

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

**Appendix A
Geotechnical Data**

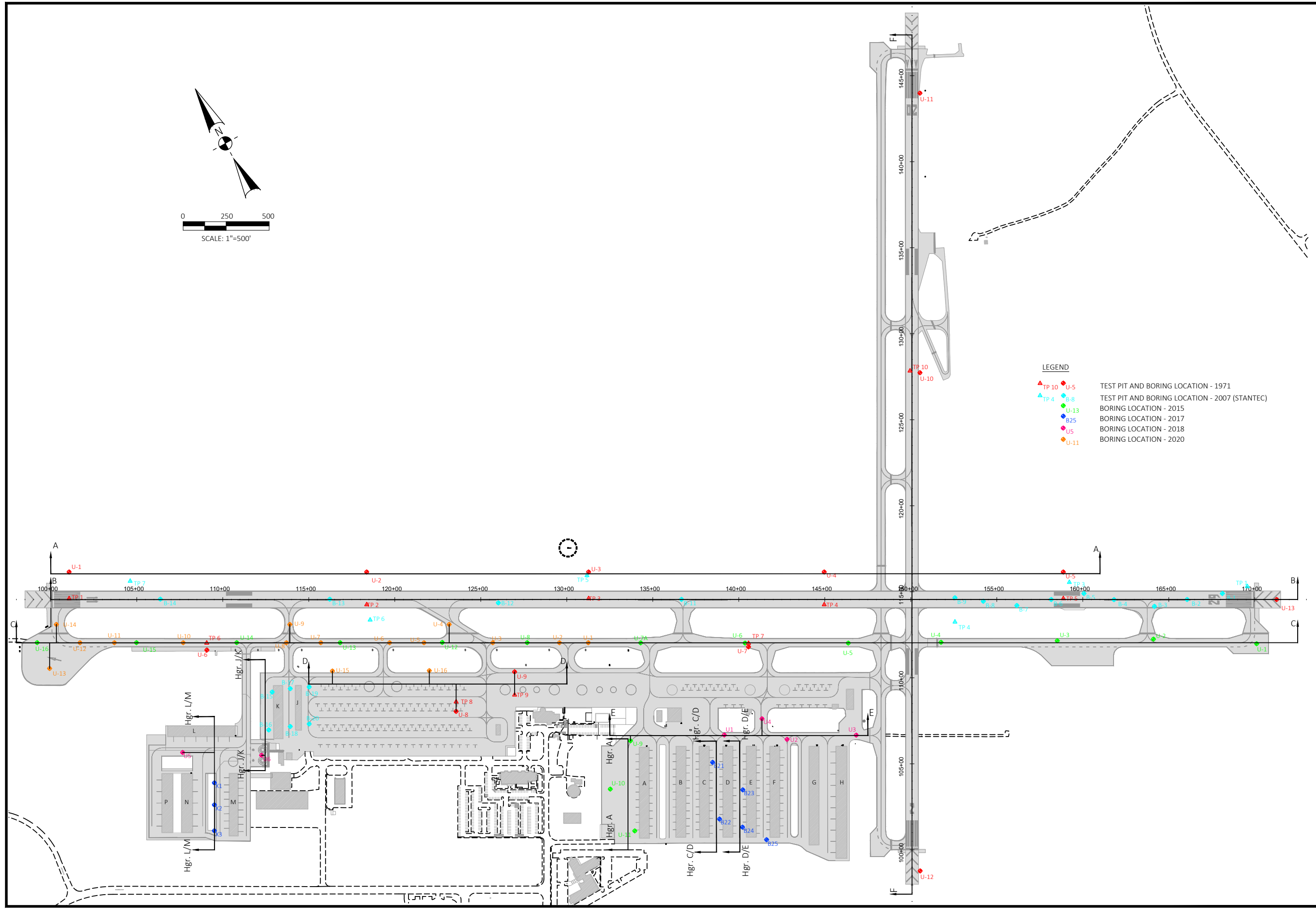
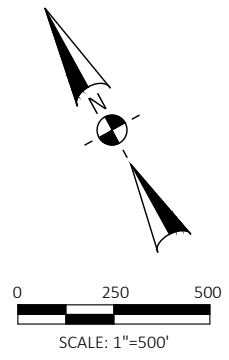
A series of soil (geotechnical) studies were conducted by the office of Reinard W. Brandley, Consulting Airport Engineer in 1971 and 2008 thru 2020 and by Stantec in 2007 for the development of the Truckee Tahoe Airport. These studies consisted of drilling a series of exploratory test holes and test 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

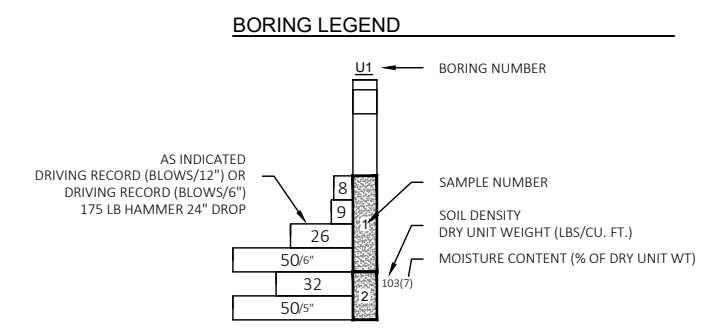
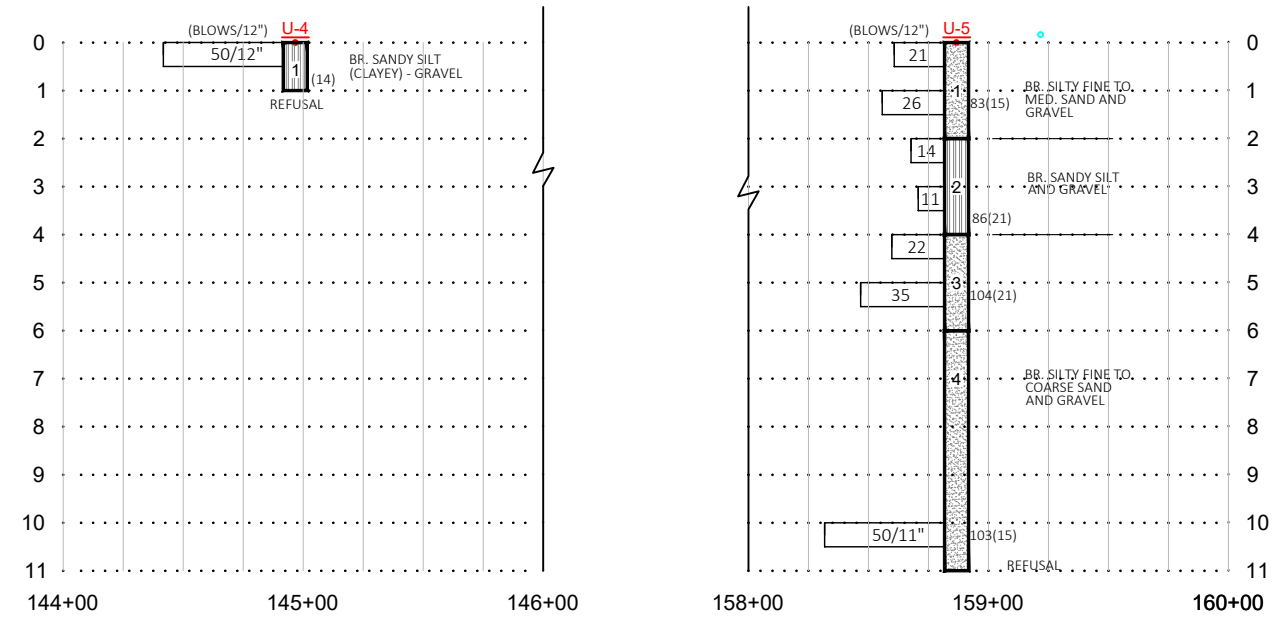
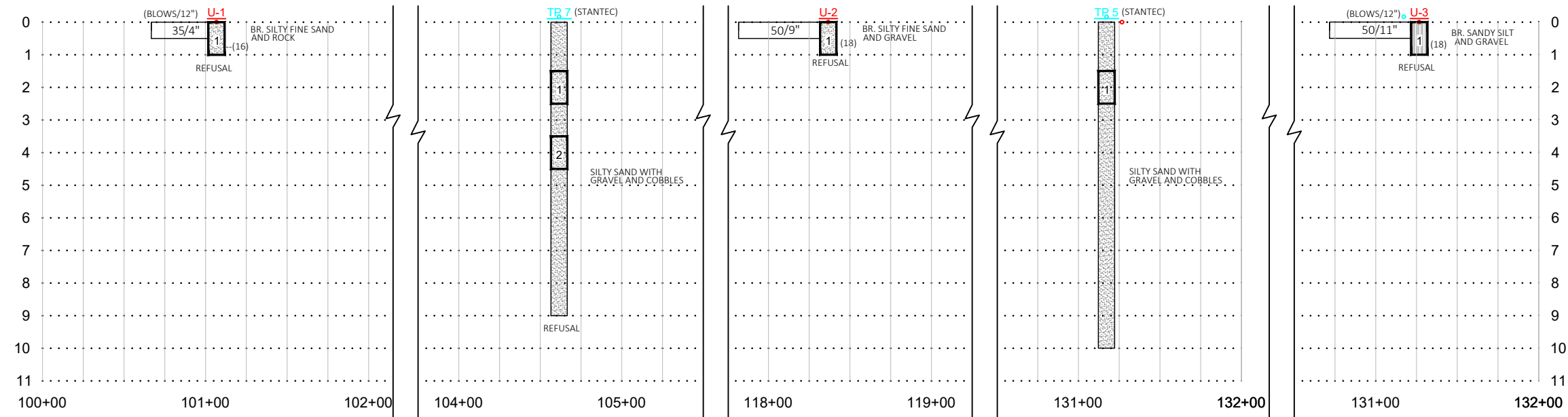
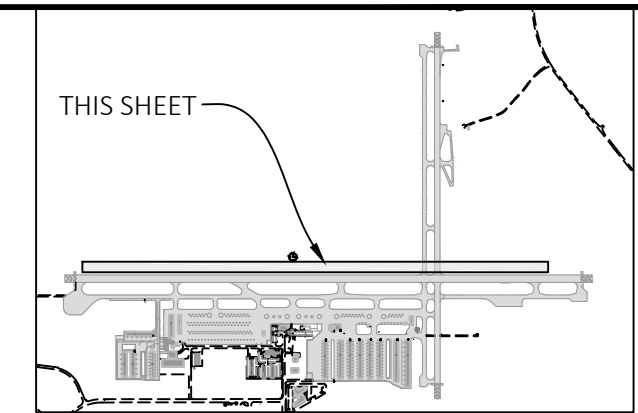
▲ TP 10	● U-5	TEST PIT AND BORING LOCATION - 1971
▲ TP 4	● B-8	TEST PIT AND BORING LOCATION - 2007 (STANTEC)
● U-13		BORING LOCATION - 2015
● B25		BORING LOCATION - 2017
● U5		BORING LOCATION - 2018
● U-11		BORING LOCATION - 2020



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

**TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
TEST HOLE LOCATION PLAN**

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



ABBREVIATIONS

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

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

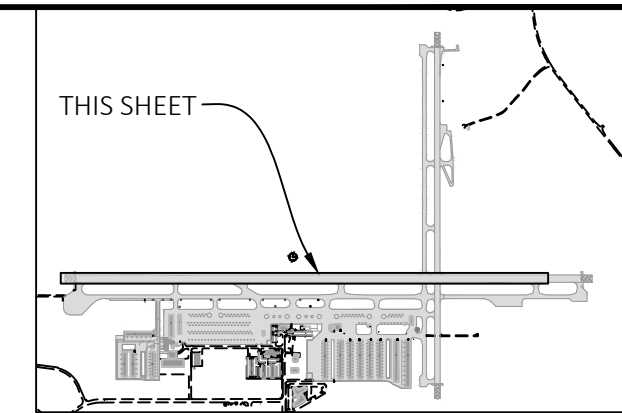
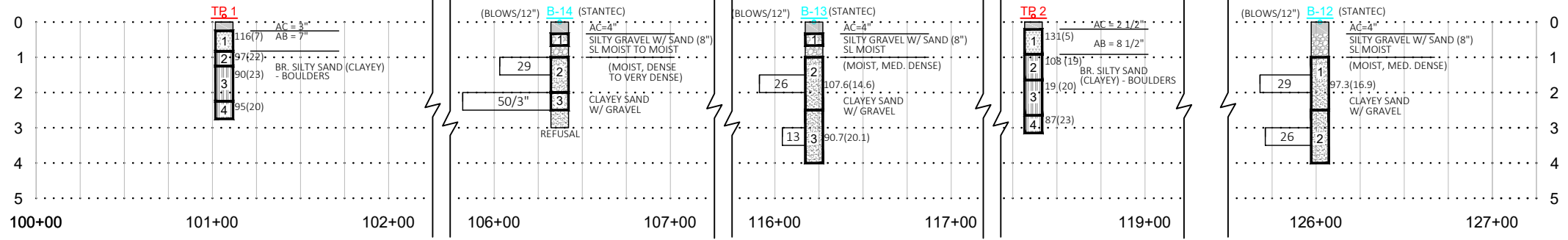
**SECTION A-A
 NORTH OF RUNWAY 11-29**



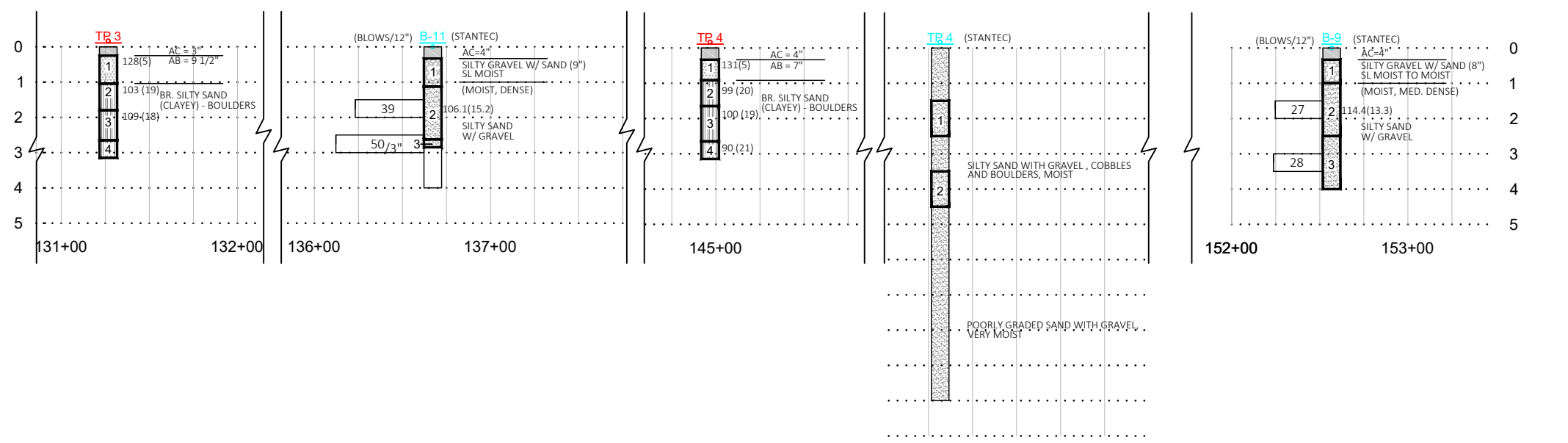
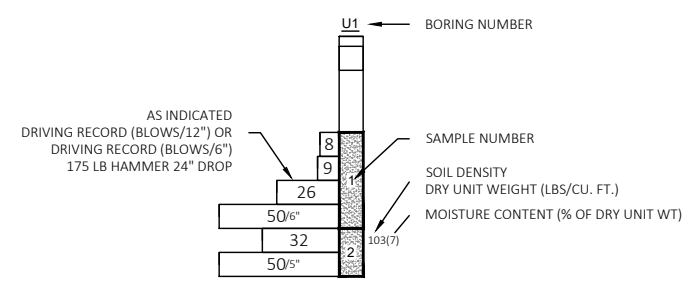
**TRUCKEE TAHOE AIRPORT
 2020 PAVEMENT MANAGEMENT PLAN
 SECTION A-A RUNWAY 11-29 N INFIELD**

DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Sols
SCALE	1"=4'(V)
PLATE No.	A2

G:\40 TRUCKEE\04 PM\2020\4004-20.A1.SOLS.DWG PLOTTED BY Kevin Curry 4/16/2021 4:00 PM



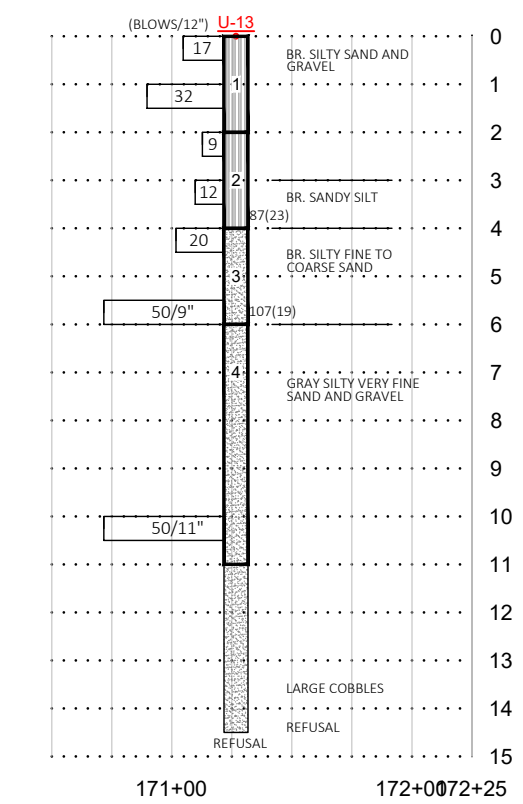
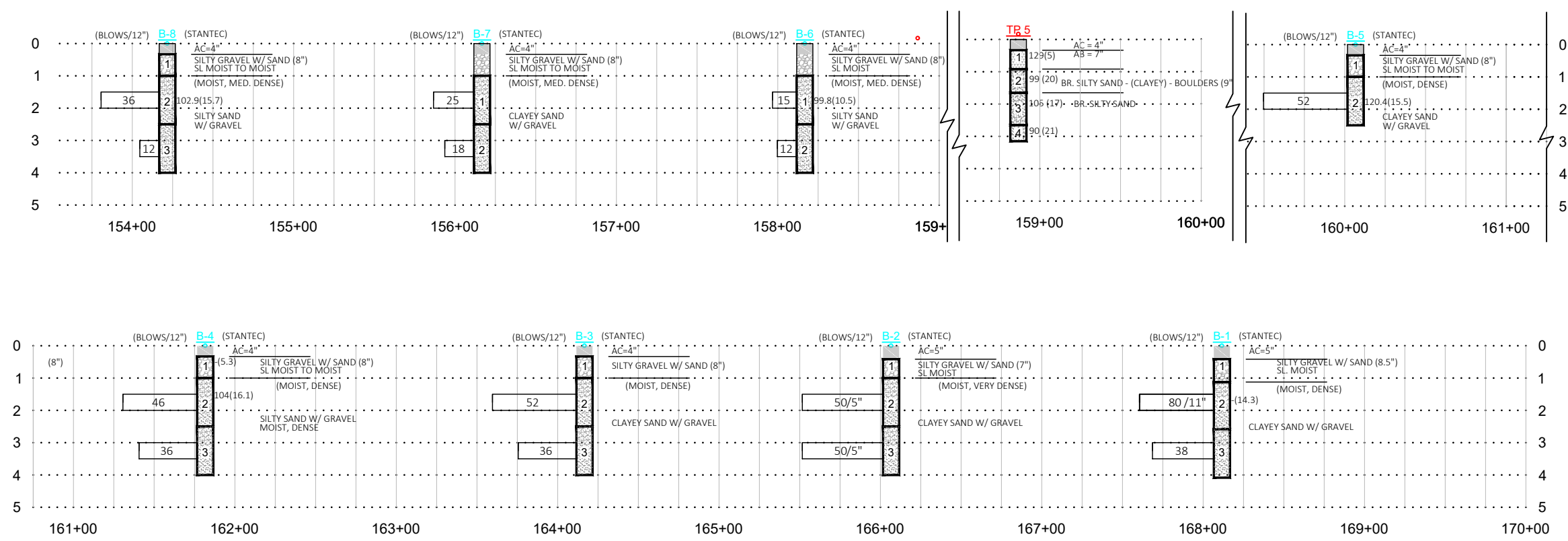
BORING LEGEND



ABBREVIATIONS

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

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

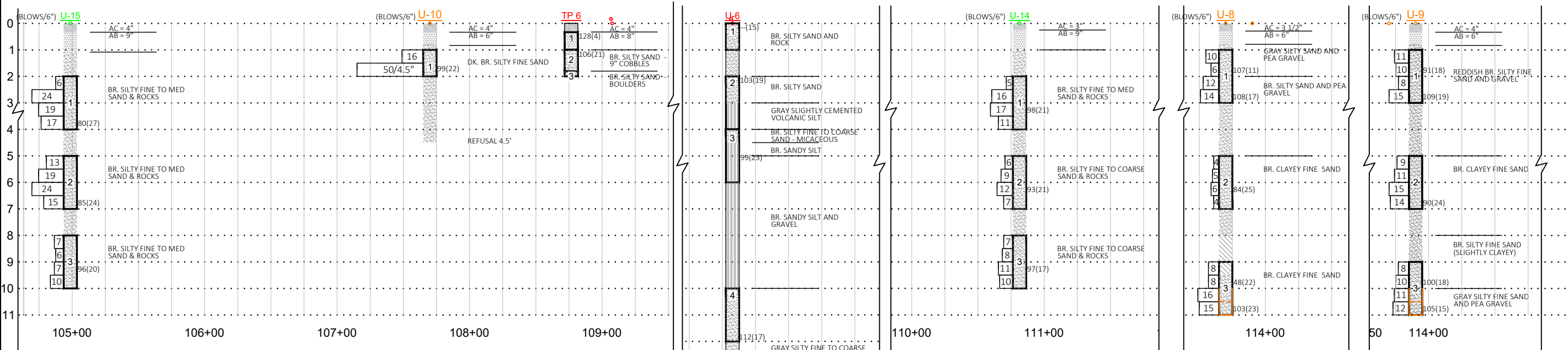
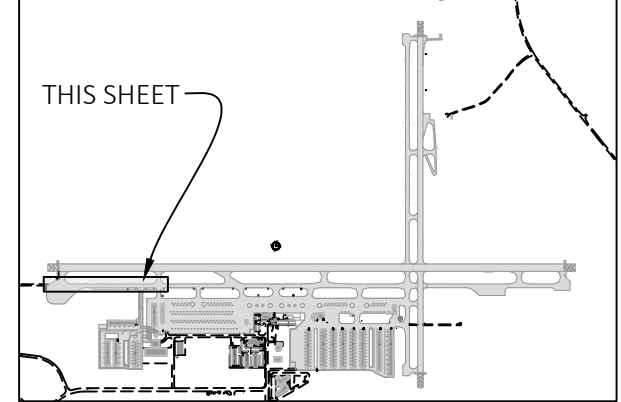
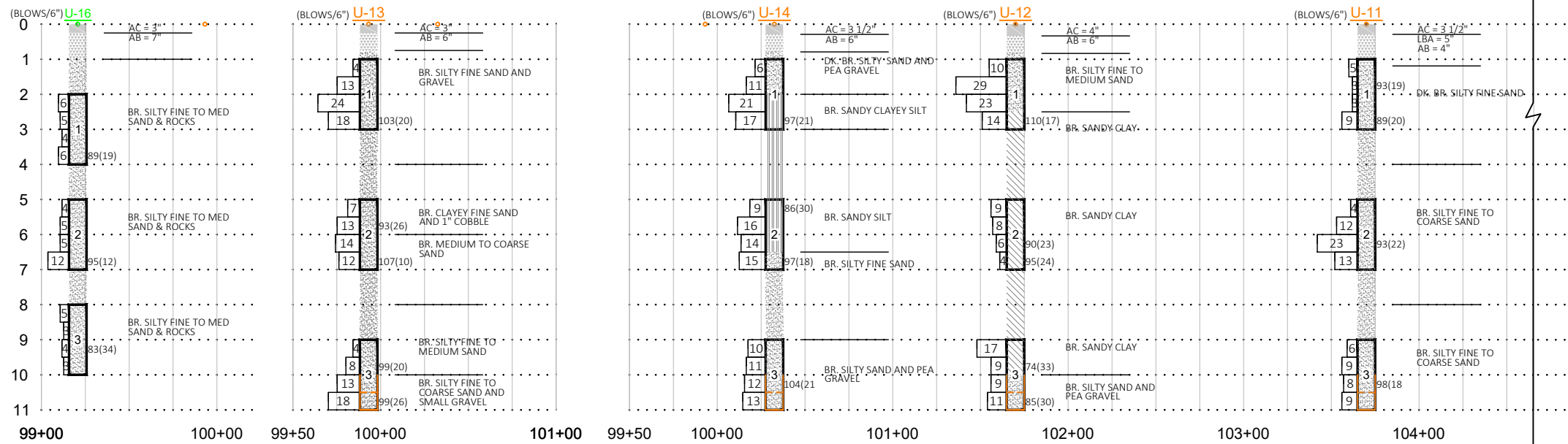


**SECTION B-B
RUNWAY 11-29**

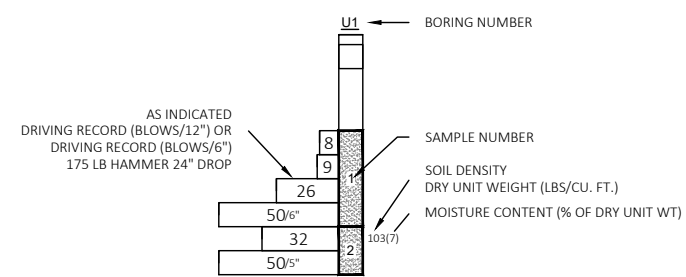


**TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION B-B RUNWAY 11-29**

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



BORING LEGEND



ABBREVIATIONS

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

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

**SECTION C-C
TAXIWAY A**

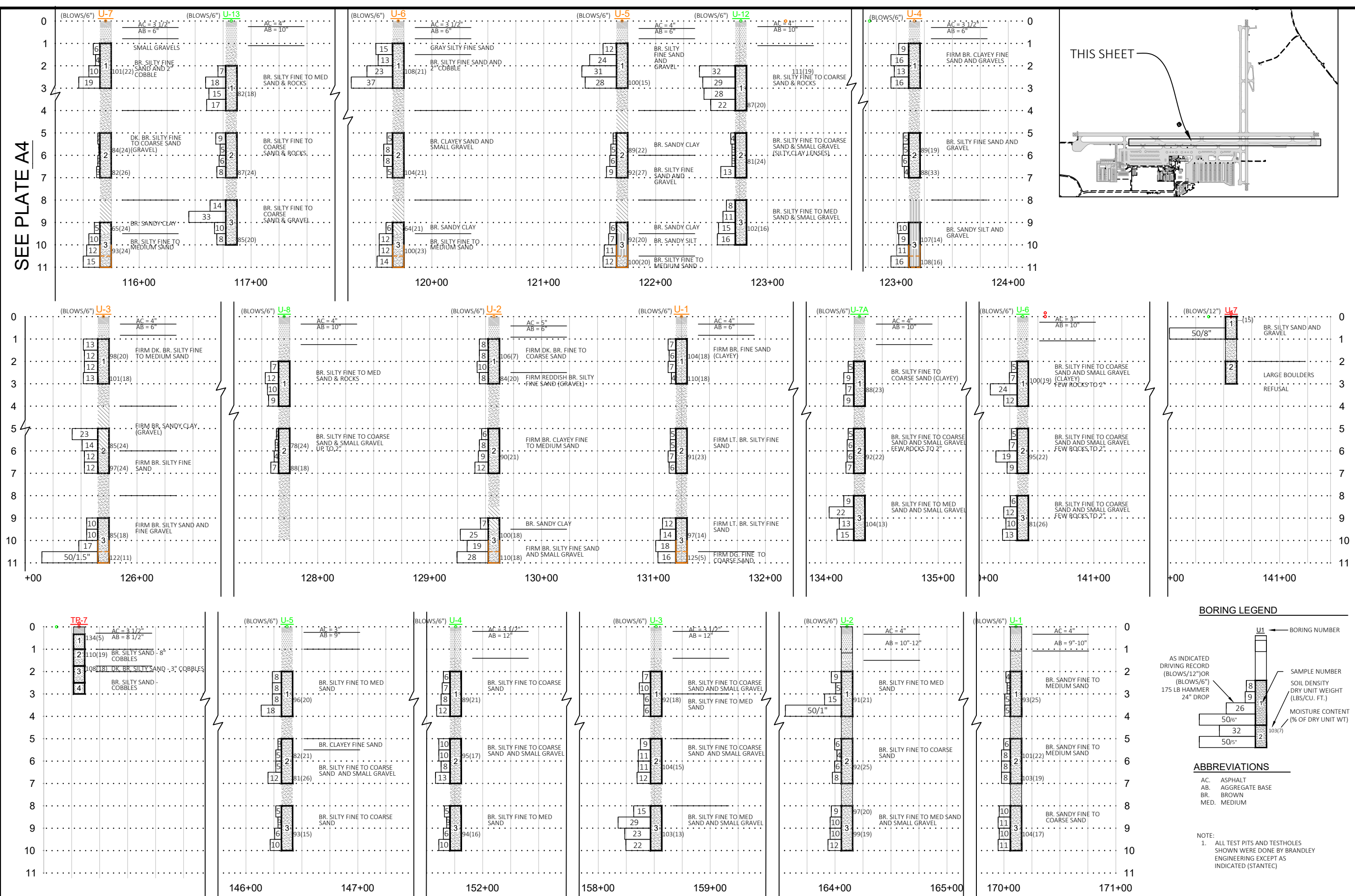
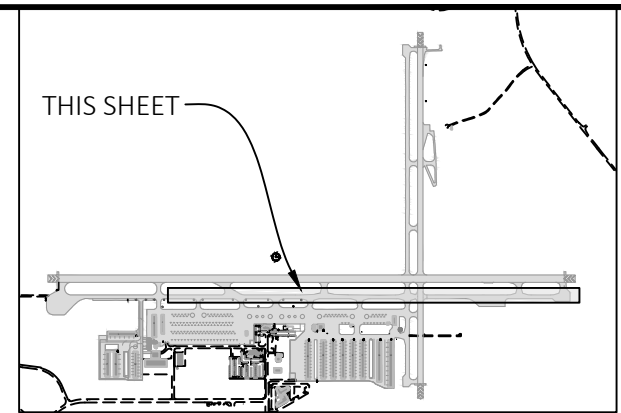
SEE PLATE A5



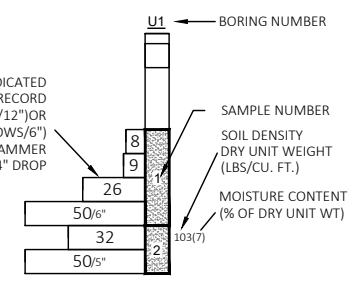
**TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN**
SECTION C-C TAXIWAY A SHEET 1

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

SEE PLATE A4



BORING LEGEND



ABBREVIATIONS

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

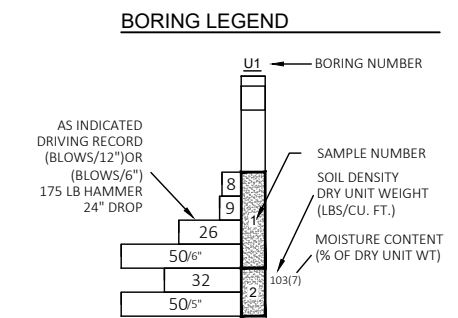
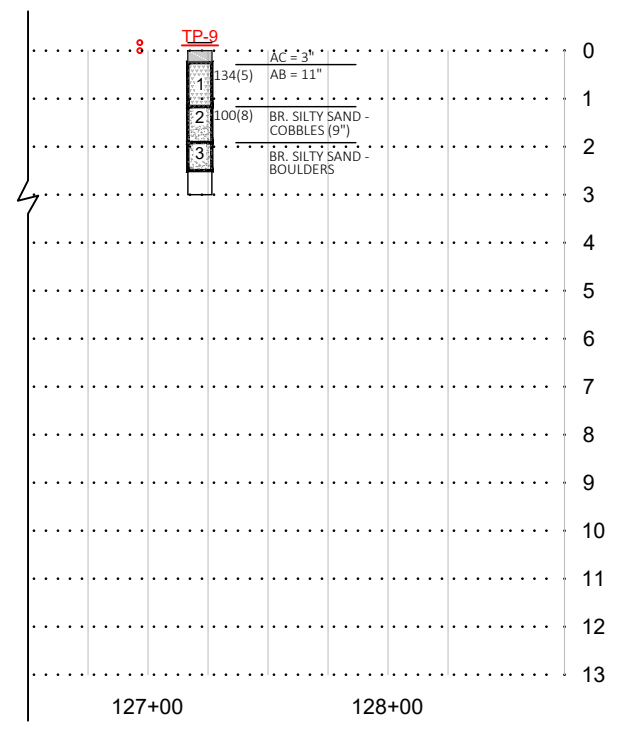
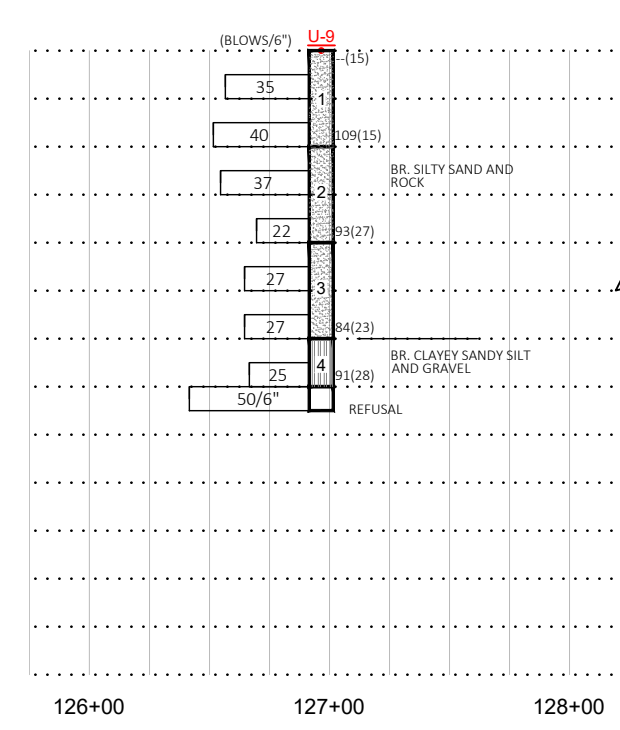
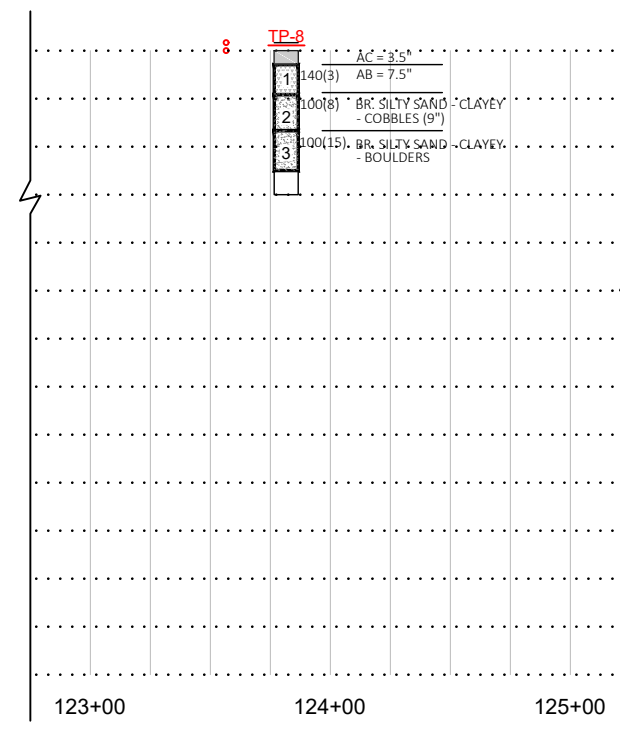
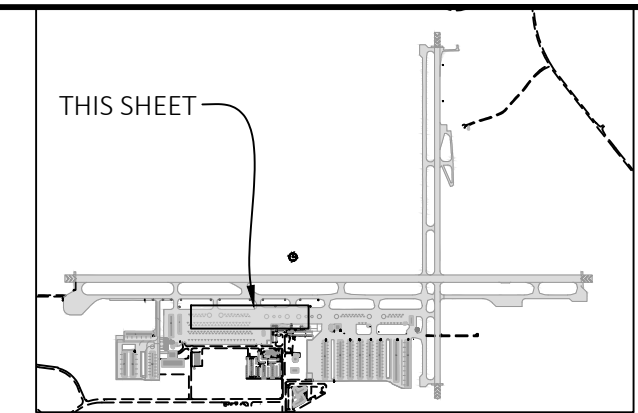
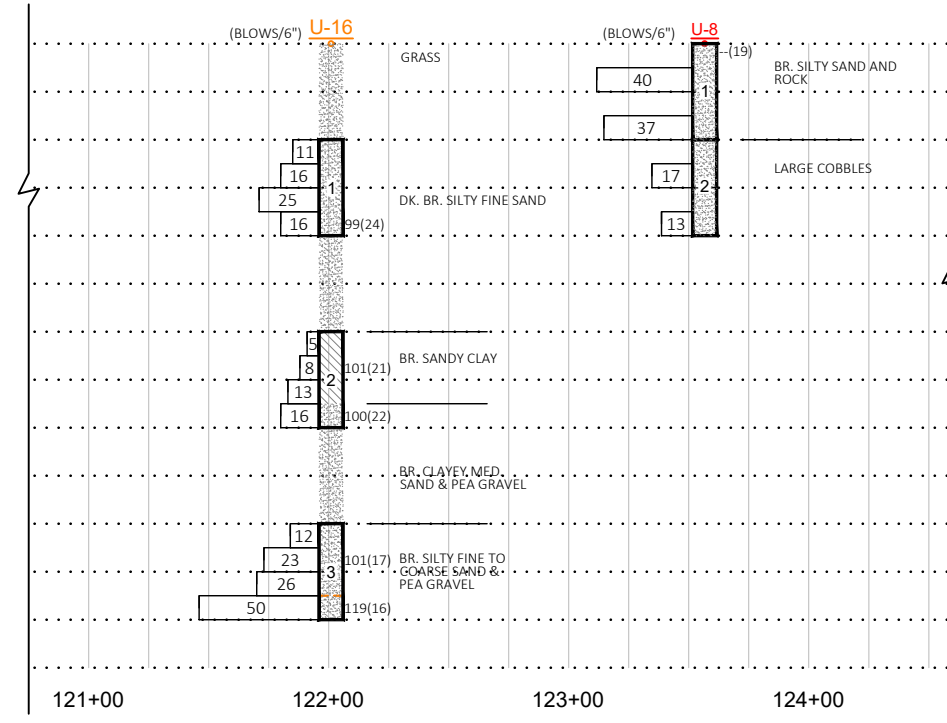
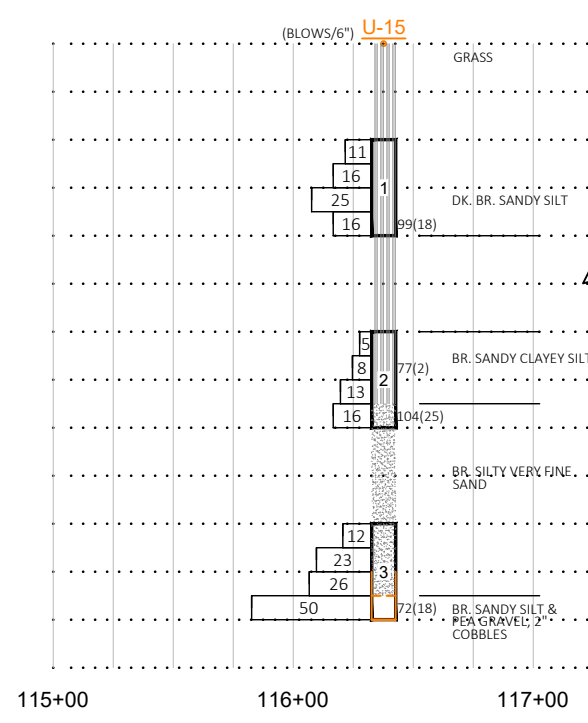
NOTE:
1. ALL TEST PITS AND TESTHOLES SHOWN WERE DONE BY BRANDLEY ENGINEERING EXCEPT AS INDICATED (STANTEC)

SECTION C-C TAXIWAY A



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

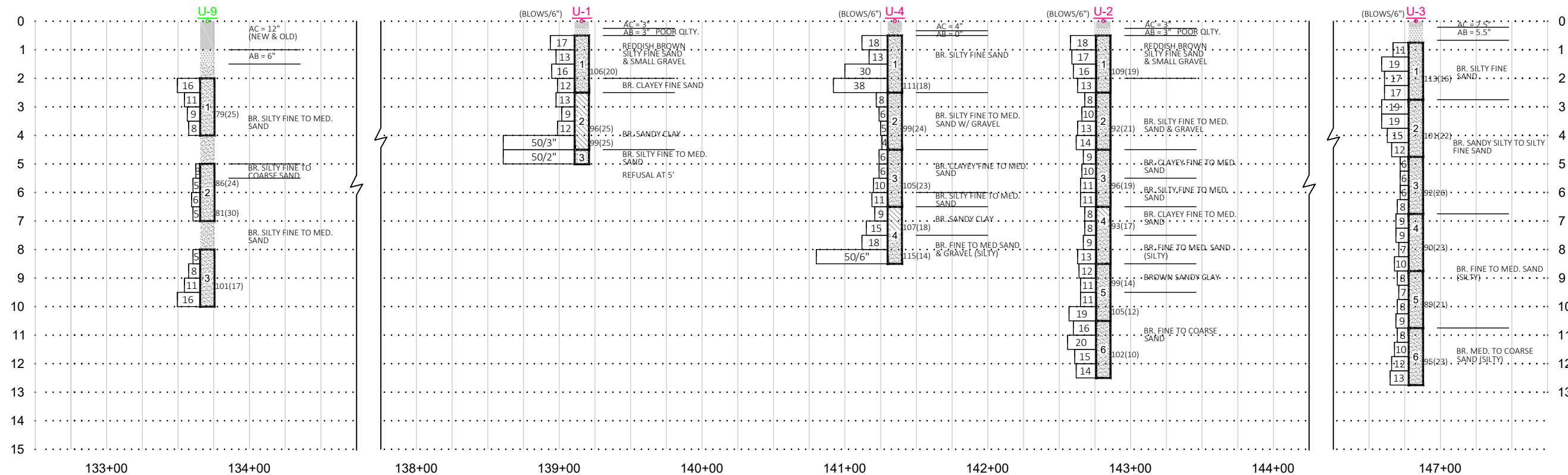
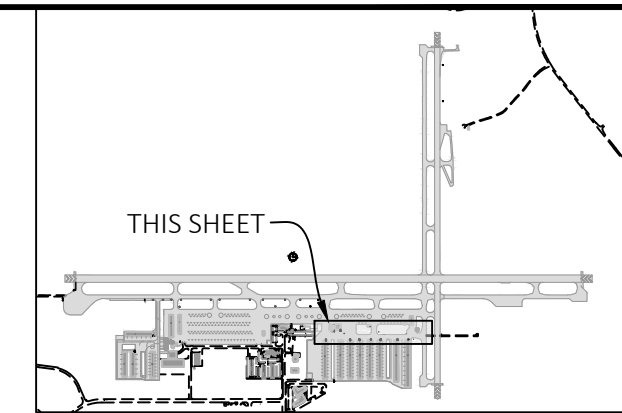
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.S01s
SCALE	1"=4'(V)
PLATE No.	A5



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

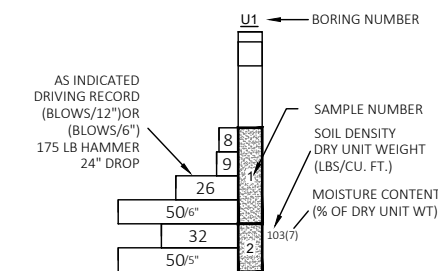
NOTE:
 1. ALL TEST PITS AND TESTHOLES SHOWN WERE DONE BY BRANDLEY ENGINEERING EXCEPT AS INDICATED (STANTEC)

SECTION D-D - APRON



SECTION E-E
TAXIWAY R

BORING LEGEND



ABBREVIATIONS

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

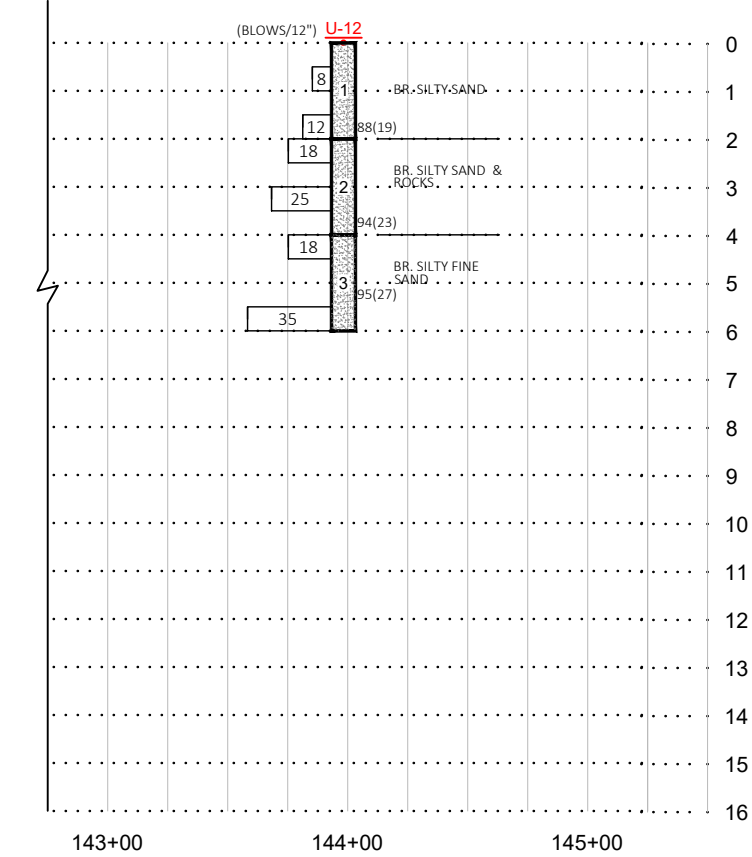
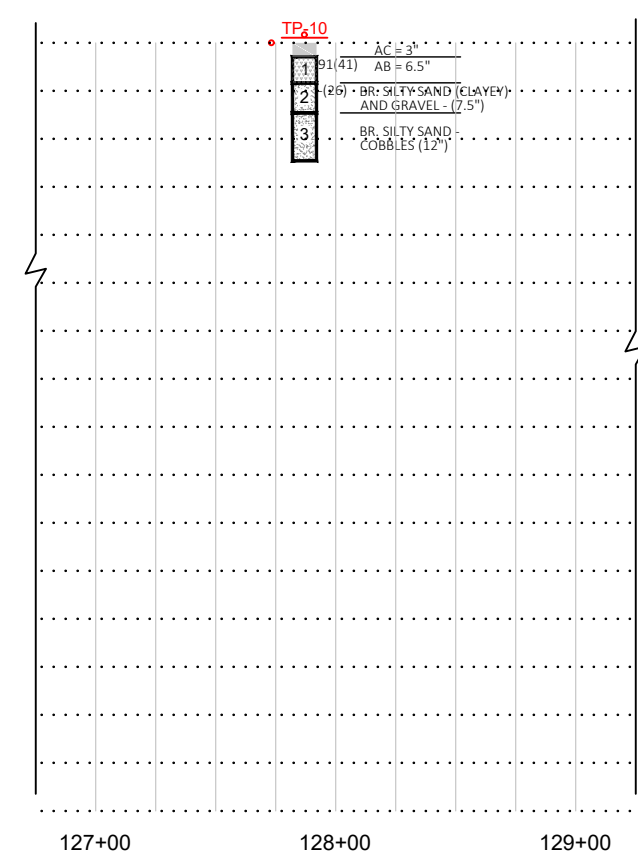
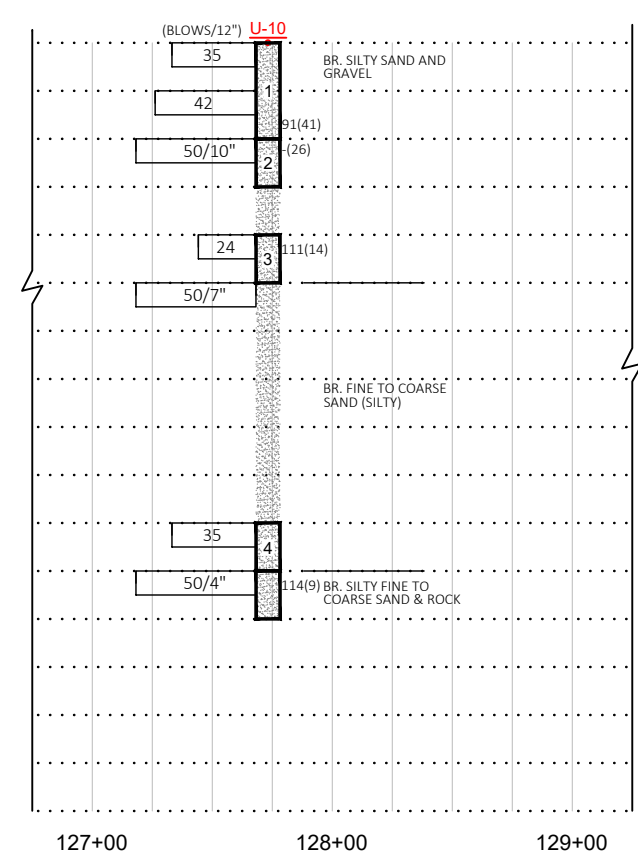
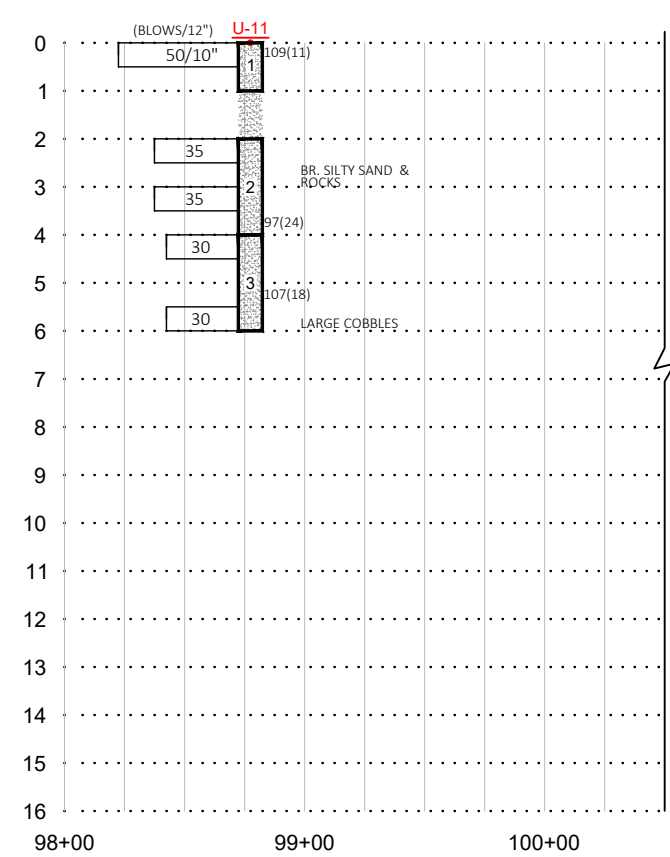
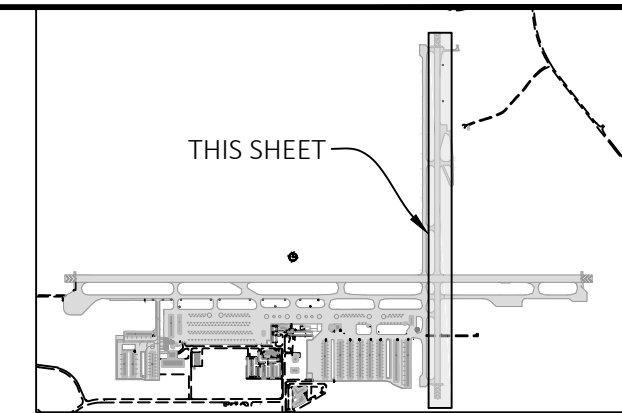
NOTE:

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

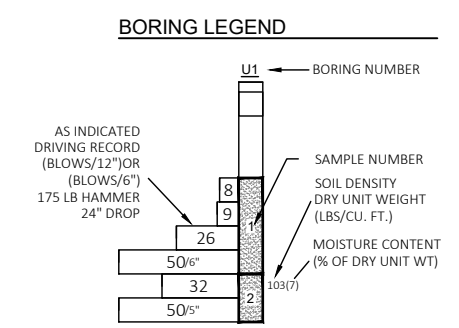


TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
SECTION E-E TAXIWAY R

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



**SECTION F-F
RUNWAY 2-20**



ABBREVIATIONS

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

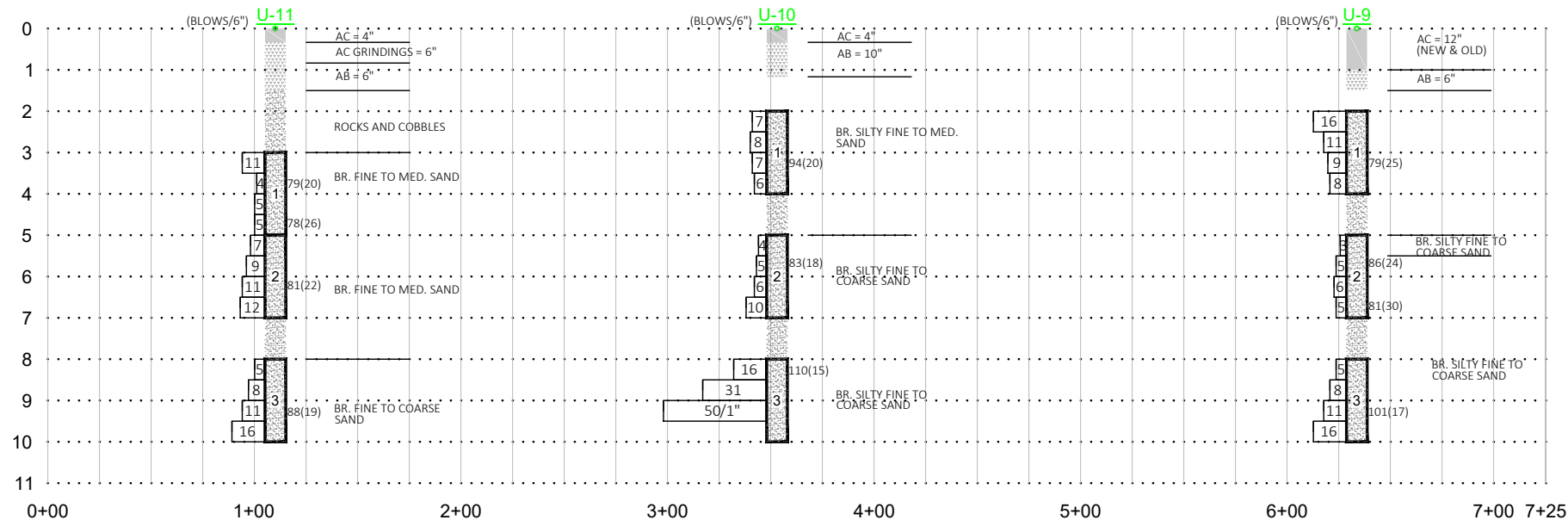
NOTE:
1. ALL TEST PITS AND TESTHOLES SHOWN WERE DONE BY BRANDLEY ENGINEERING EXCEPT AS INDICATED (STANTEC)

