAXILANE R & APRON
SEE PLATE B9

TAXIWAY M

TAXIWAY R

SOUTH JET APRON

HANGAR A

HANGAR B

HANGAR C

HANGAR D

HANGAR E

HANGAR F

HANGAR G

HANGAR H

HGR RD A-H
3+00

S.JET 3
0+00

S.JET 2
0+00

S.JET 1
0+00

HGR A(W)
0+00

HGR A(E)
0+00

HGR B(W)
0+00

HGR B(E)
0+00

HGR C(W)
0+00

HGR C(E)
0+00

HGR D(W)
0+00

HGR D(E)
0+00

HGR E(W)
0+00

HGR E(E)
0+00

HGR F(W)
0+00

HGR F(E)
0+00

HGR G(W)
0+00

HGR G(E)
0+00

HGR H(W)
0+00

THIS SHEET

LOCATION MAP

LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION

N

0 50 100

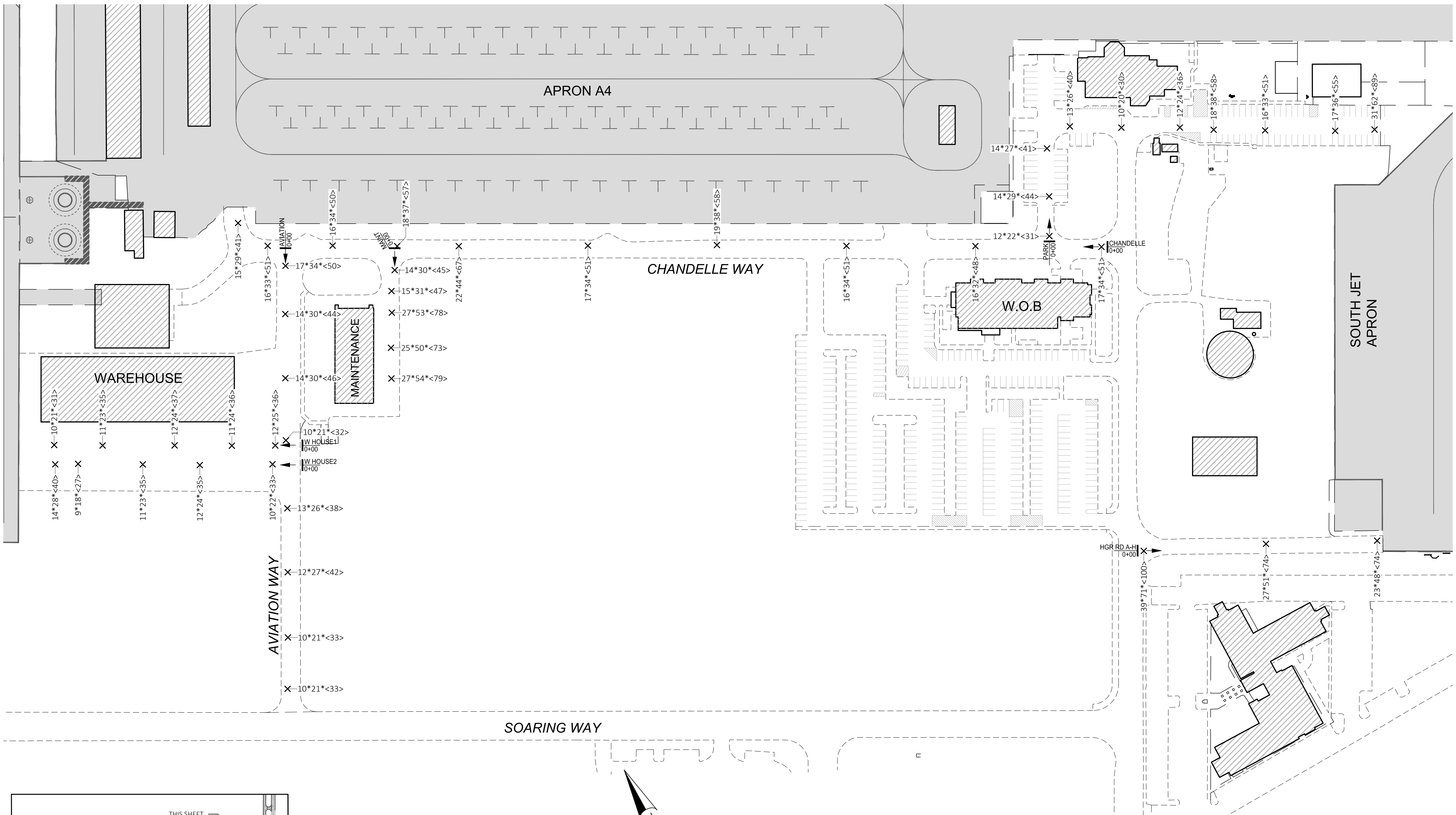
SCALE: 1"=100'

BRADLEY ENGINEERING

6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - HANGARS A-H

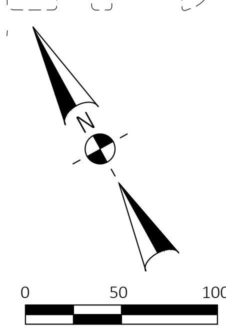
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	B10


APRON A4
CHANDELLE WAY
AVIATION WAY
SOARING WAY
WAREHOUSE
MAINTENANCE
W.O.B
SOUTH JET APRON
AVIATION 0+00
MAINT 0+00
CHANDELLE 0+00
PARK 0+00
W HOUSE1 0+00
W HOUSE2 0+00
HGR RD A-H 0+00
15*29*<41>
16*33*<51>
16*34*<50>
18*37*<57>
19*38*<58>
17*34*<50>
14*30*<45>
15*31*<47>
22*44*<67>
27*53*<78>
25*50*<73>
27*54*<79>
14*30*<44>
14*30*<46>
17*34*<51>
16*34*<51>
16*32*<48>
17*34*<51>
12*22*<31>
14*29*<44>
14*27*<41>
13*26*<40>
10*20*<30>
12*24*<36>
18*38*<58>
16*33*<51>
17*36*<55>
31*62*<89>
10*21*<31>
11*23*<35>
12*24*<37>
11*24*<36>
12*25*<36>
10*21*<32>
14*28*<40>
9*18*<27>
11*23*<35>
12*24*<35>
10*22*<33>
13*26*<38>
12*27*<42>
10*21*<33>
10*21*<33>
39*71*<100>
27*51*<74>
23*48*<74>

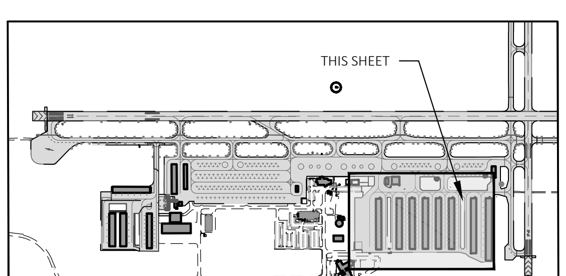
LEGEND

AIRFIELD PAVEMENT

10*20*<30> CENTER OF PLATE DEFLECTION (0.001 INCH)
@ 30K LOAD
@ 20K LOAD
@ 10K LOAD
TEST LOCATION



SCALE: 1"=100'



LOCATION MAP

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652.4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - AIRPORT ROADS & PARKING

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=150'
PLATE No.	B11

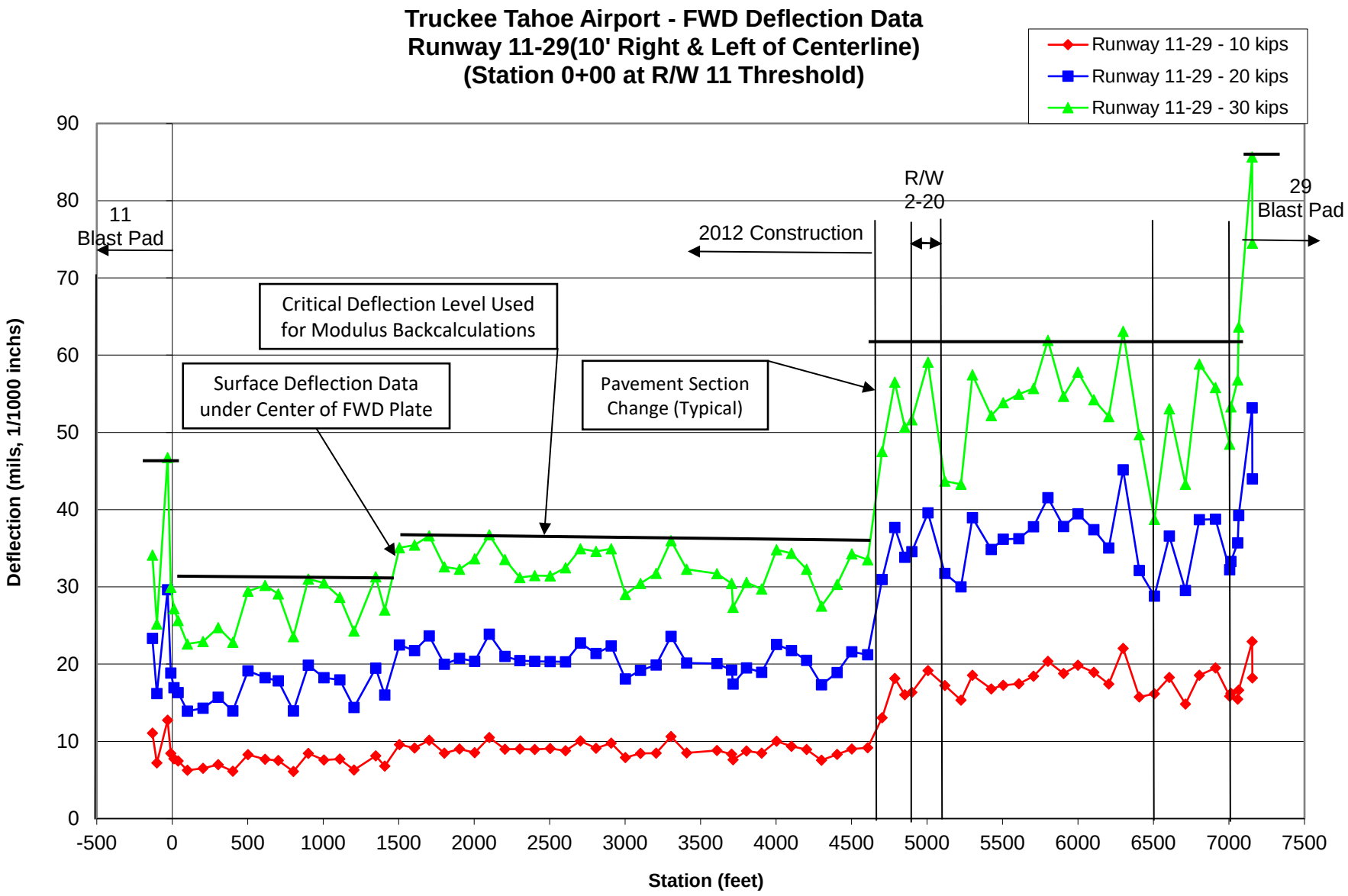

Truckee Tahoe Airport - FWD Deflection Data
Runway 11-29(10' Right & Left of Centerline)
(Station 0+00 at R/W 11 Threshold)
Runway 11-29 - 10 kips
Runway 11-29 - 20 kips
Runway 11-29 - 30 kips
11
Blast Pad
2012 Construction
R/W
2-20
29
Blast Pad
Critical Deflection Level Used
for Modulus Backcalculations
Surface Deflection Data
under Center of FWD Plate
Pavement Section
Change (Typical)
Deflection (mils, 1/1000 inchs)
Station (feet)
0
10
20
30
40
50
60
70
80
90
-500
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
6500
7000
7500

Plate No. B12

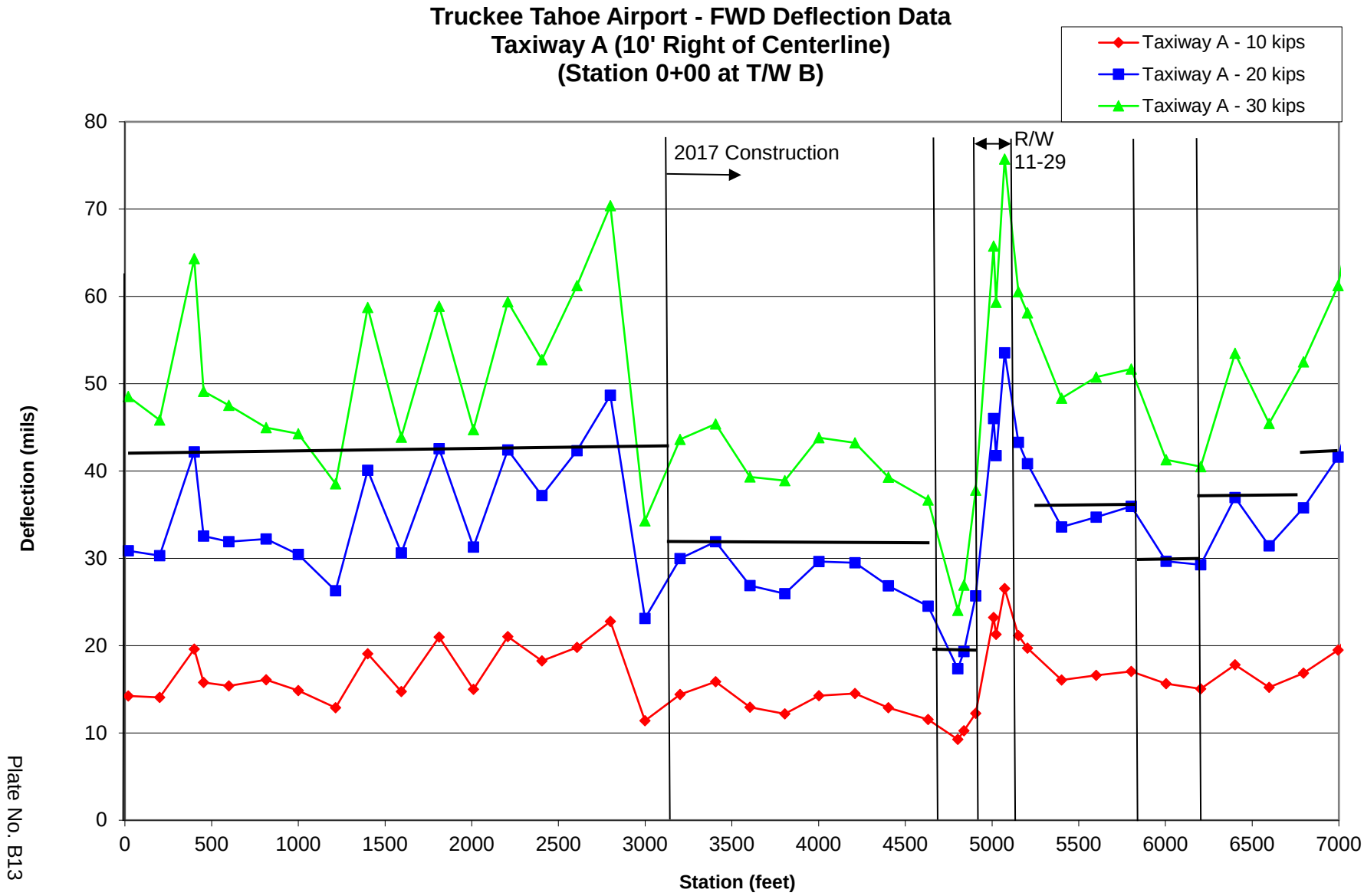

Truckee Tahoe Airport - FWD Deflection Data
Taxiway A (10' Right of Centerline)
(Station 0+00 at T/W B)
Taxiway A - 10 kips
Taxiway A - 20 kips
Taxiway A - 30 kips
2017 Construction
R/W
11-29
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
6500
7000

Plate No. B13

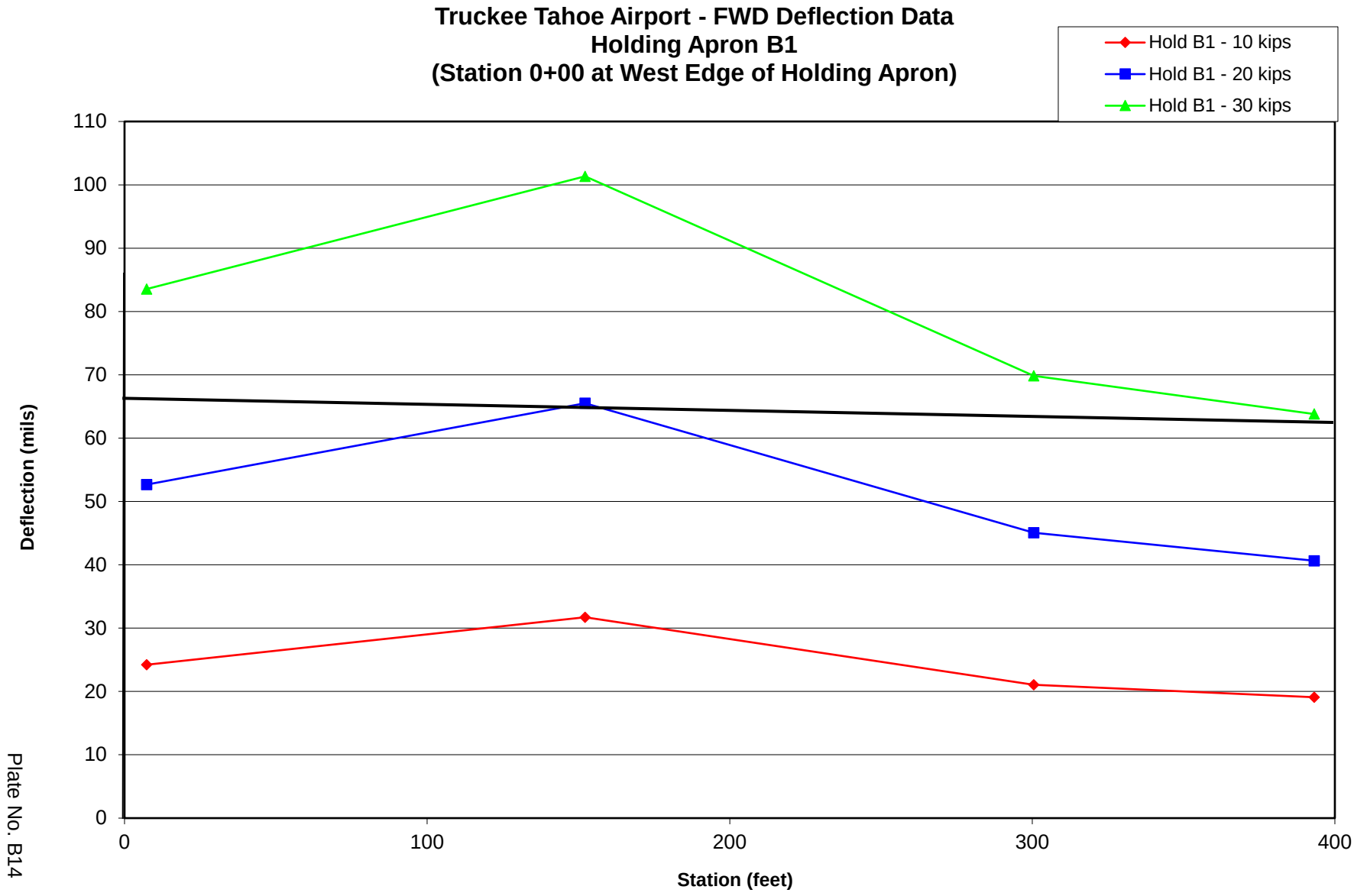

Truckee Tahoe Airport - FWD Deflection Data
Holding Apron B1
(Station 0+00 at West Edge of Holding Apron)
Hold B1 - 10 kips
Hold B1 - 20 kips
Hold B1 - 30 kips
Deflection (mils)
110
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
Station (feet)

Plate No. B14

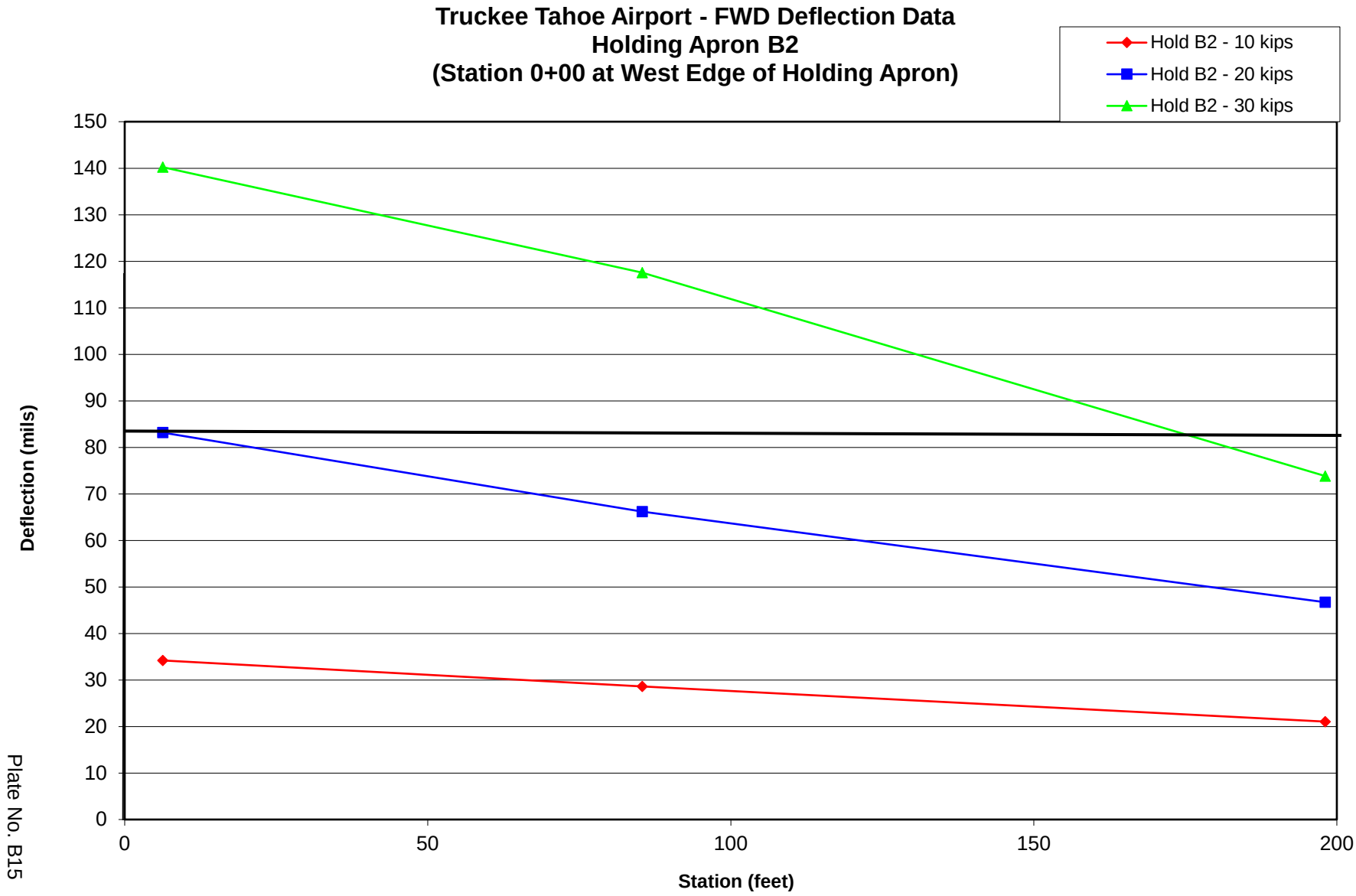

Truckee Tahoe Airport - FWD Deflection Data
Holding Apron B2
(Station 0+00 at West Edge of Holding Apron)
Hold B2 - 10 kips
Hold B2 - 20 kips
Hold B2 - 30 kips
Deflection (mils)
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B15

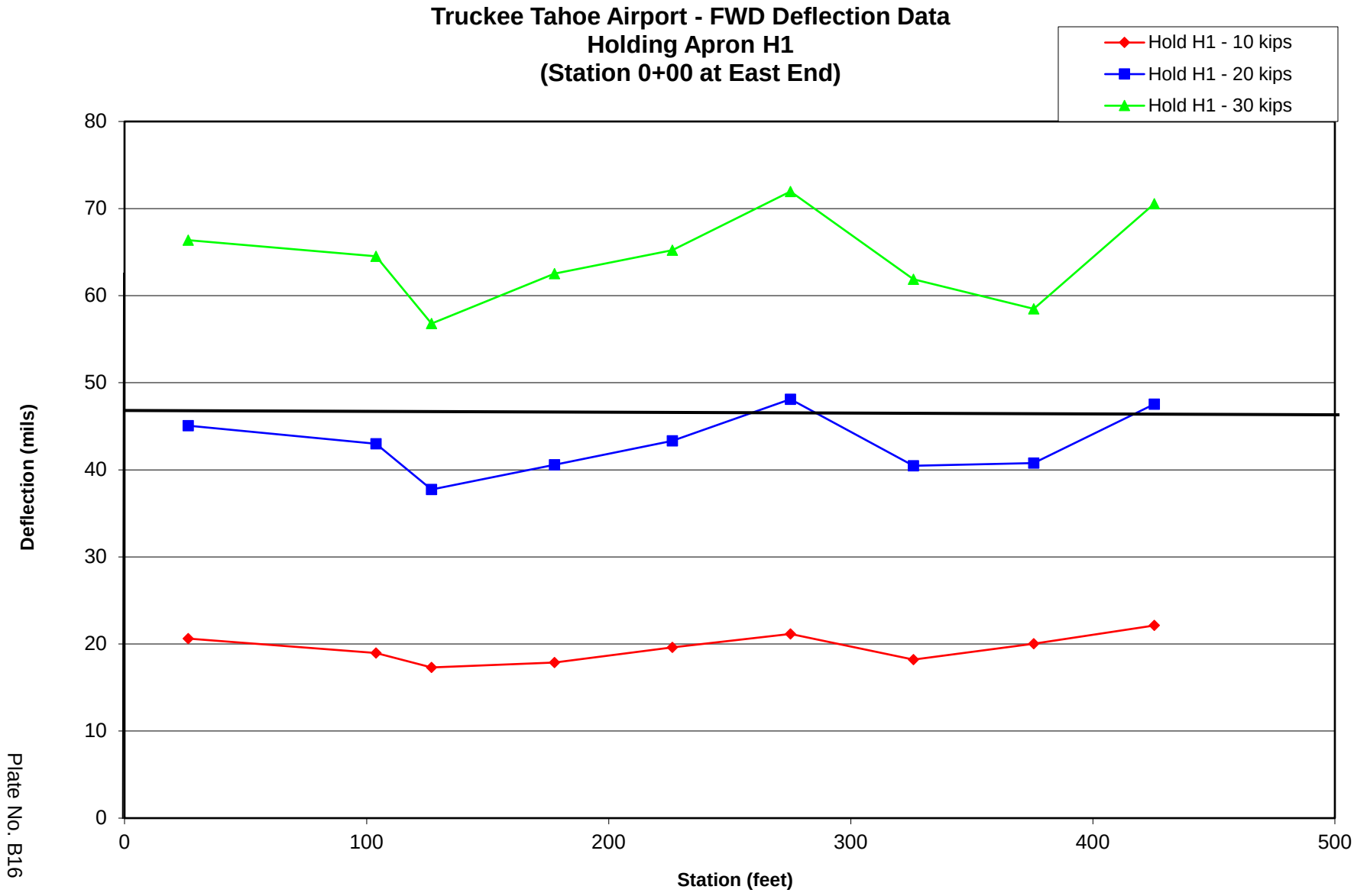

Truckee Tahoe Airport - FWD Deflection Data
Holding Apron H1
(Station 0+00 at East End)
Hold H1 - 10 kips
Hold H1 - 20 kips
Hold H1 - 30 kips
Deflection (mils)
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B16

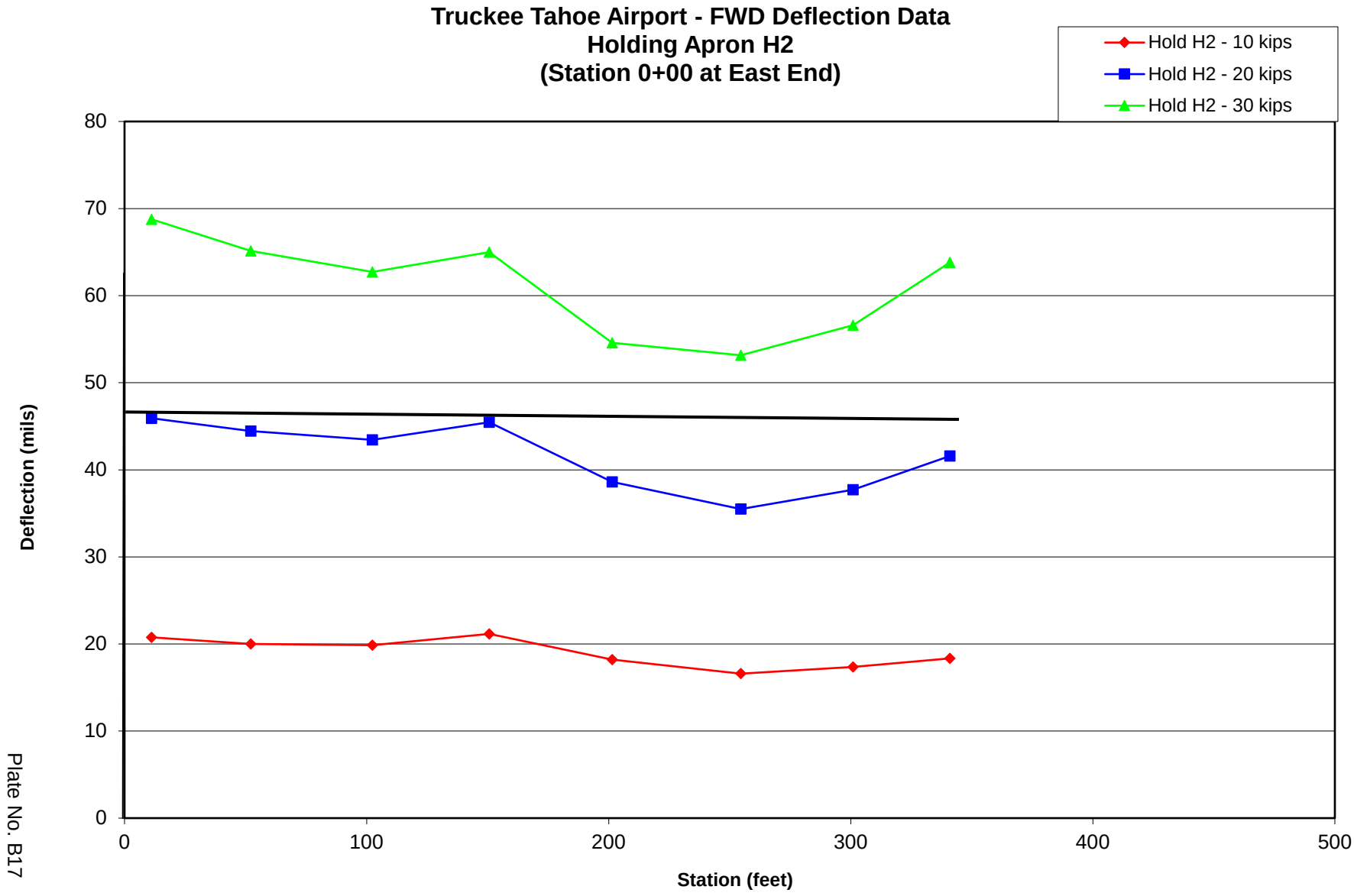
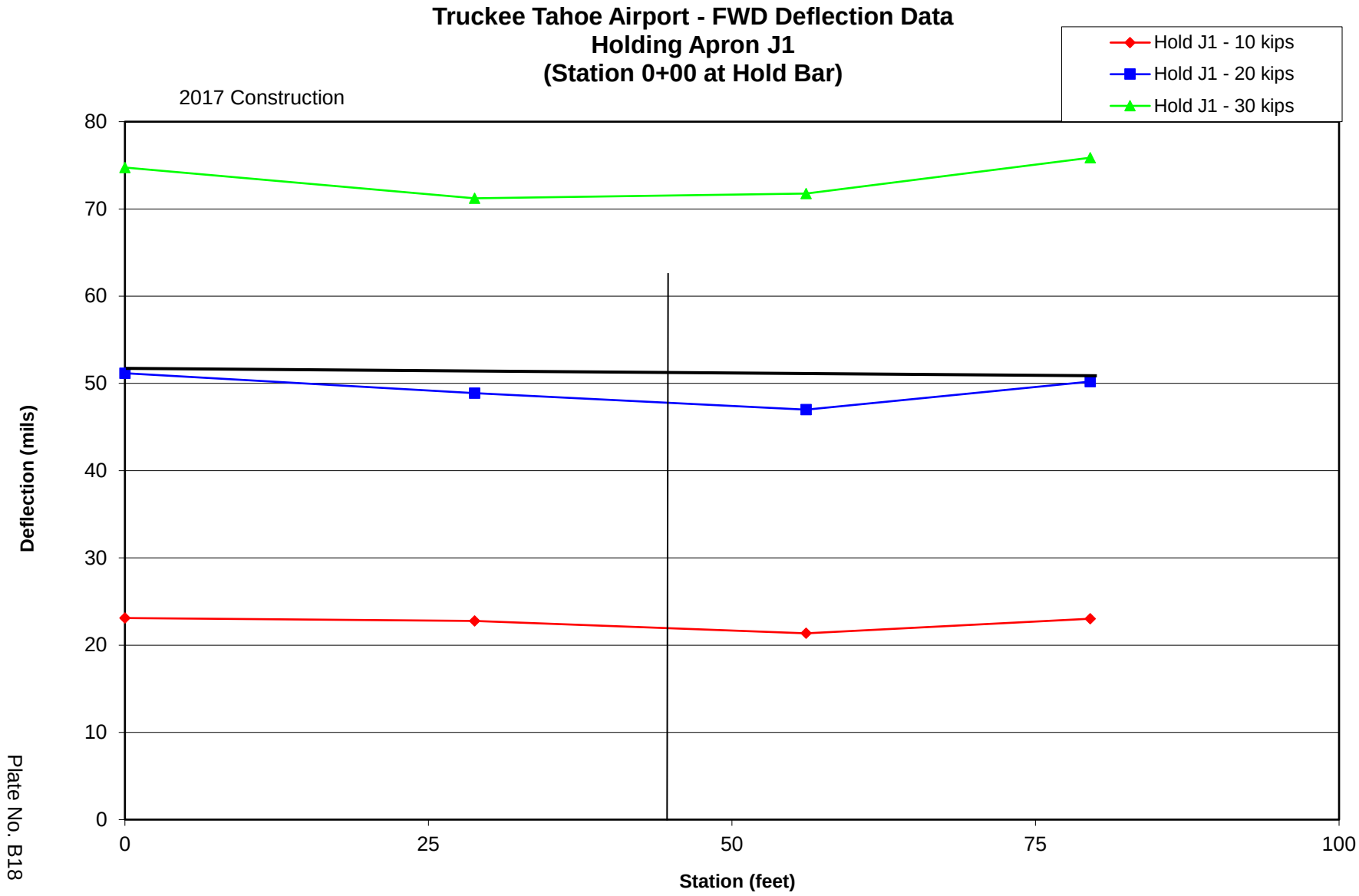

Truckee Tahoe Airport - FWD Deflection Data
Holding Apron H2
(Station 0+00 at East End)
Hold H2 - 10 kips
Hold H2 - 20 kips
Hold H2 - 30 kips
Deflection (mils)
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B17


Truckee Tahoe Airport - FWD Deflection Data
Holding Apron J1
(Station 0+00 at Hold Bar)
2017 Construction
Hold J1 - 10 kips
Hold J1 - 20 kips
Hold J1 - 30 kips
Deflection (mils)
80
70
60
50
40
30
20
10
0
0
25
50
75
100
Station (feet)
Plate No. B18

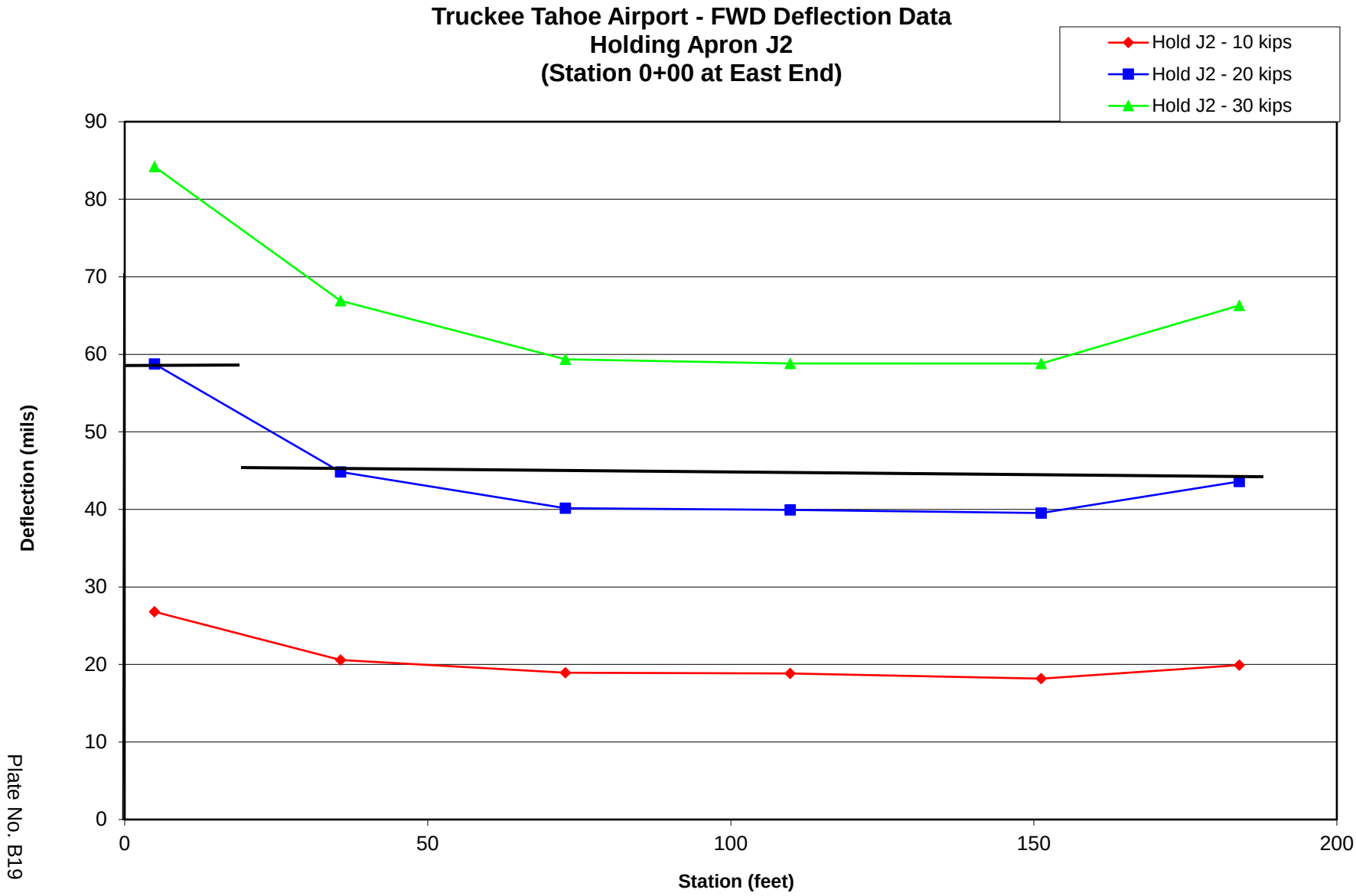

Truckee Tahoe Airport - FWD Deflection Data
Holding Apron J2
(Station 0+00 at East End)
Hold J2 - 10 kips
Hold J2 - 20 kips
Hold J2 - 30 kips
Deflection (mils)
90
80
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B19

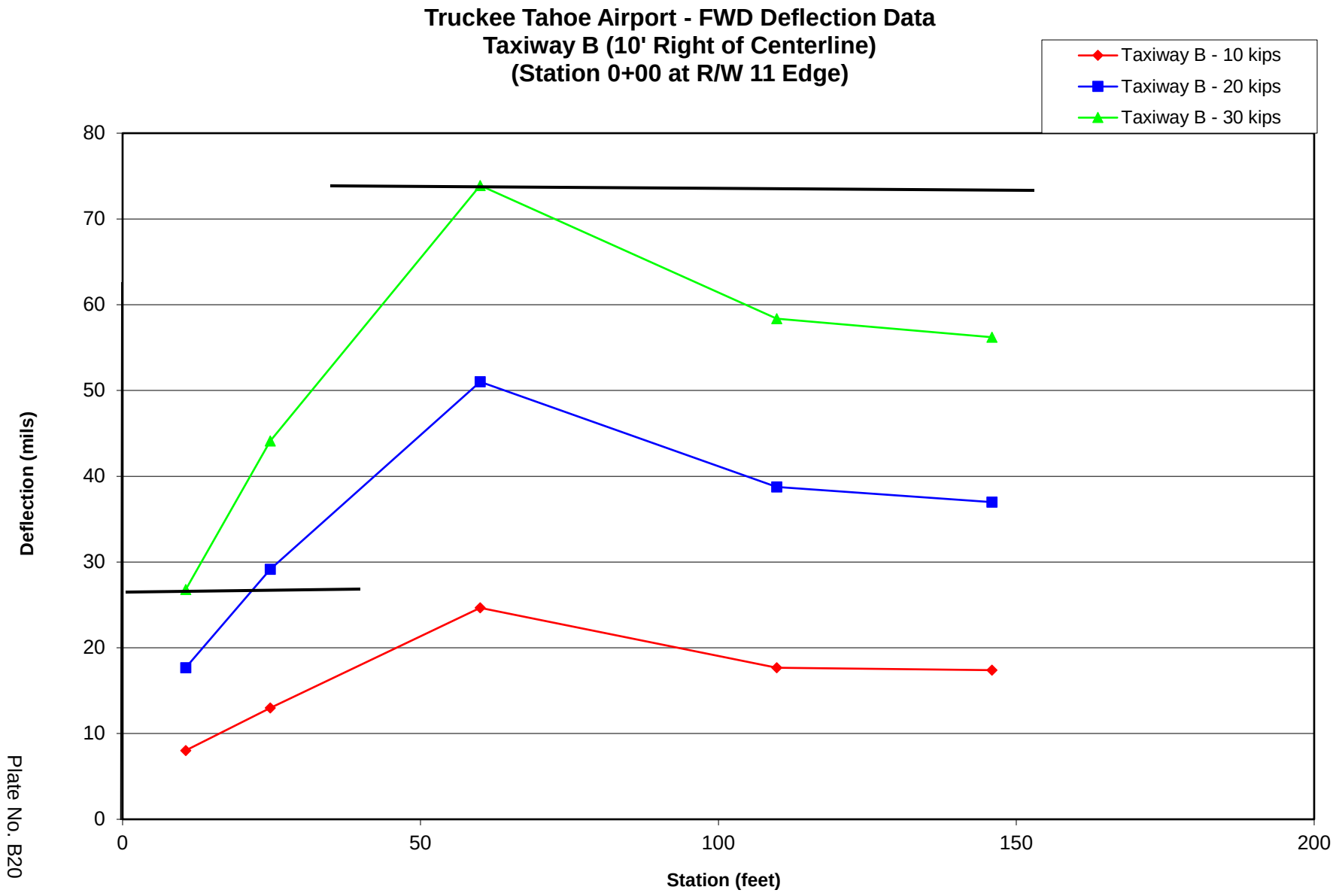

Truckee Tahoe Airport - FWD Deflection Data
Taxiway B (10' Right of Centerline)
(Station 0+00 at R/W 11 Edge)
Taxiway B - 10 kips
Taxiway B - 20 kips
Taxiway B - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
Station (feet)

Plate No. B20

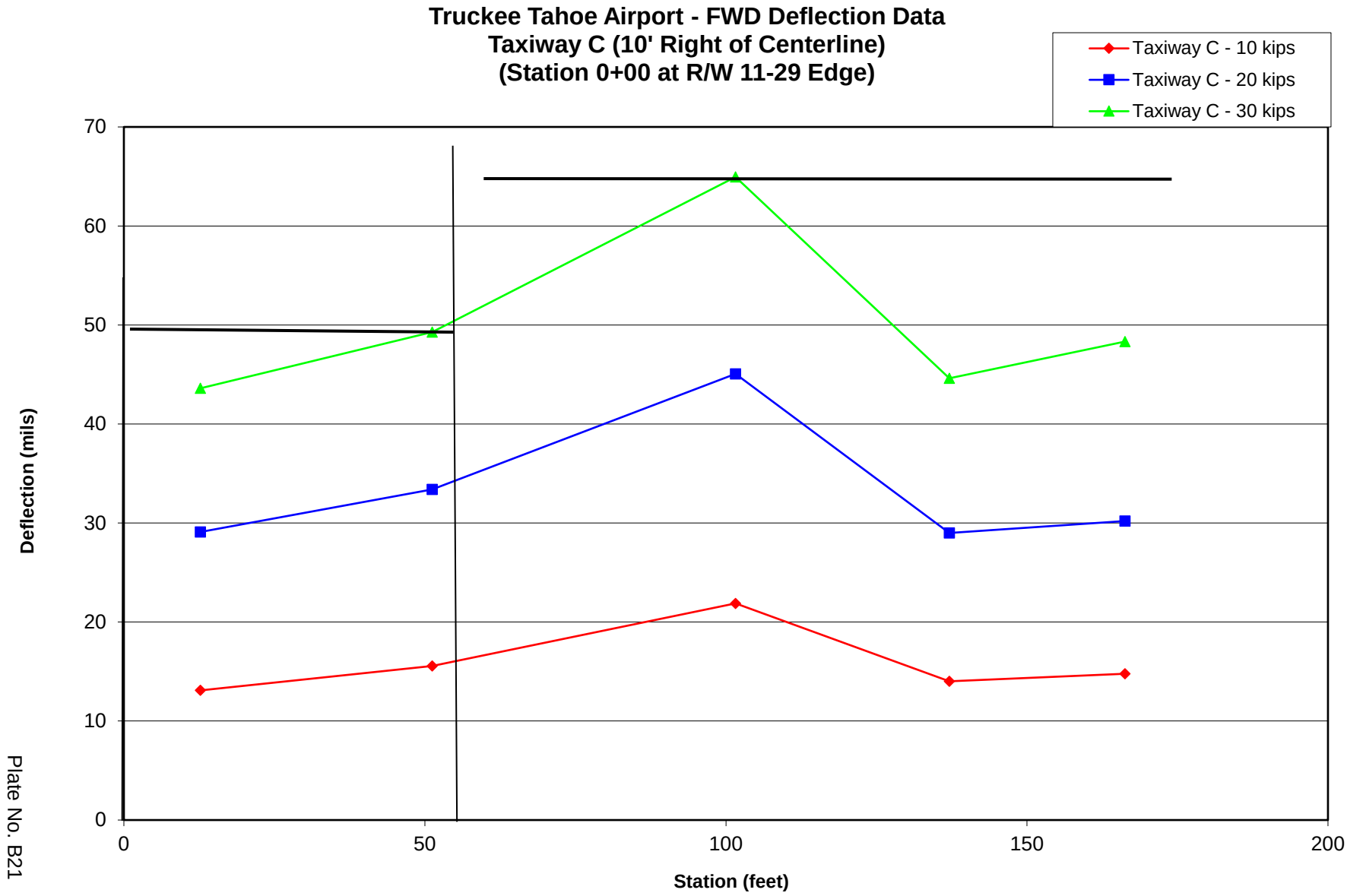

Truckee Tahoe Airport - FWD Deflection Data
Taxiway C (10' Right of Centerline)
(Station 0+00 at R/W 11-29 Edge)
Taxiway C - 10 kips
Taxiway C - 20 kips
Taxiway C - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B21

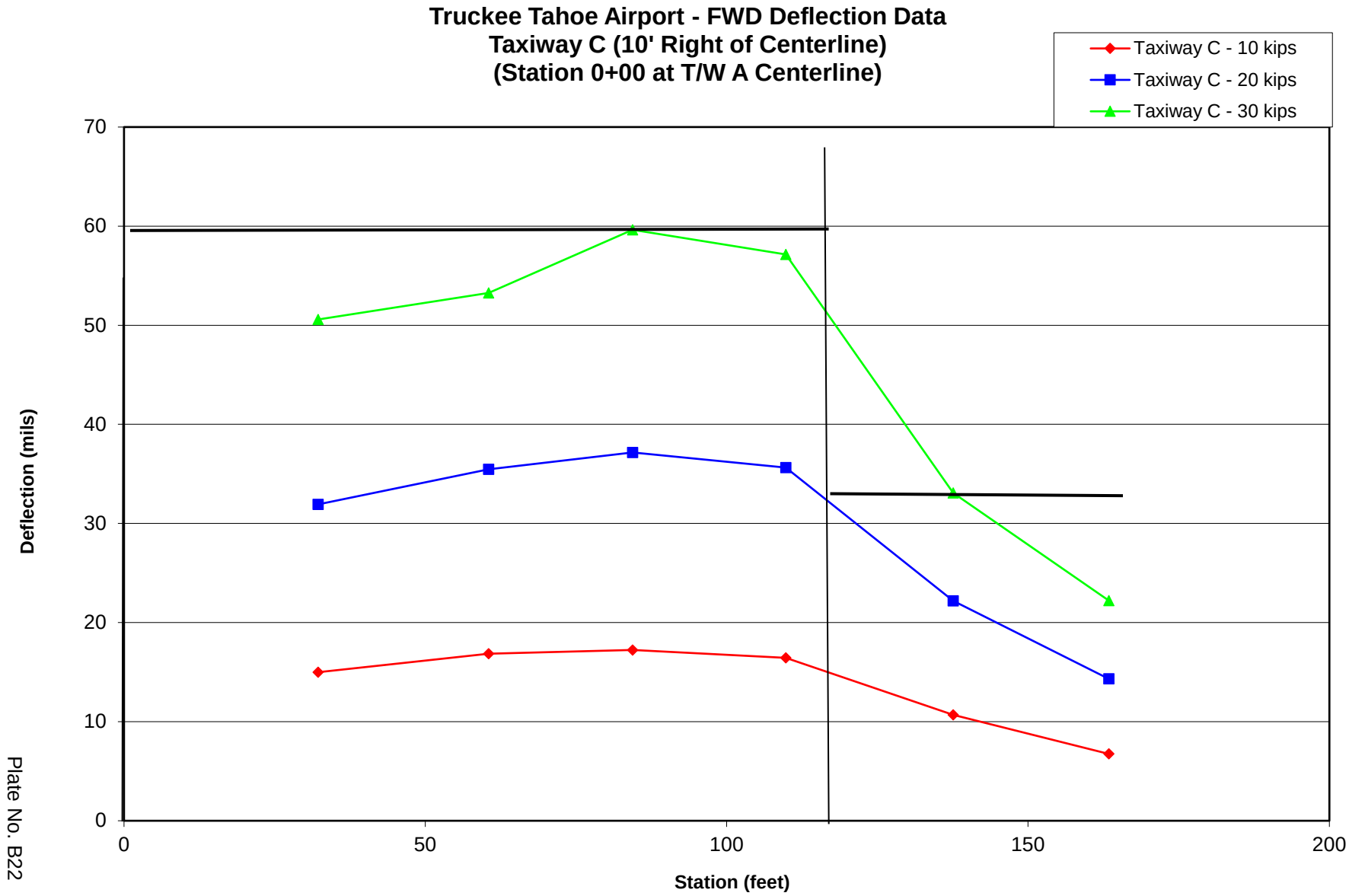

Truckee Tahoe Airport - FWD Deflection Data
Taxiway C (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxiway C - 10 kips
Taxiway C - 20 kips
Taxiway C - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B22

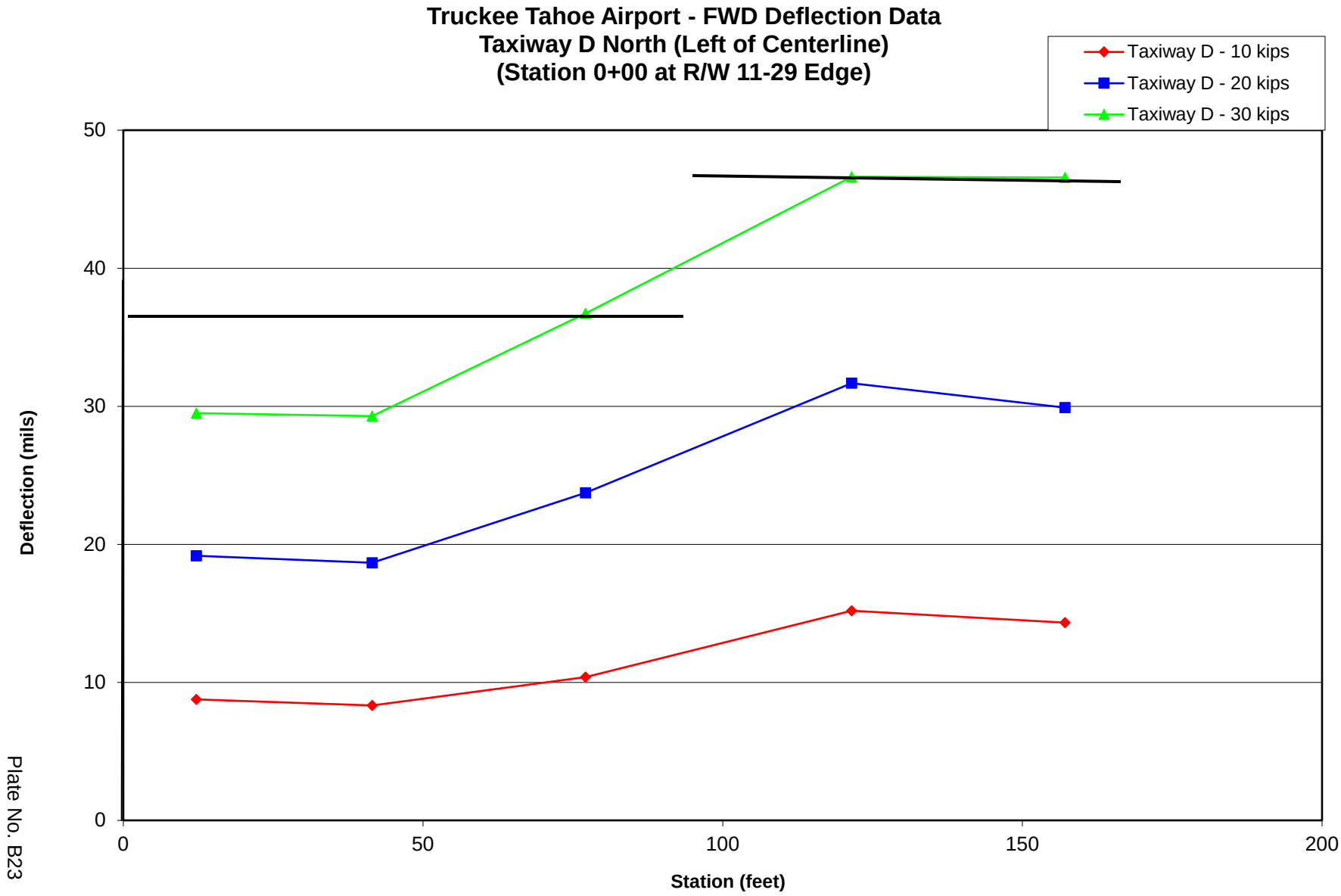

Truckee Tahoe Airport - FWD Deflection Data
Taxiway D North (Left of Centerline)
(Station 0+00 at R/W 11-29 Edge)
Taxiway D - 10 kips
Taxiway D - 20 kips
Taxiway D - 30 kips
Deflection (mils)
0
10
20
30
40
50
0
50
100
150
200
Station (feet)