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

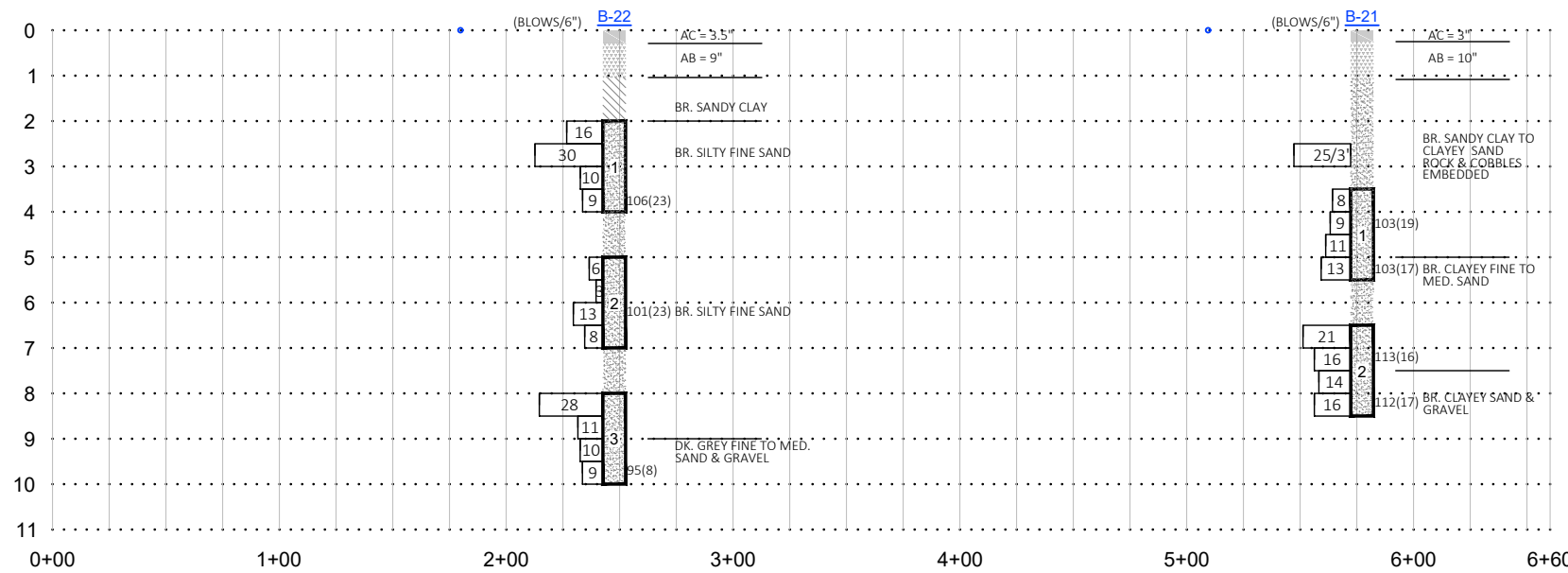
**TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN**

SECTION F-F RUNWAY 2-20

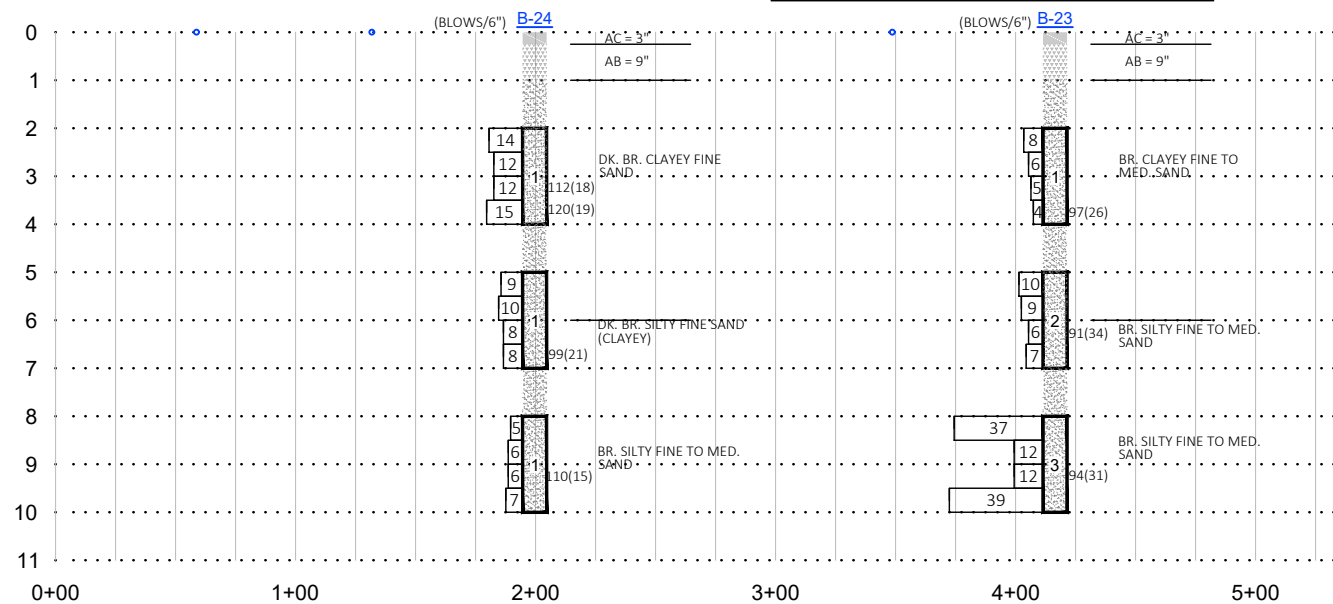
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.A1.Sols
SCALE	1"=4'(V)
PLATE	A8



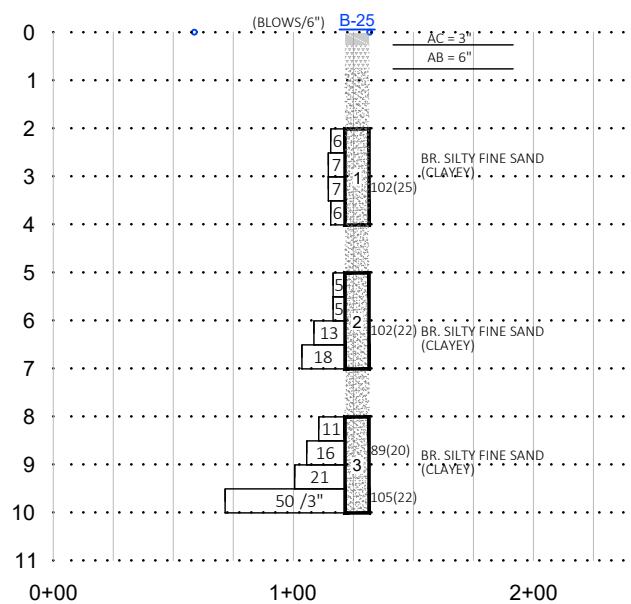
SECTION HANGAR A



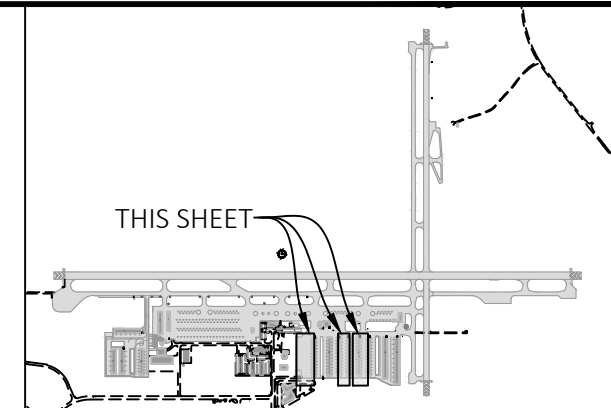
SECTION HANGAR C/D



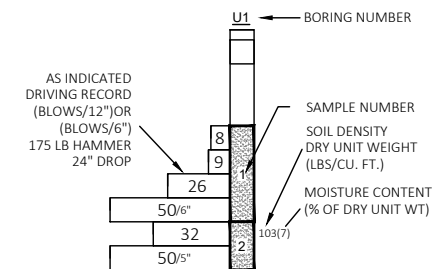
SECTION HANGAR D/E



SECTION HANGAR E/F



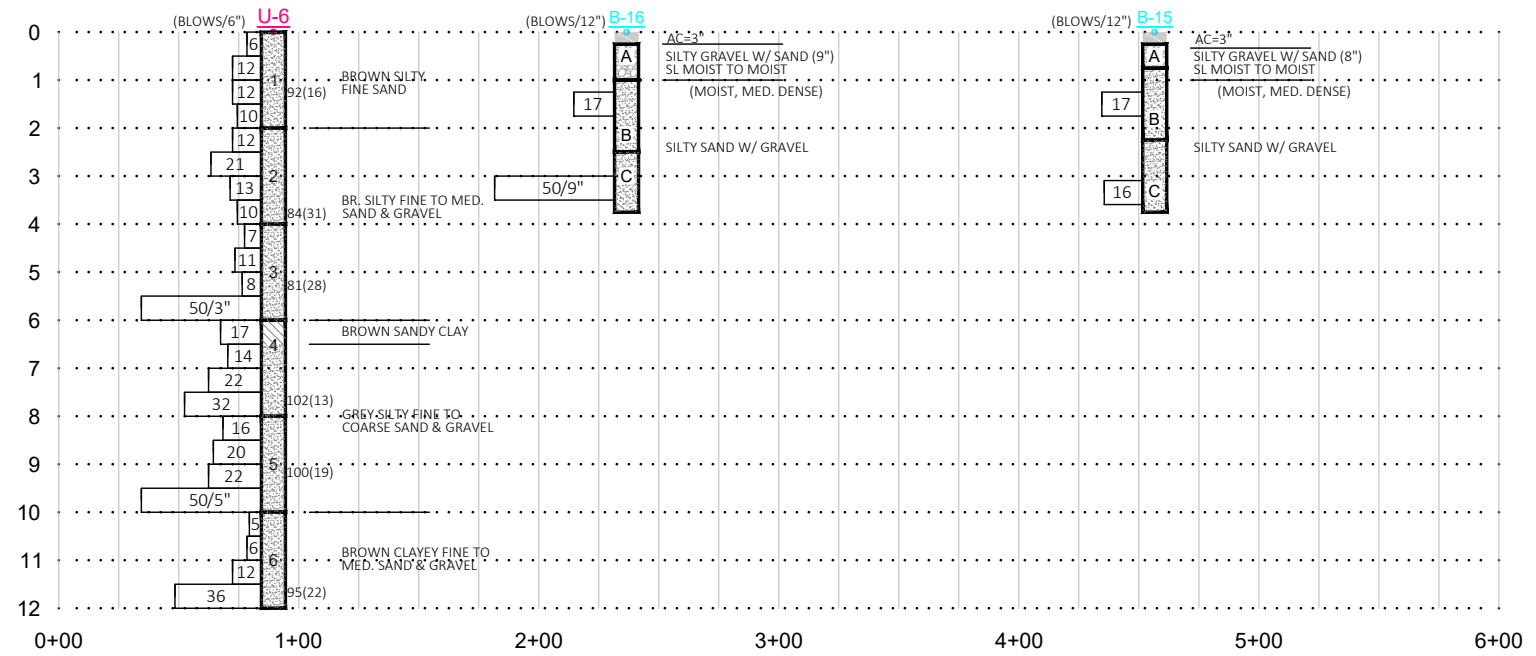
BORING LEGEND



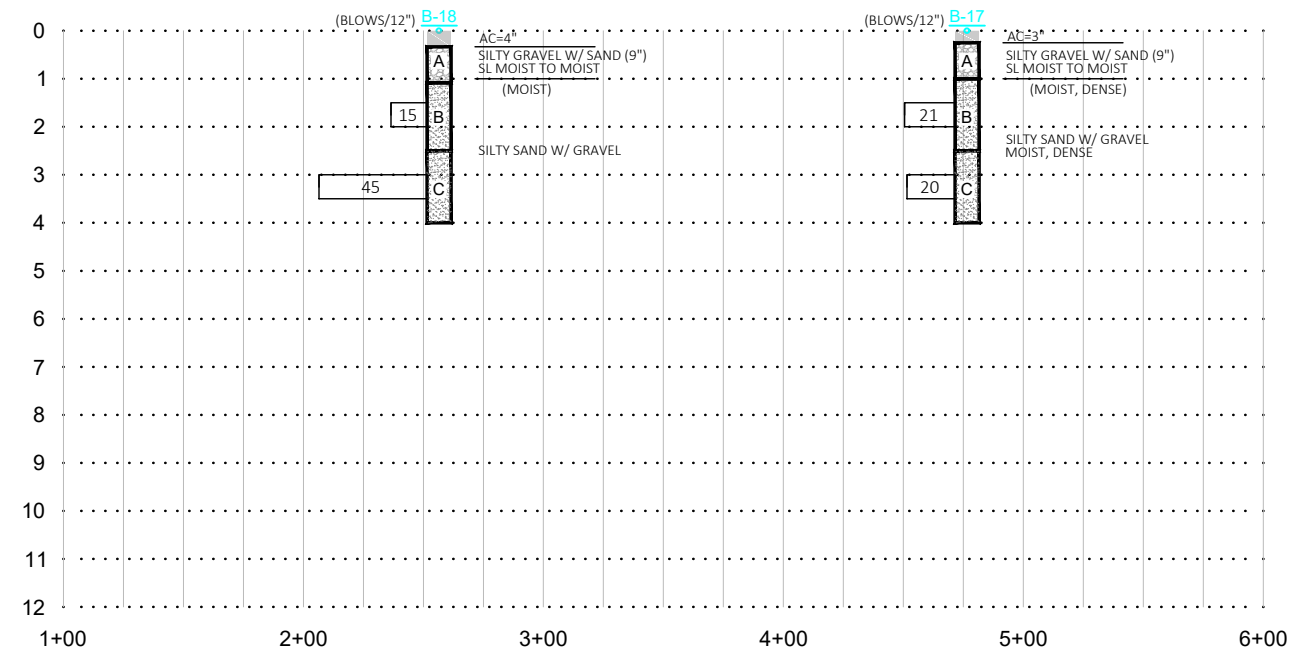
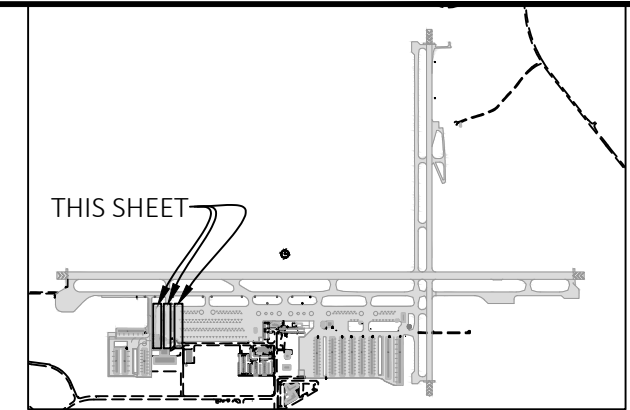
ABBREVIATIONS

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

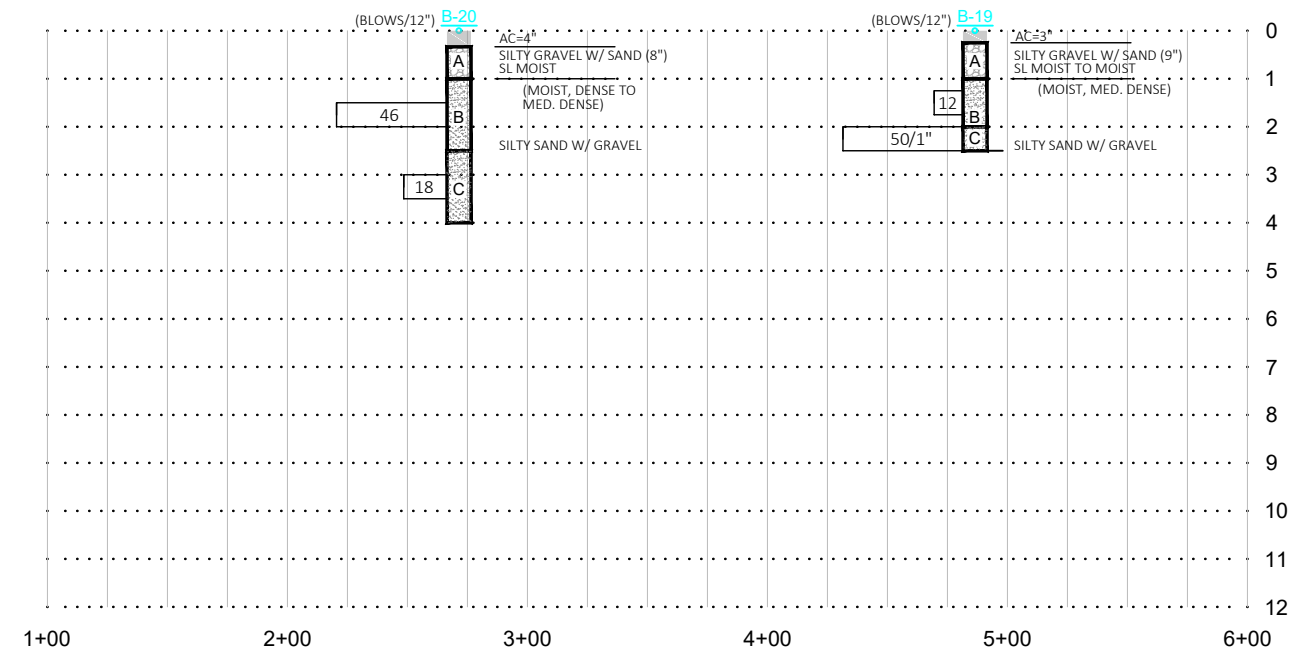
NOTE:
1. ALL TEST PITS AND TESTHOLES SHOWN WERE DONE BY BRANDLEY ENGINEERING EXCEPT AS INDICATED (STANTEC)



SECTION HANGAR K

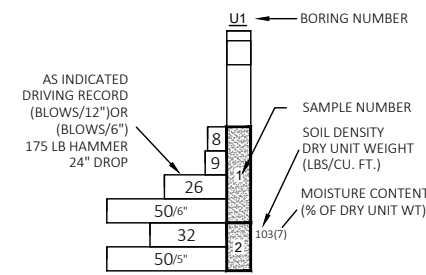


SECTION HANGAR J/K



SECTION HANGAR J

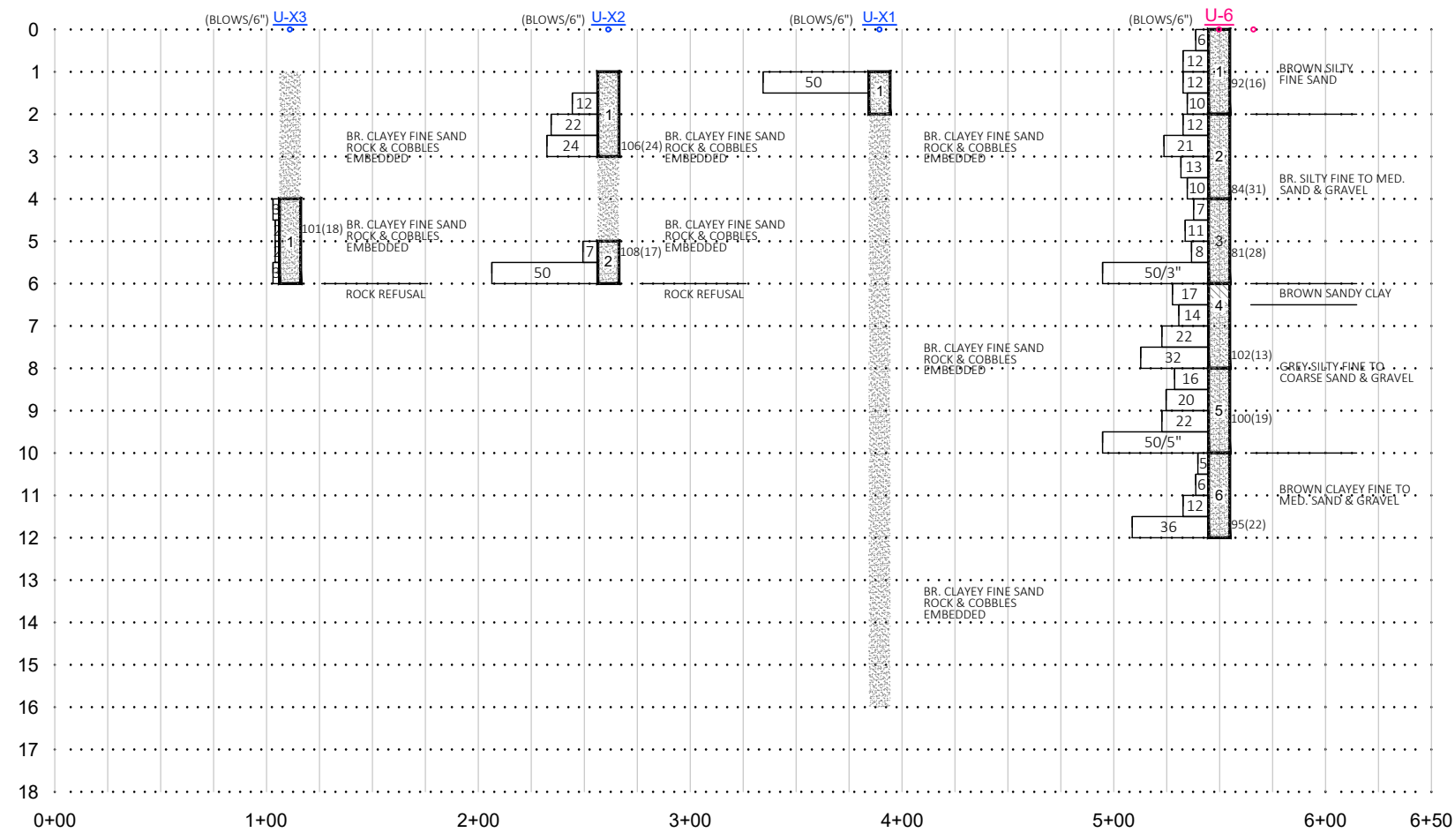
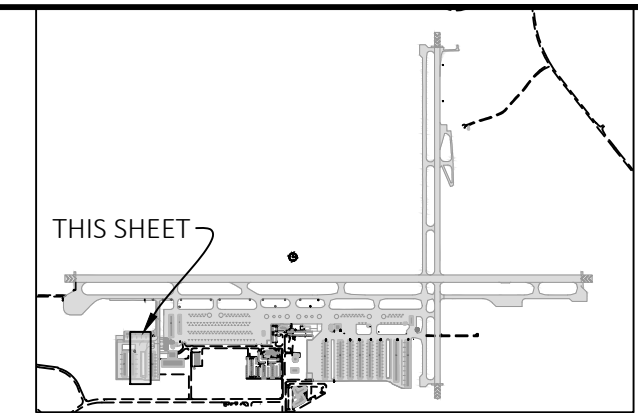
BORING LEGEND



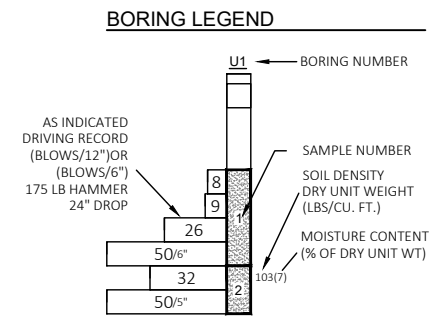
ABBREVIATIONS

- 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)



SECTION HANGAR L/M



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)

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.Sols
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			30	6	51	35	15	3	Very rocky	
		8	3	Brown Silty Sand - Boulders	E4	20	12	9	8			100	15	125			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				N.P.	77	11	2.9	1 1/2		
		9	2	Brown Silty Sand (Clayey) - Cobbles	E5	14	9	20	22			100	18	120			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											Wash No. 200
			3"	2"	1 1/2"	1"	3/4"	1/2"	3/8"	No. 4	No. 10	No. 40	No. 80	
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. Silty 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

Table No. A3

<u>SAMPLE NUMBER</u>	<u>B1A</u>	<u>B4A (1)</u>	<u>B6A</u>	<u>B8A</u>	<u>B10A (1)</u>	<u>B15A/19A(1)</u> Combined	<u>B4B</u>
	<u>PERCENT PASSING BY WEIGHT</u>						
<u>SIEVE SIZE</u>							
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
<u>Liquid Limit</u>	34	NV (2)	22	29	NV (2)	NV (2)	31
<u>Plastic Index</u>	12	NP (3)	2	6	NP (3)	NP (3)	7
<u>Moisture Content (%)</u>	14.3	5.3	10.6	16.4	4.2	3.0	16.1
<u>Soil Class (USCS)</u>	SC	SP	SM	SM	SP-SM	GM	SM
<u>R-Value</u>							

NOTES:

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



Stantec

INDEX TEST RESULTS
MECHANICAL ANALYSIS

TRUCKEE/TAHOE AIRPORT DISTRICT

RUNWAY 10-28 AND HANGARS 19 & 20

PROJECT NO. 180550900

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

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.

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

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:

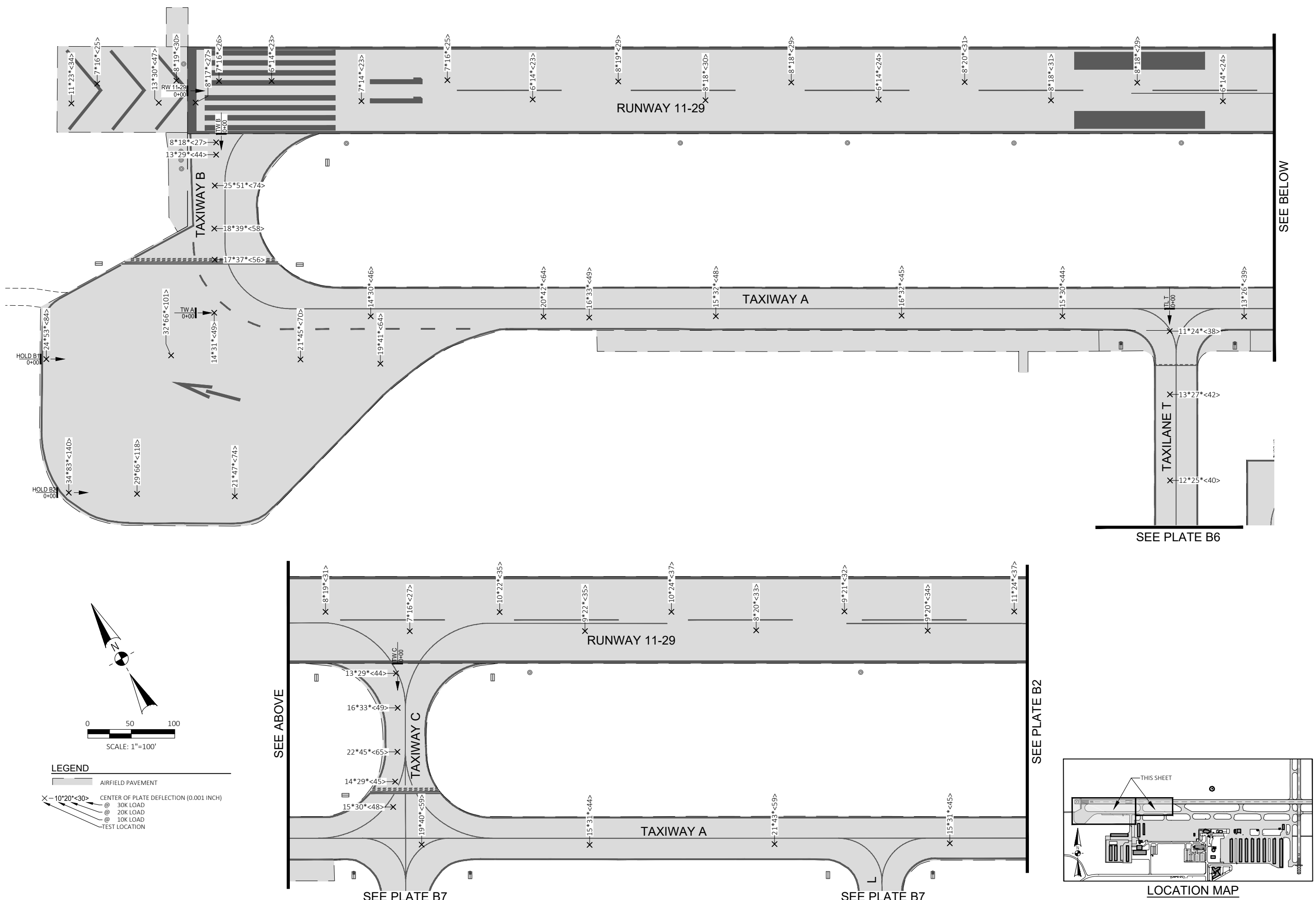
Plates

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 |



SEE BELOW

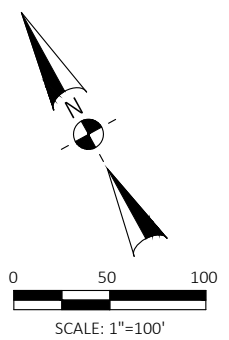
SEE PLATE B6

SEE ABOVE

SEE PLATE B2

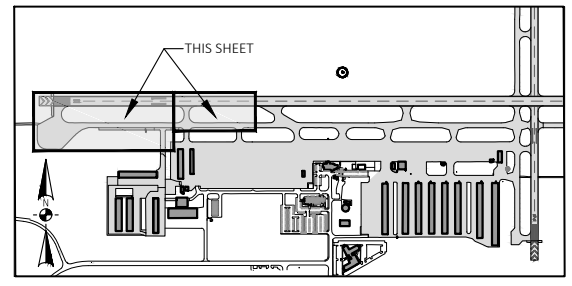
SEE PLATE B7

SEE PLATE B7



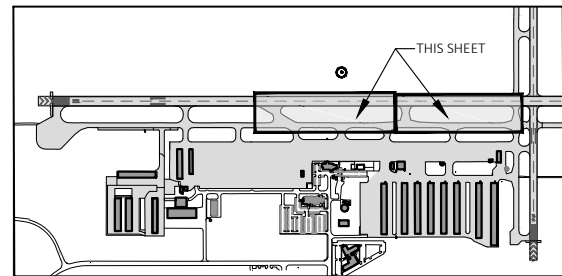
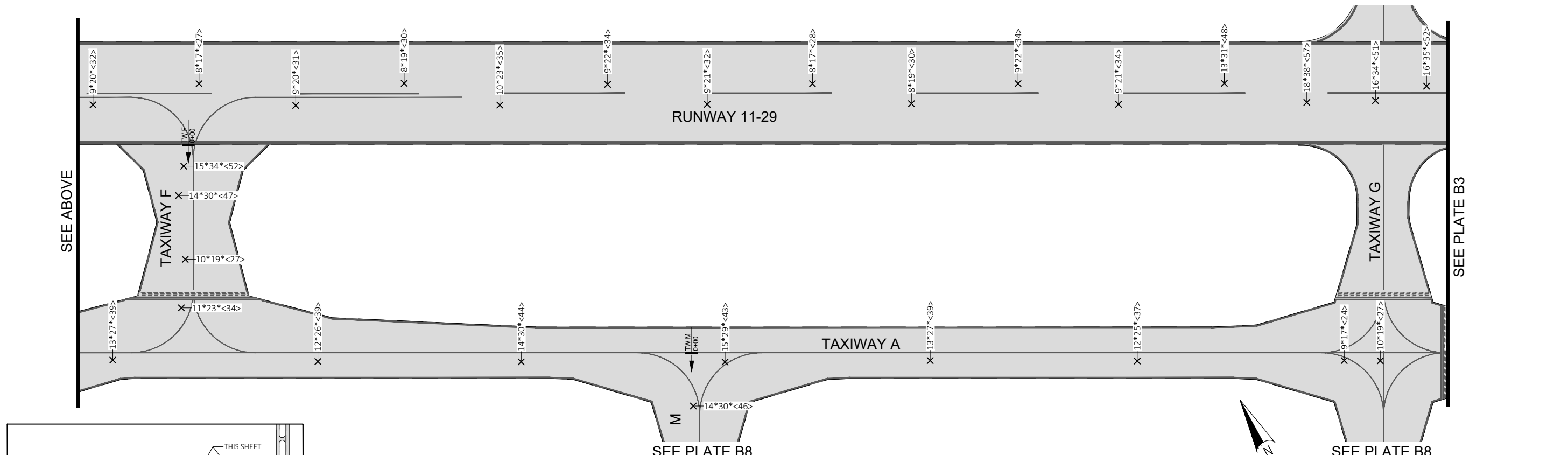
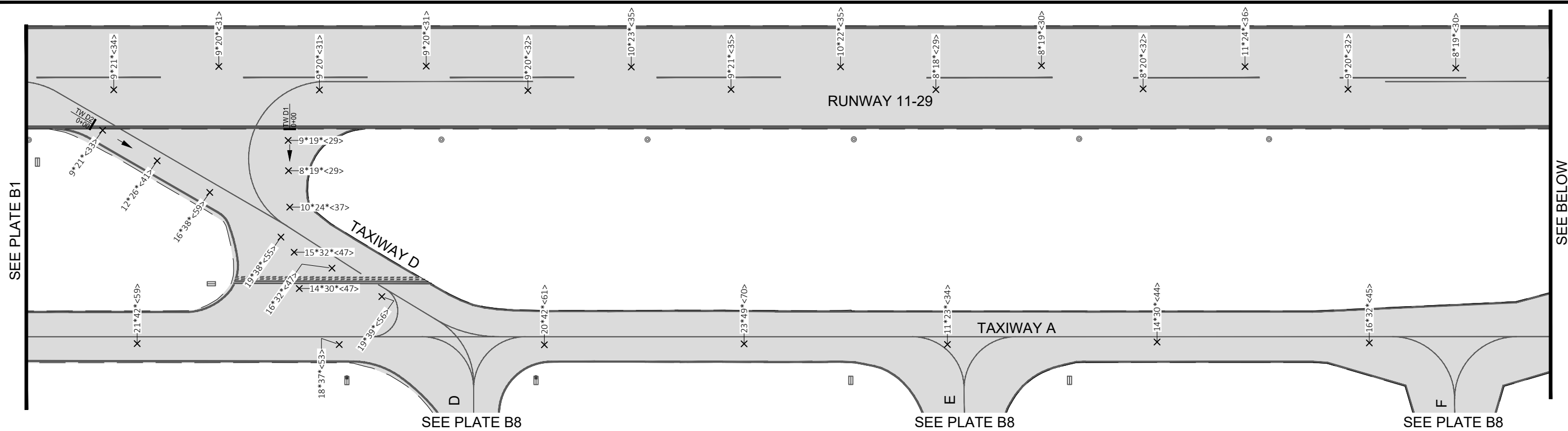
LEGEND

	AIRFIELD PAVEMENT
	CENTER OF PLATE DEFLECTION (0.001 INCH)
	30K LOAD
	20K LOAD
	10K LOAD
	TEST LOCATION

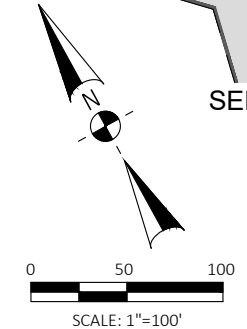


TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - RUNWAY 11-29 COMPLEX WEST

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

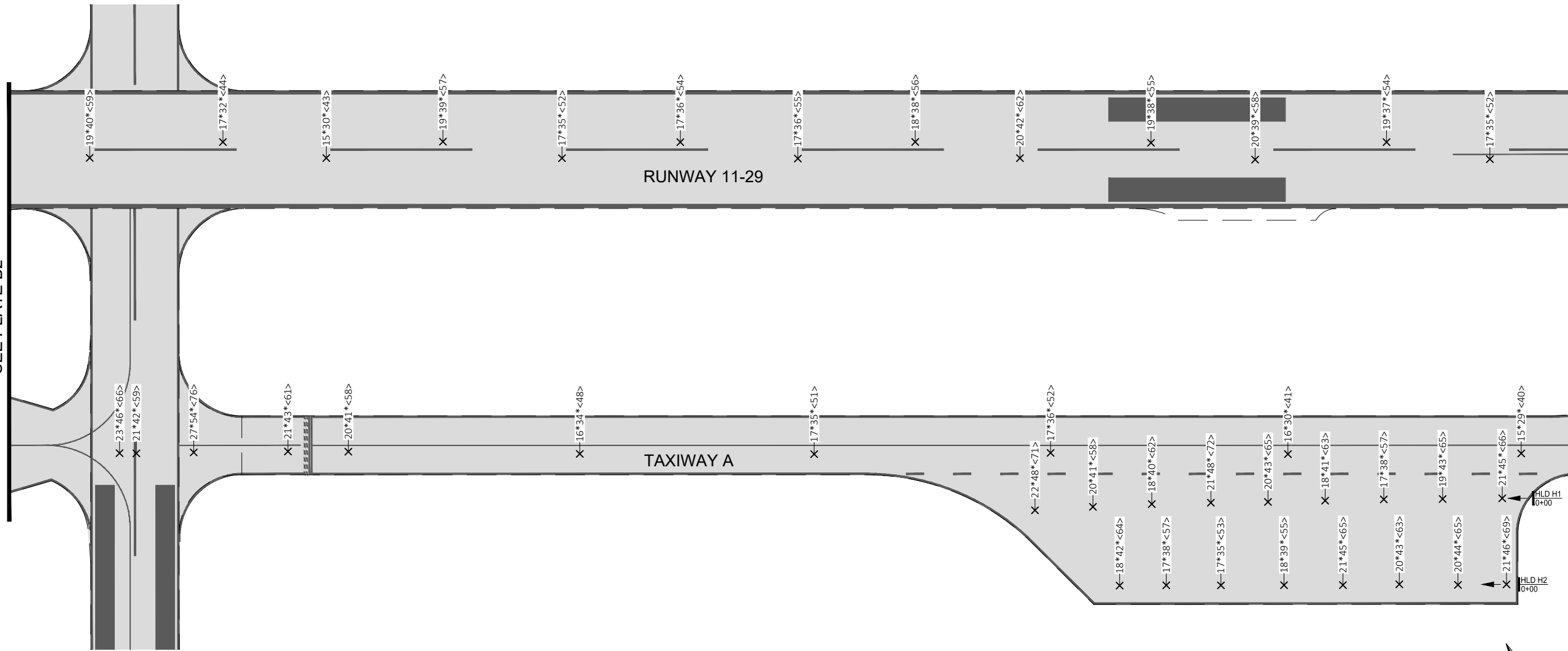


- LEGEND**
- AIRFIELD PAVEMENT
 - X - 10*20*30> CENTER OF PLATE DEFLECTION (0.001 INCH)
 - ⊙ 30K LOAD
 - ⊙ 20K LOAD
 - ⊙ 10K LOAD
 - TEST LOCATION

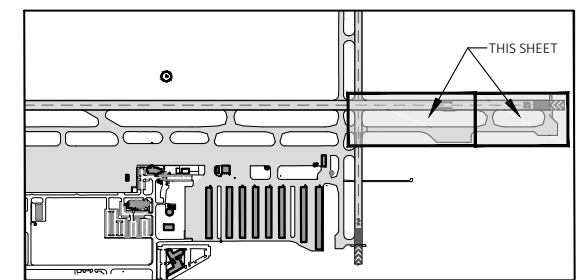
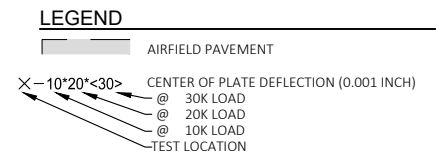
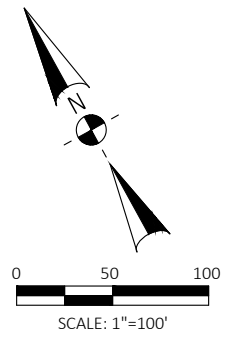
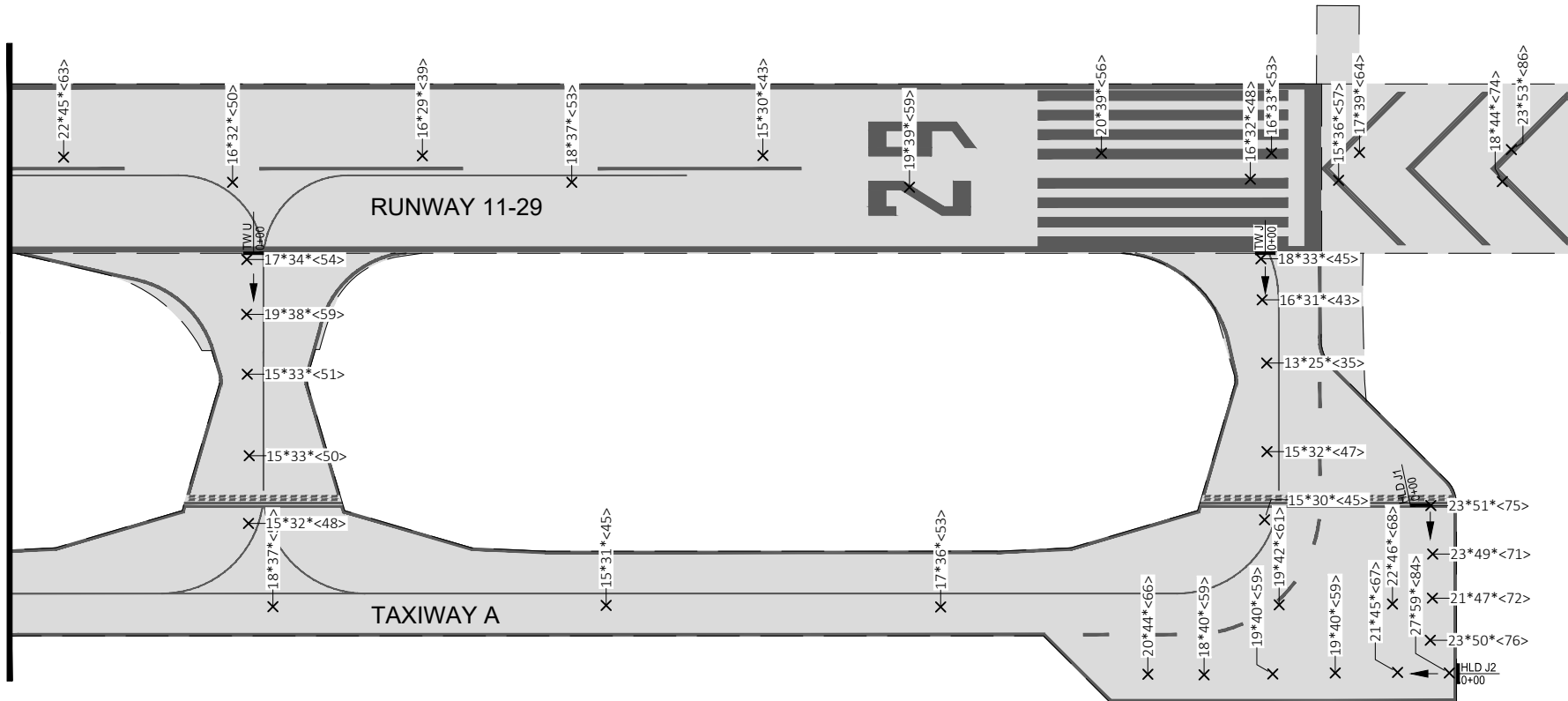


SEE PLATE B2

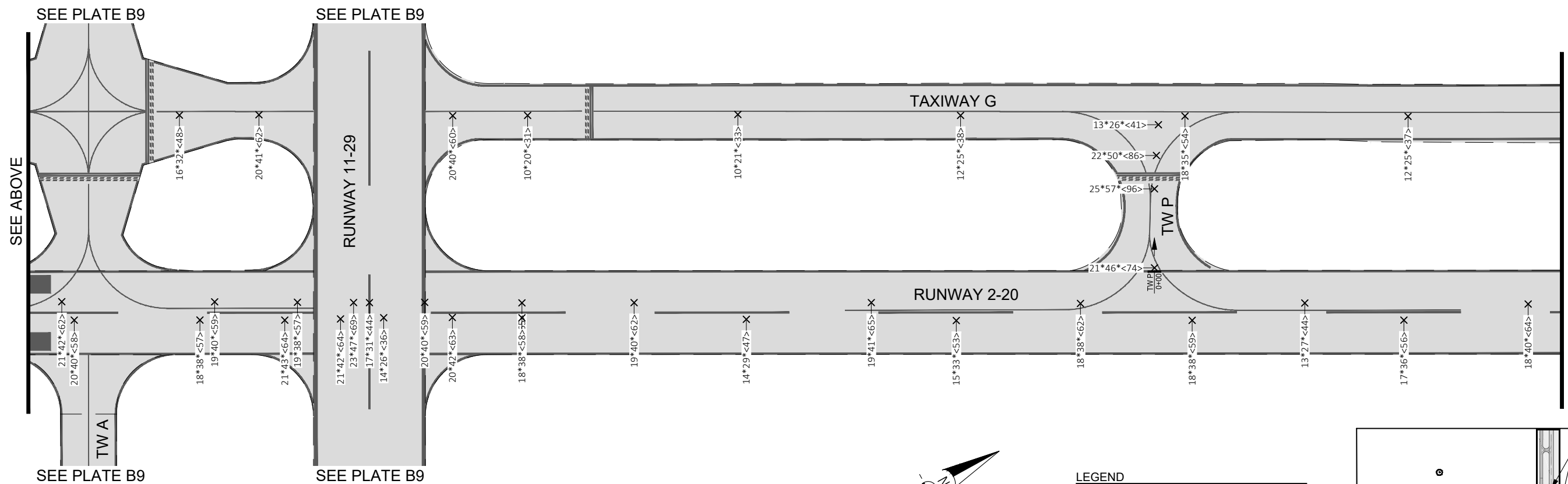
SEE BELOW



SEE ABOVE



LOCATION MAP



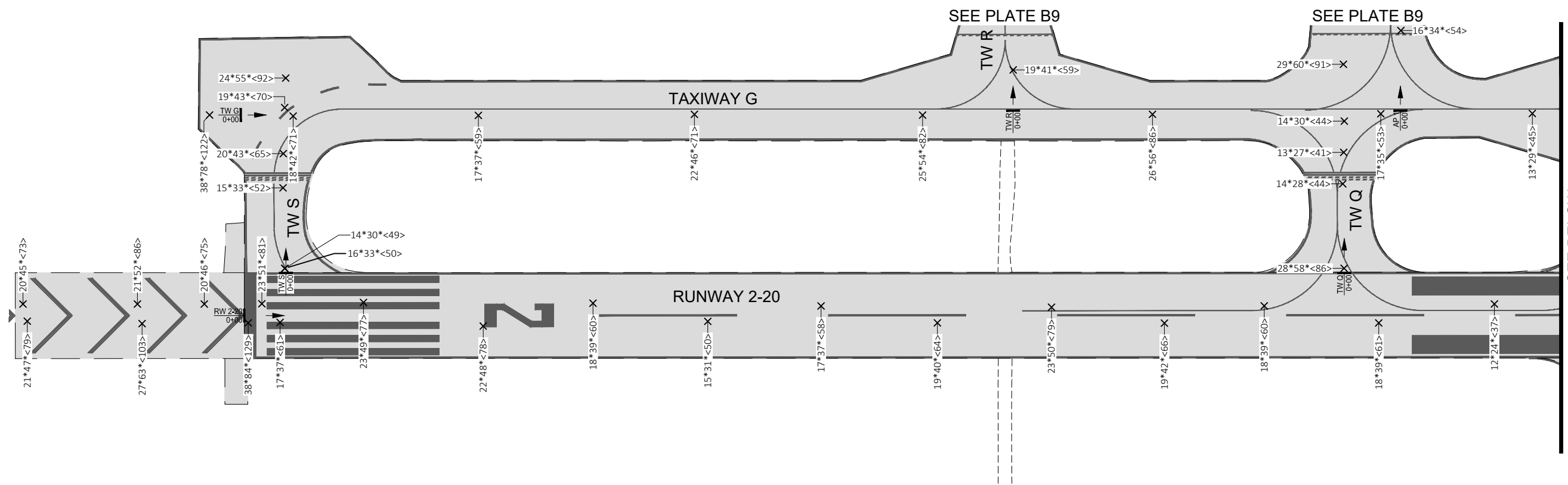
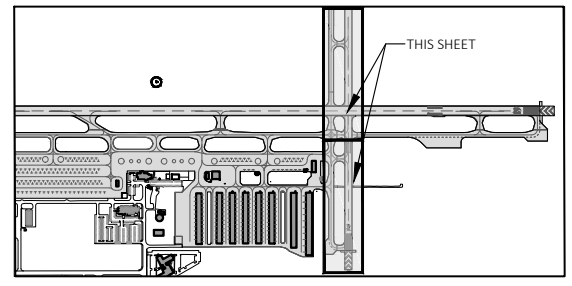
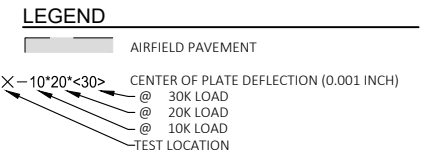
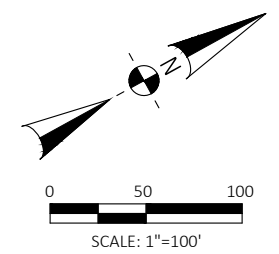
SEE ABOVE

SEE PLATE B9

SEE PLATE B9

SEE PLATE B9

SEE PLATE B5



SEE PLATE B9

SEE PLATE B9

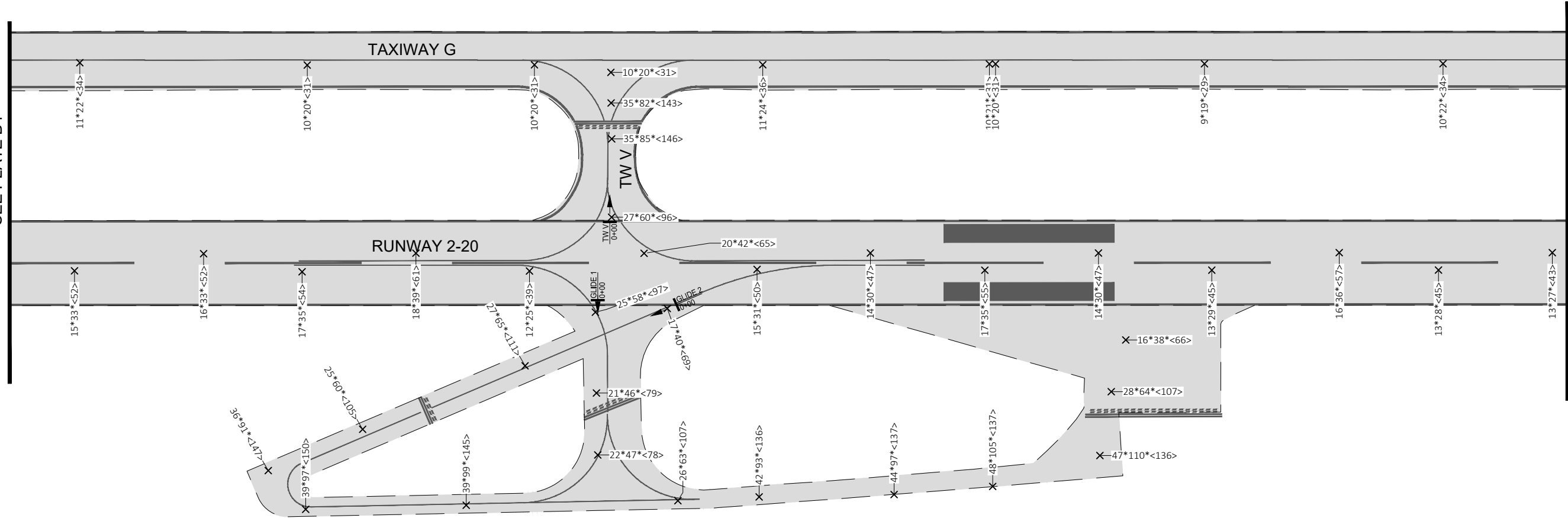
SEE BELOW



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

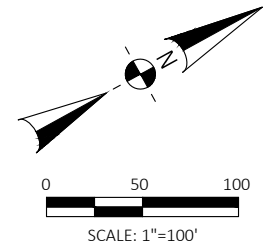
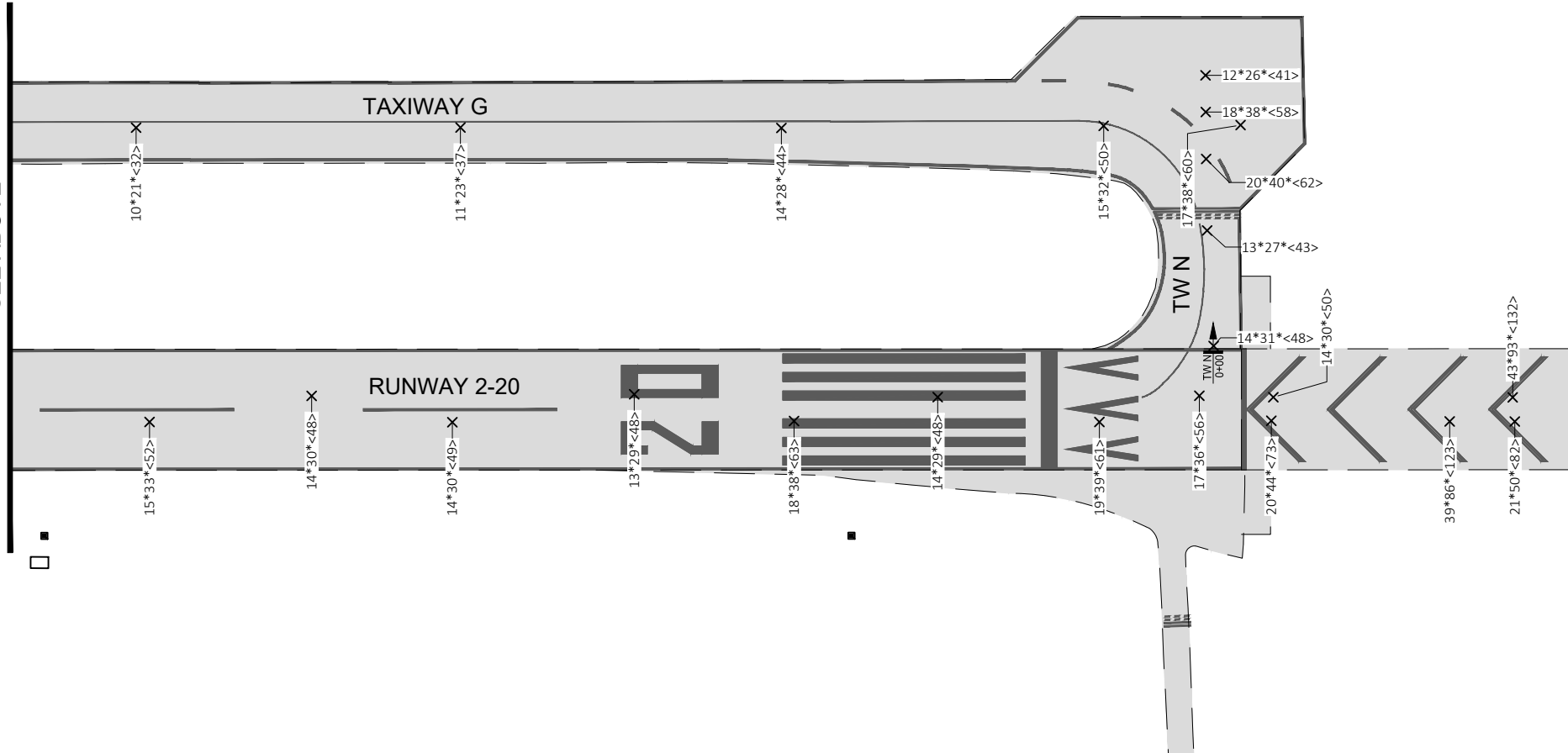
DATE 4/15/2021
 DRAWN KDC
 CHECKED DB
 FILE 4004-20.B.FWD
 SCALE 1"=100'
 PLATE No. **B4**