Plate No. B23

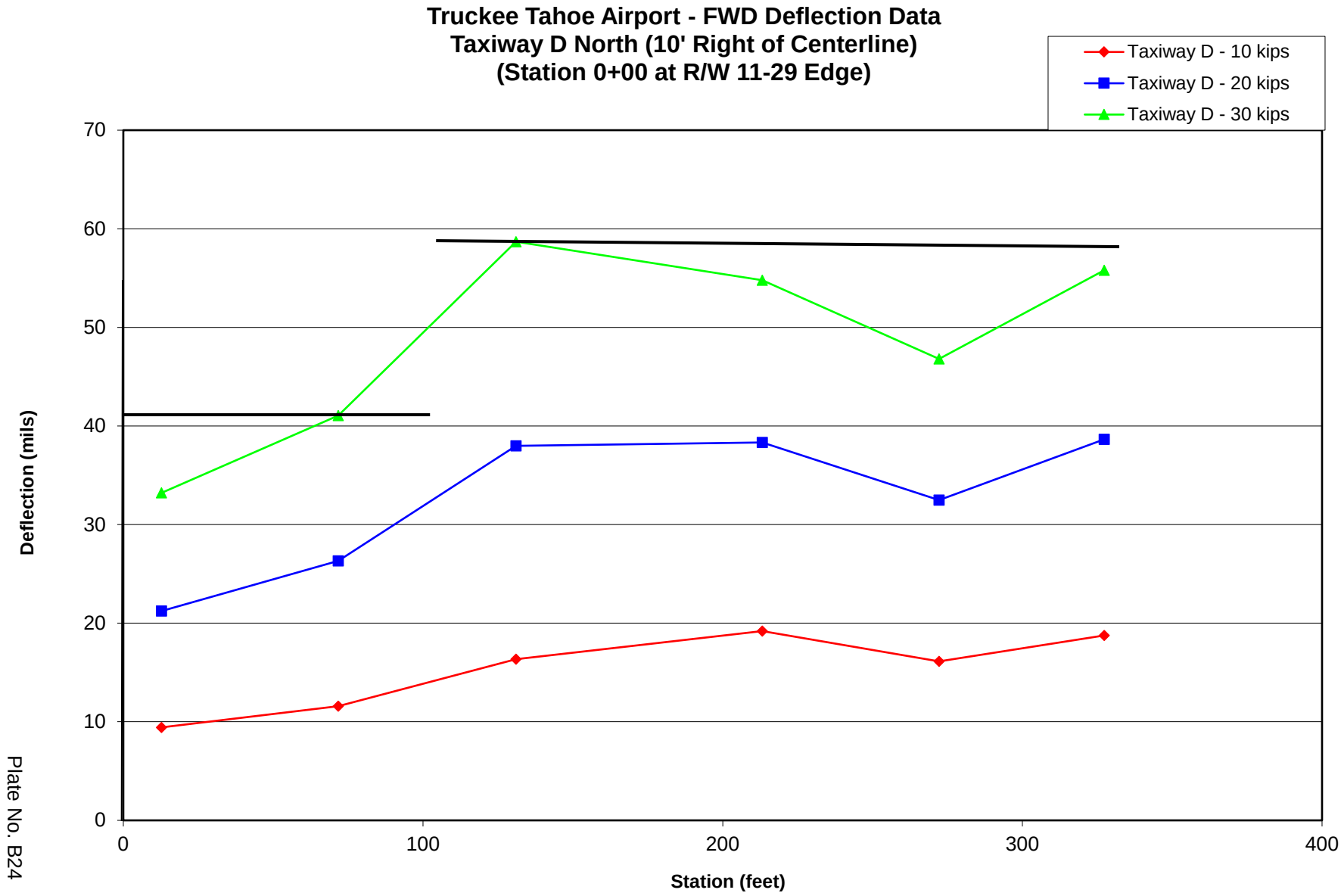

Truckee Tahoe Airport - FWD Deflection Data
Taxiway D North (10' Right of Centerline)
(Station 0+00 at R/W 11-29 Edge)
Taxiway D - 10 kips
Taxiway D - 20 kips
Taxiway D - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
100
200
300
400
Station (feet)

Plate No. B24

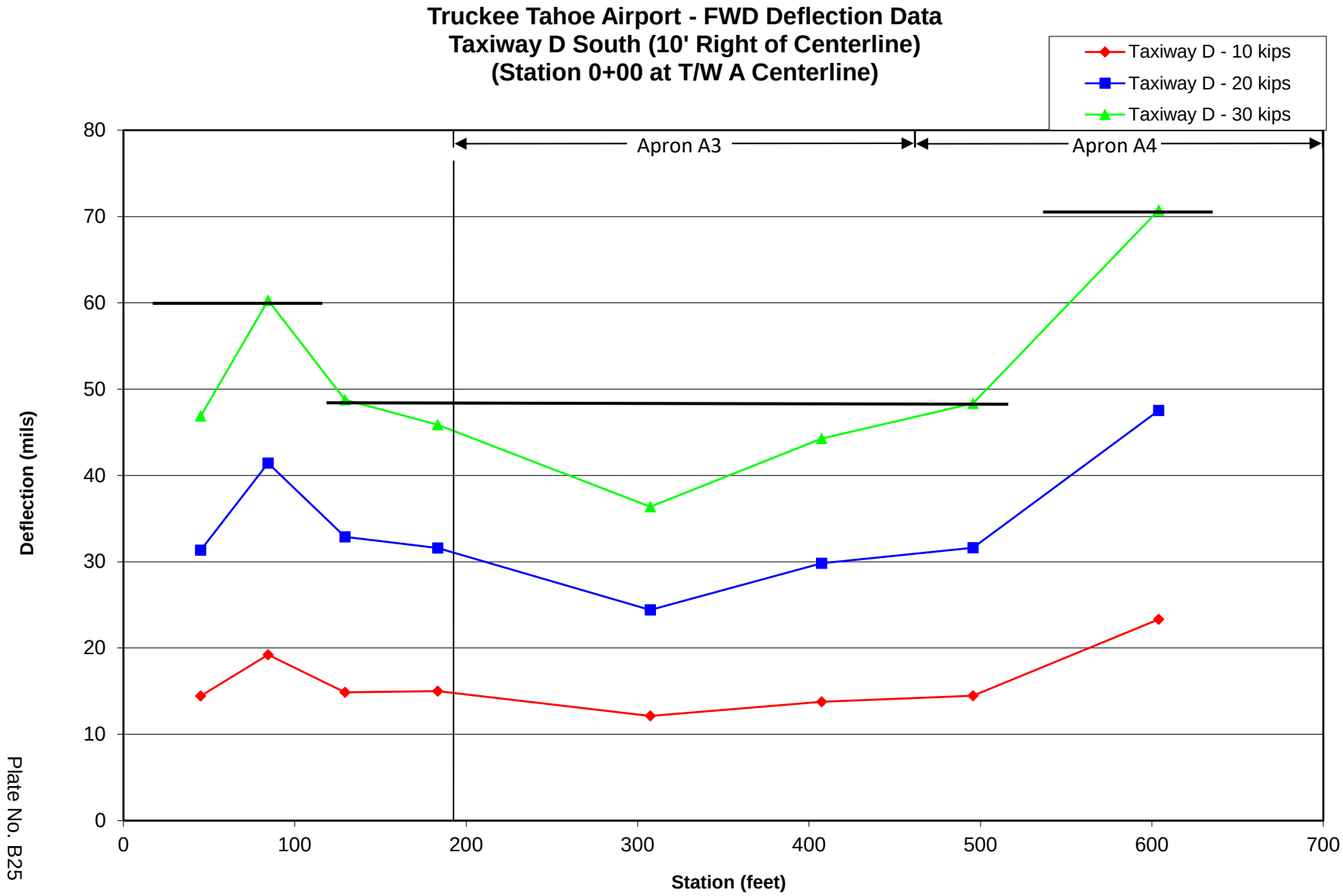

Truckee Tahoe Airport - FWD Deflection Data
Taxiway D South (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxiway D - 10 kips
Taxiway D - 20 kips
Taxiway D - 30 kips
Apron A3
Apron A4
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
100
200
300
400
500
600
700

Plate No. B25

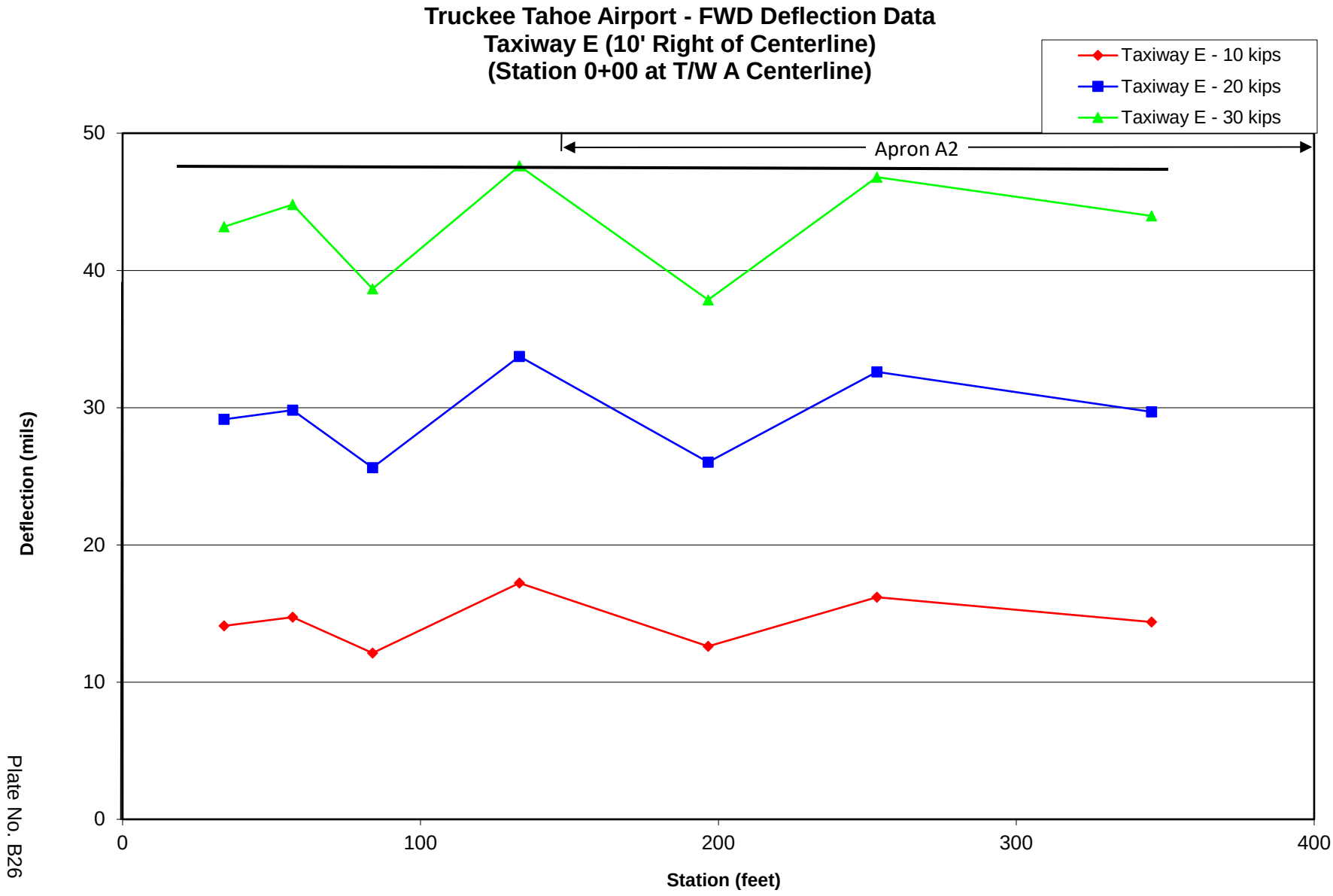

Truckee Tahoe Airport - FWD Deflection Data
Taxiway E (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxiway E - 10 kips
Taxiway E - 20 kips
Taxiway E - 30 kips
Apron A2
Deflection (mils)
50
40
30
20
10
0
0
100
200
300
400
Station (feet)

Plate No. B26

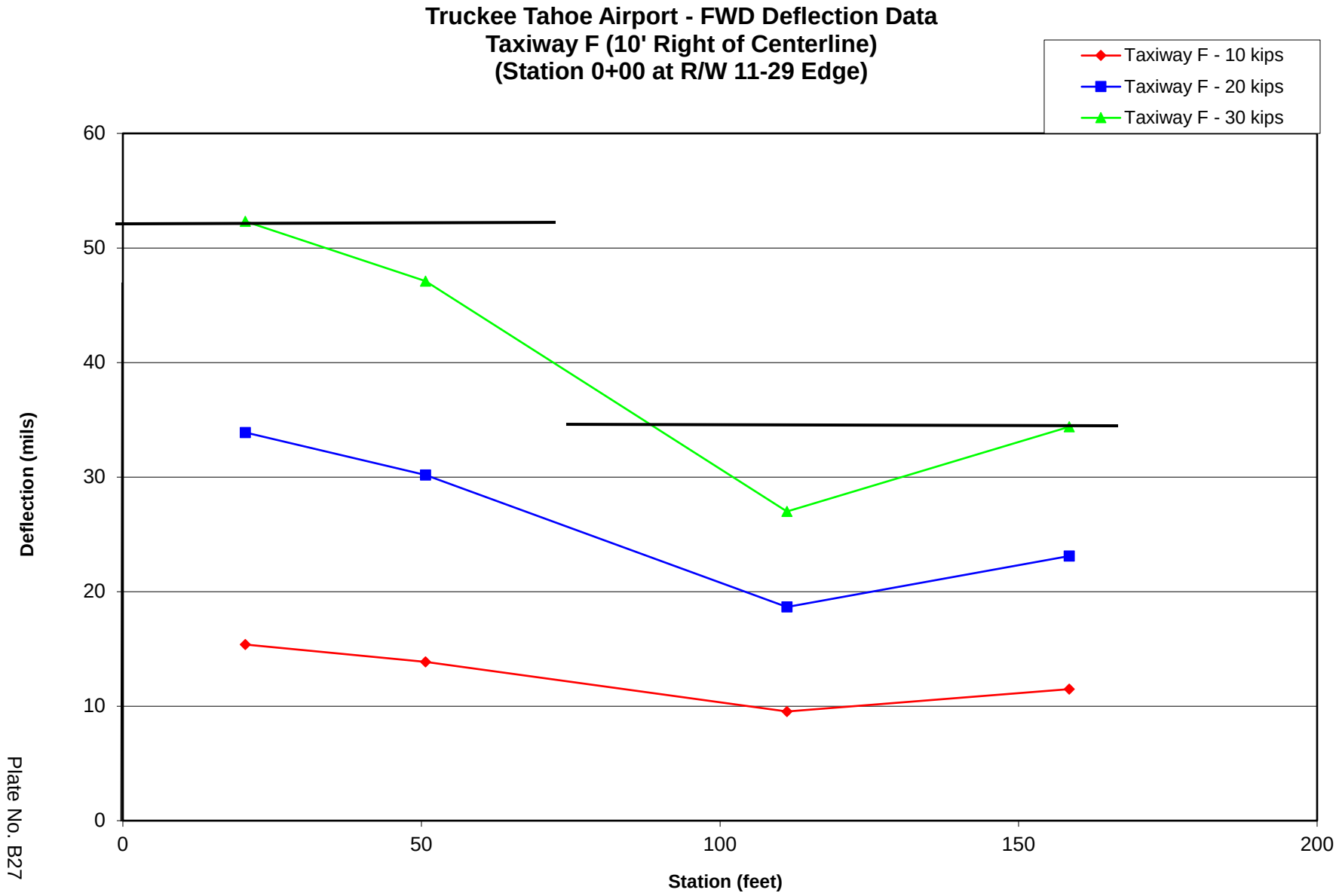

Truckee Tahoe Airport - FWD Deflection Data
Taxiway F (10' Right of Centerline)
(Station 0+00 at R/W 11-29 Edge)
Taxiway F - 10 kips
Taxiway F - 20 kips
Taxiway F - 30 kips
Deflection (mils)
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B27

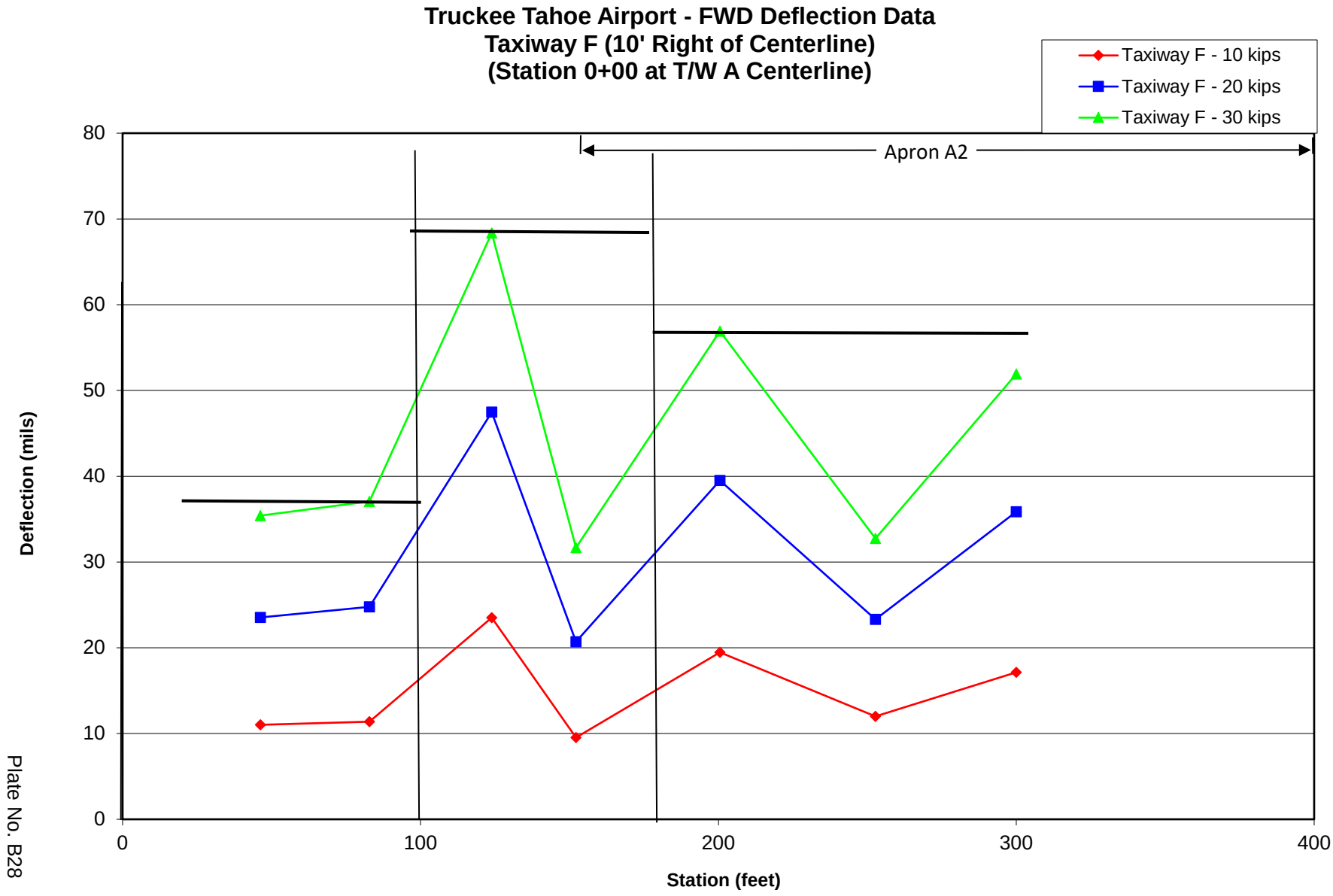

Truckee Tahoe Airport - FWD Deflection Data
Taxiway F (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxiway F - 10 kips
Taxiway F - 20 kips
Taxiway F - 30 kips
Apron A2
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
100
200
300
400
Station (feet)

Plate No. B28

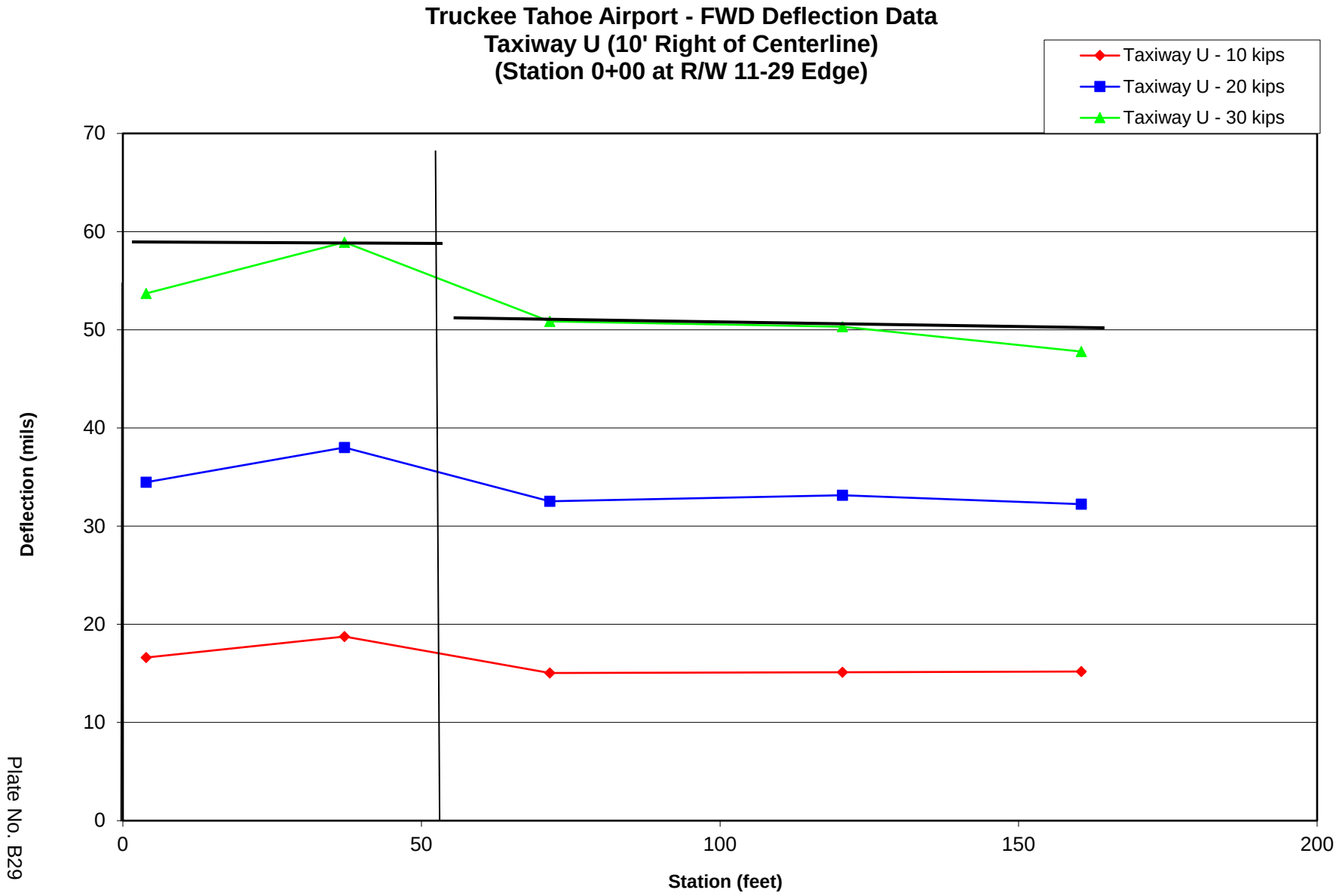

Truckee Tahoe Airport - FWD Deflection Data
Taxiway U (10' Right of Centerline)
(Station 0+00 at R/W 11-29 Edge)
Taxiway U - 10 kips
Taxiway U - 20 kips
Taxiway U - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B29

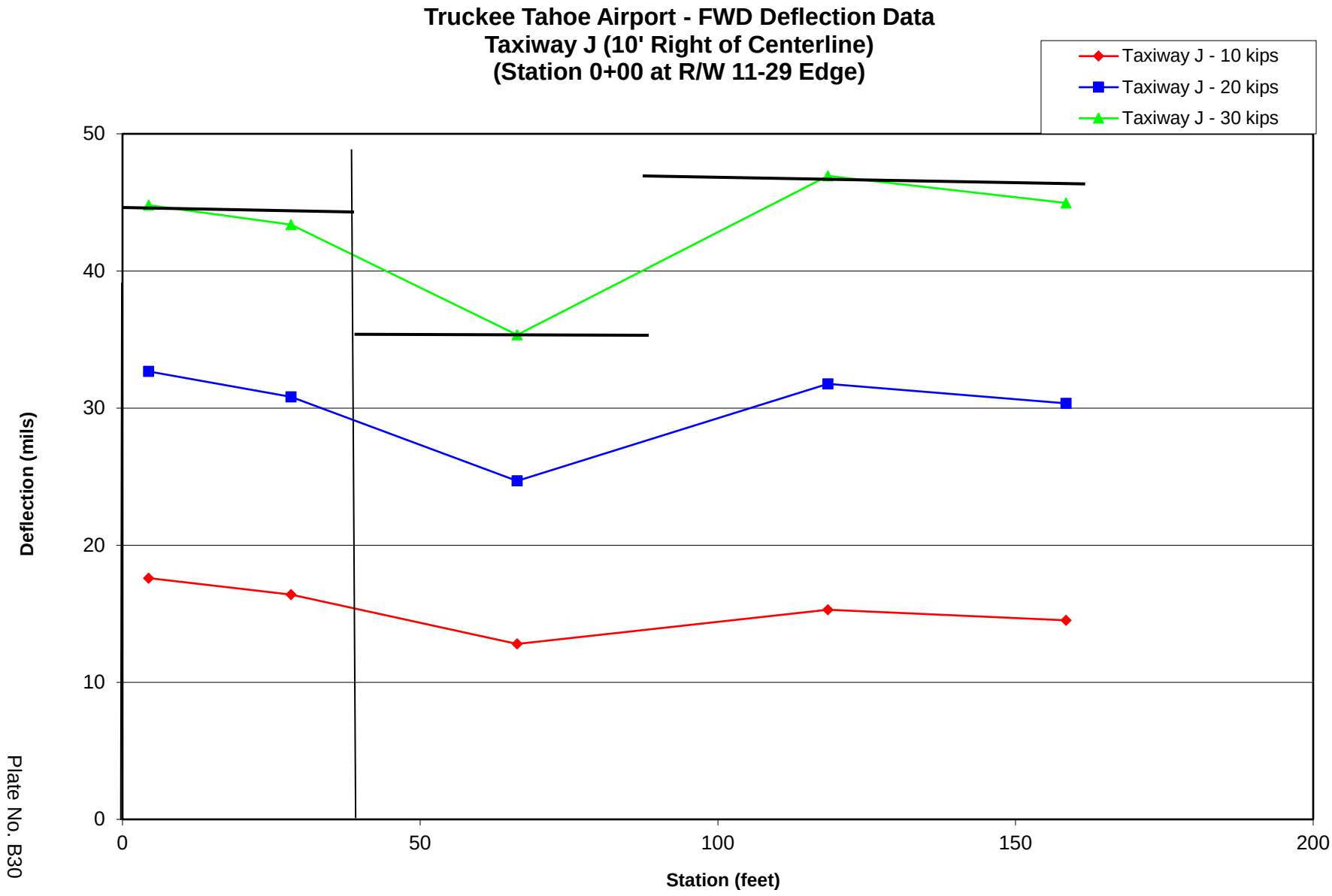

Truckee Tahoe Airport - FWD Deflection Data
Taxiway J (10' Right of Centerline)
(Station 0+00 at R/W 11-29 Edge)
Taxiway J - 10 kips
Taxiway J - 20 kips
Taxiway J - 30 kips
Deflection (mils)
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B30

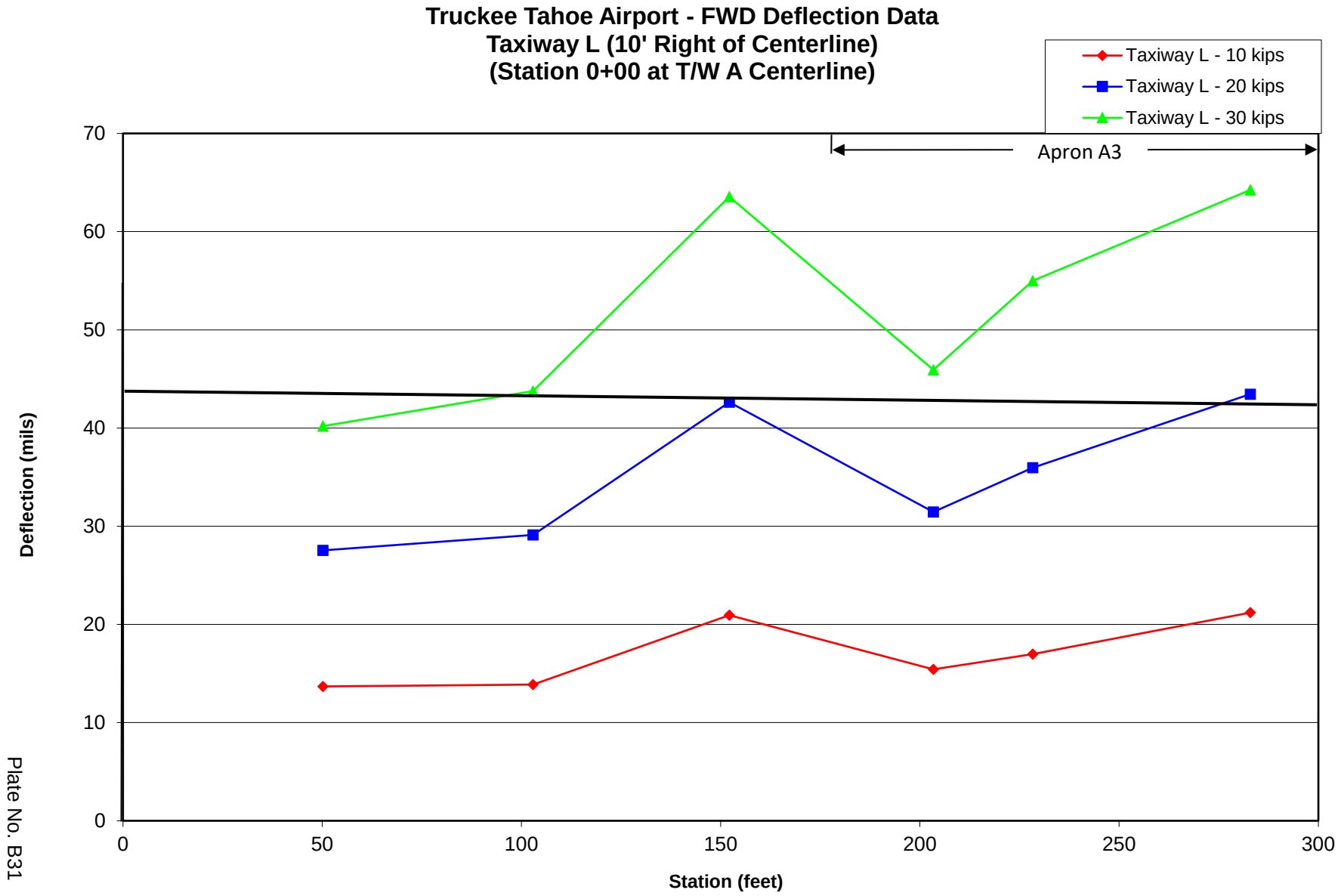

Truckee Tahoe Airport - FWD Deflection Data
Taxiway L (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxiway L - 10 kips
Taxiway L - 20 kips
Taxiway L - 30 kips
Apron A3
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
200
250
300
Station (feet)

Plate No. B31


Truckee Tahoe Airport - FWD Deflection Data
Taxiway M (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxiway M - 10 kips
Taxiway M - 20 kips
Taxiway M - 30 kips
Apron A1
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
100
200
300
400
500

Plate No. B32

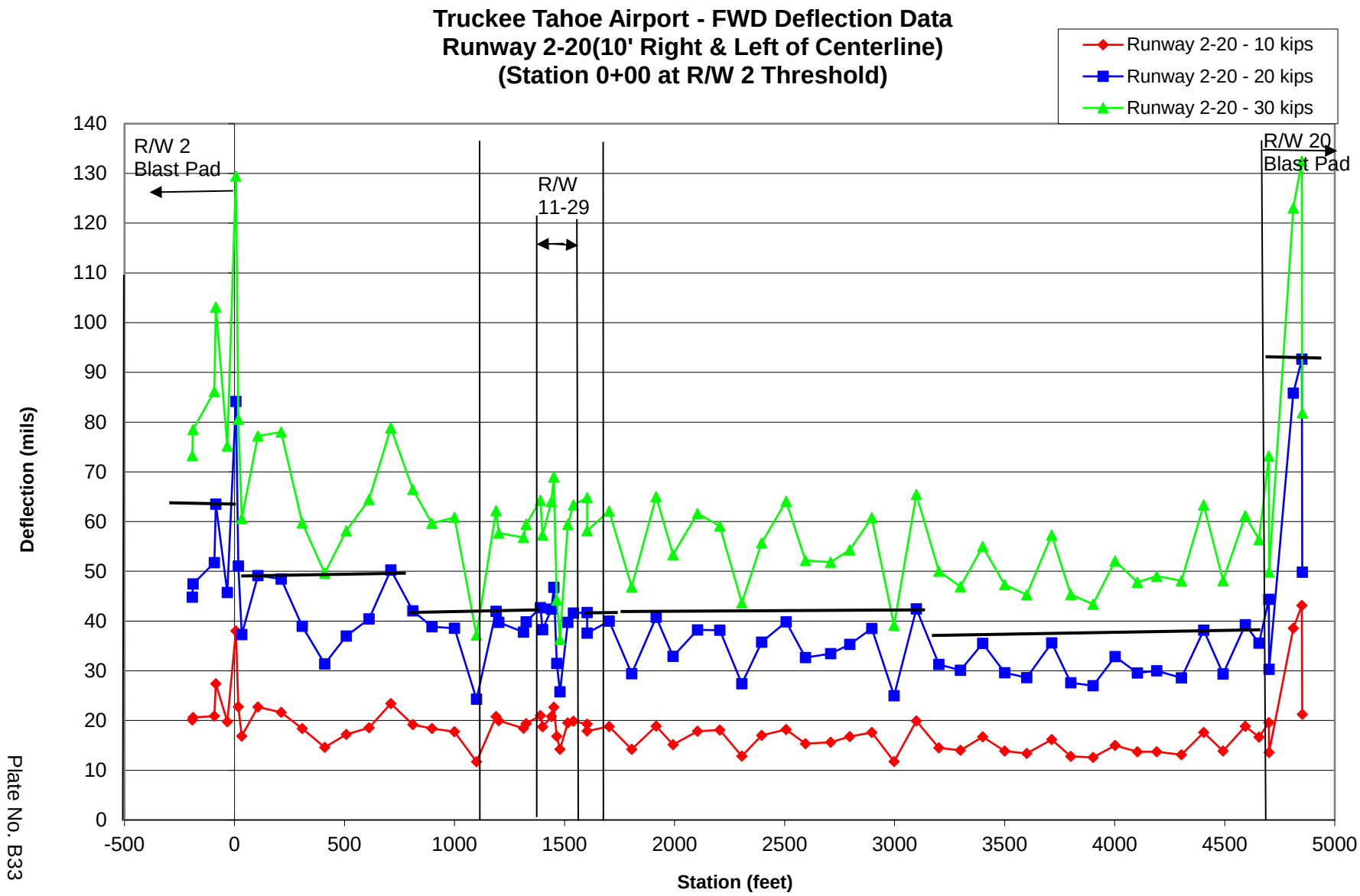

Truckee Tahoe Airport - FWD Deflection Data
Runway 2-20(10' Right & Left of Centerline)
(Station 0+00 at R/W 2 Threshold)
Runway 2-20 - 10 kips
Runway 2-20 - 20 kips
Runway 2-20 - 30 kips
R/W 2
Blast Pad
R/W
11-29
R/W 20
Blast Pad
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
-500
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000

Plate No. B33

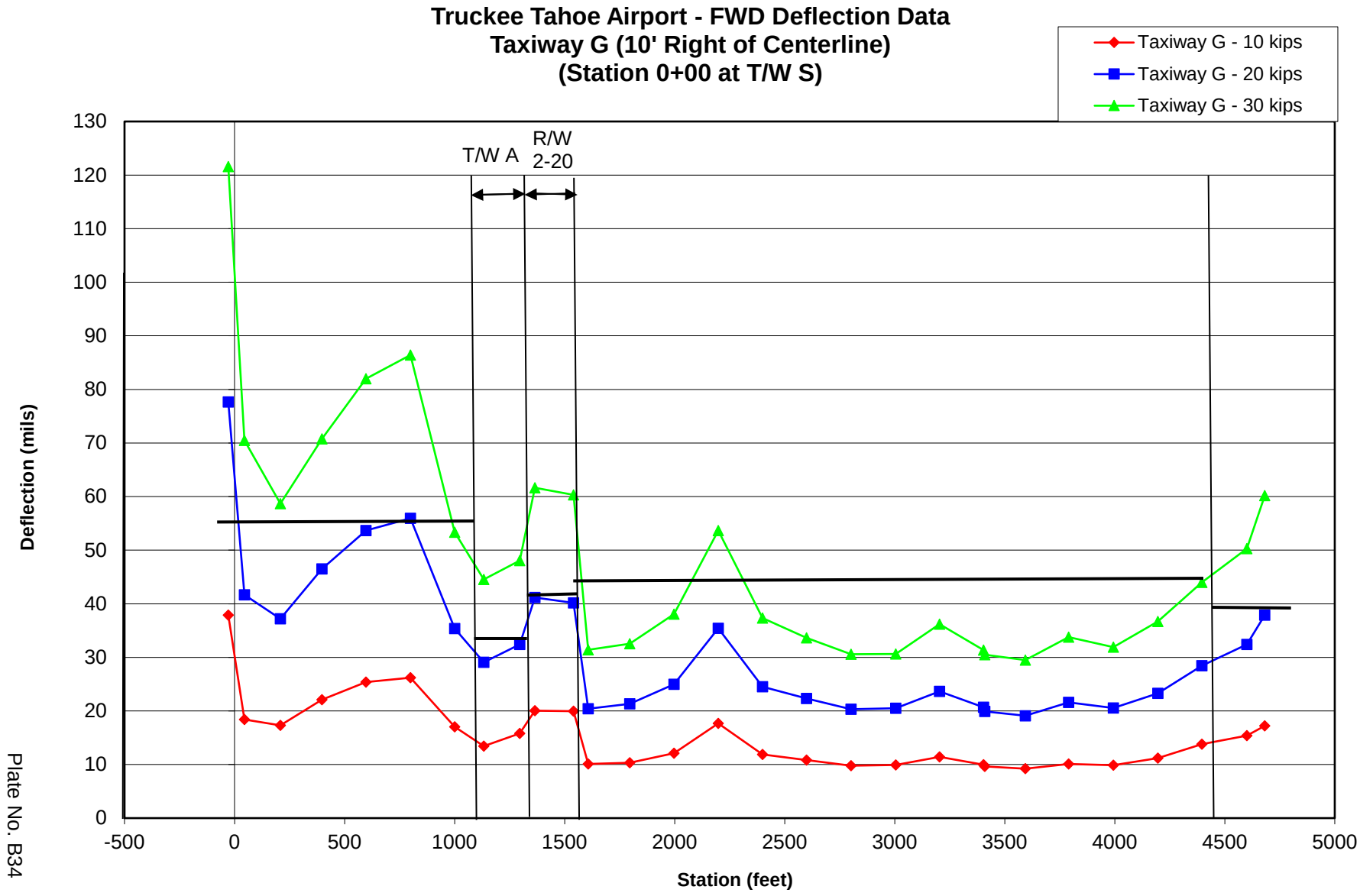

Truckee Tahoe Airport - FWD Deflection Data
Taxiway G (10' Right of Centerline)
(Station 0+00 at T/W S)
Taxiway G - 10 kips
Taxiway G - 20 kips
Taxiway G - 30 kips
T/W A
R/W 2-20
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
-500
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000

Plate No. B34

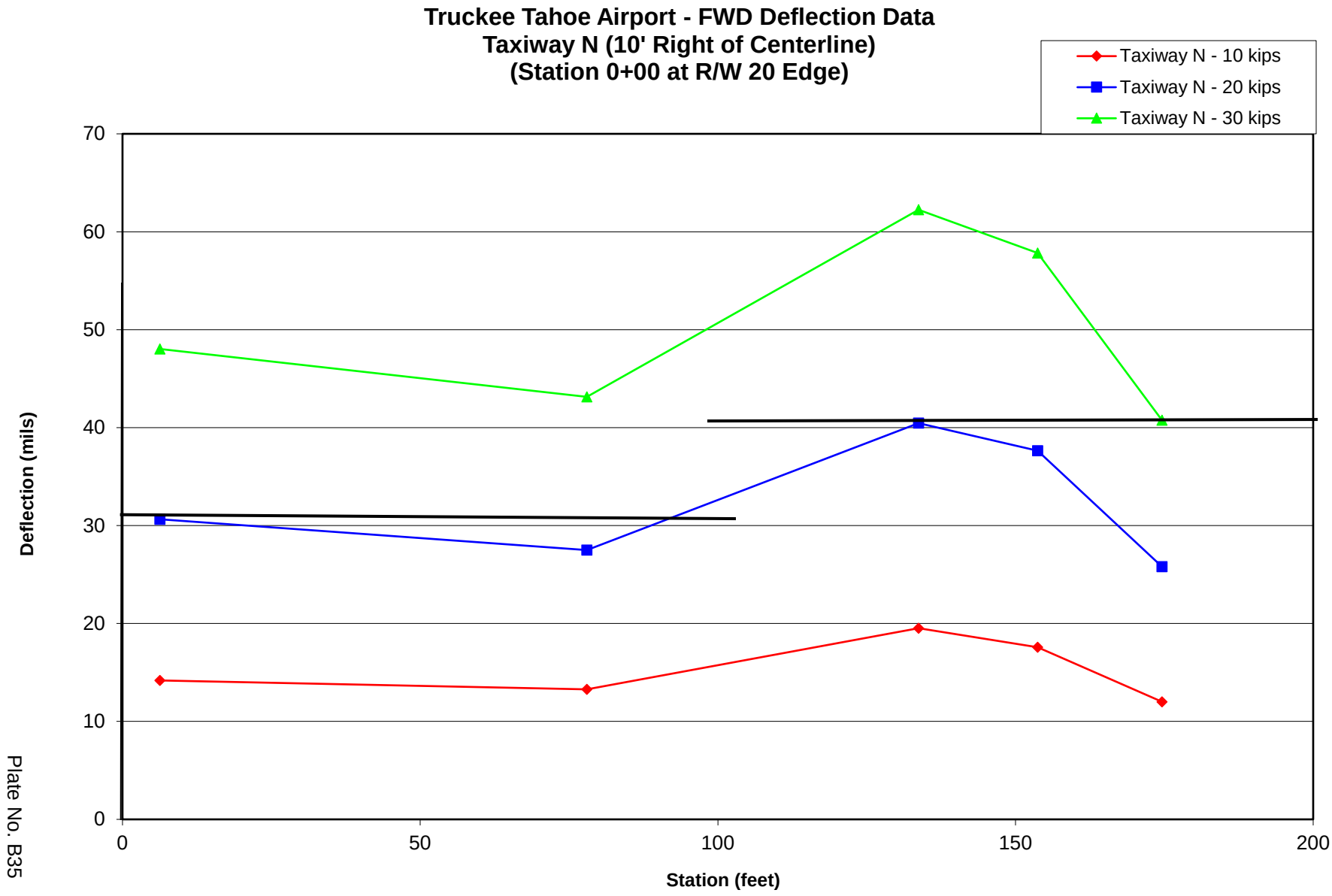

Truckee Tahoe Airport - FWD Deflection Data
Taxiway N (10' Right of Centerline)
(Station 0+00 at R/W 20 Edge)
Taxiway N - 10 kips
Taxiway N - 20 kips
Taxiway N - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B35

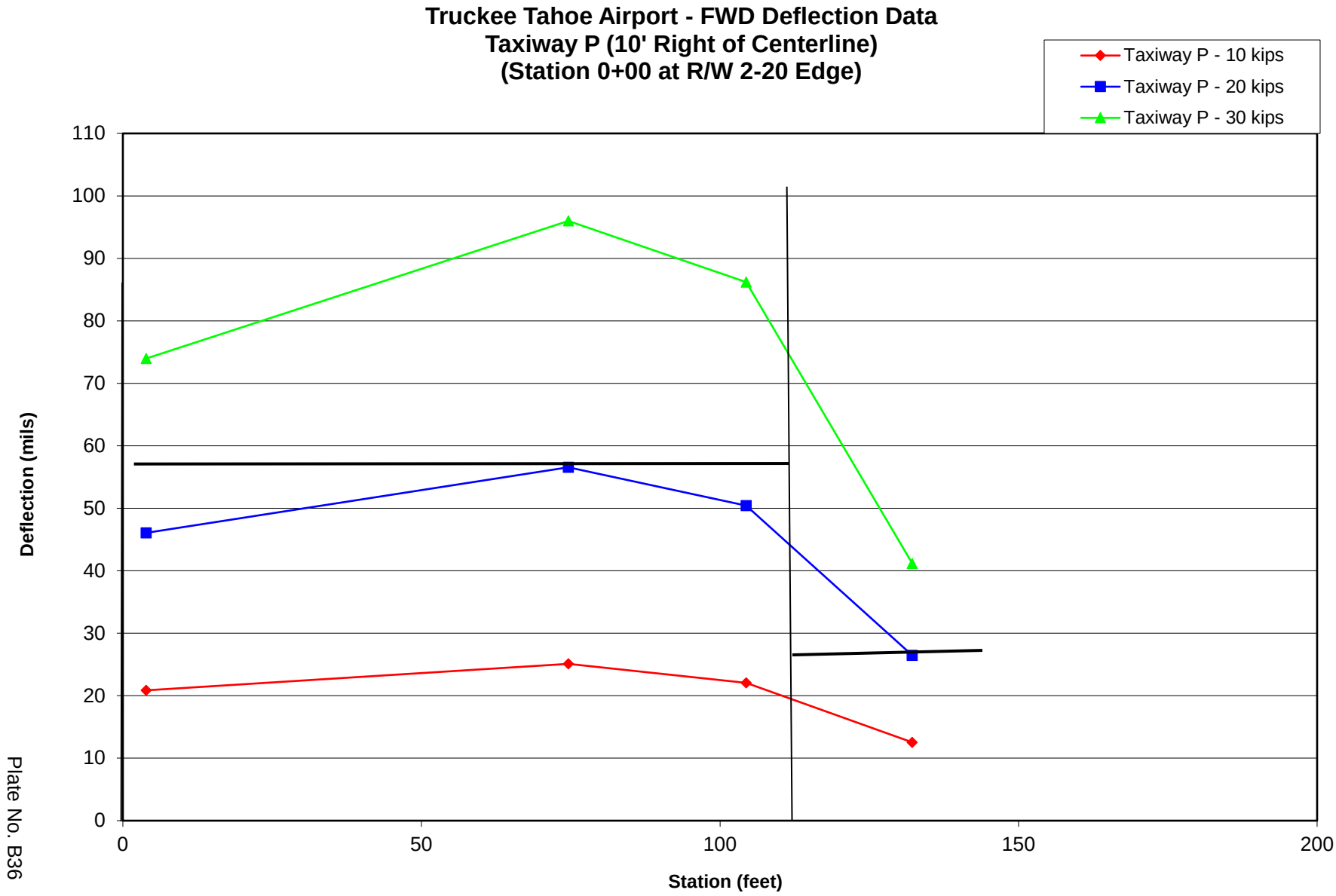

Truckee Tahoe Airport - FWD Deflection Data
Taxiway P (10' Right of Centerline)
(Station 0+00 at R/W 2-20 Edge)
Taxiway P - 10 kips
Taxiway P - 20 kips
Taxiway P - 30 kips
Deflection (mils)
110
100
90
80
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B36

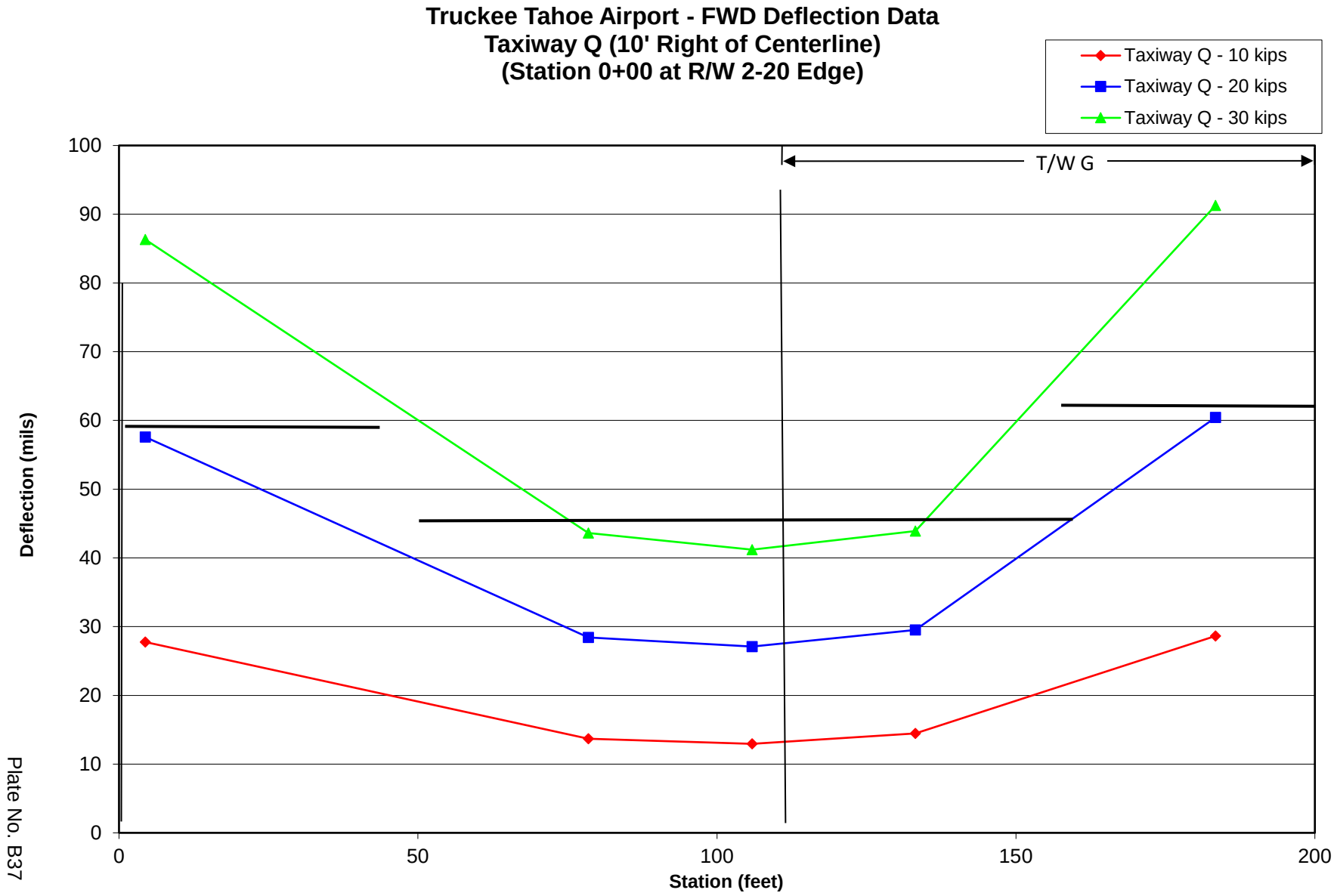

Truckee Tahoe Airport - FWD Deflection Data
Taxiway Q (10' Right of Centerline)
(Station 0+00 at R/W 2-20 Edge)
Taxiway Q - 10 kips
Taxiway Q - 20 kips
Taxiway Q - 30 kips
T/W G
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200

Plate No. B37

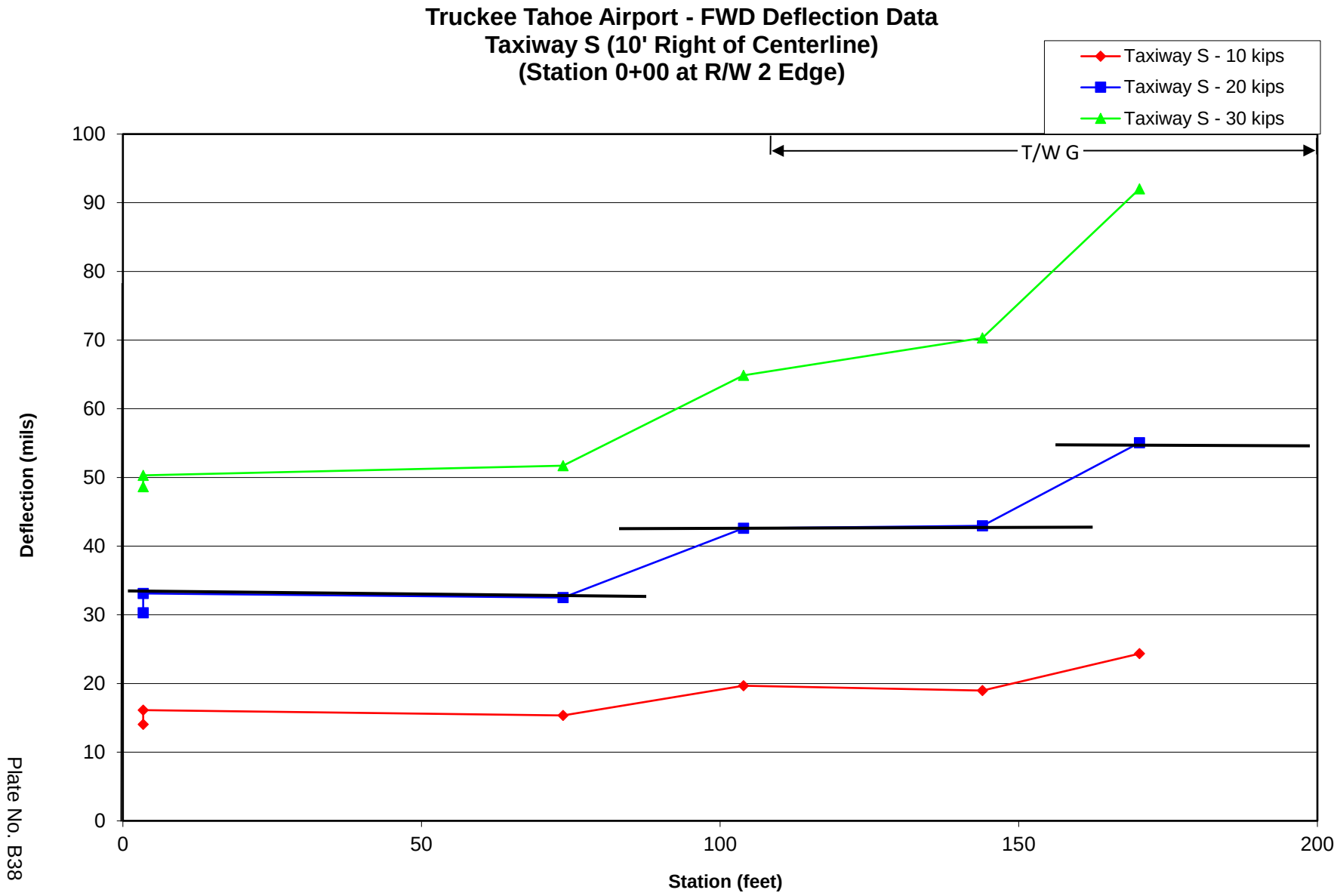

Truckee Tahoe Airport - FWD Deflection Data
Taxiway S (10' Right of Centerline)
(Station 0+00 at R/W 2 Edge)
Taxiway S - 10 kips
Taxiway S - 20 kips
Taxiway S - 30 kips
T/W G
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200