SEE PLATE B4

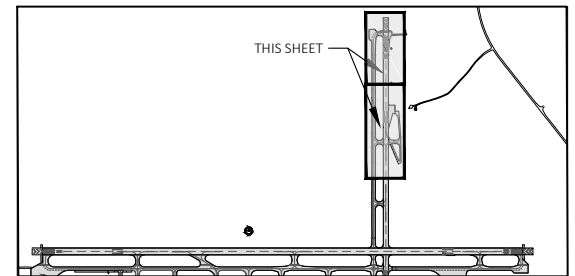


SEE BELOW

SEE ABOVE



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

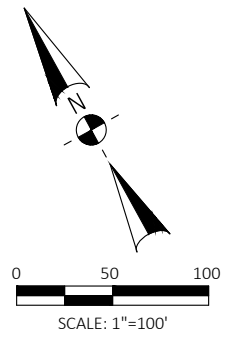
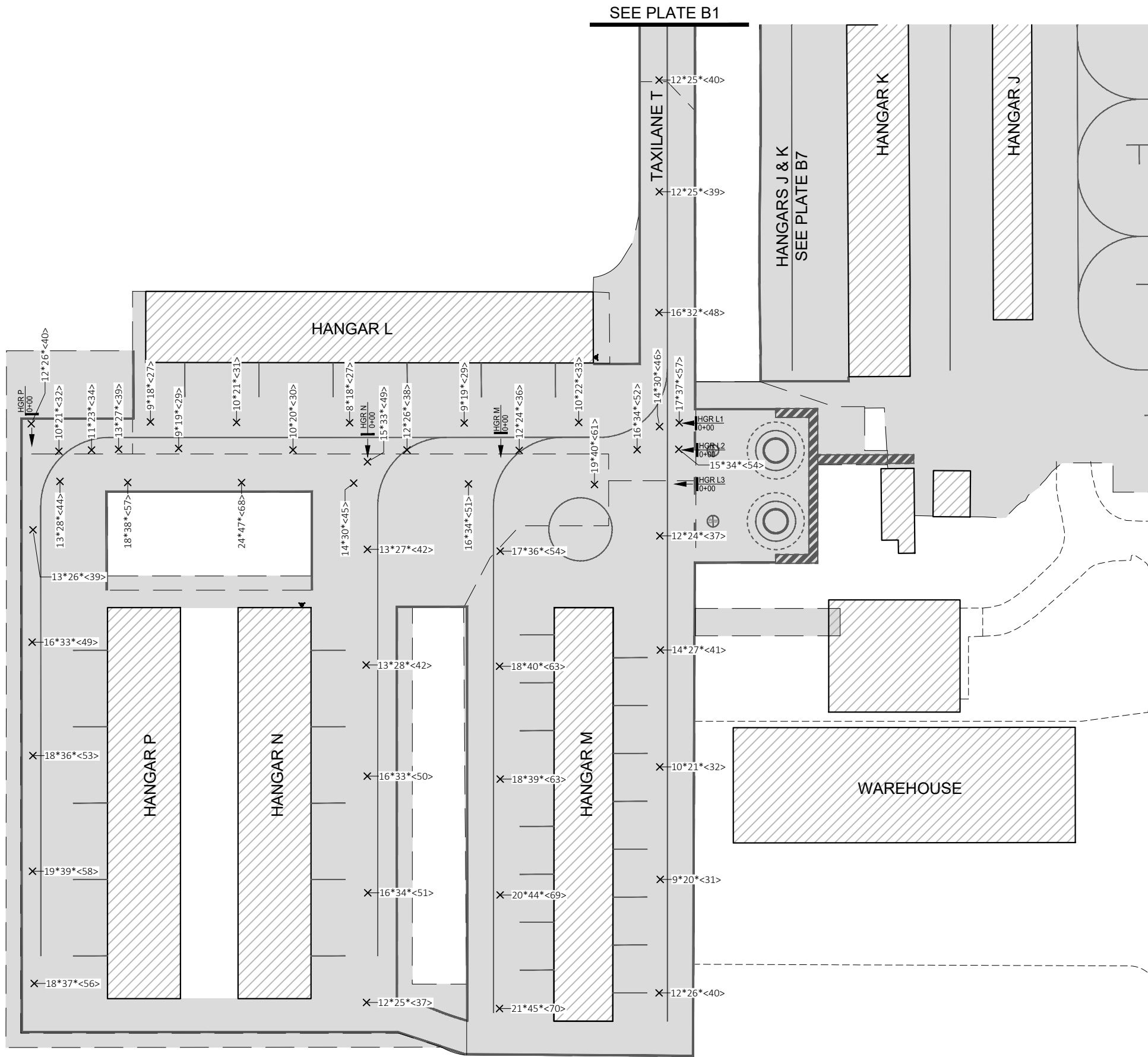


LOCATION MAP

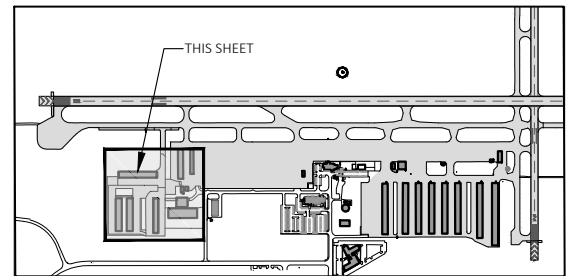
BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 - LOOMIS, CA 95650 - (916) 652-4725

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

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

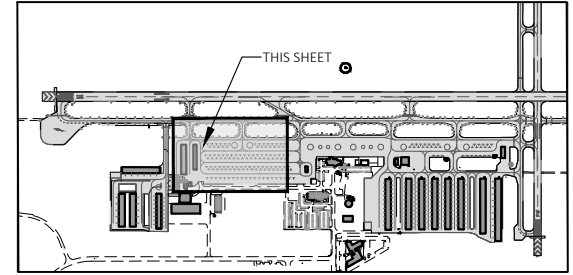
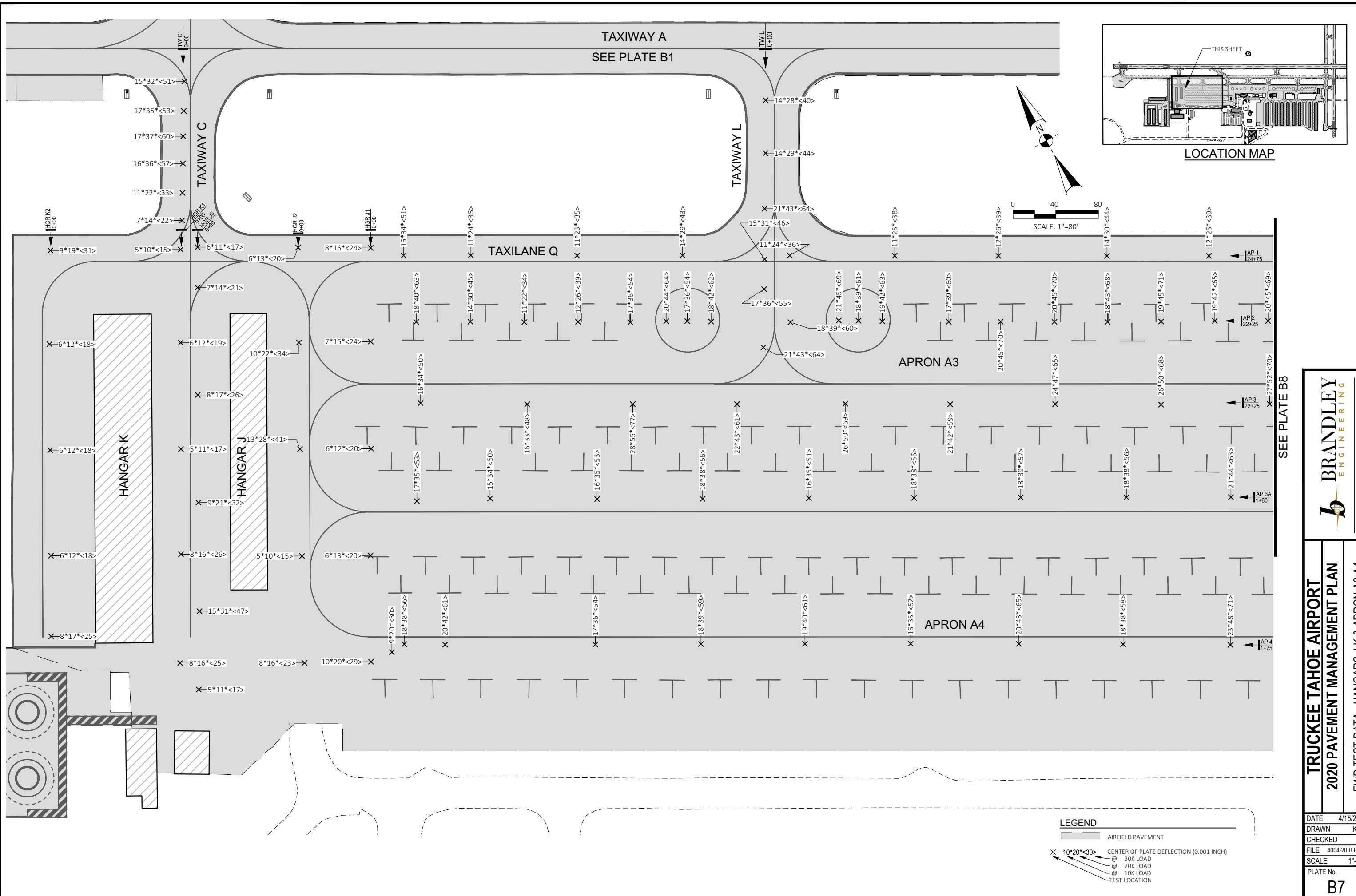


- LEGEND**
- AIRFIELD PAVEMENT
 - CENTER OF PLATE DEFLECTION (0.001 INCH)
 - @ 30K LOAD
 - @ 20K LOAD
 - @ 10K LOAD
 - TEST LOCATION

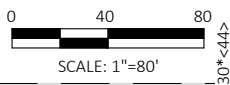


LOCATION MAP

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



LOCATION MAP



SEE PLATE B8

LEGEND

- AIRFIELD PAVEMENT
- CENTER OF PLATE DEFLECTION (0.001 INCH)
- @ 30K LOAD
- @ 20K LOAD
- @ 10K LOAD
- TEST LOCATION

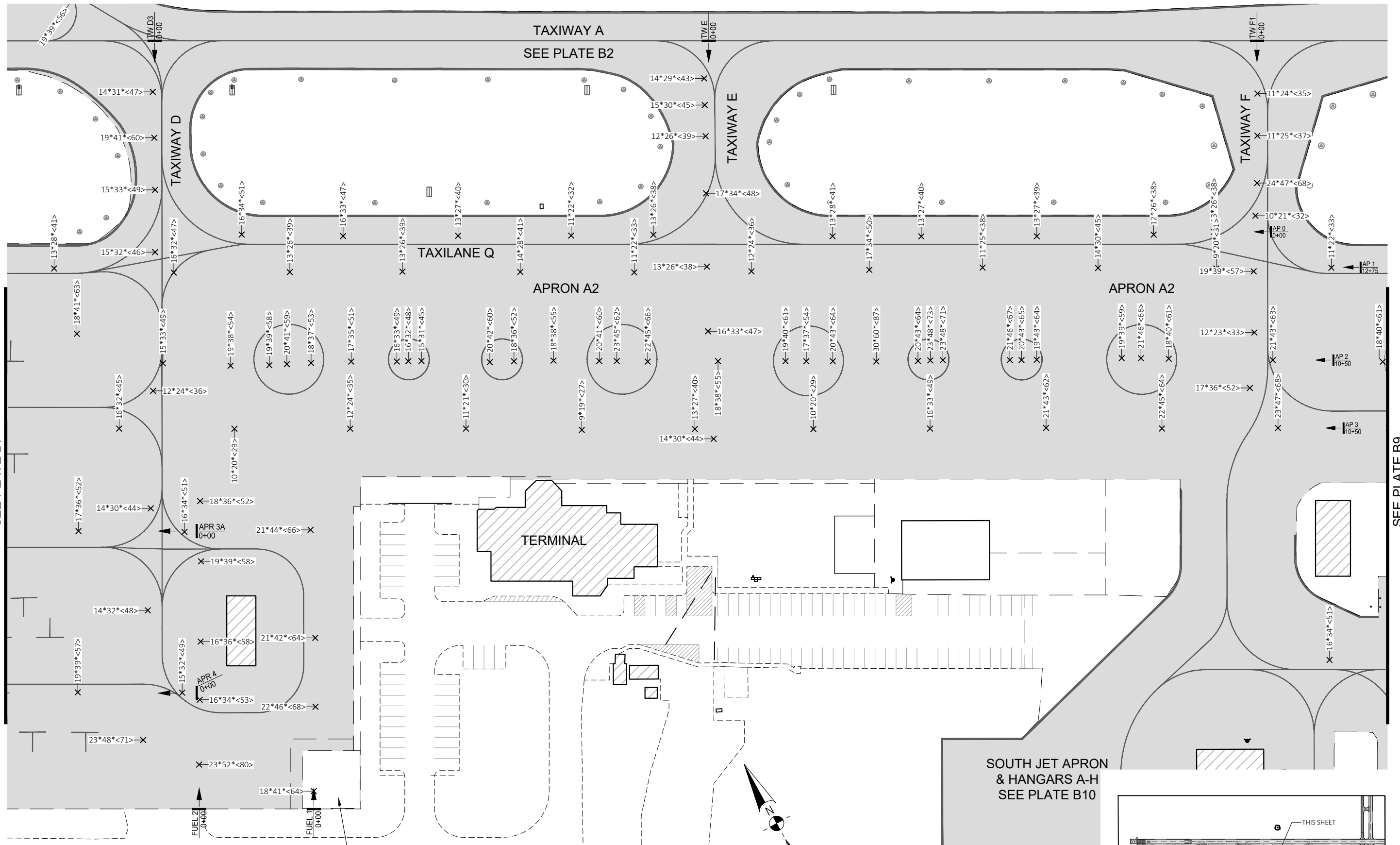
BRANDLEY ENGINEERING
 6125 HING ROAD, SUITE 201 - LOOMIS, CA 95650 - (916) 652-4725

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**

SEE PLATE B7

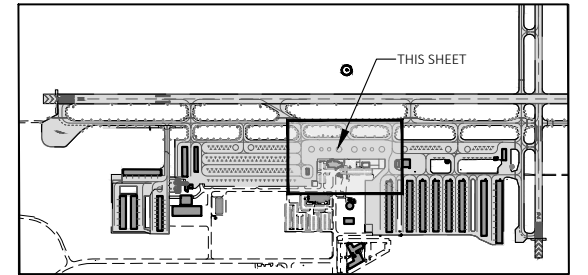
SEE PLATE B9

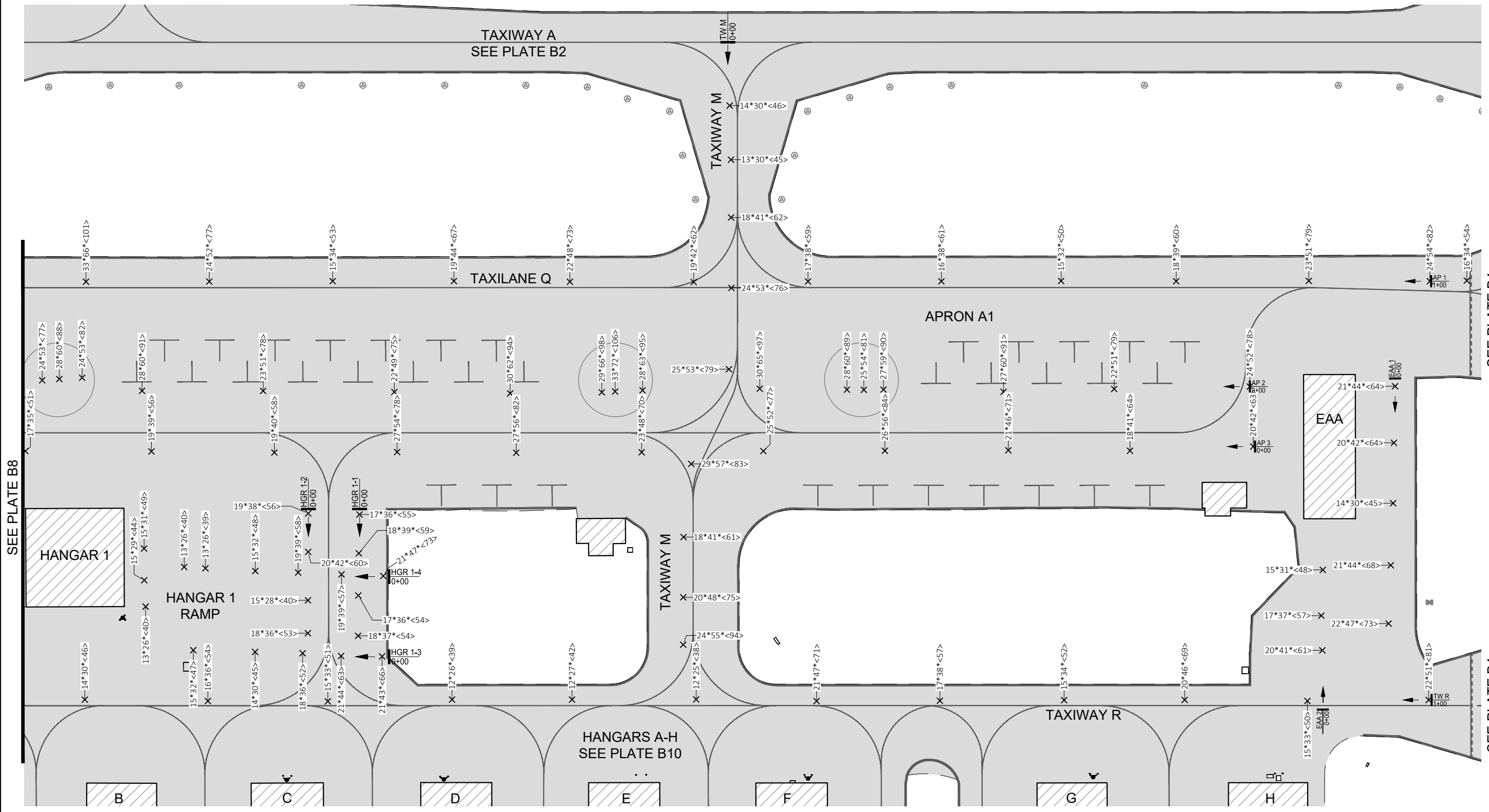


SOUTH JET APRON & HANGARS A-H
SEE PLATE B10

WASH RACK CONSTRUCTED AFTER TESTING

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

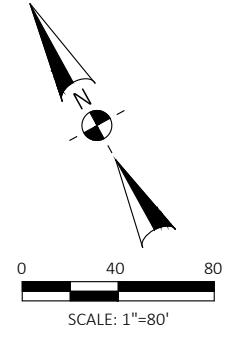




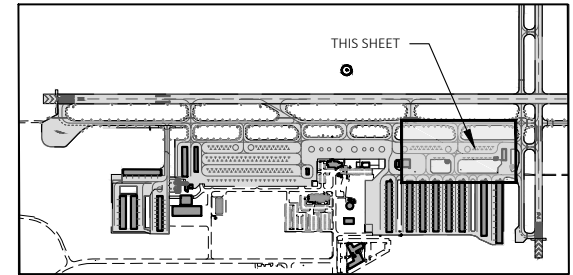
SEE PLATE B8

SEE PLATE B4

SEE PLATE B4



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

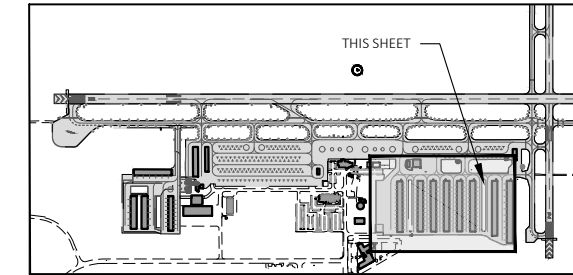
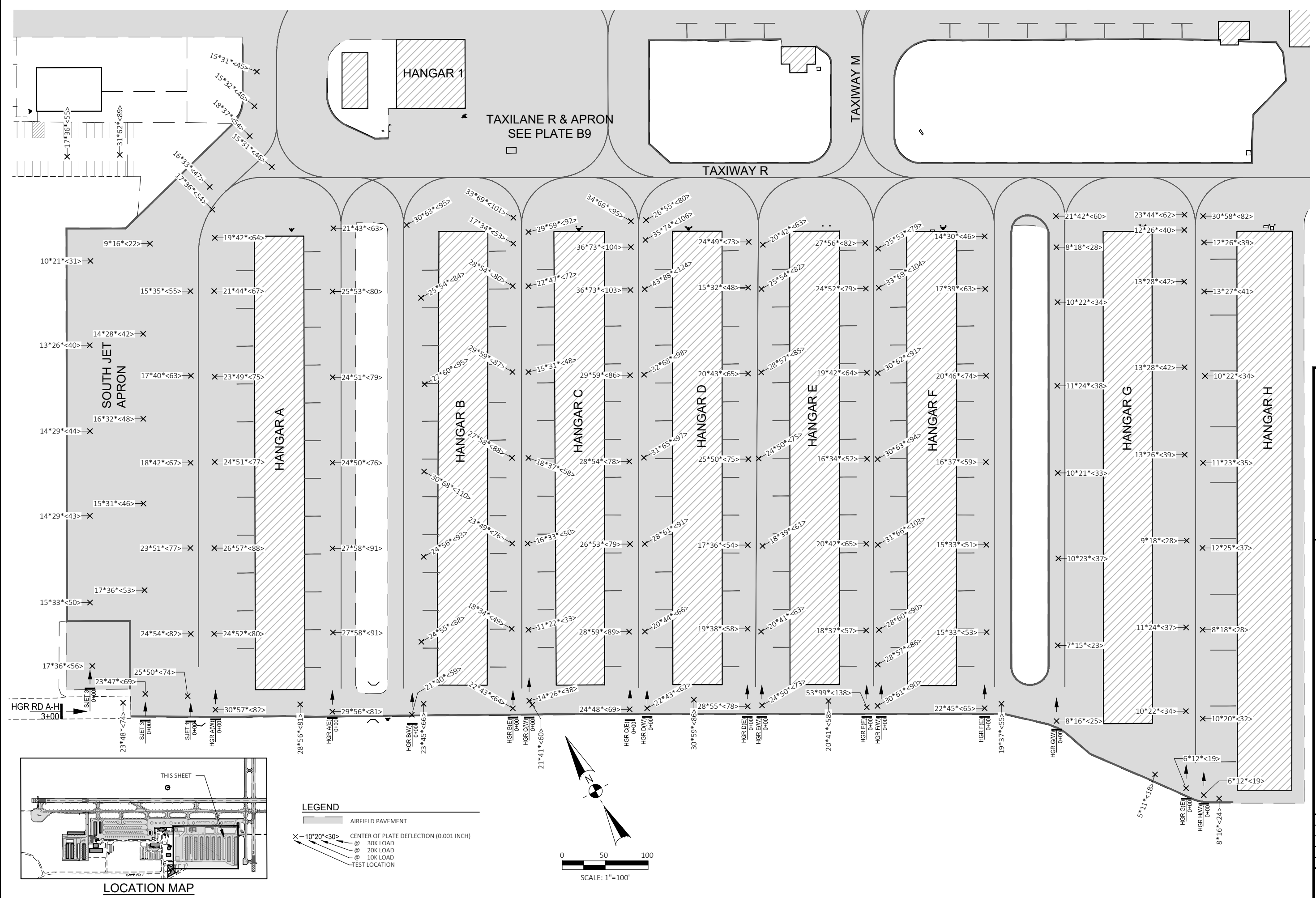


TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN

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

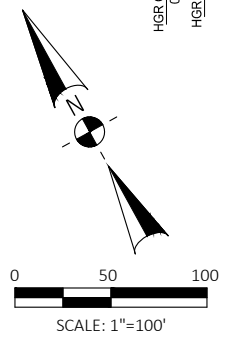
B9

FWD TEST DATA - APRON A1



LOCATION MAP

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



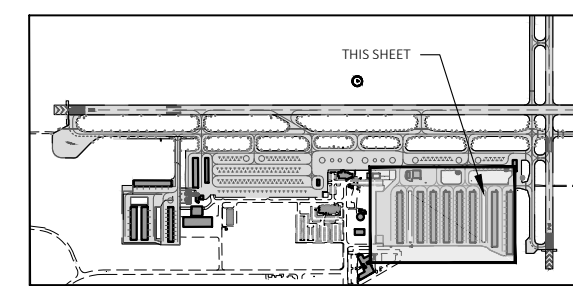
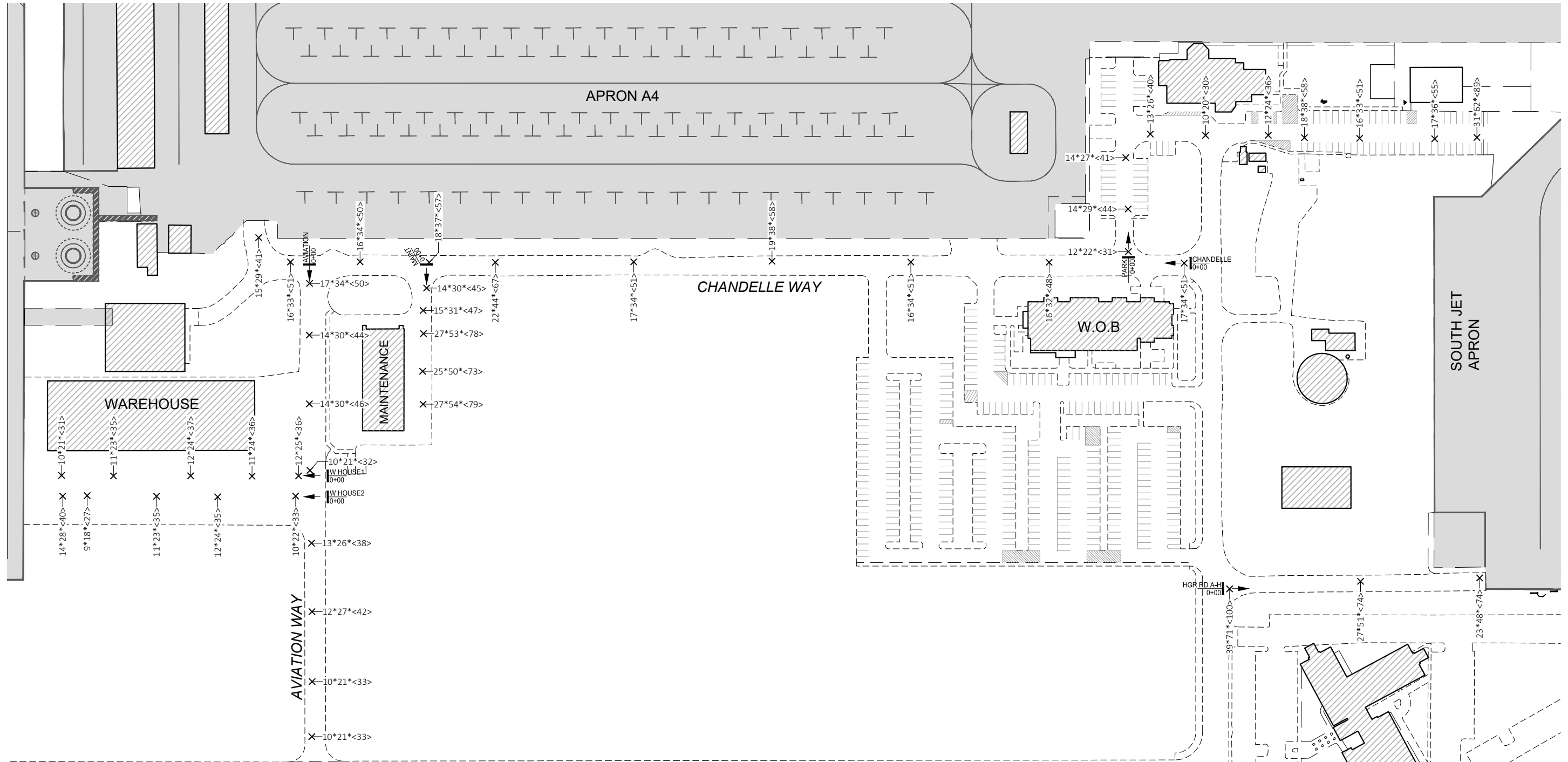
6125 KING ROAD, SUITE 201 - LOOMIS, CA 95650 - (916) 652-4725

**TRUCKEE TAHOE AIRPORT
2020 PAVEMENT MANAGEMENT PLAN**

FWD TEST DATA - HANGARS A-H

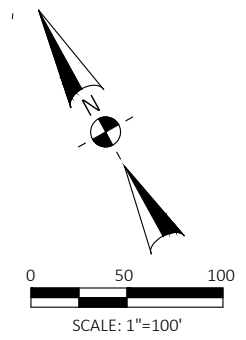
DATE	4/15/2021
DRAWN	KDC
CHECKED	DB
FILE	4004-20.B.FWD
SCALE	1"=100'
PLATE No.	

B10



LOCATION MAP

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



**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

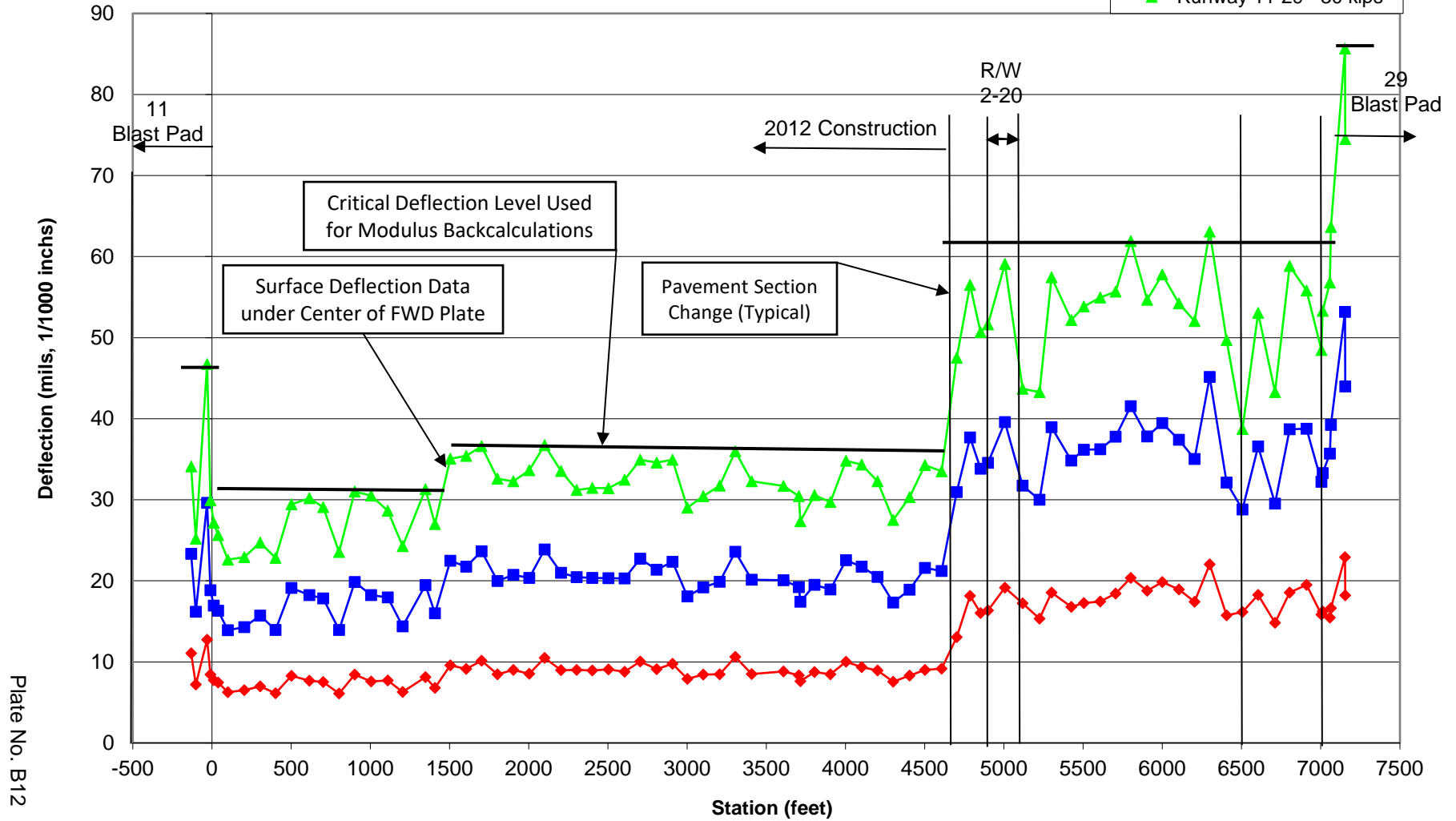


Plate No. B12

**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

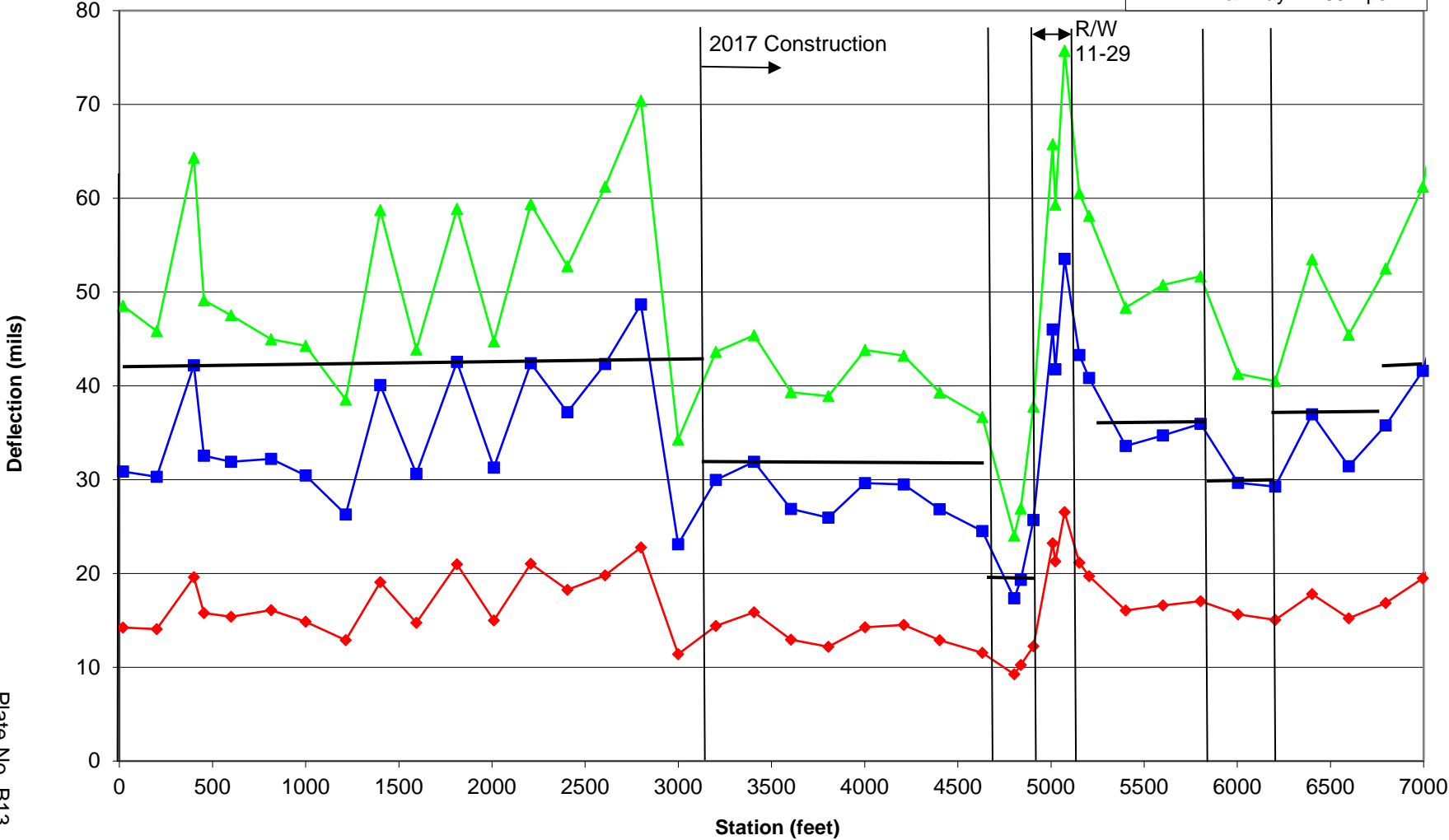


Plate No. B13

**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

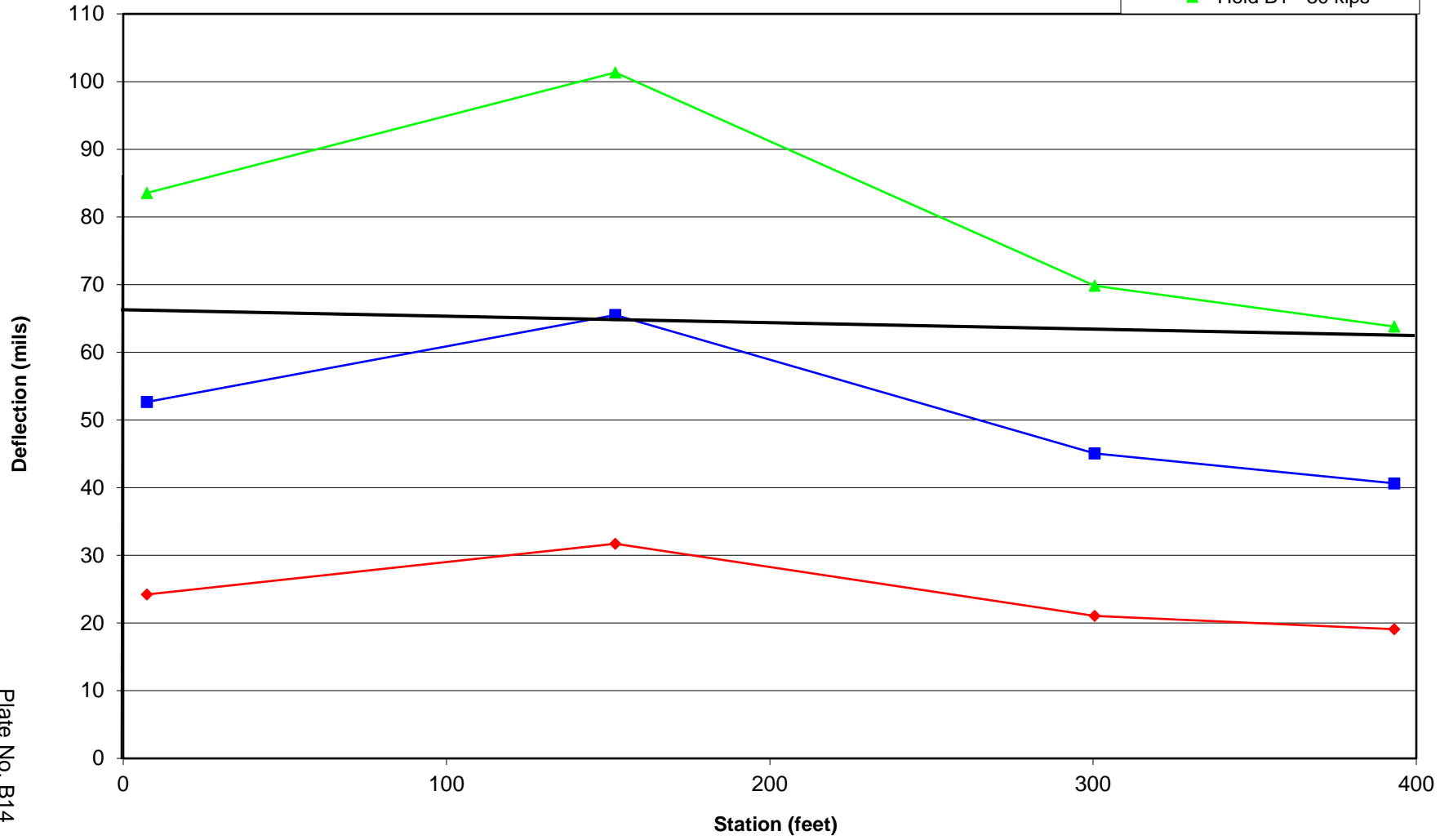
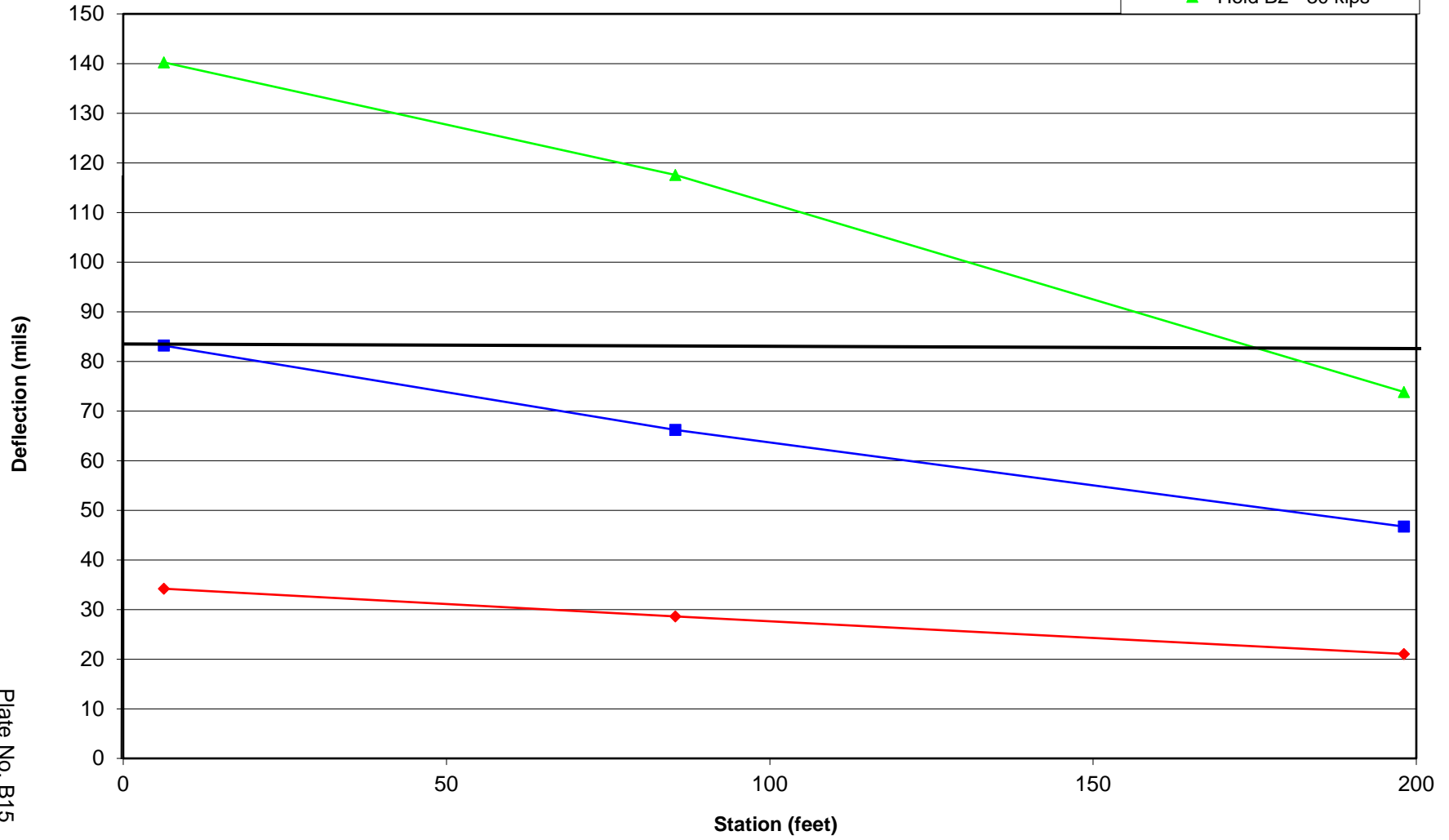


Plate No. B14

**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



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

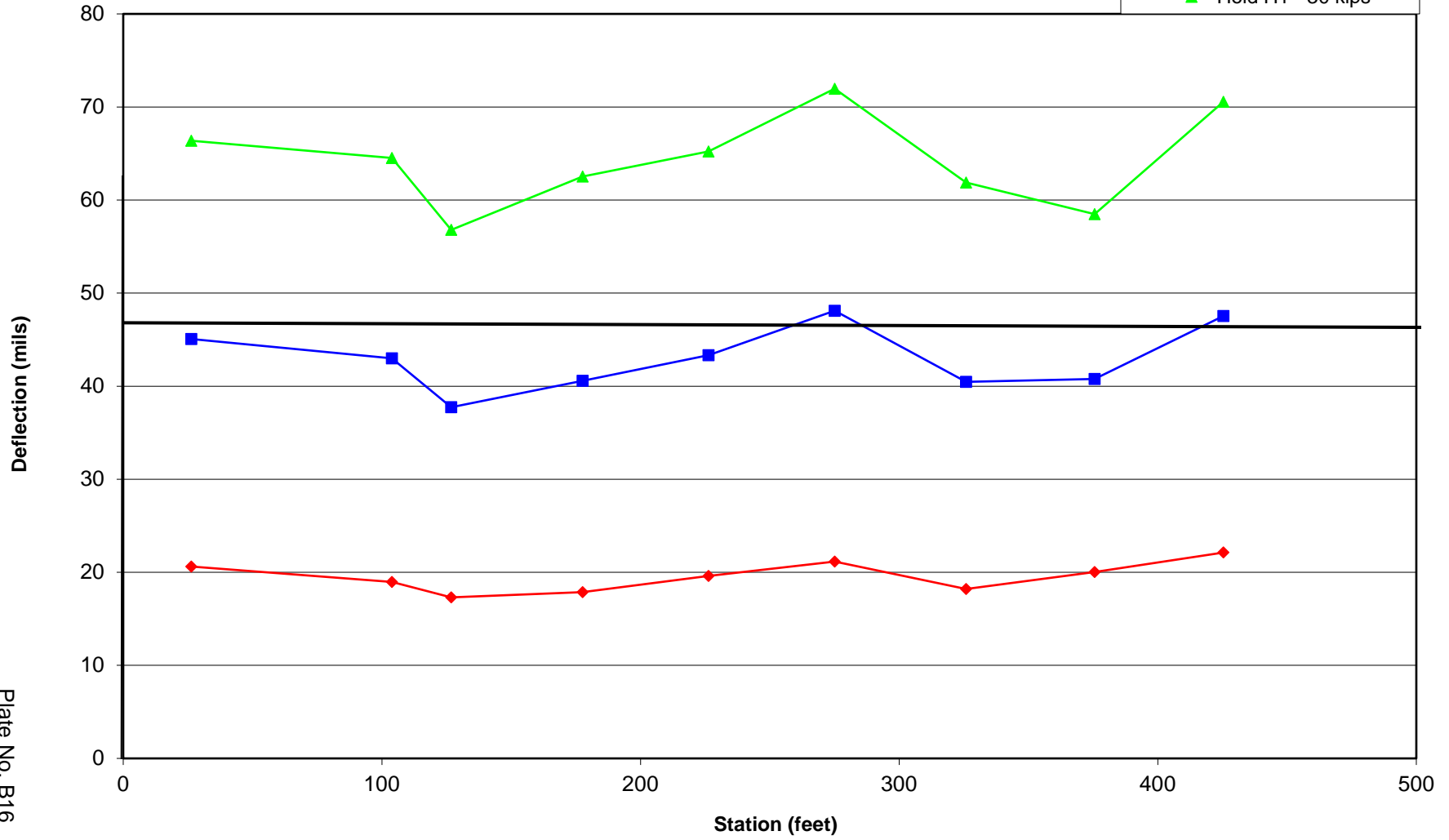


Plate No. B16

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

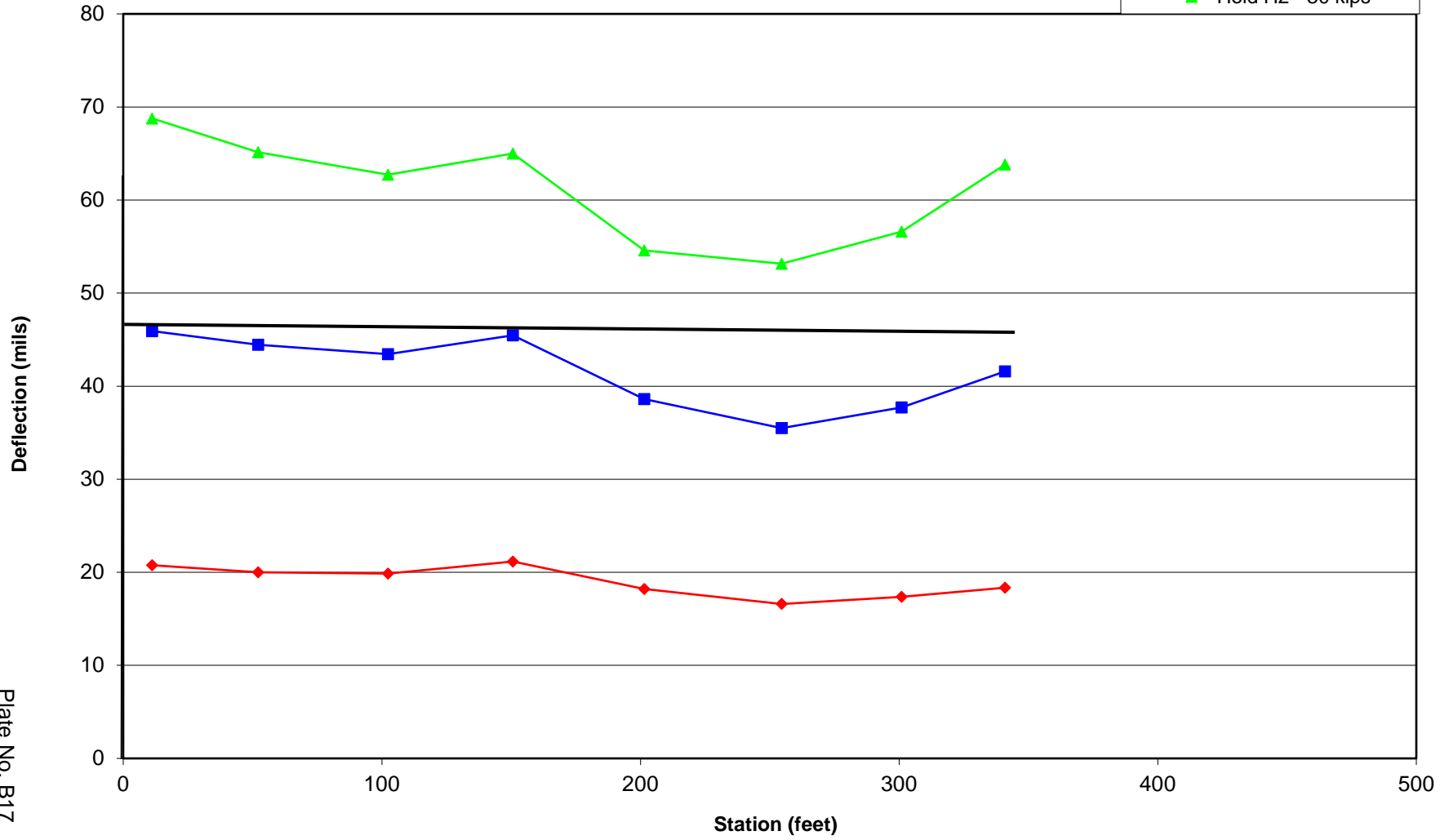
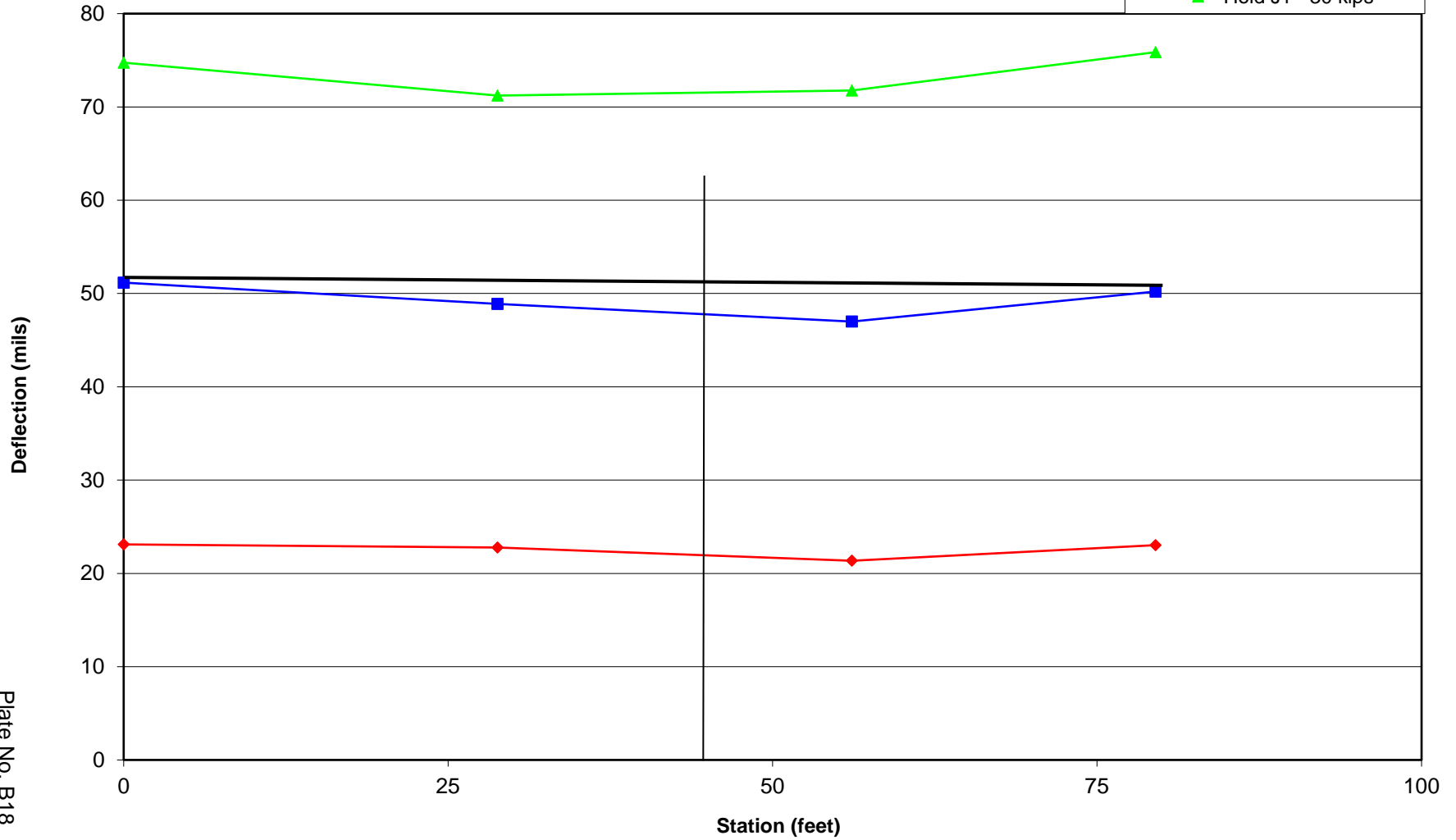


Plate No. B17

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



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

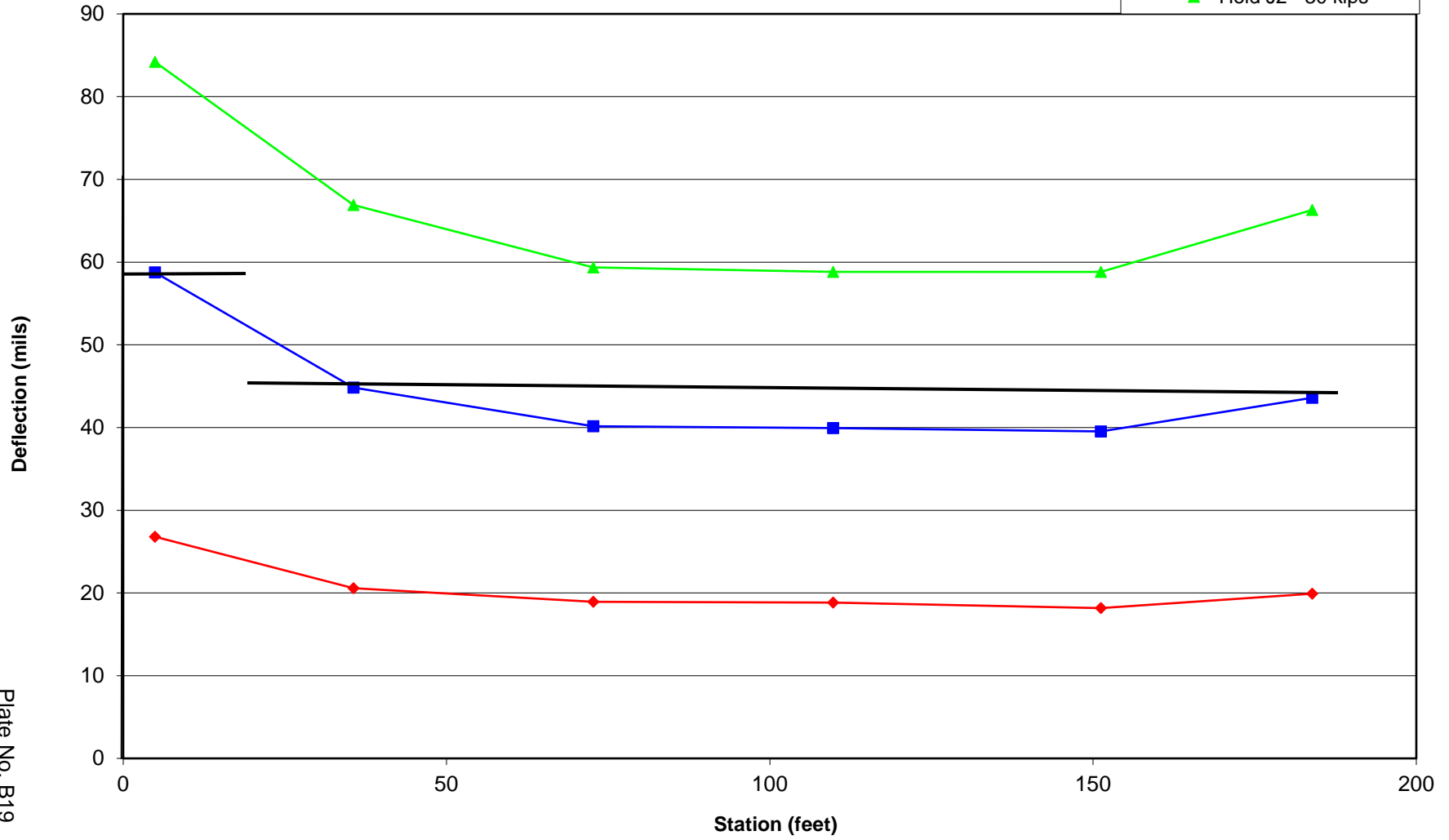
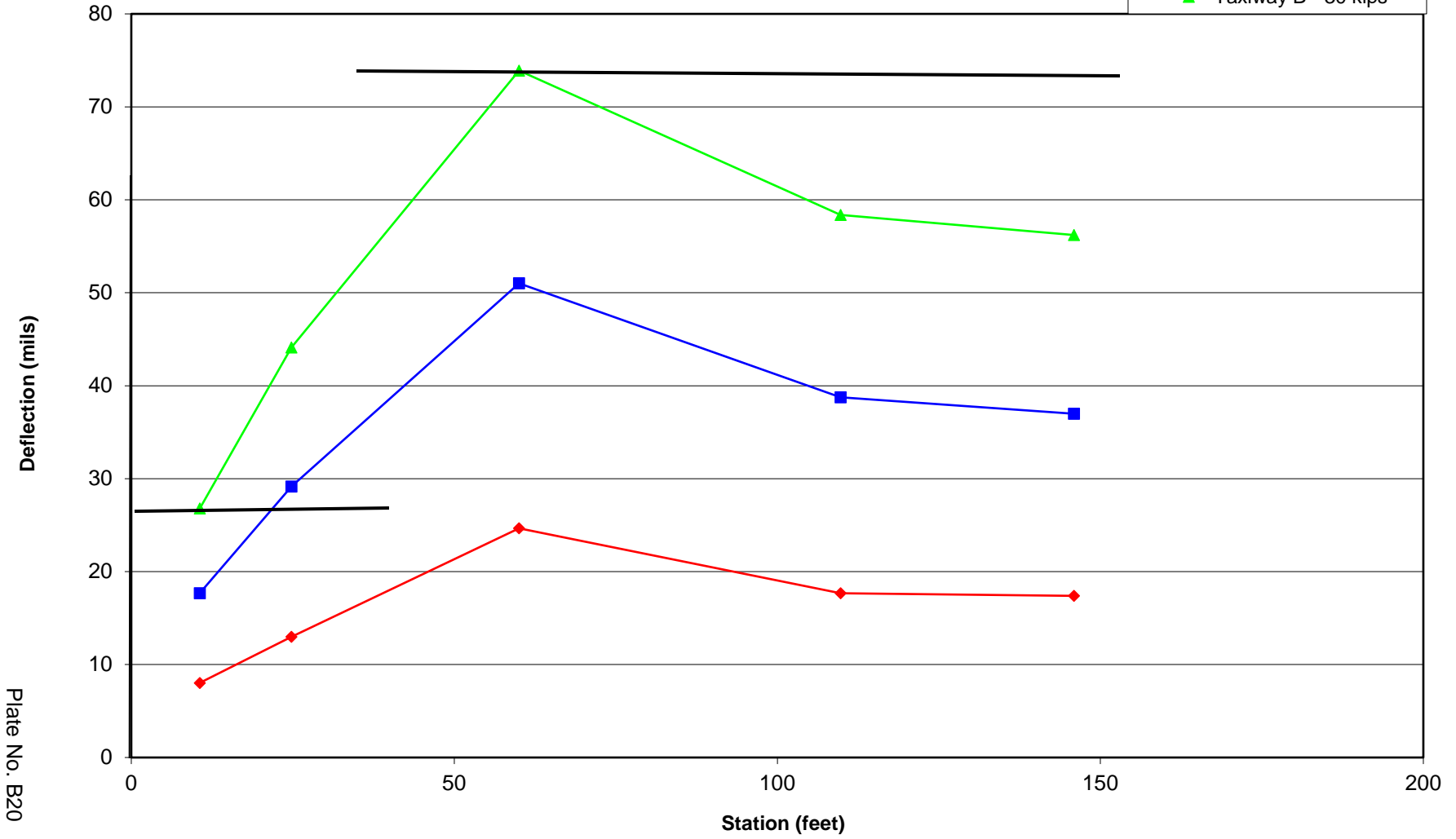


Plate No. B19

**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



**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

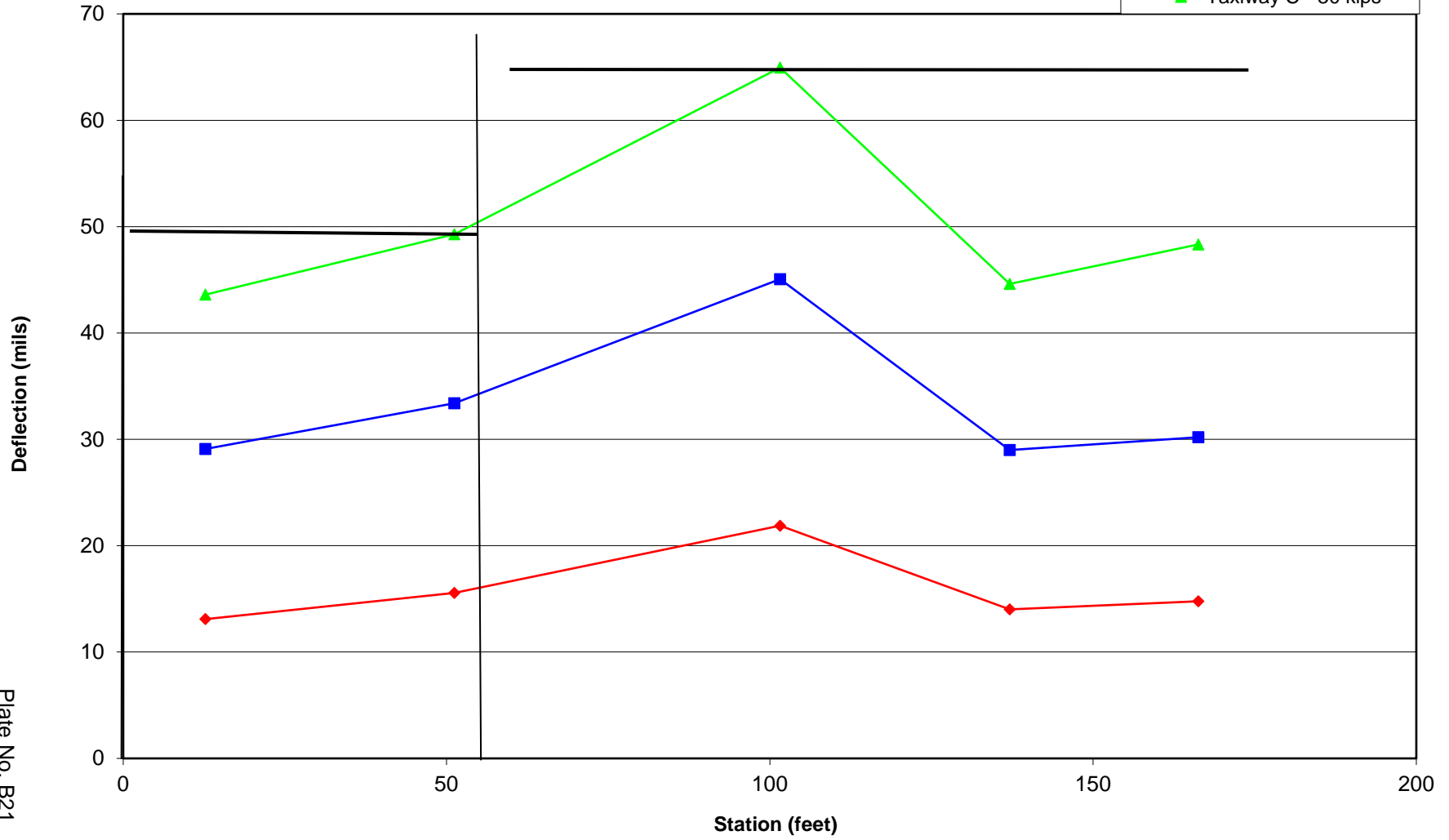


Plate No. B21

**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

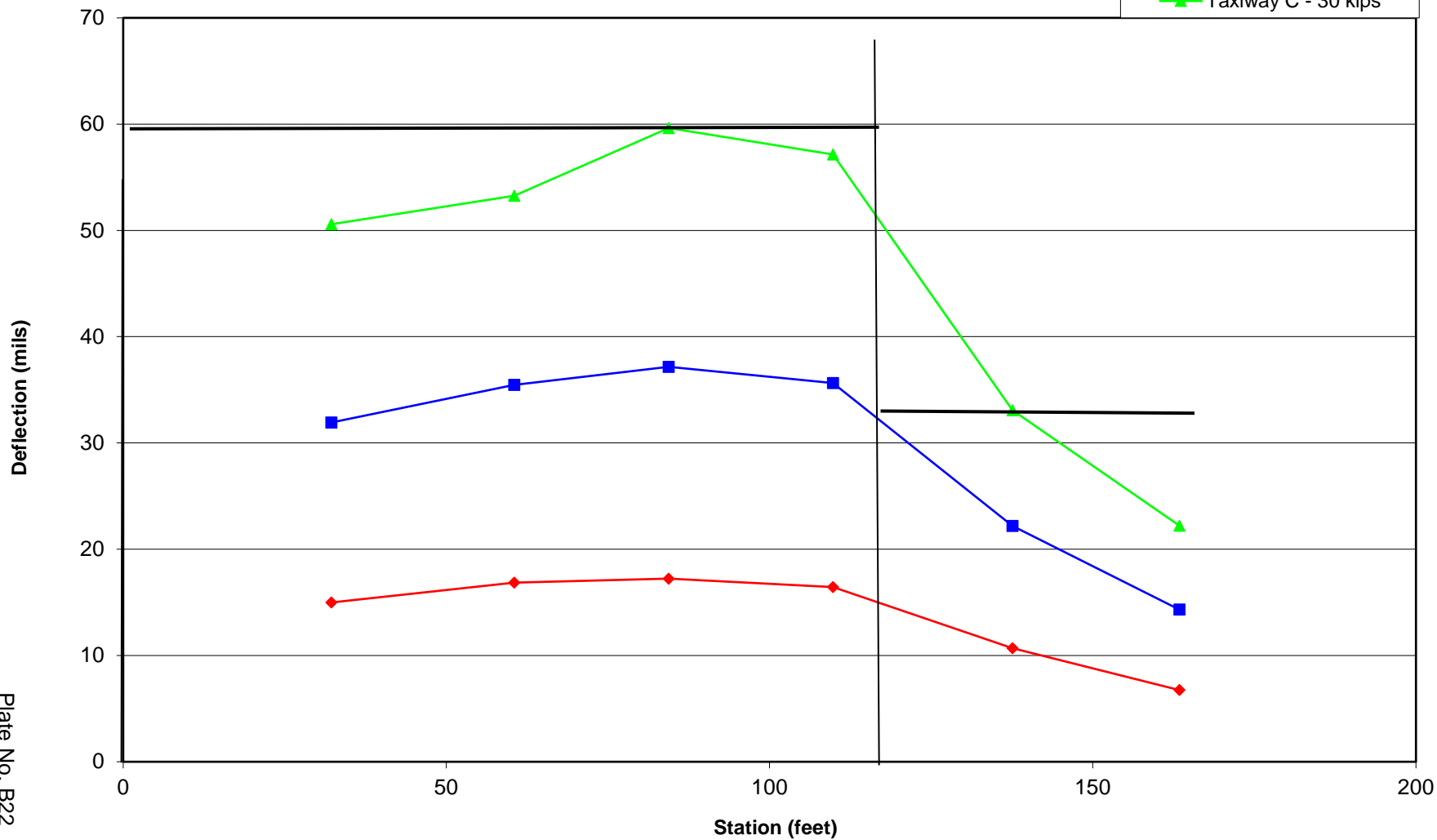


Plate No. B22

**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

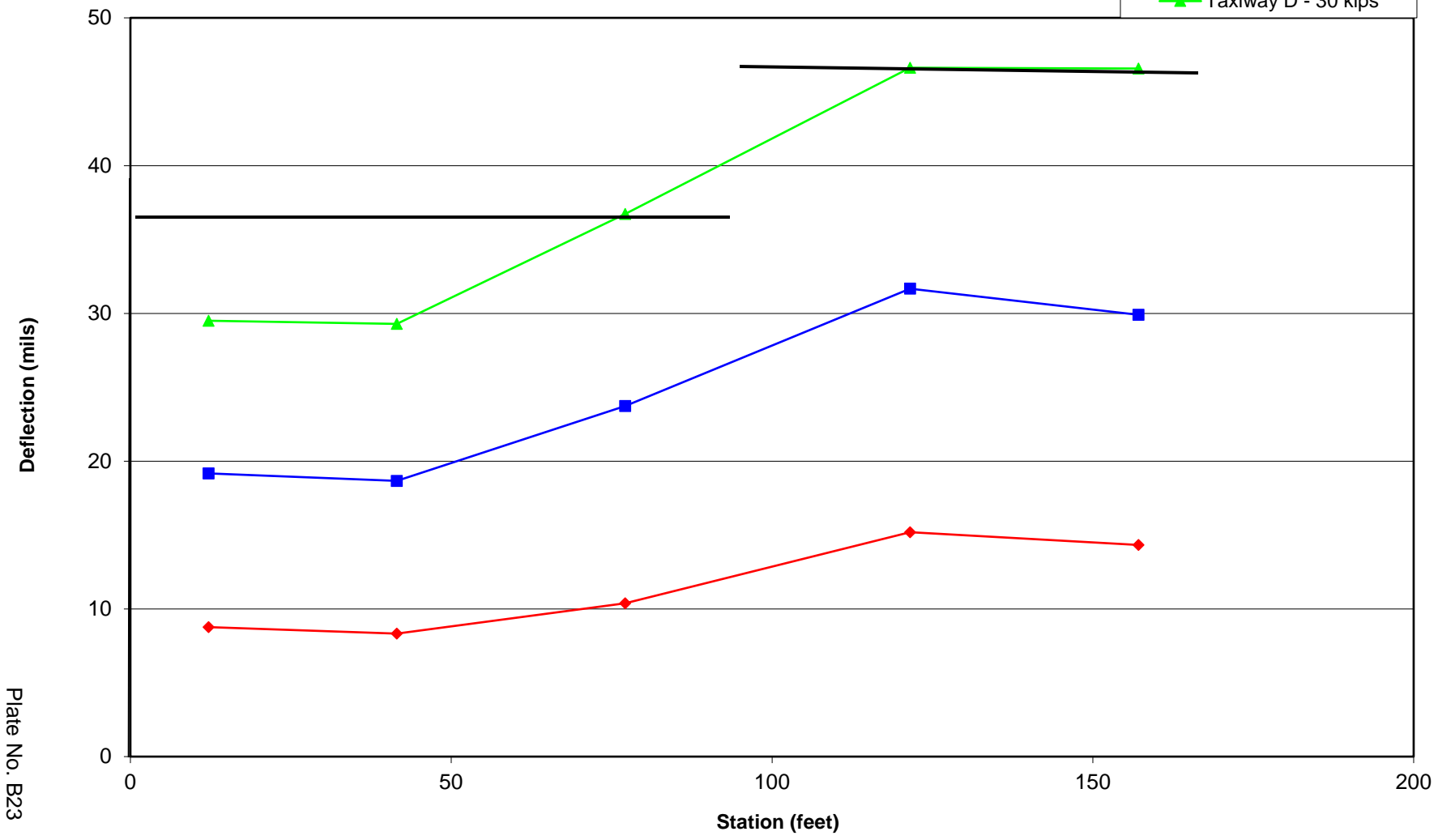


Plate No. B23

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

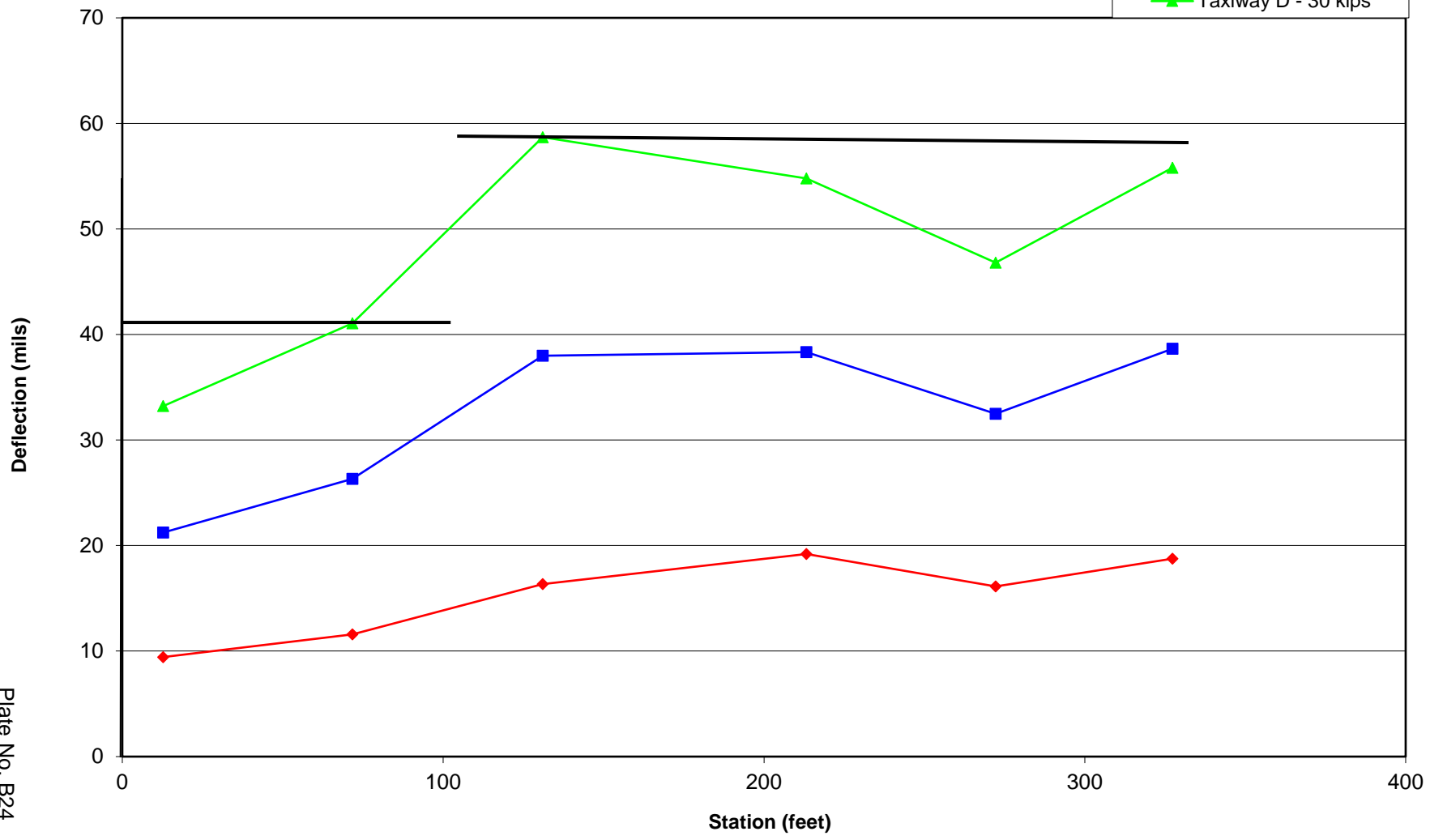


Plate No. B24

**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

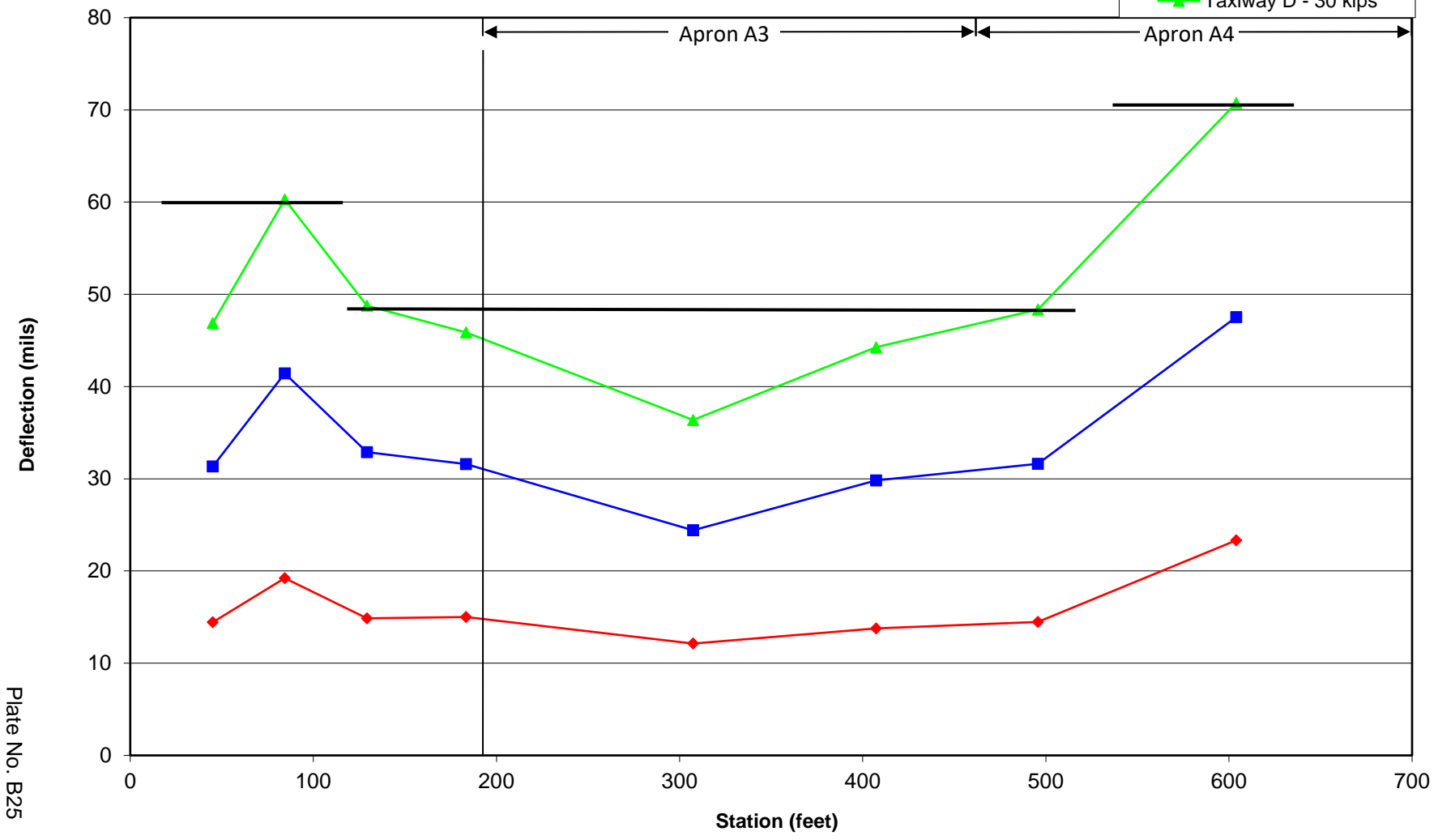


Plate No. B25

**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

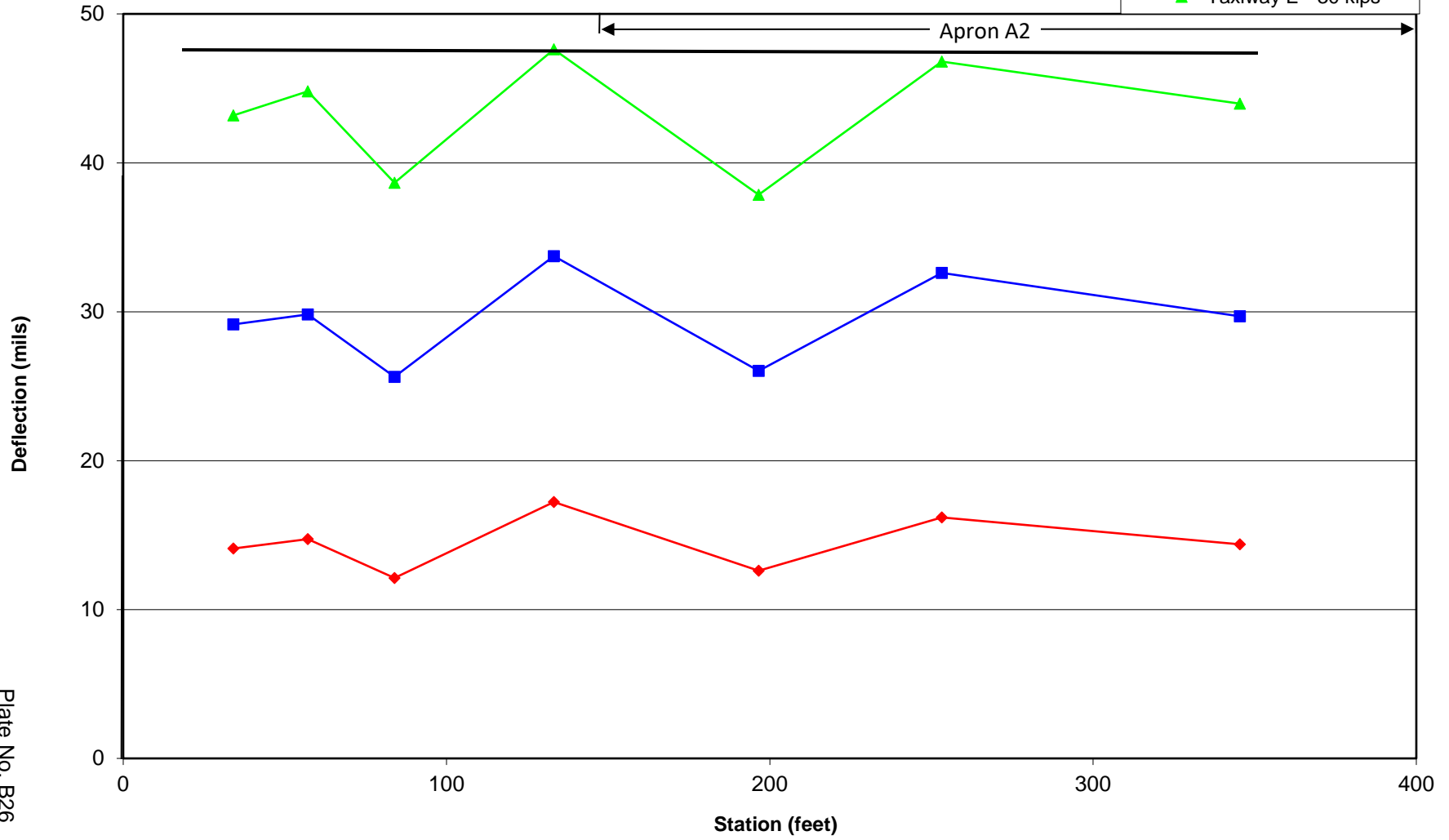


Plate No. B26

**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

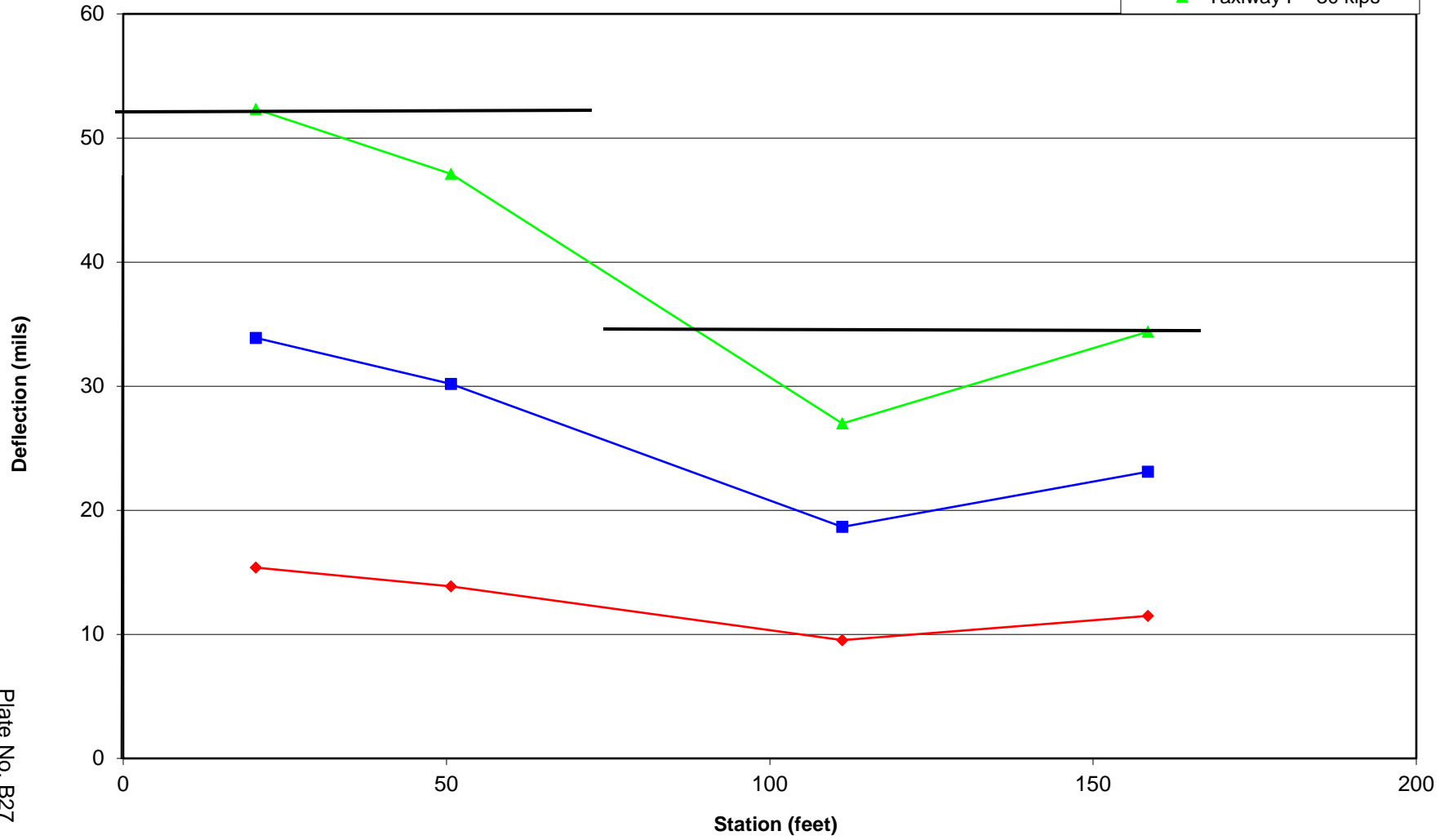


Plate No. B27

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

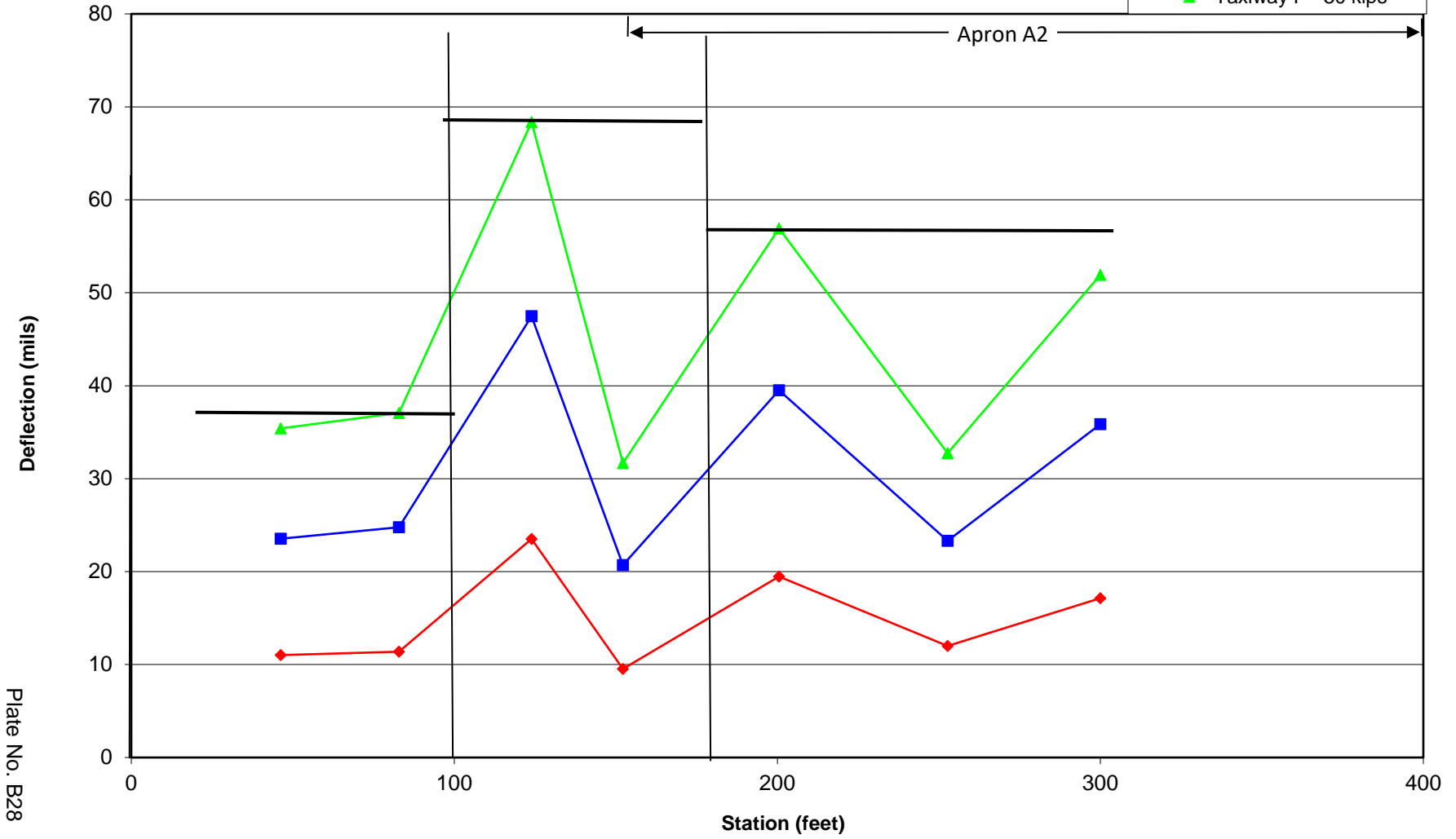


Plate No. B28

**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

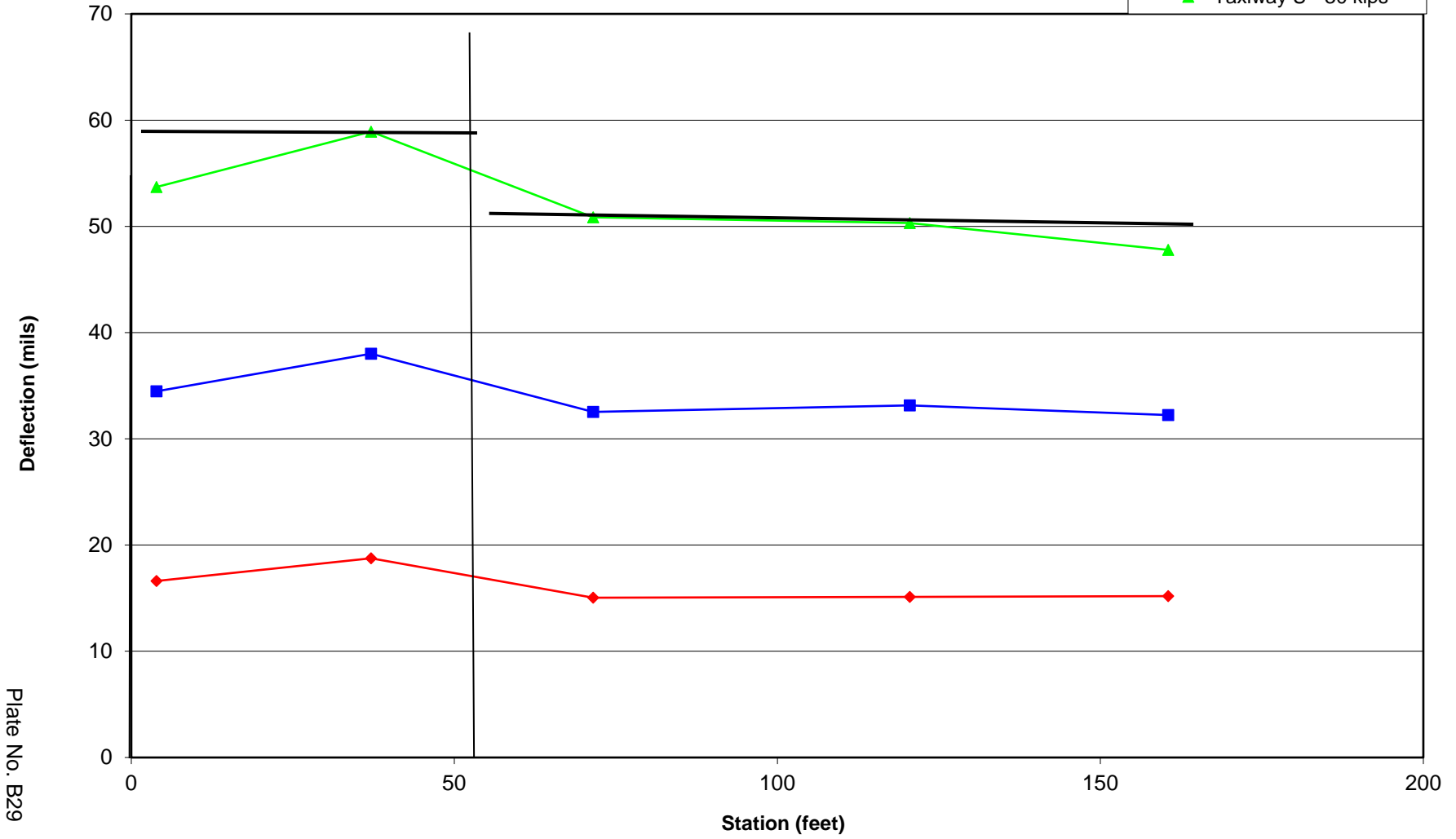


Plate No. B29

**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

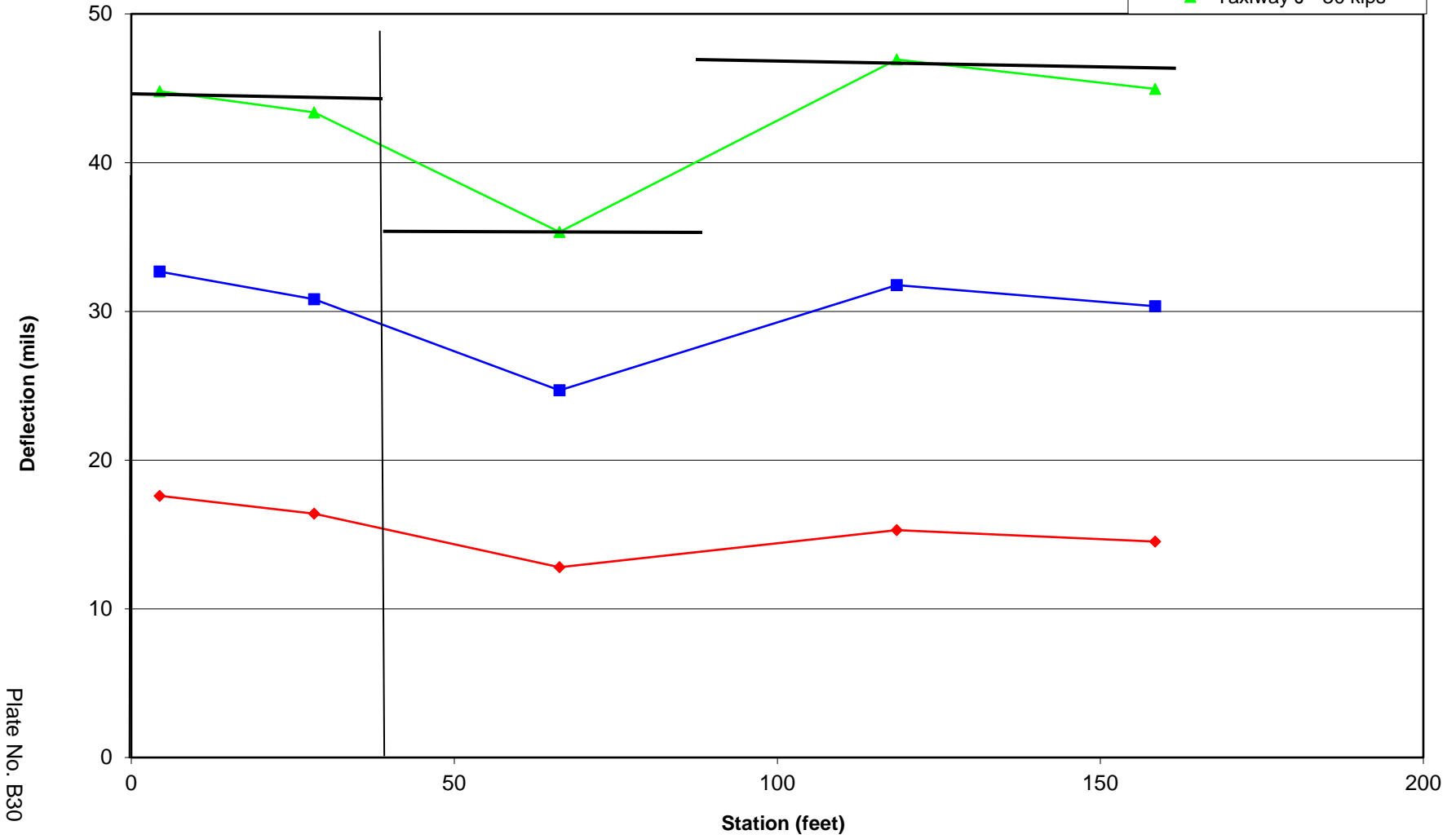


Plate No. B30

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

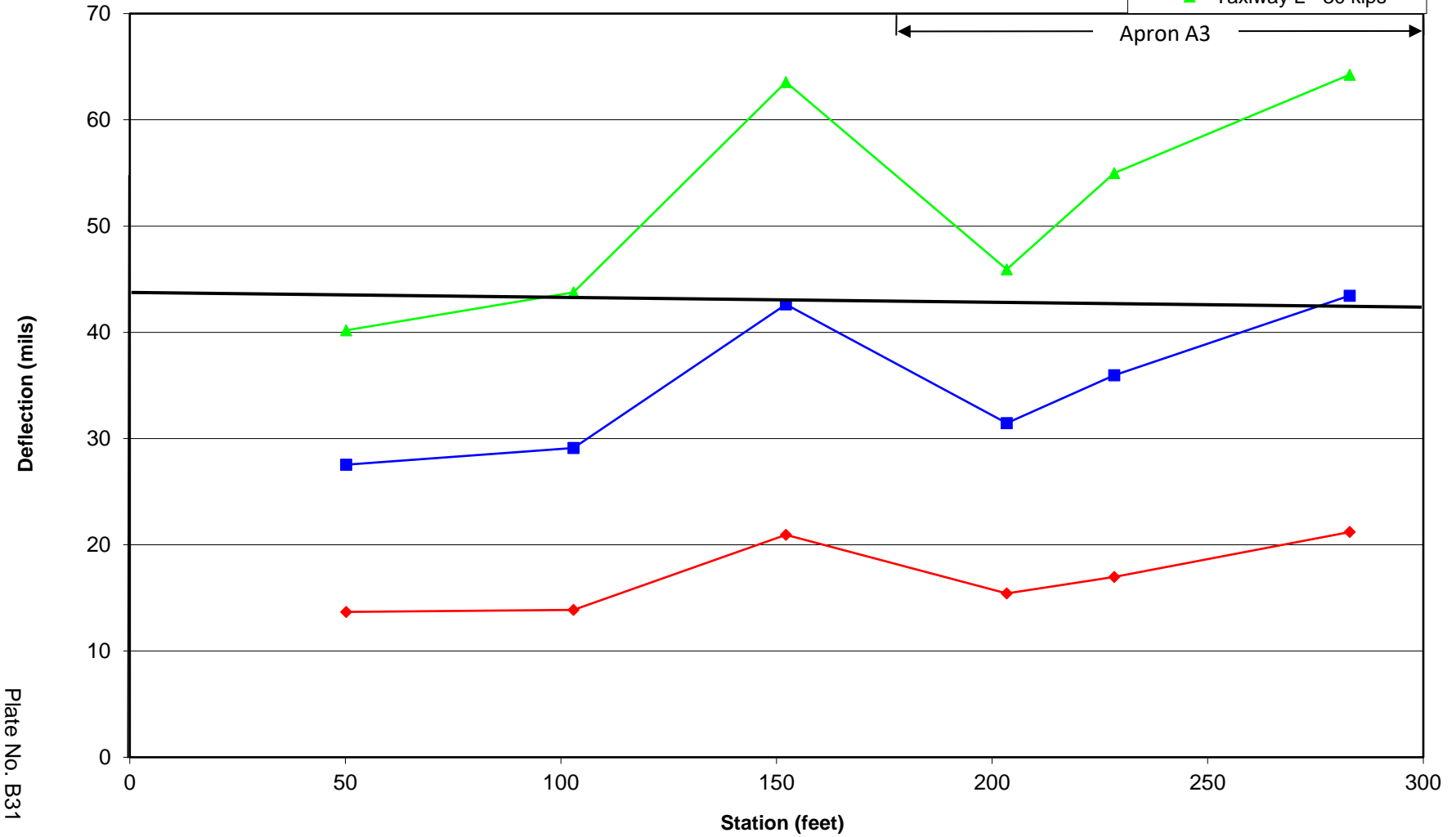


Plate No. B31

**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

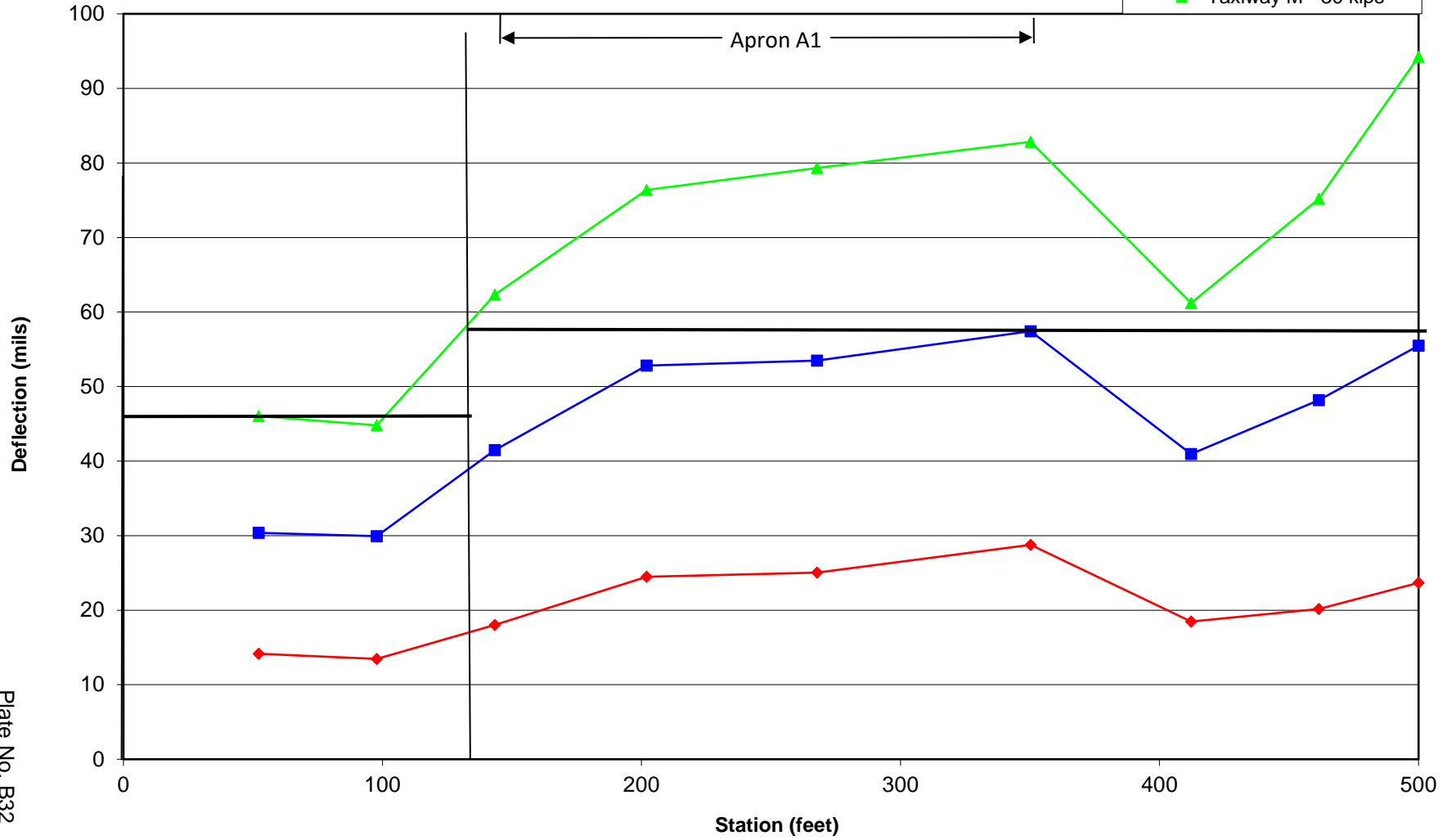
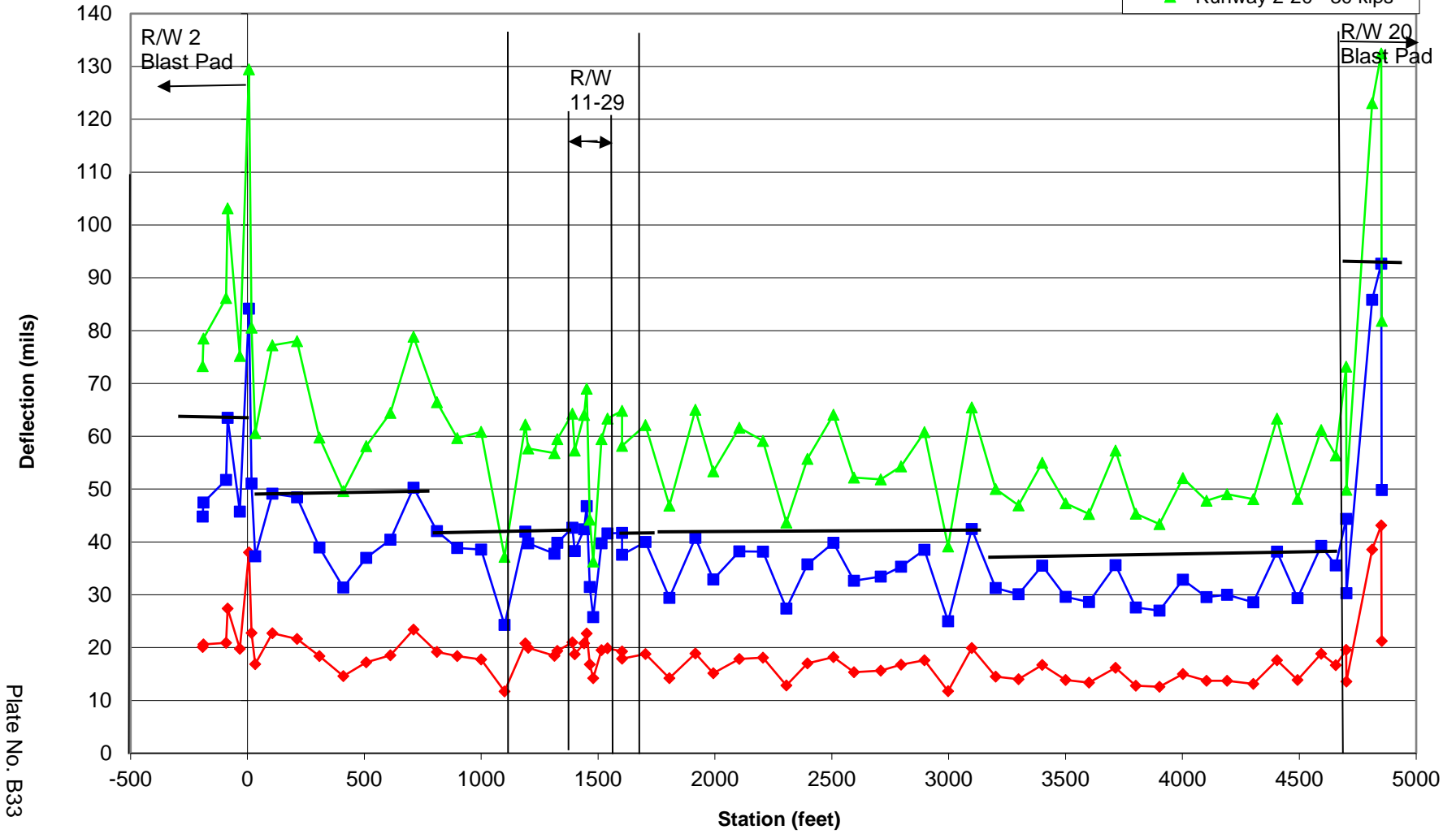