Plate No. B38

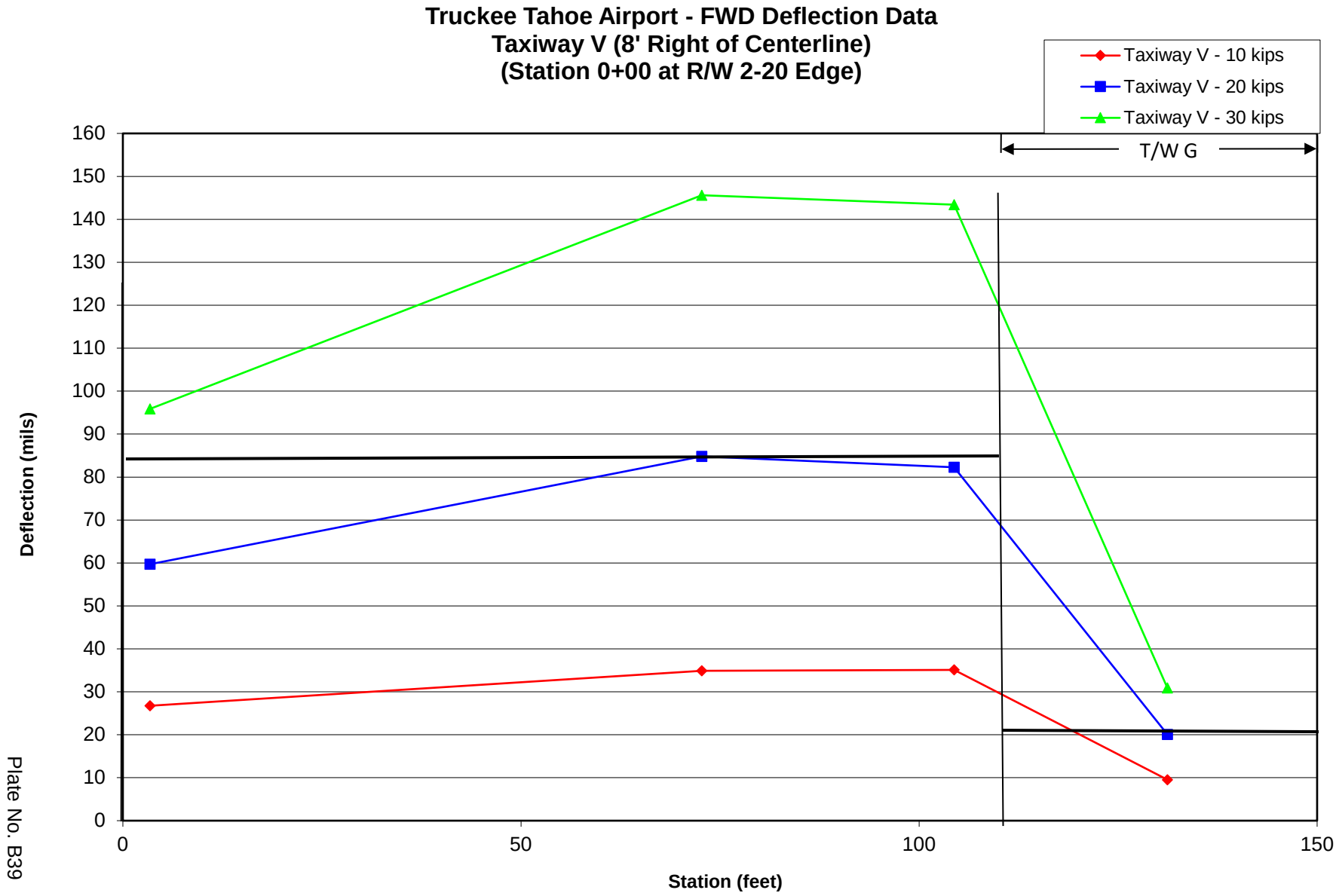

Truckee Tahoe Airport - FWD Deflection Data
Taxiway V (8' Right of Centerline)
(Station 0+00 at R/W 2-20 Edge)
Taxiway V - 10 kips
Taxiway V - 20 kips
Taxiway V - 30 kips
T/W G
Deflection (mils)
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
0
50
100
150
Station (feet)

Plate No. B39

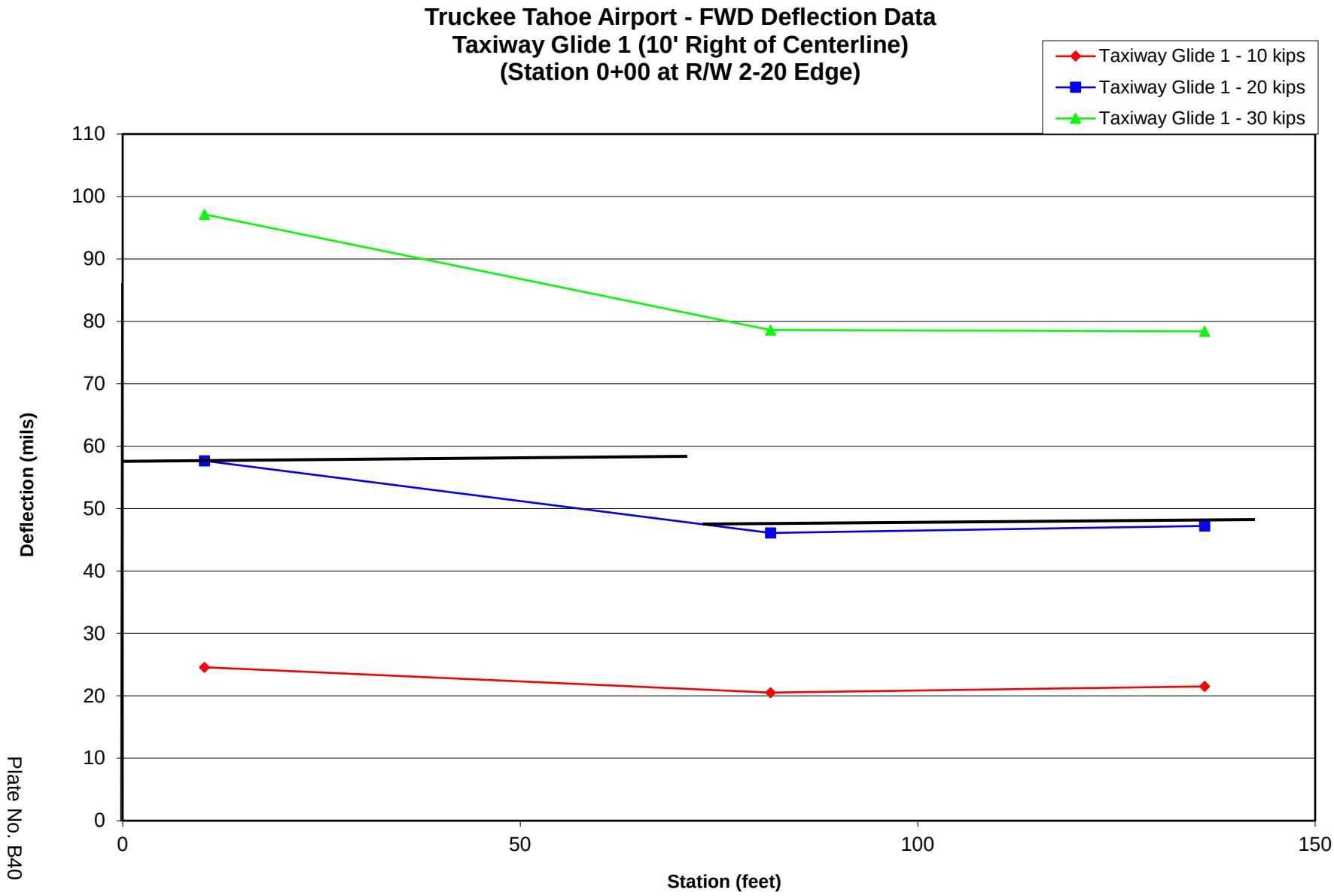

Truckee Tahoe Airport - FWD Deflection Data
Taxiway Glide 1 (10' Right of Centerline)
(Station 0+00 at R/W 2-20 Edge)
Taxiway Glide 1 - 10 kips
Taxiway Glide 1 - 20 kips
Taxiway Glide 1 - 30 kips
Deflection (mils)
110
100
90
80
70
60
50
40
30
20
10
0
0
50
100
150
Station (feet)

Plate No. B40

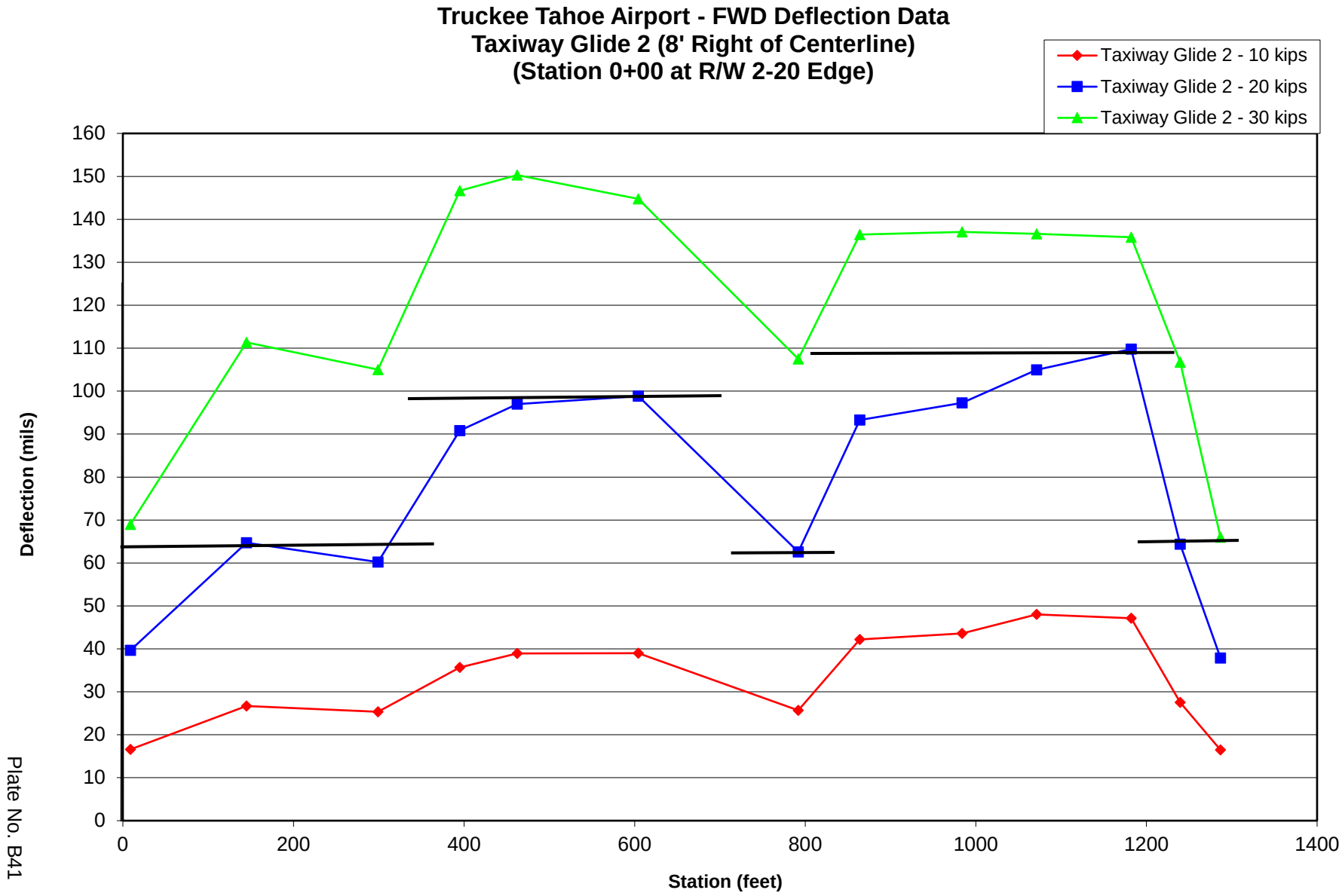

Truckee Tahoe Airport - FWD Deflection Data
Taxiway Glide 2 (8' Right of Centerline)
(Station 0+00 at R/W 2-20 Edge)
Taxiway Glide 2 - 10 kips
Taxiway Glide 2 - 20 kips
Taxiway Glide 2 - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
0
200
400
600
800
1000
1200
1400
Station (feet)

Plate No. B41

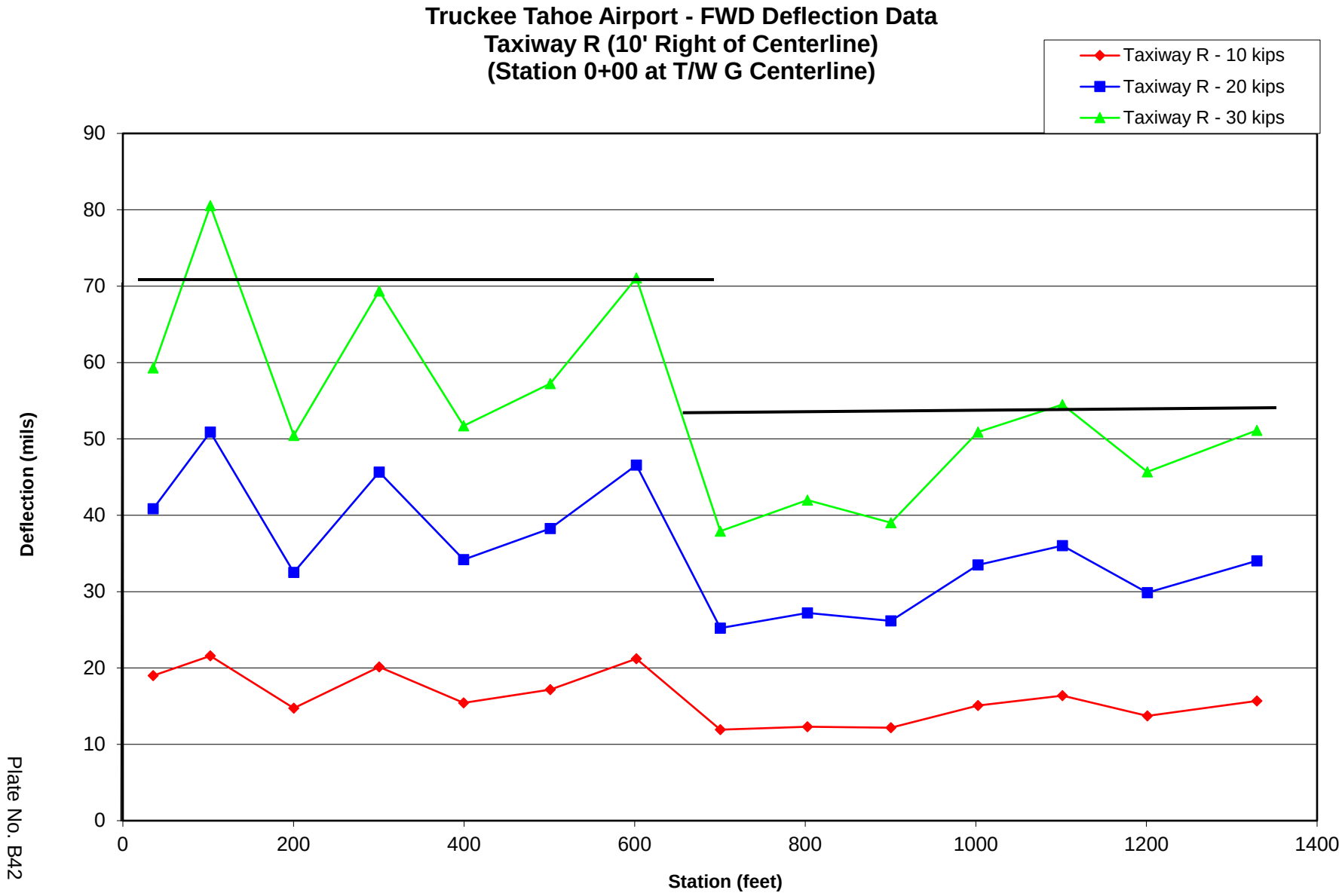

Truckee Tahoe Airport - FWD Deflection Data
Taxiway R (10' Right of Centerline)
(Station 0+00 at T/W G Centerline)
Taxiway R - 10 kips
Taxiway R - 20 kips
Taxiway R - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
200
400
600
800
1000
1200
1400
Station (feet)

Plate No. B42

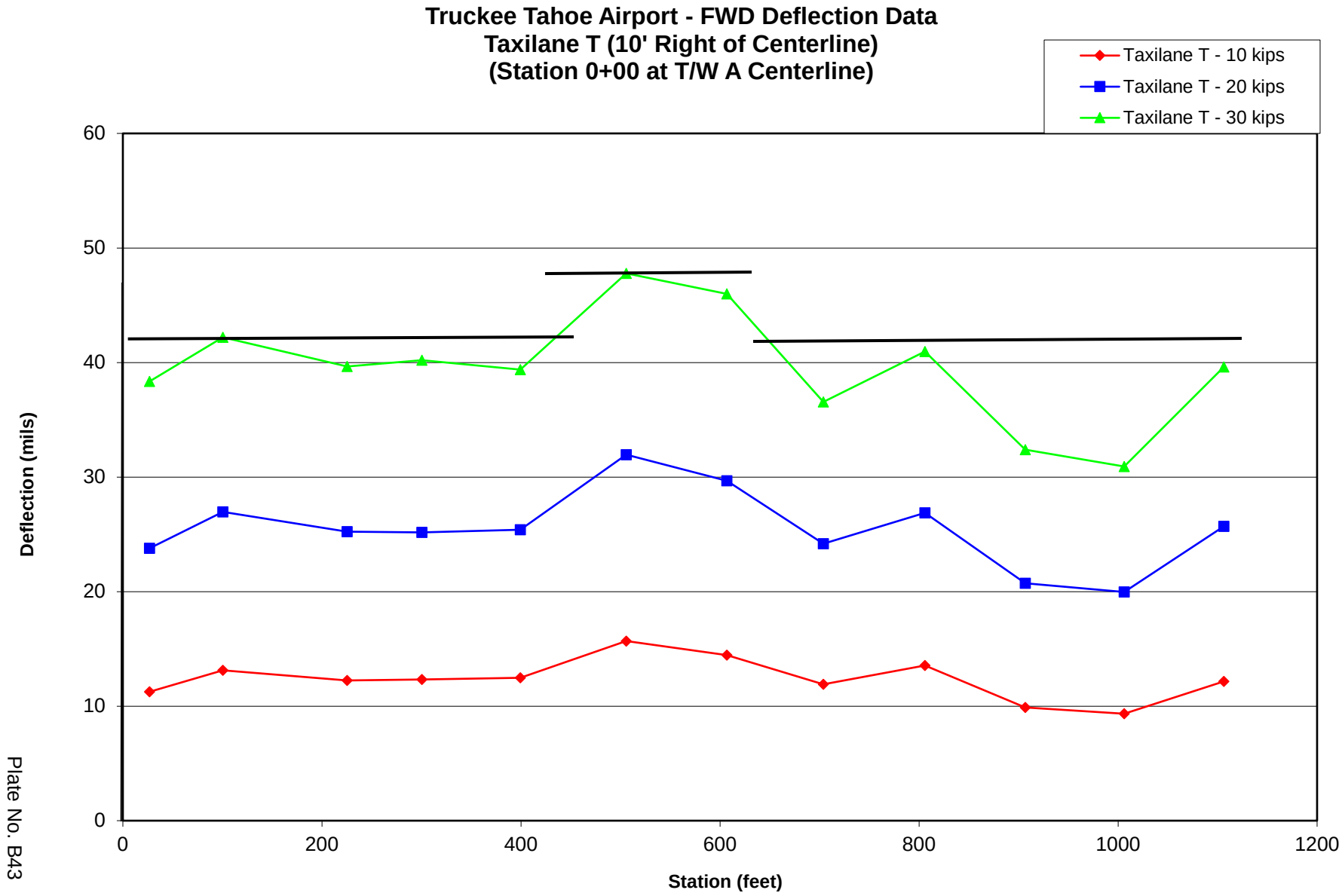

Truckee Tahoe Airport - FWD Deflection Data
Taxilane T (10' Right of Centerline)
(Station 0+00 at T/W A Centerline)
Taxilane T - 10 kips
Taxilane T - 20 kips
Taxilane T - 30 kips
Deflection (mils)
60
50
40
30
20
10
0
0
200
400
600
800
1000
1200
Station (feet)

Plate No. B43

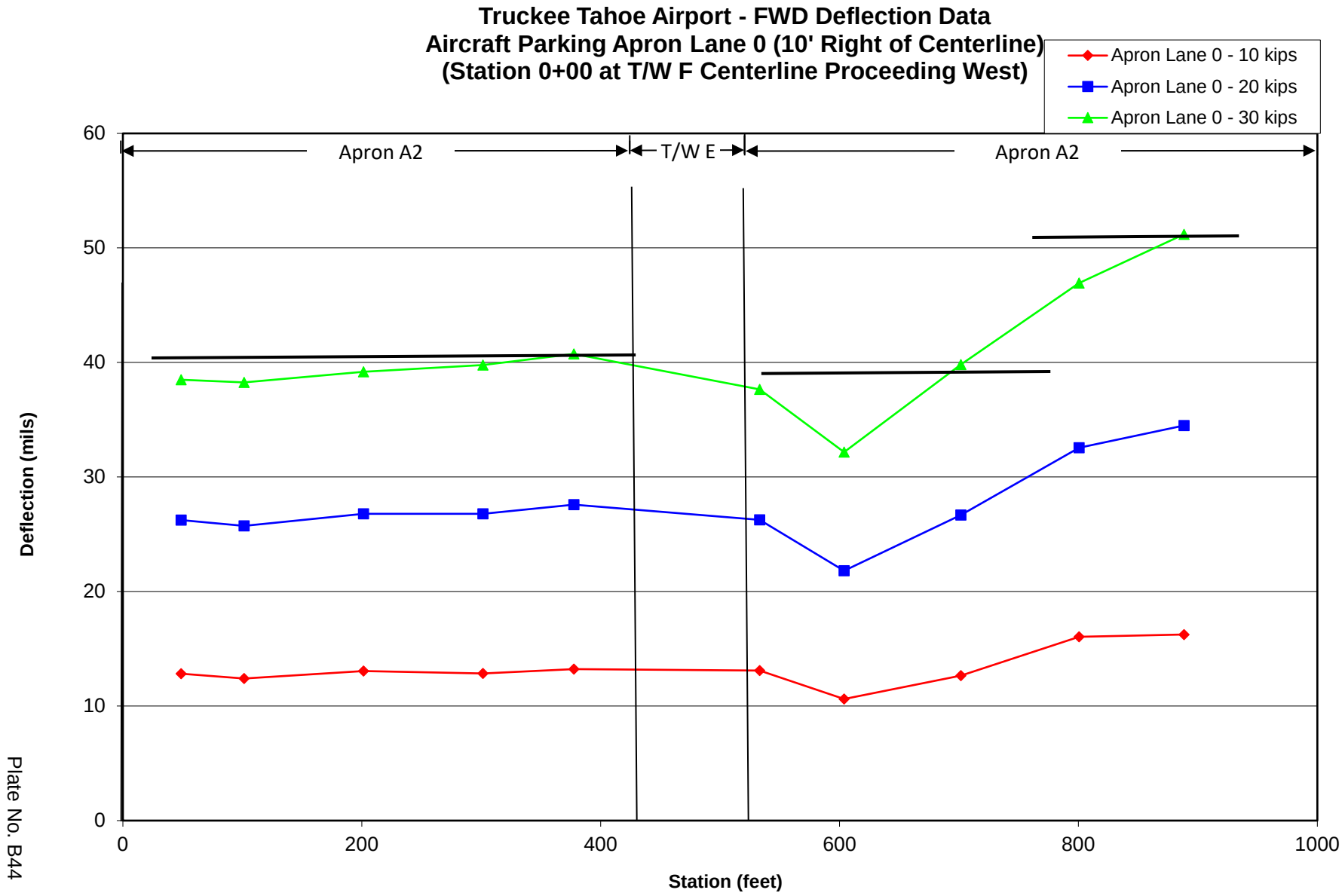

Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 0 (10' Right of Centerline)
(Station 0+00 at T/W F Centerline Proceeding West)
Apron Lane 0 - 10 kips
Apron Lane 0 - 20 kips
Apron Lane 0 - 30 kips
Apron A2
T/W E
Apron A2
Deflection (mils)
60
50
40
30
20
10
0
0
200
400
600
800
1000
Station (feet)

Plate No. B44

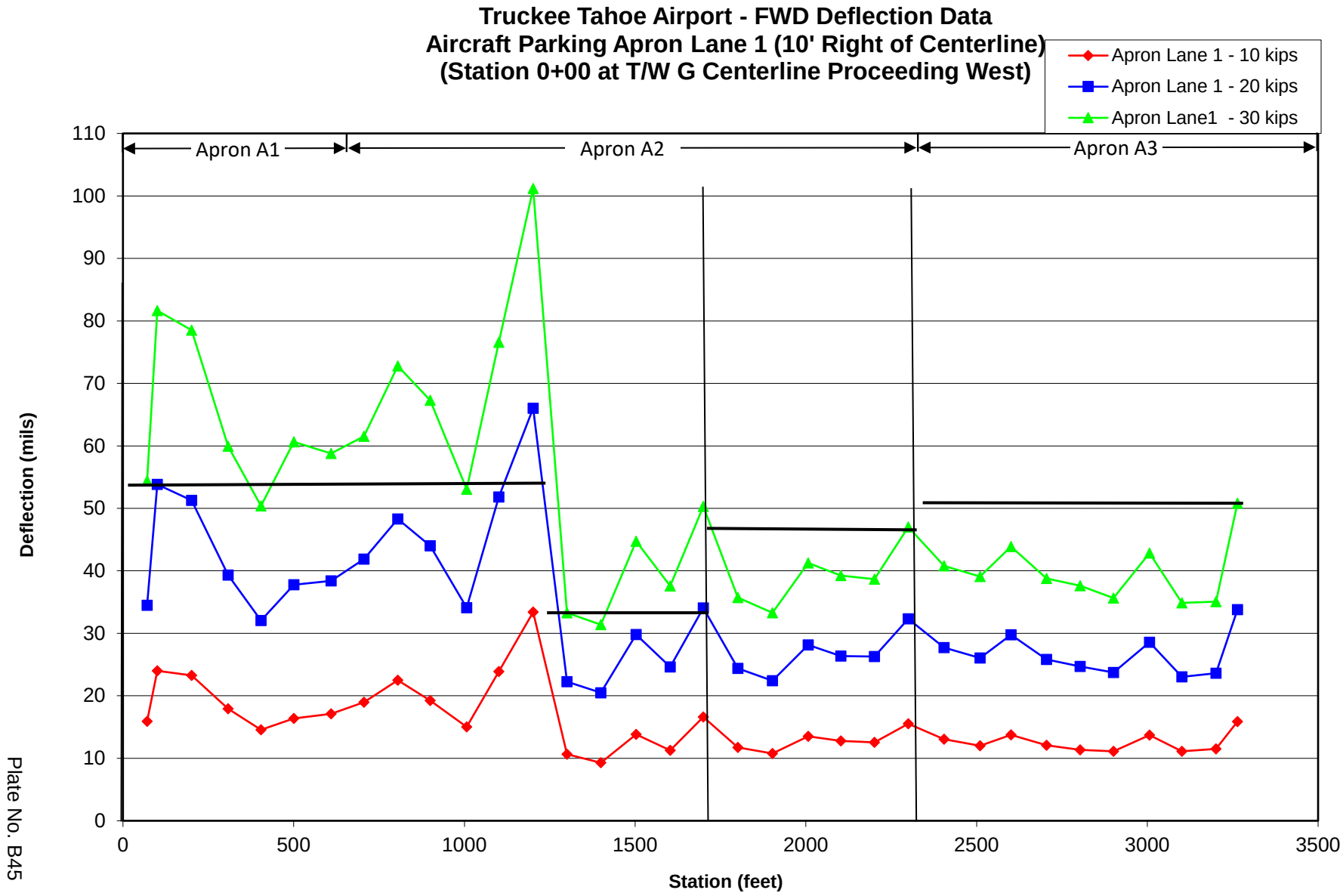

Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 1 (10' Right of Centerline)
(Station 0+00 at T/W G Centerline Proceeding West)
Apron Lane 1 - 10 kips
Apron Lane 1 - 20 kips
Apron Lane1 - 30 kips
Apron A1
Apron A2
Apron A3
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
500
1000
1500
2000
2500
3000
3500

Plate No. B45

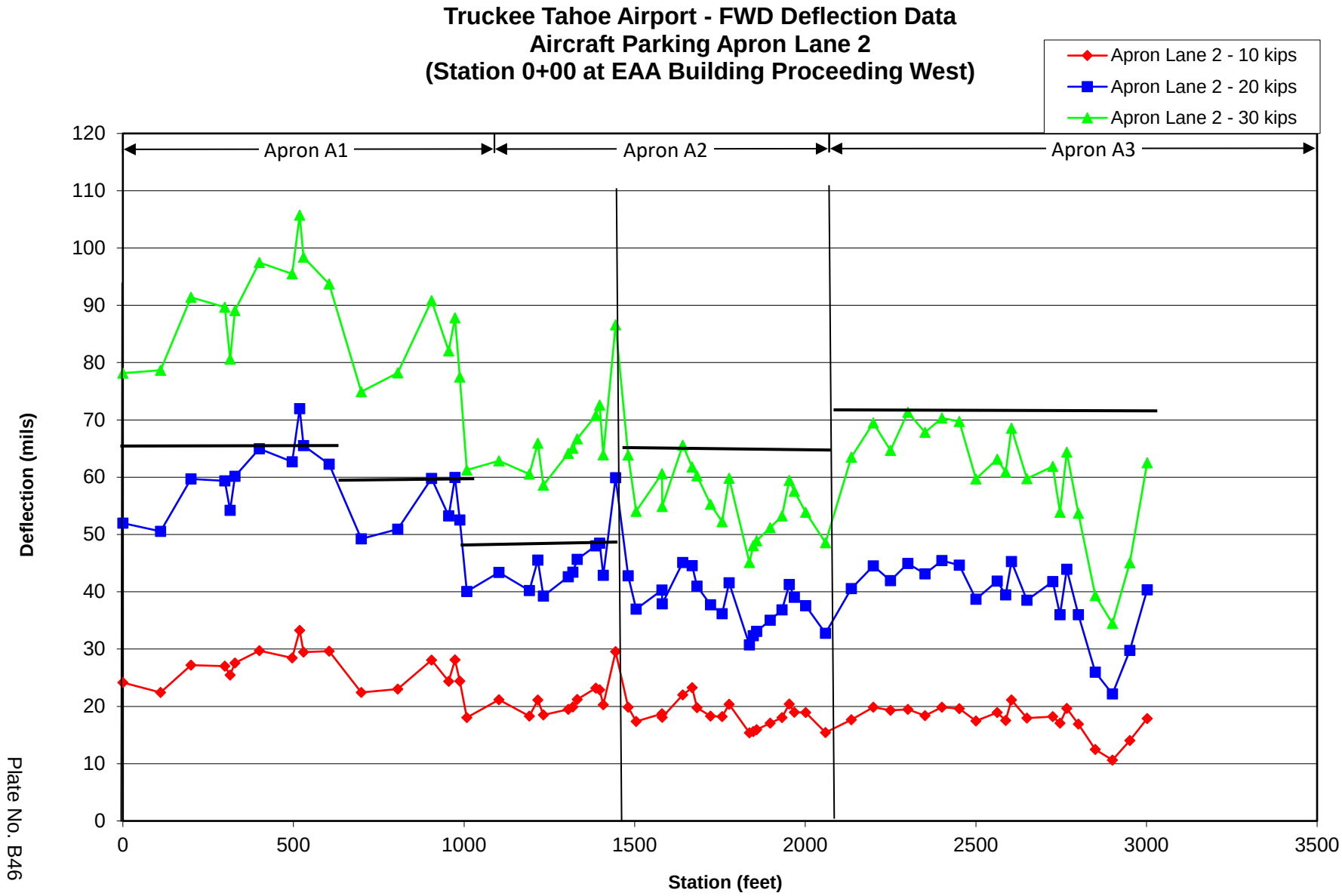

Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 2
(Station 0+00 at EAA Building Proceeding West)
Apron Lane 2 - 10 kips
Apron Lane 2 - 20 kips
Apron Lane 2 - 30 kips
Apron A1
Apron A2
Apron A3
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
0
500
1000
1500
2000
2500
3000
3500

Plate No. B46

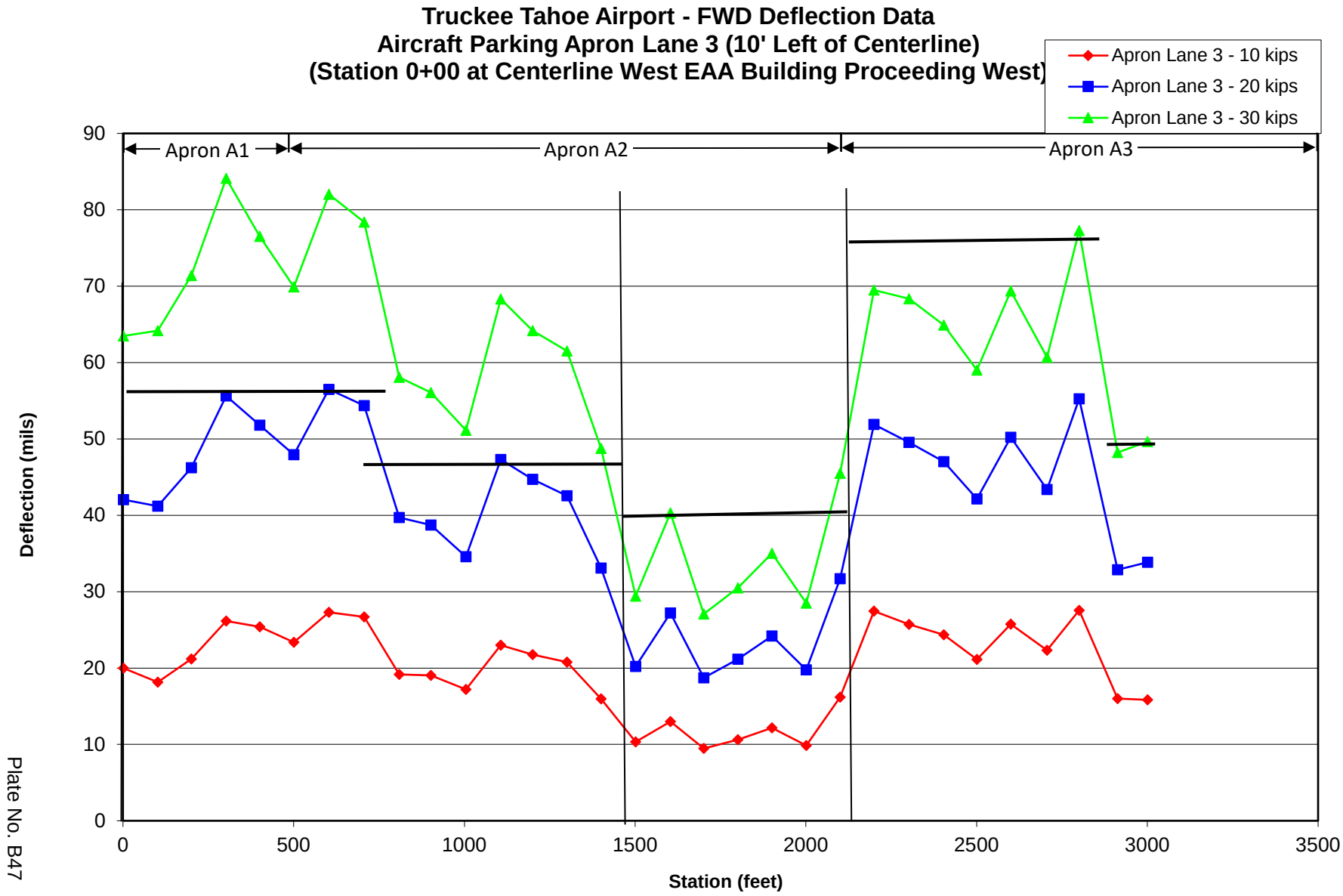

Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 3 (10' Left of Centerline)
(Station 0+00 at Centerline West EAA Building Proceeding West)
Apron Lane 3 - 10 kips
Apron Lane 3 - 20 kips
Apron Lane 3 - 30 kips
Apron A1
Apron A2
Apron A3
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
0
500
1000
1500
2000
2500
3000
3500

Plate No. B47

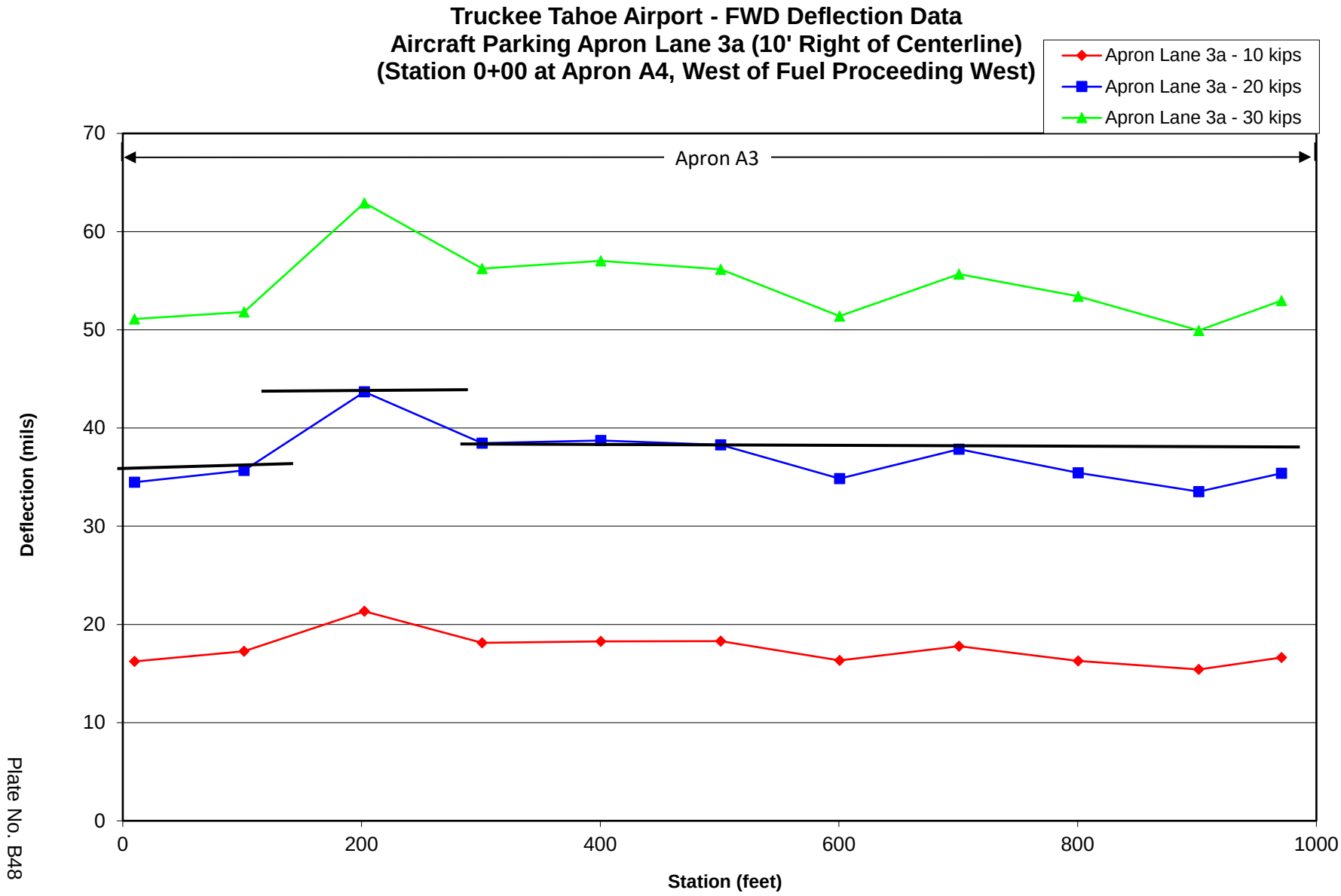

Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 3a (10' Right of Centerline)
(Station 0+00 at Apron A4, West of Fuel Proceeding West)
Apron Lane 3a - 10 kips
Apron Lane 3a - 20 kips
Apron Lane 3a - 30 kips
Apron A3
Deflection (mils)
70
60
50
40
30
20
10
0
0
200
400
600
800
1000
Station (feet)

Plate No. B48

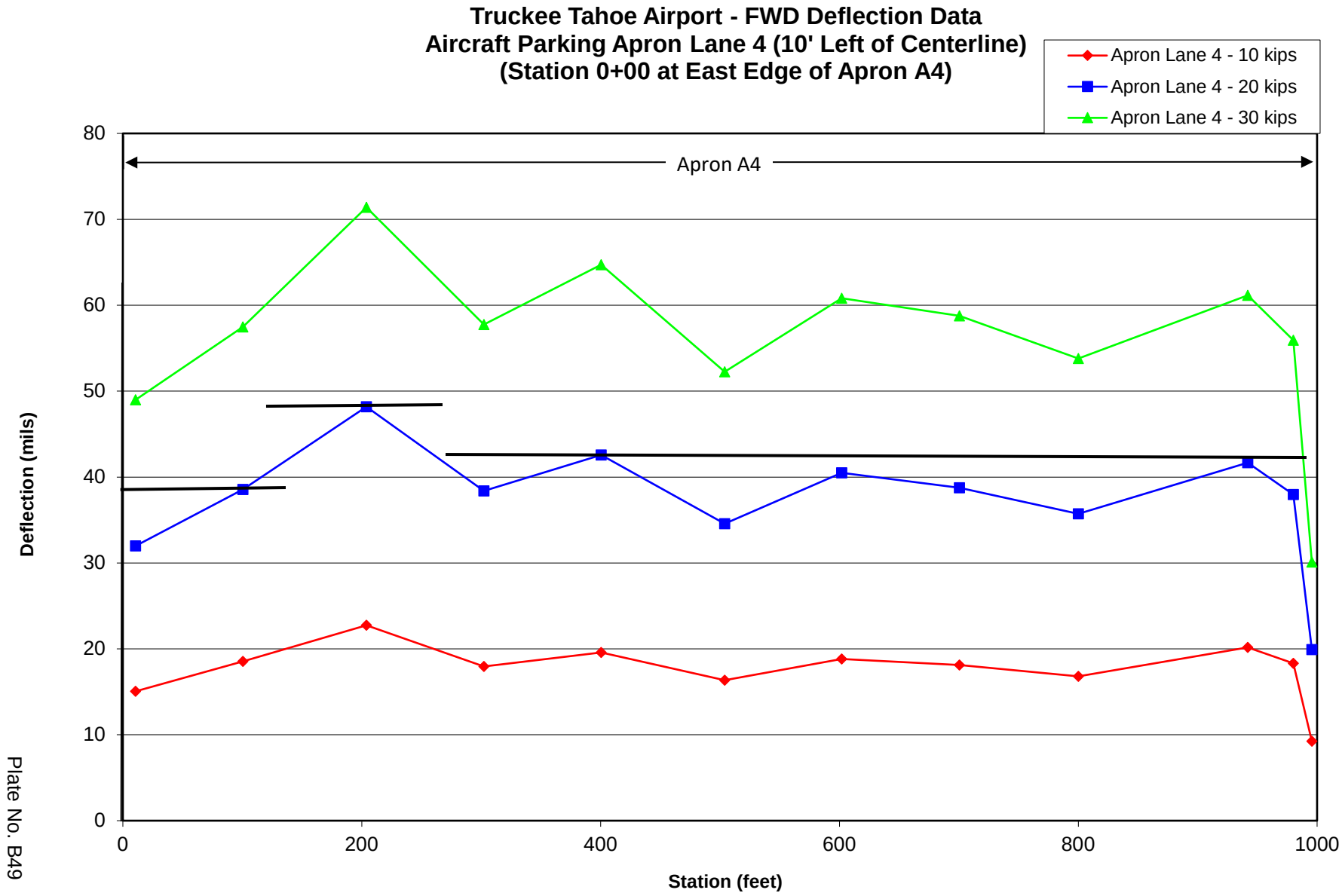

Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 4 (10' Left of Centerline)
(Station 0+00 at East Edge of Apron A4)
Apron Lane 4 - 10 kips
Apron Lane 4 - 20 kips
Apron Lane 4 - 30 kips
Apron A4
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
200
400
600
800
1000

Plate No. B49

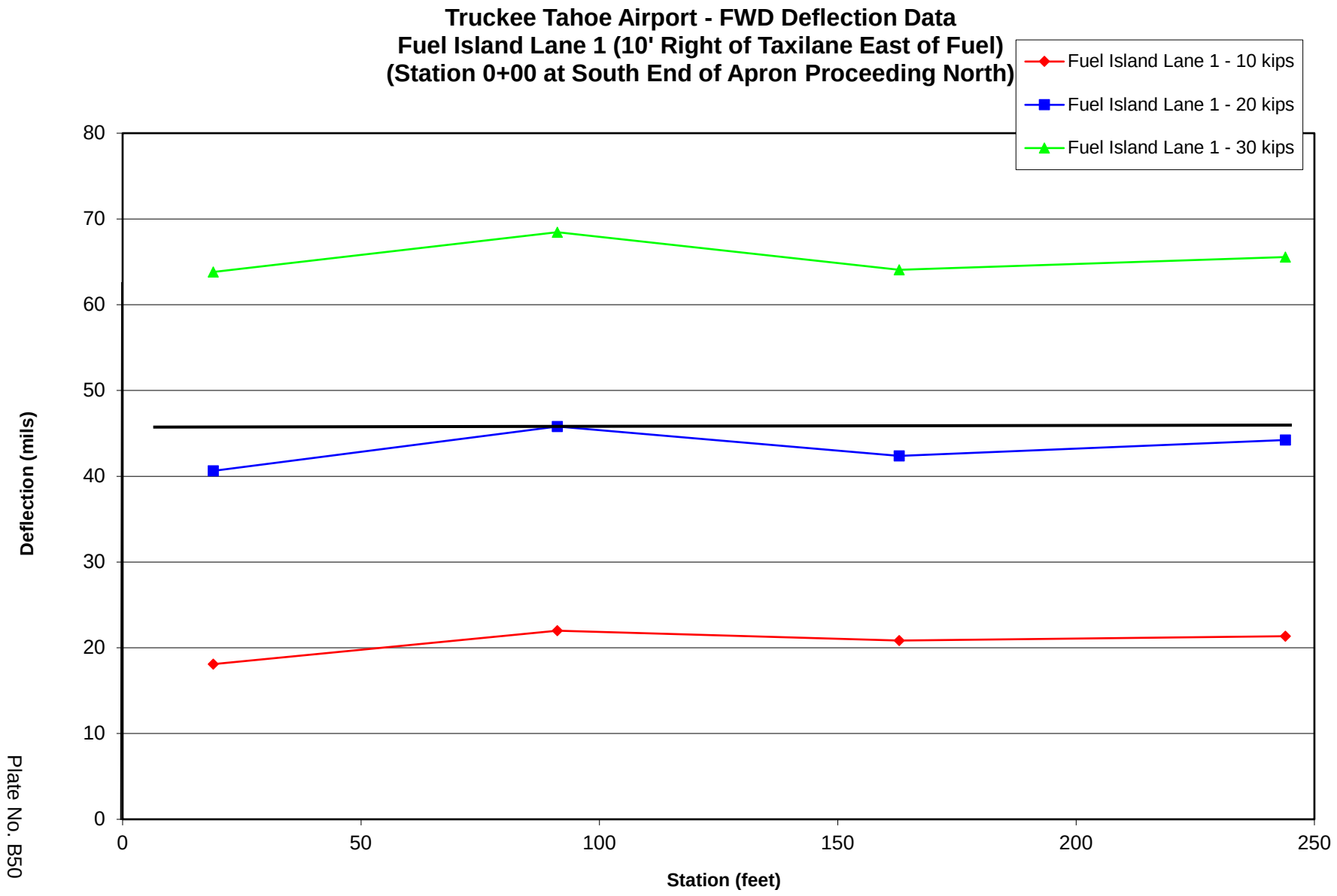

Truckee Tahoe Airport - FWD Deflection Data
Fuel Island Lane 1 (10' Right of Taxilane East of Fuel)
(Station 0+00 at South End of Apron Proceeding North)
Fuel Island Lane 1 - 10 kips
Fuel Island Lane 1 - 20 kips
Fuel Island Lane 1 - 30 kips
Deflection (mils)
80
70
60
50
40
30
20
10
0
0
50
100
150
200
250
Station (feet)

Plate No. B50

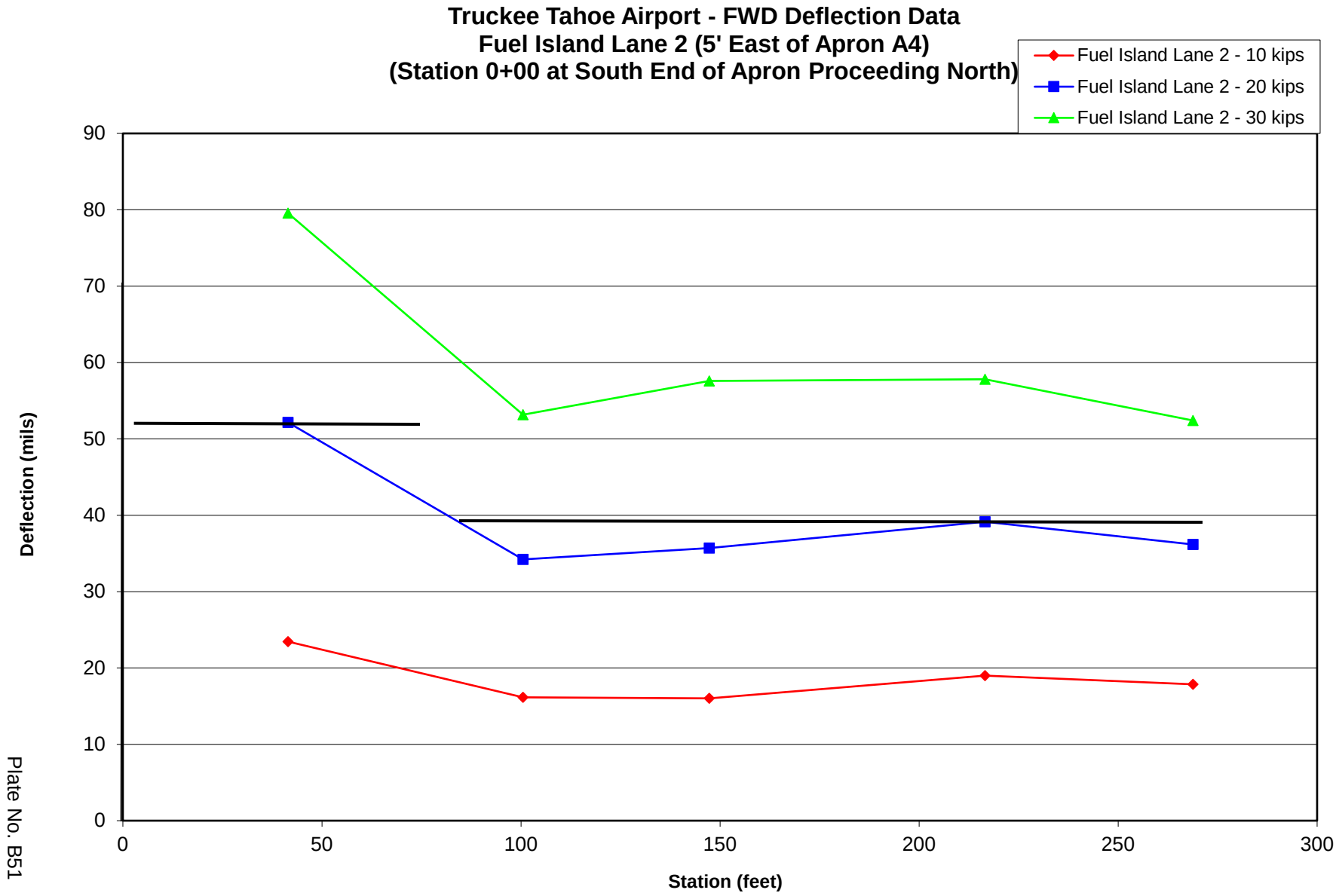

Truckee Tahoe Airport - FWD Deflection Data
Fuel Island Lane 2 (5' East of Apron A4)
(Station 0+00 at South End of Apron Proceeding North)
Fuel Island Lane 2 - 10 kips
Fuel Island Lane 2 - 20 kips
Fuel Island Lane 2 - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
50
100
150
200
250
300
Station (feet)

Plate No. B51

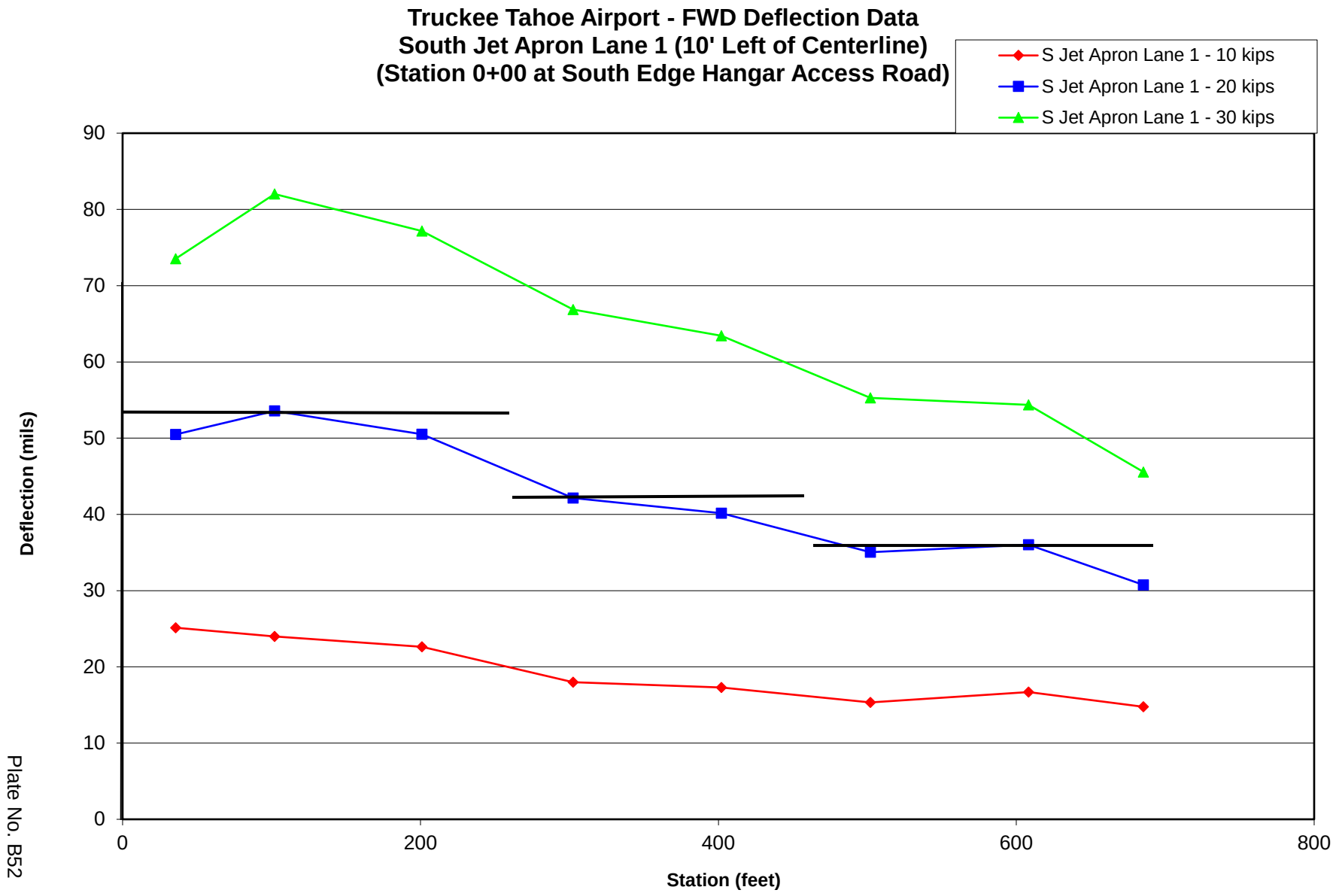

Truckee Tahoe Airport - FWD Deflection Data
South Jet Apron Lane 1 (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
S Jet Apron Lane 1 - 10 kips
S Jet Apron Lane 1 - 20 kips
S Jet Apron Lane 1 - 30 kips
Deflection (mils)
90
80
70
60
50
40
30
20
10
0
0
200
400
600
800
Station (feet)

Plate No. B52

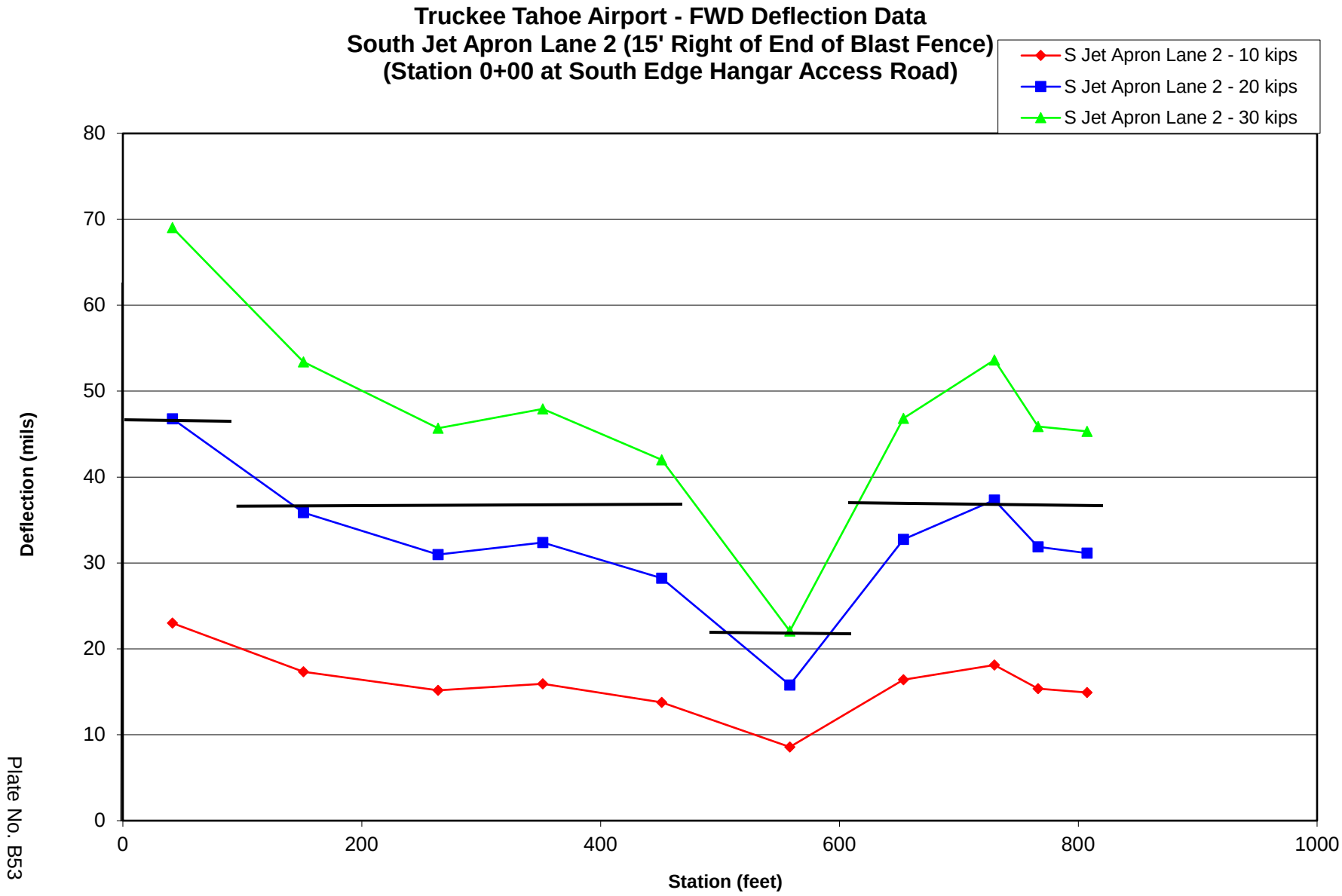

Truckee Tahoe Airport - FWD Deflection Data
South Jet Apron Lane 2 (15' Right of End of Blast Fence)
(Station 0+00 at South Edge Hangar Access Road)
S Jet Apron Lane 2 - 10 kips
S Jet Apron Lane 2 - 20 kips
S Jet Apron Lane 2 - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
200
400
600
800
1000
Station (feet)

Plate No. B53

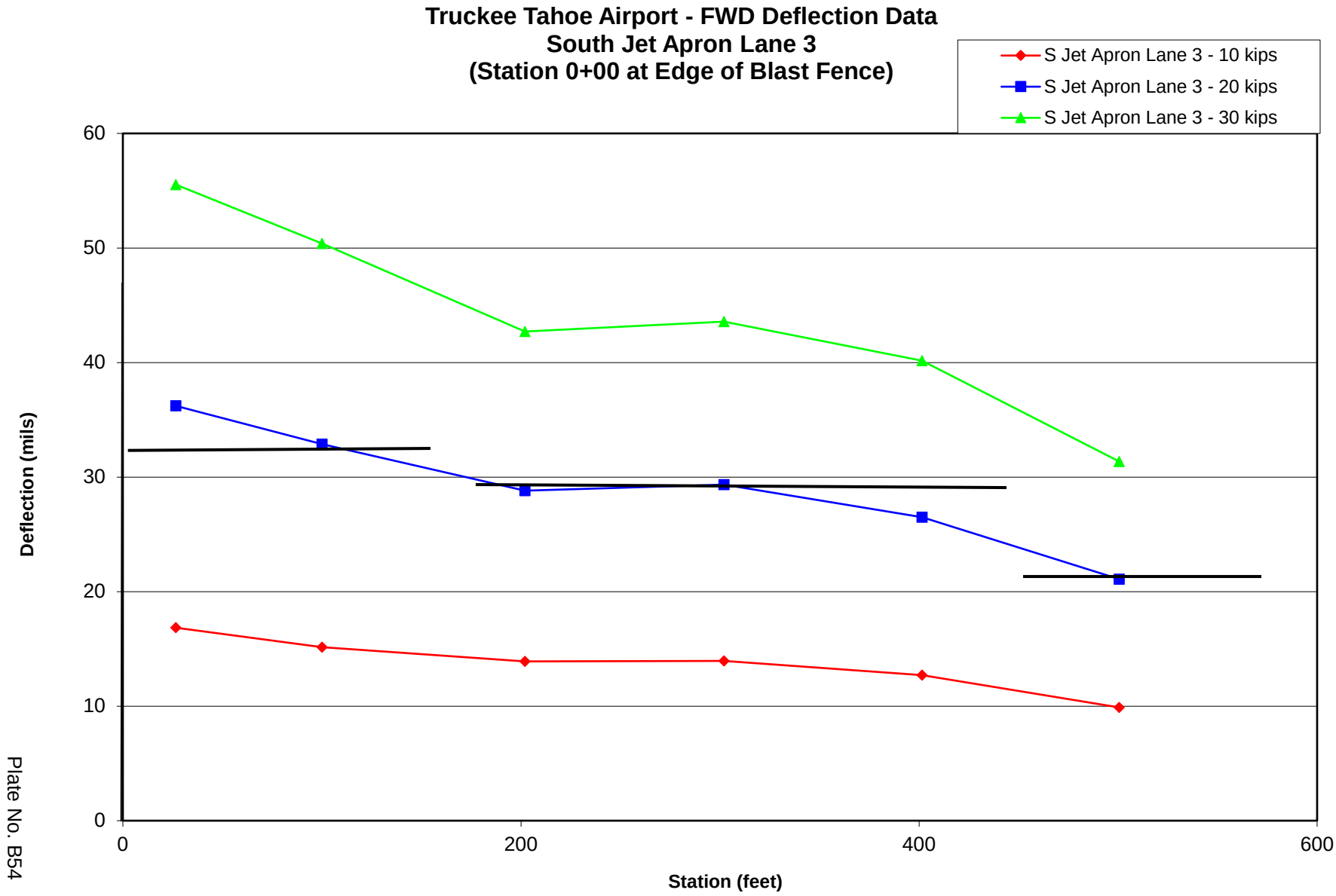

Truckee Tahoe Airport - FWD Deflection Data
South Jet Apron Lane 3
(Station 0+00 at Edge of Blast Fence)
S Jet Apron Lane 3 - 10 kips
S Jet Apron Lane 3 - 20 kips
S Jet Apron Lane 3 - 30 kips
Deflection (mils)
60
50
40
30
20
10
0
0
200
400
600
Station (feet)

Plate No. B54

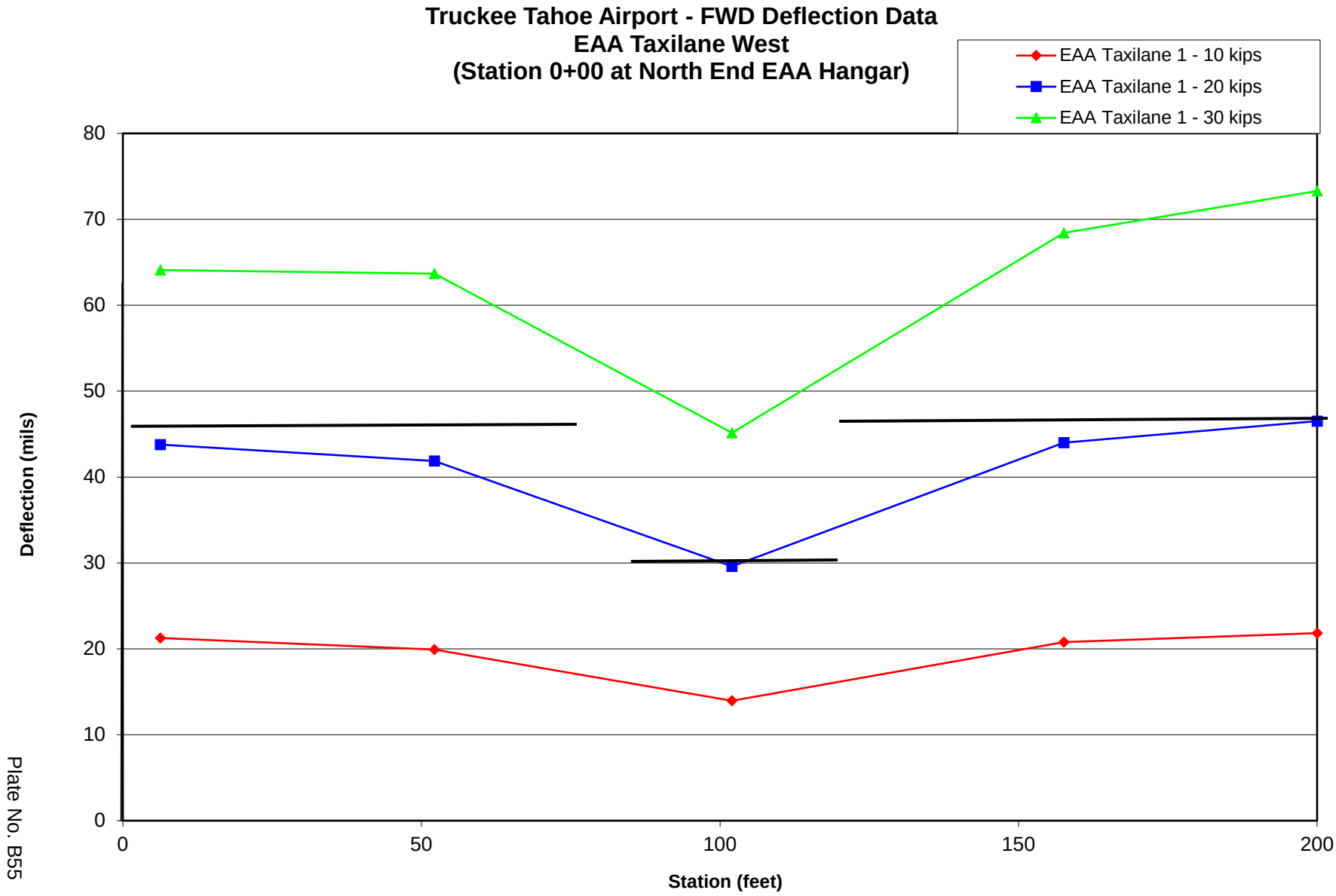

Truckee Tahoe Airport - FWD Deflection Data
EAA Taxilane West
(Station 0+00 at North End EAA Hangar)
EAA Taxilane 1 - 10 kips
EAA Taxilane 1 - 20 kips
EAA Taxilane 1 - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
Station (feet)

Plate No. B55

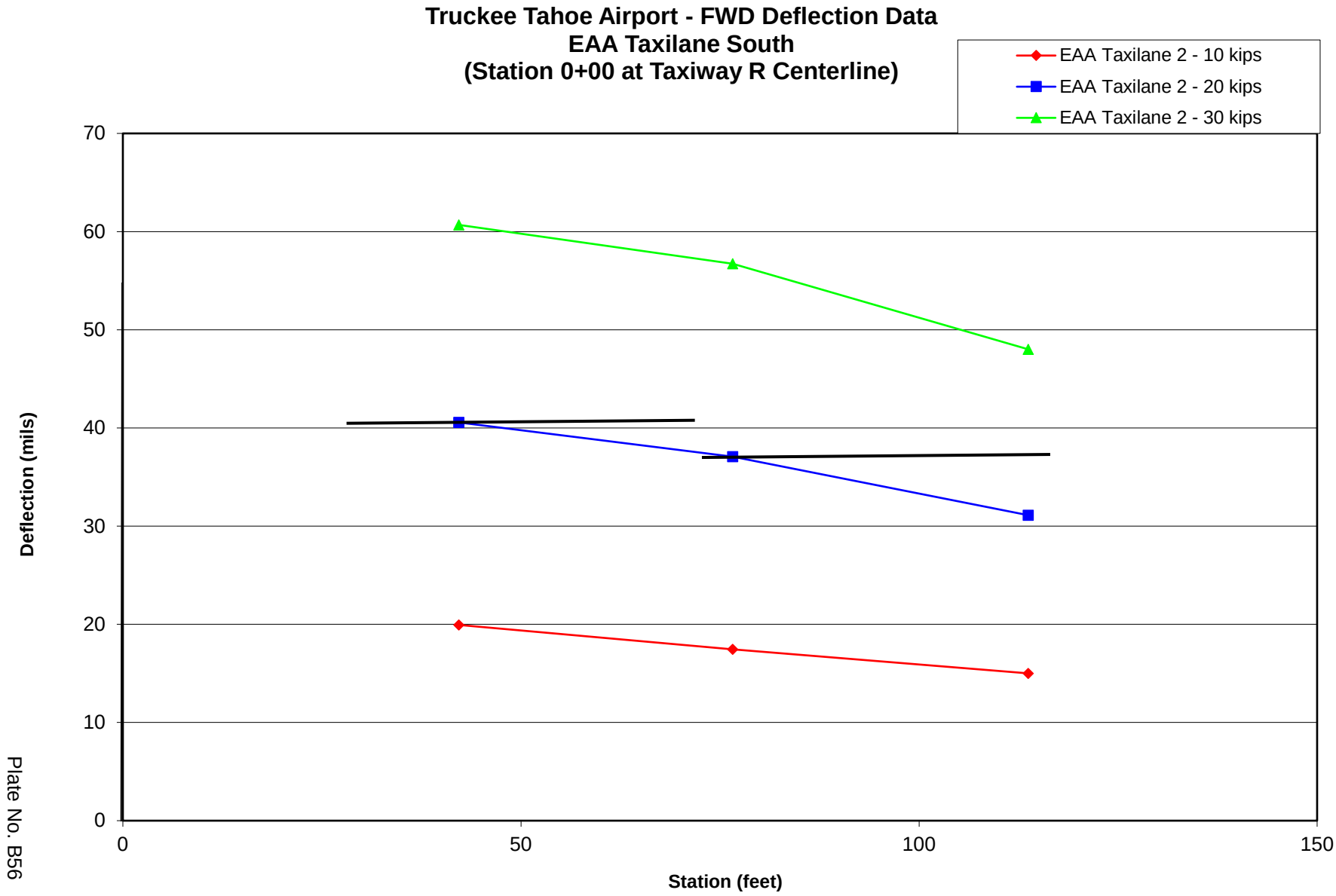

Truckee Tahoe Airport - FWD Deflection Data
EAA Taxilane South
(Station 0+00 at Taxiway R Centerline)
EAA Taxilane 2 - 10 kips
EAA Taxilane 2 - 20 kips
EAA Taxilane 2 - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
Station (feet)

Plate No. B56

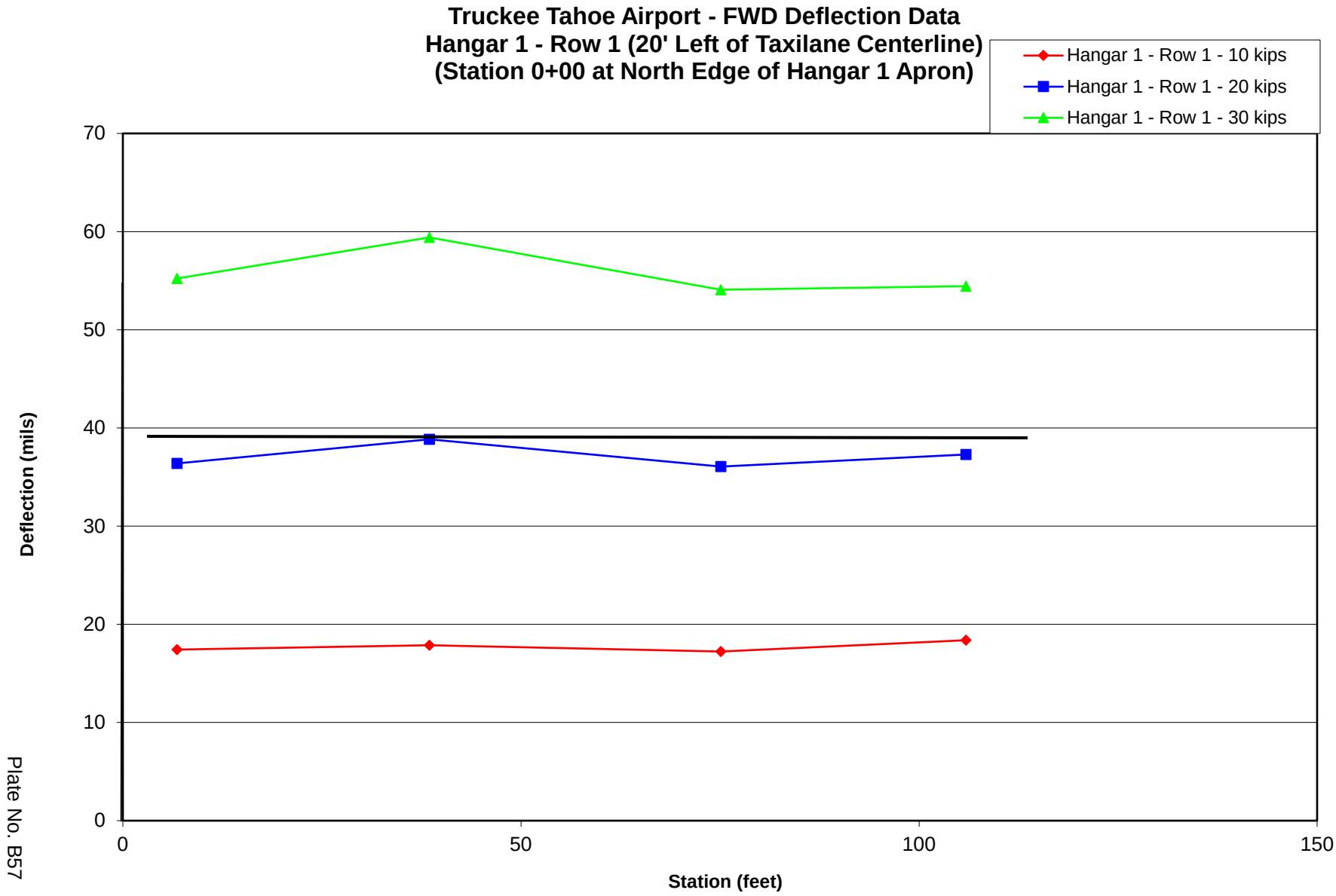

Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 1 (20' Left of Taxilane Centerline)
(Station 0+00 at North Edge of Hangar 1 Apron)
Hangar 1 - Row 1 - 10 kips
Hangar 1 - Row 1 - 20 kips
Hangar 1 - Row 1 - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
Station (feet)

Plate No. B57

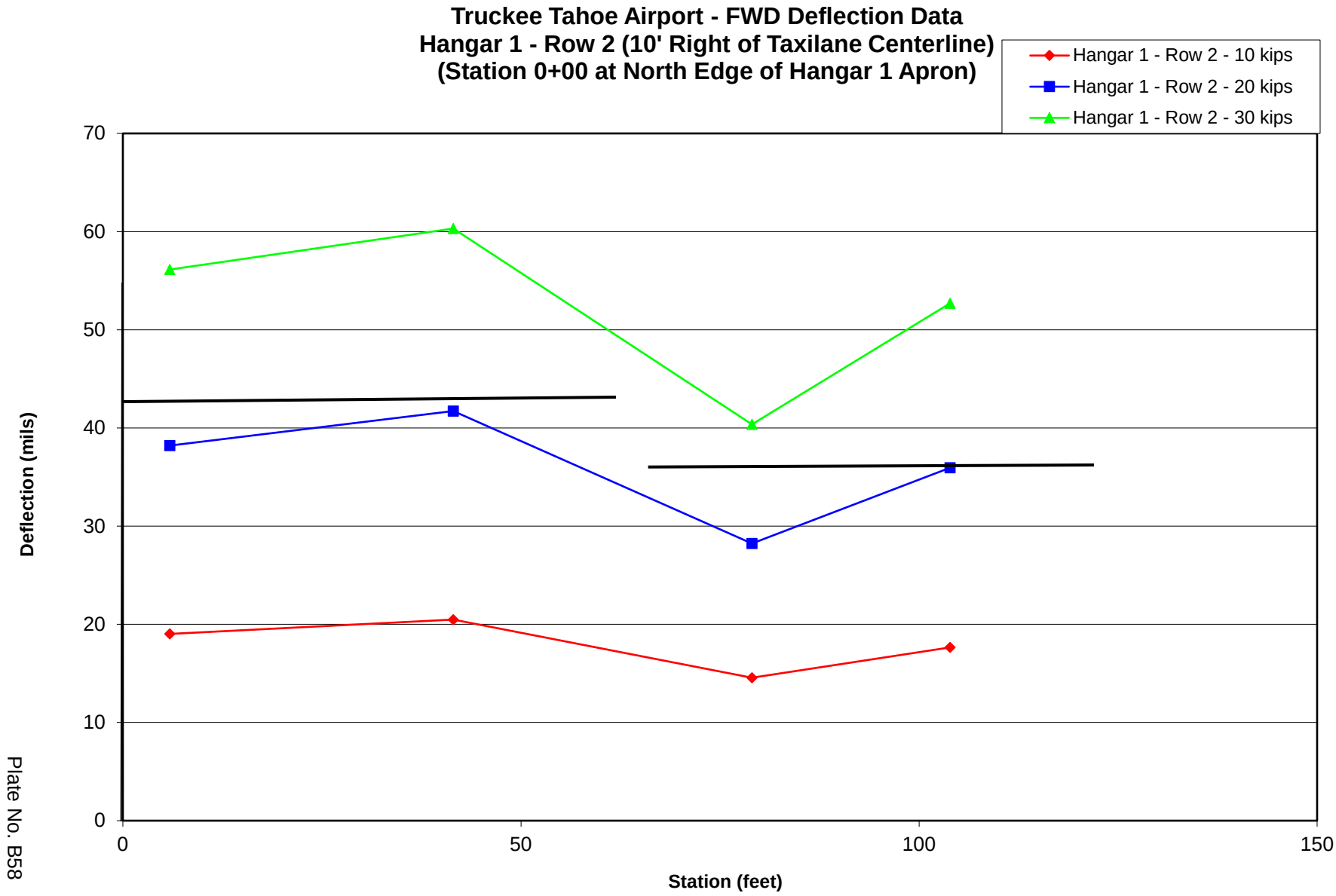

Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 2 (10' Right of Taxilane Centerline)
(Station 0+00 at North Edge of Hangar 1 Apron)
Hangar 1 - Row 2 - 10 kips
Hangar 1 - Row 2 - 20 kips
Hangar 1 - Row 2 - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
Station (feet)

Plate No. B58

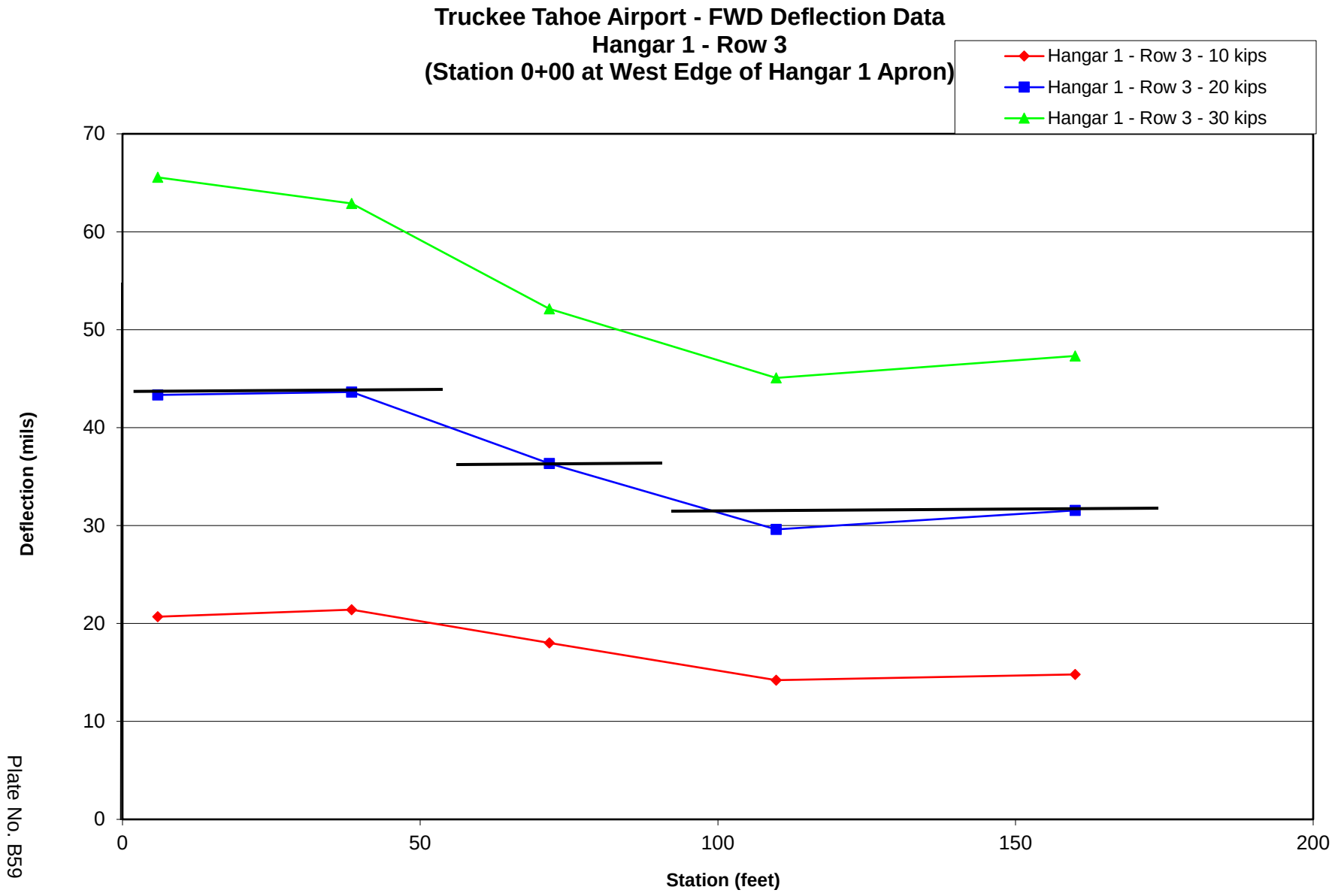
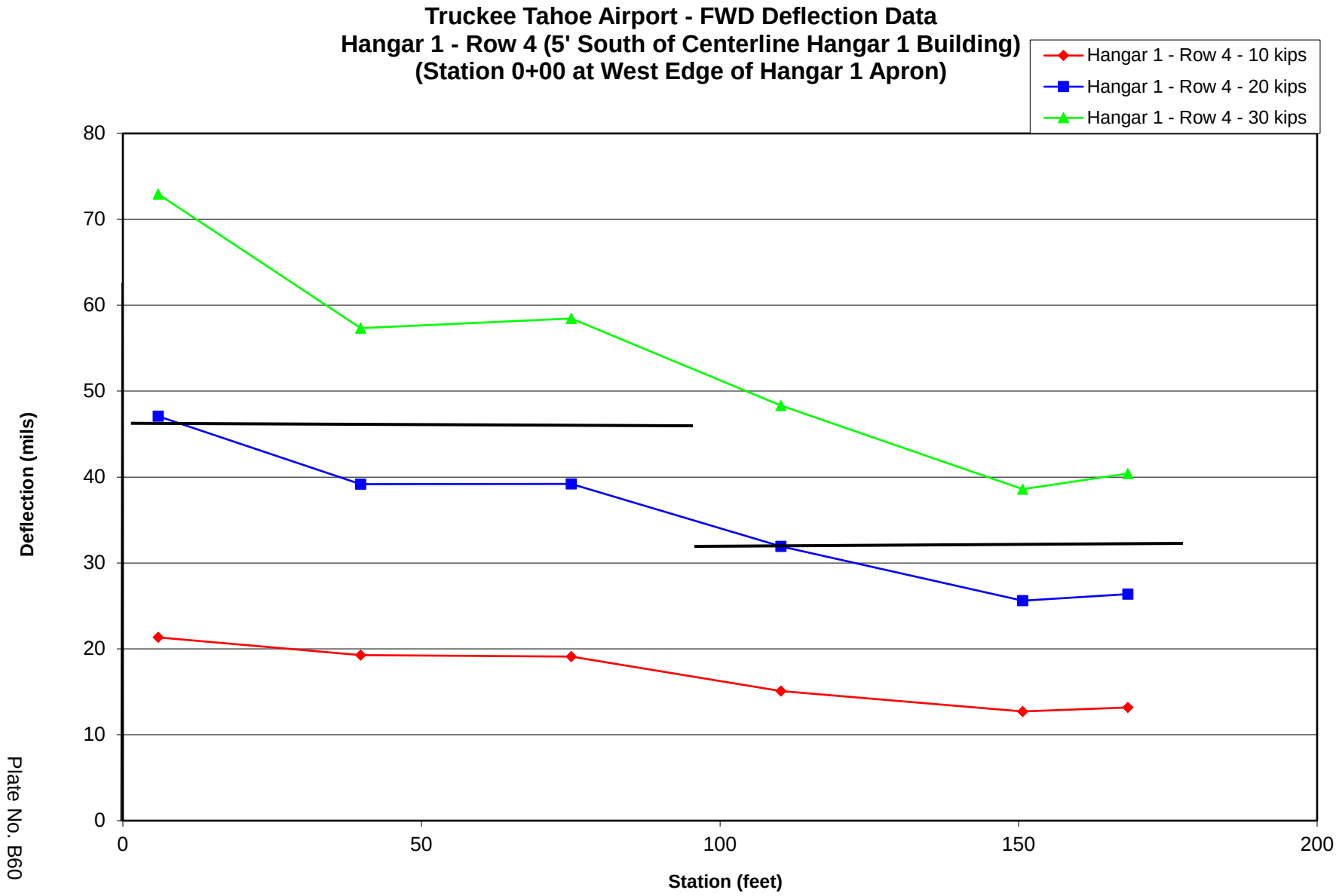

Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 3
(Station 0+00 at West Edge of Hangar 1 Apron)
Hangar 1 - Row 3 - 10 kips
Hangar 1 - Row 3 - 20 kips
Hangar 1 - Row 3 - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)

Plate No. B59


Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 4 (5' South of Centerline Hangar 1 Building)
(Station 0+00 at West Edge of Hangar 1 Apron)
Hangar 1 - Row 4 - 10 kips
Hangar 1 - Row 4 - 20 kips
Hangar 1 - Row 4 - 30 kips
Deflection (mils)
80
70
60
50
40
30
20
10
0
0
50
100
150
200
Station (feet)
Plate No. B60

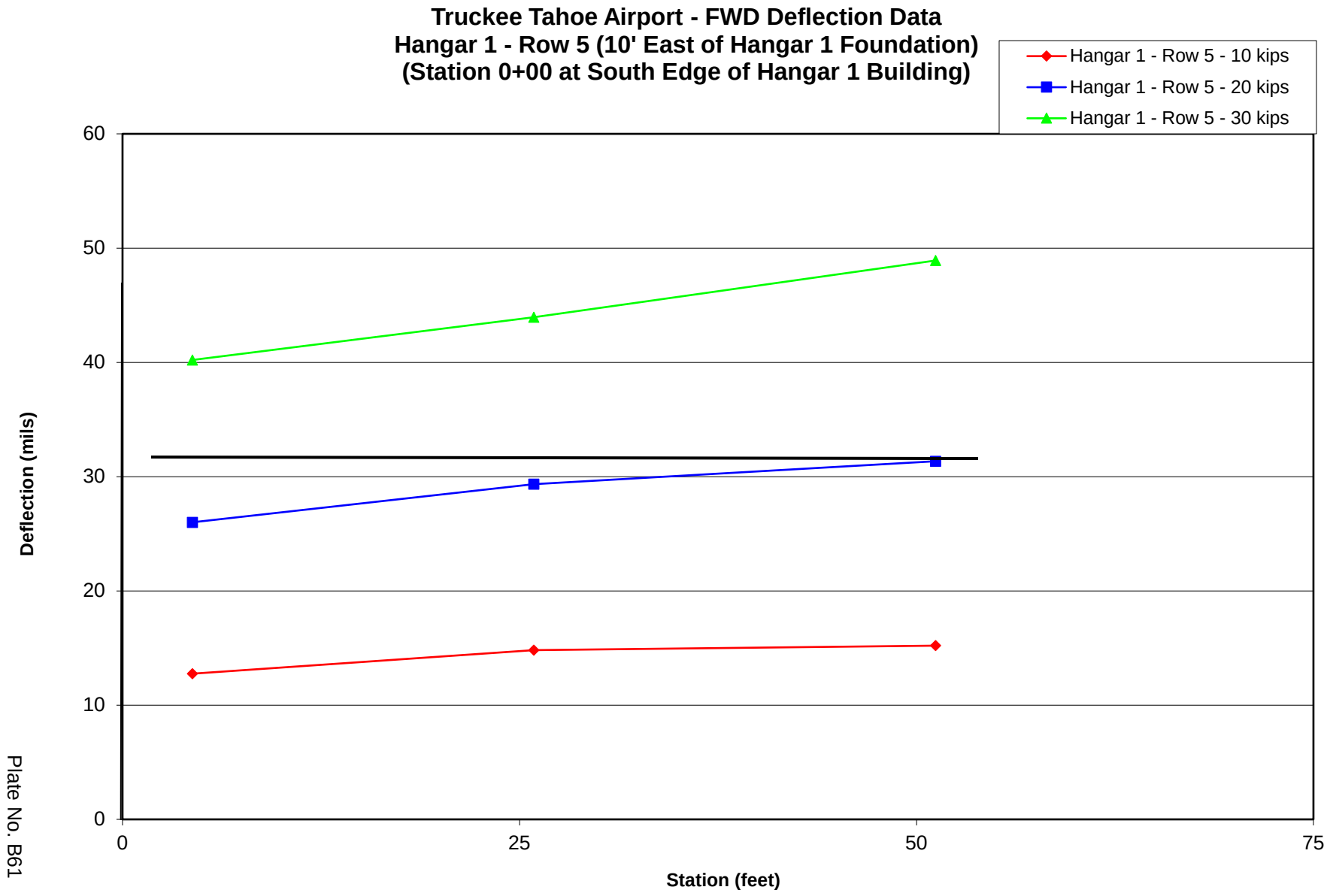

Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 5 (10' East of Hangar 1 Foundation)
(Station 0+00 at South Edge of Hangar 1 Building)
Hangar 1 - Row 5 - 10 kips
Hangar 1 - Row 5 - 20 kips
Hangar 1 - Row 5 - 30 kips
Deflection (mils)
60
50
40
30
20
10
0
0
25
50
75
Station (feet)

Plate No. B61

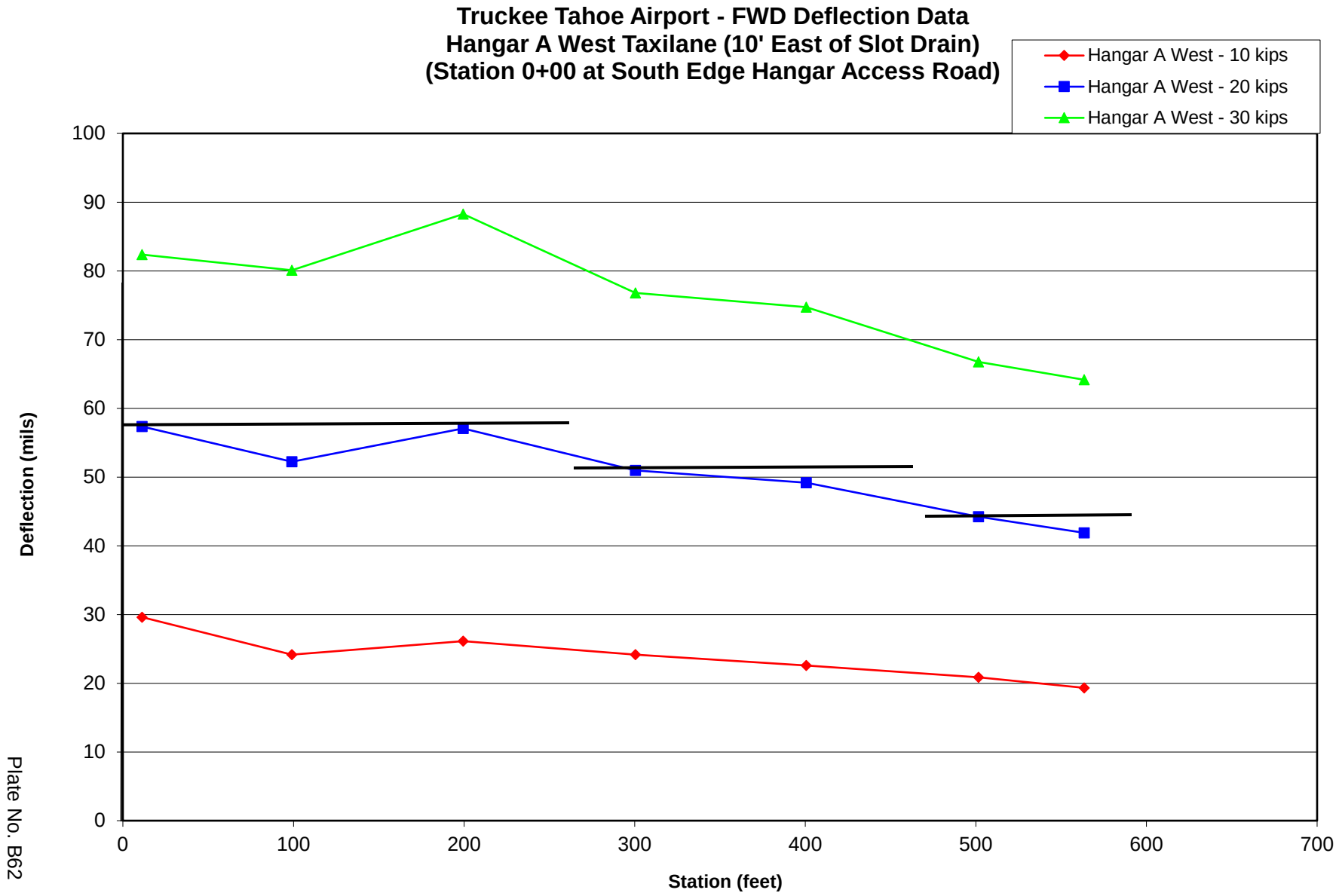

Truckee Tahoe Airport - FWD Deflection Data
Hangar A West Taxilane (10' East of Slot Drain)
(Station 0+00 at South Edge Hangar Access Road)
Hangar A West - 10 kips
Hangar A West - 20 kips
Hangar A West - 30 kips
Deflection (mils)
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B62

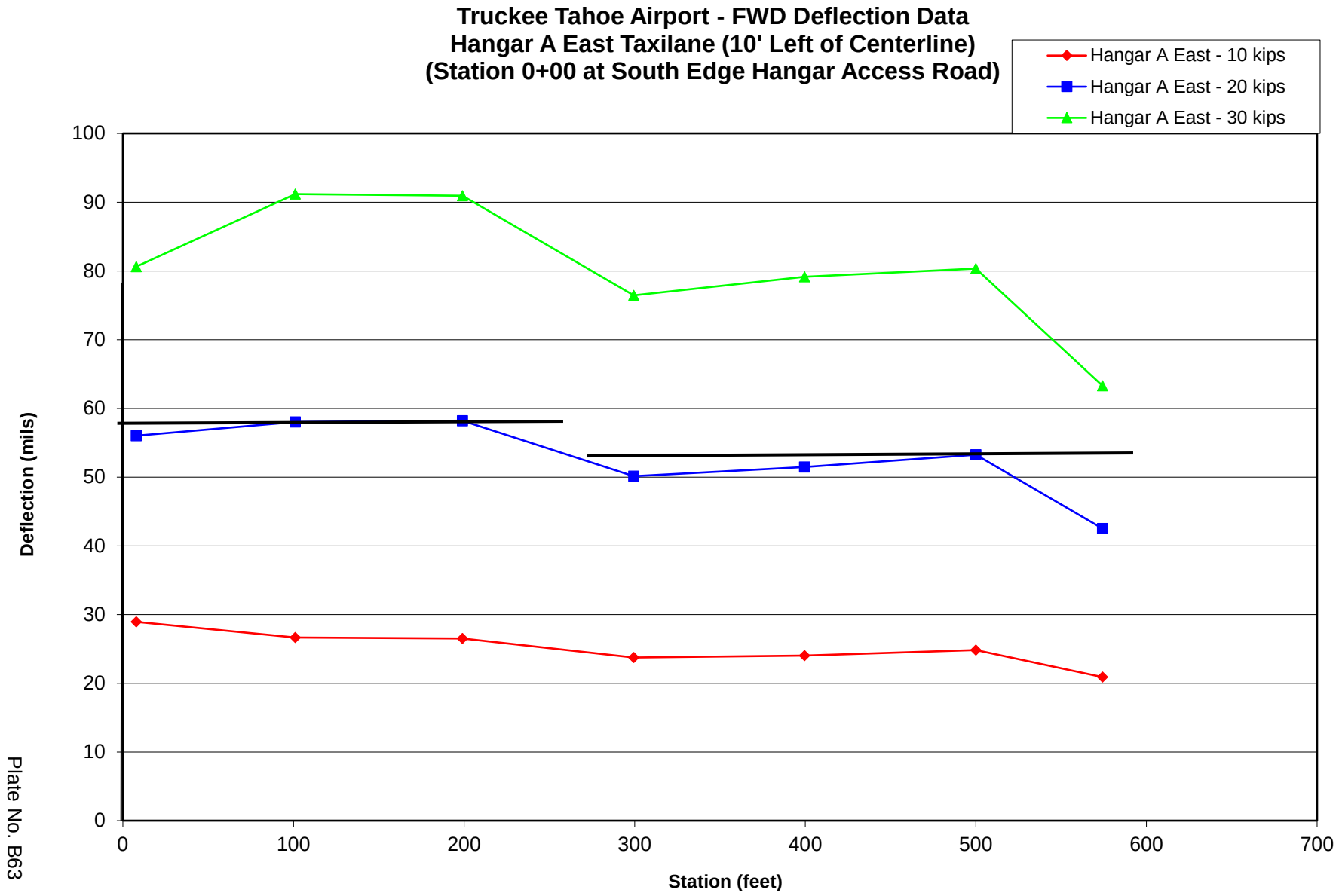

Truckee Tahoe Airport - FWD Deflection Data
Hangar A East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar A East - 10 kips
Hangar A East - 20 kips
Hangar A East - 30 kips
Deflection (mils)
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B63

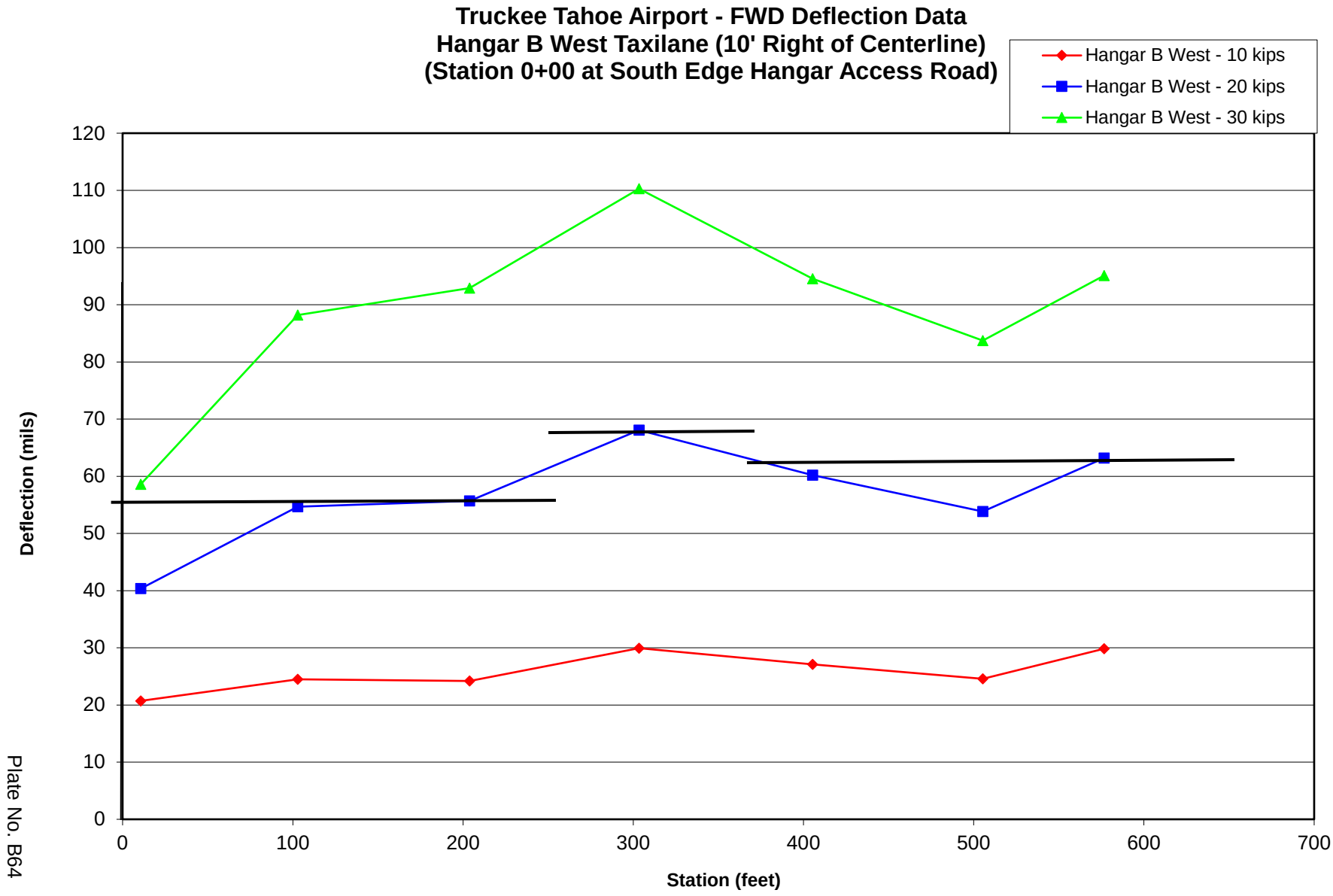

Truckee Tahoe Airport - FWD Deflection Data
Hangar B West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar B West - 10 kips
Hangar B West - 20 kips
Hangar B West - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
100
110
120
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B64

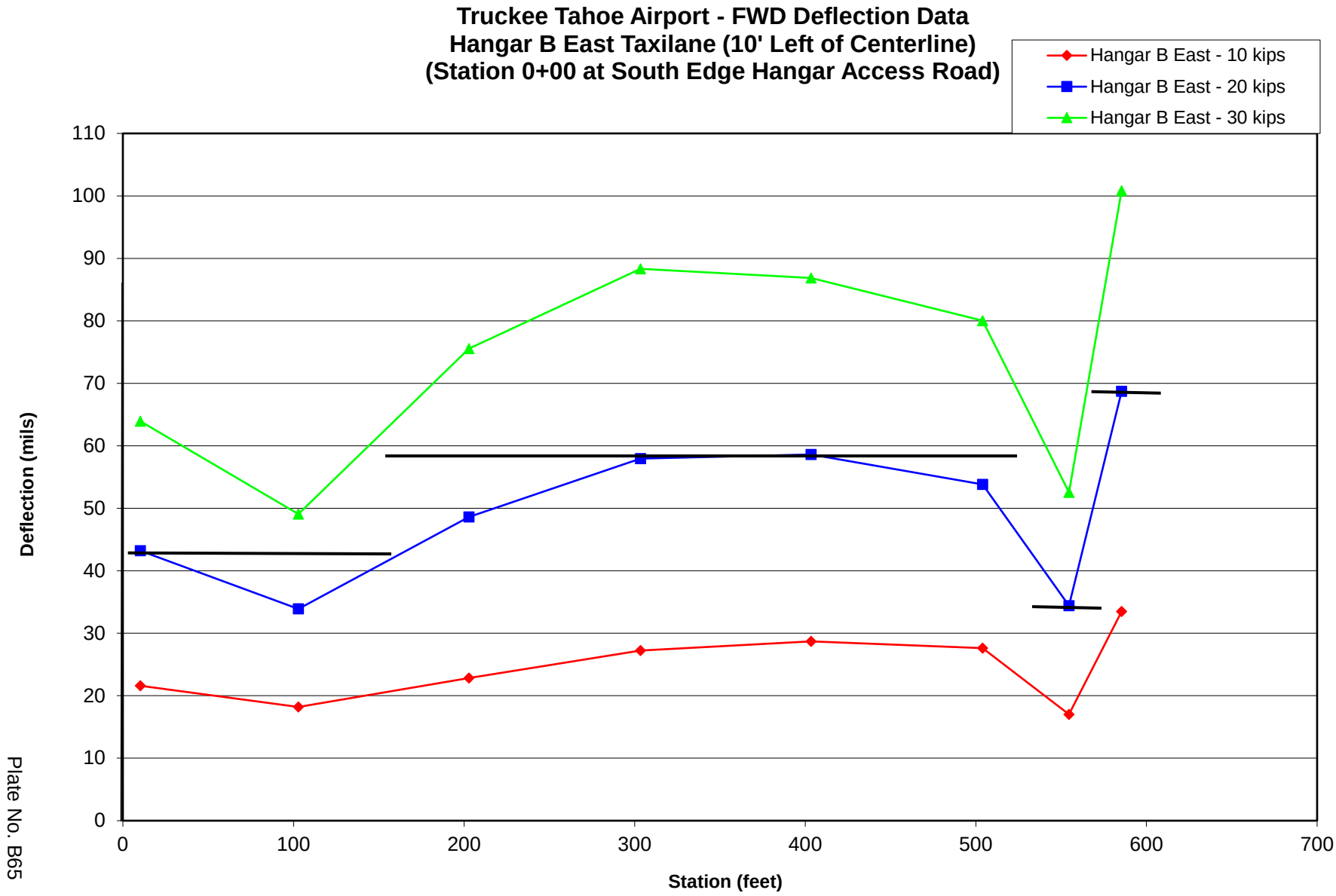

Truckee Tahoe Airport - FWD Deflection Data
Hangar B East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar B East - 10 kips
Hangar B East - 20 kips
Hangar B East - 30 kips
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
100
200
300
400
500
600
700