Plate No. B32

**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



**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

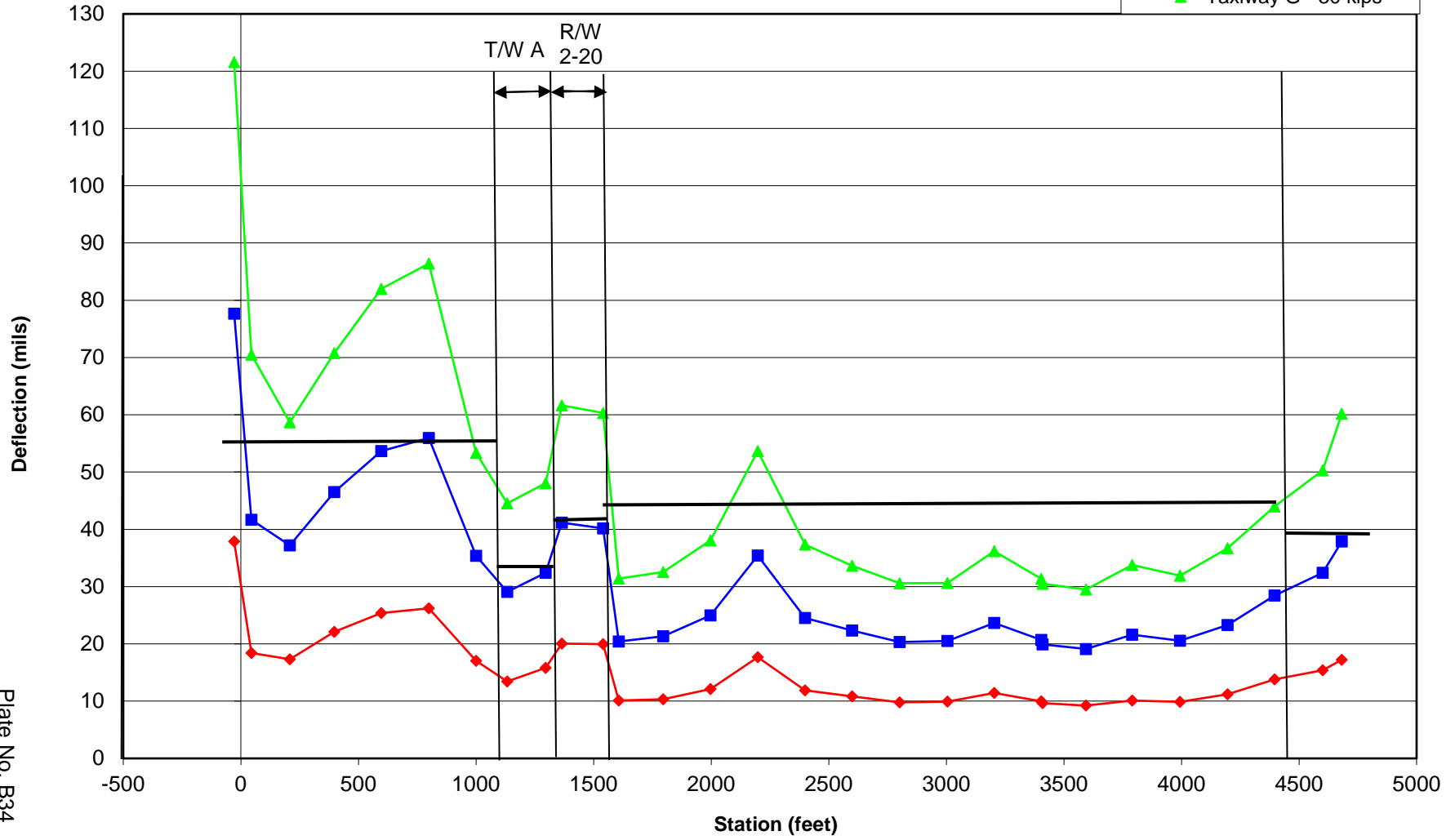


Plate No. B34

**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

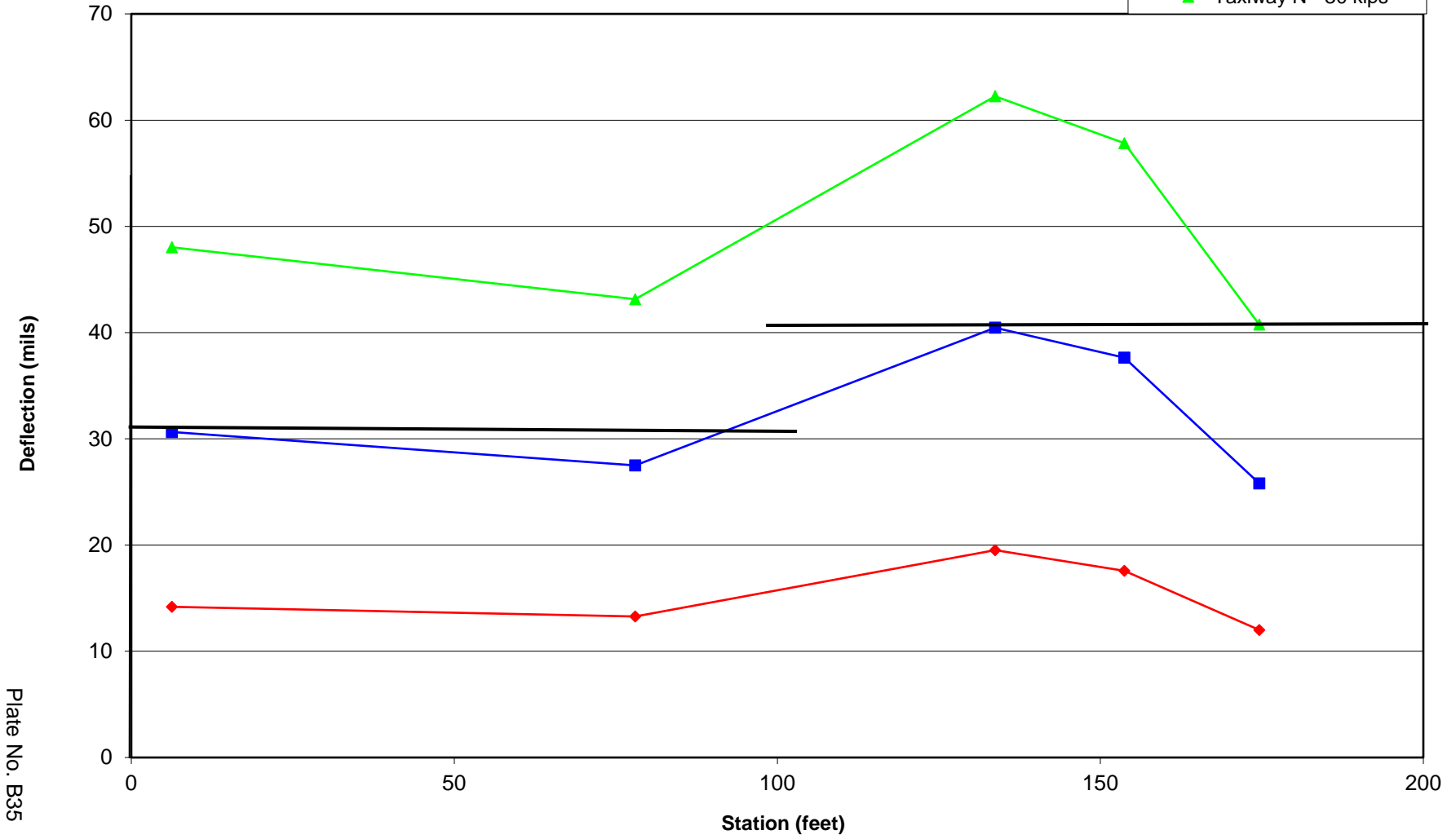


Plate No. B35

**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

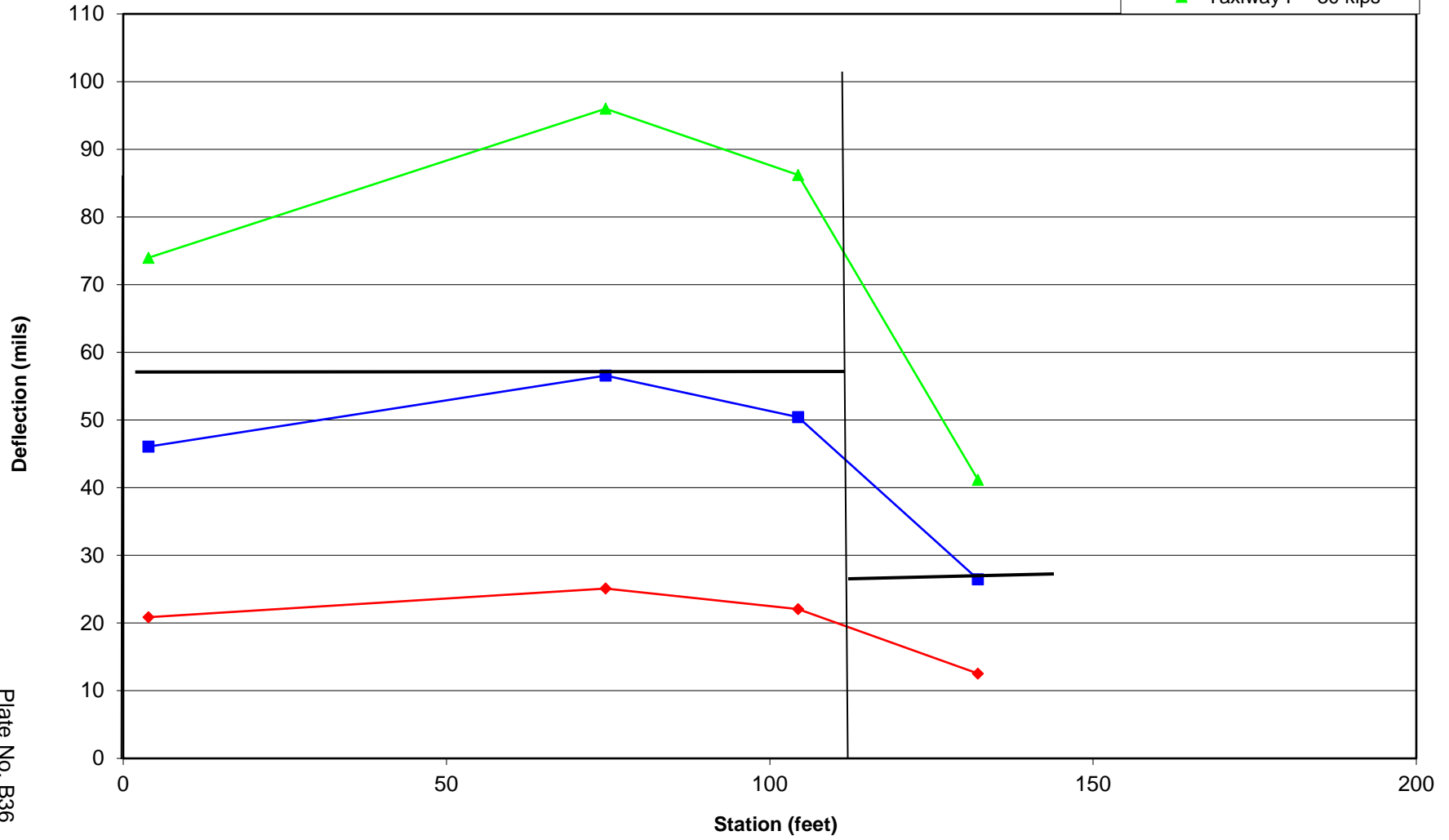
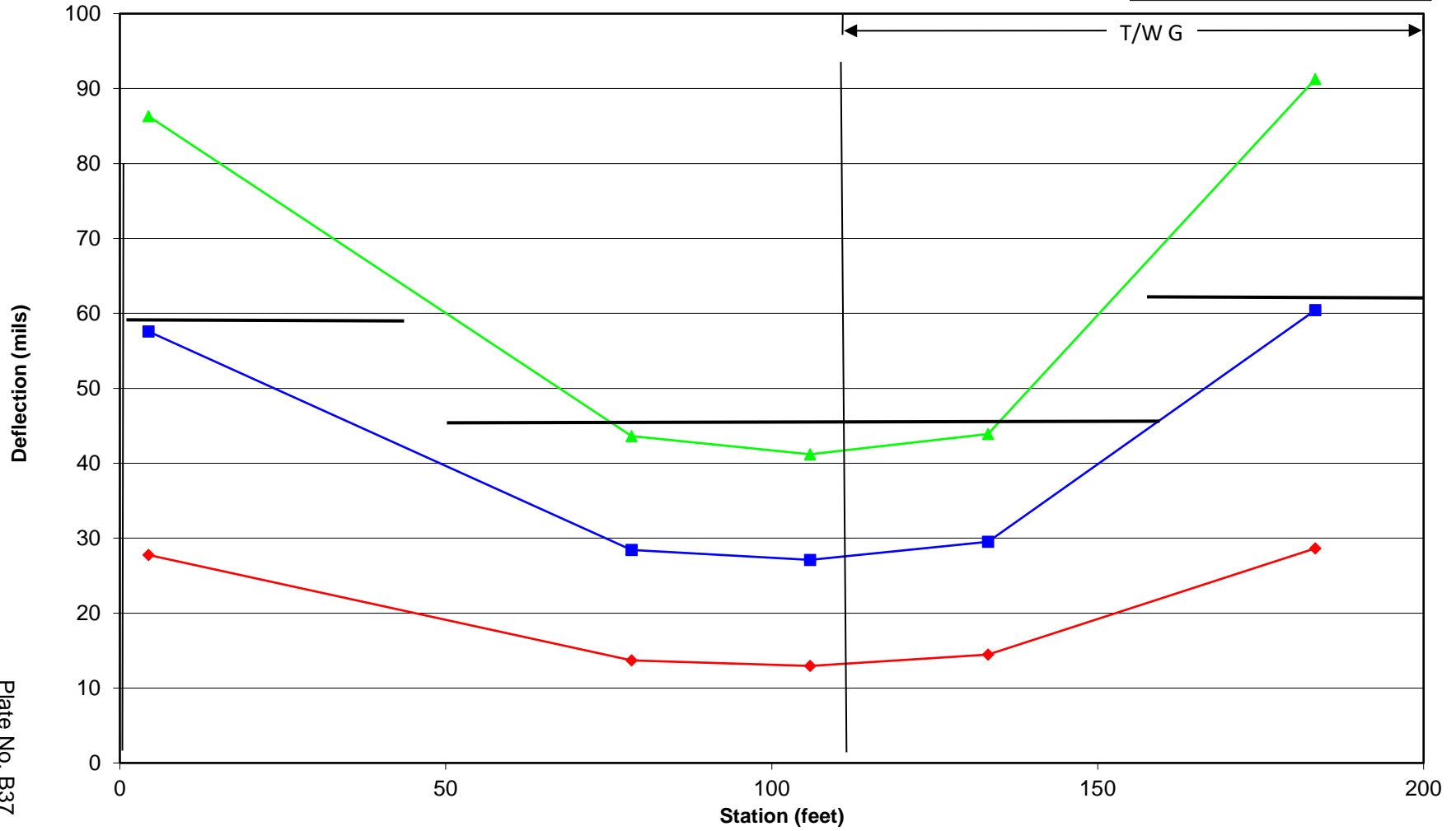
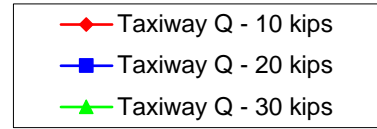
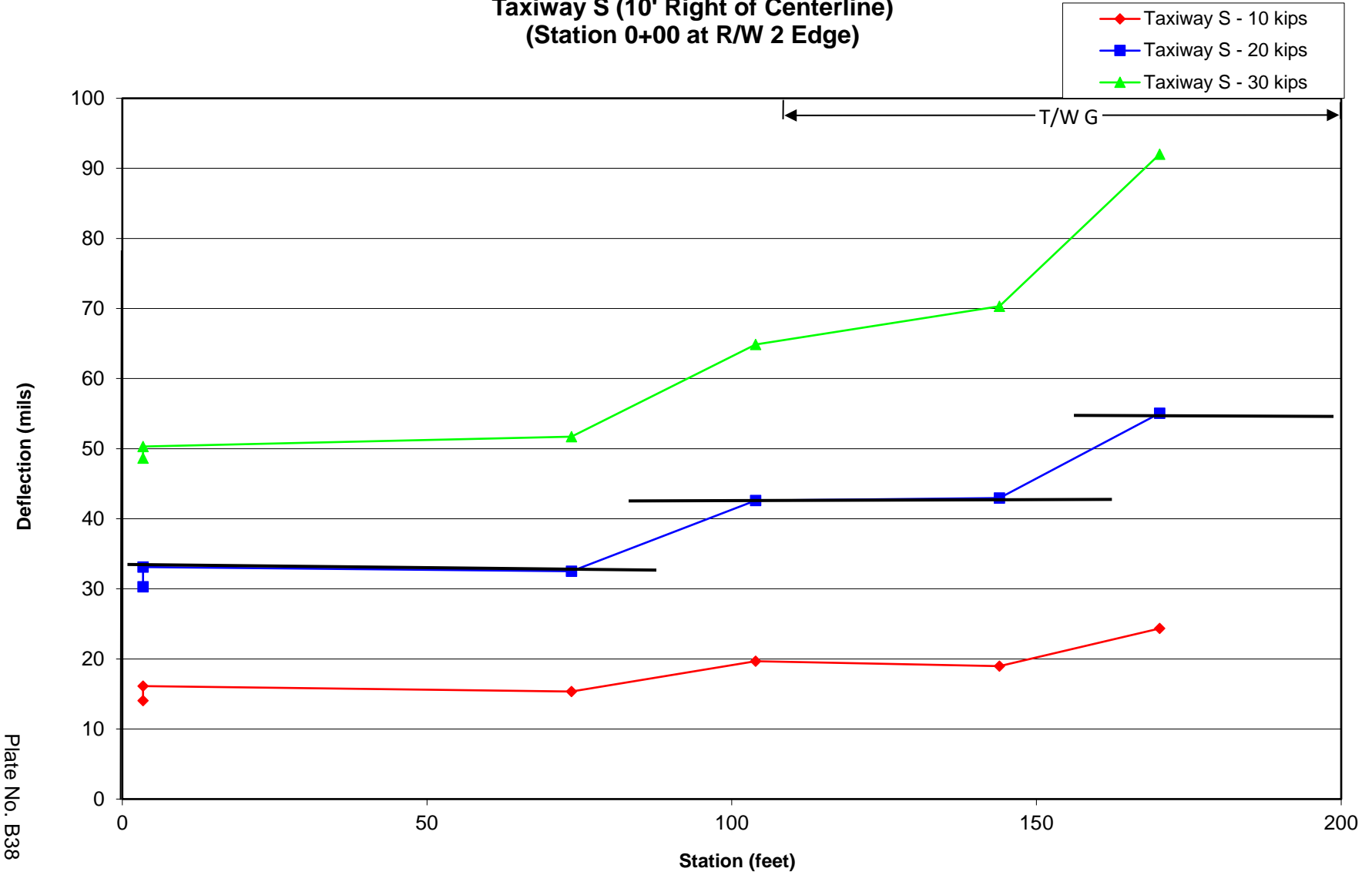


Plate No. B36

**Truckee Tahoe Airport - FWD Deflection Data
Taxiway Q (10' Right of Centerline)
(Station 0+00 at R/W 2-20 Edge)**

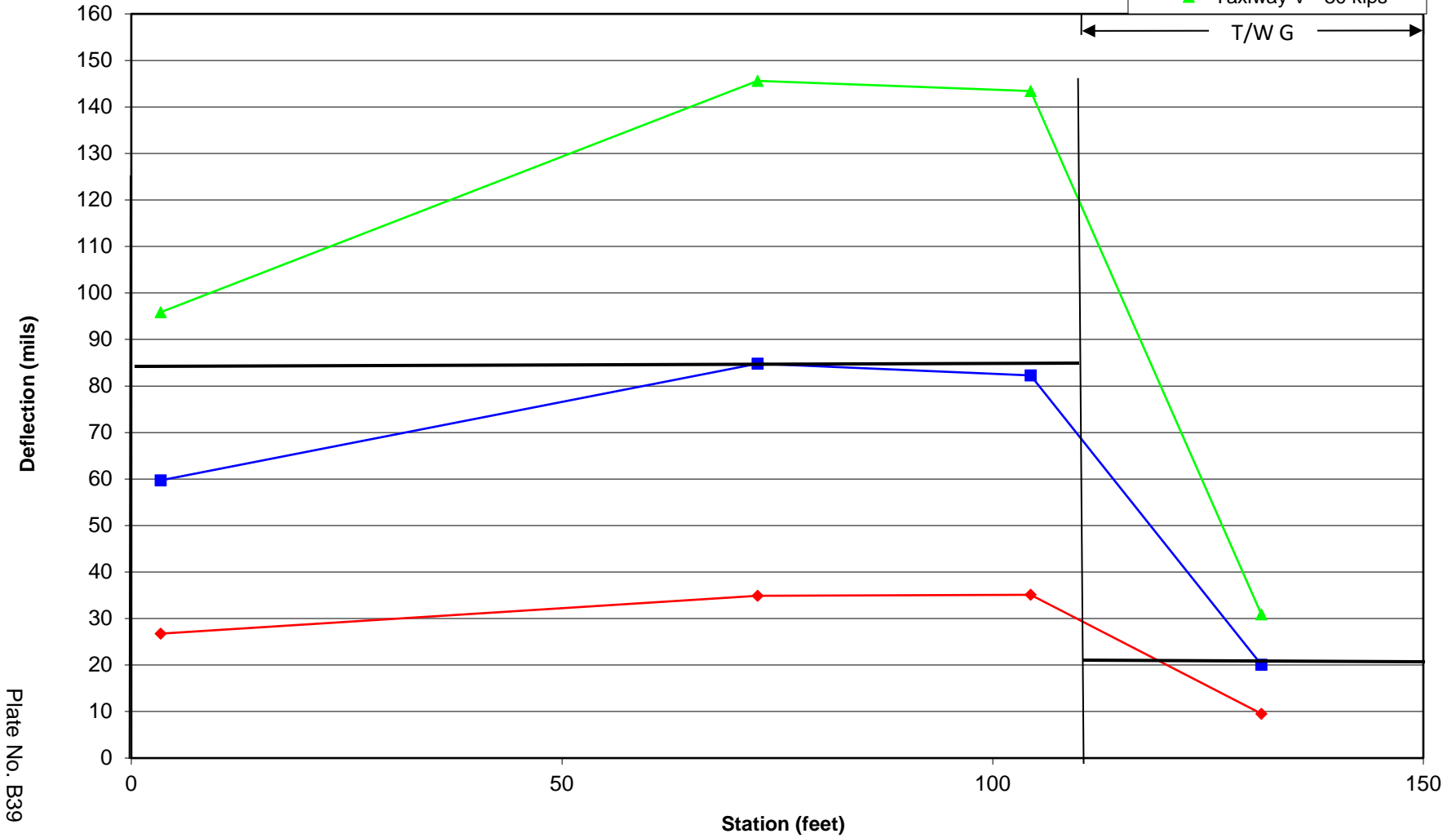


Truckee Tahoe Airport - FWD Deflection Data
Taxiway S (10' Right of Centerline)
(Station 0+00 at R/W 2 Edge)



**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



**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

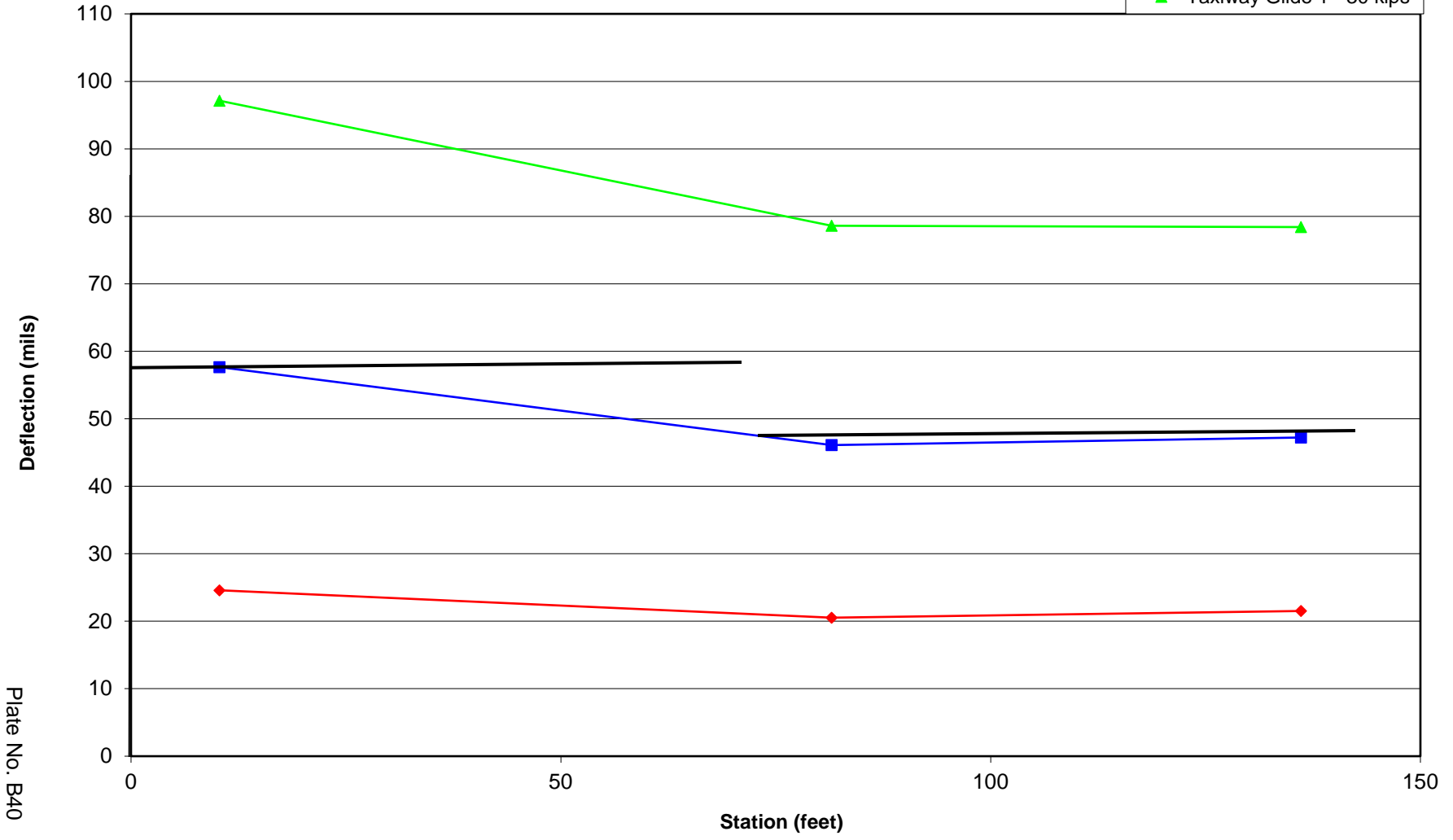


Plate No. B40

**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

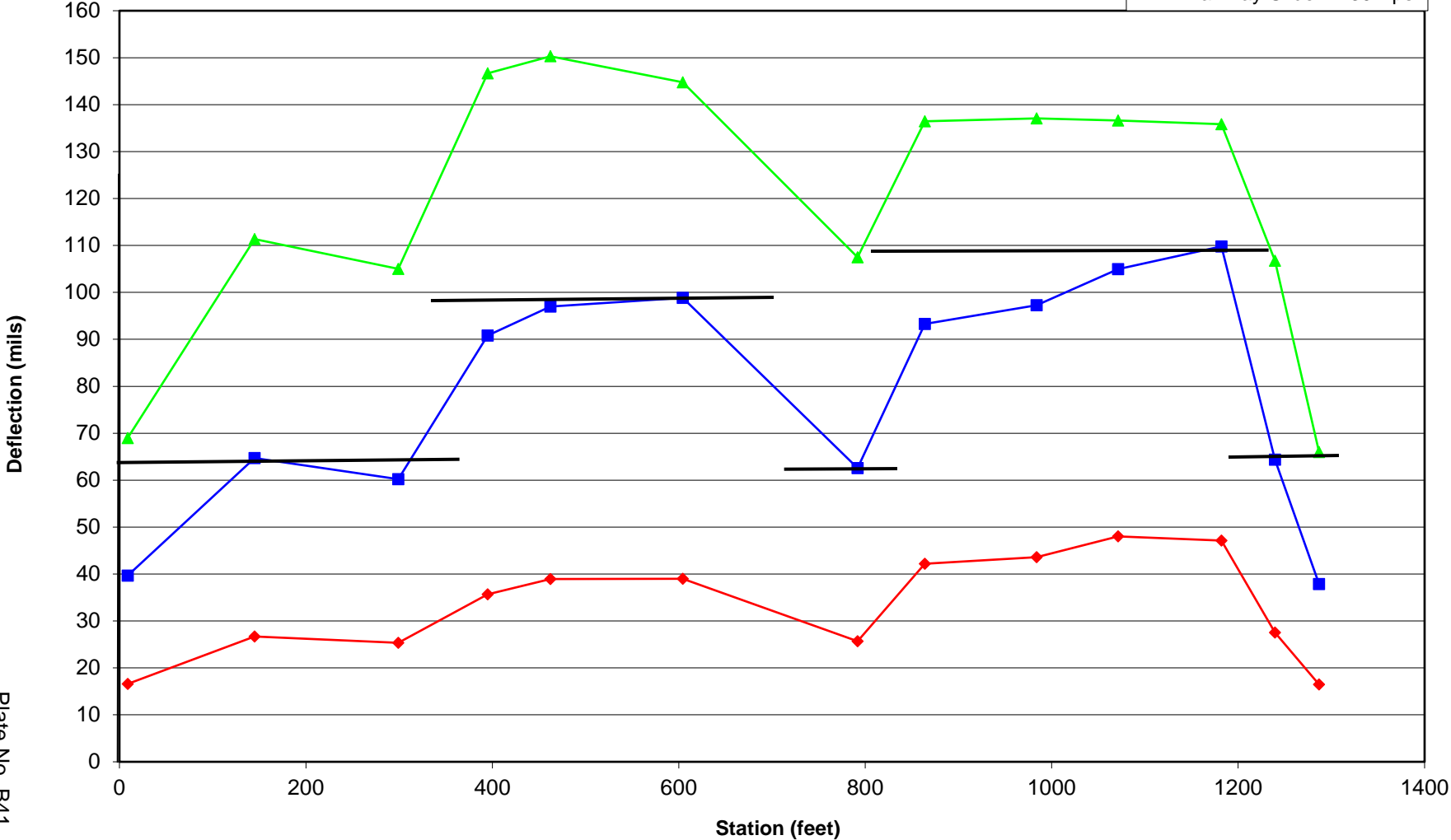
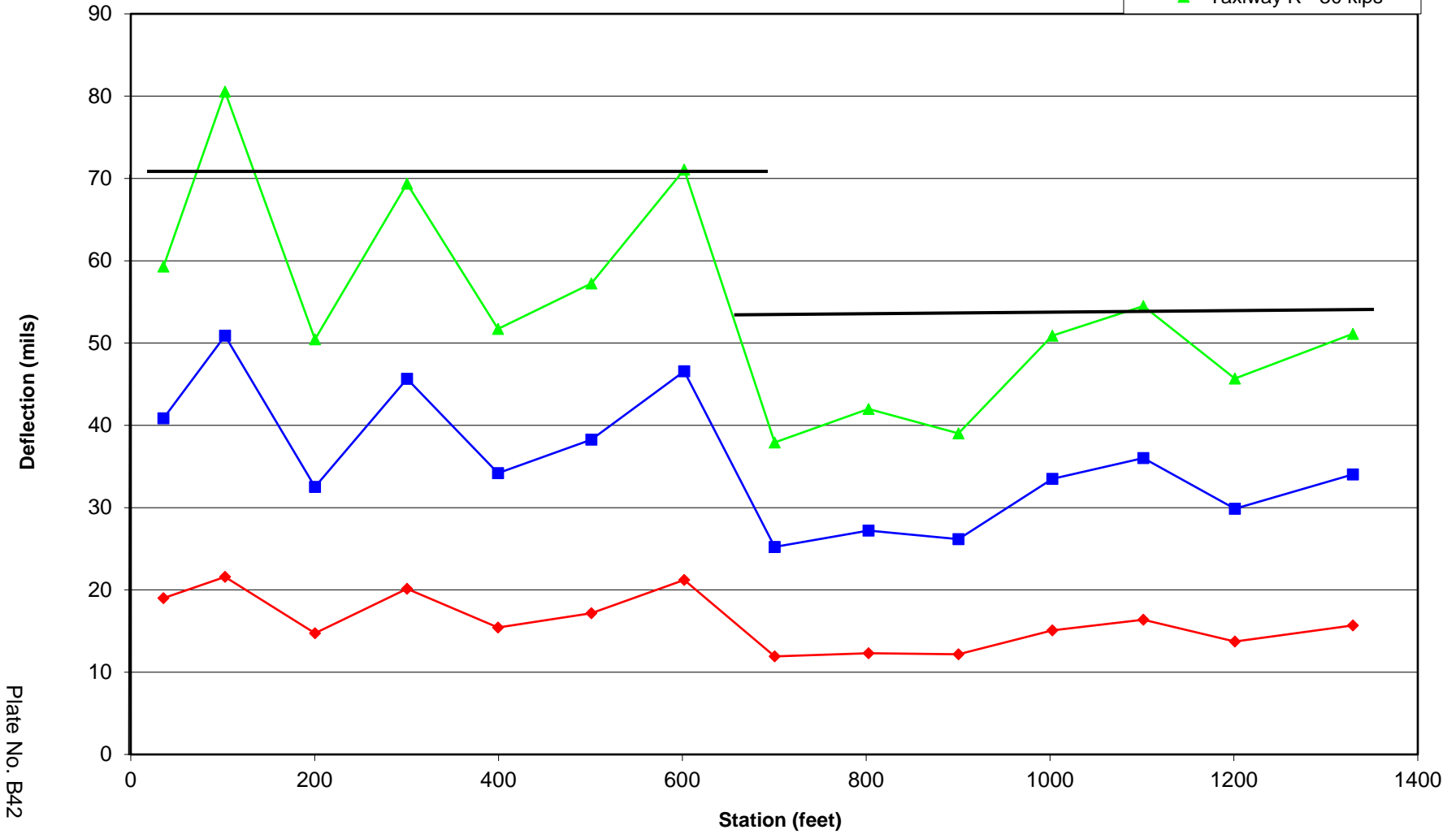


Plate No. B411

**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



**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

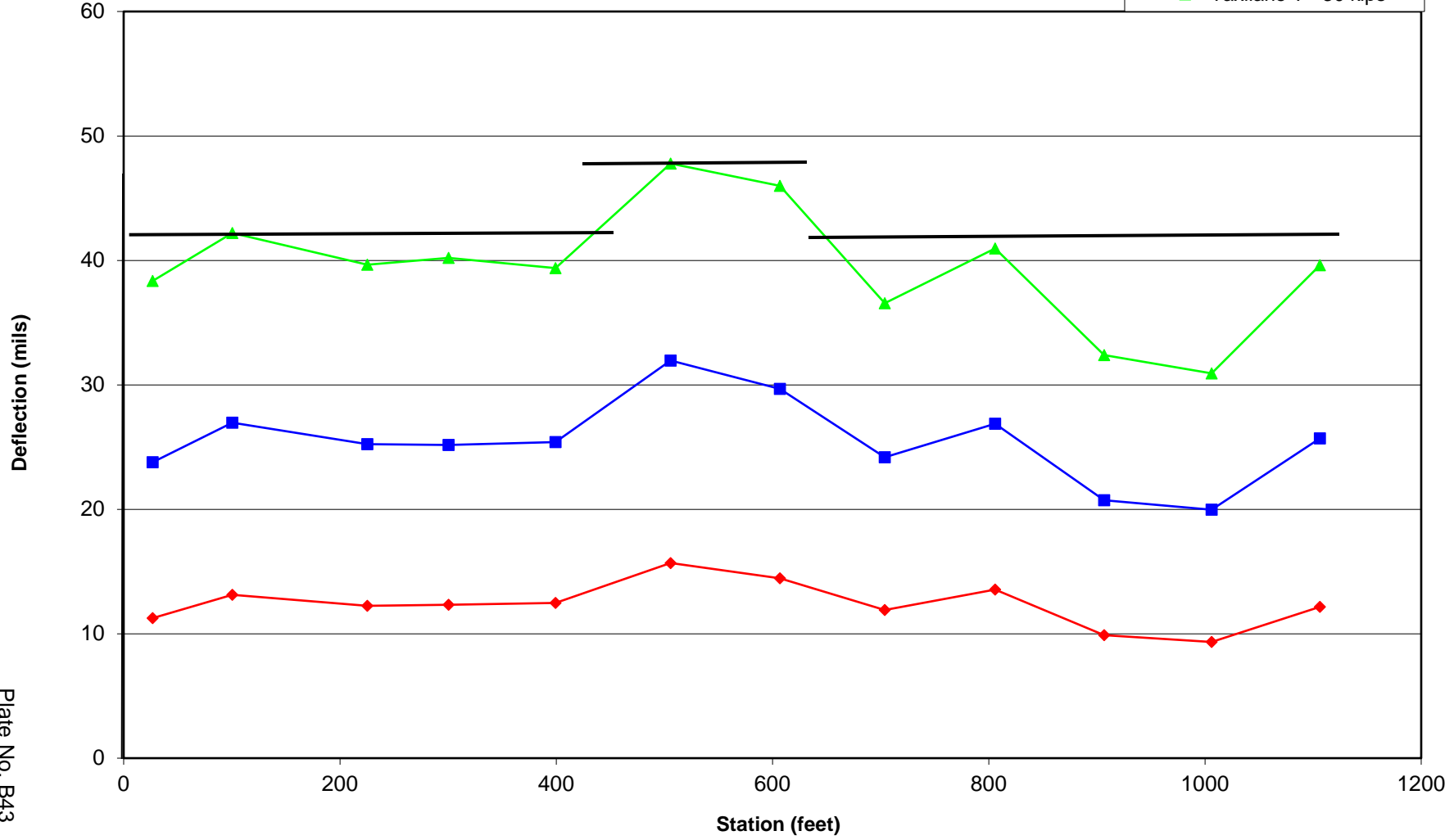


Plate No. B43

**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

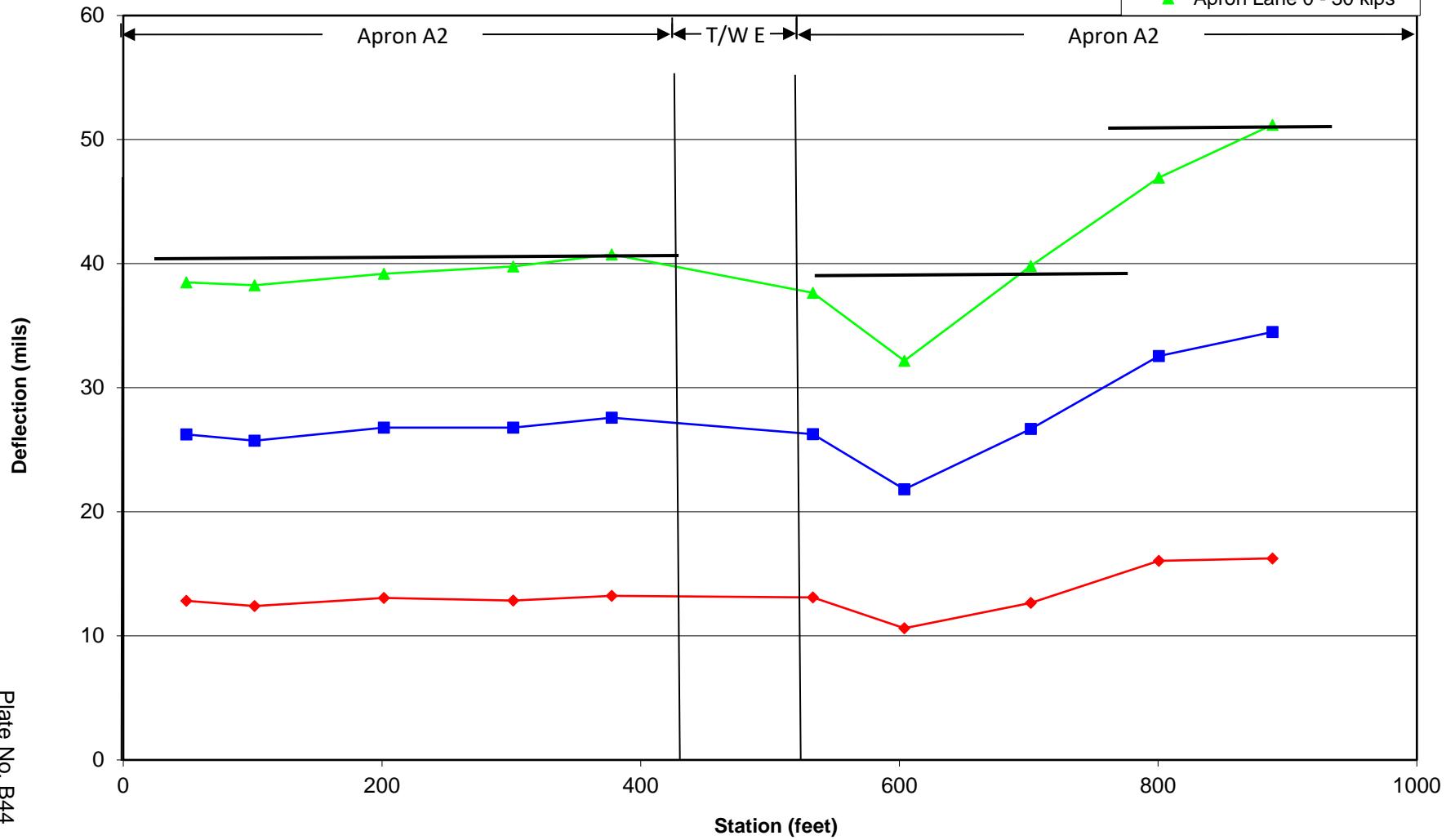
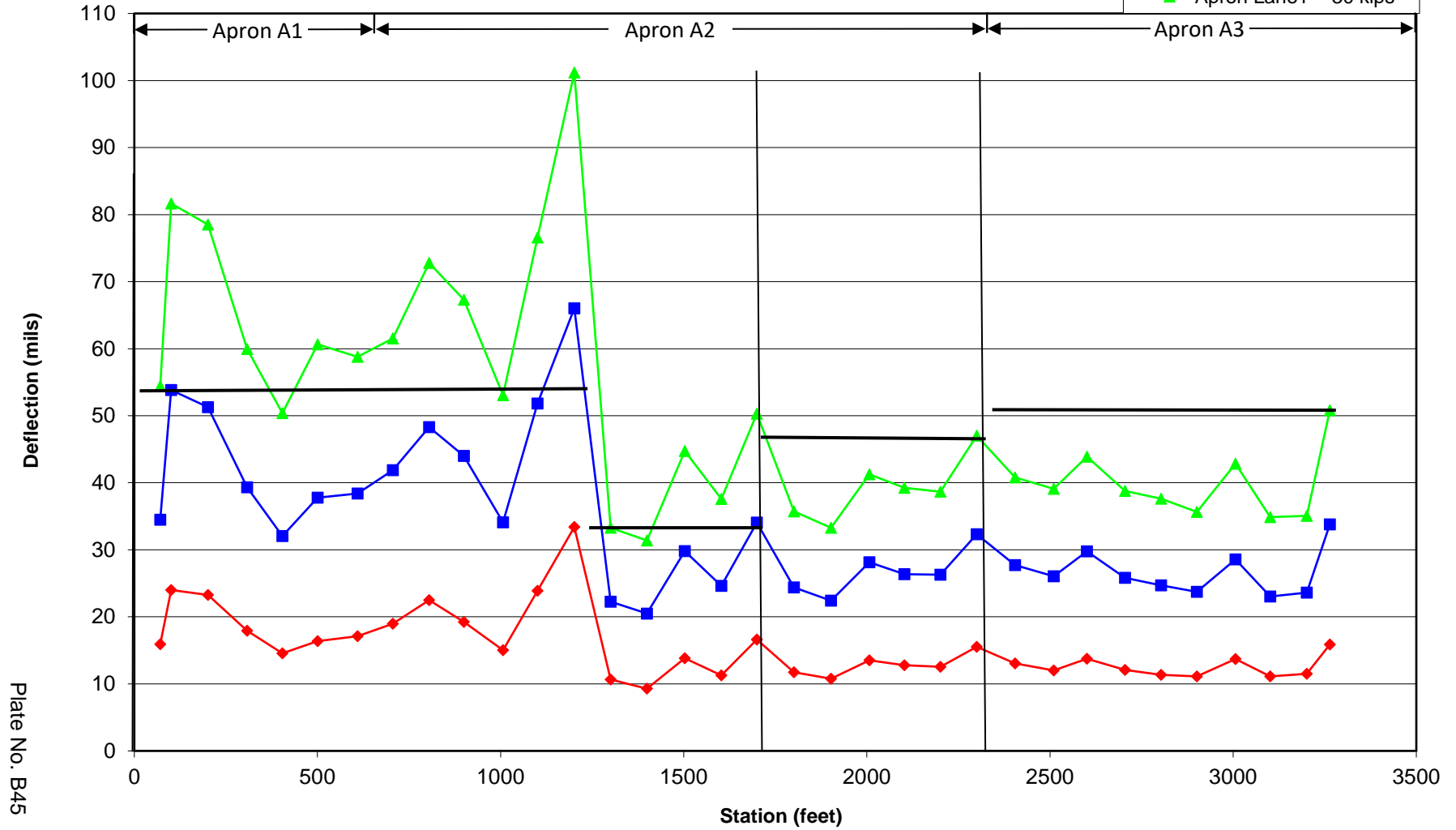


Plate No. B44

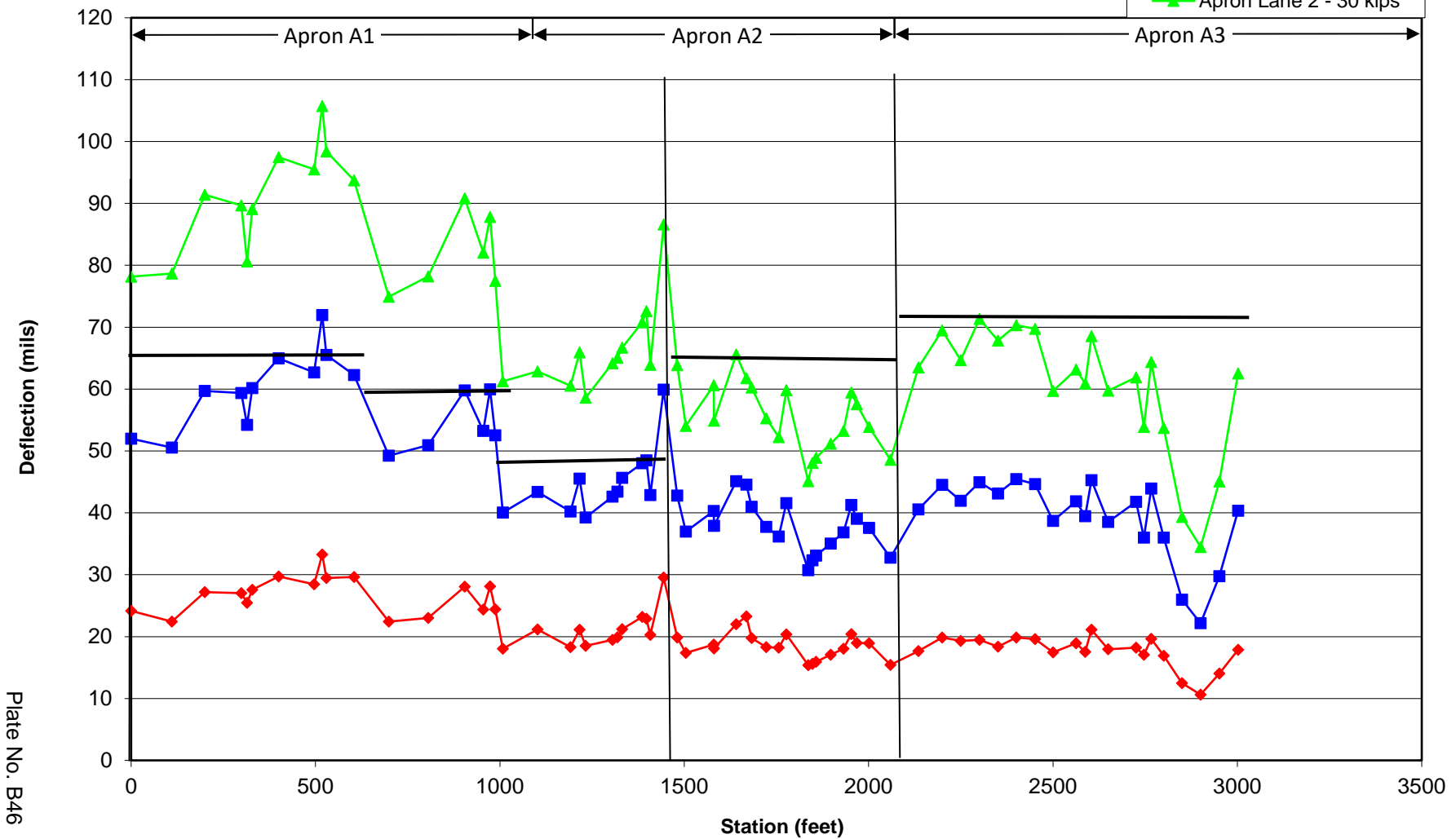
**Truckee Tahoe Airport - FWD Deflection Data
Aircraft Parking Apron Lane 1 (10' Right of Centerline)
(Station 0+00 at T/W G Centerline Proceeding West)**

- ◆ Apron Lane 1 - 10 kips
- Apron Lane 1 - 20 kips
- ▲ Apron Lane1 - 30 kips



**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



**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

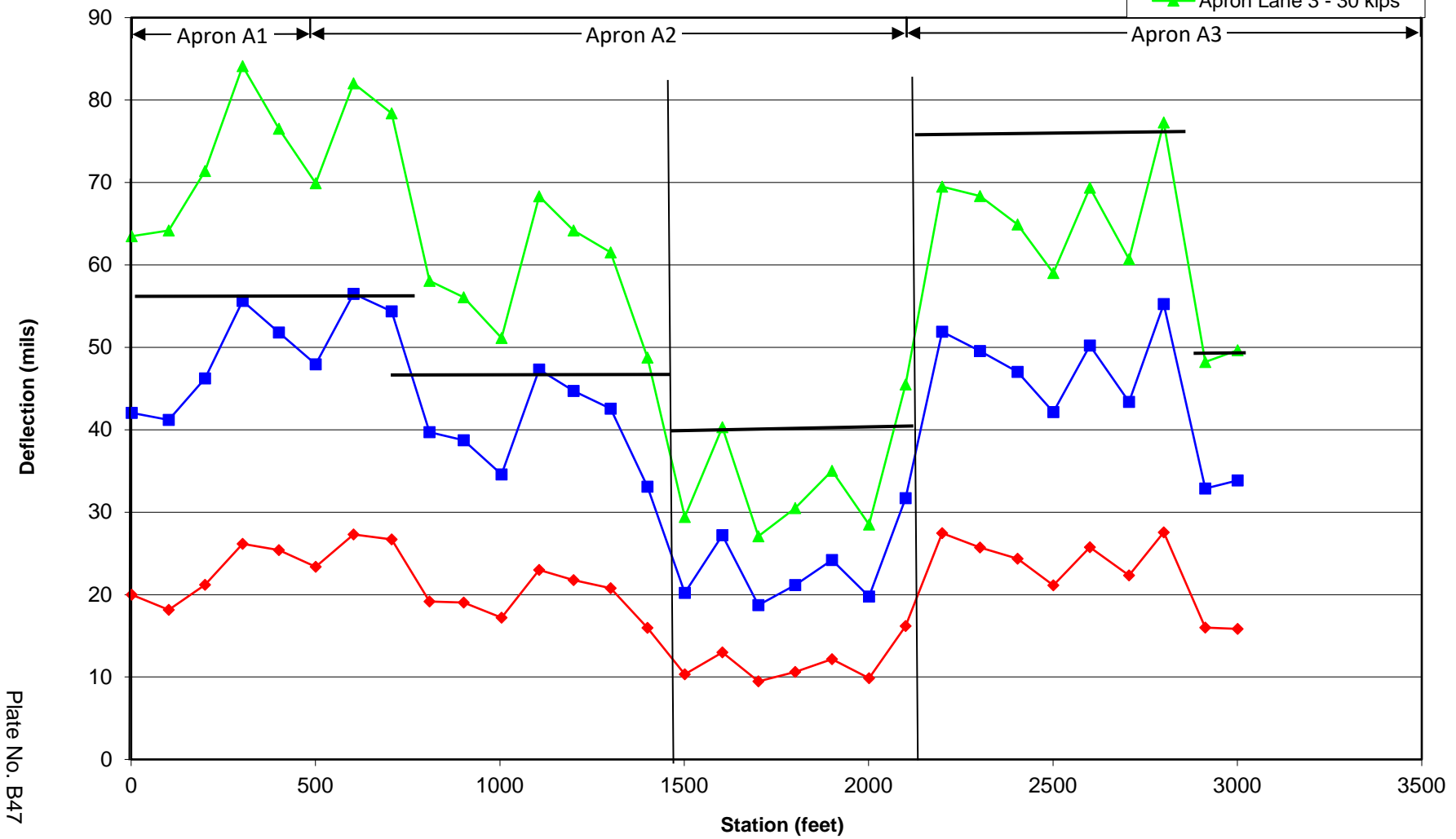


Plate No. B47

**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

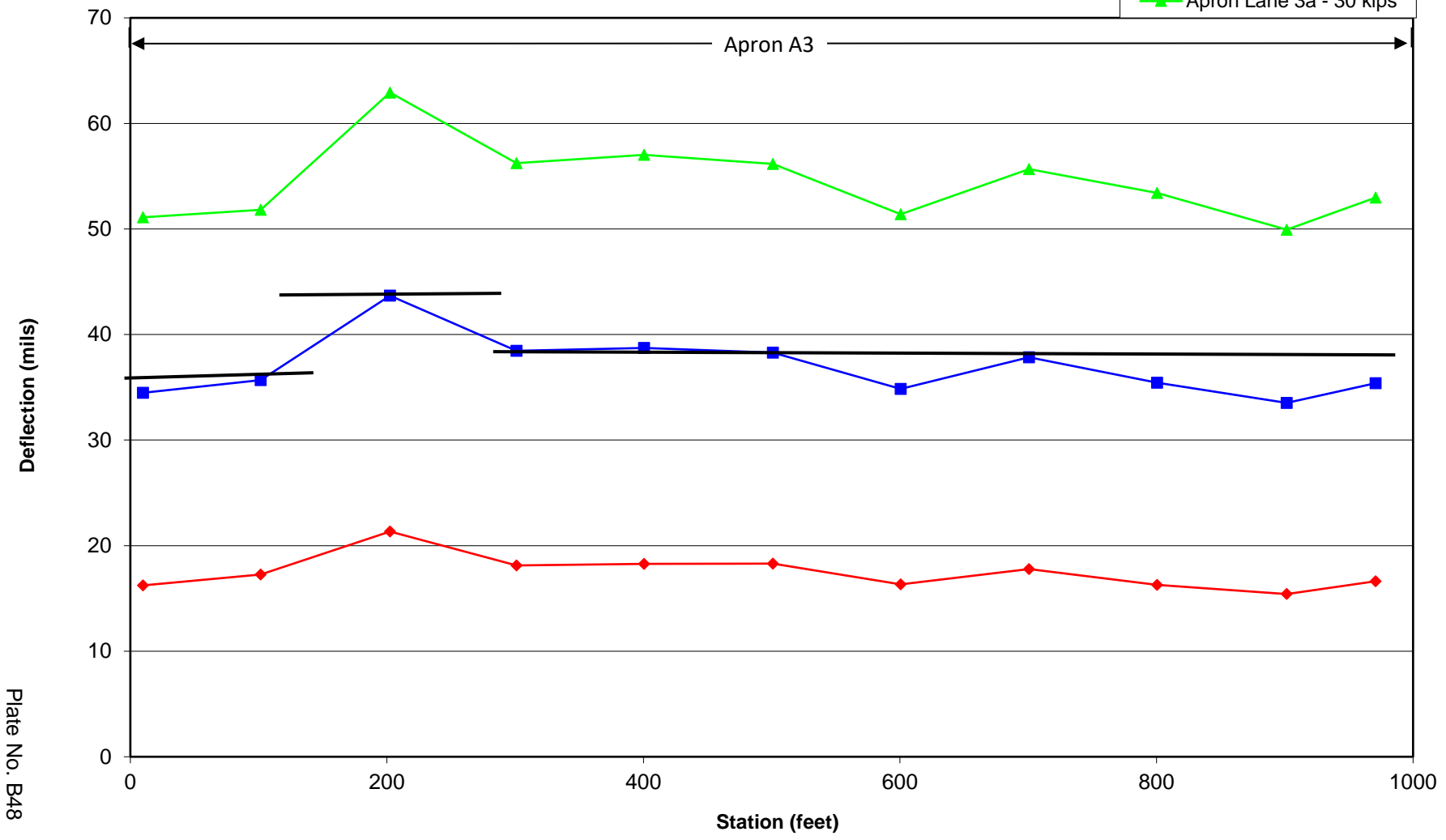


Plate No. B48

**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

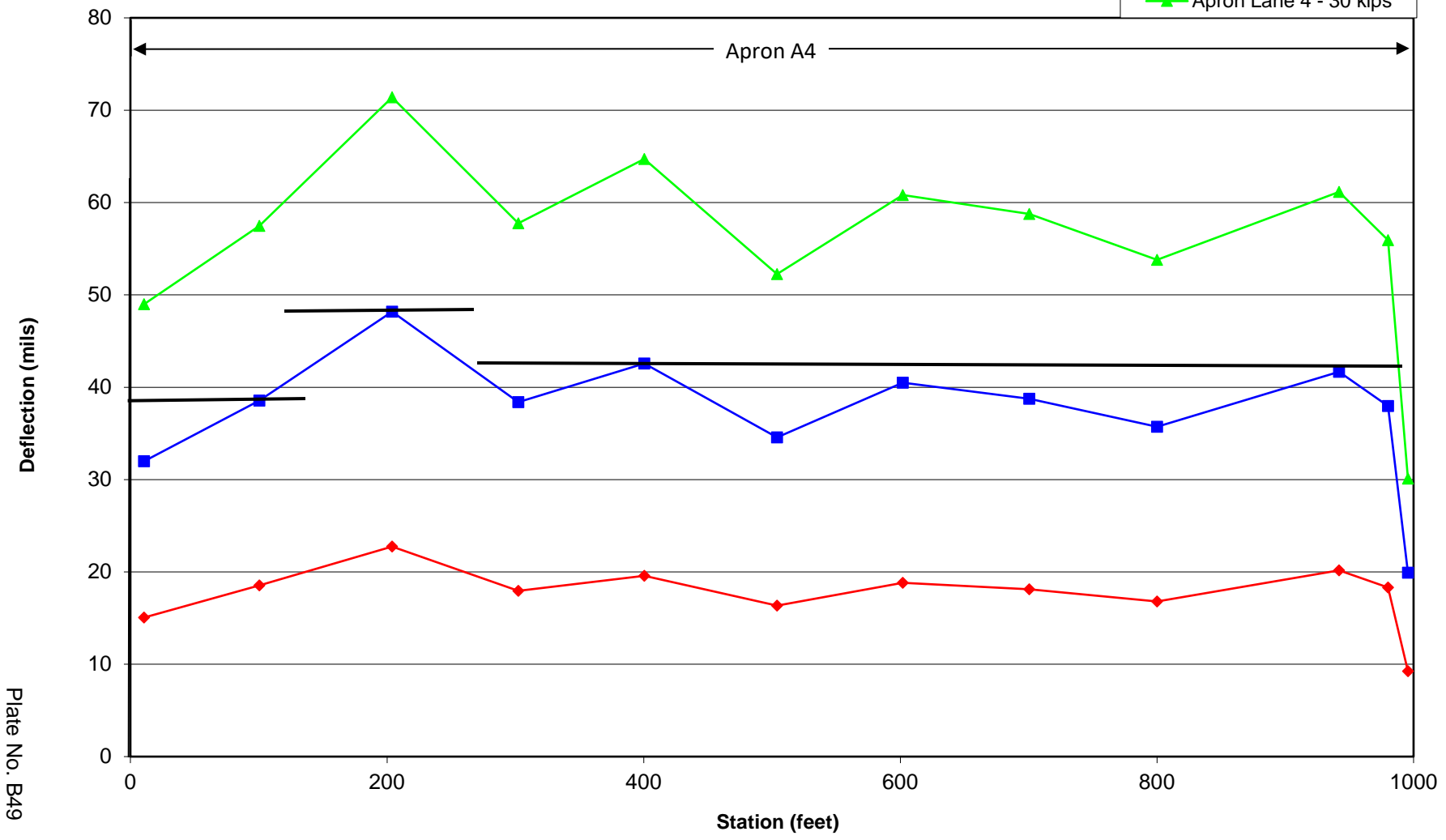


Plate No. B49

**Truckee Tahoe Airport - FWD Deflection Data
Fuel Island Lane 1 (10' Right of Taxi Lane East of Fuel)
(Station 0+00 at South End of Apron Proceeding North)**

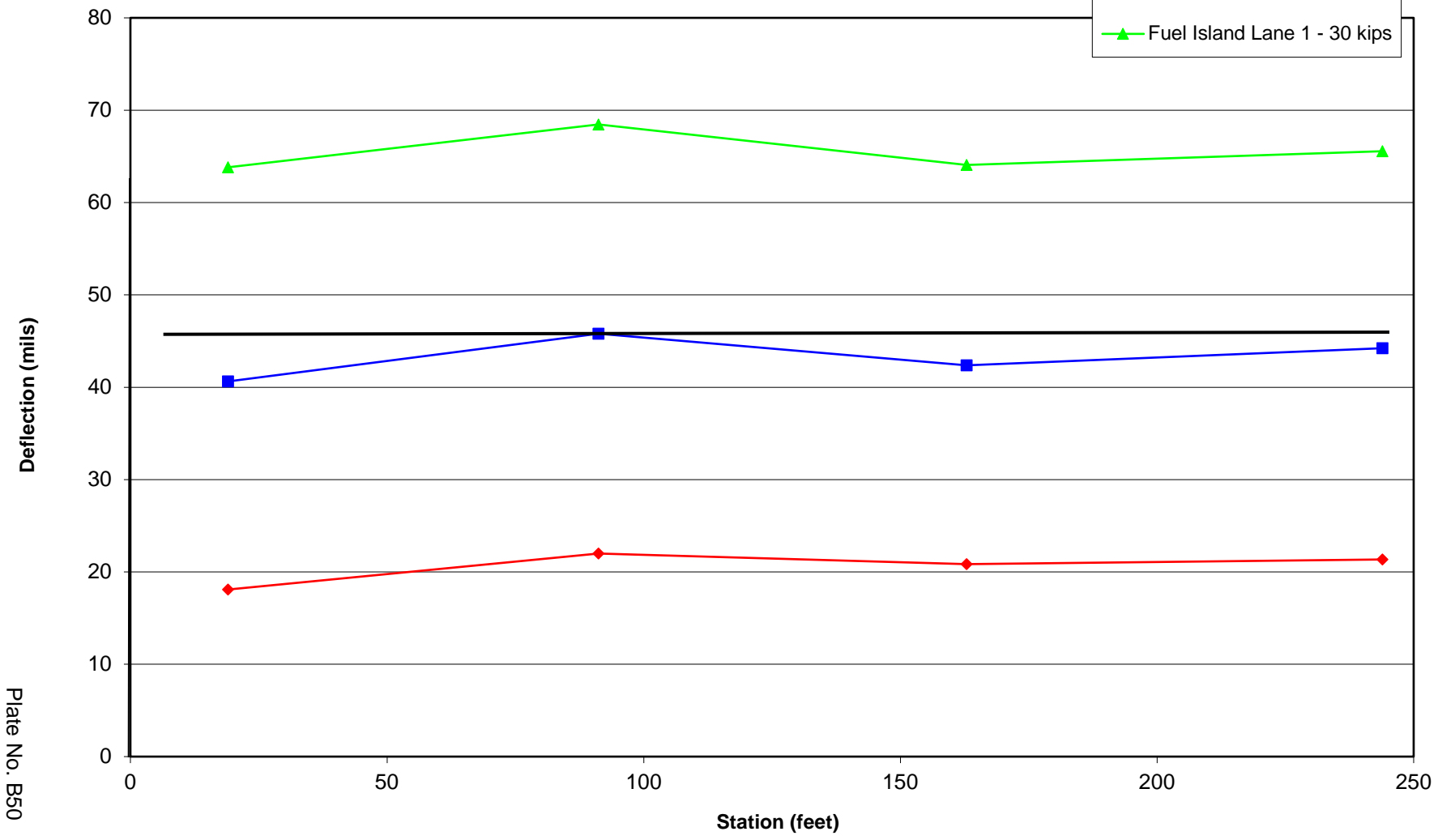
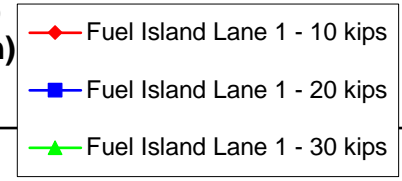
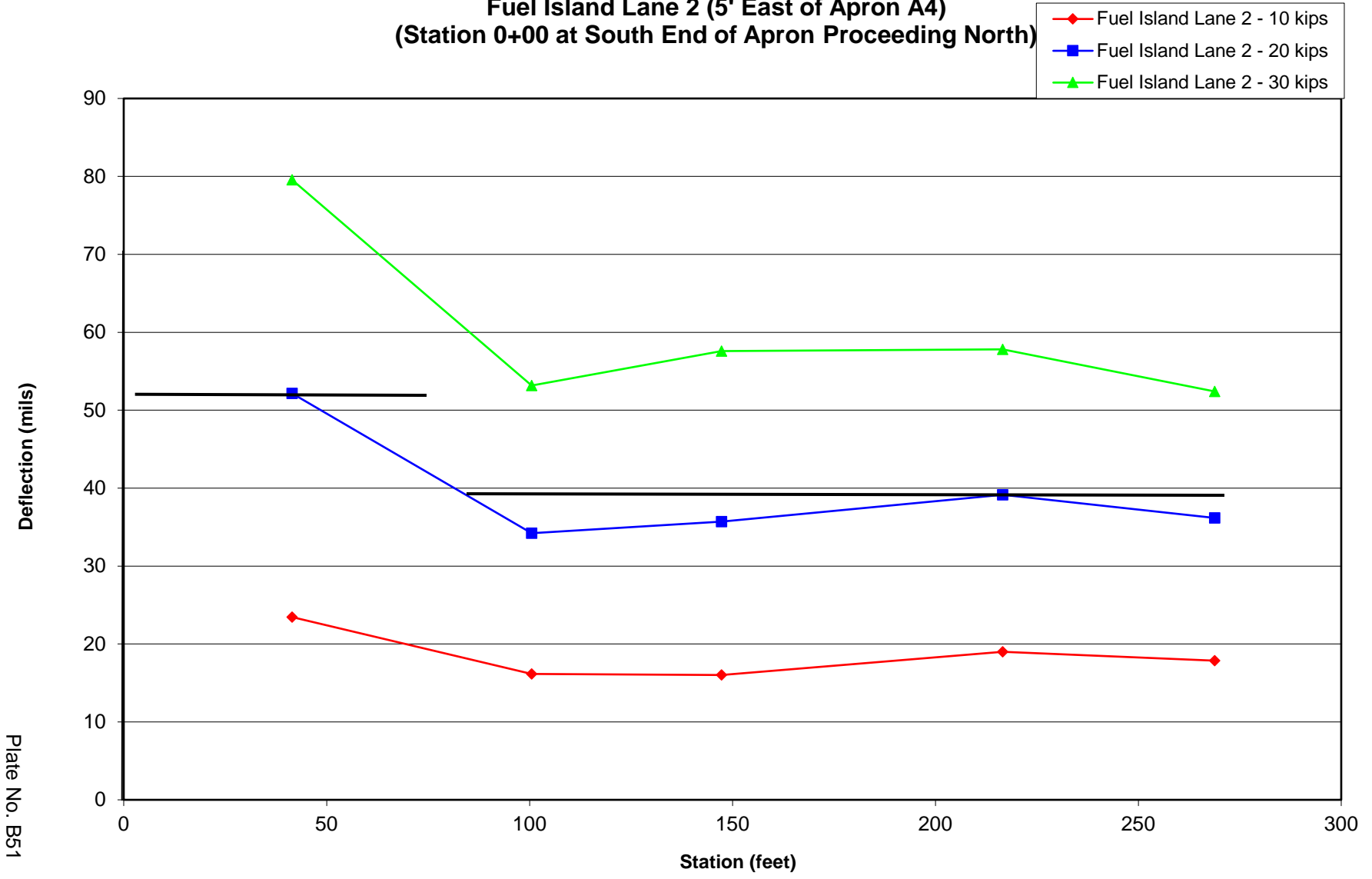


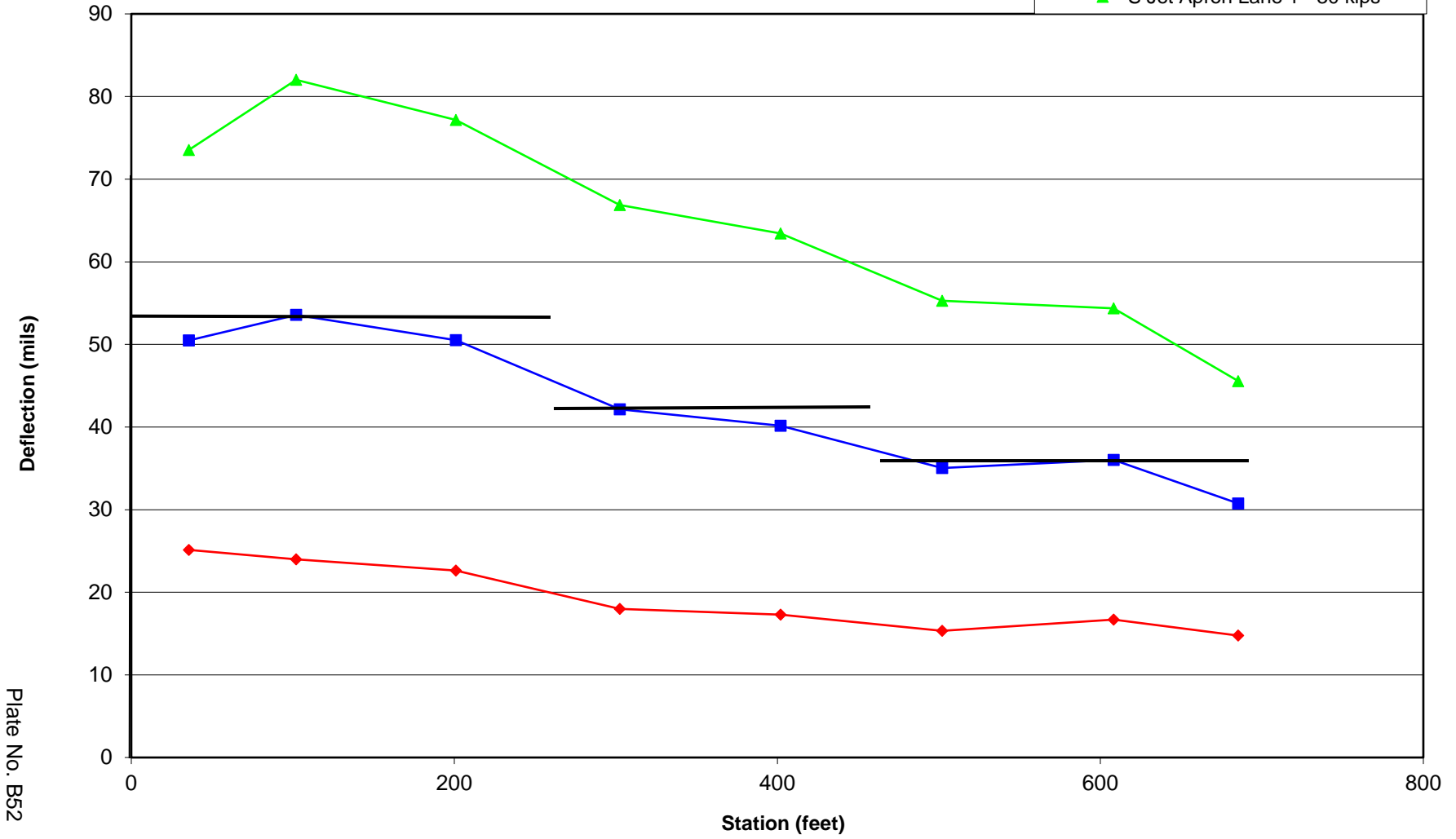
Plate No. B50

**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)**



**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



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

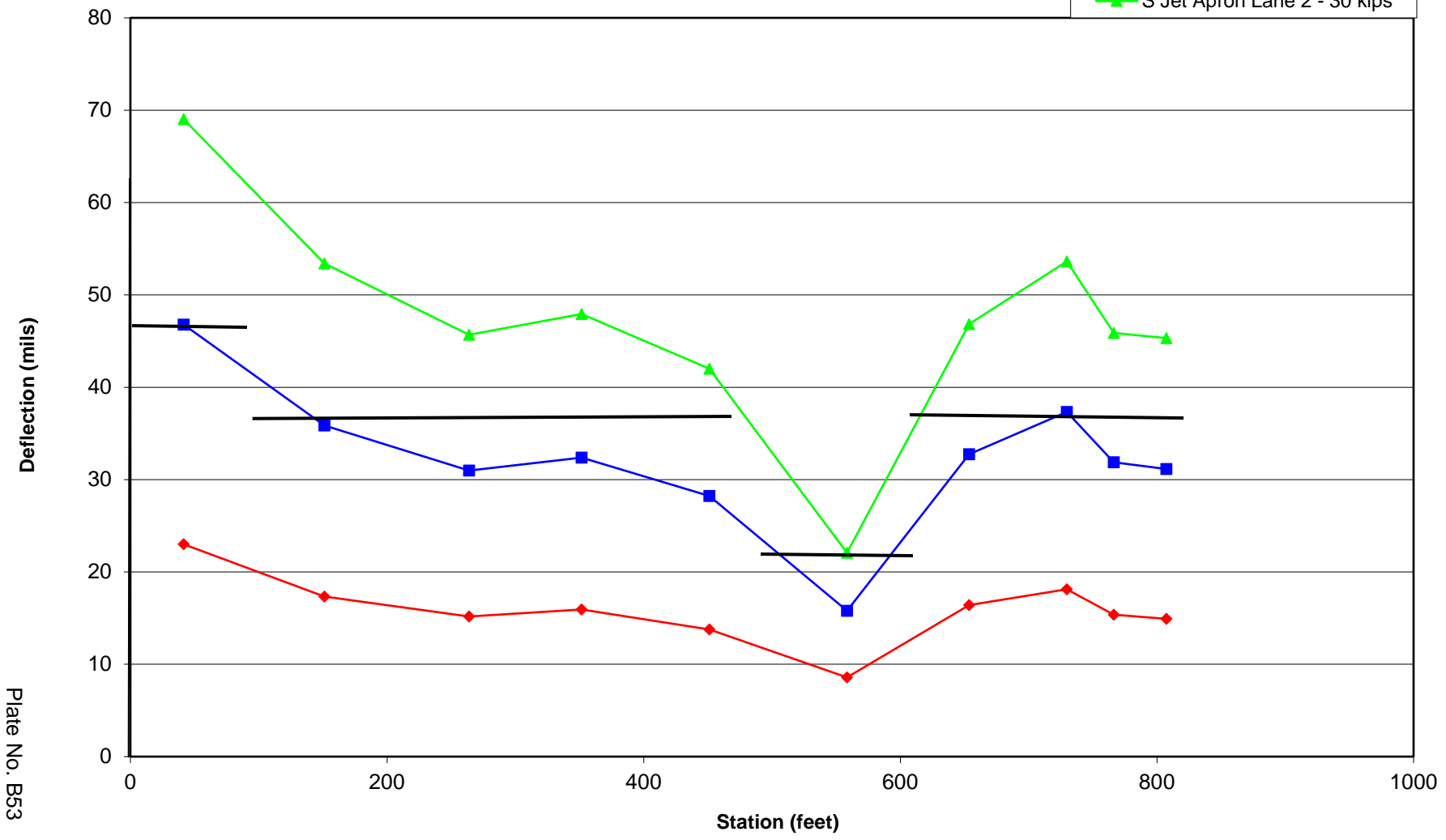


Plate No. B53

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

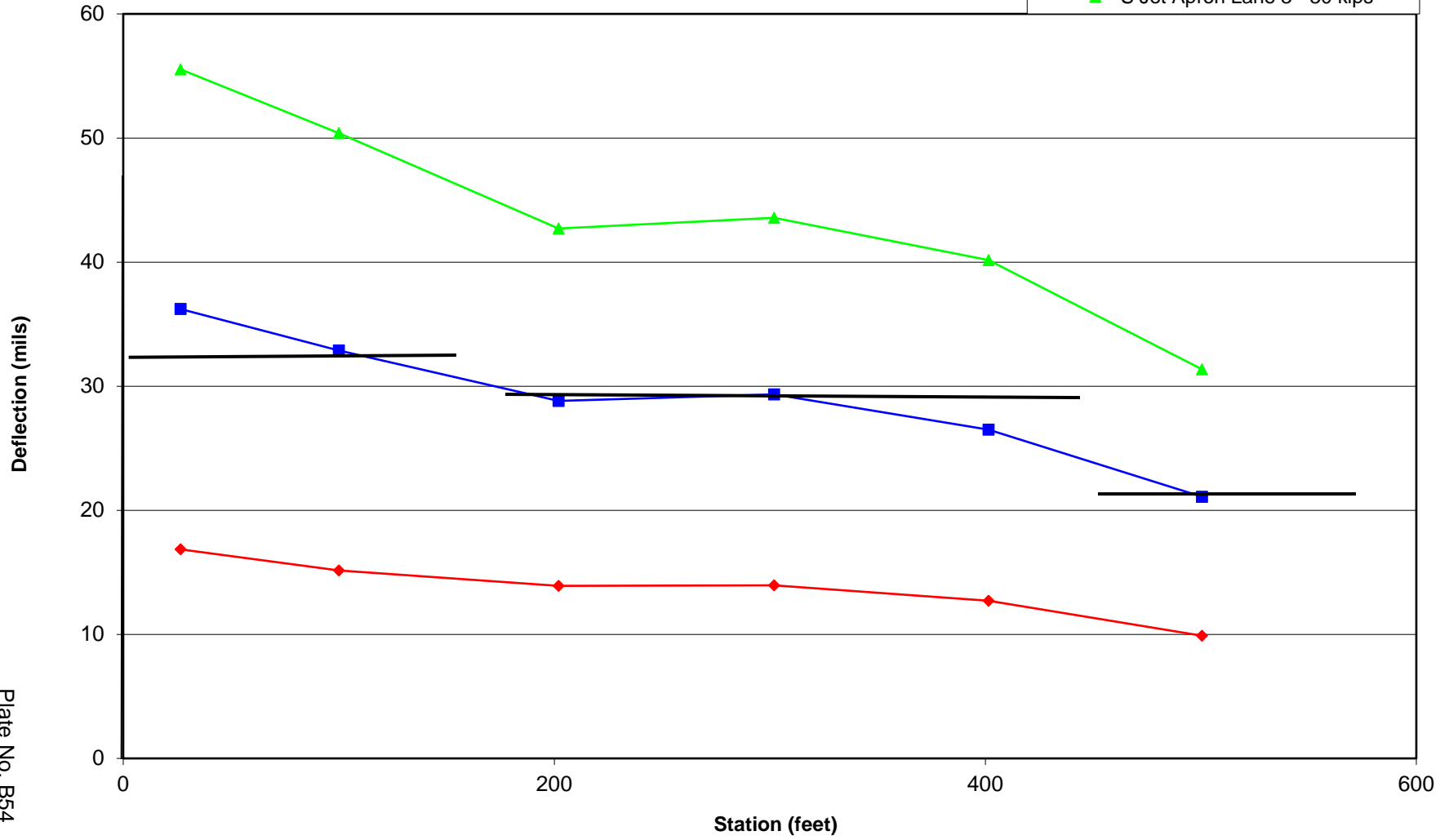


Plate No. B54

Truckee Tahoe Airport - FWD Deflection Data
EAA Taxilane West
(Station 0+00 at North End EAA Hangar)

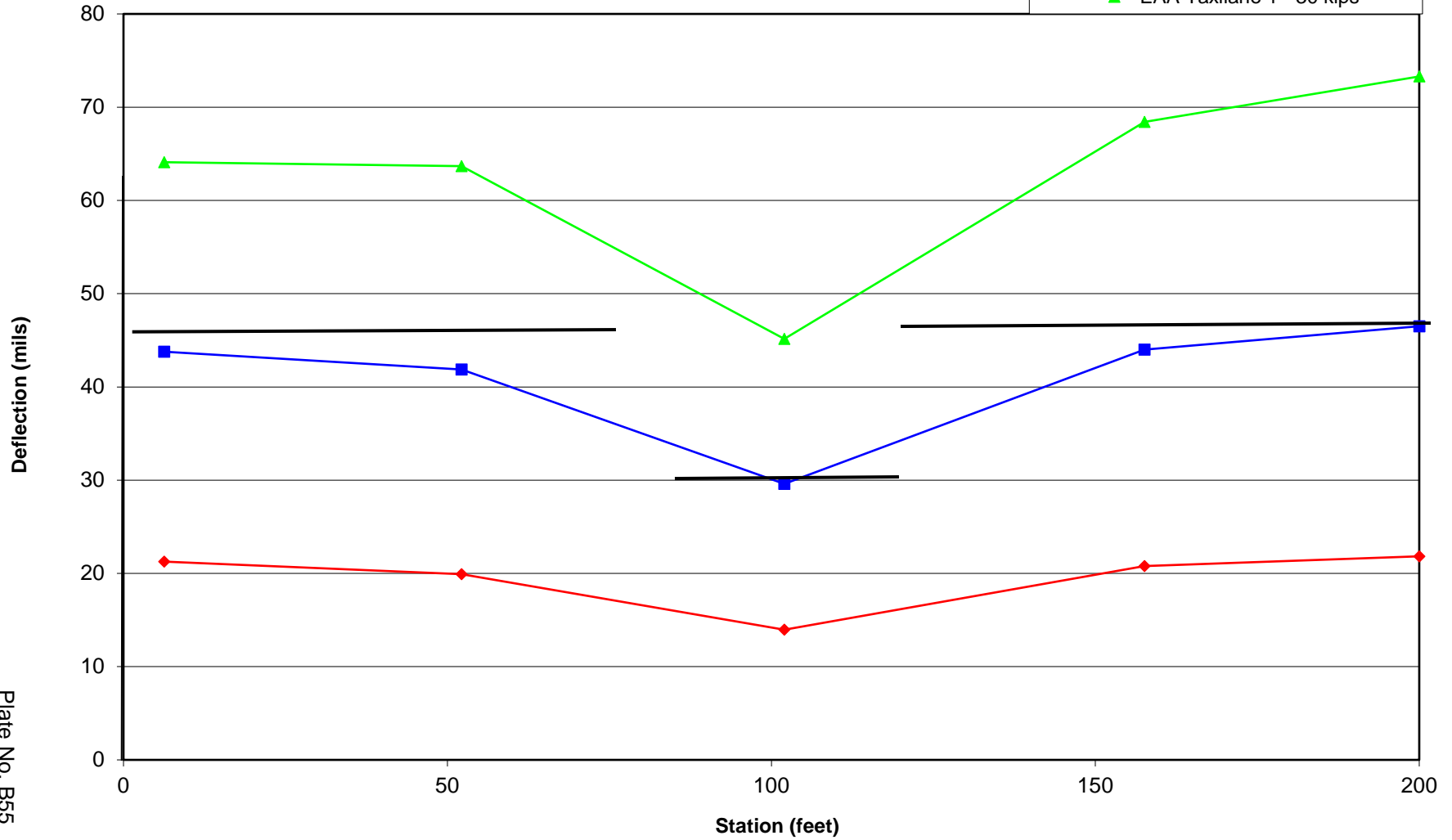
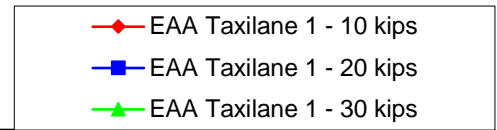


Plate No. B55

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

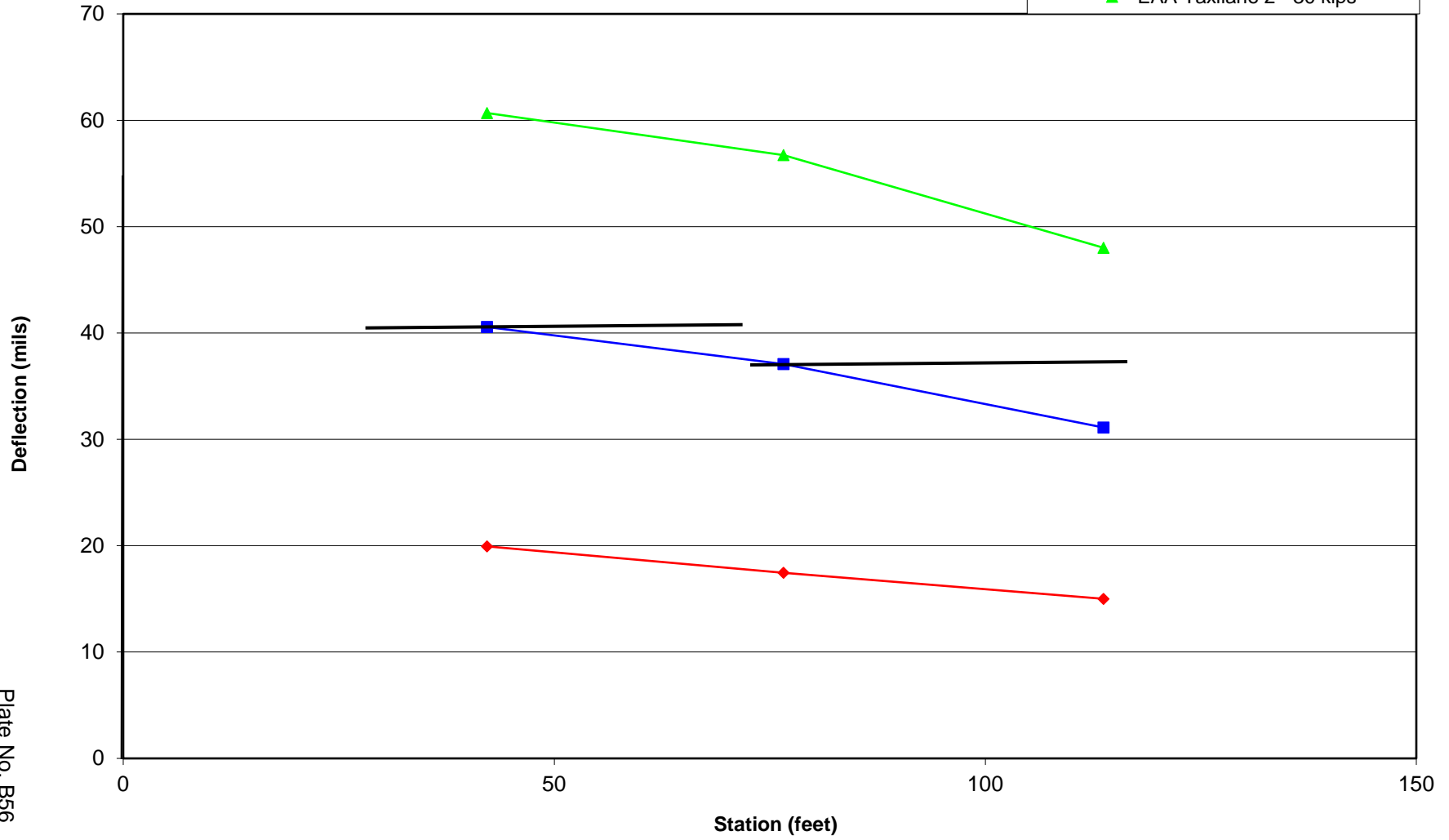
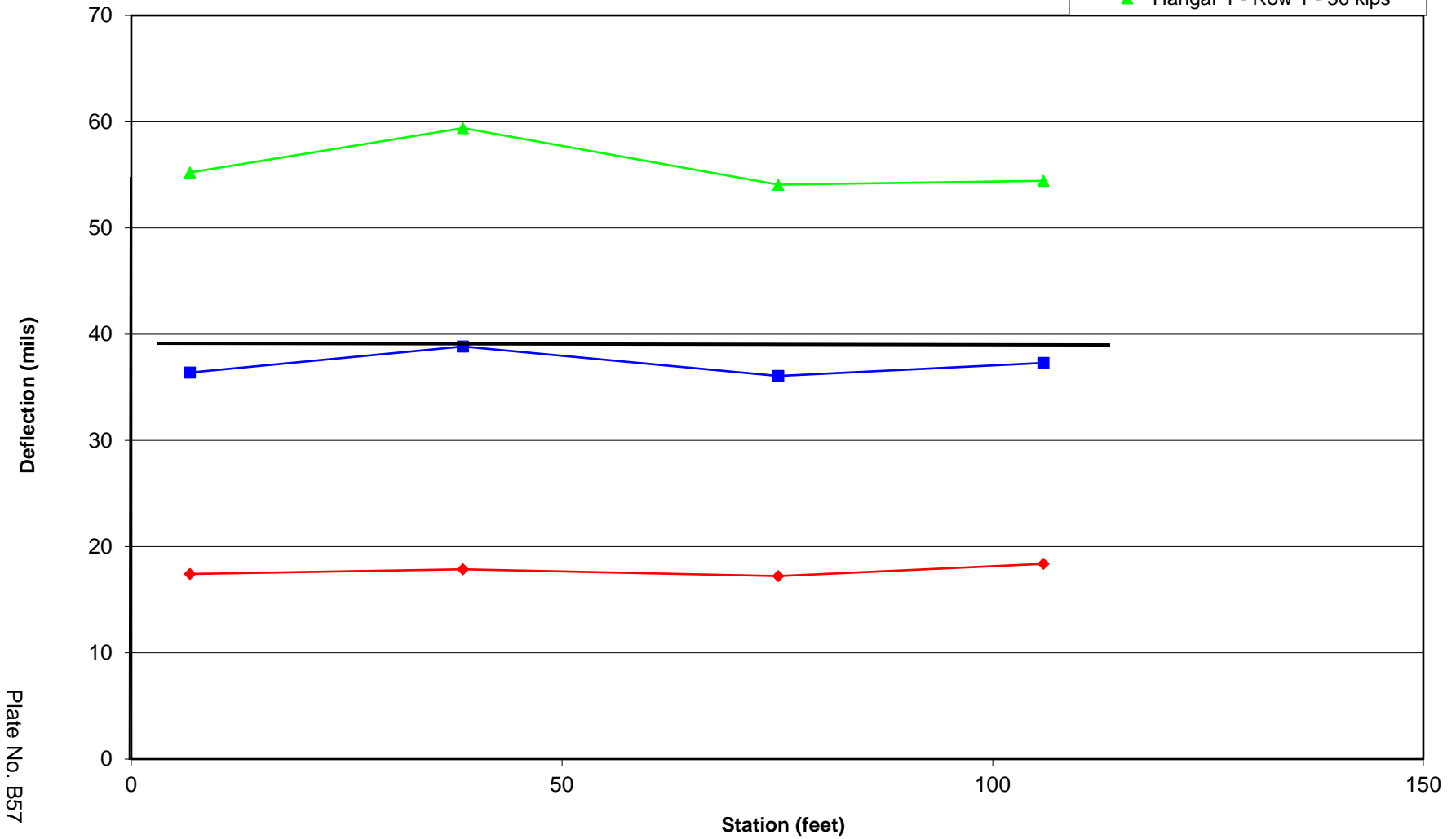


Plate No. B56

**Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 1 (20' Left of Taxiway 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



**Truckee Tahoe Airport - FWD Deflection Data
Hangar 1 - Row 2 (10' Right of Taxiway 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

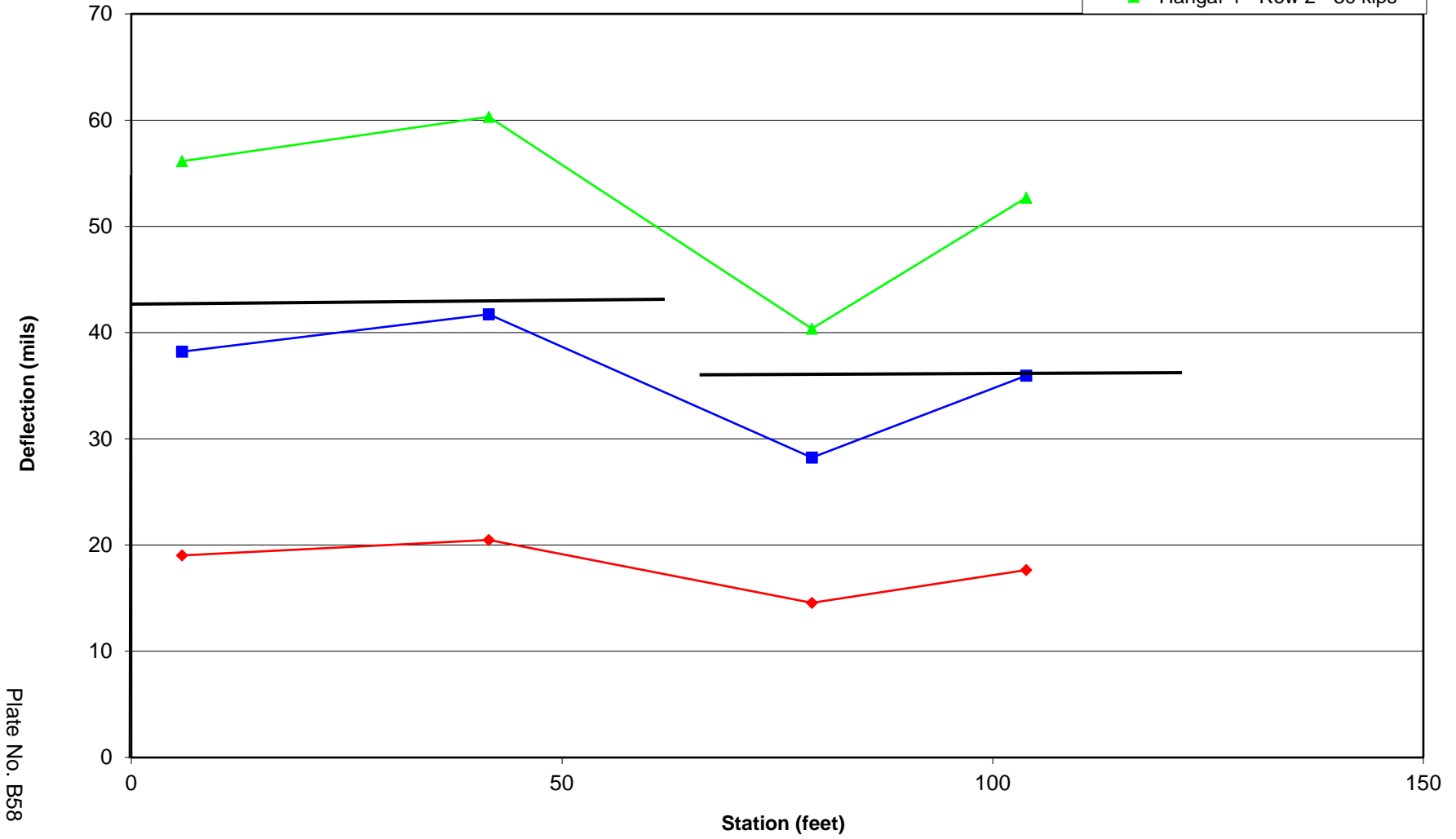


Plate No. B58

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

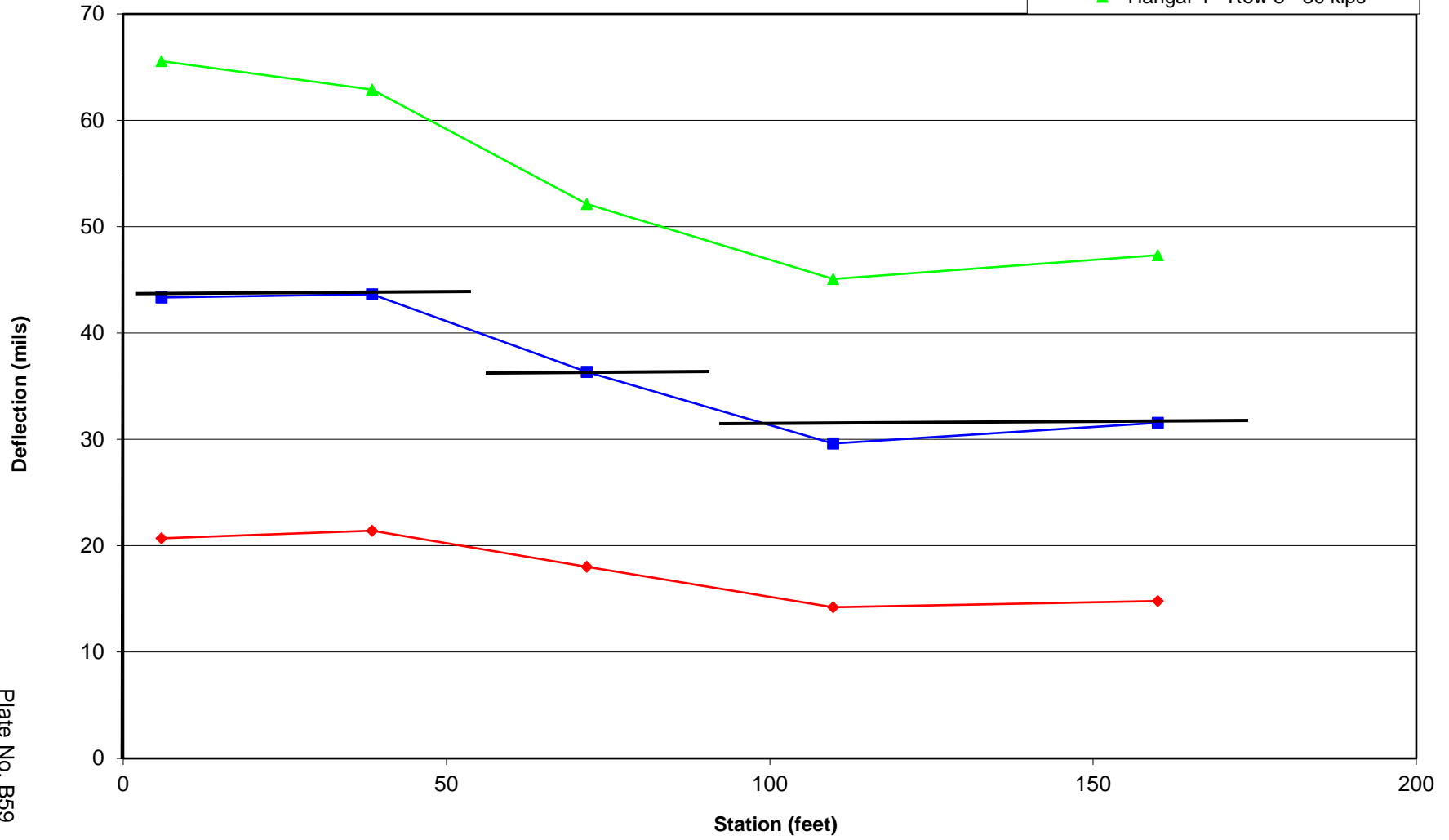


Plate No. B59

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

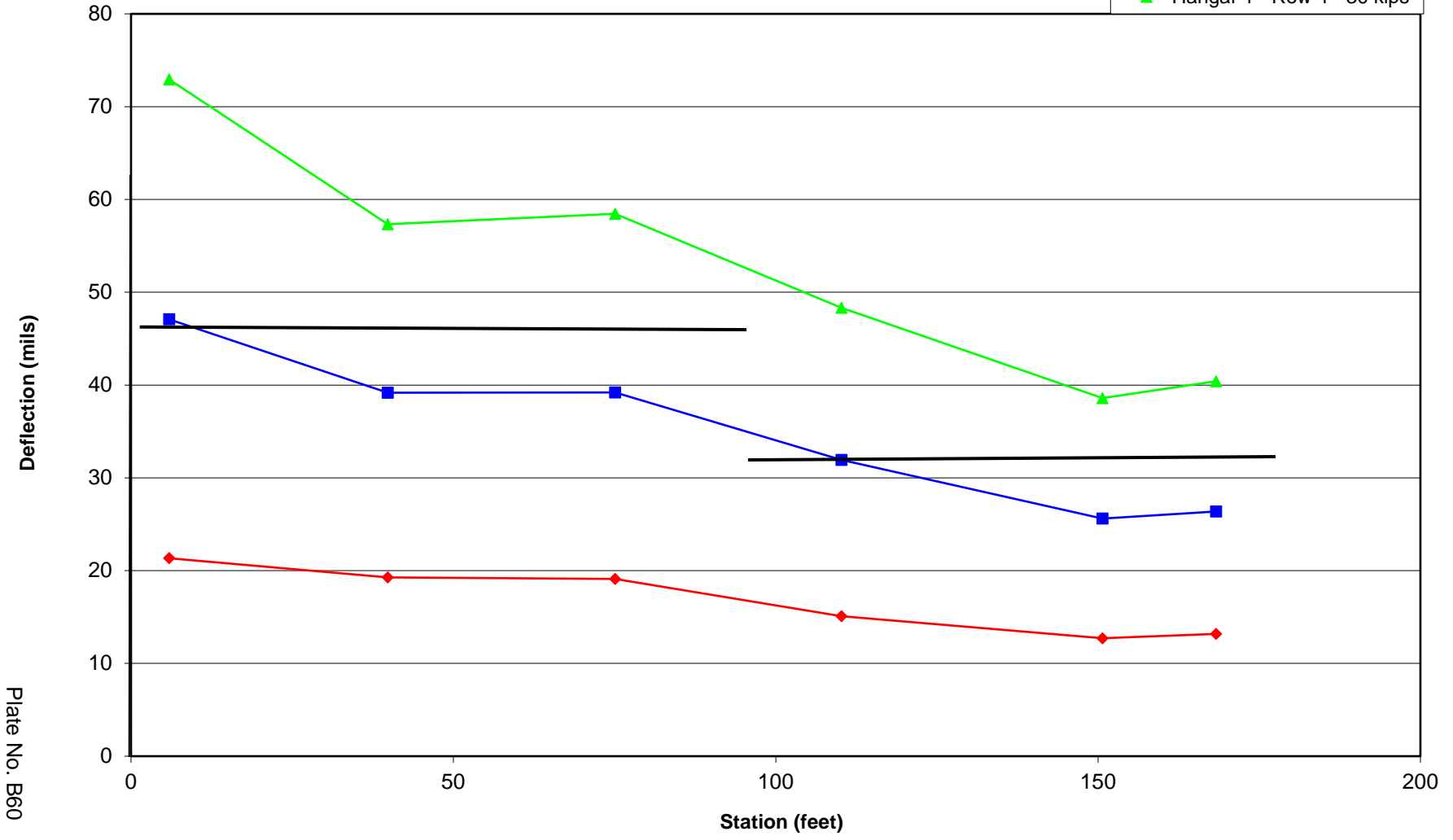


Plate No. B60

**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

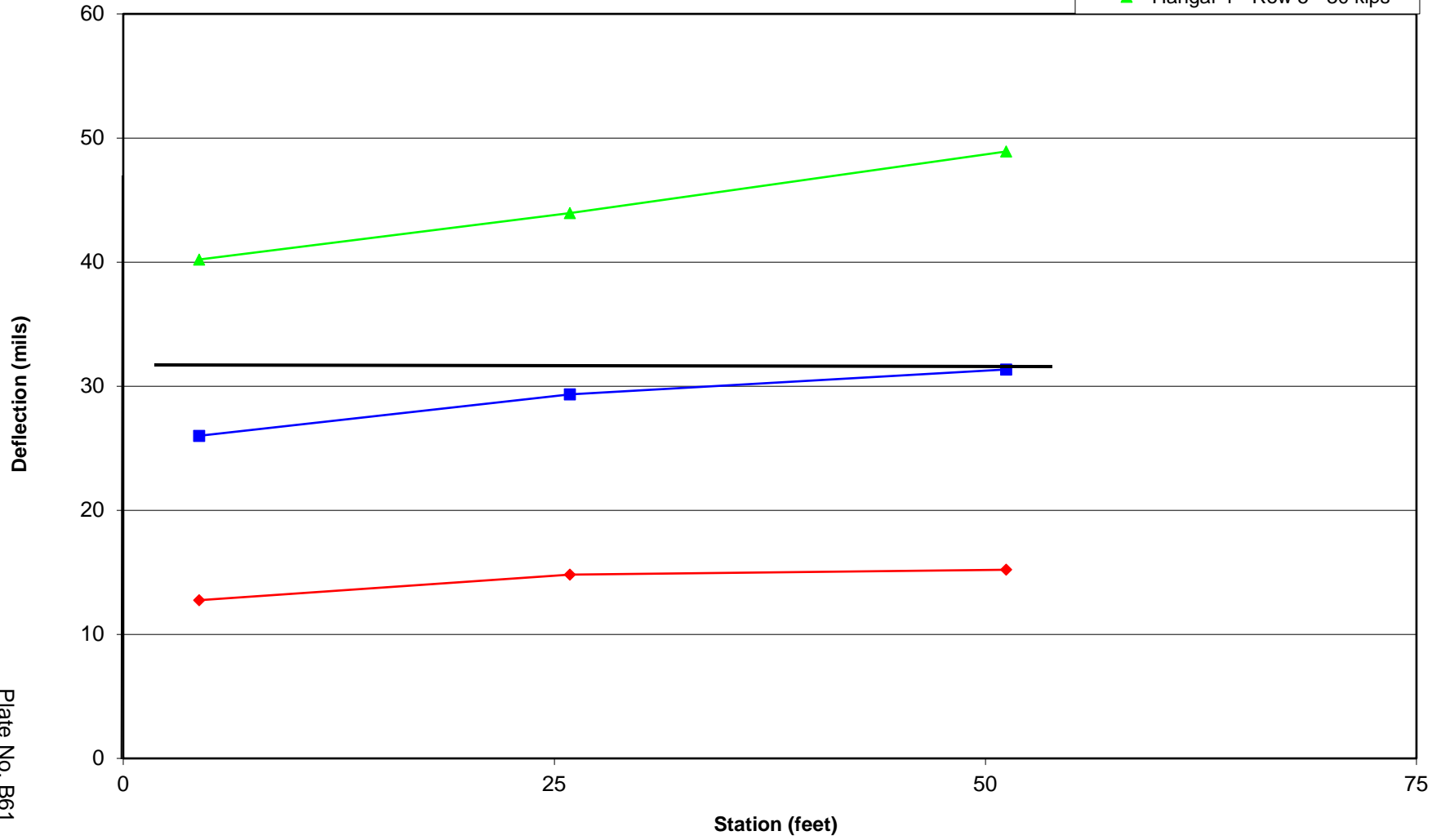


Plate No. B61

**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

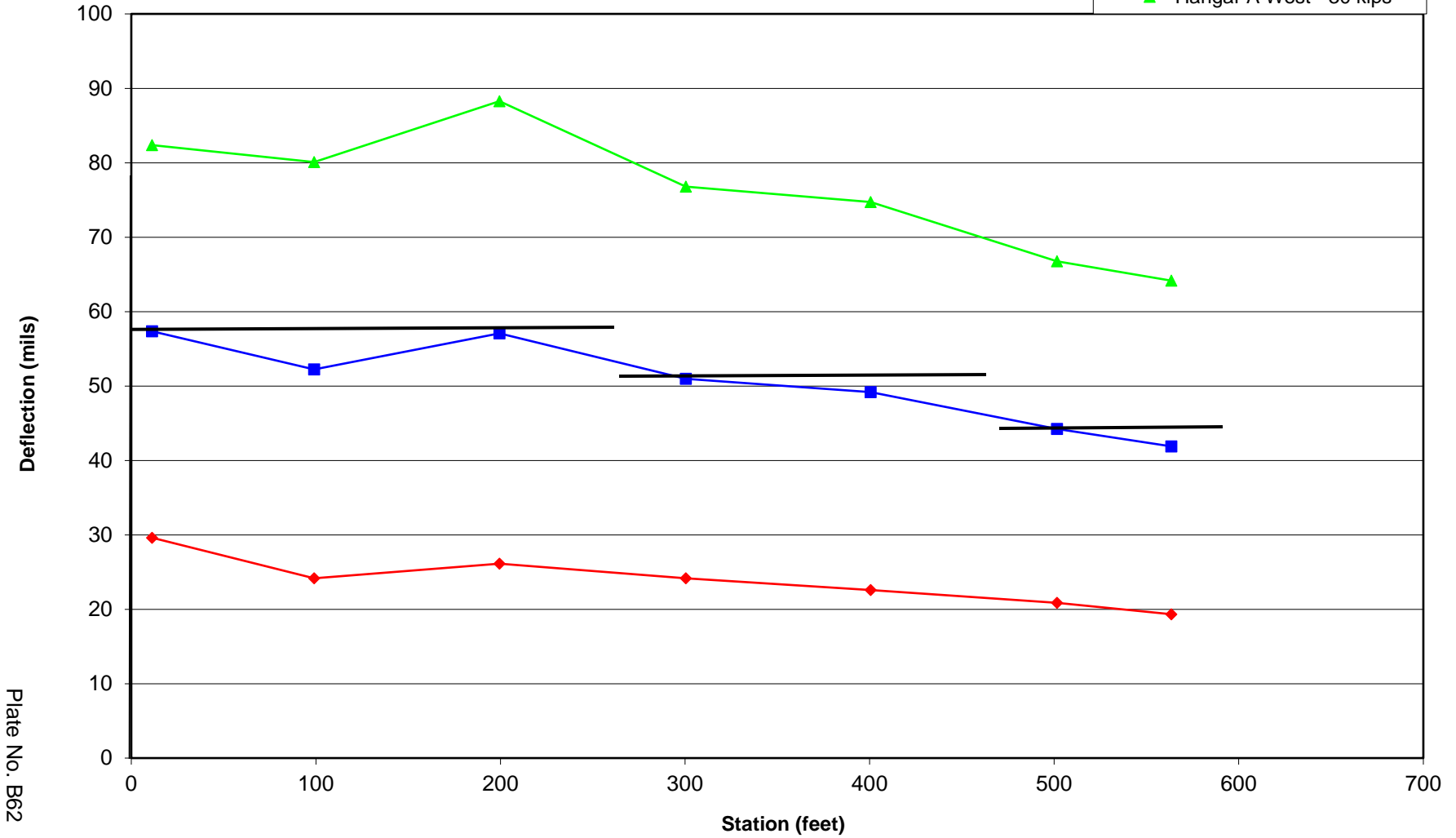
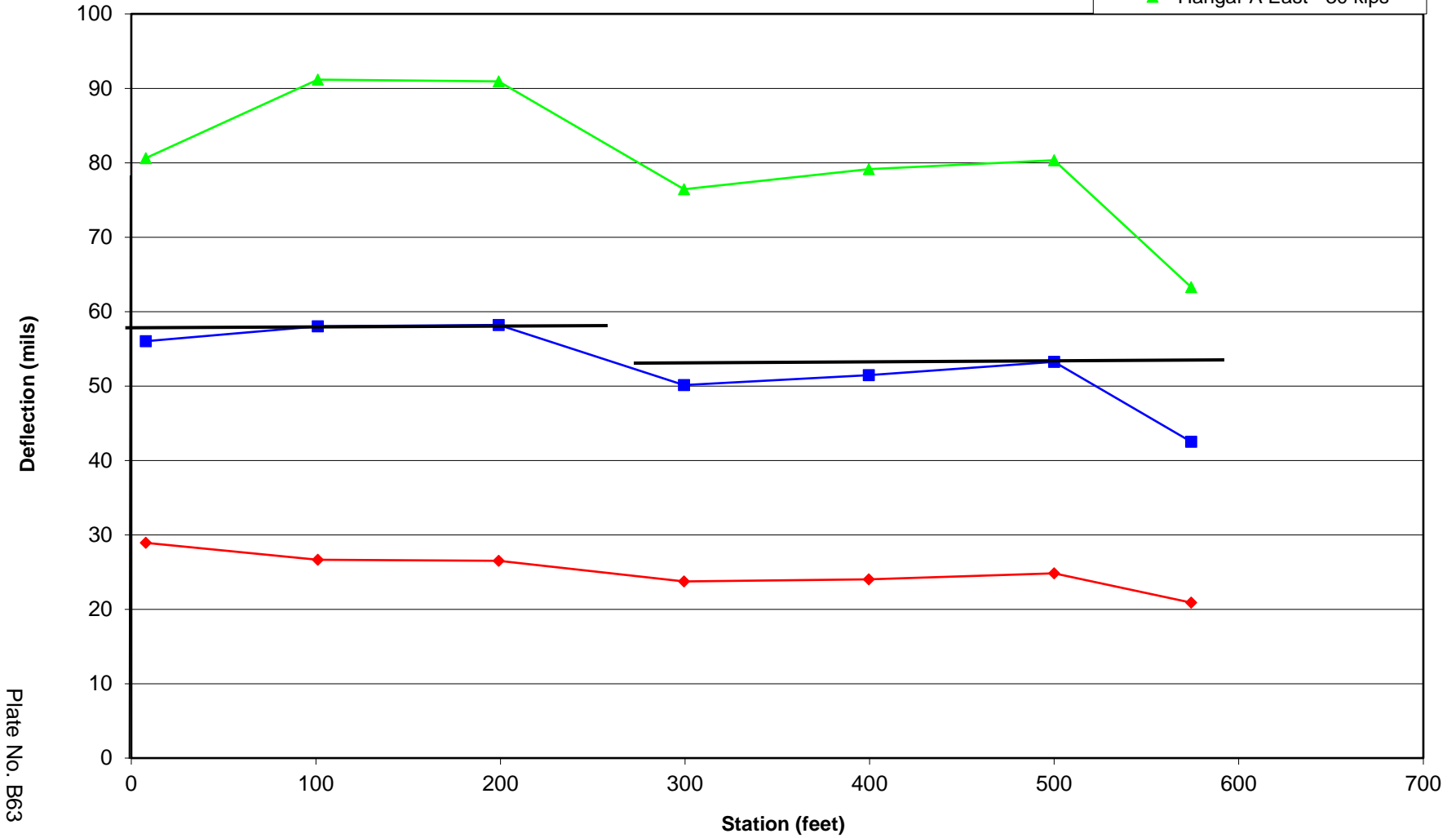