Plate No. B65

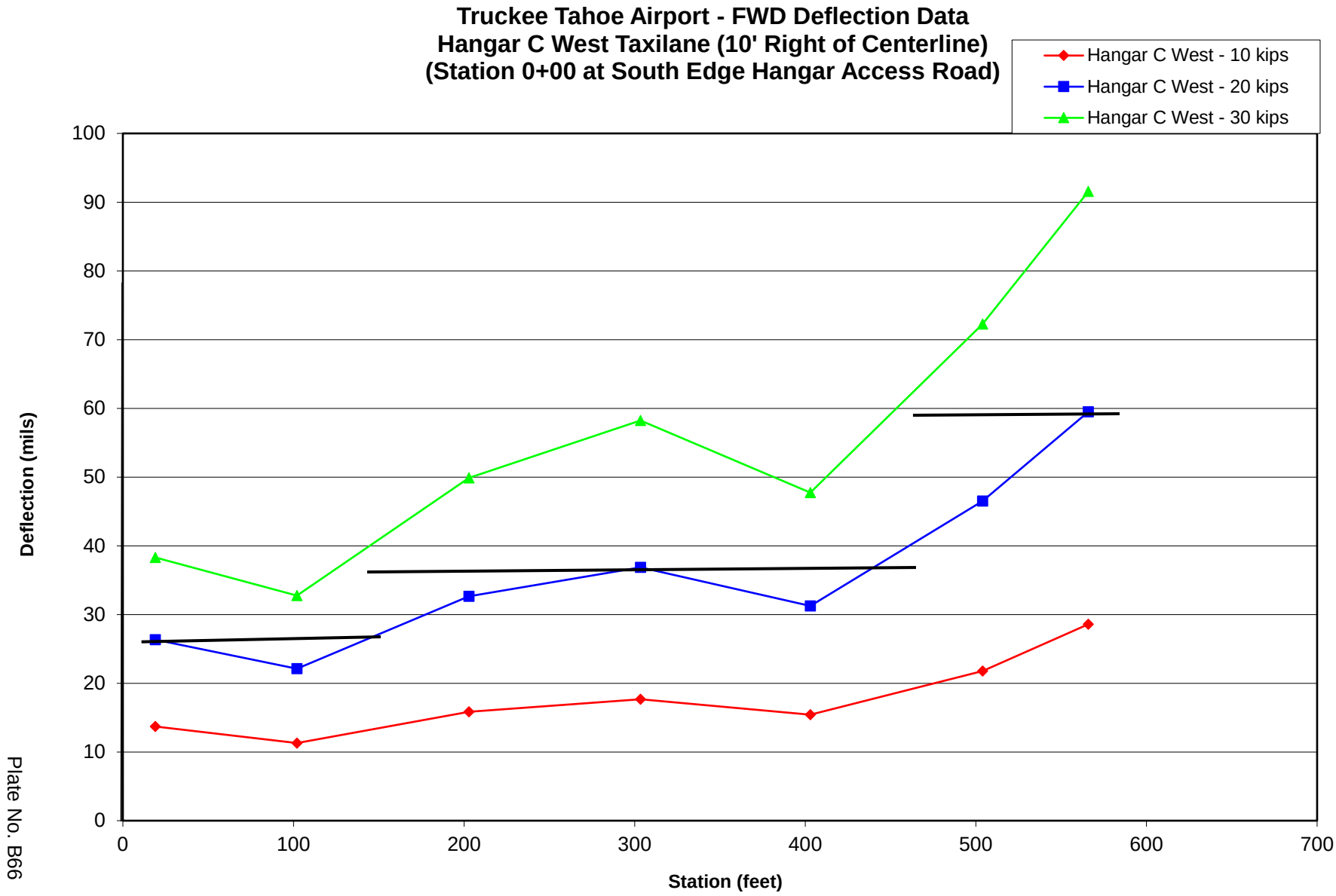

Truckee Tahoe Airport - FWD Deflection Data
Hangar C West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar C West - 10 kips
Hangar C West - 20 kips
Hangar C West - 30 kips
Deflection (mils)
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B66

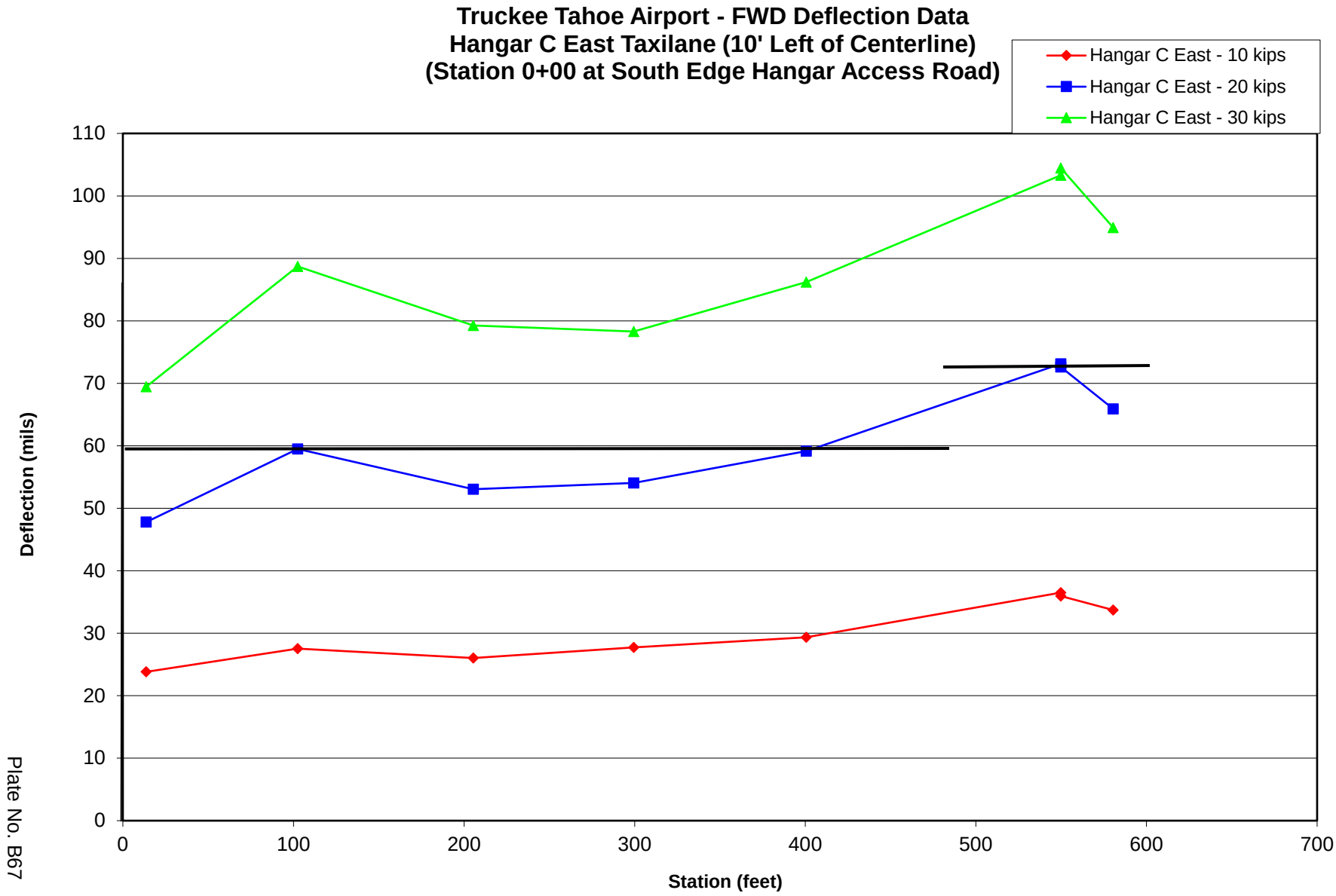

Truckee Tahoe Airport - FWD Deflection Data
Hangar C East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar C East - 10 kips
Hangar C East - 20 kips
Hangar C East - 30 kips
Deflection (mils)
110
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B67

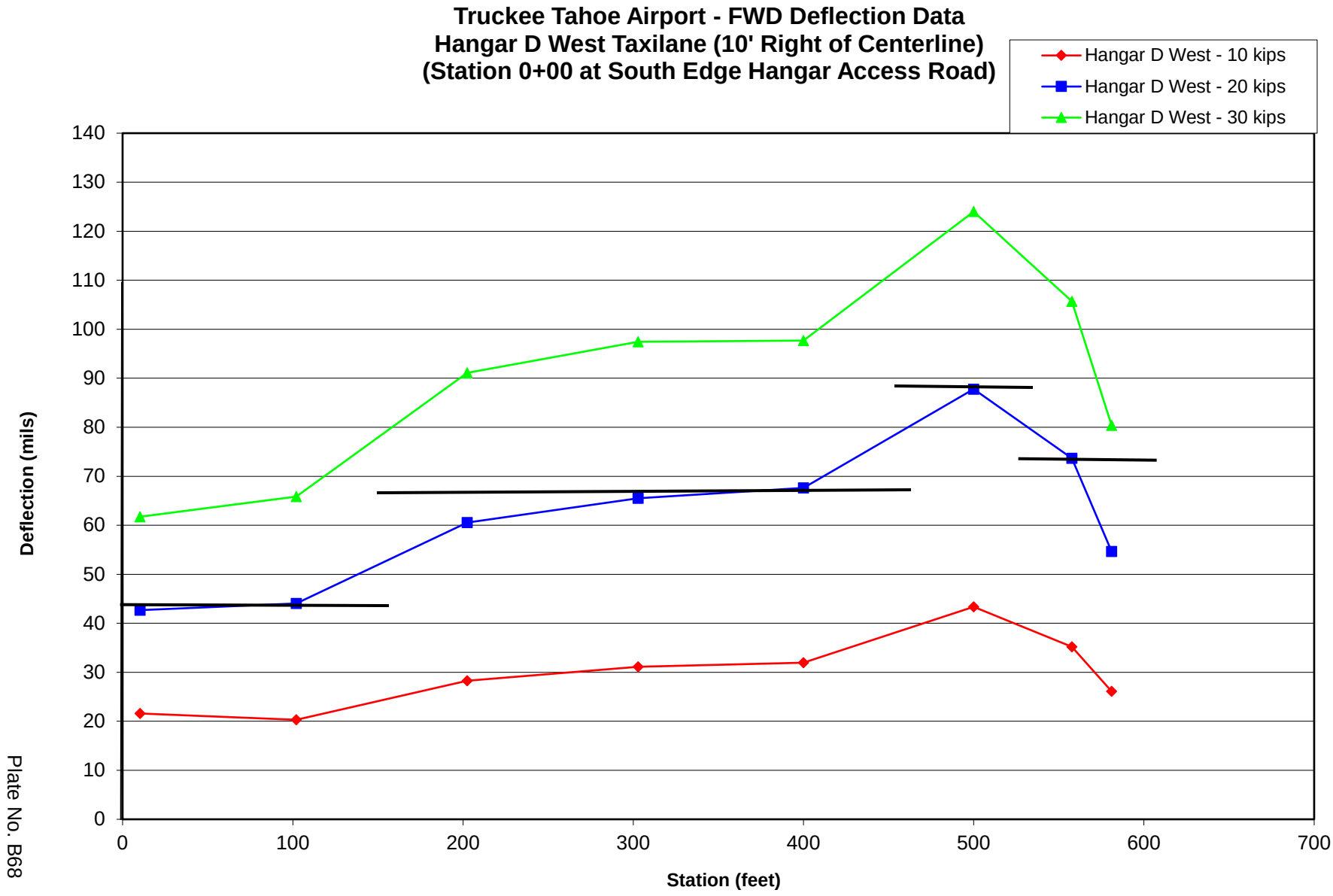

Truckee Tahoe Airport - FWD Deflection Data
Hangar D West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar D West - 10 kips
Hangar D West - 20 kips
Hangar D West - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B68

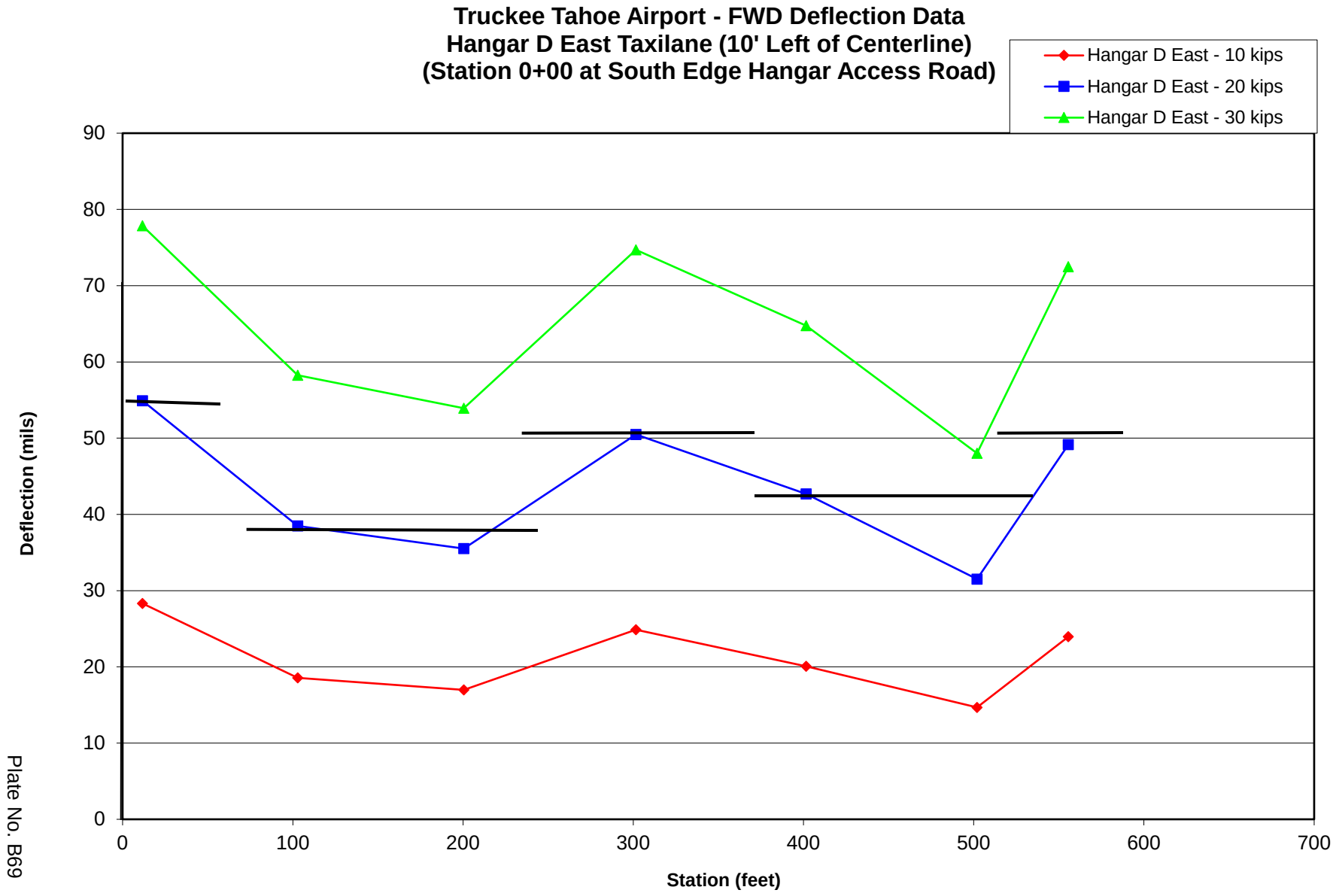

Truckee Tahoe Airport - FWD Deflection Data
Hangar D East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar D East - 10 kips
Hangar D East - 20 kips
Hangar D East - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B69

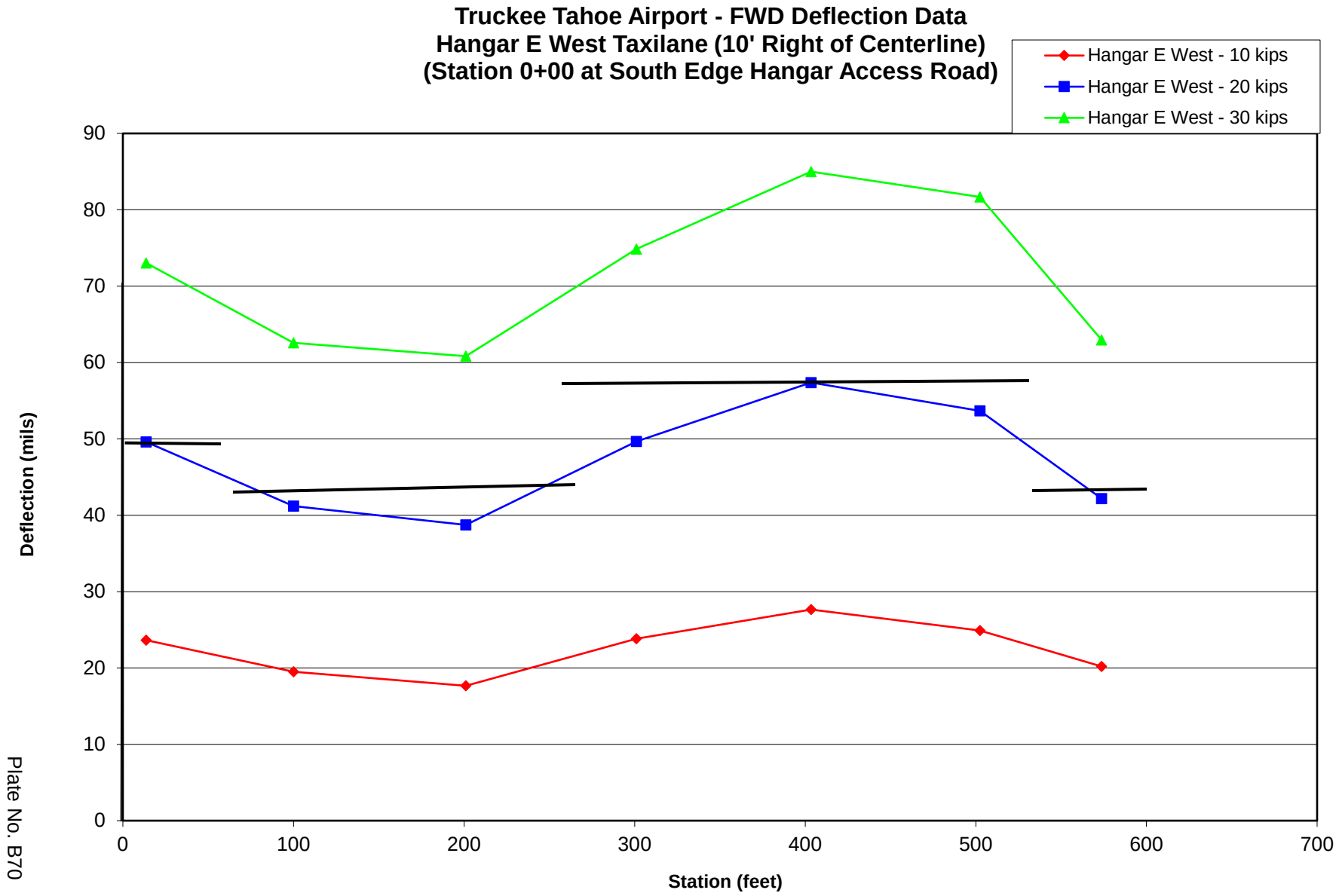

Truckee Tahoe Airport - FWD Deflection Data
Hangar E West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar E West - 10 kips
Hangar E West - 20 kips
Hangar E West - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B70

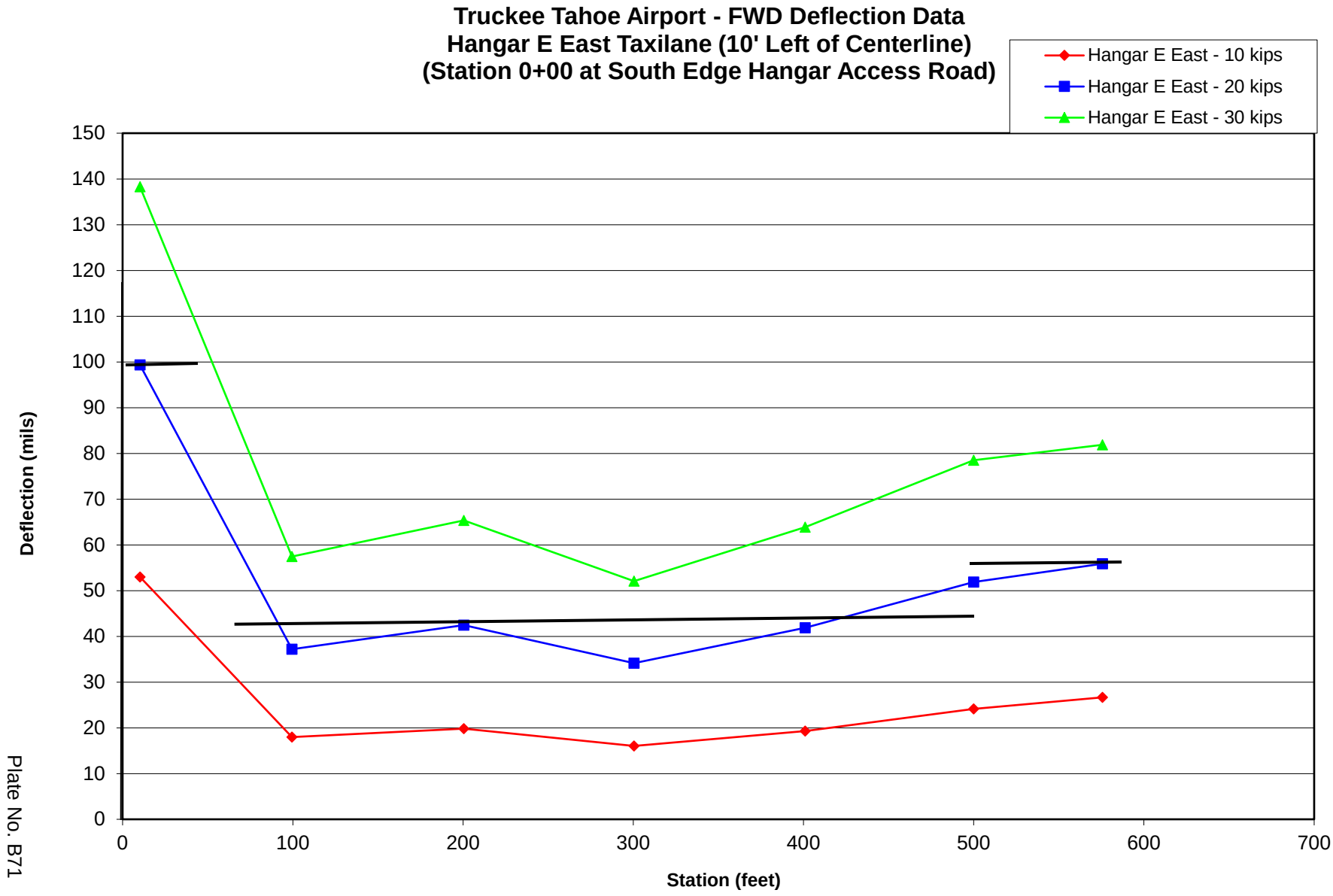

Truckee Tahoe Airport - FWD Deflection Data
Hangar E East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar E East - 10 kips
Hangar E East - 20 kips
Hangar E East - 30 kips
Deflection (mils)
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B71

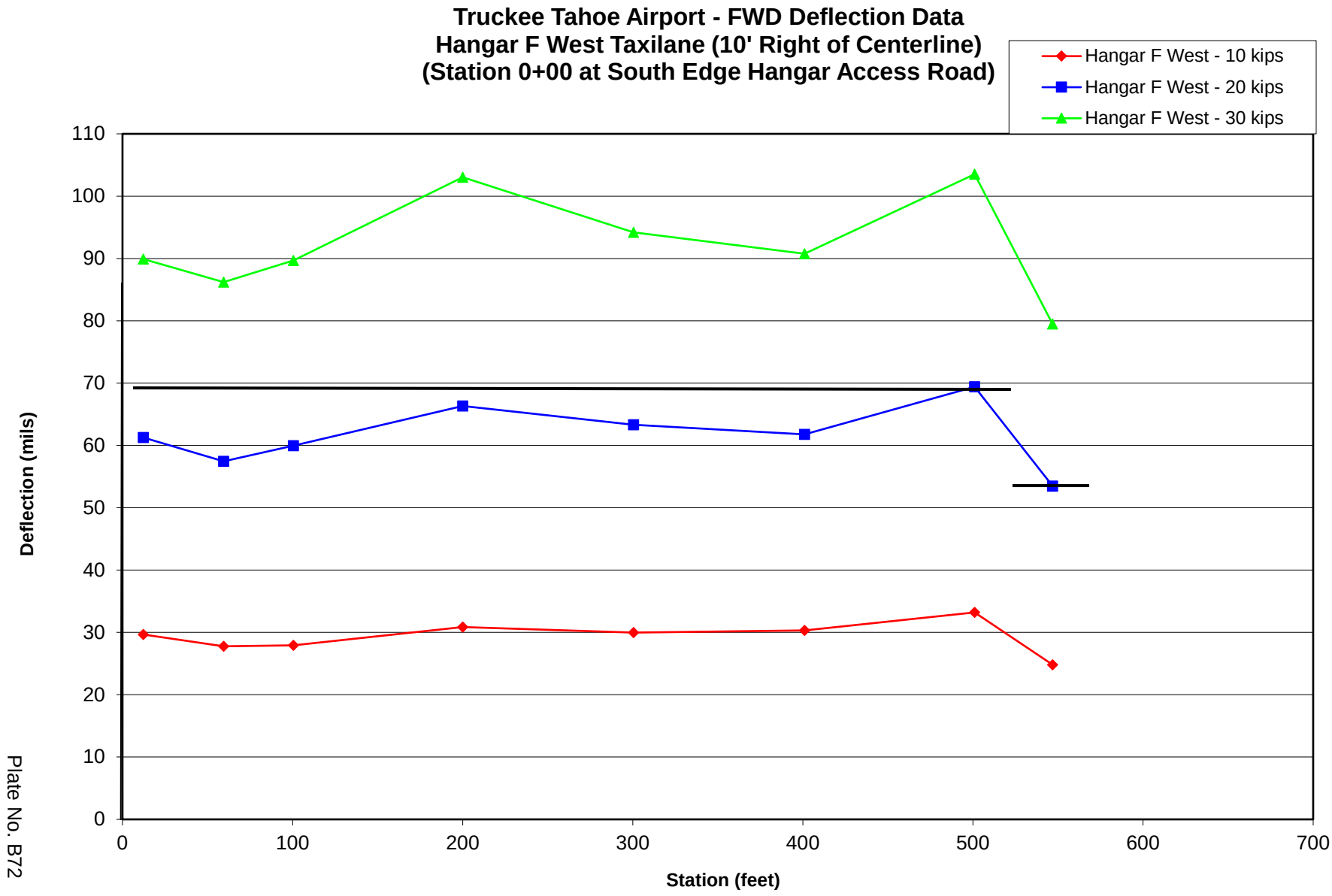

Truckee Tahoe Airport - FWD Deflection Data
Hangar F West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar F West - 10 kips
Hangar F West - 20 kips
Hangar F West - 30 kips
Deflection (mils)
110
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B72

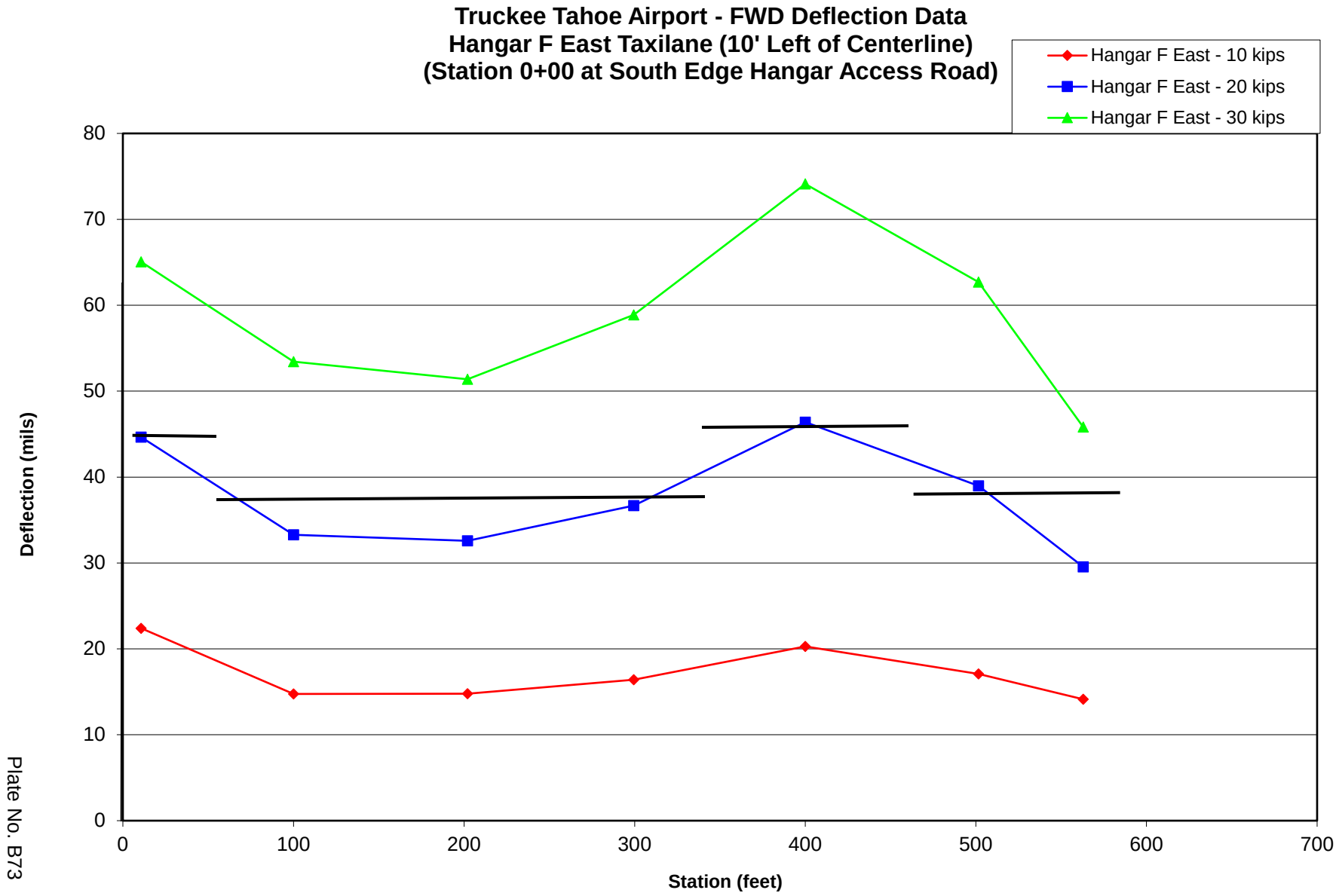

Truckee Tahoe Airport - FWD Deflection Data
Hangar F East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar F East - 10 kips
Hangar F East - 20 kips
Hangar F East - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B73

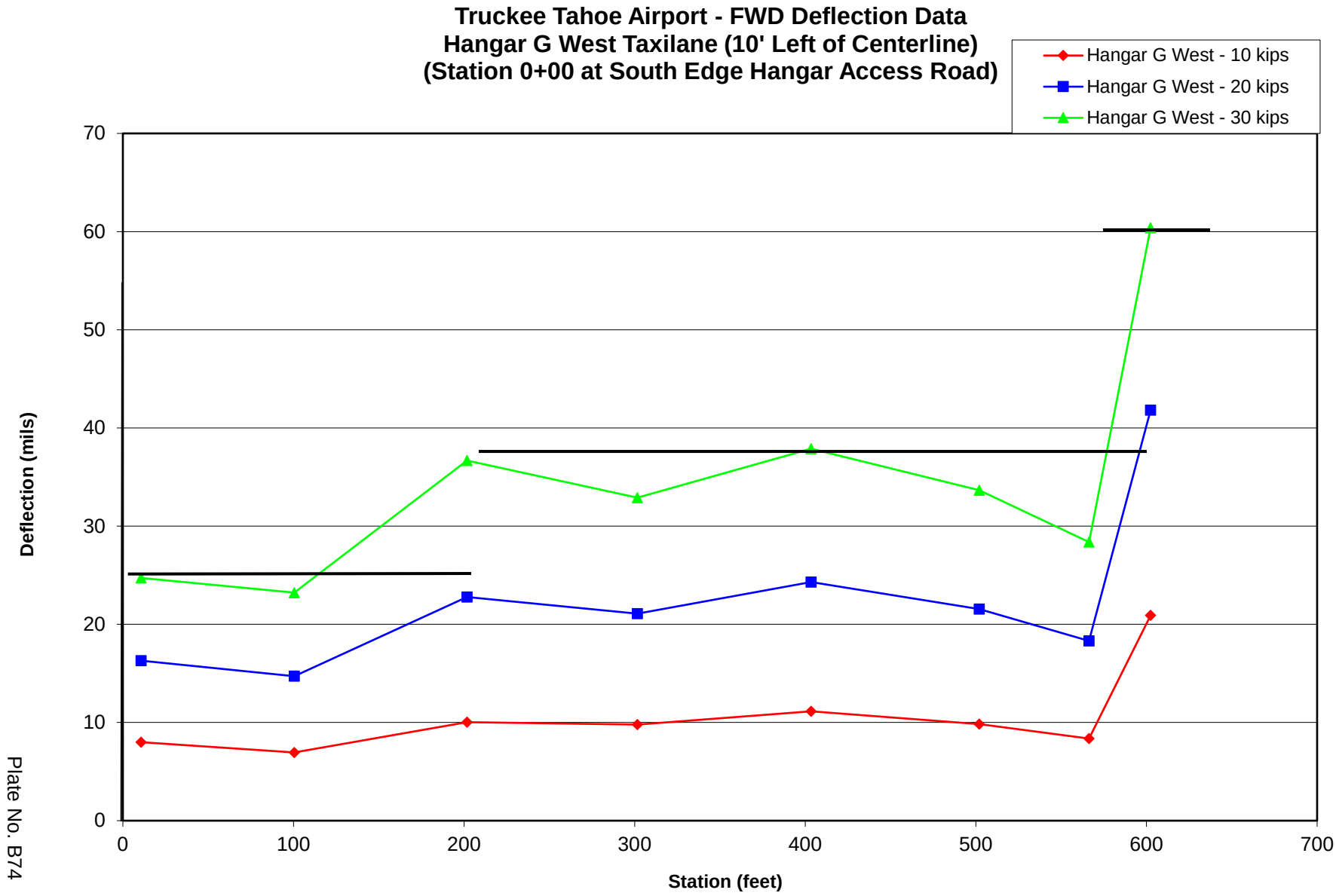

Truckee Tahoe Airport - FWD Deflection Data
Hangar G West Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar G West - 10 kips
Hangar G West - 20 kips
Hangar G West - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B74

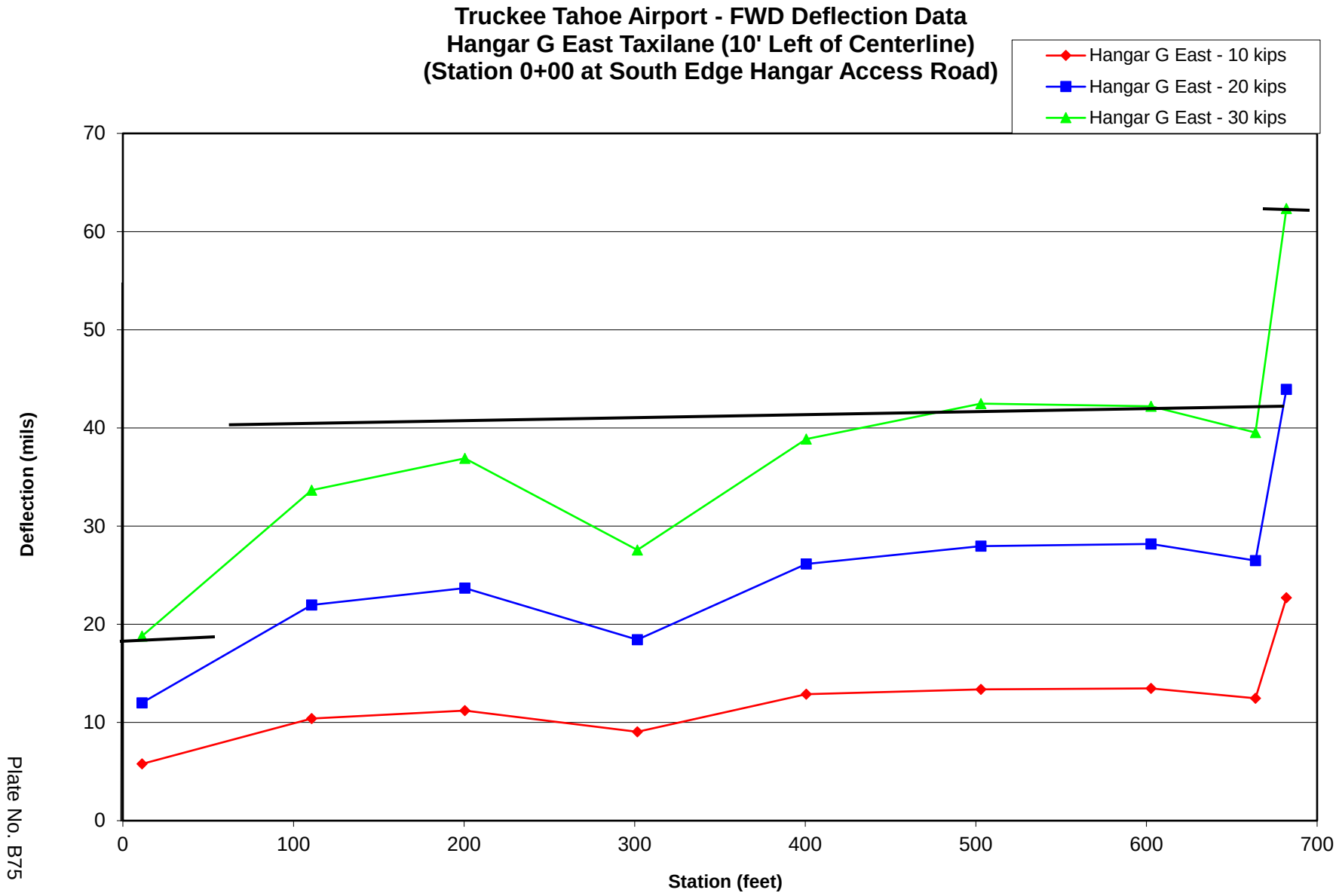

Truckee Tahoe Airport - FWD Deflection Data
Hangar G East Taxilane (10' Left of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar G East - 10 kips
Hangar G East - 20 kips
Hangar G East - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B75

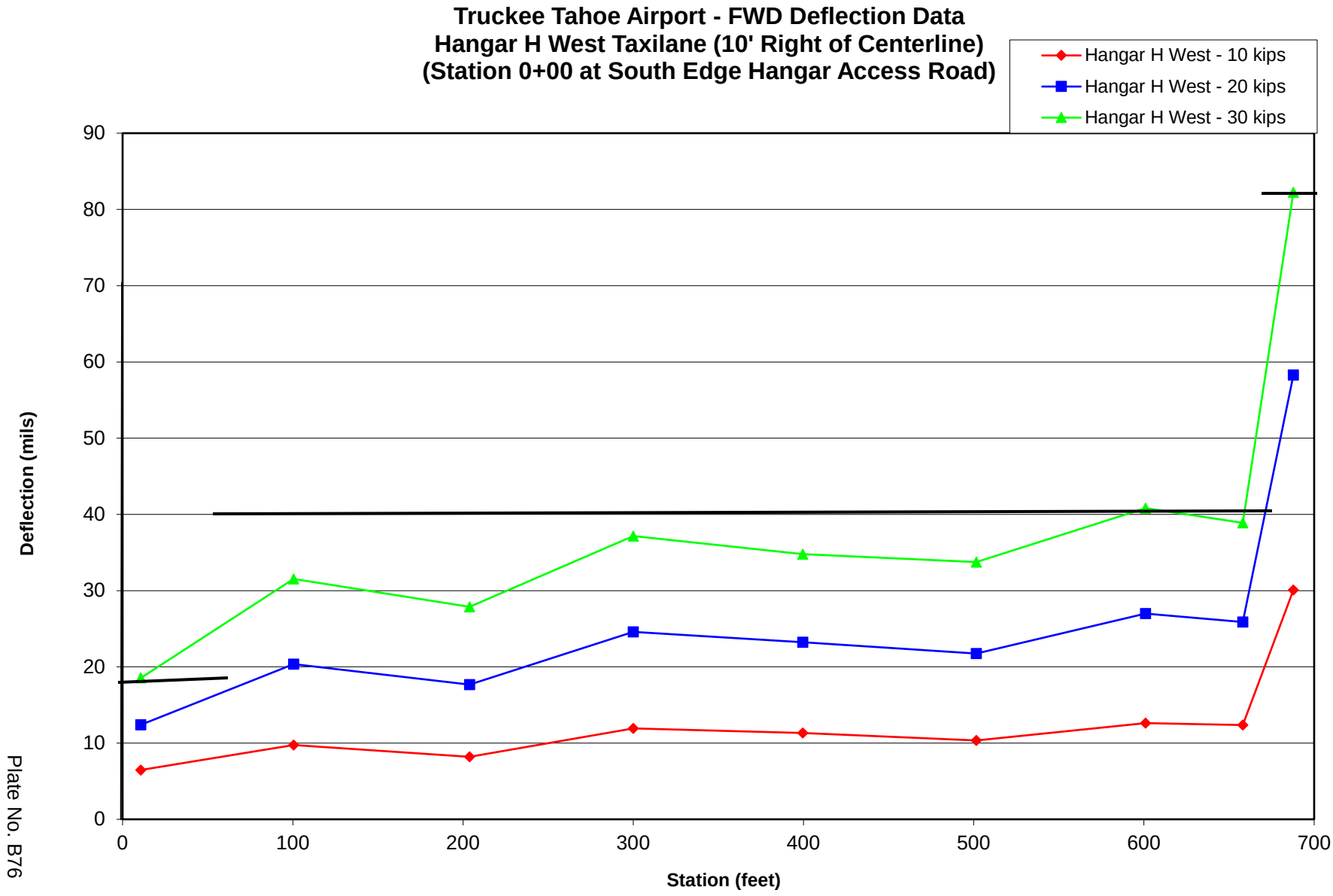

Truckee Tahoe Airport - FWD Deflection Data
Hangar H West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)
Hangar H West - 10 kips
Hangar H West - 20 kips
Hangar H West - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B76

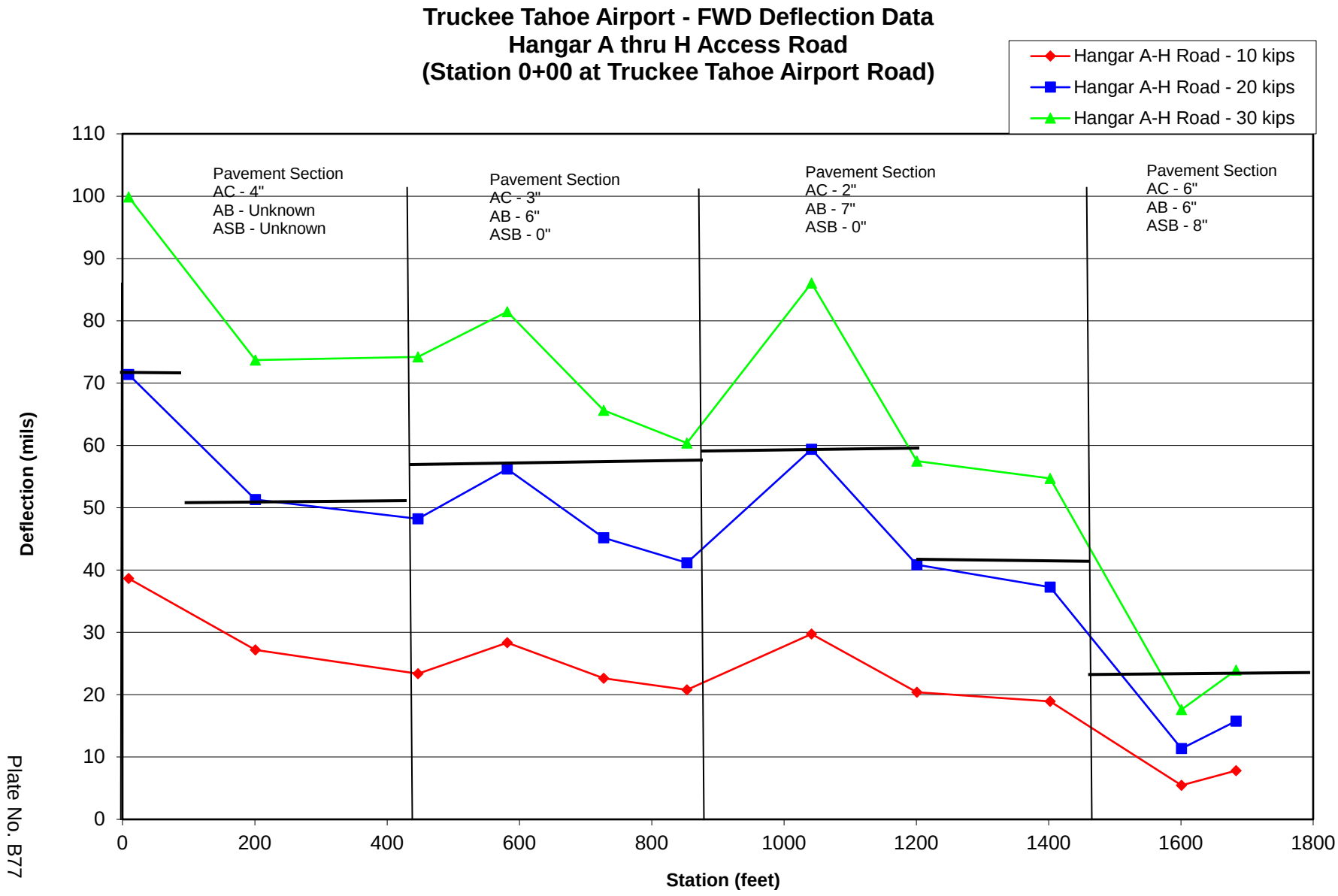

Truckee Tahoe Airport - FWD Deflection Data
Hangar A thru H Access Road
(Station 0+00 at Truckee Tahoe Airport Road)
Hangar A-H Road - 10 kips
Hangar A-H Road - 20 kips
Hangar A-H Road - 30 kips
Pavement Section
AC - 4"
AB - Unknown
ASB - Unknown
Pavement Section
AC - 3"
AB - 6"
ASB - 0"
Pavement Section
AC - 2"
AB - 7"
ASB - 0"
Pavement Section
AC - 6"
AB - 6"
ASB - 8"
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
200
400
600
800
1000
1200
1400
1600
1800

Plate No. B77

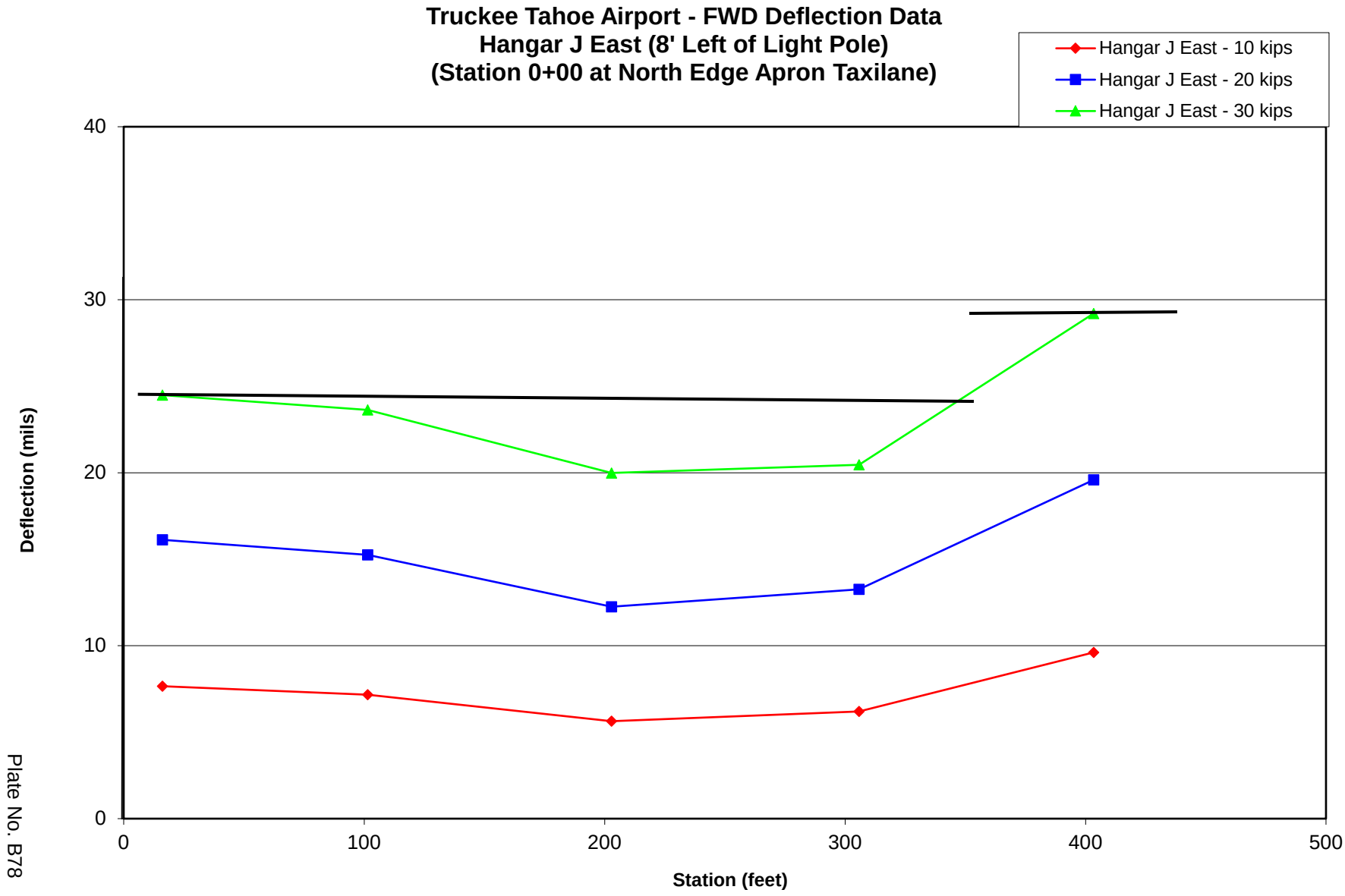

Truckee Tahoe Airport - FWD Deflection Data
Hangar J East (8' Left of Light Pole)
(Station 0+00 at North Edge Apron Taxilane)
Hangar J East - 10 kips
Hangar J East - 20 kips
Hangar J East - 30 kips
Deflection (mils)
40
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B78

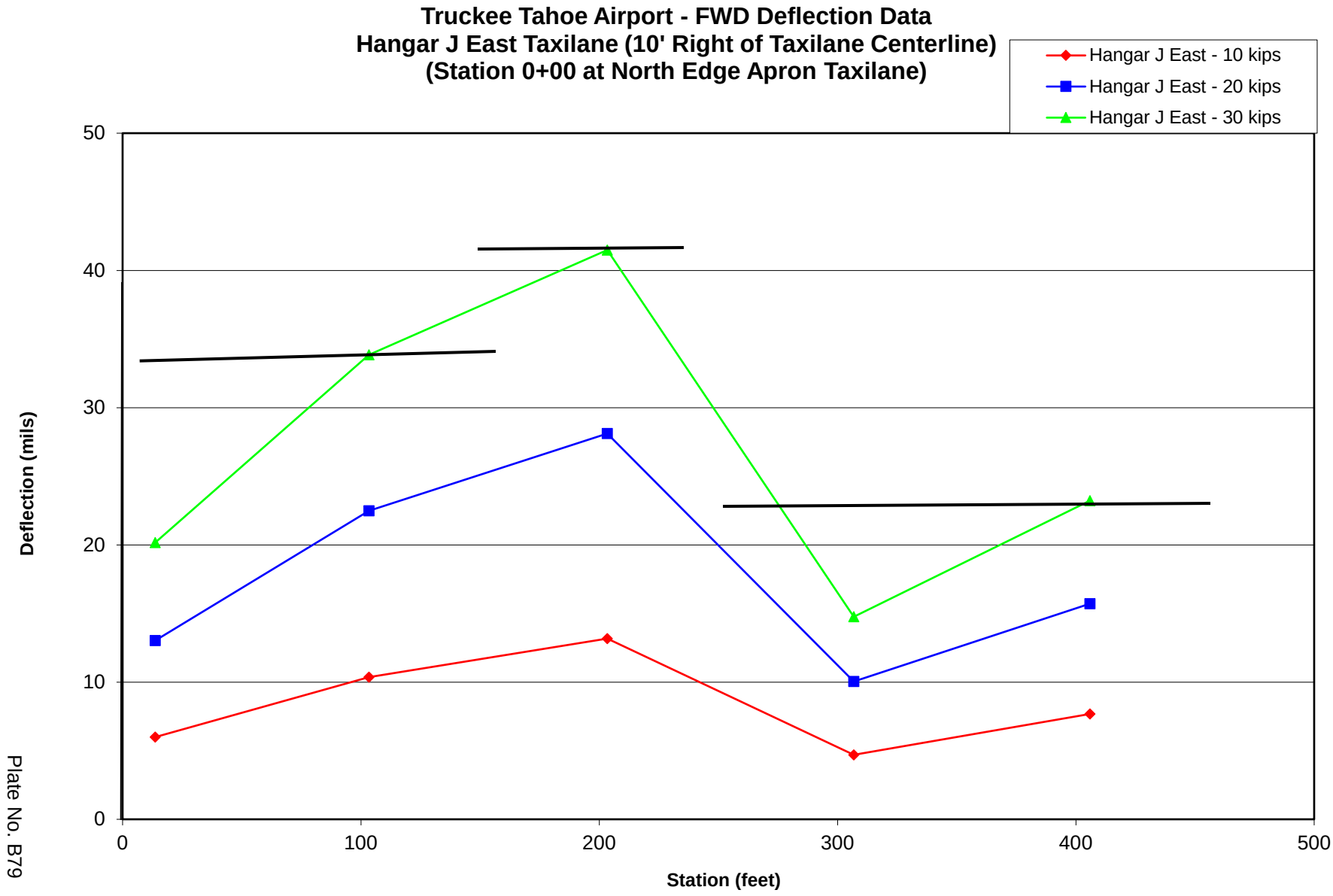

Truckee Tahoe Airport - FWD Deflection Data
Hangar J East Taxilane (10' Right of Taxilane Centerline)
(Station 0+00 at North Edge Apron Taxilane)
Hangar J East - 10 kips
Hangar J East - 20 kips
Hangar J East - 30 kips
Deflection (mils)
0
10
20
30
40
50
0
100
200
300
400
500
Station (feet)