Plate No. B62

**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



**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

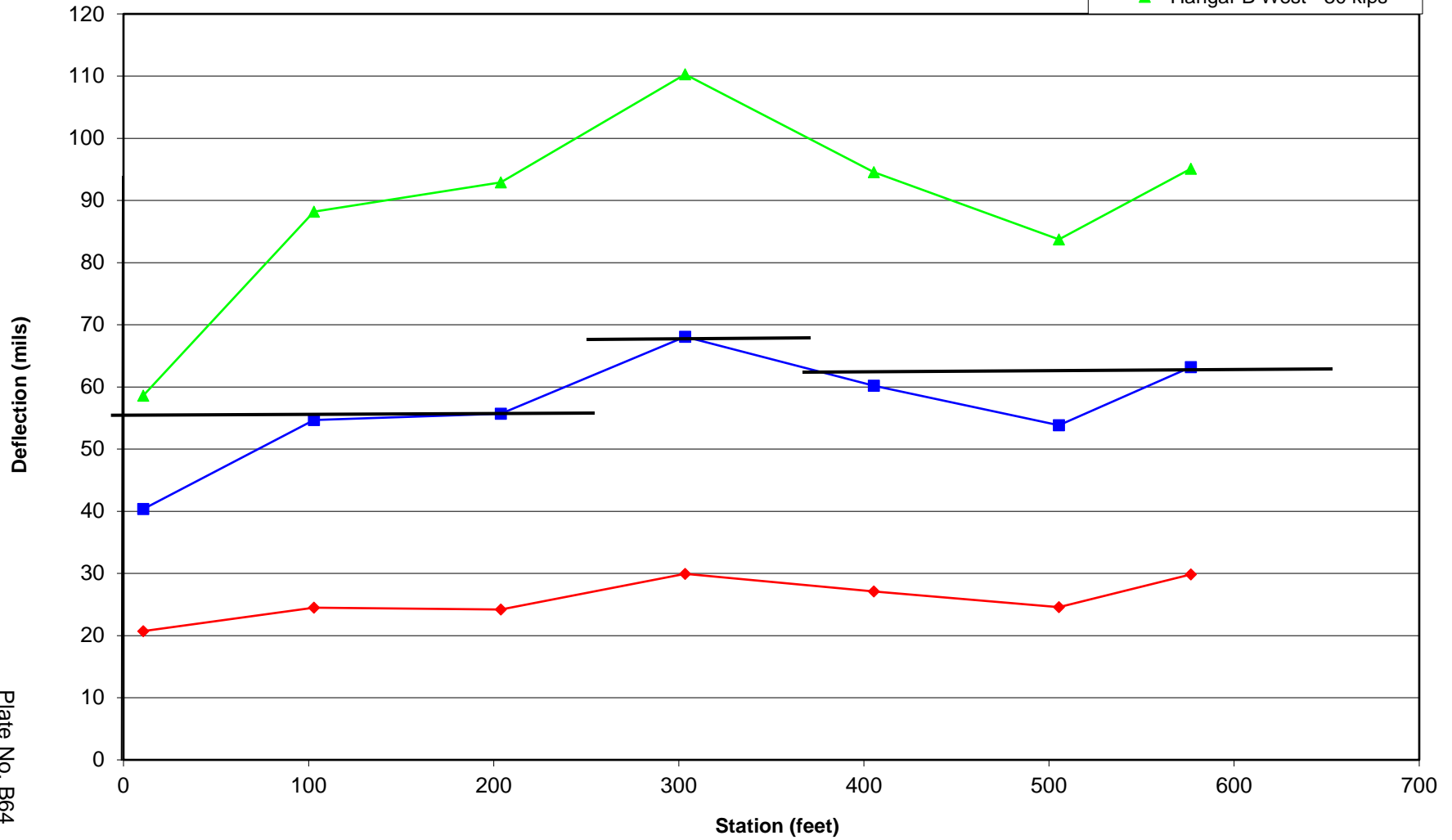
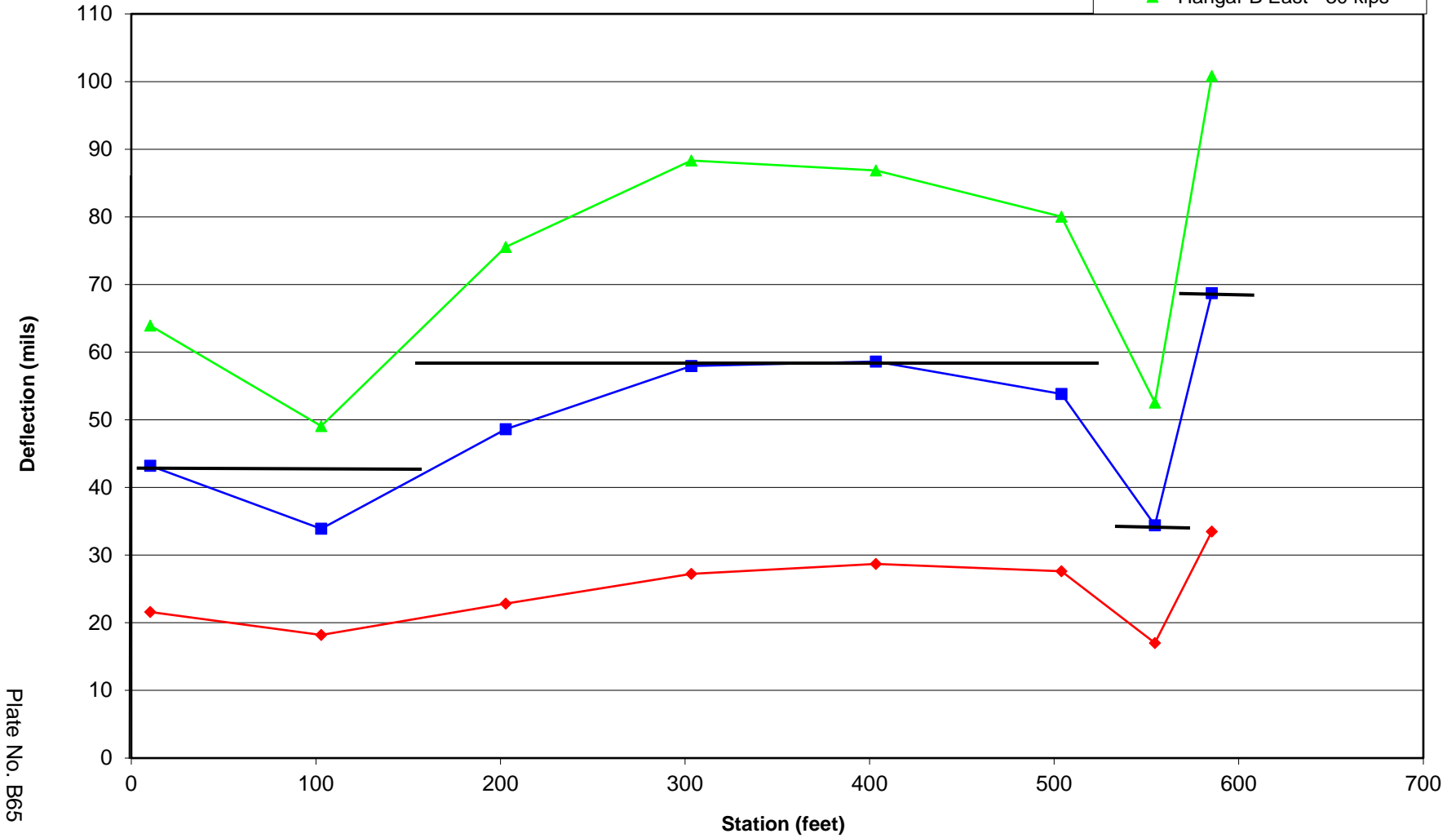


Plate No. B64

**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



**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

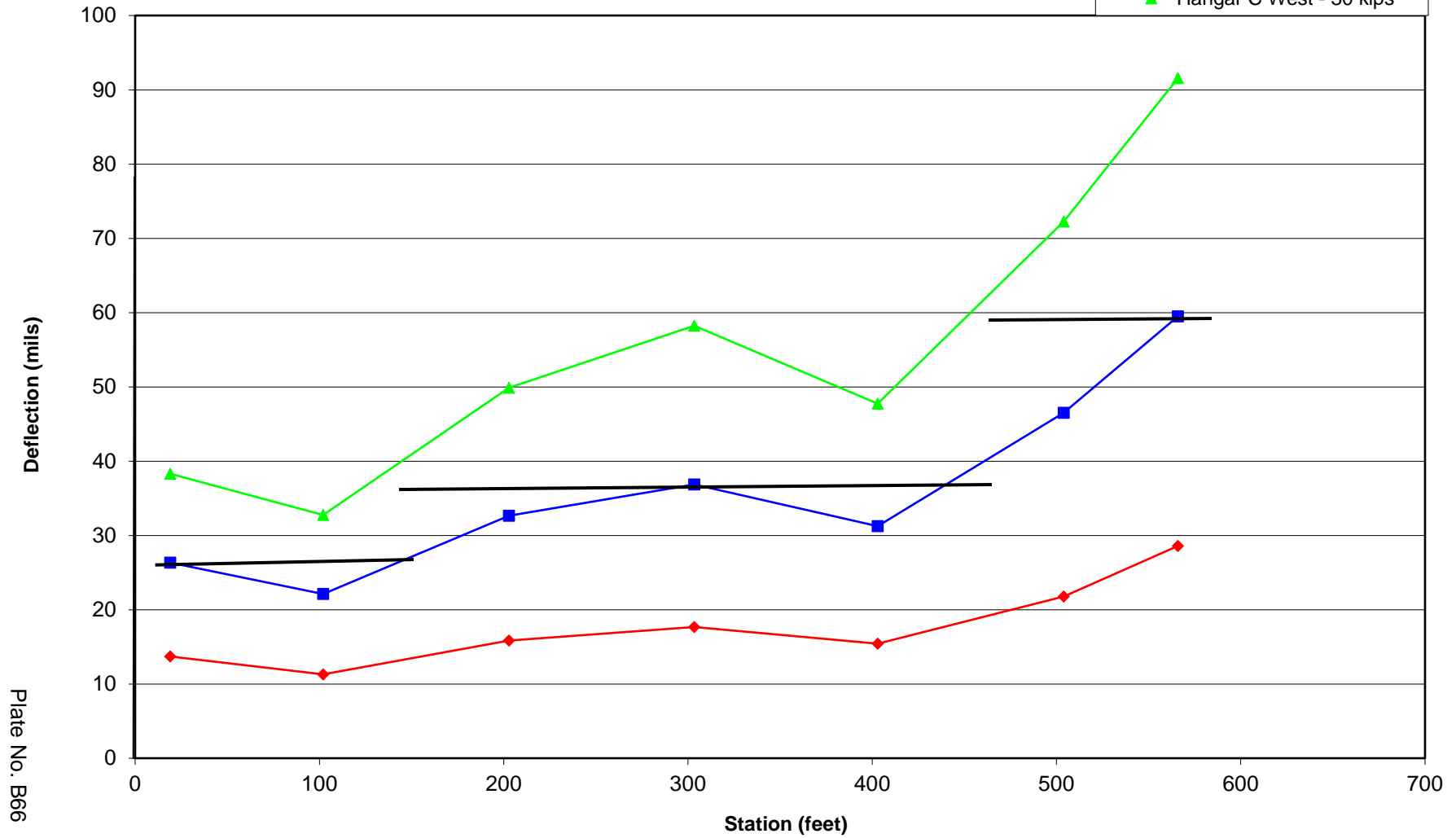


Plate No. B666

**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

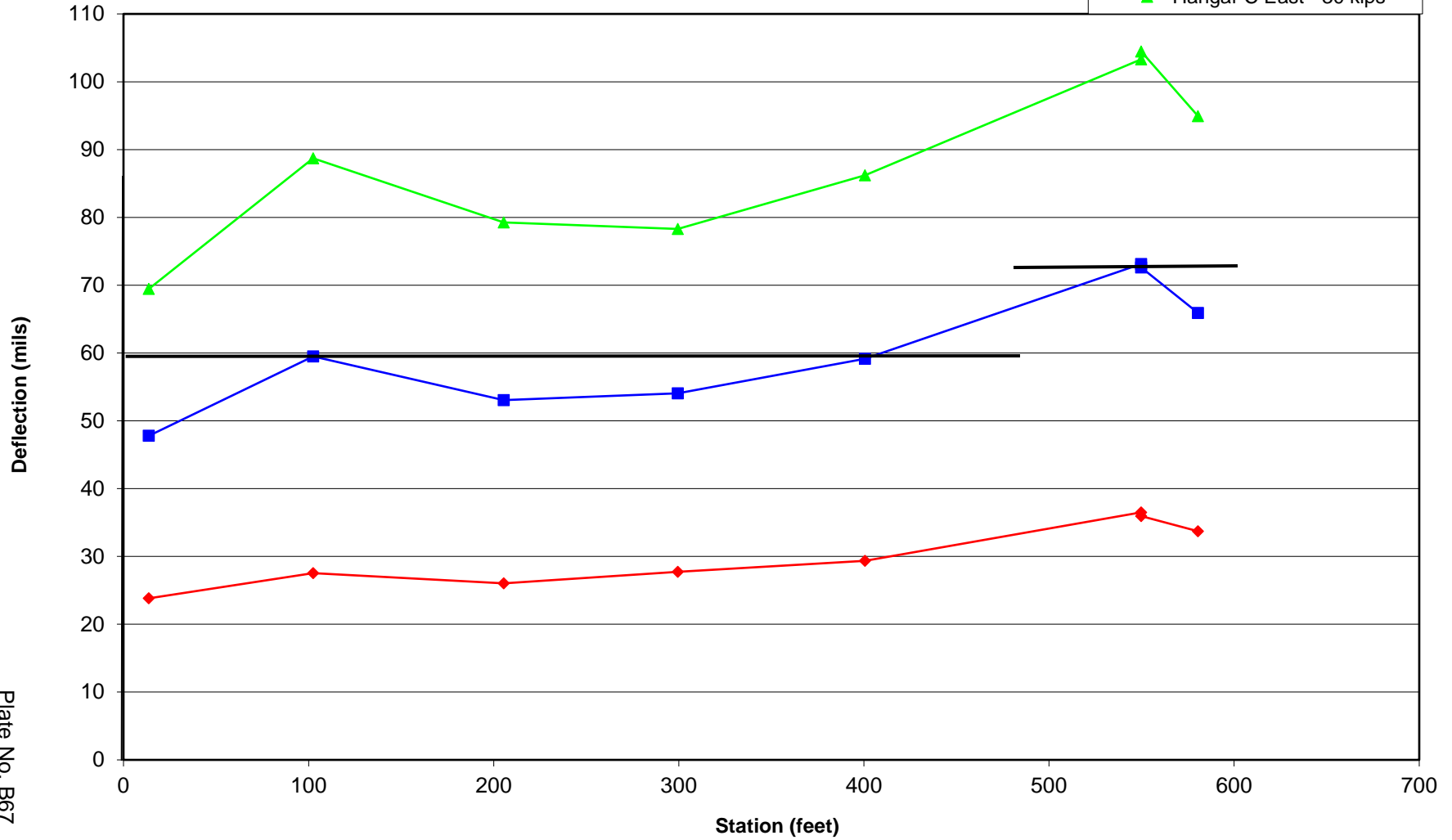


Plate No. B67

**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

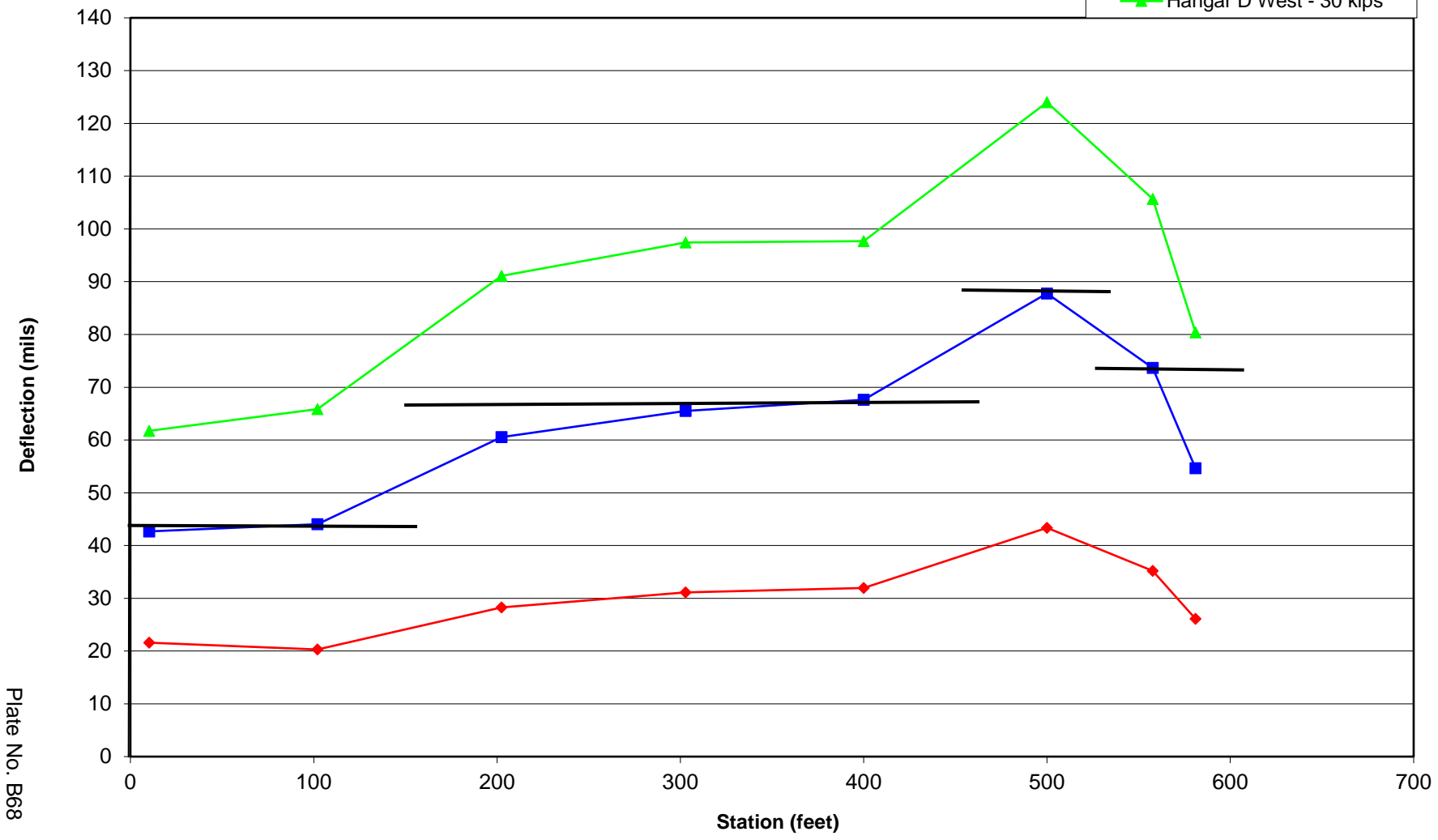


Plate No. B668

**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

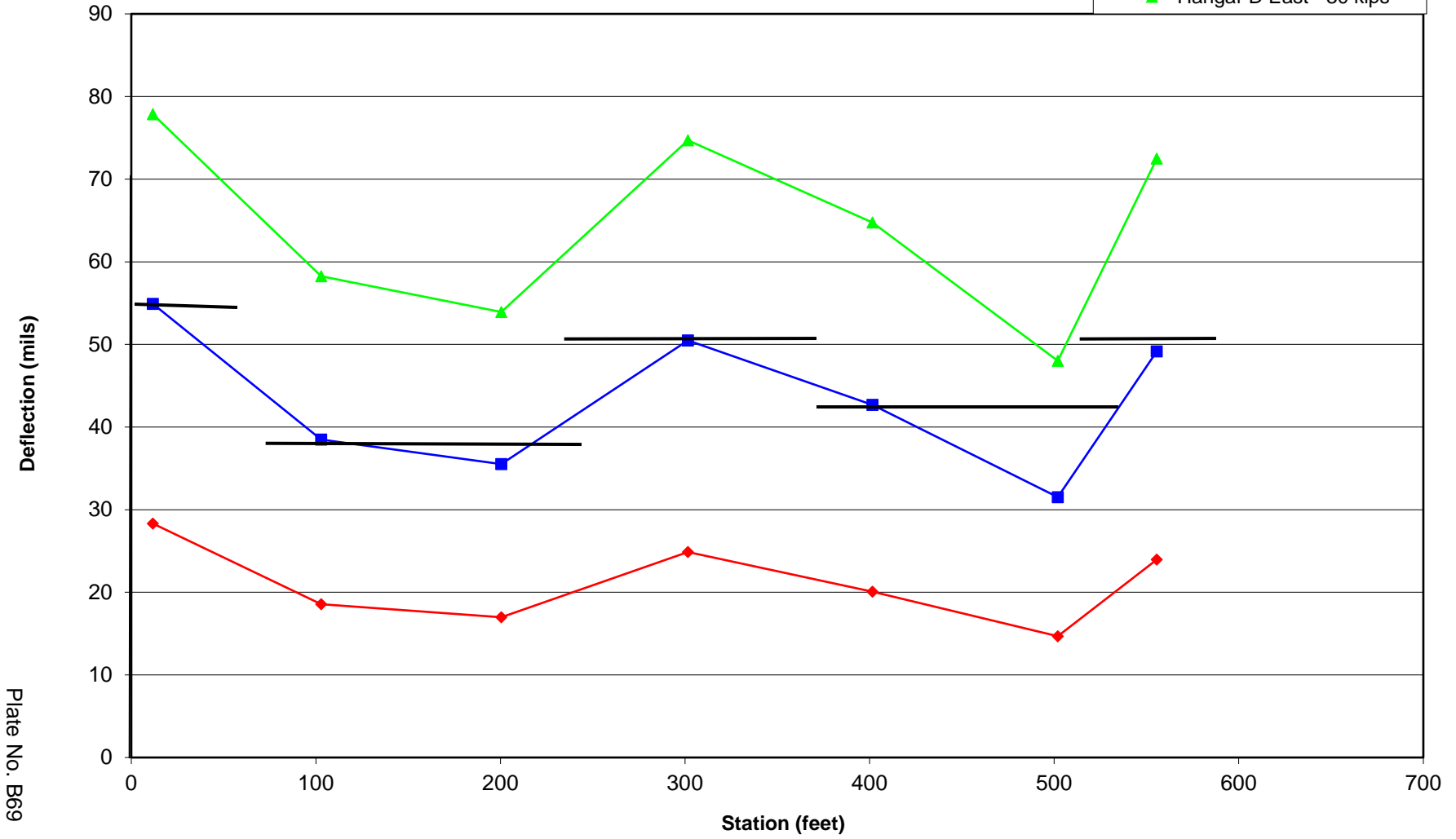


Plate No. B69

**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

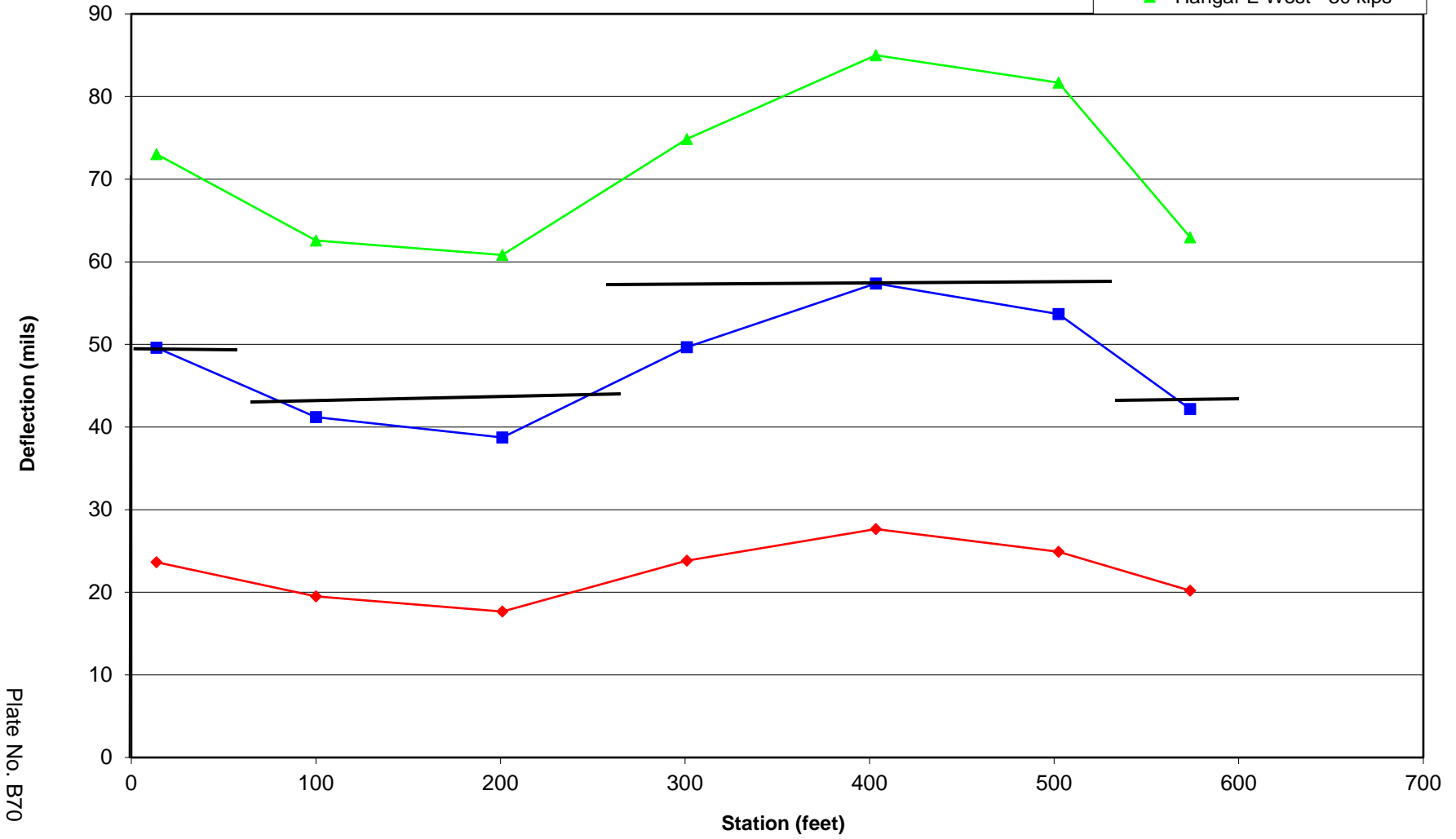


Plate No. B70

**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

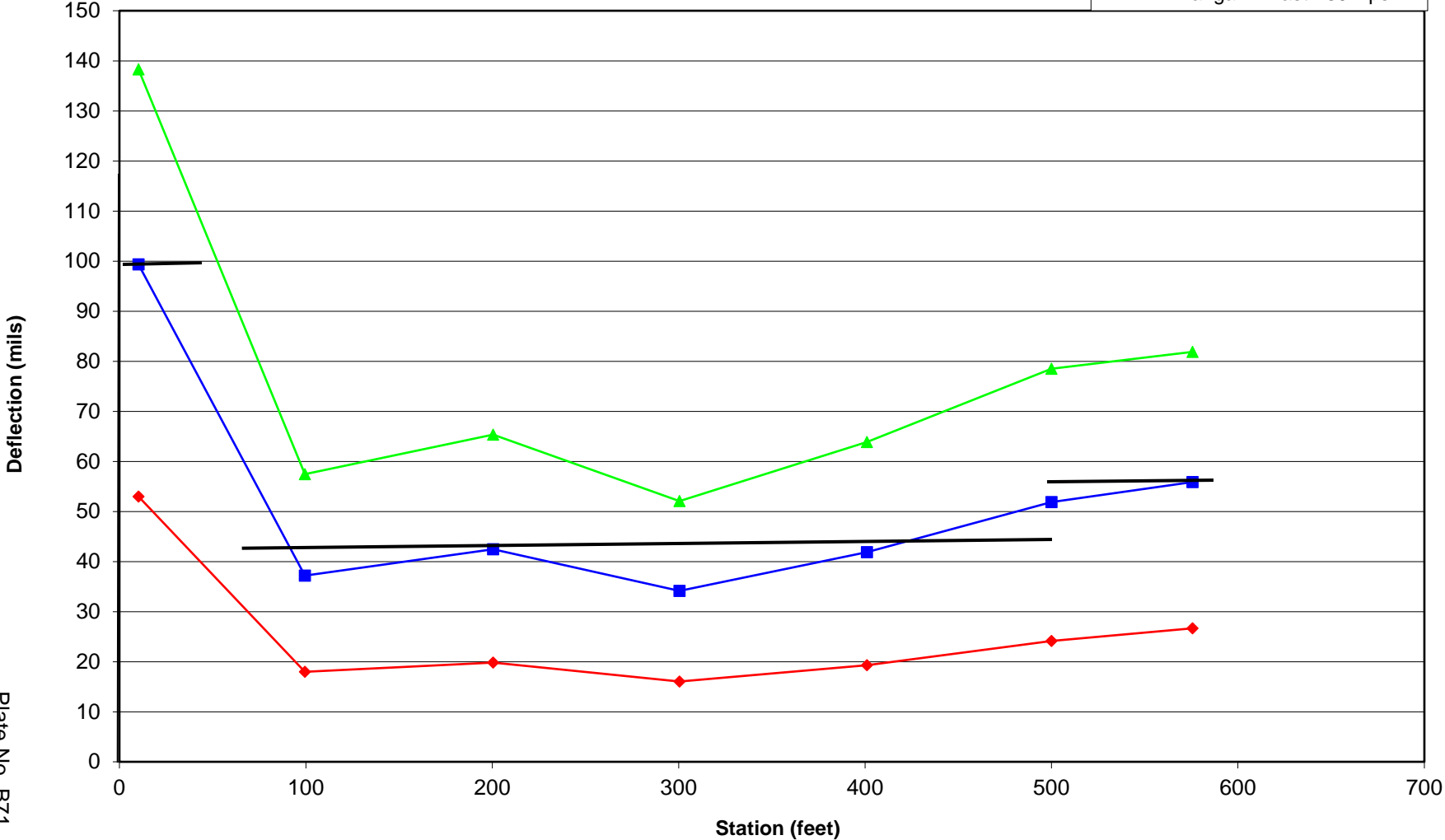
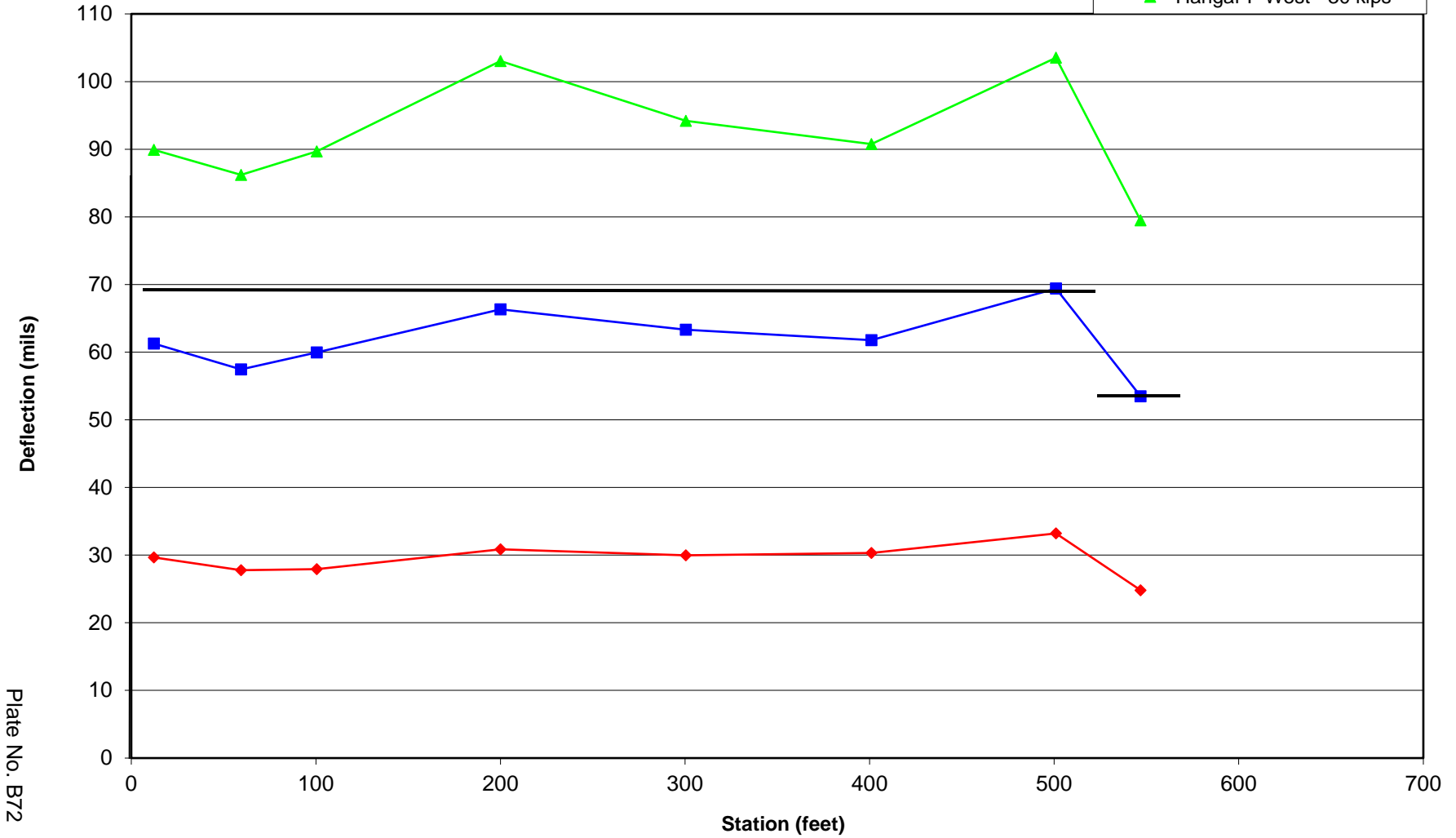


Plate No. B71

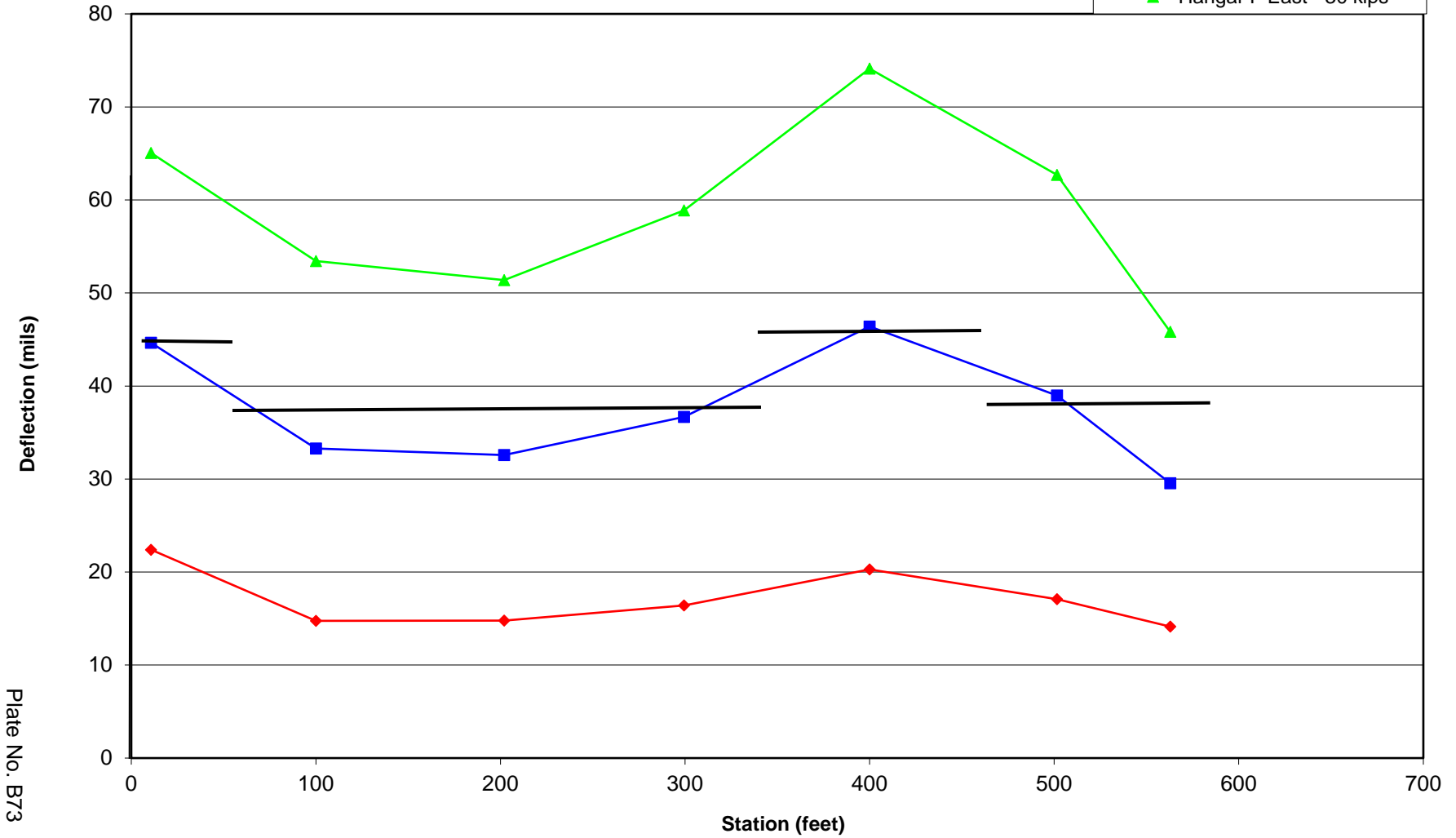
**Truckee Tahoe Airport - FWD Deflection Data
Hangar F West Taxilane (10' Right of Centerline)
(Station 0+00 at South Edge Hangar Access Road)**

- ◆ Hangar F West - 10 kips
- Hangar F West - 20 kips
- ▲ Hangar F West - 30 kips



**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



**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

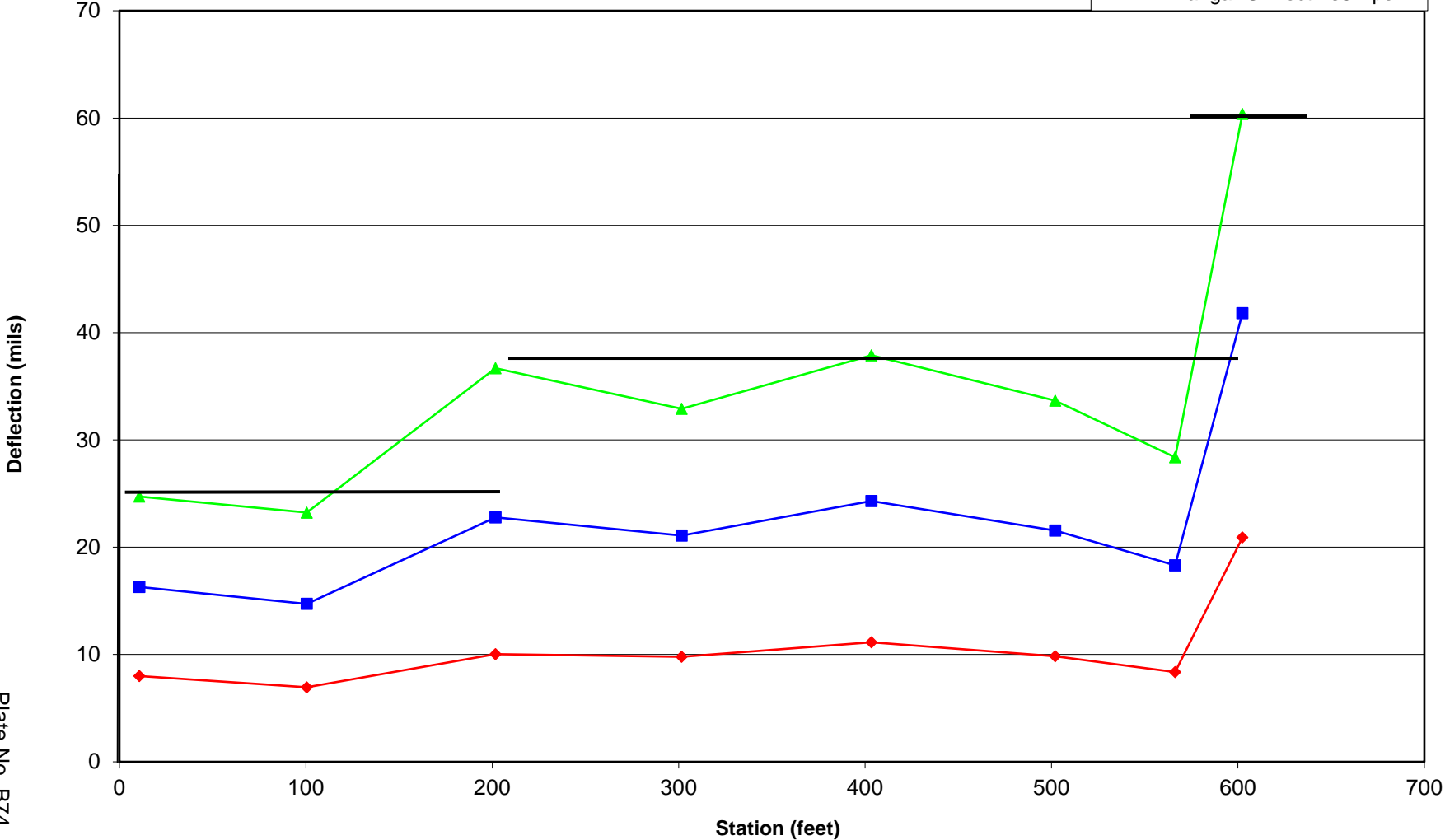
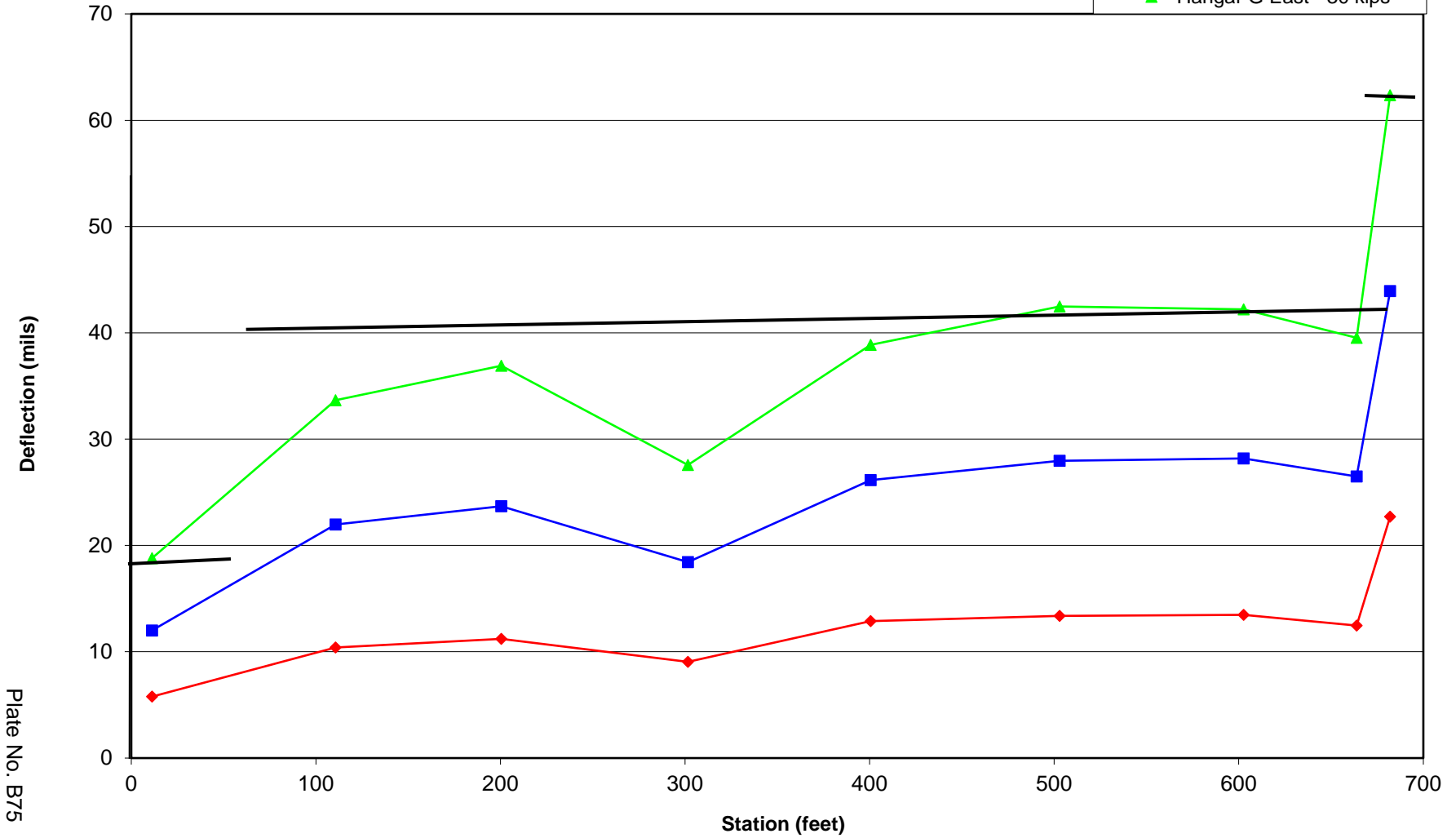