Plate No. B79

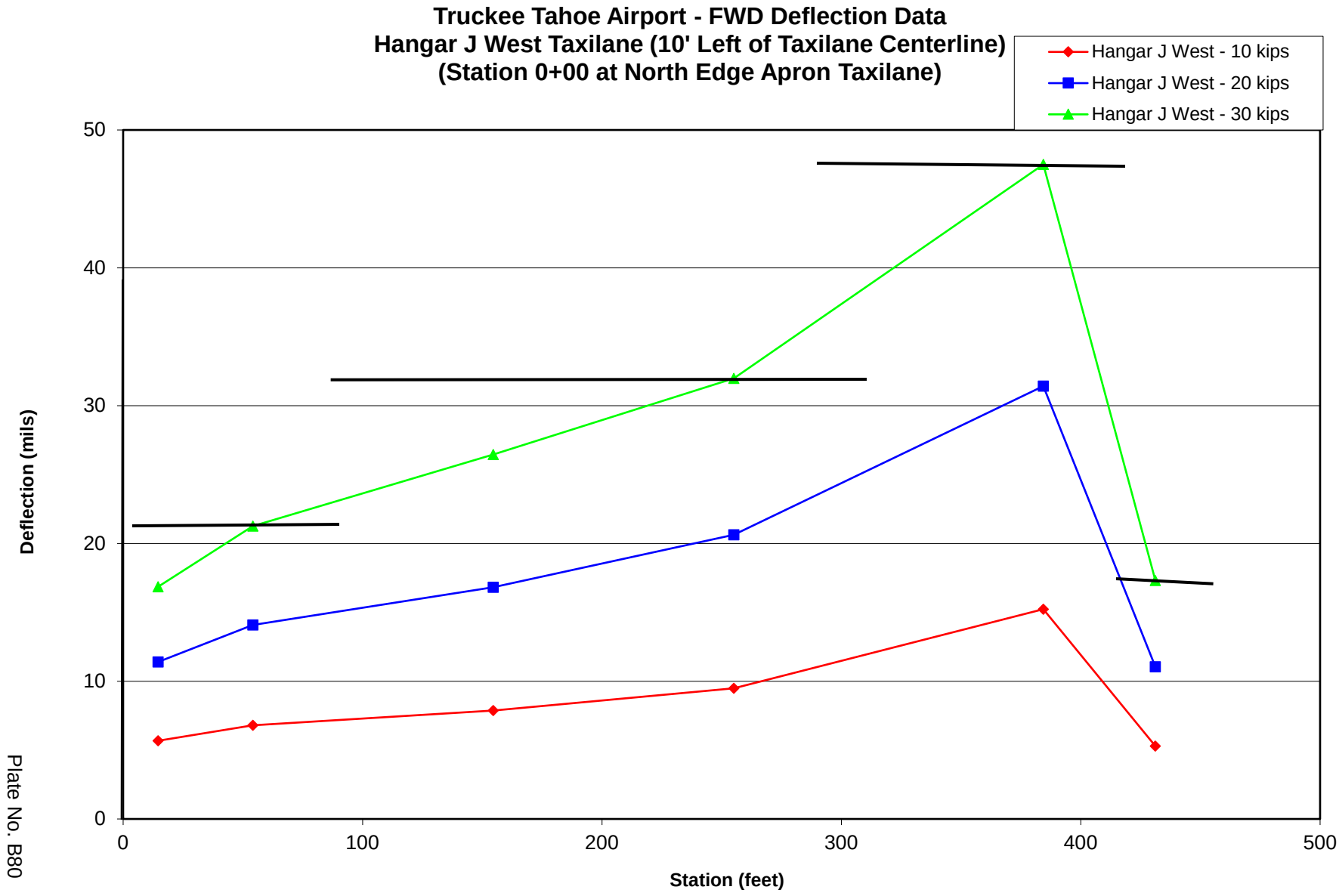

Truckee Tahoe Airport - FWD Deflection Data
Hangar J West Taxilane (10' Left of Taxilane Centerline)
(Station 0+00 at North Edge Apron Taxilane)
Hangar J West - 10 kips
Hangar J West - 20 kips
Hangar J West - 30 kips
Deflection (mils)
50
40
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B80

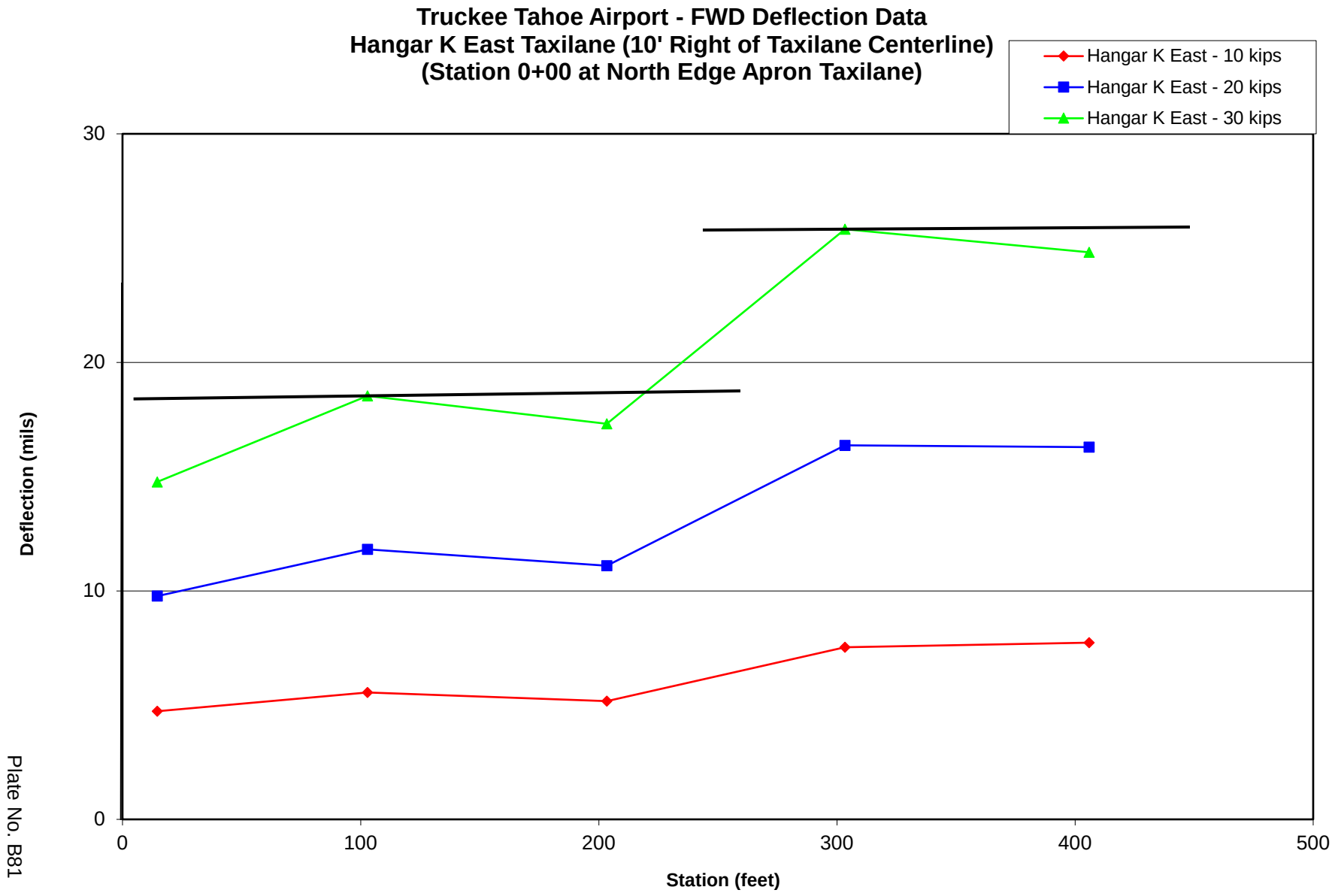

Truckee Tahoe Airport - FWD Deflection Data
Hangar K East Taxilane (10' Right of Taxilane Centerline)
(Station 0+00 at North Edge Apron Taxilane)
Hangar K East - 10 kips
Hangar K East - 20 kips
Hangar K East - 30 kips
Deflection (mils)
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B81

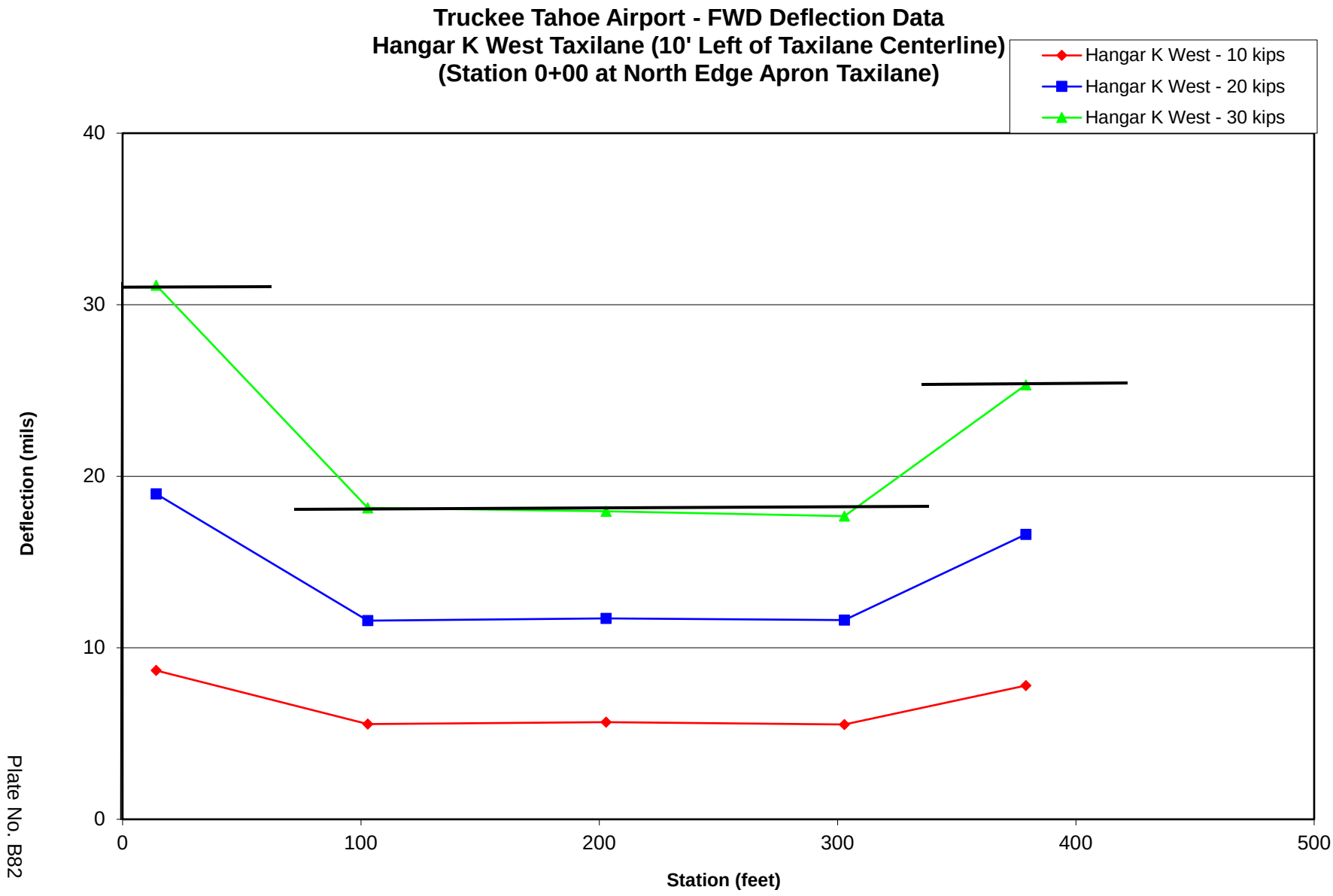

Truckee Tahoe Airport - FWD Deflection Data
Hangar K West Taxilane (10' Left of Taxilane Centerline)
(Station 0+00 at North Edge Apron Taxilane)
Hangar K West - 10 kips
Hangar K West - 20 kips
Hangar K West - 30 kips
Deflection (mils)
40
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B82

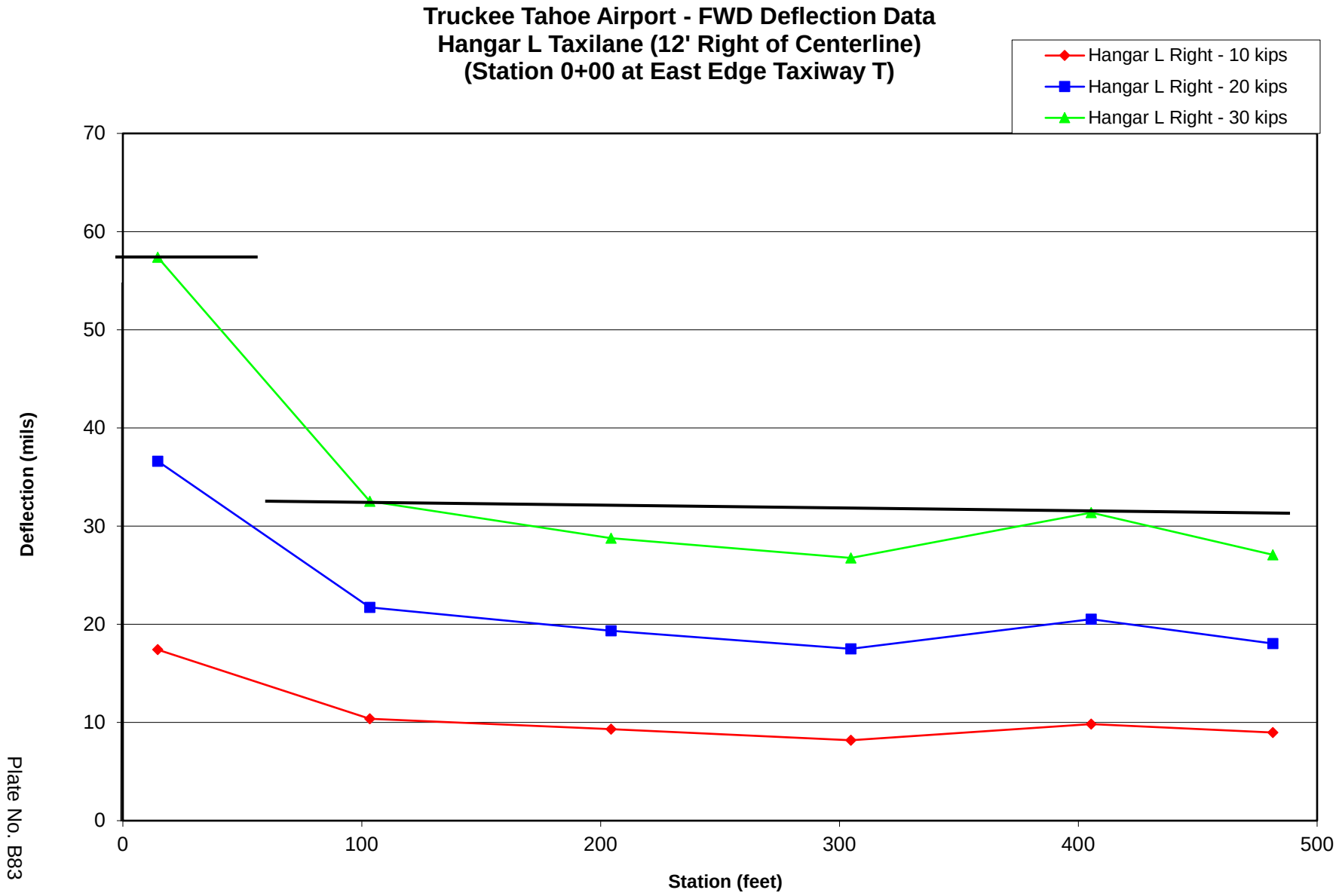

Truckee Tahoe Airport - FWD Deflection Data
Hangar L Taxilane (12' Right of Centerline)
(Station 0+00 at East Edge Taxiway T)
Hangar L Right - 10 kips
Hangar L Right - 20 kips
Hangar L Right - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
100
200
300
400
500
Station (feet)

Plate No. B83

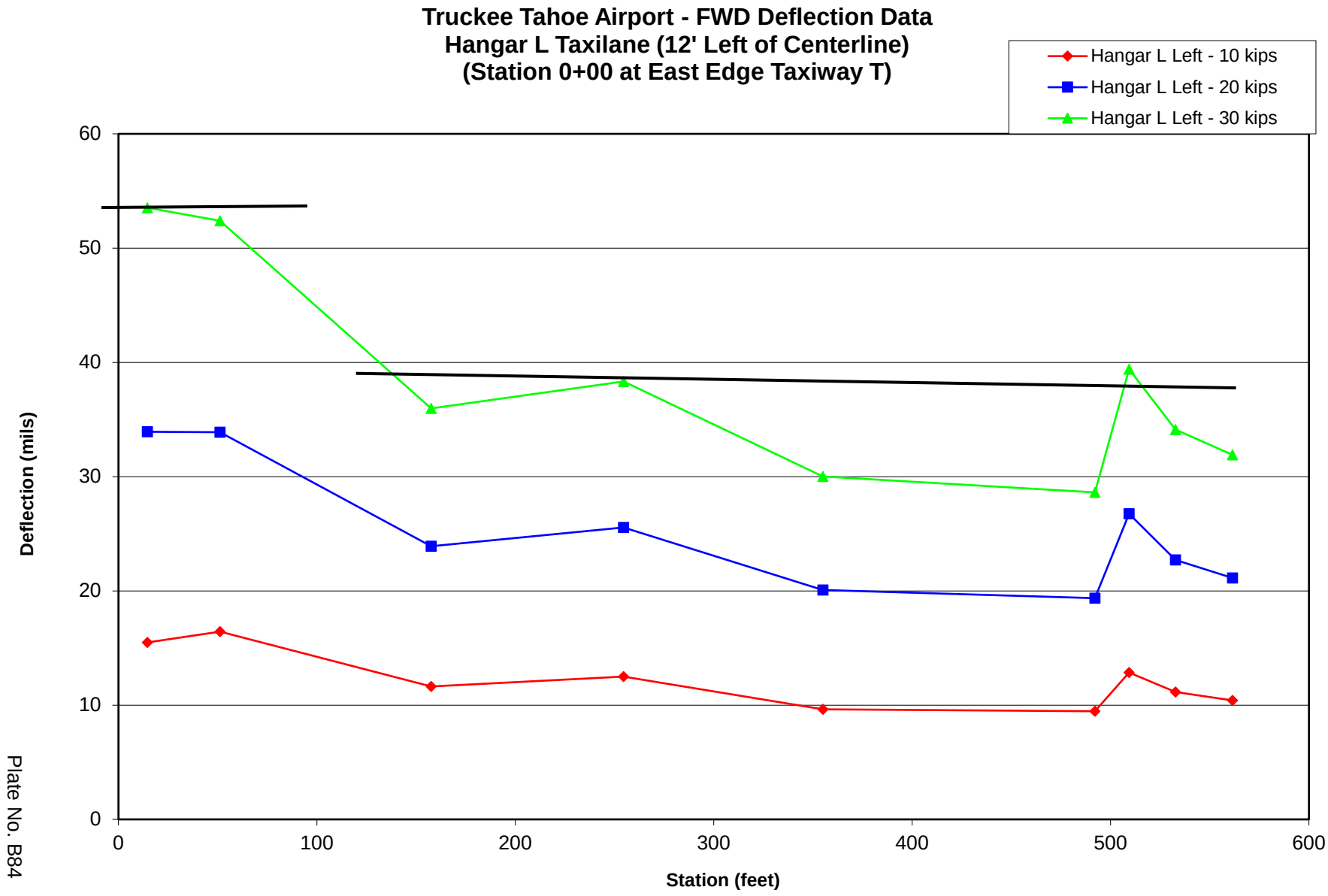

Truckee Tahoe Airport - FWD Deflection Data
Hangar L Taxilane (12' Left of Centerline)
(Station 0+00 at East Edge Taxiway T)
Hangar L Left - 10 kips
Hangar L Left - 20 kips
Hangar L Left - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
0
100
200
300
400
500
600
Station (feet)

Plate No. B84

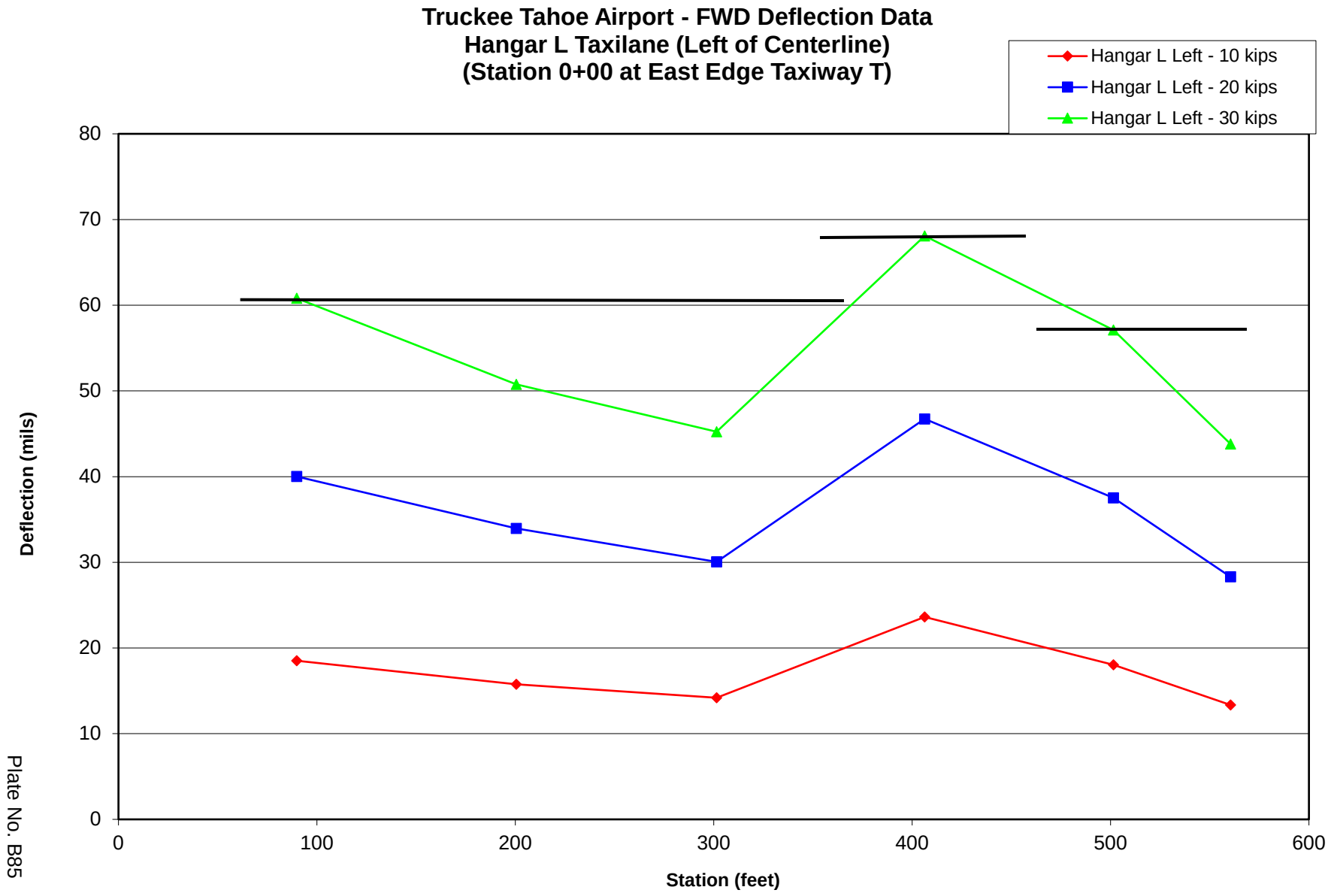

Truckee Tahoe Airport - FWD Deflection Data
Hangar L Taxilane (Left of Centerline)
(Station 0+00 at East Edge Taxiway T)
Hangar L Left - 10 kips
Hangar L Left - 20 kips
Hangar L Left - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
100
200
300
400
500
600
Station (feet)

Plate No. B85

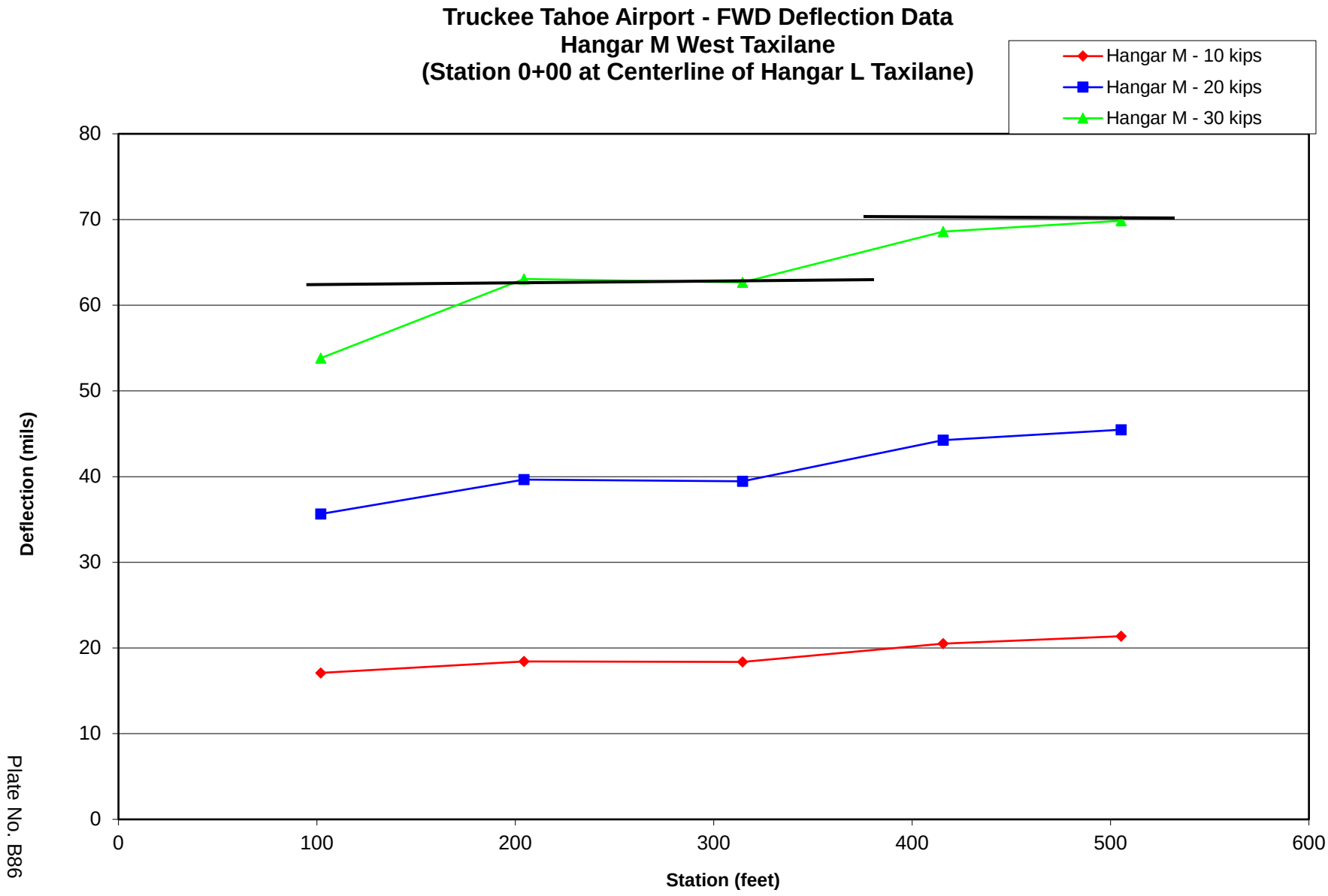

Truckee Tahoe Airport - FWD Deflection Data
Hangar M West Taxilane
(Station 0+00 at Centerline of Hangar L Taxilane)
Hangar M - 10 kips
Hangar M - 20 kips
Hangar M - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
100
200
300
400
500
600
Station (feet)

Plate No. B86

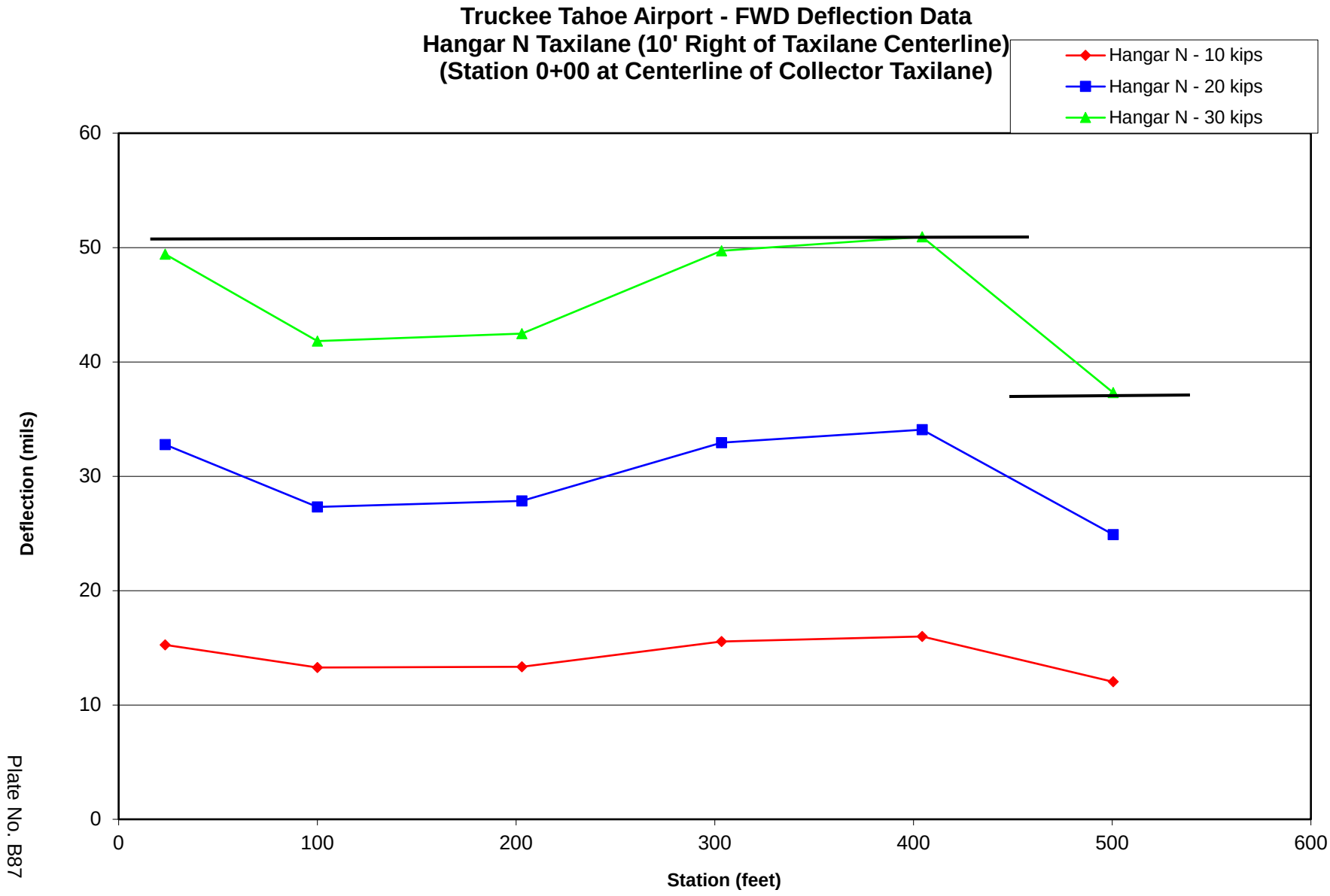

Truckee Tahoe Airport - FWD Deflection Data
Hangar N Taxilane (10' Right of Taxilane Centerline)
(Station 0+00 at Centerline of Collector Taxilane)
Hangar N - 10 kips
Hangar N - 20 kips
Hangar N - 30 kips
Deflection (mils)
60
50
40
30
20
10
0
0
100
200
300
400
500
600
Station (feet)

Plate No. B87

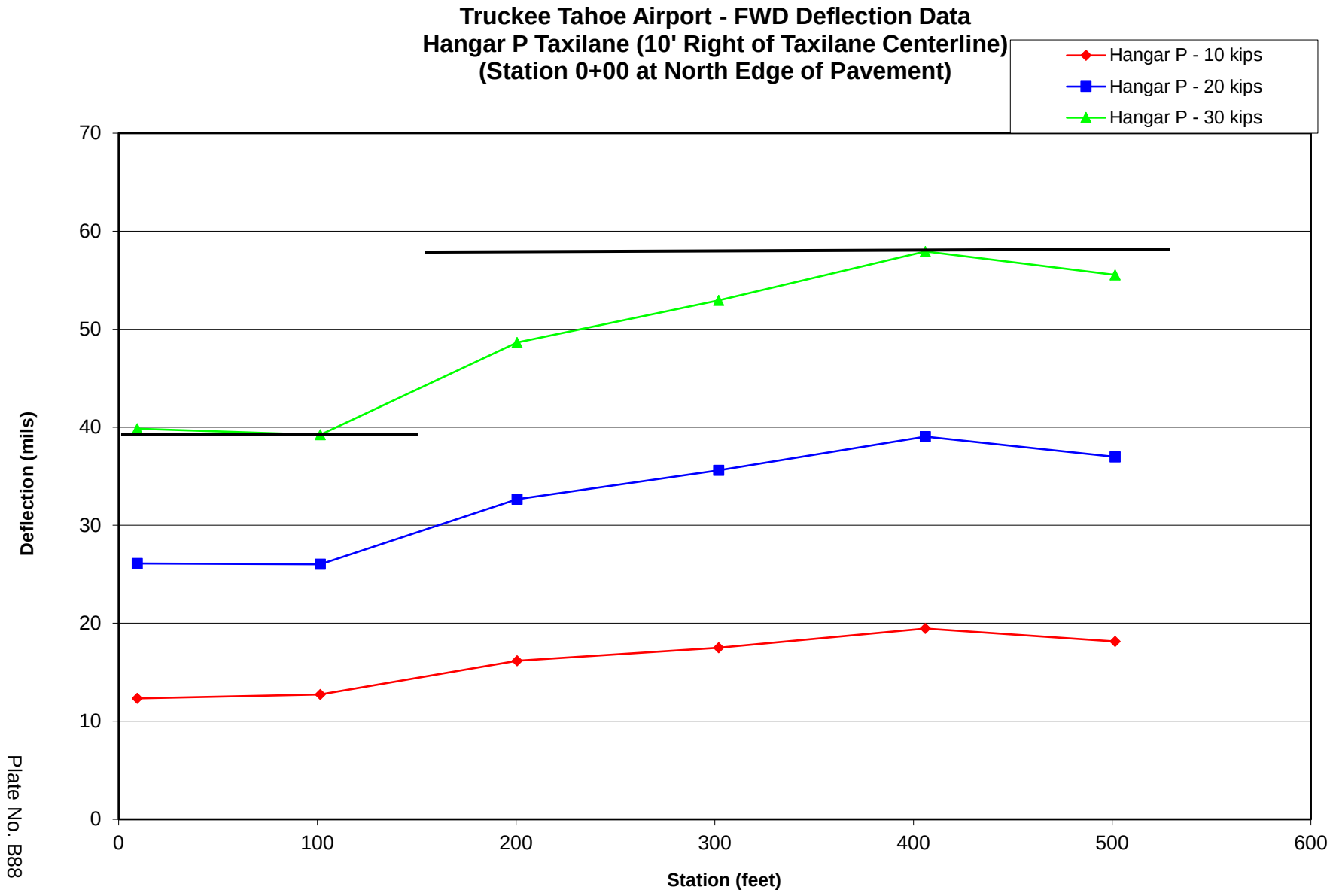

Truckee Tahoe Airport - FWD Deflection Data
Hangar P Taxilane (10' Right of Taxilane Centerline)
(Station 0+00 at North Edge of Pavement)
Hangar P - 10 kips
Hangar P - 20 kips
Hangar P - 30 kips
Deflection (mils)
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
Station (feet)

Plate No. B88

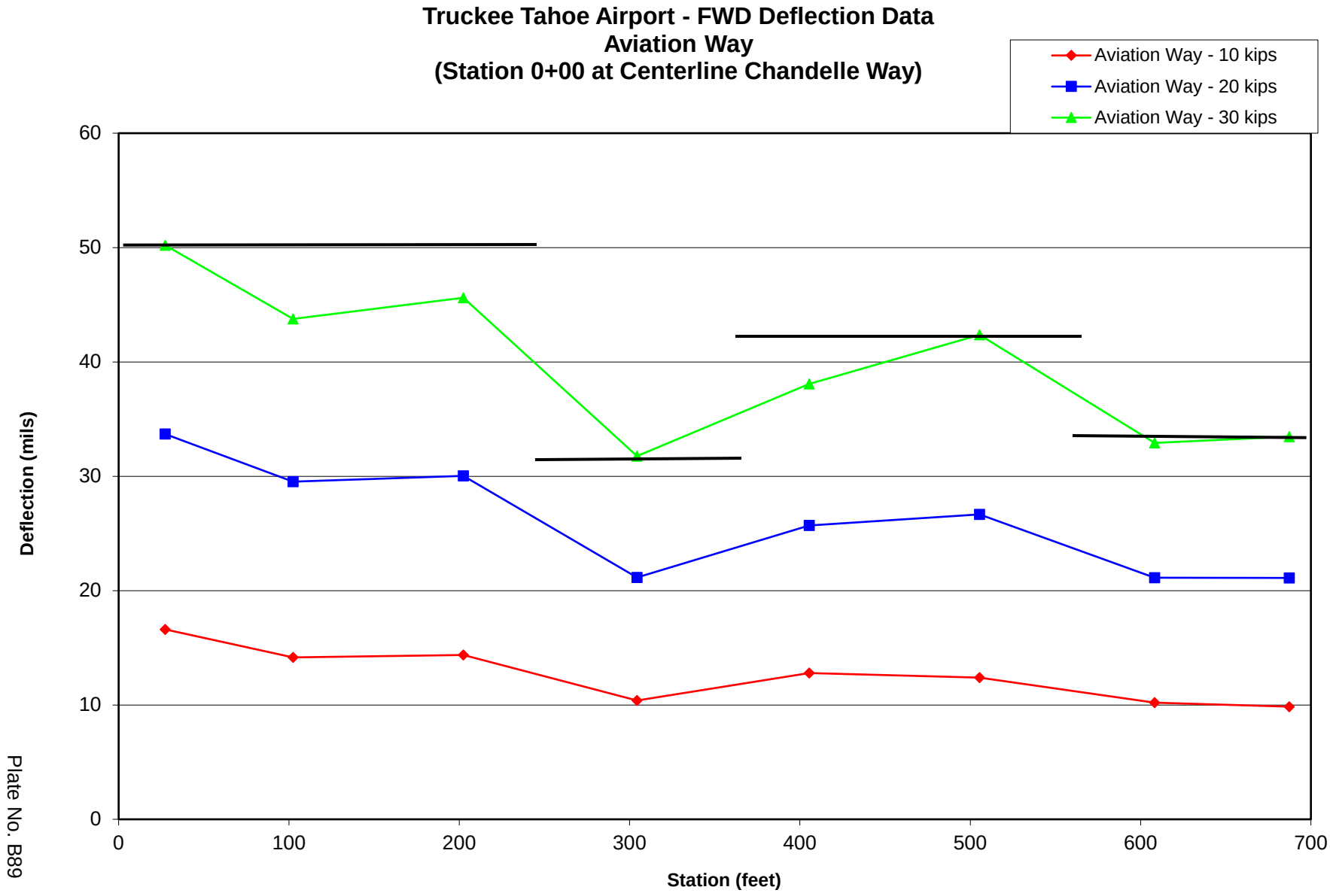

Truckee Tahoe Airport - FWD Deflection Data
Aviation Way
(Station 0+00 at Centerline Chandelle Way)
Aviation Way - 10 kips
Aviation Way - 20 kips
Aviation Way - 30 kips
Deflection (mils)
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B89

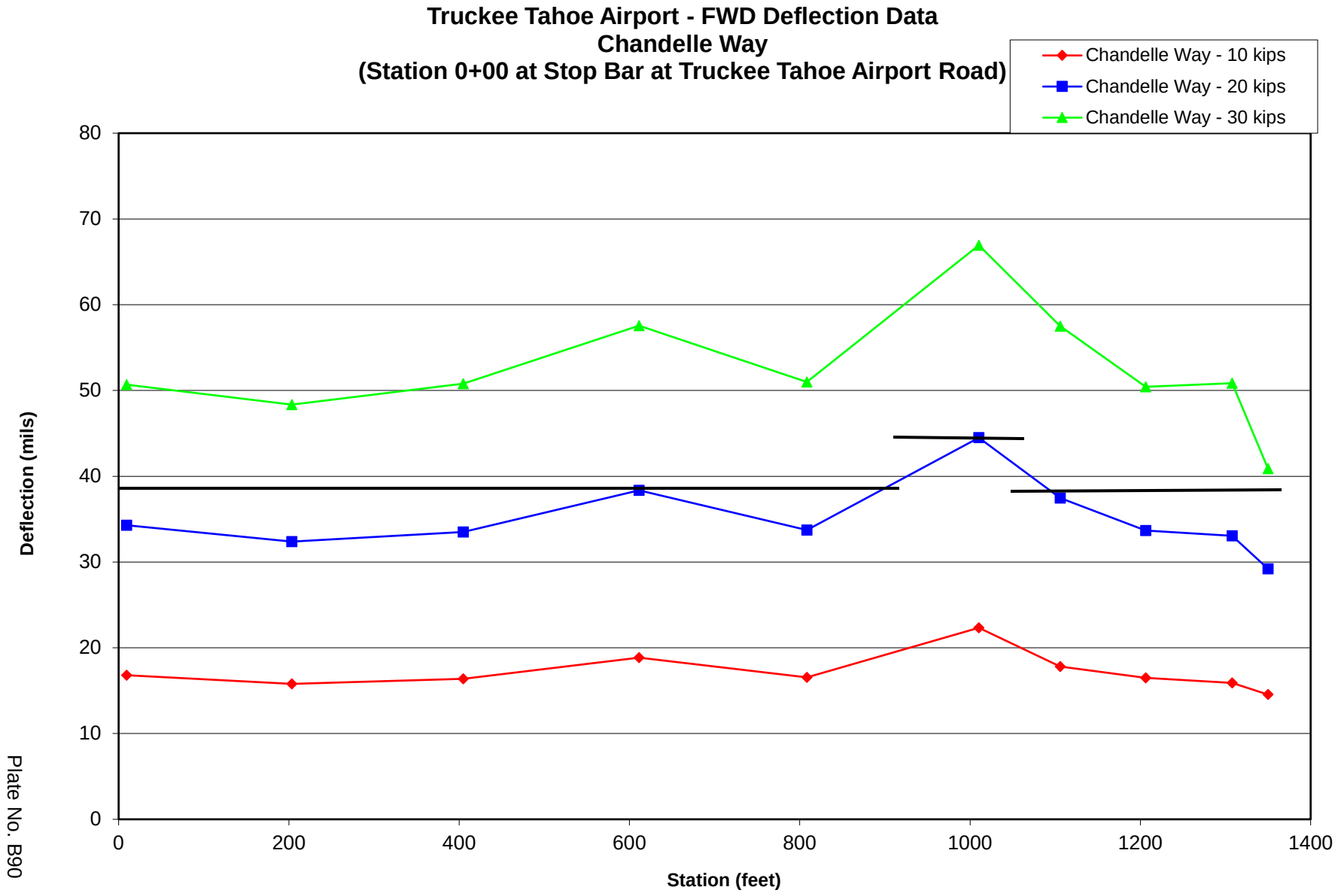

Truckee Tahoe Airport - FWD Deflection Data
Chandelle Way
(Station 0+00 at Stop Bar at Truckee Tahoe Airport Road)
Chandelle Way - 10 kips
Chandelle Way - 20 kips
Chandelle Way - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
0
200
400
600
800
1000
1200
1400
Station (feet)

Plate No. B90

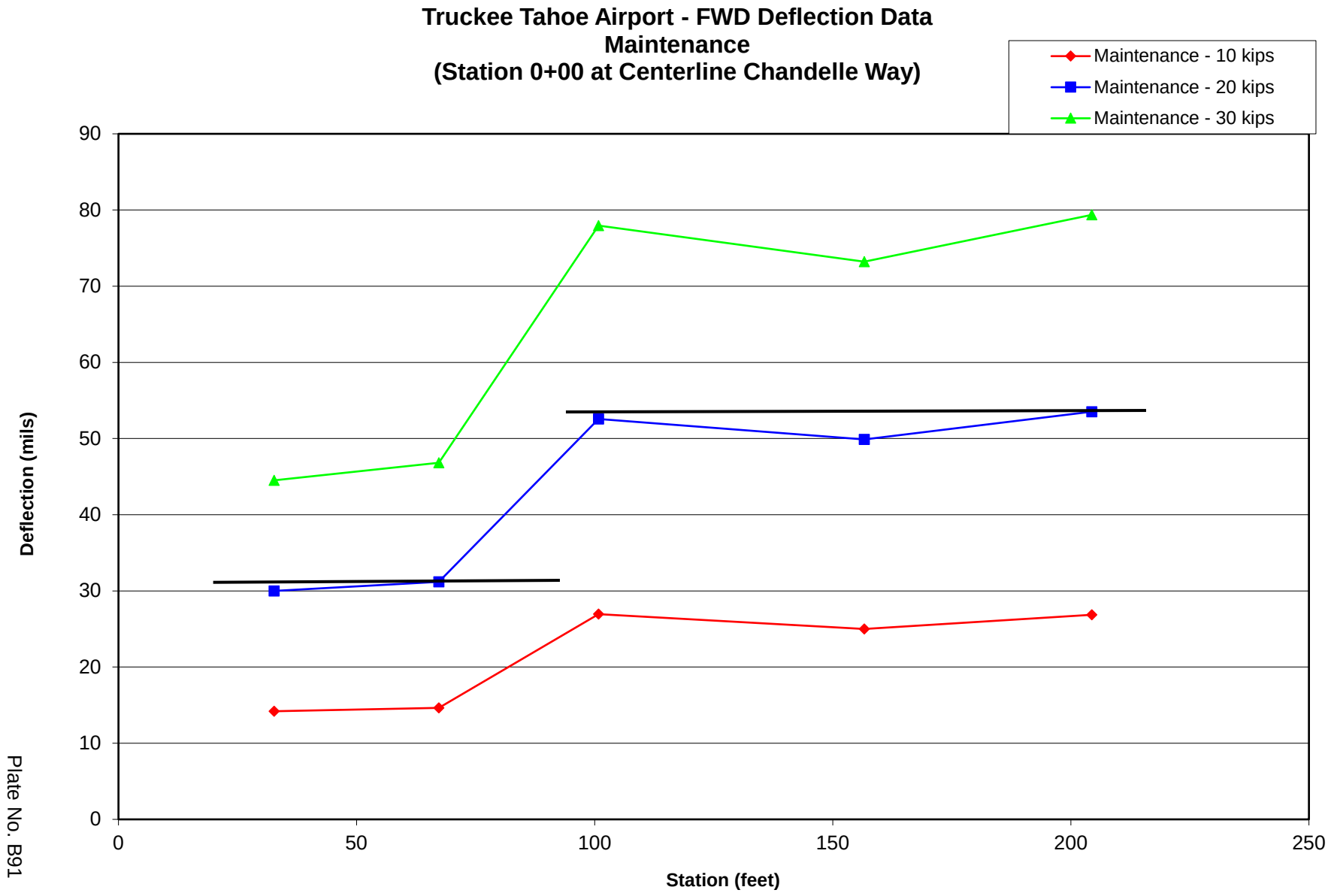

Truckee Tahoe Airport - FWD Deflection Data
Maintenance
(Station 0+00 at Centerline Chandelle Way)
Maintenance - 10 kips
Maintenance - 20 kips
Maintenance - 30 kips
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
50
100
150
200
250
Station (feet)

Plate No. B91

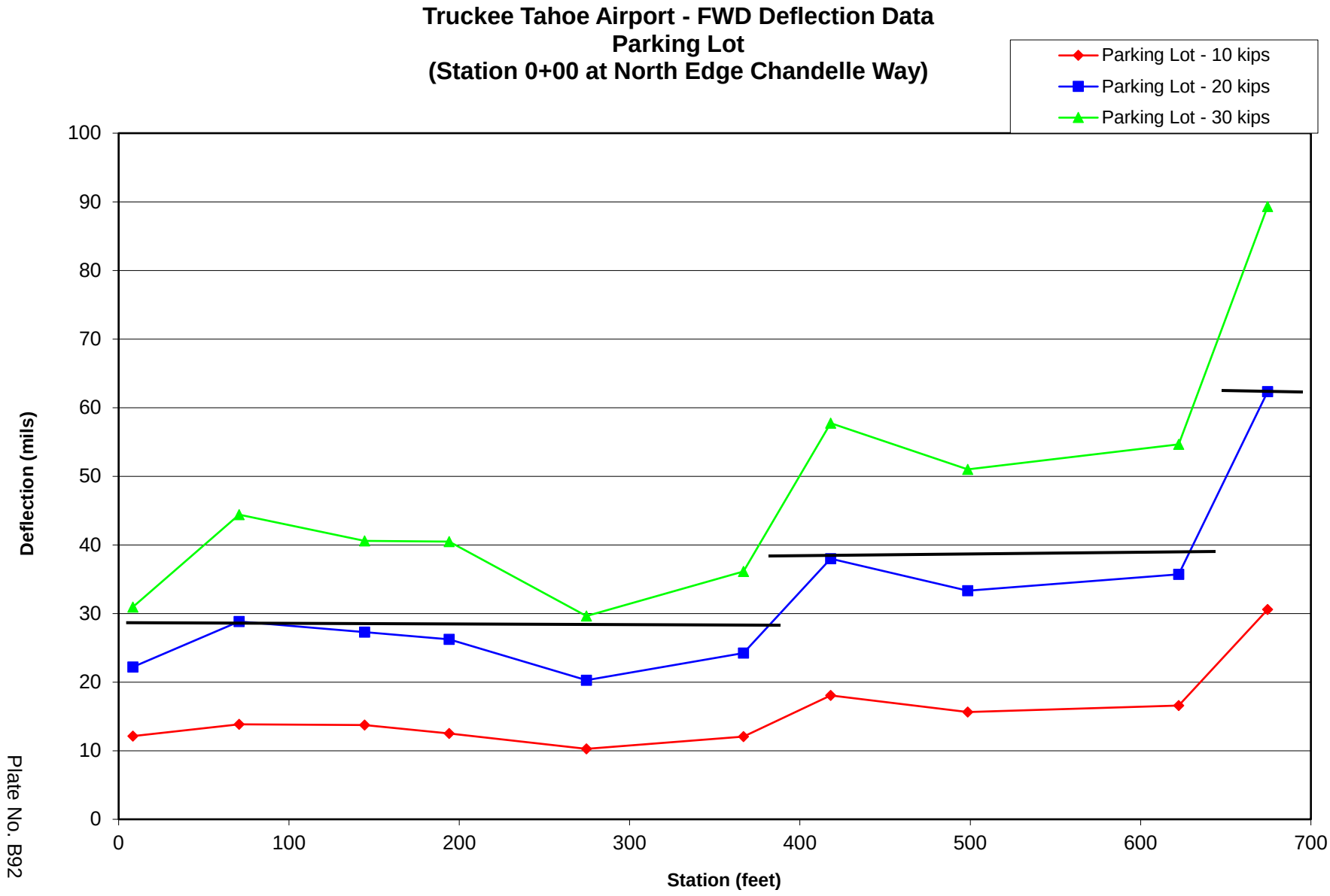

Truckee Tahoe Airport - FWD Deflection Data
Parking Lot
(Station 0+00 at North Edge Chandelle Way)
Parking Lot - 10 kips
Parking Lot - 20 kips
Parking Lot - 30 kips
Deflection (mils)
100
90
80
70
60
50
40
30
20
10
0
0
100
200
300
400
500
600
700
Station (feet)

Plate No. B92

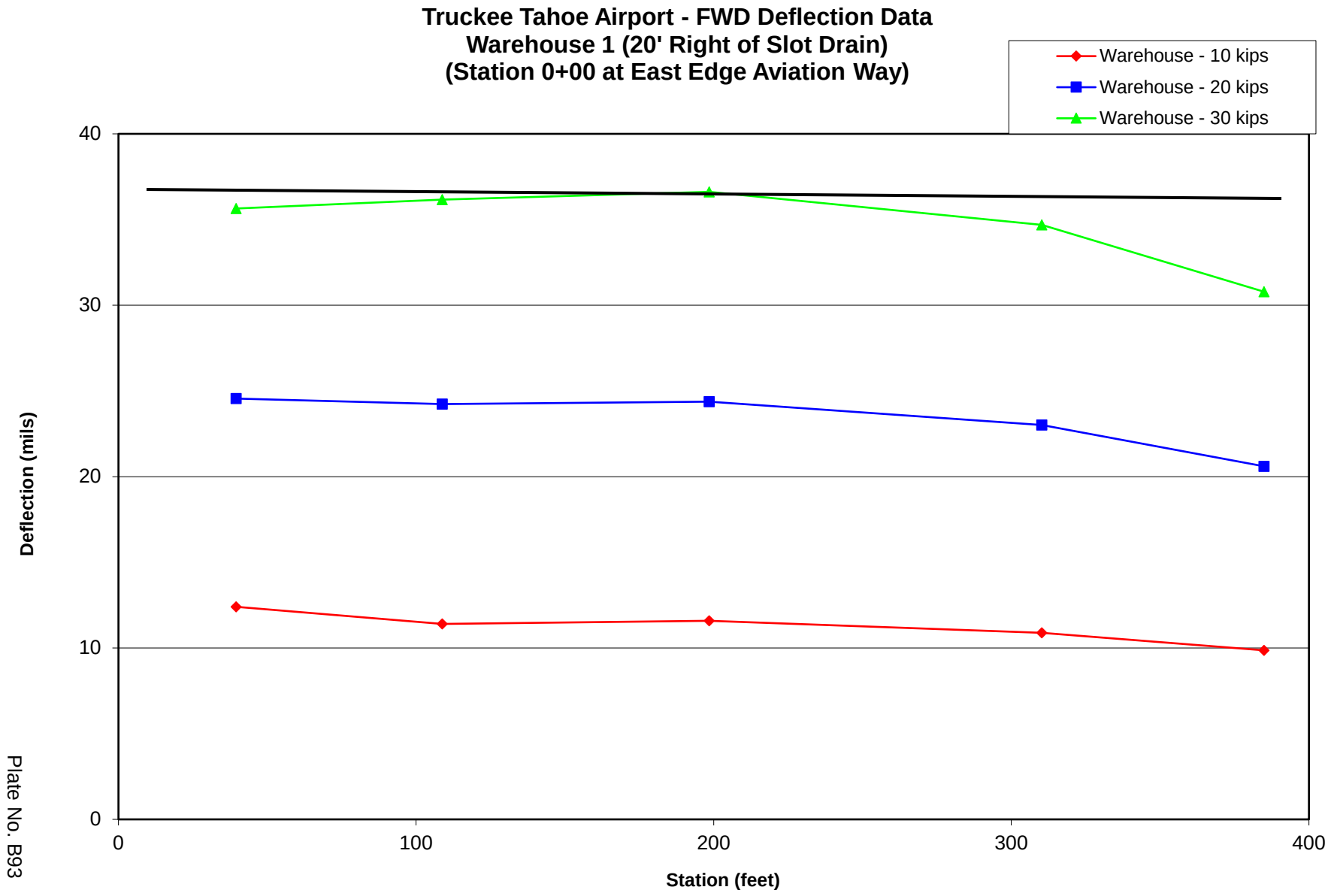

Truckee Tahoe Airport - FWD Deflection Data
Warehouse 1 (20' Right of Slot Drain)
(Station 0+00 at East Edge Aviation Way)
Warehouse - 10 kips
Warehouse - 20 kips
Warehouse - 30 kips
Deflection (mils)
40
30
20
10
0
0
100
200
300
400
Station (feet)

Plate No. B93

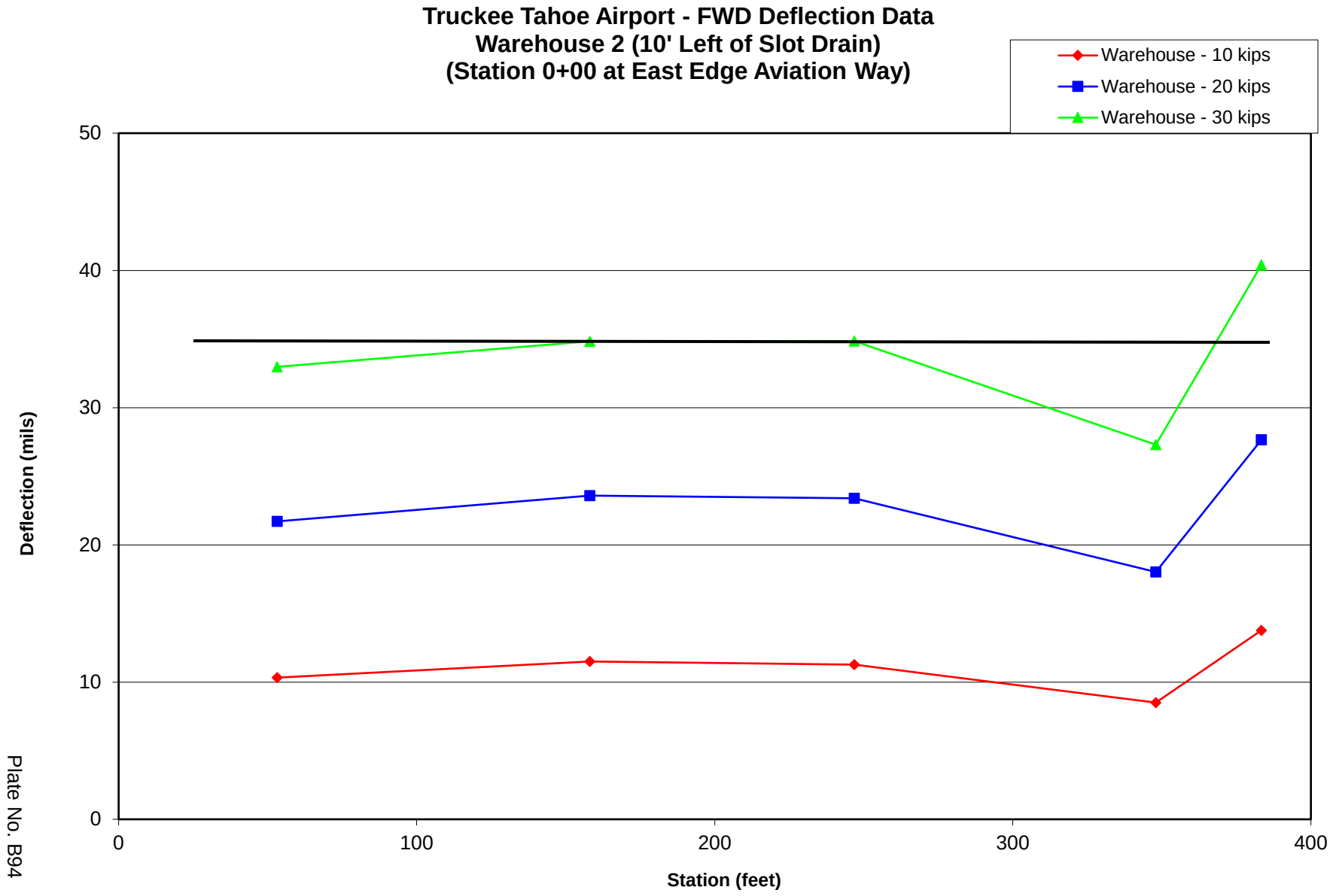

Truckee Tahoe Airport - FWD Deflection Data
Warehouse 2 (10' Left of Slot Drain)
(Station 0+00 at East Edge Aviation Way)
Warehouse - 10 kips
Warehouse - 20 kips
Warehouse - 30 kips
Deflection (mils)
0
10
20
30
40
50
0
100
200
300
400
Station (feet)

Plate No. B94

Appendix C
Pavement Condition Survey (Surface Distress)

The Federal Aviation Administration sets forth the Airport Pavement Maintenance Management Plan (PMMP) in Advisory Circular 150/5380-7B. A portion of this advisory circular recommends a pavement condition survey be conducted periodically on all airfield pavements to develop a record of pavement surface conditions and deterioration trends. ASTM D 5340-11, *Standard Test Method for Airport Pavement Condition Index Surveys*, is recommended. Detailed pavement condition surveys were conducted on all pavements at the Alturas Municipal Airport and the results of these surveys are presented in this appendix.

In the pavement condition survey, a detailed assessment of the pavement is conducted, which at a minimum evaluates the following surface distresses:

Distresses in Asphalt Pavement	**Distresses in Jointed Concrete Pavements**
Alligator Cracking	Blowup
Bleeding	Corner Break
Block Cracking	Cracks (Longitudinal, Transverse, Diagonal)
Corrugation	Durability Cracking
Depression	Joint Seal Damage
Jet Blast Erosion	Patching, small
Joint Reflection Cracking (from PCC)	Patching, Large & Utility Cuts
Longitudinal and Transverse Cracking	Popouts
Oil Spillage	Pumping
Patching and Utility Cut Patching	Scaling, Map Cracking, Crazing
Polished Aggregate	Settlement or Faulting
Raveling and Weathering	Shattered Slab / Intersecting Cracks
Rutting	Shrinkage Cracks
Shoving	Spalling (Longitudinal and Transverse)
Slippage Cracking	Spalling (Corner)
Swell	

The standard ASTM evaluation procedure is to divide the test element into sample units. The sample units generally represent approximately 10 percent of the total pavement section. The type and severity of each airport pavement distress is assessed by visual inspection of one typical pavement sample unit. The quantity of distress is measured and the distress data are used to calculate the Pavement Condition Index (PCI) of the sample unit. The process involves detailed inspection of sample units and a general inspection of the total unit.

Appendix C
Pavement Condition Survey (Surface Distress)

Brandley Engineering, Inc. deviates from this process in that 100 percent of the pavement surface is surveyed to determine the severity and magnitude of distress for each type of distress that is occurring on that section of pavement. During these detailed surveys all the distress modes are observed and recorded so that all distresses can be evaluated. By this procedure the coverage of the survey is increased from the 10 percent included in the standard ASTM method to 100 percent. It is considered important to expand the survey in this manner so as to identify the worst-case conditions as well as the average and best-case conditions. Any unusual distress types are also recorded for the total unit.

The results of these surveys are reported as Pavement Condition Index (PCI). The PCI is determined by deducting values from 100% that represent the weighted average of defects as determined by the survey. The PCI can range from 0 to 100.

The ASTM Standard provides a relationship between PCI and visual pavement rating. On Plate No. C3 the rating system is indicated as a color legend and the rating of each segment of pavement is indicated by color. The PCI of each segment is also indicated adjacent to each segment of the pavement. It will be noted that in 2020 most pavements show a “good” to “very good” condition, yet some only show “poor” to “fair” conditions. These “poor” pavements are showing considerable distresses on the surface including weathering and block cracking.

The results of the 2019/2020 surveys conducted are included in this appendix. PCI data from 2011 and 2013 is include in Chapter 2 of this report for historical purposes.

Plates

Plate No. C1	Pavement Segment Identification
Plate No. C2	Stationing Control Plan – FWD Tests
Plate No. C3	Surface Distress – Pavement Condition Index (PCI) - 2020

Tables C1 through C62 – Pavement Condition Index Survey and Data Forms

Tables No. C1 thru C3	Runway 11-29
Tables No. C4 thru C22	Taxiways A, B, C, D, E, F, M, U, & J
Tables No. C23 thru C26	Runway 2-20
Tables No. C27 thru C34	Taxiways G, N, V, P, Q, & S
Tables No. C35 thru C42	Aprons
Tables No. C43 thru C51	Hangars and Associated Pavements
Table No. C52	Gliderport
Tables No. C53 thru C62	Med Serv. Apron, Roads, Warehouse, Misc.

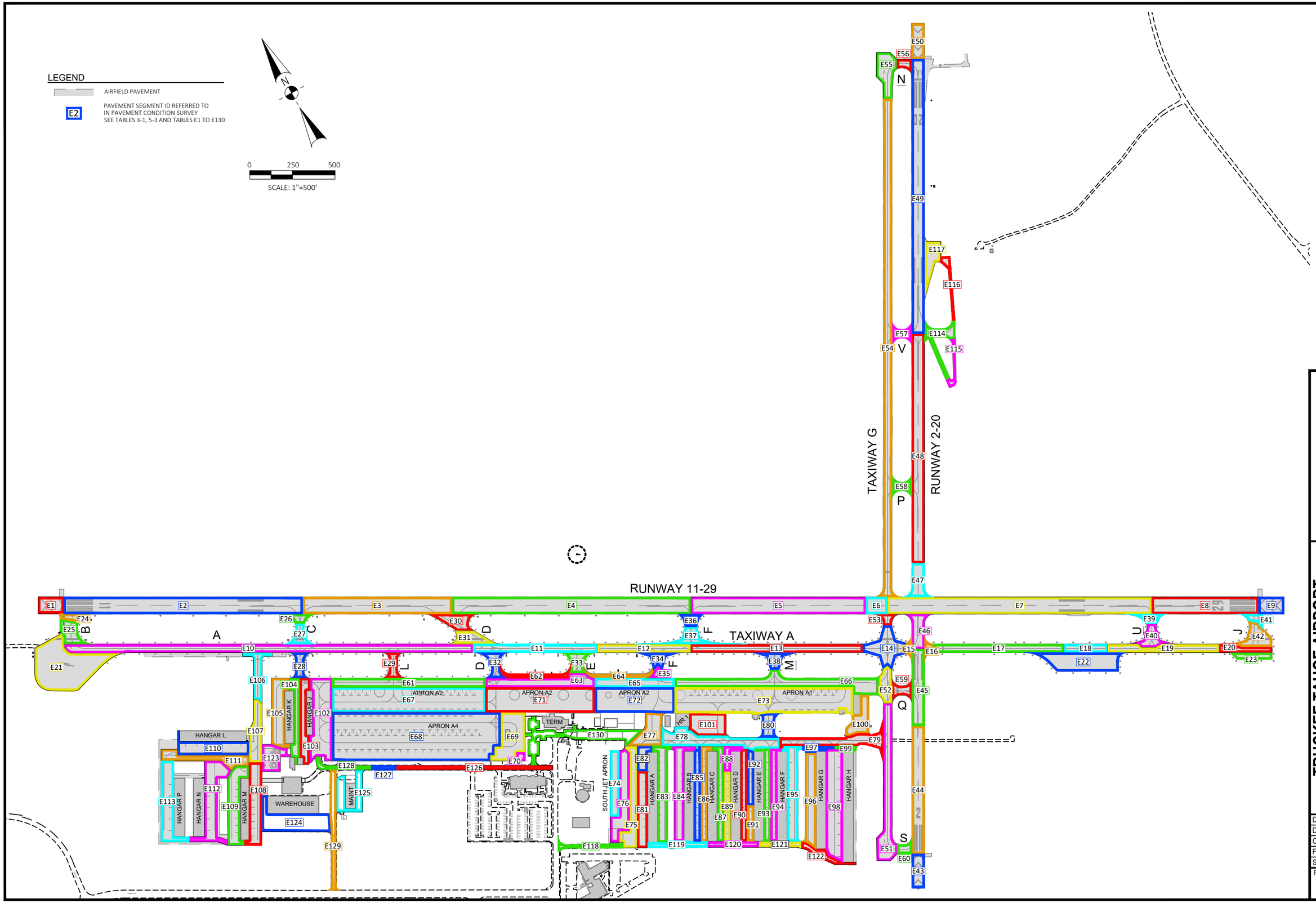
LEGEND

AIRFIELD PAVEMENT

E2 PAVEMENT SEGMENT ID REFERRED TO IN PAVEMENT CONDITION SURVEY SEE TABLES 3-1, 5-3 AND TABLES E1 TO E130

0 250 500

SCALE: 1"=500'



BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
PAVEMENT SEGMENT IDENTIFICATION

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.areas
SCALE	1"=500'
PLATE No.	C1

0 250 500

SCALE: 1"=500'

TAXIWAY G

RUNWAY 2-20

RUNWAY 11-29

TAXIWAY A

HANGAR L

HANGAR P

HANGAR N

HANGAR M

HANGAR K

HANGAR J

HANGAR A

HANGAR B

HANGAR C

HANGAR D

HANGAR E

HANGAR F

HANGAR G

HANGAR H

W HOUSE1/2

AVIATION

MAINT

FUEL 2

FUEL 1

PARK

CHANDELLE

LEGEND

AIRFIELD PAVEMENT

TW S 0+00 FWD TEST ROW STARTING STATION & DIRECTION

BRADLEY ENGINEERING
61 25 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
STATIONING CONTROL PLAN - FWD TESTS

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.fwd-sta
SCALE	1"=500'
PLATE No.	C2

LEGEND

PCI	VISUAL RATING
100	
90	EXCELLENT
85	
80	VERY GOOD
70	
70	GOOD
55	
50	FAIR
40	
40	POOR
25	
20	VERY POOR
10	
10	FAILED
0	

N

0 250 500

SCALE: 1"=500'

RUNWAY 11-29

TAXIWAY A

TAXIWAY G

RUNWAY 2-20

APRON A1

APRON A2

APRON A3

APRON A4

SOUTH JET APRON

TERM

HR 1

HANGAR A

HANGAR B

HANGAR C

HANGAR D

HANGAR E

HANGAR F

HANGAR G

HANGAR H

HANGAR J

HANGAR K

HANGAR L

HANGAR M

HANGAR N

HANGAR P

WAREHOUSE

MAINT

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
PAVEMENT CONDITION INDEX (2020)

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CA 95650 · (916) 652-4725

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.2-3.PCI
SCALE	1"=500'
PLATE No.	C3

Table No. C1 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)													
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020				
Pavement Segment Element ID:	E1-E6												
Element:	Runway 11-29 and 11 Blast Pad												
Station:	-1+50 to 48+75												
Dimensions:	5,025' x 100'												
Distress Types													
1. Alligator Cracking	5. Depression		9. Oil Spillage		13. Rutting								
2. Bleeding	6. Jet Blast		10. Patching		14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)		11. Polished Aggretage		15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking		12. Ravelling/Weathering		16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**			
12	Low								40%	18			
Pavement Condition Index (PCI) =										82			
Visual Pavement Rating =										Very Good			

Table No. C2 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)													
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020				
Pavement Segment Element ID:	E7-E8, E15-E16, & E46-E47												
Element:	Runway 11-29												
Station:	48+75 to 70+00												
Dimensions:	2,175' x 100'												
Distress Types													
1. Alligator Cracking	5. Depression		9. Oil Spillage		13. Rutting								
2. Bleeding	6. Jet Blast		10. Patching		14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)		11. Polished Aggretage		15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking		12. Ravelling/Weathering		16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**			
12	Low								50%	20			
8	Low								10%	19			
Pavement Condition Index (PCI) =										75			
Visual Pavement Rating =										Very Good			

Table No. C3 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E9		
Element:	Runway 29 Blast Pad		
Station:	70+00 to 71+50		
Dimensions:	150' x 100'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
1	Moderate							20%	65
5	Moderate							10.0%	40
12	Low							100%	27
	Pavement was reconstructed in 2020 after PCI survey. PCI = 100 after construction.								
								Pavement Condition Index (PCI) =	21
								Visual Pavement Rating =	Very Poor

Table No. C4 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E10-E11		
Element:	Taxiway A		
Station:	0+00 to 31+25		
Dimensions:	3,125' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Lt-Mod							100%	42
12	Moderate							40%	40
2	Low							5%	25
10	Low	(32@50'x1')=1600sf/(3125'x50')=1.0%						1%	4
								Pavement Condition Index (PCI) =	32
								Visual Pavement Rating =	Poor

Table No. C5 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E12-E14, E17-E20 & E22-E23		
Element:	Taxiway A and Runups at Taxiways U and J		
Station:	31+25 to 71+00		
Dimensions:	3,975' x 50'		

Distress Types			
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity	Total	Density (%)	Deduct Value
8	Low	(2000x2+190'x4)=4,760	4,760	2%	7
12	Low			6.0%	6
		Pavement Condition Index (PCI) =			88
		Visual Pavement Rating =			Excellent

Table No. C6 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E21		
Element:	Taxiway B Runup		
Station:	Runup Apron		
Dimensions:	390' x 280'		

Distress Types			
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity	Total	Density (%)	Deduct Value
12	Mod-High			100%	65
1	Lt-Mod			30%	45
3	Moderate			70%	55
		Pavement Condition Index (PCI) =			7
		Visual Pavement Rating =			Failed

Table No. C7 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E24		
Element:	Taxiway B		
Station:	0+00 to 0+50		
Dimensions:	50' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							40%	18
							Pavement Condition Index (PCI) =		82
							Visual Pavement Rating =		Very Good

Table No. C8 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E25		
Element:	Taxiway B		
Station:	0+50 to 1+75		
Dimensions:	125' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Moderate							97%	53
12	Moderate							40%	40
1	Lt-Mod.							3%	35
							Pavement Condition Index (PCI) =		23
							Visual Pavement Rating =		Very Poor

Table No. C9 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E26		
Element:	Taxiway C		
Station:	0+00 to 0+60		
Dimensions:	60' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							40%	18
							Pavement Condition Index (PCI) =		82
							Visual Pavement Rating =		Very Good

Table No. C10 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E27		
Element:	Taxiway C		
Station:	0+60 to 1+75		
Dimensions:	115' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Mod-High							100%	60
12	Moderate							40%	40
10	Moderate	2@50'x1'					100	1.7%	11
							Pavement Condition Index (PCI) =		28
							Visual Pavement Rating =		Poor

Table No. C11 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E28		
Element:	Taxiway C (south)		
Station:	0+25 to 1+75		
Dimensions:	150' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Mod-High							100%	60
12	Moderate							40%	40
							Pavement Condition Index (PCI) =		31
							Visual Pavement Rating =		Poor

Table No. C12 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	Taxiway L		
Element:	E29		
Station:	0+25 to 1+75		
Dimensions:	150' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							30%	16
7	Low							3%	8
							Pavement Condition Index (PCI) =		79
							Visual Pavement Rating =		Very Good

Table No. C13 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E30		
Element:	Taxiway D		
Station:	0+00 to 1+00		
Dimensions:	100' x 85'		

Distress Types			
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							40%	18
							Pavement Condition Index (PCI) =		82
							Visual Pavement Rating =		Very Good

Table No. C14 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E31		
Element:	Taxiway D		
Station:	1+00 to 1+75		
Dimensions:	75' x 100'		

Distress Types			
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Mod-High							100%	60
12	Lt-Mod							40%	30
10	Moderate	123+12+48+50+26					259	3.5%	8
							Pavement Condition Index (PCI) =		30
							Visual Pavement Rating =		Poor

Table No. C15 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E32									
Element:	Taxiway D (South)									
Station:	0+25 to 1+75									
Dimensions:	150' x 50'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low							30%	16	
7	Low							3%	8	
10	Low	30'x10'					300	4%	7	
								Pavement Condition Index (PCI) =	74	
								Visual Pavement Rating =	Very Good	

Table No. C16 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E33									
Element:	Taxiway E									
Station:	0+25 to 1+50									
Dimensions:	125' x 75'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Mod							30%	30	
7	Lt-Mod							6%	22	
10	Low	30'x20'					600	6.4%	10	
								Pavement Condition Index (PCI) =	60	
								Visual Pavement Rating =	Good	

Table No. C17 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)											
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E34										
Element:	Taxiway F (South)										
Station:	0+25 to 1+00										
Dimensions:	75' x 60'										
Distress Types											
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting								
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**	
12	Low								10%	10	
Pavement Condition Index (PCI) =										90	
Visual Pavement Rating =										Excellent	

Table No. C18 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)											
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E35										
Element:	Taxiway F (South)										
Station:	1+00 to 1+75										
Dimensions:	75' x 60'										
Distress Types											
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting								
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**	
12	Moderate								20%	27	
Pavement Condition Index (PCI) =										73	
Visual Pavement Rating =										Very Good	

Table No. C19 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)											
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E36-E37										
Element:	Taxiway F & Taxiway M										
Station:	0+00 to 1+75										
Dimensions:	175' x 80'										
Distress Types											
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting								
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**	
12	Low								10%	10	
Pavement Condition Index (PCI) =										90	
Visual Pavement Rating =										Excellent	

Table No. C20 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)											
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E38										
Element:	Taxiway M										
Station:	0+25 to 1+25										
Dimensions:	100' x 70'										
Distress Types											
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting								
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**	
12	Low								10%	10	
Pavement Condition Index (PCI) =										90	
Visual Pavement Rating =										Excellent	

Table No. C21 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E39 and E41		
Element:	Taxiway U and Taxiway J		
Station:	0+00 to 0+50		
Dimensions:	50' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							50%	20
8	Low							10%	19
							Pavement Condition Index (PCI) =		75
							Visual Pavement Rating =		Very Good

Table No. C22 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E40 and E42		
Element:	Taxiway U and Taxiway J		
Station:	0+50 to 2+00		
Dimensions:	150' x 50'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							10%	10
							Pavement Condition Index (PCI) =		90
							Visual Pavement Rating =		Excellent

Table No. C23 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E43									
Element:	Runway 2 Blast Pad									
Station:	-2+00 to 0+00									
Dimensions:	200' x 75'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Moderate							100%	47	
8	Moderate							3%	19	
10	Low	100	100	100	300		600	4%	8	
Pavement Condition Index (PCI) =									43	
Visual Pavement Rating =									Fair	

Table No. C24 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E44-E45 & E48-E49									
Element:	Runway 2-20									
Station:	0+00 to 12+00 & 17+00 to 46+54									
Dimensions:	4,154' x 75'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
8	Moderate	(4100x2+25x3,000)					83,200	27%	55	
12	Moderate							100%	47	
Pavement Condition Index (PCI) =									30	
Visual Pavement Rating =									Poor	

Table No. C25 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E46-E47									
Element:	Runway 2-20									
Station:	12+00 to 17+00									
Dimensions:	500' x 75'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low							50%	20	
8	Low							10%	19	
Pavement Condition Index (PCI) =									75	
Visual Pavement Rating =									Very Good	

Table No. C26 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E50									
Element:	Runway 20 Blast Pad									
Station:	46+54 to 48+60									
Dimensions:	200' x 75'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Moderate							100%	47	
1	Low							10%	42	
10	Low	100	100	100	300		600	4%	8	
Pavement Condition Index (PCI) =									35	
Visual Pavement Rating =									Poor	

Table No. C27 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)									
Airport:		Truckee Tahoe Airport					**Date of Survey:**	October 17-19, 2019 & May 2020	
Pavement Segment Element ID:		E51-E52							
Element:		Taxiway G							
Station:		-0+40 to 11+00							
Dimensions:		1140' x 50'							
Distress Types									
1. Alligator Cracking		5. Depression			9. Oil Spillage			13. Rutting	
2. Bleeding		6. Jet Blast			10. Patching			14. Shoving from PCC	
3. Block Cracking		7. Jt. Reflection (PCC)			11. Polished Aggretage			15. Slippage Cracking	
4. Corrugation		8. Long. & Trans. Cracking			12. Ravelling/Weathering			16. Swell	
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**
12	Moderate							100%	47
8	Moderate	(1140x1+18x50)					2,040	4%	22
2	Low							10%	20
Pavement Condition Index (PCI) =									43
Visual Pavement Rating =									Fair

Table No. C28 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)									
Airport:		Truckee Tahoe Airport					**Date of Survey:**	October 17-19, 2019 & May 2020	
Pavement Segment Element ID:		E53							
Element:		Taxiway G							
Station:		13+50 to 14+25							
Dimensions:		75' x 50'							
Distress Types									
1. Alligator Cracking		5. Depression			9. Oil Spillage			13. Rutting	
2. Bleeding		6. Jet Blast			10. Patching			14. Shoving from PCC	
3. Block Cracking		7. Jt. Reflection (PCC)			11. Polished Aggretage			15. Slippage Cracking	
4. Corrugation		8. Long. & Trans. Cracking			12. Ravelling/Weathering			16. Swell	
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**
12	Low							50%	20
8	Low							10%	19
Pavement Condition Index (PCI) =									75
Visual Pavement Rating =									Very Good

Table No. C29 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport								**Date of Survey:**		October 17-19, 2019 & May 2020			
Pavement Segment Element ID:	E54-E55													
Element:	Taxiway G													
Station:	15+25 to 47+25													
Dimensions:	3,200' x 50'													
Distress Types														
1. Alligator Cracking	5. Depression			9. Oil Spillage					13. Rutting					
2. Bleeding	6. Jet Blast			10. Patching					14. Shoving from PCC					
3. Block Cracking	7. Jt. Reflection (PCC)			11. Polished Aggretage					15. Slippage Cracking					
4. Corrugation	8. Long. & Trans. Cracking			12. Ravelling/Weathering					16. Swell					
Distress	**Severity**	**Quantity**							**Total**		**Density (%)**		**Deduct Value**	
12	Moderate										100%		47	
8	Moderate	(3200x2+50x50)							8,900		6%		27	
Pavement Condition Index (PCI) =													48	
Visual Pavement Rating =													Fair	

Table No. C30 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport								**Date of Survey:**		October 17-19, 2019 & May 2020			
Pavement Segment Element ID:	E56													
Element:	Taxiway N													
Station:	0+00 to 1+00													
Dimensions:	100' x 50'													
Distress Types														
1. Alligator Cracking	5. Depression			9. Oil Spillage					13. Rutting					
2. Bleeding	6. Jet Blast			10. Patching					14. Shoving from PCC					
3. Block Cracking	7. Jt. Reflection (PCC)			11. Polished Aggretage					15. Slippage Cracking					
4. Corrugation	8. Long. & Trans. Cracking			12. Ravelling/Weathering					16. Swell					
Distress	**Severity**	**Quantity**							**Total**		**Density (%)**		**Deduct Value**	
12	Low-Mod										100%		30	
8	Moderate	100							100		2%		16	
10	Moderate	50							50		1%		10	
Pavement Condition Index (PCI) =													60	
Visual Pavement Rating =													Good	

Table No. C31 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)											
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E57										
Element:	Taxiway V										
Station:	0+00 to 1+25										
Dimensions:	125' x 50'										
Distress Types											
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting								
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod								100%	30	
8	Moderate	100						100	1.6%	14	
									Pavement Condition Index (PCI) =	65	
									Visual Pavement Rating =	Good	

Table No. C32 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)											
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E58										
Element:	Taxiway P										
Station:	0+00 to 1+25										
Dimensions:	125' x 50'										
Distress Types											
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting								
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC								
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking								
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell								
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod								100%	30	
8	Moderate	150						150	2.4%	17	
									Pavement Condition Index (PCI) =	65	
									Visual Pavement Rating =	Good	

Table No. C33 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E59									
Element:	Taxiway Q									
Station:	0+00 to 1+25									
Dimensions:	125' x 50'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	30	
8	Moderate	125					125	2.0%	15	
2	Low							3%	15	
Pavement Condition Index (PCI) =									60	
Visual Pavement Rating =									Good	

Table No. C34 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E60									
Element:	Taxiway S									
Station:	0+00 to 1+00									
Dimensions:	100' x 50'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	30	
8	Moderate	100					100	2.0%	15	
2	Low							2%	11	
10	Low	50					50	1.0%	4	
Pavement Condition Index (PCI) =									56	
Visual Pavement Rating =									Good	

Table No. C35 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E61 & E67									
Element:	Apron A3 / Taxiway Q									
Station:	Apron A3									
Dimensions:	210' x 900'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	27	
7	Low	1500					1,500	0.8%	8	
Pavement Condition Index (PCI) =									68	
Visual Pavement Rating =									Good	

Table No. C36 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E68									
Element:	Apron A4									
Station:	Apron A4									
Dimensions:	290' x 900'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
3	Very Low							80%	25	
12	Low							70%	25	
Pavement Condition Index (PCI) =									67	
Visual Pavement Rating =									Good	

Table No. C37 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport									**Date of Survey:**	October 17-19, 2019 & May 2020			
Pavement Segment Element ID:	E69													
Element:	Fuel Island													
Station:														
Dimensions:	280' x 140'													
Distress Types														
1. Alligator Cracking	5. Depression				9. Oil Spillage				13. Rutting					
2. Bleeding	6. Jet Blast				10. Patching				14. Shoving from PCC					
3. Block Cracking	7. Jt. Reflection (PCC)				11. Polished Aggretage				15. Slippage Cracking					
4. Corrugation	8. Long. & Trans. Cracking				12. Ravelling/Weathering				16. Swell					
Distress	**Severity**	**Quantity**								**Total**	**Density (%)**	**Deduct Value**		
12	Low										100%	27		
7	Low	3@30*20								1,800	4.6%	9		
										Pavement Condition Index (PCI) =		68		
										Visual Pavement Rating =		Good		

Table No. C38 - Airfield Concrete Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport									**Date of Survey:**	October 17-19, 2019 & May 2020			
Pavement Segment Element ID:	E70*													
Element:	Wash Rack													
Station:														
Dimensions:	50' x 50'													
Distress Types														
1. Blow Up	5. Joint Seal Damage				9. Pumping				13. Shrinkage Crack					
2. Corner Break	6. Patching, 5 sf				10. Scaling/Map Crack/Crazing				14. Spalling-Joints					
3. Long/Trans/Diag. Crack	7. Patching/Utility Cut				11. Settlement/Fault				15. Spalling-Corner					
4. Durability Crack	8. Popouts				12. Shattered Slab									
Distress	**Severity**	**Quantity**								**Total**	**Density (%)**	**Deduct Value**		
*No Distress, New Construction in 2020														
										Pavement Condition Index (PCI) =		100*		
										Visual Pavement Rating =		Excellent		

Table No. C39 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E62 & E64		
Element:	Apron A2 (north expansion)		
Station:			
Dimensions:	2 Areas @ 400' x 25'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							5%	7
							Pavement Condition Index (PCI) =		93
							Visual Pavement Rating =		Excellent

Table No. C40 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E63, E65, E71, E72		
Element:	Apron A2		
Station:			
Dimensions:	1,100' x 200'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low-Mod							100%	30
7	Low	14,000					14,000	6%	26
5	Low							1%	6
							Pavement Condition Index (PCI) =		59
							Visual Pavement Rating =		Good

Table No. C41 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E66 & E73									
Element:	Apron A1									
Station:										
Dimensions:	1,100' x 200'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	30	
7	Low	14,000					14,000	6%	26	
5	Low							0.5%	3	
Pavement Condition Index (PCI) =									61	
Visual Pavement Rating =									Good	

Table No. C42 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E74-E77									
Element:	South Jet Apron and Connector									
Station:										
Dimensions:	120,000 sq. ft.									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
8	Low	5200					5,200	4%	12	
12	Low							6.0%	6	
Pavement Condition Index (PCI) =									83	
Visual Pavement Rating =									Very Good	

Table No. C43 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E78-E80									
Element:	Taxilane R and Taxiway M									
Station:	0+00 to 13+50 and Taxiway M									
Dimensions:	1,350' x 60' and 150' x 70'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
No Distress, new pavement placed 2 weeks prior to survey.										
							Pavement Condition Index (PCI) =		100	
							Visual Pavement Rating =		Excellent	

Table No. C44 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E81-E86									
Element:	Hangar A (west/east), Hangar B (west/east), Hangar C (west)									
Station:										
Dimensions:	Entire Hangar Rows									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	30	
8	Low	500	1500				2,000	1.5%	10	
							Pavement Condition Index (PCI) =		65	
							Visual Pavement Rating =		Good	

Table No. C45 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)												
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020			
Pavement Segment Element ID:	E87-E90, E93-E95, & E96-E99											
Element:	Hangar C (east), Hangar D (west/east), Hangar E (east), Hangar F (west/east)											
Station:	Hangar G (west), Hangar G/H											
Dimensions:	Entire Hangar Rows											
Distress Types												
1. Alligator Cracking	5. Depression			9. Oil Spillage				13. Rutting				
2. Bleeding	6. Jet Blast			10. Patching				14. Shoving from PCC				
3. Block Cracking	7. Jt. Reflection (PCC)			11. Polished Aggretage				15. Slippage Cracking				
4. Corrugation	8. Long. & Trans. Cracking			12. Ravelling/Weathering				16. Swell				
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**		
12	Low								10%	10		
Pavement Condition Index (PCI) =										90		
Visual Pavement Rating =										Excellent		

Table No. C46 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)												
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020			
Pavement Segment Element ID:	E91-E92											
Element:	Hangar E (west)											
Station:												
Dimensions:	Entire Hangar Rows											
Distress Types												
1. Alligator Cracking	5. Depression			9. Oil Spillage				13. Rutting				
2. Bleeding	6. Jet Blast			10. Patching				14. Shoving from PCC				
3. Block Cracking	7. Jt. Reflection (PCC)			11. Polished Aggretage				15. Slippage Cracking				
4. Corrugation	8. Long. & Trans. Cracking			12. Ravelling/Weathering				16. Swell				
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**		
12	Low								5%	7		
Pavement Condition Index (PCI) =										93		
Visual Pavement Rating =										Excellent		

Table No. C47 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E100									
Element:	EAA Hangar									
Station:										
Dimensions:	17,000 sq.ft.									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
10	Low-Mod							10%	15	
8	Low	10						0.1%	2	
Pavement Condition Index (PCI) =									83	
Visual Pavement Rating =									Very Good	

Table No. C48 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E101									
Element:	Hangar 1 Ramp									
Station:										
Dimensions:	210' x 130'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
3	Low							80%	33	
12	Low							70%	25	
Pavement Condition Index (PCI) =									61	
Visual Pavement Rating =									Good	

Table No. C49 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E102-E105									
Element:	Hangars J & K									
Station:										
Dimensions:	All Hangar Rows									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Moderate							5%	15	
12	Low							10%	10	
Pavement Condition Index (PCI) =									80	
Visual Pavement Rating =									Very Good	

Table No. C50 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E106-E110									
Element:	Taxilane T, Hangar L, Hangar M									
Station:										
Dimensions:	Hangar Rows and Taxilanes, 146,000 sq.ft.									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	30	
8	Low	200	100	300			600	0.4%	4	
* - Portion of Taxilane T and Hangar L had AC removed/replaced in 2020, PCI in these areas now 100.										
Pavement Condition Index (PCI) =									66	
Visual Pavement Rating =									Good	

Table No. C51 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E111-E113		
Element:	Executive Hangars L, N, & P		
Station:			
Dimensions:	All Hangar Rows		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							5%	7
							Pavement Condition Index (PCI) =		93
							Visual Pavement Rating =		Excellent

Table No. C52 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E114-E117		
Element:	Gliderport		
Station:			
Dimensions:	All Glider Taxiways and Aprons		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Moderate							10%	24
12	Low							50%	20
							Pavement Condition Index (PCI) =		71
							Visual Pavement Rating =		Very Good

Table No. C53 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E118									
Element:	Road - Hangars A-H									
Station:	0+00 to 4+50									
Dimensions:	450' x 24'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
1	Moderate							20%	65	
3	Moderate							80%	50	
12	Low							50%	20	
* - AC removed/replaced in 2020, PCI in these areas now 100.										
								Pavement Condition Index (PCI) =	20	
								Visual Pavement Rating =	Very Poor	

Table No. C54 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Truckee Tahoe Airport						**Date of Survey:**	October 17-19, 2019 & May 2020		
Pavement Segment Element ID:	E119									
Element:	Road - Hangars A-H									
Station:	5+25 to 8+75									
Dimensions:	350' x 24'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Low-Mod							100%	30	
8	Low	45	50	30			125	1.5%	10	
								Pavement Condition Index (PCI) =	65	
								Visual Pavement Rating =	Good	

Table No. C55 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)													
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020				
Pavement Segment Element ID:	E120-E122												
Element:	Road - Hangars A-H												
Station:	8+75 to 18+00												
Dimensions:	925' x 24'												
Distress Types													
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting										
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC										
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking										
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell										
Distress	**Severity**	**Quantity**							**Total**	**Density (%)**	**Deduct Value**		
12	Low									10%	10		
Pavement Condition Index (PCI) =											90		
Visual Pavement Rating =											Excellent		

Table No. C56 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)													
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020				
Pavement Segment Element ID:	E123												
Element:	Med Services Apron												
Station:													
Dimensions:	150' x 110'												
Distress Types													
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting										
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC										
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking										
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell										
Distress	**Severity**	**Quantity**							**Total**	**Density (%)**	**Deduct Value**		
* New 2020 construction, No Distress. PCI = 100													
Pavement Condition Index (PCI) =											100		
Visual Pavement Rating =											Excellent		

Table No. C57 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020					
Pavement Segment Element ID:	E124													
Element:	Warehouse													
Station:														
Dimensions:	390' x 105'													
Distress Types														
1. Alligator Cracking	5. Depression			9. Oil Spillage				13. Rutting						
2. Bleeding	6. Jet Blast			10. Patching				14. Shoving from PCC						
3. Block Cracking	7. Jt. Reflection (PCC)			11. Polished Aggretage				15. Slippage Cracking						
4. Corrugation	8. Long. & Trans. Cracking			12. Ravelling/Weathering				16. Swell						
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**				
12	Low-Mod								80%	27				
12	Moderate								20.0%	25				
Pavement Condition Index (PCI) =										66				
Visual Pavement Rating =										Good				

Table No. C58 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020					
Pavement Segment Element ID:	E125													
Element:	Maintenance Building													
Station:														
Dimensions:														
Distress Types														
1. Alligator Cracking	5. Depression			9. Oil Spillage				13. Rutting						
2. Bleeding	6. Jet Blast			10. Patching				14. Shoving from PCC						
3. Block Cracking	7. Jt. Reflection (PCC)			11. Polished Aggretage				15. Slippage Cracking						
4. Corrugation	8. Long. & Trans. Cracking			12. Ravelling/Weathering				16. Swell						
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**				
1	Low								10%	44				
3	Low								90%	34				
12	Low								50%	20				
* - AC removed/replaced in 2020, PCI in these areas now 100.														
Pavement Condition Index (PCI) =										39				
Visual Pavement Rating =										Poor				

Table No. C59 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E126-E127		
Element:	Chandelle Way		
Station:	0+00 to 10+50		
Dimensions:	1,050' x 28'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							10%	10
							Pavement Condition Index (PCI) =		90
							Visual Pavement Rating =		Excellent

Table No. C60 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Pavement Segment Element ID:	E128		
Element:	Chandelle Way		
Station:	10+50 to 13+75		
Dimensions:	325' x 28'		

Distress Types

1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							10%	10
8	Low							2%	7
							Pavement Condition Index (PCI) =		85
							Visual Pavement Rating =		Excellent

Table No. C61 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020					
Pavement Segment Element ID:	E129													
Element:	Aviation Way													
Station:														
Dimensions:	33,000 sq.ft.													
Distress Types														
1. Alligator Cracking	5. Depression		9. Oil Spillage		13. Rutting									
2. Bleeding	6. Jet Blast		10. Patching		14. Shoving from PCC									
3. Block Cracking	7. Jt. Reflection (PCC)		11. Polished Aggretage		15. Slippage Cracking									
4. Corrugation	8. Long. & Trans. Cracking		12. Ravelling/Weathering		16. Swell									
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**				
1	Moderate								10%	43				
12	Low								10%	10				
Pavement Condition Index (PCI) =										52				
Visual Pavement Rating =										Fair				

Table No. C62 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)														
Airport:	Truckee Tahoe Airport							**Date of Survey:**	October 17-19, 2019 & May 2020					
Pavement Segment Element ID:	E130													
Element:	Terminal Parking and Road													
Station:														
Dimensions:	Parking Lots and Road towards Taxilane R													
Distress Types														
1. Alligator Cracking	5. Depression		9. Oil Spillage		13. Rutting									
2. Bleeding	6. Jet Blast		10. Patching		14. Shoving from PCC									
3. Block Cracking	7. Jt. Reflection (PCC)		11. Polished Aggretage		15. Slippage Cracking									
4. Corrugation	8. Long. & Trans. Cracking		12. Ravelling/Weathering		16. Swell									
Distress	**Severity**	**Quantity**						**Total**	**Density (%)**	**Deduct Value**				
1	Low								5%	36				
12	Low								20%	15				
3	Low								1%	8				
Pavement Condition Index (PCI) =										54				
Visual Pavement Rating =										Fair				

Appendix D
Traffic Summary

In order to evaluate a pavement section so as to determine when it will fail as a result of deep-seated distress, it is necessary to know the number of coverages of each tire of each aircraft using the airport that will pass over the section of pavement being evaluated. To determine the type and amount of traffic that operates on a given section of pavement, it is necessary to ascertain the annual operations of each aircraft using the airport and the portion of the pavement that is utilized by the aircraft for each operation. This appendix analyzes the total traffic, the traffic of each main aircraft type, and the sections of pavement that are utilized by each of these aircraft.

Traffic forecasts for each runway and taxiway complex and aprons were furnished by the Truckee Tahoe Airport and Airport Control Tower and used to evaluate the distribution of traffic at this airport. The Master Plan forecast data was updated in June 2021 and included the type aircraft currently operating at the airport, along with the annual number of operations of each aircraft type. The preferred operations forecast method of "Turbine Regression Method Forecast" was utilized. Growth rates for each type of aircraft were derived from the updated Aviation Activity Forecasts. The growth rates used were 1% for piston aircraft, 3% for turboprop aircraft, 6% for jet aircraft weighing less than 24,000 lbs., 3% for jet aircraft weighing between 24,000 and 72,000 lbs., and 6% for the heavier jet aircraft weighting more than 72,000 lbs.

Table No. D1 lists the 2019 annual operations for aircraft utilizing the airport for each runway and includes their maximum loading weight and gear configuration. It should be noted that some of the larger jets cannot operate at their published maximum take-off weight at Truckee due to runway length, density altitude, and operational restrictions. These aircraft have been grouped into 15 aircraft/vehicle groups. Each group represents the average aircraft characteristics of maximum loading weight and gear type for the different classifications of aircraft that utilize the airport pavements. Snow removal equipment and delivery trucks are included in groups 12 thru 15 and used on the appropriate pavement sections.

In evaluating airfield pavements for deep-seated distress, it is the number of coverages of each wheel on each aircraft over a given point of pavement that contributes to the deep-seated distress on or near that section of pavement. The distribution of aircraft traffic on each pavement section of the airport is a function of:

- Wind direction, which dictates which runway is used
- Landing length requirement of each aircraft and takeoff length requirement of each aircraft
- Destination on the airport of each aircraft type.
- Distribution of traffic on a given pavement section.

Appendix D
Traffic Summary

For this evaluation, data was provided by the Airport showing how many operations utilized each of the 4 runway ends at the airport. The runway utilized by each aircraft is a function of the size and weight of the aircraft, wind direction, destination of the aircraft on the airfield, and air traffic control tower preferences.

When an aircraft lands on a runway, only the heavier aircraft generally use the full length of runway. Intermediate and smaller size aircraft exit the runway at the appropriate cross taxiway. The taxiways that are used by aircraft are dependent upon the location at which the aircraft take off and land as well as the destination of the arriving aircraft on the airport.

For this evaluation it was assumed that 90 percent of the traffic uses Runway 11-29 and 10 percent uses Runway 2-20. Of the 90 percent that use Runway 11-29, 90 percent land and take off on Runway 29 and only 10 percent use Runway 11. Of the 10 percent that use Runway 2-20, 80 percent land and take off on Runway 20 and only 20 percent land and take off on Runway 2. This traffic distribution is changing now that the aircraft control tower has been operating at the airport and more traffic is starting to utilize Runway 2-20. The shift in traffic has been accounted for in the updated traffic forecast data.

Based on the aircraft characteristics, the runway use dictated by wind direction, and the destination of aircraft on the airport, the current annual operations of each aircraft have been evaluated to best represent the actual traffic that occurs on each segment of pavement. The traffic forecast to occur on each segment is defined as “Traffic Index.” A total of 28 traffic indexes were evaluated and used for this study. On several pavement sections, such as the cross taxiways, hangar areas and aprons, the entire amount of traffic from a pavement complex was initially utilized even though the actual traffic experienced on these pavements will likely be lower. This higher level of traffic was not further reduced in some areas if the pavement life on these pavements exceeded 20 years even with the higher than expected traffic levels. All pavements that showed less than 20 years of remaining life were further analyzed with a traffic index that represented their actual forecast traffic. The number of annual operations and estimated average annual growth rates for each aircraft group and each traffic index are indicated in Table No. D1. These traffic indexes were utilized in the evaluation of all pavements for deep-seated distress.

Appendix D
Traffic Summary

Since the business jet traffic at Truckee Tahoe Airport has increased significantly over the past 10 years and the national fleet is increasing, there is a possibility that the number of operations of larger aircraft using the airport will increase more than what has been forecast. In order to evaluate the effect that this potential increased traffic would have, an additional set of traffic indexes was prepared and used in the Fatigue Analysis studies. With these "enhanced" traffic indexes the number of operations of the large aircraft (those with maximum takeoff weight in excess of 48,000 pounds) was doubled. These "Enhanced Traffic" Indexes are the same as the forecast traffic, but the aircraft in Aircraft Groups 8, 9, 10, and 11 were doubled during the "Enhanced Traffic" evaluations. The Fatigue Analysis was conducted using both the forecast traffic and the traffic with the large aircraft operations doubled.

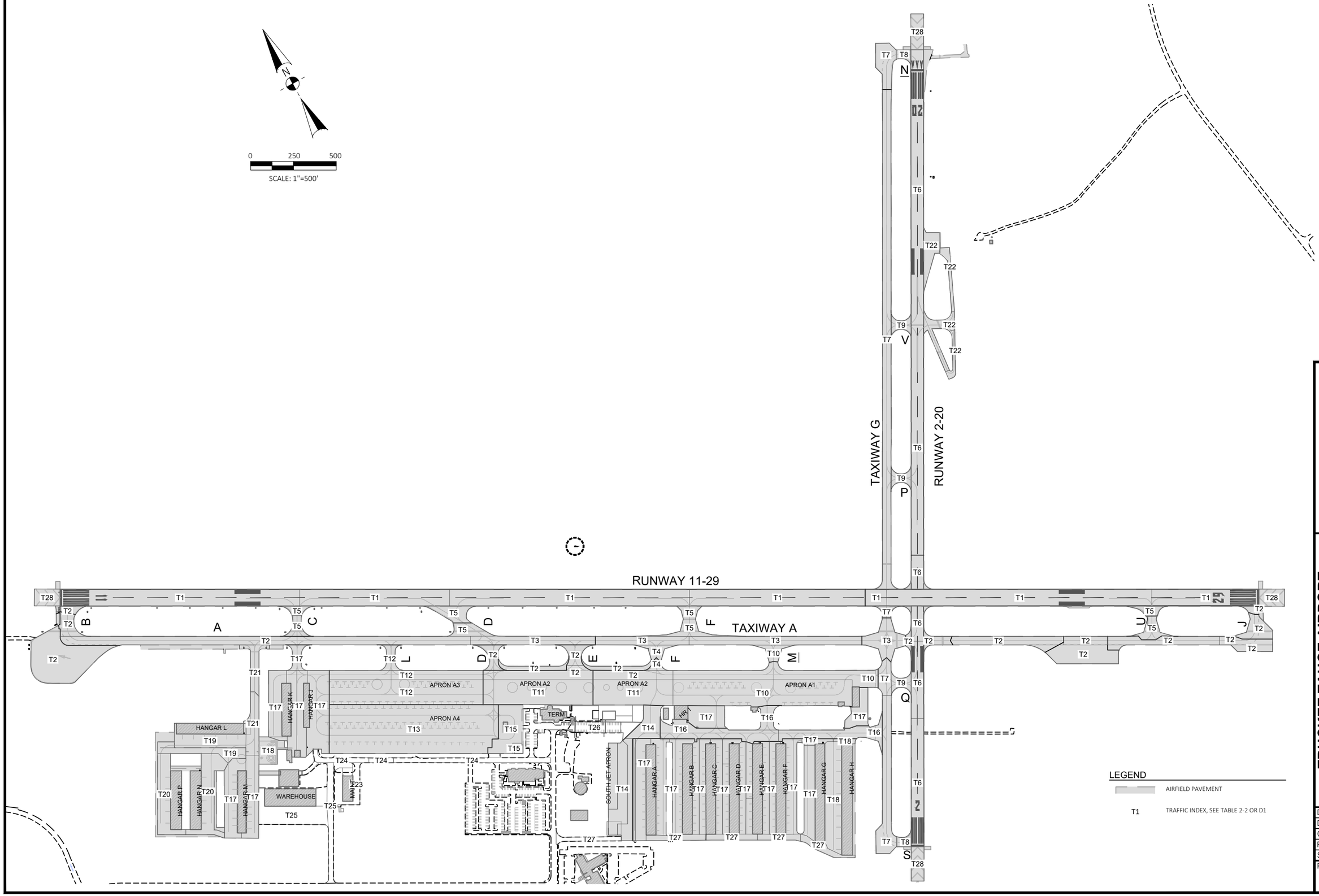
Using the traffic index and the total annual operations, the number of operations on a given segment of the airport can be estimated. Each operation does not travel over the same spot on a pavement and, therefore, the number of coverages on the pavement section will be less than the total operations for each traffic index. The distribution of traffic on each section is a function of the aircraft type, the gear type, the wind conditions, and the skill of the pilot. There is generally a fairly wide distribution of traffic on a runway, whereas, on a taxiway the traffic is more concentrated. On the aprons the traffic generally follows specified taxilane markings, but only a fraction of the total aircraft operate on each section of apron. Different factors are applied to the operations estimated for a given section of the airport to convert operations to coverages. Coverages are used in the Fatigue Analysis for remaining pavement life calculations.

The traffic index used for various segments of each pavement is indicated on Plate No. D1.

A table of contents of this appendix is shown below:

Plates:

Tables



TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
TRAFFIC DISTRIBUTION - TRAFFIC INDEX

BRANDLEY ENGINEERING
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DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.2-4.Traffic
SCALE	1"=500'
PLATE No.	D1

TABLE No. D1 - Traffic Index Summary - Truckee Tahoe Airport

				Traffic Index (Forecast Annual Aircraft Operations in 2019)															
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2019 Annual Operations	Annual Growth Rate	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11	T12	T13	T14
1	Piston	5,500	Single	21,000	1%	15,750	7,875	18,900	3,938	3,938	6,300	3,150	3,150	1,575	2,000	2,000	6,000	10,000	2,000
2	Turboprop	12,000	Single	7,900	3%	5,925	2,963	7,110	1,482	1,481	2,370	1,185	1,185	593	3,000	3,000	3,000	1,000	5,000
3	Jet	15,000	Single	440	6%	400	200	440	100	80	40	20	20	10	44	264	44	-	88
4	Jet	18,000	Single	480	6%	437	218	480	109	87	43	22	22	11	48	288	48	-	96
5	Jet	21,000	Dual	870	6%	792	396	870	198	158	78	39	39	20	87	522	87	-	174
6	Jet	24,000	Dual	600	3%	546	273	600	137	109	54	27	27	14	60	360	60	-	120
7	Jet	36,000	Dual	650	3%	592	296	650	148	118	59	29	29	15	65	390	65	-	130
8**	Jet	48,000	Dual	750	3%	683	341	750	171	137	68	34	34	17	75	450	75	-	150
9**	Jet	72,000	Dual	120	6%	120	60	120	30	-	-	-	-	-	10	108	10	-	-
10**	Jet	84,000	Dual	120	6%	120	60	120	30	-	-	-	-	-	10	108	10	-	-
11**	Jet	96,000	Dual	100	6%	100	50	100	25	-	-	-	-	-	5	90	5	-	-
12	Plow Trucks	40,000	Single	-	0%	200	200	200	200	200	200	200	200	200	200	200	200	50	120
13	Snow Blowers	50,000	Single	-	0%	120	120	120	120	120	120	120	120	120	60	60	60	20	40
14	Automobile	4,000	Single	-	2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Delivery Trucks	38,000	Dual Axle	-	2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

** - Denotes an Aircraft Group that has operations doubled in the "Enhanced Traffic" analysis.

				Traffic Index (Forecast Annual Aircraft Operations in 2019)															
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2019 Annual Operations	Annual Growth Rate	T15	T16	T17	T18	T19	T20	T21	T22	T23	T24	T25	T26	T27	T28
1	Piston	5,500	Single	21,000	1%	9,000	10,000	1,000	500	500	500	1,500	3,000	-	-	-	-	-	-
2	Turboprop	12,000	Single	7,900	3%	5,000	5,000	-	750	500	500	500	-	-	-	-	-	-	-
3	Jet	15,000	Single	440	6%	-	320	-	20	50	50	100	-	-	-	-	-	-	-
4	Jet	18,000	Single	480	6%	-	360	-	20	20	20	20	-	-	-	-	-	-	-
5	Jet	21,000	Dual	870	6%	-	750	-	-	300	100	300	-	-	-	-	-	-	-
6	Jet	24,000	Dual	600	3%	-	550	-	-	-	-	-	-	-	-	-	-	-	-
7	Jet	36,000	Dual	650	3%	-	200	-	-	-	-	-	-	-	-	-	-	-	-
8**	Jet	48,000	Dual	750	3%	-	200	-	-	-	-	-	-	-	-	-	-	-	-
9**	Jet	72,000	Dual	120	6%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10**	Jet	84,000	Dual	120	6%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11**	Jet	96,000	Dual	100	6%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Plow Trucks	40,000	Single	-	0%	80	200	120	120	120	120	120	-	400	80	80	80	80	200
13	Snow Blowers	50,000	Single	-	0%	20	120	-	-	5	-	5	-	240	20	20	20	20	120
14	Automobile	4,000	Single	-	2%	-	-	-	-	-	-	-	-	-	110,000	10,000	100,000	18,000	-
15	Delivery Trucks	38,000	Dual Axle	-	2%	-	-	-	-	-	-	-	-	-	-	4,000	2,000	-	-

** - Denotes an Aircraft Group that has operations doubled in the "Enhanced Traffic" analysis.

Appendix E
Pavement Data and Rehabilitation Schedule

In this appendix a summary of the pavement data acquired in this study for each element of the airport, such as runway, taxiway, or apron, and each segment of that element have been collected and summarized in the Pavement Data and Rehabilitation tables, Tables E1 through E130. In these tables, the following data are summarized for each section:

- Existing Pavement Section
- Modulus of Elasticity and Poisson's Ratio of each material in the existing pavement sections and the subgrade and subsoils below the section
- Construction Record
- Pavement Condition Survey Data including PCI for 2011, 2013, and 2020
- Pavement Condition Number (PCN)
- Pavement Remaining Life
- Recommended Rehabilitation Schedule

Routine remarking of the pavements is necessary every 2 to 3 years due to weathering and damage to the existing markings due to snow removal operations. A 3-year rotating marking schedule has been developed for the airport maintenance staff and the airport is enacting this plan starting in 2021. The airport was broken into 3 approximately equal areas of pavement markings so that the average annual cost of this remarking program is under $150,000 per year. The airfield remarking projects are not included in the cost tables or rehabilitation schedules but needs to be accounted for in the pavement management and maintenance budgets. Any recommended rehabilitation projects include marking of the associated pavements, this work would be deducted from the annual remarking projects as necessary.

The table of contents of this appendix is shown below:

Plates

Appendix E
Pavement Data and Rehabilitation Schedule

Tables E1 through E130 – Pavement Data and Rehabilitation Schedule

Tables E1 thru E9	Runway 11-29
Tables E10 thru E42	Taxiways A, B, C, D, E, F, M, U, & J
Tables E43 thru E50	Runway 2-20
Tables E51 thru E60	Taxiways G, N, V, P, Q, & S
Tables E61 thru E66	Taxilane Q (Apron Edge Taxilane)
Tables E67 thru E73	Aprons A1, A2, A3, A4, Fuel, Wash Rack
Tables E74 thru E80	South Jet Apron, Taxilane R, Taxiway M
Tables E81 thru E99	Hangars A-H
Tables E100 thru E101	EAA Apron and Hangar 1 Ramp
Tables E102 thru E105	Hangars J & K
Tables E106 thru E113	Taxilane T, Hangars L, M, N, & P
Tables E114 thru E117	Gliderport
Tables E118 thru E122	Road – Hangars A-H
Tables E123 thru E125	Med Services Apron, Warehouse, Maintenance
Tables E126 thru E130	Chandelle, Aviation Way, Terminal Parking Lot

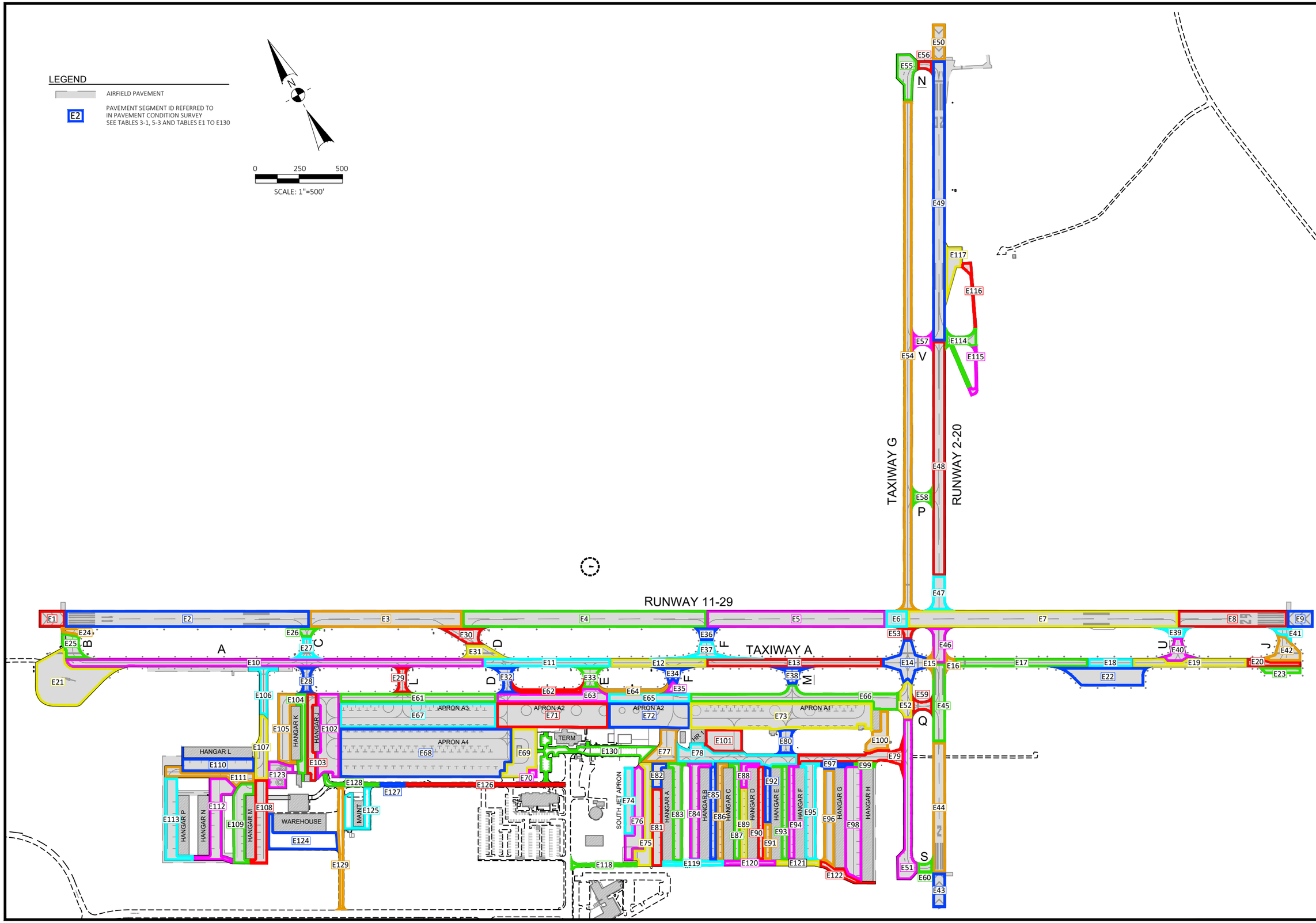
LEGEND

AIRFIELD PAVEMENT

E2 PAVEMENT SEGMENT ID REFERRED TO IN PAVEMENT CONDITION SURVEY SEE TABLES 3-1, 5-3 AND TABLES E1 TO E130

0 250 500

SCALE: 1"=500'



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TRUCKEE TAHOE AIRPORT

2020 PAVEMENT MANAGEMENT PLAN

PAVEMENT SEGMENT IDENTIFICATION

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.areas
SCALE	1"=500'
PLATE No.	E1

0 250 500

SCALE: 1"=500'

TAXIWAY G

RUNWAY 2-20

RUNWAY 11-29

TAXIWAY A

HANGAR L

HANGAR P

HANGAR N

HANGAR M

HANGAR K

HANGAR J

HANGAR A

HANGAR B

HANGAR C

HANGAR D

HANGAR E

HANGAR F

HANGAR G

HANGAR H

LEGEND

AIRFIELD PAVEMENT

FWD TEST ROW STARTING STATION & DIRECTION

TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
STATIONING CONTROL PLAN - TRAFFIC INDEX

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DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.fwd-sta
SCALE	1"=500'
PLATE No.	E2

TABLE No. E1 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11 Blast Pad		
Station:	-1+50 to 0+00		
Dimensions:	150' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	70	0.35	-	
	ASB	5	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	25	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No visible cracking. No seal coats.

PCI (2011) = 55	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 25 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T28	
FWD Critical Center Plate Deflection (Range) - 30 K Load	46 (25-46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	C2, G1	2027 - 2" AC Mill & Fill, Groove, Saw & Seal Joints
2031-2035	H2	2032 - Reseal Joints & Cracks
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E2 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	0+00 to 14+25		
Dimensions:	1,425' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	5	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, No visible cracking. No seal coats. Grooves are wearing down due to snow removal operations.

PCI (2011) = 60	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 25 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	32 (23-32)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	C2, G1	2027 - 2" AC Mill & Fill, Groove, Saw & Seal Joints
2031-2035	H2	2032 - Reseal Joints & Cracks
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E3 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	14+25 to 23+00		
Dimensions:	875' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	5	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, No visible cracking. No seal coats. Grooves are wearing down due to snow removal operations.

PCI (2011) = 60	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 25 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	36 (32-36)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	C2, G1	2027 - 2" AC Mill & Fill, Groove, Saw & Seal Joints
2031-2035	H2	2032 - Reseal Joints & Cracks
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E4 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	23+00 to 37+00		
Dimensions:	1,400' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	5	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, No visible cracking. No seal coats. Grooves are wearing down due to snow removal operations.

PCI (2011) = 60	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 25 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	36 (30-36)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	C2, G1	2027 - 2" AC Mill & Fill, Groove, Saw & Seal Joints
2031-2035	H2	2032 - Reseal Joints & Cracks
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E5 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	37+00 to 47+00		
Dimensions:	1,000' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	5	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, No visible cracking. No seal coats. Grooves are wearing down due to snow removal operations.

PCI (2011) = 60	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	36 (27-36)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	C2, G1	2027 - 2" AC Mill & Fill, Groove, Saw & Seal Joints
2031-2035	H2	2032 - Reseal Joints & Cracks
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E6 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	47+00 to 48+75		
Dimensions:	175' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, No visible cracking. No seal coats. Grooves are wearing down due to snow removal operations.

PCI (2011) = 86	PCI (2013) = 86	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (47-56)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	11	7

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction, Groove
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E7 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	48+75 to 64+25		
Dimensions:	1,550' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 86	PCI (2013) = 86	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (38-63)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	11	7

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction, Groove
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E8 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 11-29		
Station:	64+25 to 70+00		
Dimensions:	575' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1971	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Grooved, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 86	PCI (2013) = 86	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (38-59)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	11	7

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction, Groove
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E9 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 29 Blast Pad*		
Station:	70+00 to 71+50		
Dimensions:	150' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* Theoretical values used for modulus of elasticity. Assumed based on typical values of newly constructed materials. This area was constructed since the pavement testing was performed.
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1986, 2020	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. No joints. Some 1' wide AC patches. Alligator crafking and depressions at joint intersections (20% of pavement). *Pavement Reconstructed in 2020 after survey and testing was completed.

PCI (2011) = 55	PCI (2013) = 38	PCI (2020) = 21 / 100*
Visual Pavement Rating (PCI 2020) = Very Poor/ Excellent*		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T28	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (57-86)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E10 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	0+00 to 24+00		
Dimensions:	2,400' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	65	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: None	Rutting: None

AC Pavement. Several 1' wide patches. Moderate Block Cracking (1"-3" wide), Approx 20'-30' spacing, some @ 10'. V. Light Bleeding (5%), Cracking in wheelpath.

PCI (2011) = 51	PCI (2013) = 46	PCI (2020) = 32
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (26-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	9	5

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E11 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	24+00 to 31+25		
Dimensions:	725' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	65	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: None	Rutting: None

AC Pavement. Several 1' wide patches. Moderate Block Cracking (1"-3" wide), Approx 20'-30' spacing, some @ 10'. V. Light Bleeding (5%), Cracking in wheelpath.

PCI (2011) = 51	PCI (2013) = 38	PCI (2020) = 32
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (23-49)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	4	3

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E12 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	31+25 to 36+75		
Dimensions:	550' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	4	60	0.35	-	
	ASB	11	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 38	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 20 K Load	32 (27-32)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E13 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	36+75 to 47+00		
Dimensions:	1,025' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	4	60	0.35	-	
	ASB	11	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 44	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 20 K Load	32 (24-30)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E14 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	47+00 to 49+50		
Dimensions:	250' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	4	80	0.35	-	
	ASB	10	60	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	Semi-Infinite	40	0.35	-	
	Subsoil	-	-	-	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 38	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 20 K Load	19 (17-26)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	B1	2028 - Relocate & Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E15 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	49+50 to 49+75		
Dimensions:	25' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 80	PCI (2013) = 75	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E16 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	50+50 to 51+00		
Dimensions:	50' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 80	PCI (2013) = 75	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (53)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E17 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	51+00 to 58+75		
Dimensions:	775' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	4	50	0.35	-	
	ASB	11	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 35	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	36 (34-43)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E18 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	58+75 to 61+25		
Dimensions:	250' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	60	0.35	-	
	ASB	10	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 35	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 30 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	30 (30)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E19 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	61+25 to 67+75		
Dimensions:	650' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	4	50	0.35	-	
	ASB	11	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 35	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	36 (29-37)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E20 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway A		
Station:	67+75 to 71+00		
Dimensions:	325' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	275	0.35	-	
	CTB	-	-	-	-	
	AB	4	55	0.35	-	
	ASB	11	35	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 35	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	46 (36-46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E21 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway B Runup		
Station:	Runup Apron		
Dimensions:	390' x 280'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	8	25	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Mod-Severe	Ravelling: Light	Rutting: None

AC Pavement. No Joints. Moderate Block Cracking @ 30' (2"-3" width). Alligator Cracking, lt-moderate, 30%. Slurry seal is 40% weathered off and removed.

PCI (2011) = -	PCI (2013) = 22	PCI (2020) = 7
Visual Pavement Rating (PCI 2020) = Failed		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	68 (41-83)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	7	4

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E22 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway U Runup		
Station:	Runup Apron		
Dimensions:	400' x 110'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	4	40	0.35	-	
	ASB	10	20	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 53	PCI (2013) = 18	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	48 (35-48)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E23 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	TW J Runup		
Station:	Runup Apron		
Dimensions:	150' x 180'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	275	0.35	-	
	CTB	-	-	-	-	
	AB	4	55	0.35	-	
	ASB	11	35	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963,	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 51	PCI (2013) = 35	PCI (2020) = 88
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	46 (40-59)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E24 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway B		
Station:	0+00 to 0+50		
Dimensions:	50' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	30	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No cracking, No joints.

PCI (2011) = 51	PCI (2013) = 41	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 27 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	26 (27-44)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E25 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway B		
Station:	0+50 to 1+75		
Dimensions:	125' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: None	Rutting: None

AC Pavement. Light to Moderate Alligator Cracking (3%). Moderate Block Cracking. 2-Patches, 1' wide.

PCI (2011) = 51	PCI (2013) = 41	PCI (2020) = 23
Visual Pavement Rating (PCI 2020) = Very Poor		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	70 (46-74)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	12	8

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E26 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway C		
Station:	0+00 to 0+60		
Dimensions:	60' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	18	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1995, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No cracking, No joints.

PCI (2011) = 60	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 13 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	44 (44-49)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E27 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway C		
Station:	0+60 to 1+75		
Dimensions:	115' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1995	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: None	Rutting: None

AC Pavement, 1' wide patches, Moderate to Severe Block Cracks (1/2"-3" wide, most are 2" wide)

PCI (2011) = 60	PCI (2013) = 43	PCI (2020) = 28
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 11 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	63 (56-74)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E28 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway C (south)		
Station:	0+25 to 1+75		
Dimensions:	150' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	12	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1995	Reconstruction
	2012	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: None	Rutting: None

AC Pavement, Moderate to Severe Block Cracks (1/2"-3" wide, most are 2" wide)

PCI (2011) = 55	PCI (2013) = 90	PCI (2020) = 31
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 18 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	60 (22-60)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	n/a	2021 - Remove Taxiway
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E29 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway L		
Station:	0+25 to 1+75		
Dimensions:	150' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2.5	300	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1993	Reconstruction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Overlay of jointed pavement, joints starting to reflect through. Cracks not sealed.

PCI (2011) = 40	PCI (2013) = 95	PCI (2020) = 79
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 20 K Load	43 (28-43)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	16

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	D3	2027 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040	A3	2038 - Reconstruction

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E30 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway D		
Station:	0+00 to 1+00		
Dimensions:	100' x 85'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	80	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	25	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No cracking, No joints.

PCI (2011) = 45	PCI (2013) = 95	PCI (2020) = 82
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 22 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	41 (29-41)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E31 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway D		
Station:	1+00 to 1+75		
Dimensions:	75' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Light Block Cracking, Mod-Severe Block Cracking (1"-2" widths)

PCI (2011) = 45	PCI (2013) = 34	PCI (2020) = 30
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	60 (46-59)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E32 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway D (south)		
Station:	0+25 to 1+75		
Dimensions:	150' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1986	Reconstruction
	2012	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Overlay of jointed pavement, joints starting to reflect through. Cracks not sealed. Profile Grind (10'x30')

PCI (2011) = 45	PCI (2013) = 93	PCI (2020) = 74
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	60 (47-60)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E33 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway E		
Station:	0+25 to 1+50		
Dimensions:	125' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	80	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: None	Rutting: None

AC Pavement. Overlay of jointed pavement, joints reflecting through moderate severity (1/2"-1" wide). Cracks sealed. Profile Grind (20'x30')

PCI (2011) = 43	PCI (2013) = 90	PCI (2020) = 60
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	47 (39-47)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E34 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway F (south)		
Station:	0+25 to 1+00		
Dimensions:	75' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	70	0.35	-	
	ASB	10	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. No cracking. Good surface

PCI (2011) = 49	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 30 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T4	
FWD Critical Center Plate Deflection (Range) - 30 K Load	37 (35-37)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E35 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway F (south)		
Station:	1+00 to 1+75		
Dimensions:	75' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: V. Light	Rutting: None

AC Pavement. Overlay of jointed pavement, no cracks, few fines missing.

PCI (2011) = 49	PCI (2013) = 95	PCI (2020) = 73
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T4	
FWD Critical Center Plate Deflection (Range) - 30 K Load	69 (32-69)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E36 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway F		
Station:	0+00 to 0+75		
Dimensions:	75' x 80'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	50	0.35	-	
	ASB	10	35	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. No Cracks. Very Good surface

PCI (2011) = 49	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 30 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	53 (57-53)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E37 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway F		
Station:	0+75 to 1+75		
Dimensions:	100' x 80'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	70	0.35	-	
	ASB	10	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	25	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	1963	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. No Cracks. Very Good surface

PCI (2011) = 49	PCI (2013) = 40	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 46 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	35 (27-35)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E38 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway M		
Station:	0+25 to 1+25		
Dimensions:	100' x 70'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	75	0.35	-	
	ASB	10	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. No Cracks. Very Good surface

PCI (2011) = 45	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T10	
FWD Critical Center Plate Deflection (Range) - 30 K Load	46 (45-46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A3	2029 - Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E39 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway U		
Station:	0+00 to 0+50		
Dimensions:	50' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	75	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1971	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 54	PCI (2013) = 50	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	59 (54-59)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E40 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway U		
Station:	0+50 to 2+00		
Dimensions:	150' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	75	0.35	-	
	ASB	10	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1971	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. No Cracks. Very Good surface

PCI (2011) = 54	PCI (2013) = 50	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 30 K Load	51 (48-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E41 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway J		
Station:	0+00 to 0+50		
Dimensions:	50' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	75	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1971	Original Construction
	1986, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 51	PCI (2013) = 50	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 14 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	45 (43-45)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20	13

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E42 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway J		
Station:	0+50 to 2+00		
Dimensions:	150' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	4	75	0.35	-	
	ASB	10	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	17	0.35	-	
	Subsoil	Semi-Infinite	23	0.35	-	

Construction Record:	**Date**	**Type**
	1971	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: V. Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. No Cracks. Very Good surface

PCI (2011) = 51	PCI (2013) = 50	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	48 (35-48)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E43 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Blast Pad RW 2		
Station:	-2+00 to 0+00		
Dimensions:	200' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	-	-	-	-	
	Subsoil	-	-	-	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. 1' wide crack repairs at all joint locations. Some Moderate corner cracking.

PCI (2011) = 42	PCI (2013) = 40	PCI (2020) = 43
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = F/-/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T28	
FWD Critical Center Plate Deflection (Range) - 20 K Load	n/a (45-64)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	N/A	N/A

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E44 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 2-20		
Station:	0+00 to 7+50		
Dimensions:	750' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1973	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: Light	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact, Sealant depressed in older joints. Fines missing on surface. 30% of slabs have moderate longitudinal crack. Several Mod-Severe Cracks next to Joints. Longitudinal cracks at runway edges.

PCI (2011) = 75	PCI (2013) = 65	PCI (2020) = 30
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 20 K Load	49 (31-52)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E45 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 2-20		
Station:	7+50 to 12+00		
Dimensions:	450' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1965	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: Light	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact, Sealant depressed in older joints. Fines missing on surface. 30% of slabs have moderate longitudinal crack. Several Mod-Severe Cracks next to Joints. Longitudinal cracks at runway edges.

PCI (2011) = 75	PCI (2013) = 65	PCI (2020) = 30
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (38-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E46 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 2-20		
Station:	12+00 to 14+00		
Dimensions:	200' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1965	Original Construction
	1994, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 75	PCI (2013) = 75	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (38-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E47 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 2-20		
Station:	15+00 to 17+00		
Dimensions:	200' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1965	Original Construction
	1994, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 75	PCI (2013) = 75	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (37-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A4	2026 - Reconstruction
2031-2035		None Scheduled
2036-2040	F, G1	2040 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E48 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 2-20		
Station:	17+00 to 30+50		
Dimensions:	1,350' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	250	0.35	-	
	CTB	-	-	-	-	
	AB	5	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1965	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: Light	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact, Sealant depressed in older joints. Fines missing on surface. 30% of slabs have moderate longitudinal crack. Several Mod-Severe Cracks next to Joints. Longitudinal cracks at runway edges.

PCI (2011) = 75	PCI (2013) = 53	PCI (2020) = 30
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (30-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E49 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Runway 2-20		
Station:	30+50 to 46+54		
Dimensions:	1,604' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	250	0.35	-	
	CTB	-	-	-	-	
	AB	5	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1965	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Ravelling: Light	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact, Sealant depressed in older joints. Fines missing on surface. 30% of slabs have moderate longitudinal crack. Several Mod-Severe Cracks next to Joints. Longitudinal cracks at runway edges.

PCI (2011) = 75	PCI (2013) = 53	PCI (2020) = 30
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (28-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E50 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Blast Pad RW 20		
Station:	46+54 to 48+60		
Dimensions:	206' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	-	-	-	-	
	Subsoil	-	-	-	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. 1' wide crack repairs at all joint locations. 10% Light Alligator Cracking.

PCI (2011) = 42	PCI (2013) = 34	PCI (2020) = 35
Visual Pavement Rating (PCI 2020) = Poor		PCN (2020) = F/-/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T28	
FWD Critical Center Plate Deflection (Range) - 20 K Load	95 (30-95)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	N/A	N/A

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E51 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway G		
Station:	-0+40 to 9+00		
Dimensions:	940' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1972	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 1" wide, up to 2" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. Lt. bleeding on east side (oil bubbles on surface). Some secondary cracks at old joints, fewer than R/W 2-20.

PCI (2011) = 77	PCI (2013) = 65	PCI (2020) = 43
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T7	
FWD Critical Center Plate Deflection (Range) - 20 K Load	56 (37-78)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	B1	2028 - Relocate & Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E52 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway G		
Station:	9+00 to 11+00		
Dimensions:	200' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1972	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 1" wide, up to 2" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. Lt. bleeding on east side (oil bubbles on surface). Some secondary cracks at old joints, fewer than R/W 2-20.

PCI (2011) = 77	PCI (2013) = 55	PCI (2020) = 43
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T7	
FWD Critical Center Plate Deflection (Range) - 20 K Load	56 (29-32)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	B1	2028 - Relocate & Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E53 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway G		
Station:	13+50 to 14+25		
Dimensions:	75' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1972	Original Construction
	1994, 2008	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant depressed in older joints. Few very fine cracks on corners.

PCI (2011) = 77	PCI (2013) = 75	PCI (2020) = 75
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T7	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	B1	2028 - Relocate & Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E54 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway G		
Station:	15+25 to 44+50		
Dimensions:	2,925' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	350	0.35	-	
	CTB	-	-	-	-	
	AB	5	80	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1984	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 1" wide, up to 2" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. Some moderate cracks between joints. Some secondary cracks at old joints, fewer than R/W 2-20.

PCI (2011) = 77	PCI (2013) = 65	PCI (2020) = 48
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = 7 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T7	
FWD Critical Center Plate Deflection (Range) - 30 K Load	44 (19-40)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	B1	2028 - Relocate & Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E55 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway G		
Station:	44+50 to 47+25		
Dimensions:	275' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1984	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 1" wide, up to 2" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. Some moderate cracks between joints. Some secondary cracks at old joints, fewer than R/W 2-20.

PCI (2011) = 77	PCI (2013) = 65	PCI (2020) = 48
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = 11 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T7	
FWD Critical Center Plate Deflection (Range) - 20 K Load	38 (32-38)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	B1	2028 - Relocate & Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E56 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway N		
Station:	0+00 to 1+00		
Dimensions:	100' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	300	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. 1' wide patches.

PCI (2011) = 77	PCI (2013) = 65	PCI (2020) = 60
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 11 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T8	
FWD Critical Center Plate Deflection (Range) - 20 K Load	31 (28-31)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E57 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway V		
Station:	0+00 to 1+25		
Dimensions:	125' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	7	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 1.5" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints.

PCI (2011) = 80	PCI (2013) = 70	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 3 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 20 K Load	84 (60-85)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	9	8

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E58 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway P		
Station:	0+00 to 1+25		
Dimensions:	125' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1994	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 3" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints.

PCI (2011) = 80	PCI (2013) = 70	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 20 K Load	57 (46-57)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	19

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E59 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway Q		
Station:	0+00 to 1+25		
Dimensions:	125' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	1973	Original Construction
	1999	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 3" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. Some Bleeding.

PCI (2011) = 80	PCI (2013) = 70	PCI (2020) = 60
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 3 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 20 K Load	57 (27-57)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	16	14

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E60 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway S		
Station:	0+00 to 1+00		
Dimensions:	100' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	6	300	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Older joints 3/4" wide, up to 3" wide. New joints 1/2" wide. Band-aid sealant snow plowed off, Sealant depressed in older joints. Some Bleeding. 1' wide patches.

PCI (2011) = 77	PCI (2013) = 65	PCI (2020) = 56
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T8	
FWD Critical Center Plate Deflection (Range) - 20 K Load	33 (30-33)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A2	2023 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2037 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E61 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane Q (Ramp)		
Station:	T/L Q 24+50 to 37+00 (Apron A3)		
Dimensions:	1,250' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2.5	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	Semi-Infinite	25	0.35	-	
	Subsoil	-	-	-	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1993	Reconstruction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Overlay of jointed pavement, 10% of underlying joints starting to reflect through. Some paving joints cracked. Snow Plow scrapes on surface.

PCI (2011) = 40	PCI (2013) = 95	PCI (2020) = 68
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 12 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 30 K Load	50 (35-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	D3	2027 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040	A3	2038 - Reconstruction

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E62 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane Q (Ramp)		
Station:	Apron A2 (north expansion)		
Dimensions:	380' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	8	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	2016	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. No Cracking. Good Condition. No joints.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	45 (32-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2024 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E63 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane Q (Ramp)		
Station:	T/L Q 16+25 to 25+50 (Apron A2)		
Dimensions:	925' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction
	2012	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: Few

AC Pavement. Overlay of jointed pavement, 80% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 43	PCI (2013) = 90	PCI (2020) = 59
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	47 (33-50)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E64 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane Q (Ramp)		
Station:	Apron A2 (north expansion)		
Dimensions:	380' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	75	0.35	-	
	ASB	8	60	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	2016	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. No Cracking. Good Condition. No joints.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 30 K Load	40 (38-41)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2024 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E65 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane Q (Ramp)		
Station:	T/L Q 12+50 to 16+25 (Apron A2)		
Dimensions:	375' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	22	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: Few

AC Pavement. Overlay of jointed pavement, 80% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 43	PCI (2013) = 90	PCI (2020) = 59
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 12 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 20 K Load	32 (20-34)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	11	7

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E66 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane Q (Ramp)		
Station:	T/L Q 0+50 to 12+50 (Apron A1)		
Dimensions:	1,200' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: Few

AC Pavement. Overlay of jointed pavement, 80% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 45	PCI (2013) = 95	PCI (2020) = 61
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T10	
FWD Critical Center Plate Deflection (Range) - 20 K Load	55 (32-66)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	11	8

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A3	2029 - Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E67 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Apron A3		
Station:	Apron A3		
Dimensions:	900' x 145'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2.5	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement. Overlay of jointed pavement, 10% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 40	PCI (2013) = 95	PCI (2020) = 68
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 30 K Load	77 (34-77)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	D3	2027 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040	A3	2038 - Reconstruction

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E68 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Apron A4		
Station:	Apron A4		
Dimensions:	980' x 285'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	9	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1965	Original Construction
	1999, 2014	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Paving joints cracked and sealed. Transverse cracks @ 10'-20' spacing, all cracks 1/8" or less. Block cracking (v. light severety) starting

PCI (2011) = 32	PCI (2013) = 23	PCI (2020) = 67
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 11 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T13	
FWD Critical Center Plate Deflection (Range) - 20 K Load	65 (35-72)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	E	2025 - Crack Seal
2026-2030		None Scheduled
2031-2035	D3	2031 - Remove & Replace AC
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E69 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Fuel Island		
Station:	Self Serve Fuel Island		
Dimensions:	280' x 140'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8.5	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2010	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. 25' Joints, joints 1/2"-1" wide, sealed. Few fuel/oil spills on pavement.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 68
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 10 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T15	
FWD Critical Center Plate Deflection (Range) - 20 K Load	46 (34-52)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	G2, H1	2025 - Supplemental Joints
2026-2030	H3	2030 - Reseal Joints, Seal Coat
2031-2035	F, H3	2035 - Reseal Joints & Cracks
2036-2040	D3	2040 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E70 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Wash Rack*		
Station:	Concrete Wash Rack		
Dimensions:	50' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	6	3,000*	0.35	-	* Theoretical values used for modulus of elasticity. Assumed based on typical values of newly constructed materials. This area was constructed since the pavement testing was performed.
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	8	75*	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12*	0.35	-	
	Subsoil	Semi-Infinite	25*	0.35	-	

Construction Record:	**Date**	**Type**
	2020	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: None	Ravelling: None	Rutting: None

PCC Pavement. *New Construction in 2020. No FWD testing on this pavement. All Modulus Values are theoretical values. No spalls, cracks, or patches. Joint Seal is good.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 100*
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 13 R/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T15	
FWD Critical Center Plate Deflection (Range) - n/a K Load	n/a ()	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H4	2024 - Reseal Joints
2026-2030	H4	2029 - Reseal Joints
2031-2035	H4	2034 - Reseal Joints
2036-2040	H4	2039 - Reseal Joints

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E71 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Apron A2		
Station:	Apron A2 (west)		
Dimensions:	640' x 150'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction
	2012	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: Few

AC Pavement. Overlay of jointed pavement, 80% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 43	PCI (2013) = 90	PCI (2020) = 59
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T11	
FWD Critical Center Plate Deflection (Range) - 30 K Load	65 (27-65)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	6	4

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E72 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Apron A2		
Station:	Apron A2 (east)		
Dimensions:	470' x 150'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: Few

AC Pavement. Overlay of jointed pavement, 80% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 43	PCI (2013) = 90	PCI (2020) = 59
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T11	
FWD Critical Center Plate Deflection (Range) - 20 K Load	55 (33-60)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	5	3

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A3	2024 - Reconstruction
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2038 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E73 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Apron A1		
Station:	Apron A1		
Dimensions:	1,030' x 150'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3.5	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2013	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: Few

AC Pavement. Overlay of jointed pavement, 80% of underlying joints starting to reflect through. Some paving joints cracked. Small depressions in jet circles. Snow Plow scrapes on surface.

PCI (2011) = 45	PCI (2013) = 95	PCI (2020) = 61
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T10	
FWD Critical Center Plate Deflection (Range) - 20 K Load	60 (34-72)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	14	10

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	A3	2029 - Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E74 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	South Jet Apron		
Station:	All		
Dimensions:			

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	75	0.35	-	
	ASB	8	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1991, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 55	PCI (2013) = 30	PCI (2020) = 83
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T14	
FWD Critical Center Plate Deflection (Range) - 20 K Load	29 (21-29)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E75 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	South Jet Apron		
Station:	All		
Dimensions:			

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	8	20	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1991, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 55	PCI (2013) = 30	PCI (2020) = 83
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 11 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T14	
FWD Critical Center Plate Deflection (Range) - 20 K Load	53 (35-54)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E76 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	South Jet Apron		
Station:	All		
Dimensions:			

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	8	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 55	PCI (2013) = 30	PCI (2020) = 83
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T14	
FWD Critical Center Plate Deflection (Range) - 20 K Load	37 (16-36)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E77 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	South Jet Apron Connector		
Station:	All		
Dimensions:			

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	8	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	1991	Original Construction
	2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. No Joints. Few paving joints cracked and sealed, light cracks. Good surface

PCI (2011) = 55	PCI (2013) = 45	PCI (2020) = 83
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T14	
FWD Critical Center Plate Deflection (Range) - 20 K Load	37 (31-37)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E78 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane R		
Station:	6+50 to 13+50		
Dimensions:	700' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	5	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2019	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: None	Ravelling: None	Rutting: None

AC Pavement. New, paved approximately 2 weeks prior to survey. Excellent Condition.

PCI (2011) = 59	PCI (2013) = 45	PCI (2020) = 100
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 20 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T16	
FWD Critical Center Plate Deflection (Range) - 30 K Load	55 (38-55)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2033 - New Joints, Seal Coat
2036-2040	H2	2038 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E79 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane R		
Station:	0+00 to 6+50		
Dimensions:	650' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	5	20	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2019	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: None	Ravelling: None	Rutting: None

AC Pavement. New, paved approximately 2 weeks prior to survey. Excellent Condition.

PCI (2011) = 59	PCI (2013) = 45	PCI (2020) = 100
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 14 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T16	
FWD Critical Center Plate Deflection (Range) - 30 K Load	71 (52-71)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	18

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2033 - New Joints, Seal Coat
2036-2040	H2	2038 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E80 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxiway M		
Station:	All		
Dimensions:	150' x 70'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	5	20	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: None	Ravelling: None	Rutting: None

AC Pavement. New, paved approximately 2 weeks prior to survey. Excellent Condition.

PCI (2011) = 59	PCI (2013) = 45	PCI (2020) = 100
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 14 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T16	
FWD Critical Center Plate Deflection (Range) - 30 K Load	71 (61-94)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2033 - New Joints, Seal Coat
2036-2040	H2	2038 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E81 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar A (west)		
Station:	All		
Dimensions:	400' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2001	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks (10-20)

PCI (2011) = 75	PCI (2013) = 73	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	58 (49-58)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E82 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar A (west)		
Station:	All		
Dimensions:	150' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	70	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2001	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks

PCI (2011) = 75	PCI (2013) = 73	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 7 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	45 (42-45)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E83 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar A (east)		
Station:	All		
Dimensions:	560' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	6	40	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2001	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks

PCI (2011) = 75	PCI (2013) = 73	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 7 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	58 (42-58)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E84 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar B (west)		
Station:	All		
Dimensions:	550' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2001	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 2" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks

PCI (2011) = 63	PCI (2013) = 70	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 3 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	62 (40-68)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E85 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar B (east)		
Station:	All		
Dimensions:	550' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 2" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks. Longitudinal crack 2'-3' from slot drain.

PCI (2011) = 63	PCI (2013) = 65	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 7 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	58 (33-68)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E86 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar C (west)		
Station:	All		
Dimensions:	550' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 2" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks. Longitudinal crack 2'-3' from slot drain.

PCI (2011) = 63	PCI (2013) = 65	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	58 (22-59)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E87 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar C (east)		
Station:	All		
Dimensions:	550' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	150	0.35	-	
	CTB	-	-	-	-	
	AB	7	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2017	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 61	PCI (2013) = 57	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	72 (48-73)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E88 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar D (west)		
Station:	All		
Dimensions:	150' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	150	0.35	-	
	CTB	-	-	-	-	
	AB	7	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2017	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 61	PCI (2013) = 57	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	89 (55-89)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E89 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar D (west)		
Station:	All		
Dimensions:	400' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	250	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2017	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 61	PCI (2013) = 57	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	68 (44-68)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E90 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar D (east)		
Station:	All		
Dimensions:	550' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1982, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 57	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	50 (35-50)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2026 - New Joints, Seal Coat
2031-2035	H2	2031 - Reseal Joints & Cracks
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E91 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar E (west)		
Station:	All		
Dimensions:	200' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	6	100	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1982, 2017	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. No plow scrapes on surface.

PCI (2011) = 57	PCI (2013) = 52	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	43 (39-41)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E92 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar E (west)		
Station:	All		
Dimensions:	350' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	6	80	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1982, 2017	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. No plow scrapes on surface.

PCI (2011) = 57	PCI (2013) = 52	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 3 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	58 (42-58)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E93 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar E (east)		
Station:	All		
Dimensions:	550' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	18	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1982, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 84	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 17 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	42 (37-55)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2026 - New Joints, Seal Coat
2031-2035	H2	2031 - Reseal Joints & Cracks
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E94 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar F (west)		
Station:	All		
Dimensions:	550' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1982, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 84	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 3 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	68 (53-69)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2026 - New Joints, Seal Coat
2031-2035	H2	2031 - Reseal Joints & Cracks
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E95 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar F (east)		
Station:	All		
Dimensions:	550' x 65'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1986, 2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 81	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	45 (30-46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2026 - New Joints, Seal Coat
2031-2035	H2	2031 - Reseal Joints & Cracks
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E96 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar G (west)		
Station:	All		
Dimensions:	550' x 65'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	6	500	0.35	-	
	AB	-	-	-	-	
	ASB	8	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 58	PCI (2013) = 50	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	38 (23-38)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E97 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar G (west)		
Station:	All		
Dimensions:	150' x 30'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	6	100	0.35	-	
	AB	-	-	-	-	
	ASB	8	20	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1986, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 58	PCI (2013) = 50	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	62 (60-62)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E98 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar G/H		
Station:	All		
Dimensions:	630' x 100'		

	di	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	6	400	0.35	-	
	AB	-	-	-	-	
	ASB	8	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 55	PCI (2013) = 38	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 22 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T18	
FWD Critical Center Plate Deflection (Range) - 30 K Load	43 (28-43)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E99 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar G/H		
Station:	All		
Dimensions:	125' x 20'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	8	20	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 55	PCI (2013) = 38	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 11 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T18	
FWD Critical Center Plate Deflection (Range) - 30 K Load	82 (82)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E100 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	EAA Hangar		
Station:	All		
Dimensions:	17,000 sq. ft.		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	3	75	0.35	-	
	ASB	8	50	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2013	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement, No Joints. 1-10' crack. Some snow plow scrapes on surface.

PCI (2011) = n/a	PCI (2013) = 100	PCI (2020) = 83
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 12 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	47 (30-47)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2027 - New Joints, Seal Coat
2031-2035	H2	2032 - Reseal Joints & Cracks
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E101 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar 1 Ramp		
Station:	All		
Dimensions:	210' x 130'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	5	50	0.35	-	
	ASB	9	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2014	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Block cracks forming @ 10'-15' spacing, all cracks 1/8" or less. Cracks sealed.

PCI (2011) = 59	PCI (2013) = 45	PCI (2020) = 61
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 15 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 20 K Load	43 (26-47)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	E	2025 - Crack Seal
2026-2030		None Scheduled
2031-2035	D3	2031 - Remove & Replace AC
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E102 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar J (east)		
Station:	All		
Dimensions:	450' x 125'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	12	100	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1/2" wide. New joints 3/8" wide. Resealed right before survey. Fines missing on surface (5% of area). Fine gradation AC mix.

PCI (2011) = 35	PCI (2013) = 90	PCI (2020) = 80
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 20 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	42 (20-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H3	2024 - Reseal Joints & Cracks
2026-2030	F, H3	2029 - Reseal Joints, Seal Coat
2031-2035	H3	2034 - Reseal Joints & Cracks
2036-2040	D3	2039 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E103 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar J (west)		
Station:	All		
Dimensions:	450' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	12	200	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1/2" wide. New joints 3/8" wide. Resealed right before survey. Fines missing on surface (5% of area). Fine gradation AC mix.

PCI (2011) = 35	PCI (2013) = 90	PCI (2020) = 80
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 20 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	32 (17-47)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H3	2024 - Reseal Joints & Cracks
2026-2030	F, H3	2029 - Reseal Joints, Seal Coat
2031-2035	H3	2034 - Reseal Joints & Cracks
2036-2040	D3	2039 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E104 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar K (east)		
Station:	All		
Dimensions:	450' x 60'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	12	200	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1/2" wide. New joints 3/8" wide. Resealed right before survey. Fines missing on surface (5% of area). Fine gradation AC mix.

PCI (2011) = 35	PCI (2013) = 90	PCI (2020) = 80
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	26 (15-26)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H3	2024 - Reseal Joints & Cracks
2026-2030	F, H3	2029 - Reseal Joints, Seal Coat
2031-2035	H3	2034 - Reseal Joints & Cracks
2036-2040	D3	2039 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E105 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar K (west)		
Station:	All		
Dimensions:	450' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	12	100	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	28	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2012	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1/2" wide. New joints 3/8" wide. Resealed right before survey. Fines missing on surface (5% of area). Fine gradation AC mix.

PCI (2011) = 35	PCI (2013) = 90	PCI (2020) = 80
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	31 (18-31)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H3	2024 - Reseal Joints & Cracks
2026-2030	F, H3	2029 - Reseal Joints, Seal Coat
2031-2035	H3	2034 - Reseal Joints & Cracks
2036-2040	D3	2039 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E106 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane T		
Station:	0+00 to 3+00		
Dimensions:	300' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	250	0.35	-	
	CTB	-	-	-	-	
	AB	10	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	2004	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 2"-3" wide, sealed, but sealant is depressed. New joints 1/2"-3/4" wide, sealant is good. Some snow plow surface scrapes.

PCI (2011) = 83	PCI (2013) = 77	PCI (2020) = 66
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 17 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T21	
FWD Critical Center Plate Deflection (Range) - 30 K Load	48 (38-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	A1	2021 - Reconstruction
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E107 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Taxilane T*		
Station:	3+00 to 6+75		
Dimensions:	375' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* AC removed and replaced after FWD testing and visual surveys were completed. Theoretical values used for modulus of elasticity of new surface. Test data utilized for strength of base course and underlying subgrade.
	AC	5	250	0.35	-	
	CTB	-	-	-	-	
	AB	10	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	2004	Original Construction
	2020	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

Prior to 2020 AC Replacement - AC Pavement, Joints @ 12.5' spacing. Older joints 2"-3" wide, sealed, but sealant is depressed. New joints 1/2"-3/4" wide, sealant is good. Some snow plow surface scrapes. 2020 AC removed/replaced, Excellent Surface now.

PCI (2011) = 83	PCI (2013) = 77	PCI (2020) = 66 / 100*
Visual Pavement Rating (PCI 2020) = Good / Excellent*		PCN (2020) = 17 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T21	
FWD Critical Center Plate Deflection (Range) - 30 K Load	48 (39-57)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E108 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar M (east)		
Station:	All		
Dimensions:	485' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	250	0.35	-	
	CTB	-	-	-	-	
	AB	10	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	2004	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 2"-3" wide, sealed, but sealant is depressed. New joints 1/2"-3/4" wide, sealant is good. Some snow plow surface scrapes.

PCI (2011) = 83	PCI (2013) = 77	PCI (2020) = 66
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 17 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	48 (38-42)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D4	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E109 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar M (west)		
Station:	All		
Dimensions:	450' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	80	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	2004	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 2"-3" wide, sealed, but sealant is depressed. New joints 1/2"-3/4" wide, sealant is good. Some snow plow surface scrapes.

PCI (2011) = 83	PCI (2013) = 77	PCI (2020) = 66
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 30 K Load	70 (54-70)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E110 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar L*		
Station:	All		
Dimensions:	410' x 80'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* AC removed and replaced after FWD testing and visual surveys were completed. Theoretical values used for modulus of elasticity of new surface. Test data utilized for strength of base course and underlying subgrade.
	AC	4	350	0.35	-	
	CTB	-	-	-	-	
	AB	10	100	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	2004	Original Construction
	2020	AC Overlay

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

Prior to 2020 AC Replacement - AC Pavement, Joints @ 12.5' spacing. Older joints 2"-3" wide, sealed, but sealant is depressed. New joints 1/2"-3/4" wide, sealant is good. Some snow plow surface scrapes. 2020 AC removed/replaced, Excellent Surface now.

PCI (2011) = 83	PCI (2013) = 77	PCI (2020) = 66 / 100*
Visual Pavement Rating (PCI 2020) = Good / Excellent*		PCN (2020) = 24 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T19	
FWD Critical Center Plate Deflection (Range) - 30 K Load	33 (27-38)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2035 - New Joints, Seal Coat
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E111 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar L		
Station:	All		
Dimensions:	500' x 30'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	8	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	2018	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. New with Executive Hangars. No Cracking, No Joints. Few Snow Plow Scrapes on surface.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 21 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T19	
FWD Critical Center Plate Deflection (Range) - 30 K Load	61 (32-68)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2032 - New Joints, Seal Coat
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E112 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar N		
Station:	All		
Dimensions:	475' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	6	75	0.35	-	
	ASB	8	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	2018	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. New with Executive Hangars. No Cracking, No Joints. Few Snow Plow Scrapes on surface.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 21 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T20	
FWD Critical Center Plate Deflection (Range) - 30 K Load	51 (42-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2032 - New Joints, Seal Coat
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E113 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Hangar P		
Station:	All		
Dimensions:	475' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	8	30	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	2018	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. New with Executive Hangars. No Cracking, No Joints. Few Snow Plow Scrapes on surface.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 93
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 21 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T20	
FWD Critical Center Plate Deflection (Range) - 30 K Load	58 (39-58)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2032 - New Joints, Seal Coat
2036-2040	H2	2037 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E114 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Gliderport		
Station:	All		
Dimensions:	500' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	8	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints at 25' spacing. Joints opened up to 3". Some areas of 3"-4" Block Cracking.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 71
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 3 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T22	
FWD Critical Center Plate Deflection (Range) - 20 K Load	65 (40-65)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H1	2023 - Reseal Joints & Cracks
2026-2030	D3	2028 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E115 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Gliderport		
Station:	All		
Dimensions:	300' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	5	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints at 25' spacing. Joints opened up to 3". Some areas of 3"-4" Block Cracking.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 71
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 3 F/D/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T22	
FWD Critical Center Plate Deflection (Range) - 20 K Load	99 (91-99)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H1	2023 - Reseal Joints & Cracks
2026-2030	D3	2028 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E116 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Gliderport		
Station:	All		
Dimensions:	360' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	6	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints at 25' spacing. Joints opened up to 3". Some areas of 3"-4" Block Cracking.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 71
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 3 F/D/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T22	
FWD Critical Center Plate Deflection (Range) - 20 K Load	110 (91-110)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H1	2023 - Reseal Joints & Cracks
2026-2030	D3	2028 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E117 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Gliderport		
Station:	All		
Dimensions:	200' x 90'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	6	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints at 25' spacing. Joints opened up to 3". Some areas of 3"-4" Block Cracking.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 71
Visual Pavement Rating (PCI 2020) = Very Good		PCN (2020) = 3 F/D/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T22	
FWD Critical Center Plate Deflection (Range) - 20 K Load	64 (38-64)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H1	2023 - Reseal Joints & Cracks
2026-2030	D3	2028 - Remove & Replace AC
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E118 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Road - Hangars A-H*		
Station:	0+00 to 4+50		
Dimensions:	450' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* AC mill and fill after FWD testing and visual surveys were completed. Theoretical values used for modulus of elasticity of new surface. Test data utilized for strength of base course and underlying subgrade.
	AC	4	100	0.35	-	
	CTB	-	-	-	-	
	AB	5	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	18	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1992, 2020	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

Prior to 2020 AC Replacement - AC Pvmt. Mod. Alligator Cracking, badly cracked. Block cracked with 3" cracks. Excellent Condition after AC Replacement in 2020.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 20 / 100*
Visual Pavement Rating (PCI 2020) = Very Poor/ Excellent*		PCN (2020) = 5 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T27	
FWD Critical Center Plate Deflection (Range) - 20 K Load	51 (48-71)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2034 - New Joints, Seal Coat
2036-2040	H2	2039 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E119 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Road - Hangars A-H		
Station:	5+25 to 8+75		
Dimensions:	350' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2001	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Few small corner cracks

PCI (2011) = 75	PCI (2013) = 73	PCI (2020) = 65
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 7 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T27	
FWD Critical Center Plate Deflection (Range) - 20 K Load	56 (21-56)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E120 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Road - Hangars A-H		
Station:	8+75 to 11+75		
Dimensions:	300' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	200	0.35	-	
	CTB	-	-	-	-	
	AB	7	30	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2001	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 61	PCI (2013) = 57	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 7 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T27	
FWD Critical Center Plate Deflection (Range) - 20 K Load	60 (43-60)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E121 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Road - Hangars A-H		
Station:	11+75 to 14+25		
Dimensions:	250' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	250	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	20	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	1999, 2017	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 84	PCI (2013) = 95	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T27	
FWD Critical Center Plate Deflection (Range) - 20 K Load	62 (38-60)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2031 - New Joints, Seal Coat
2036-2040	H2	2036 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E122 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Road - Hangars A-H		
Station:	14+25 to 18+00		
Dimensions:	375' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	6	300	0.35	-	
	AB	-	-	-	-	
	ASB	8	40	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	Semi-Infinite	40	0.35	-	
	Subsoil	-	-	-	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2016	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement, No Joints. No cracking. Some snow plow scrapes on surface.

PCI (2011) = 55	PCI (2013) = 38	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 50 F/A/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T27	
FWD Critical Center Plate Deflection (Range) - 30 K Load	23 (18-25)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030	F, G1	2030 - New Joints, Seal Coat
2031-2035	H2	2035 - Reseal Joints & Cracks
2036-2040	H2	2040 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E123 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Med Services Apron*		
Station:	All		
Dimensions:	160' x 110'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* Theoretical values used for modulus of elasticity. Assumed based on typical values of newly constructed materials. This area was constructed since the pavement testing was performed.
	AC	4	350*	0.35	-	
	CTB	-	-	-	-	
	AB	6	75*	0.35	-	
	ASB	8	40*	0.35	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12*	0.35	-	
	Subsoil	Semi-Infinite	35*	0.35	-	

Construction Record:	**Date**	**Type**
	2020	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: None	Ravelling: None	Rutting: None

*New Construction in 2020. No FWD testing on this pavement. All Modulus Values are theoretical values. No Joints, No Cracks, Excellent Condition.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 100*
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 25 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T18	
FWD Critical Center Plate Deflection (Range) - n/a K Load	n/a ()	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2034 - New Joints, Seal Coat
2036-2040	H2	2039 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E124 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Warehouse		
Station:	All		
Dimensions:	400' x 110'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	7	75	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

AC Pavement, Joints @ 12.5' spacing. Older joints 1" to 1.5" wide. New joints 1/2" wide. Band-aid sealant in tact. Sealant slightly depressed. Old Slurry seal partially worn off.

PCI (2011) = 83	PCI (2013) = 77	PCI (2020) = 66
Visual Pavement Rating (PCI 2020) = Good		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T25	
FWD Critical Center Plate Deflection (Range) - 30 K Load	38 (32-38)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	10	10

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H3	2023 - Reseal Joints & Cracks
2026-2030	A5	2029 - Reconstruction
2031-2035		None Scheduled
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E125 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Maintenance Building*		
Station:	All		
Dimensions:	440' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* AC mill and fill after FWD testing and visual surveys were completed. Theoretical values used for modulus of elasticity of new surface. Test data utilized for strength of base course and underlying subgrade.
	AC	4	200	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	10	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Ravelling: None	Rutting: None

Prior to 2020 AC Replacement - AC Pvmt. 30% Alligator, 25' Block Cracks (1"-2" wide). Excellent Condition after AC Replacement in 2020.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 39 / 100*
Visual Pavement Rating (PCI 2020) = Poor/ Excellent*		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T23	
FWD Critical Center Plate Deflection (Range) - 20 K Load	52 (30-54)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025		None Scheduled
2026-2030		None Scheduled
2031-2035	F, G1	2034 - New Joints, Seal Coat
2036-2040	H2	2039 - Reseal Joints & Cracks

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E126 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Chandelle Way		
Station:	0+00 to 9+00		
Dimensions:	900' x 28'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	7	75	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2011	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 25' spacing. Joints 1/4" - 1/2" wide. No Cracking.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 7 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T24	
FWD Critical Center Plate Deflection (Range) - 20 K Load	38 (32-38)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H2	2023 - Reseal Joints & Cracks
2026-2030	F, H2	2028 - Reseal Joints, Seal Coat
2031-2035	H2	2033 - Reseal Joints & Cracks
2036-2040	D3	2038 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E127 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Chandelle Way		
Station:	9+00 to 10+50		
Dimensions:	150' x 28'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2011	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 25' spacing. Joints 1/4" - 1/2" wide. No Cracking.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 90
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T24	
FWD Critical Center Plate Deflection (Range) - 20 K Load	45 (45)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H2	2023 - Reseal Joints & Cracks
2026-2030	F, H2	2028 - Reseal Joints, Seal Coat
2031-2035	H2	2033 - Reseal Joints & Cracks
2036-2040	D3	2038 - Remove & Replace AC

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E128 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Chandelle Way		
Station:	10+50 to 13+75		
Dimensions:	325' x 28'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	7	75	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	13	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2011	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Old Joints 1"-2" wide, New Joints 1/2" wide. Few Corner Cracks

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 85
Visual Pavement Rating (PCI 2020) = Excellent		PCN (2020) = 6 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T24	
FWD Critical Center Plate Deflection (Range) - 20 K Load	38 (29-38)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	D3	2025 - Remove & Replace AC
2026-2030		None Scheduled
2031-2035		None Scheduled
2036-2040	F, G1	2039 - New Joints, Seal Coat

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E129 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Aviation Way		
Station:	All		
Dimensions:	700' x 36'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	8	100	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	12	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2004	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Joints @ 12.5' spacing. Old Joints 1"-2" wide, New Joints 1/2" wide. Few Corner Cracks, 10% Alligator near Warehouse.

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 52
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = 9 F/C/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T25	
FWD Critical Center Plate Deflection (Range) - 30 K Load	51 (32-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	13	13

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	H3	2023 - Reseal Joints & Cracks
2026-2030	H3	2028 - Reseal Joints & Cracks
2031-2035	A5	2032 - Reconstruction
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.

TABLE No. E130 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Truckee Tahoe Airport	**Date of Survey:**	October 17-19, 2019 & May 2020
Element:	Terminal Parking and Road		
Station:	All		
Dimensions:	850' x 40' (Dimensions Vary)		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	8	60	0.35	-	
	ASB	-	-	-	-	
	n/a	-	-	-	-	
	n/a	-	-	-	-	
	Subgrade	48	15	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

Construction Record:	**Date**	**Type**
	Unknown	Original Construction
	2011	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Ravelling: None	Rutting: None

AC Pavement. Part with Joints @ 25', part with no joints with block cracks forming (1" - 1.5" wide)@ 30'-50' spacing. 10'x460' Utility Patch. Alligator Cracks (approx 5%).

PCI (2011) = -	PCI (2013) = -	PCI (2020) = 54
Visual Pavement Rating (PCI 2020) = Fair		PCN (2020) = 10 F/B/Y/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T26	
FWD Critical Center Plate Deflection (Range) - 20 K Load	38 (22-62)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2021-2025	F, G1	2023 - New Joints, Seal Coat
2026-2030	H2	2028 - Reseal Joints & Cracks
2031-2035	D3	2033 - Remove & Replace AC
2036-2040		None Scheduled

Remarks: See Plates B1 thru B11 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B12 thru B94.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic doubles the operations of jets that are 48,000 lb or heavier.