Plate No. B74

**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



**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

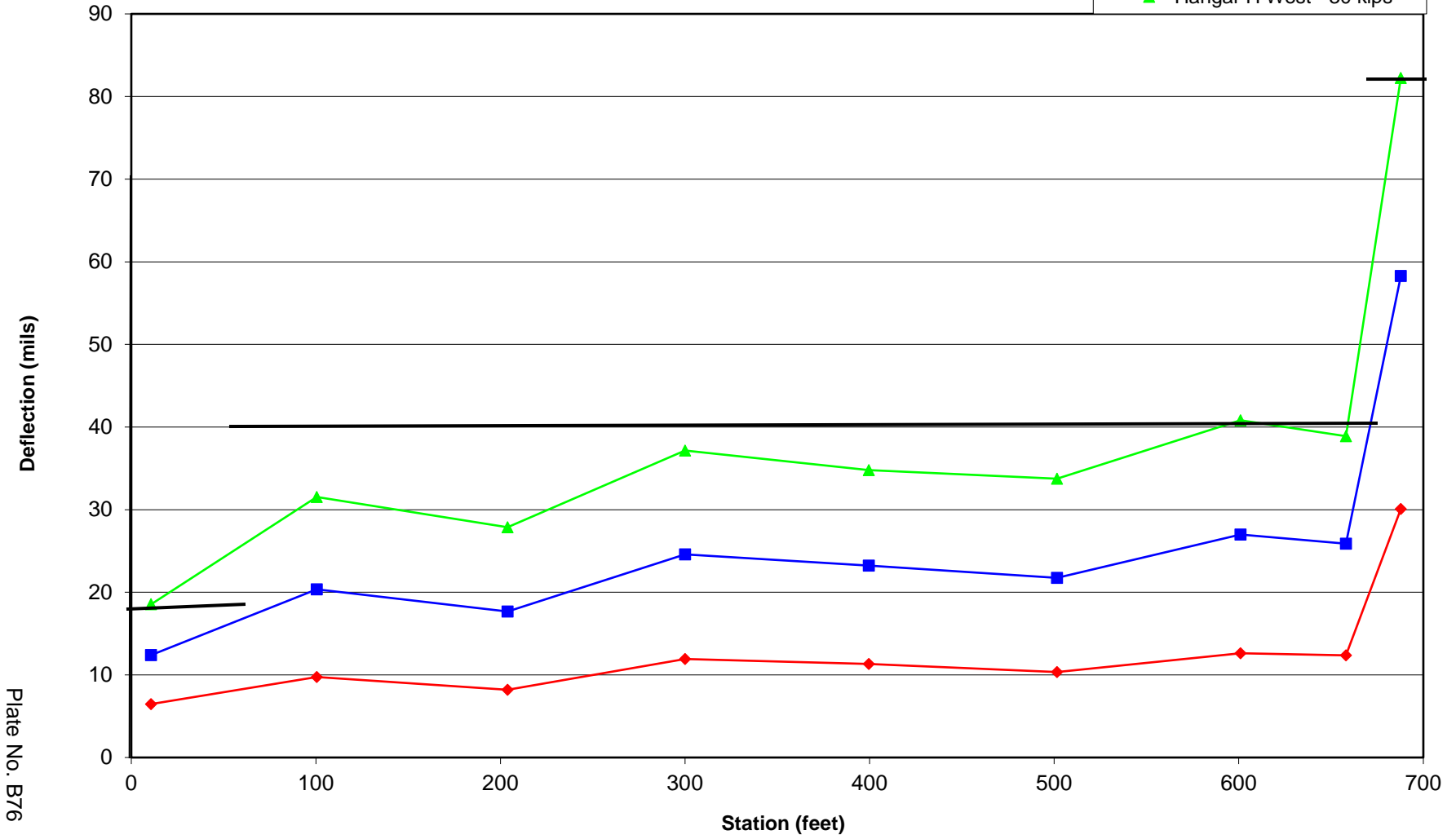


Plate No. B76

**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

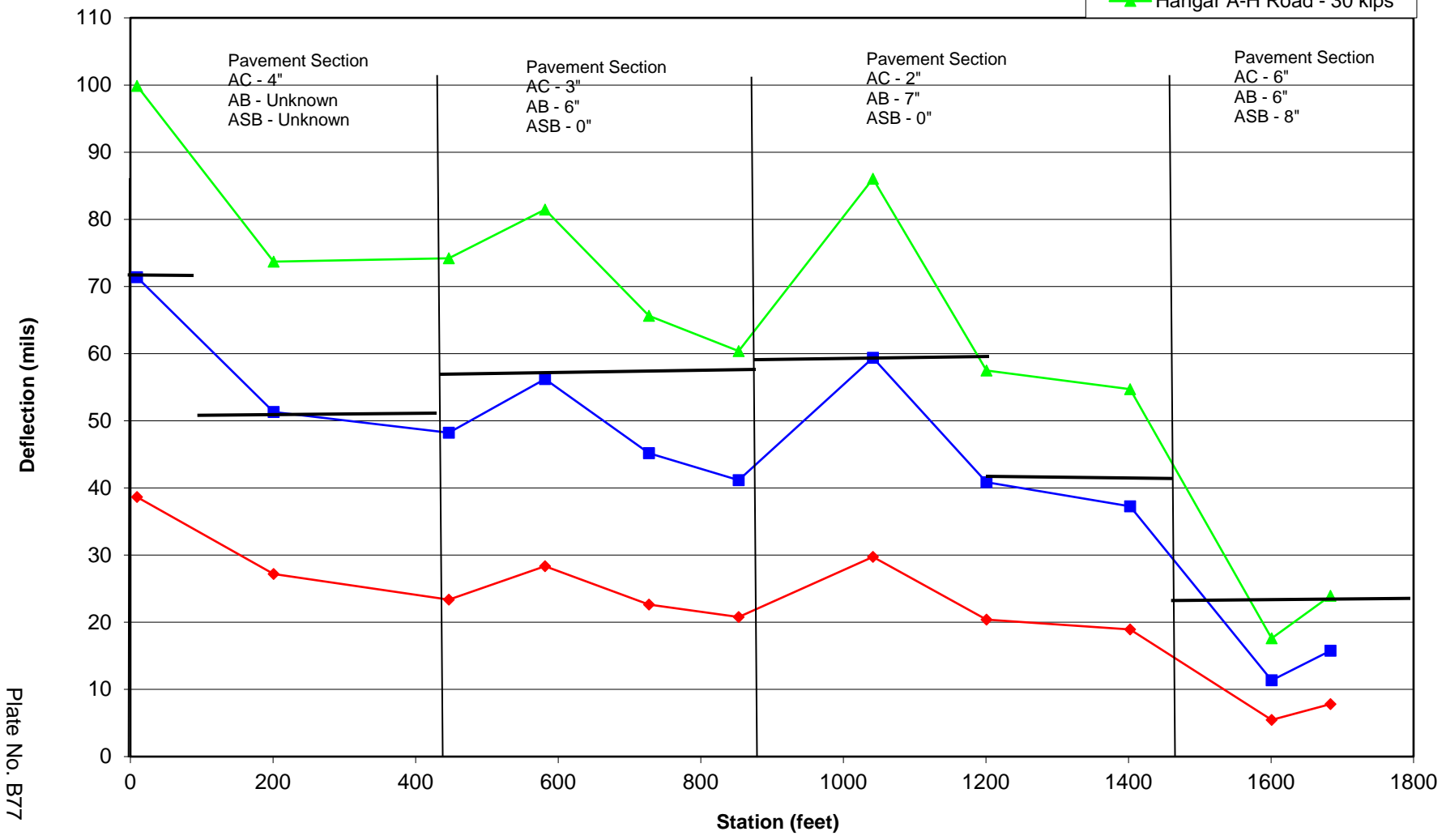


Plate No. B77

**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

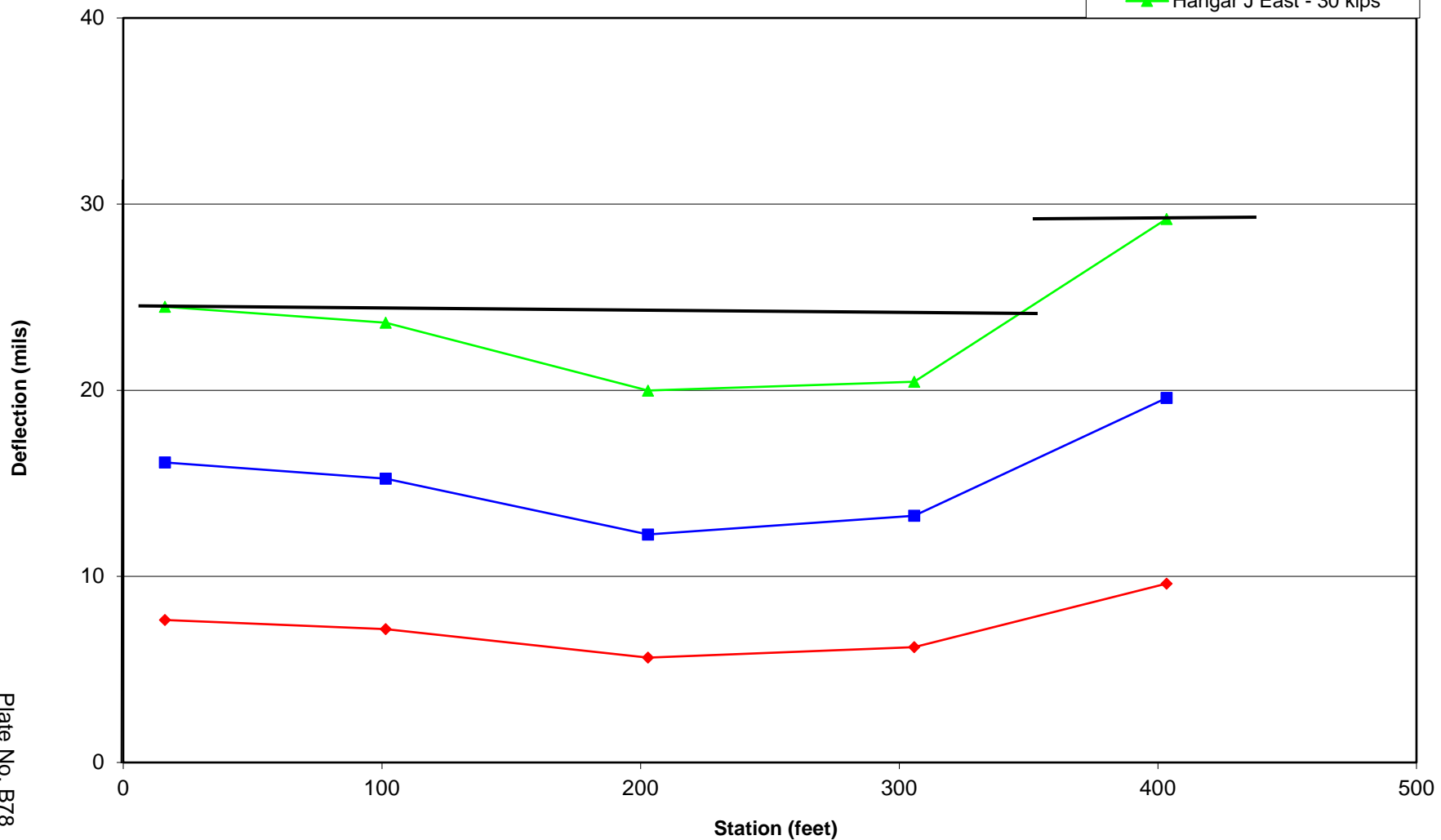


Plate No. B78

**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

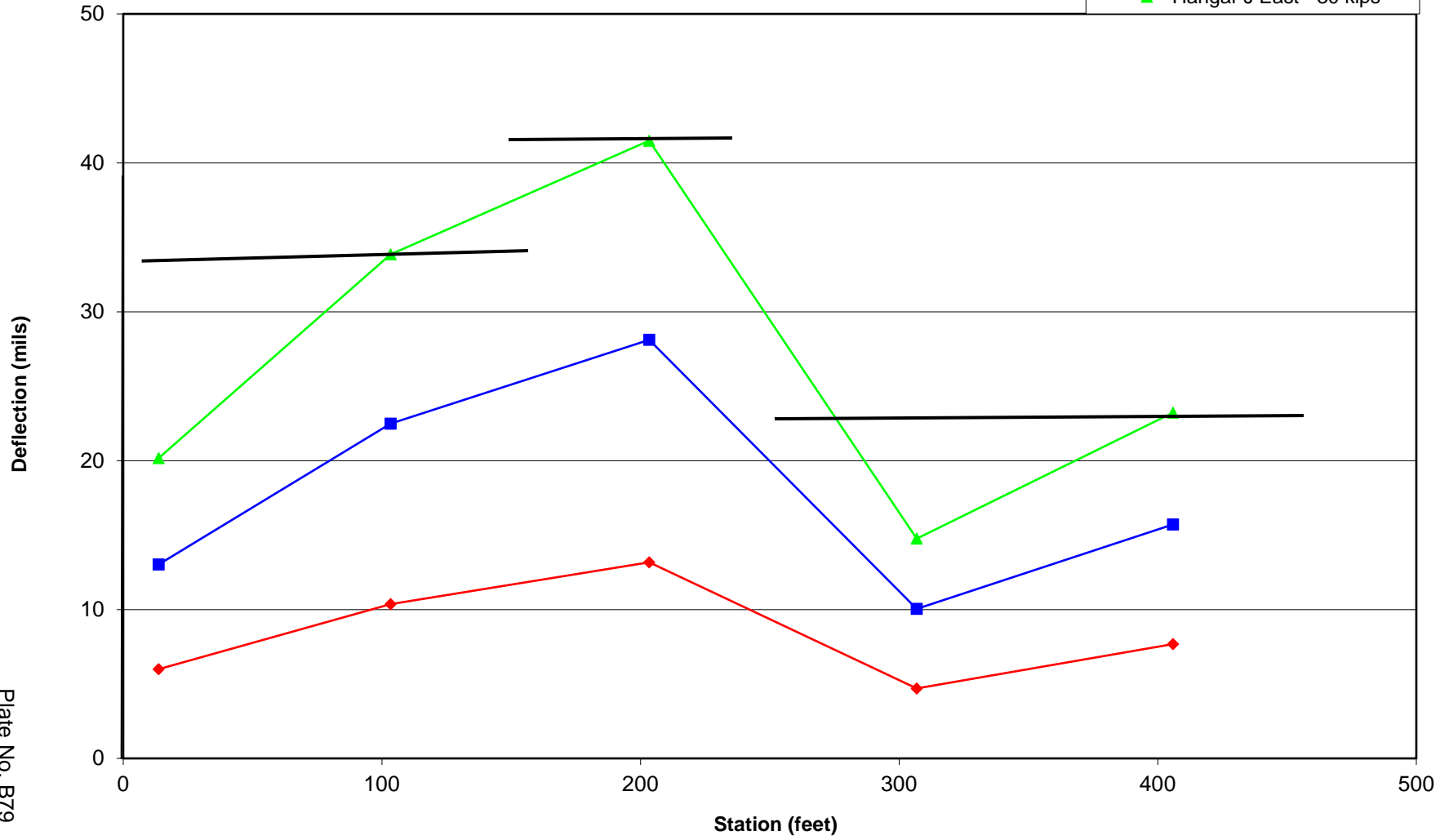
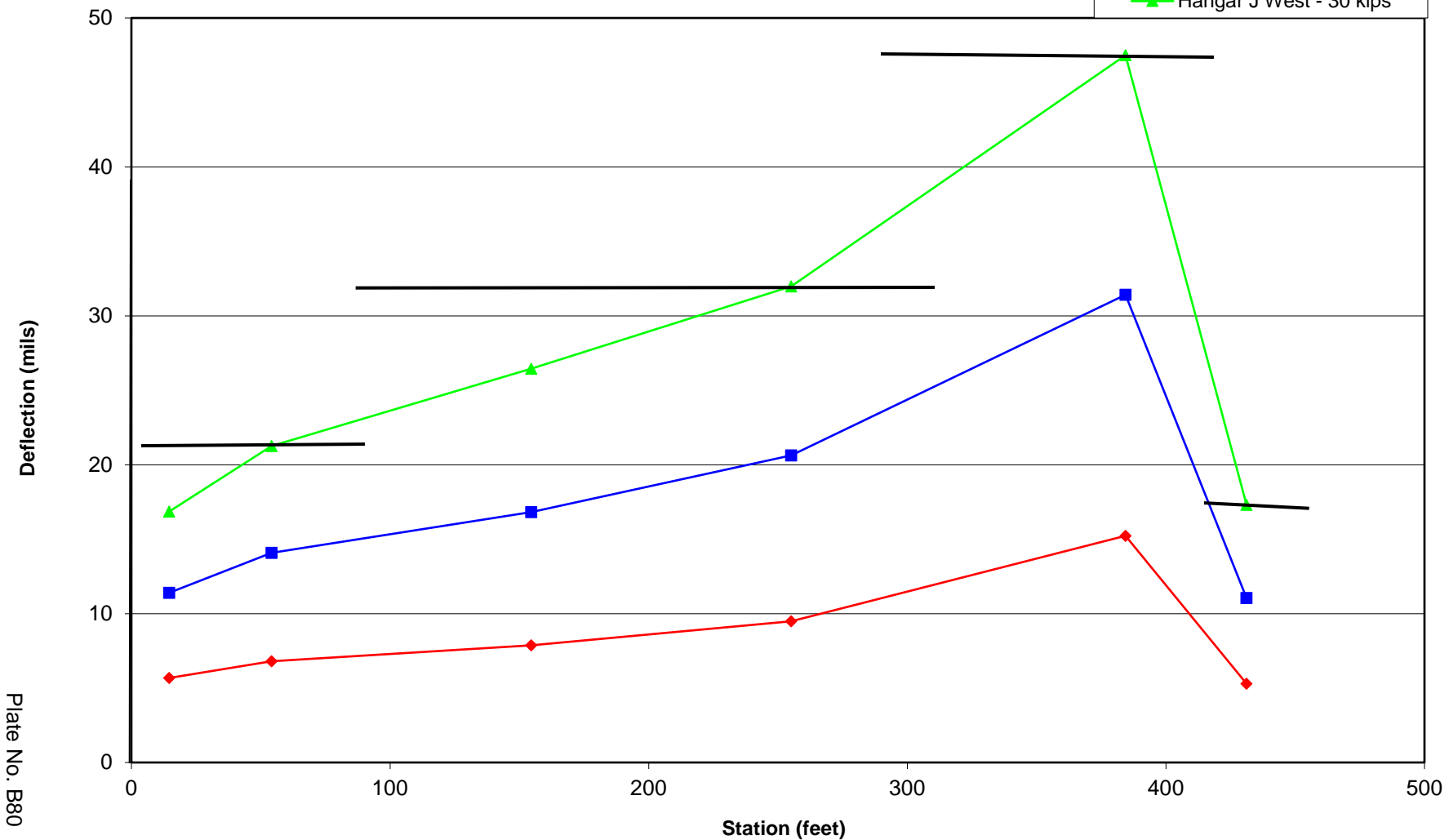


Plate No. B79

**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



**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

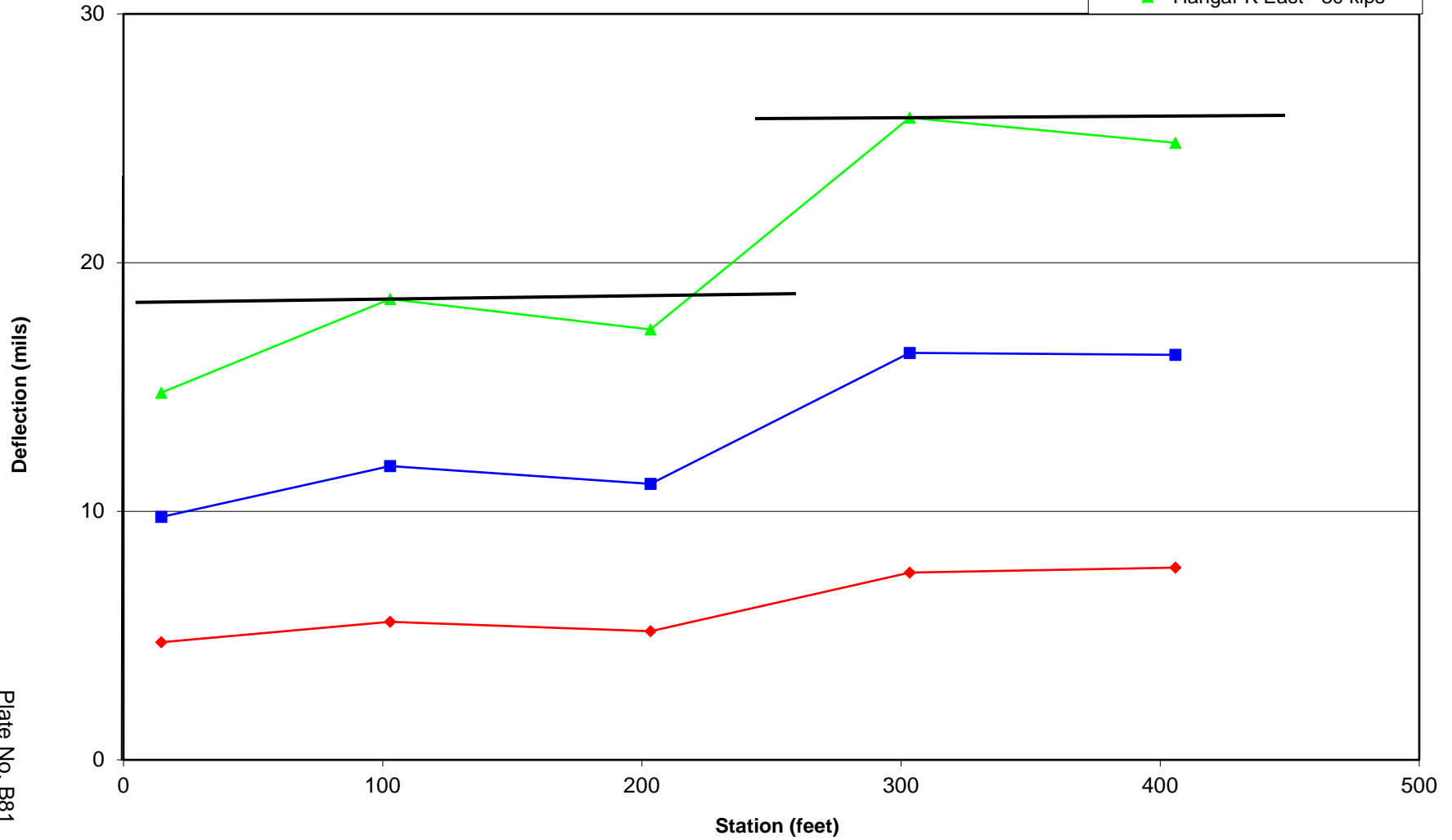


Plate No. B81

**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

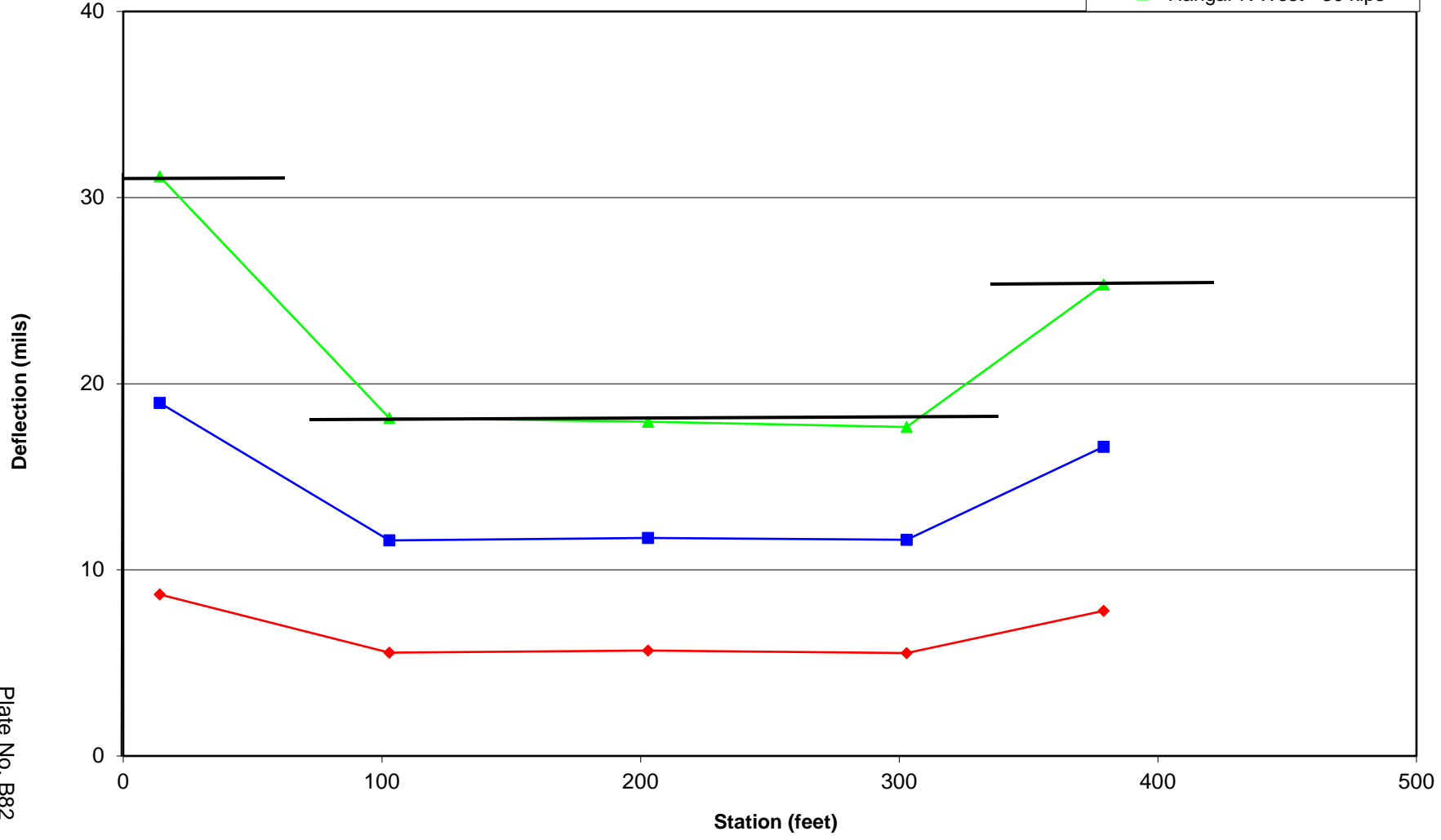
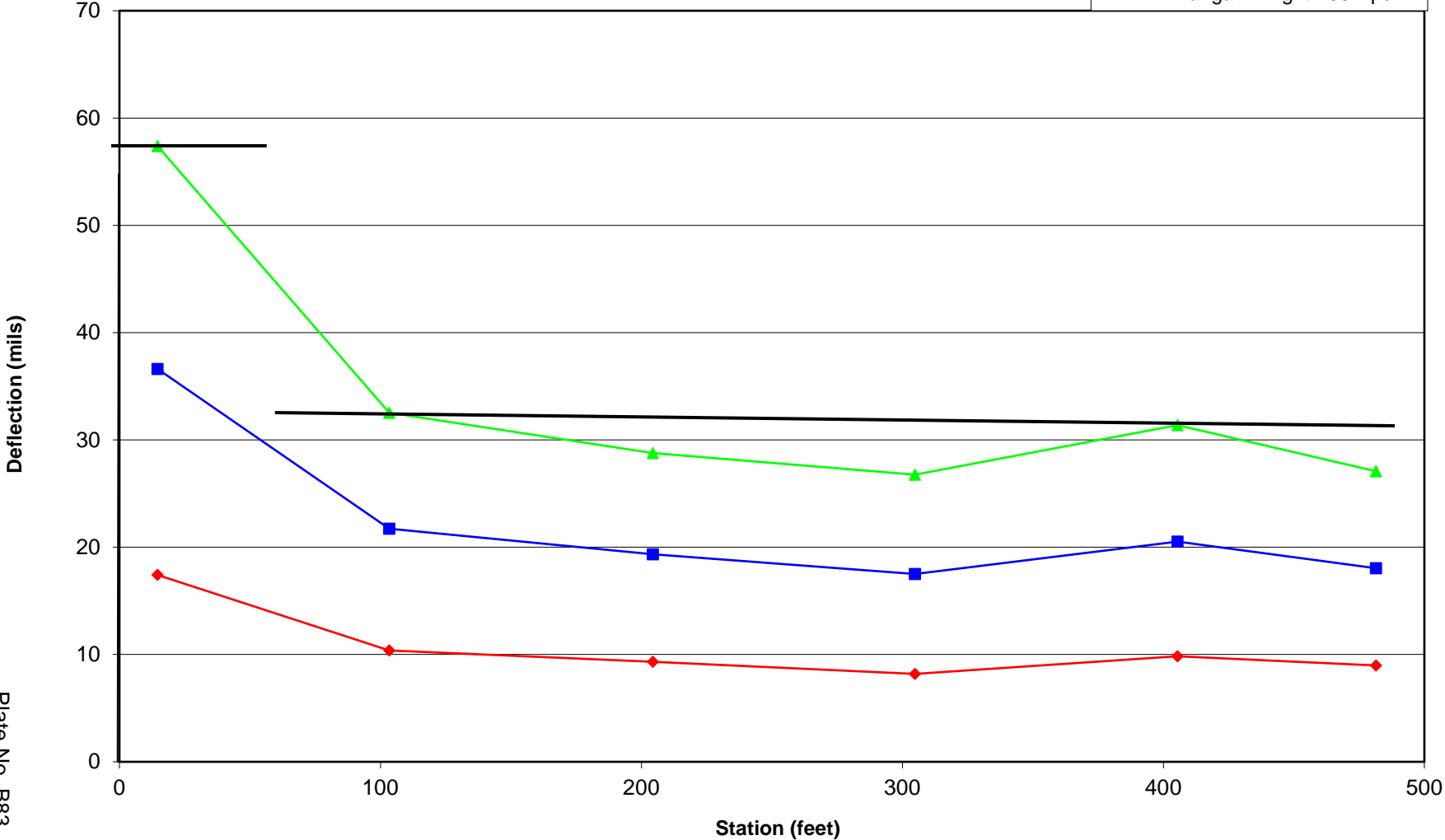


Plate No. B82

**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



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

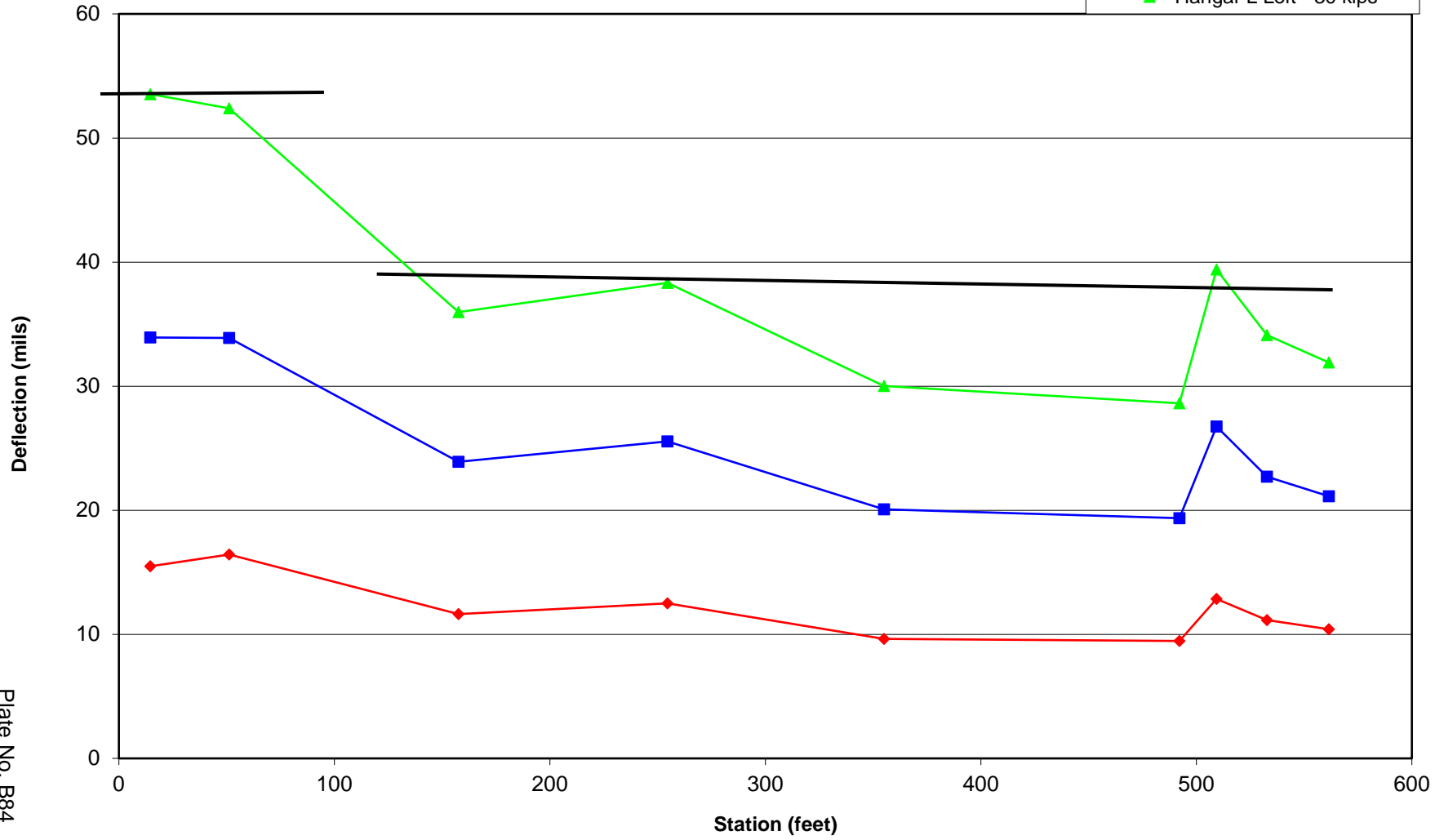


Plate No. B84

**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

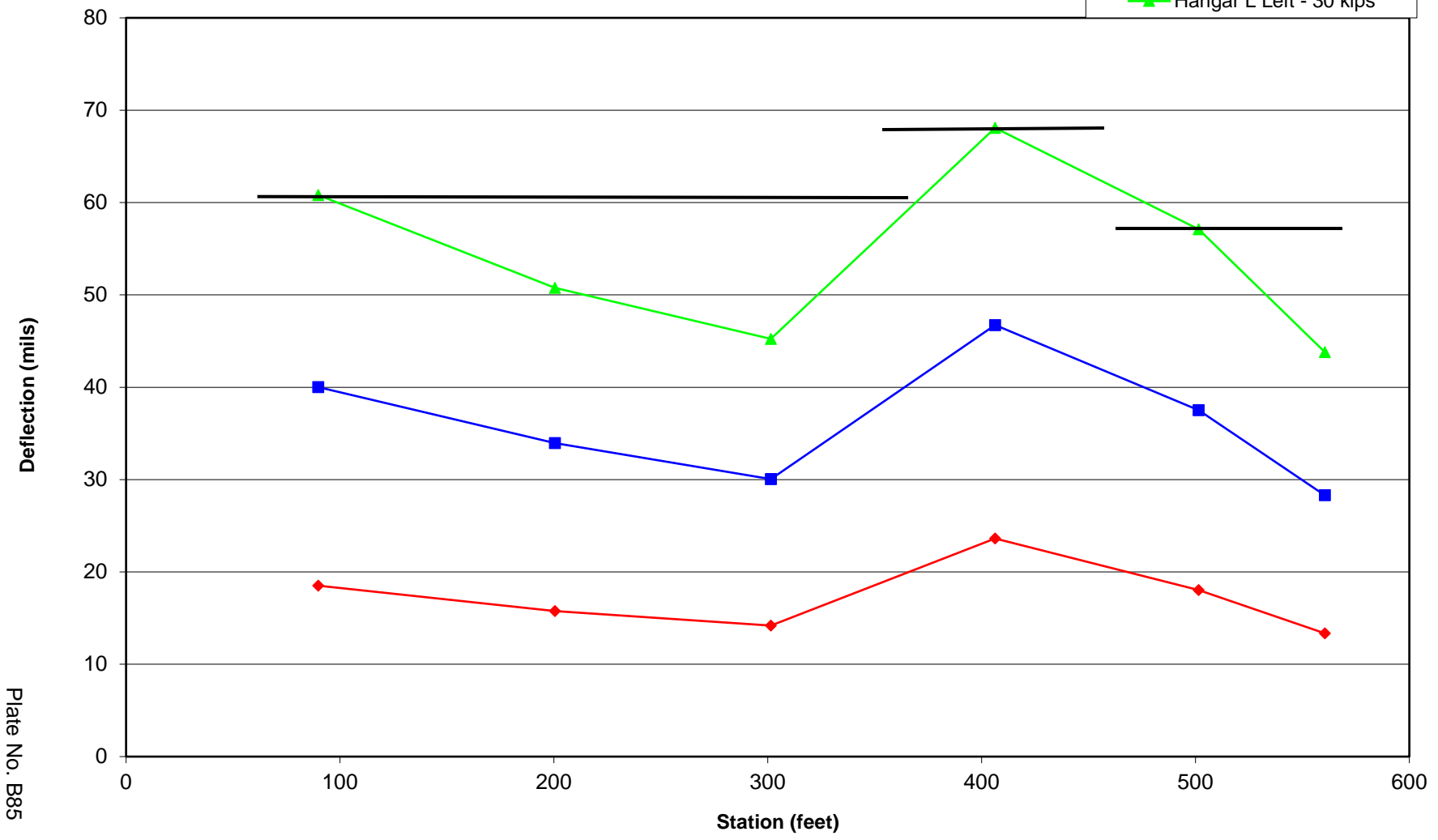


Plate No. B85

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

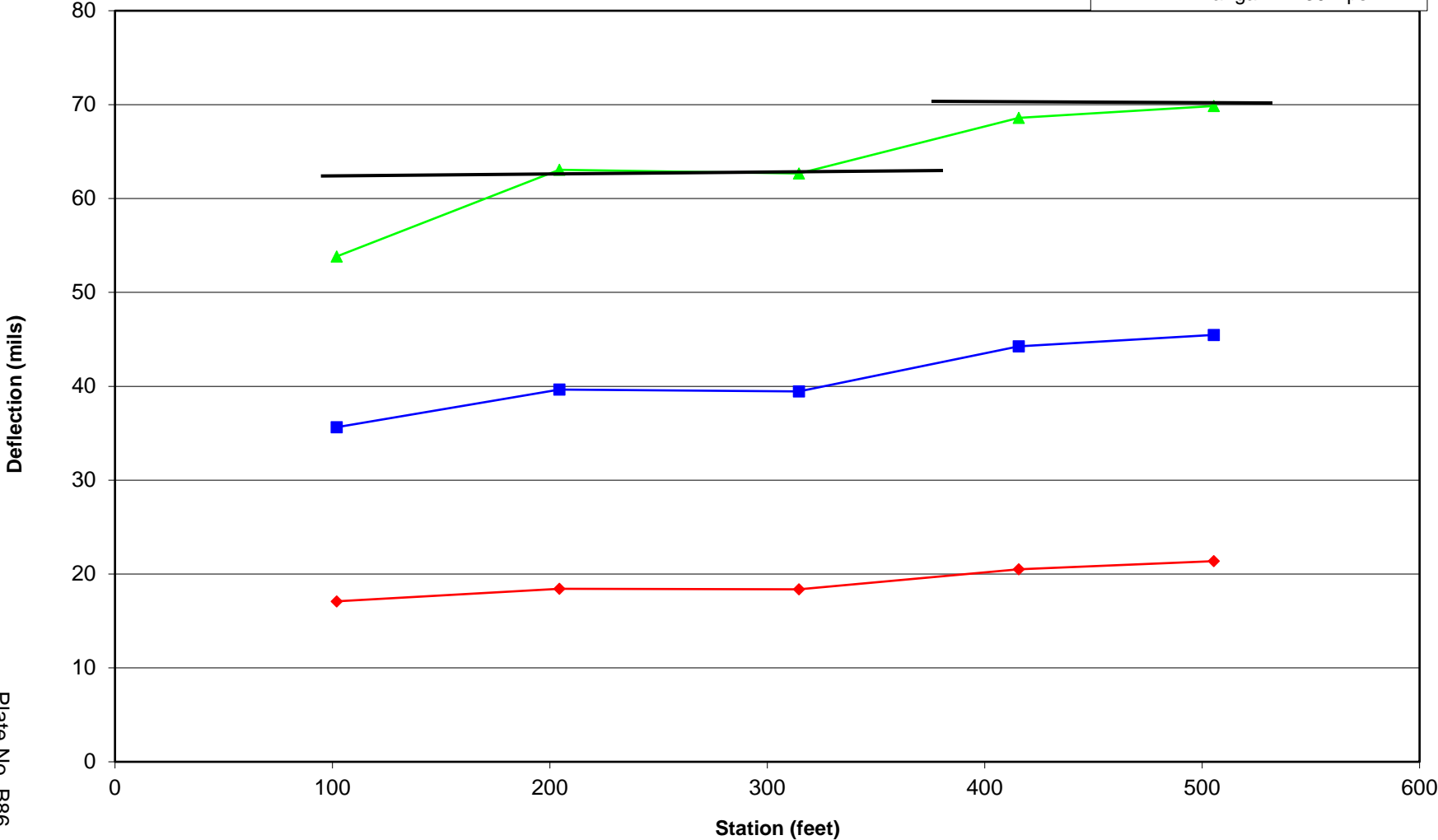


Plate No. B86

**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

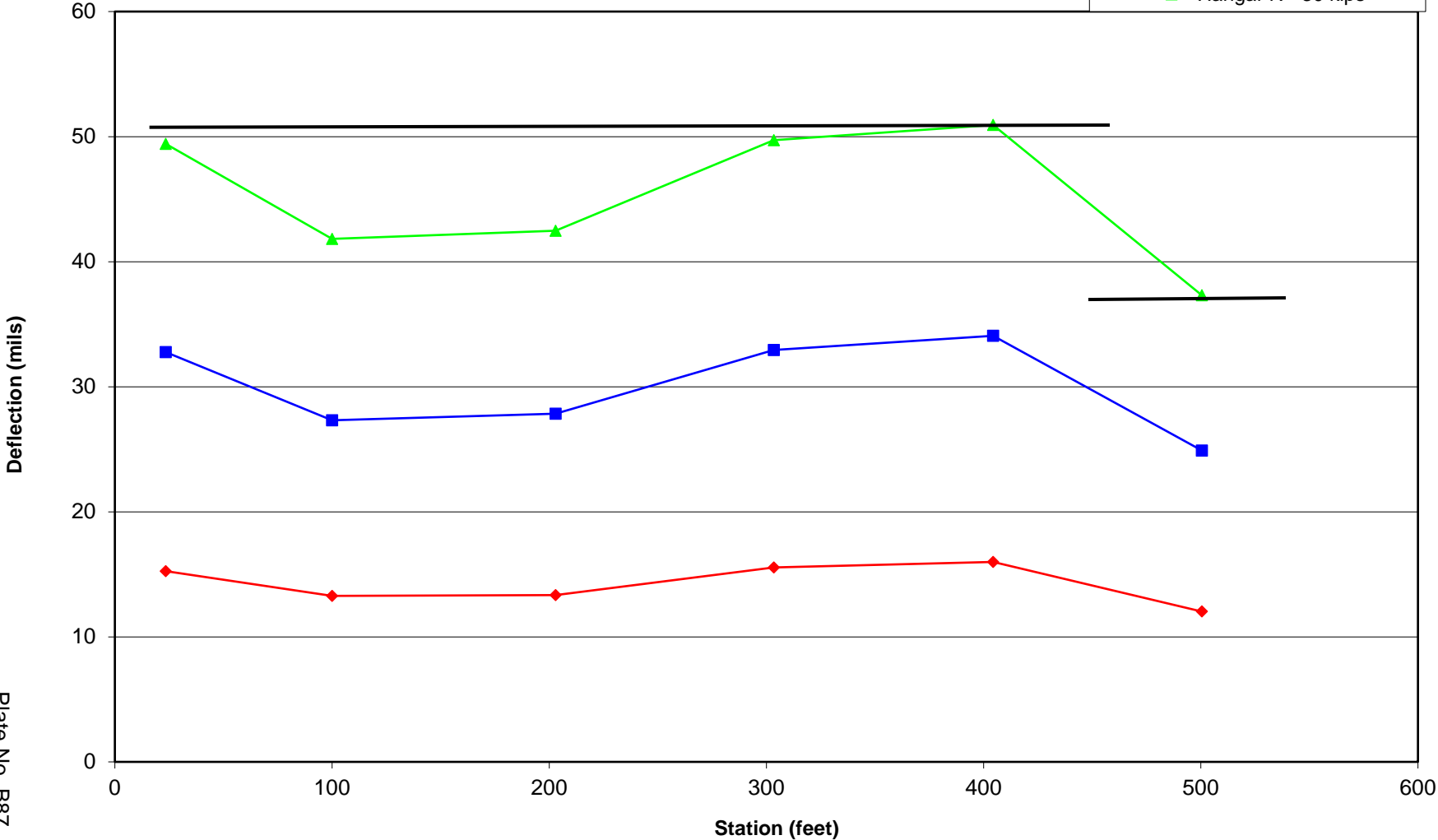


Plate No. B87

**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

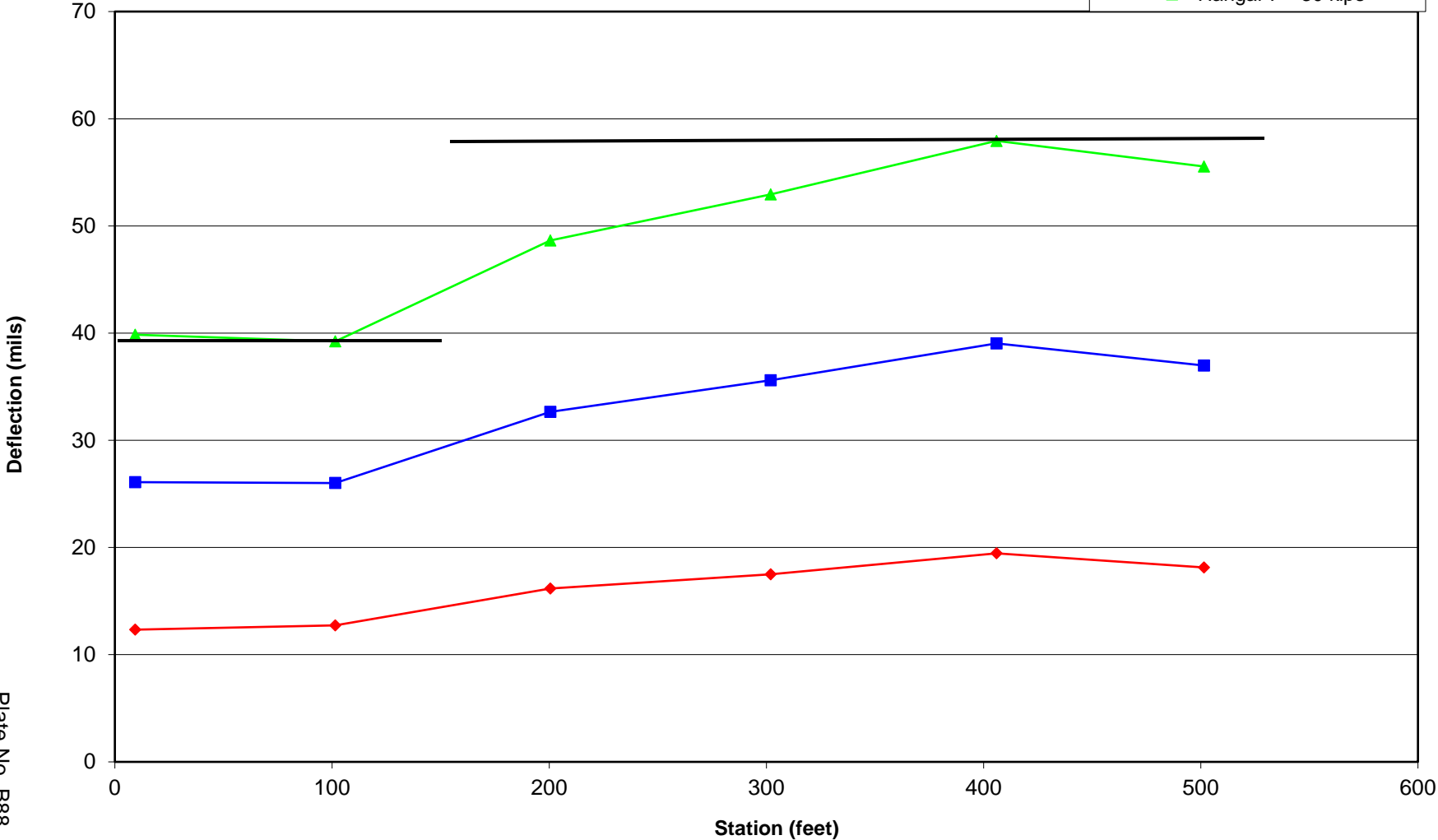


Plate No. B88

**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

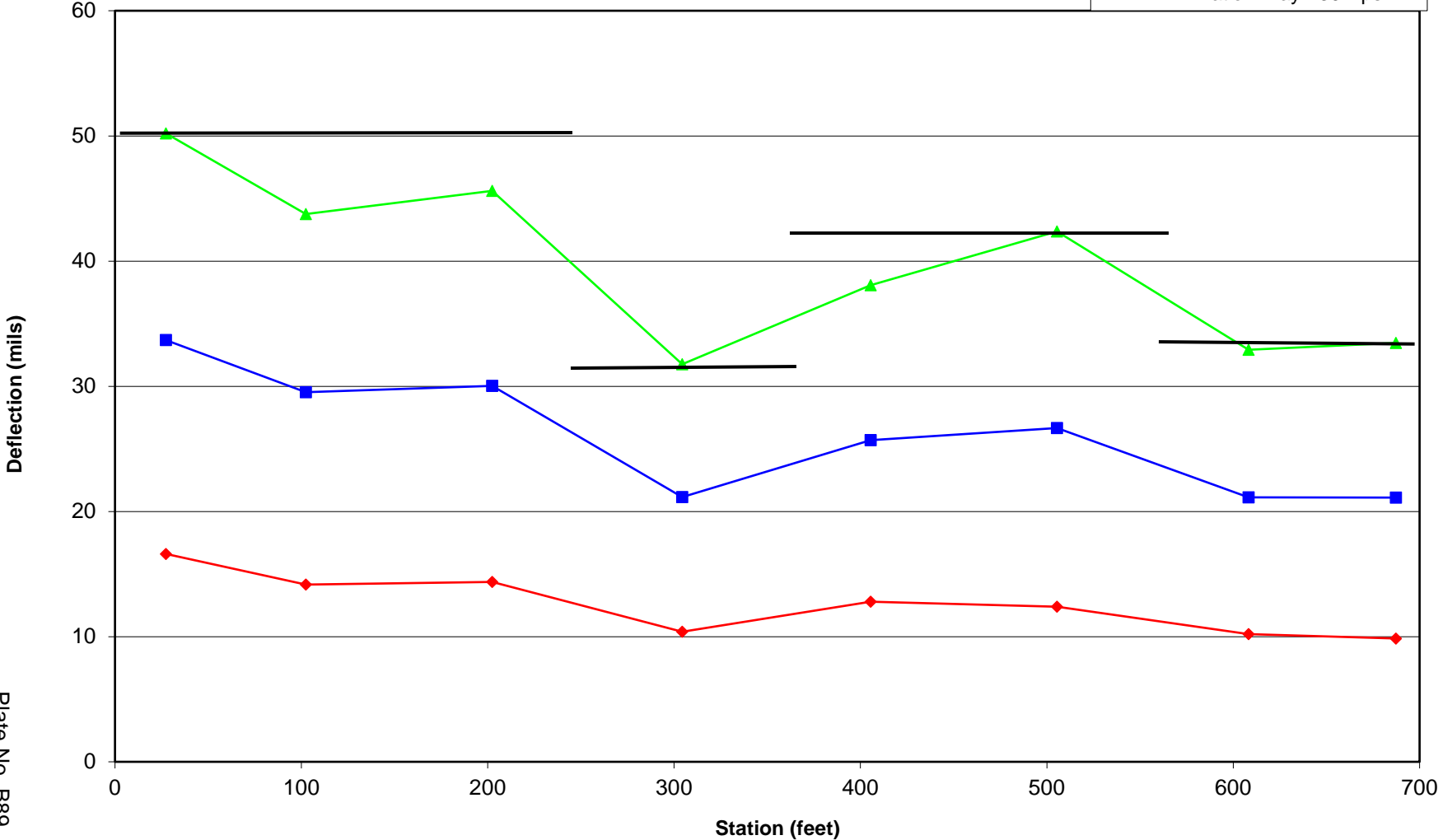


Plate No. B89

**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

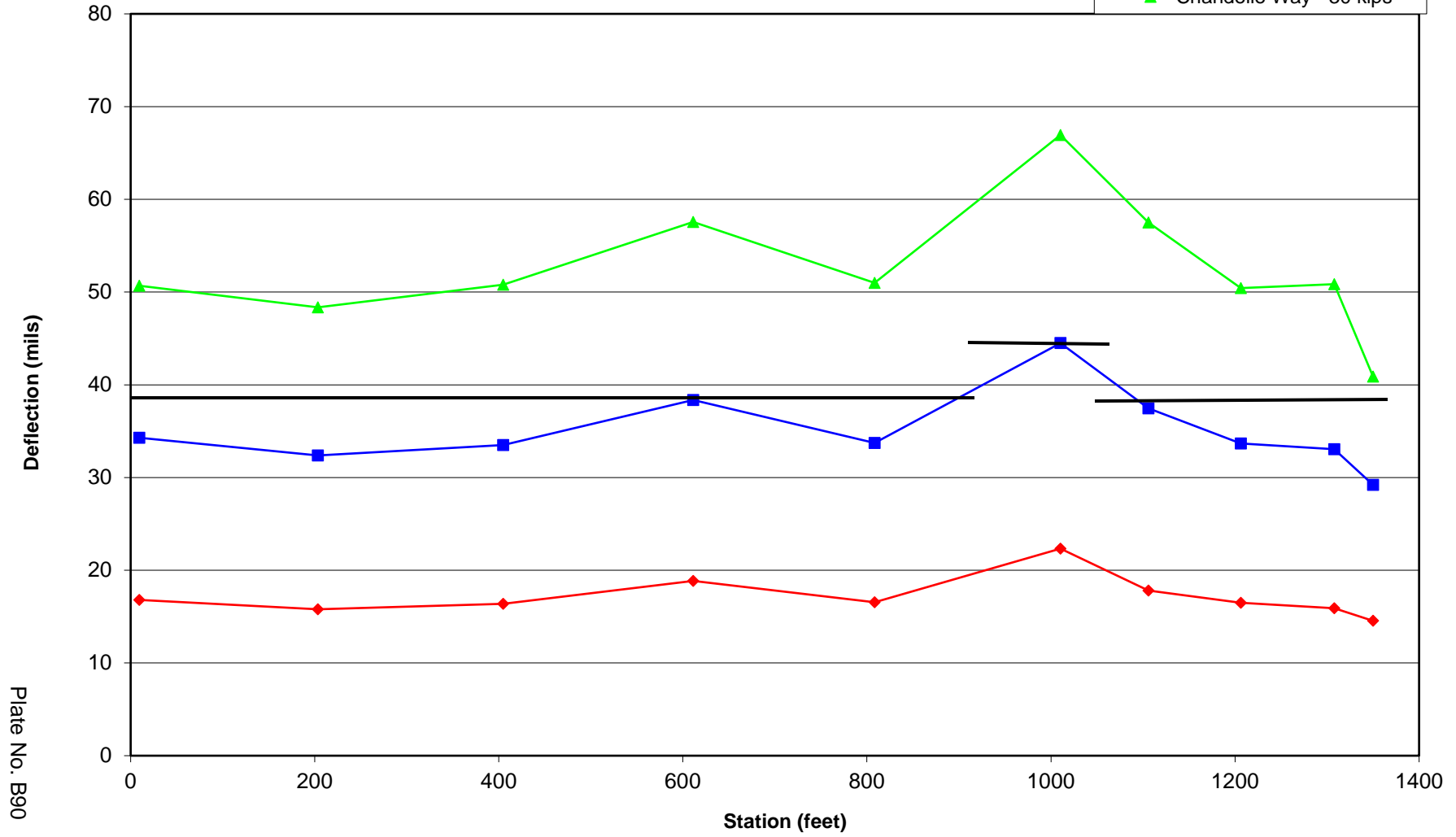


Plate No. B90

**Truckee Tahoe Airport - FWD Deflection Data
Maintenance
(Station 0+00 at Centerline Chandelle Way)**

- Maintenance - 10 kips
- Maintenance - 20 kips
- Maintenance - 30 kips

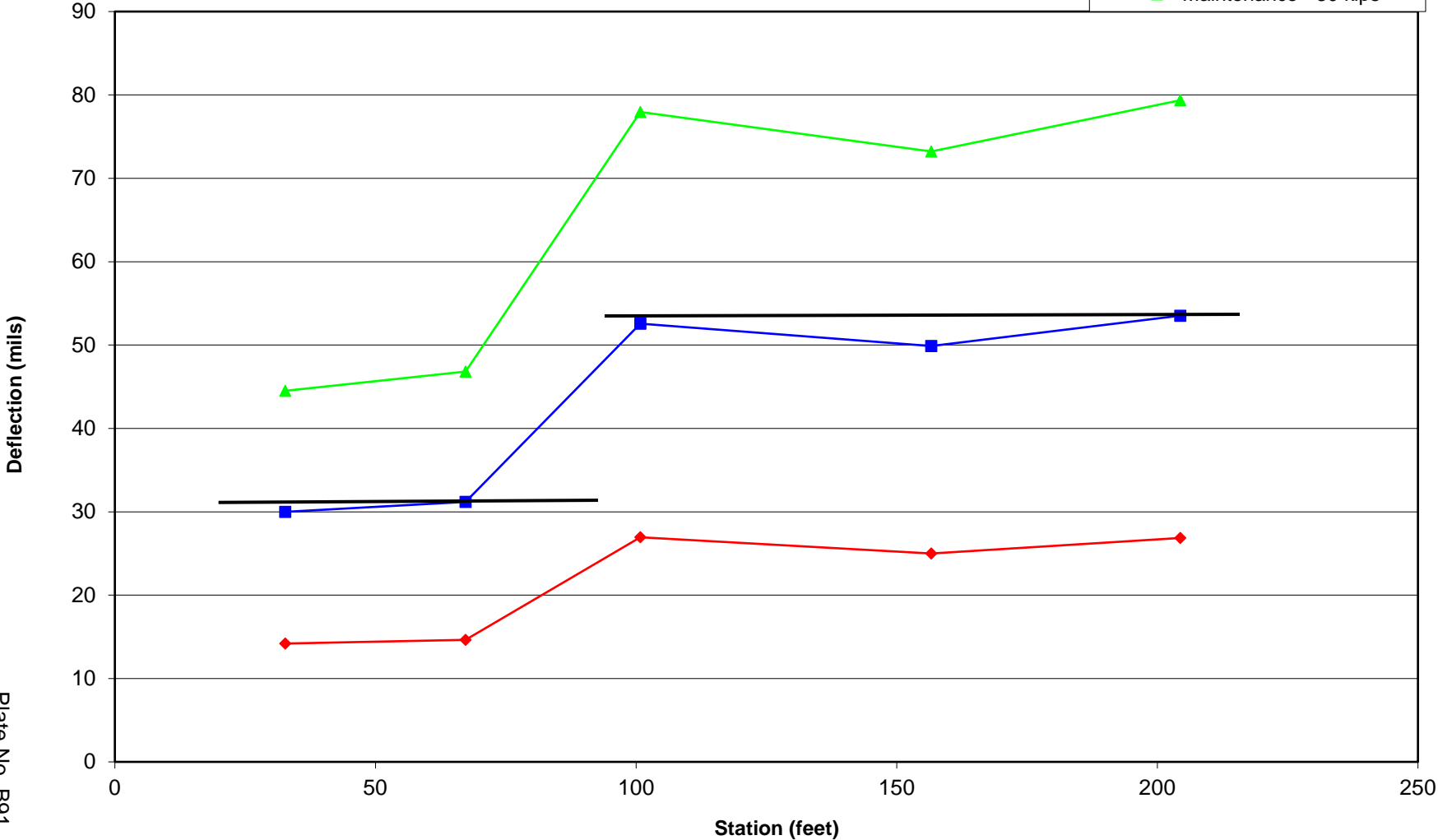


Plate No. B91

**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

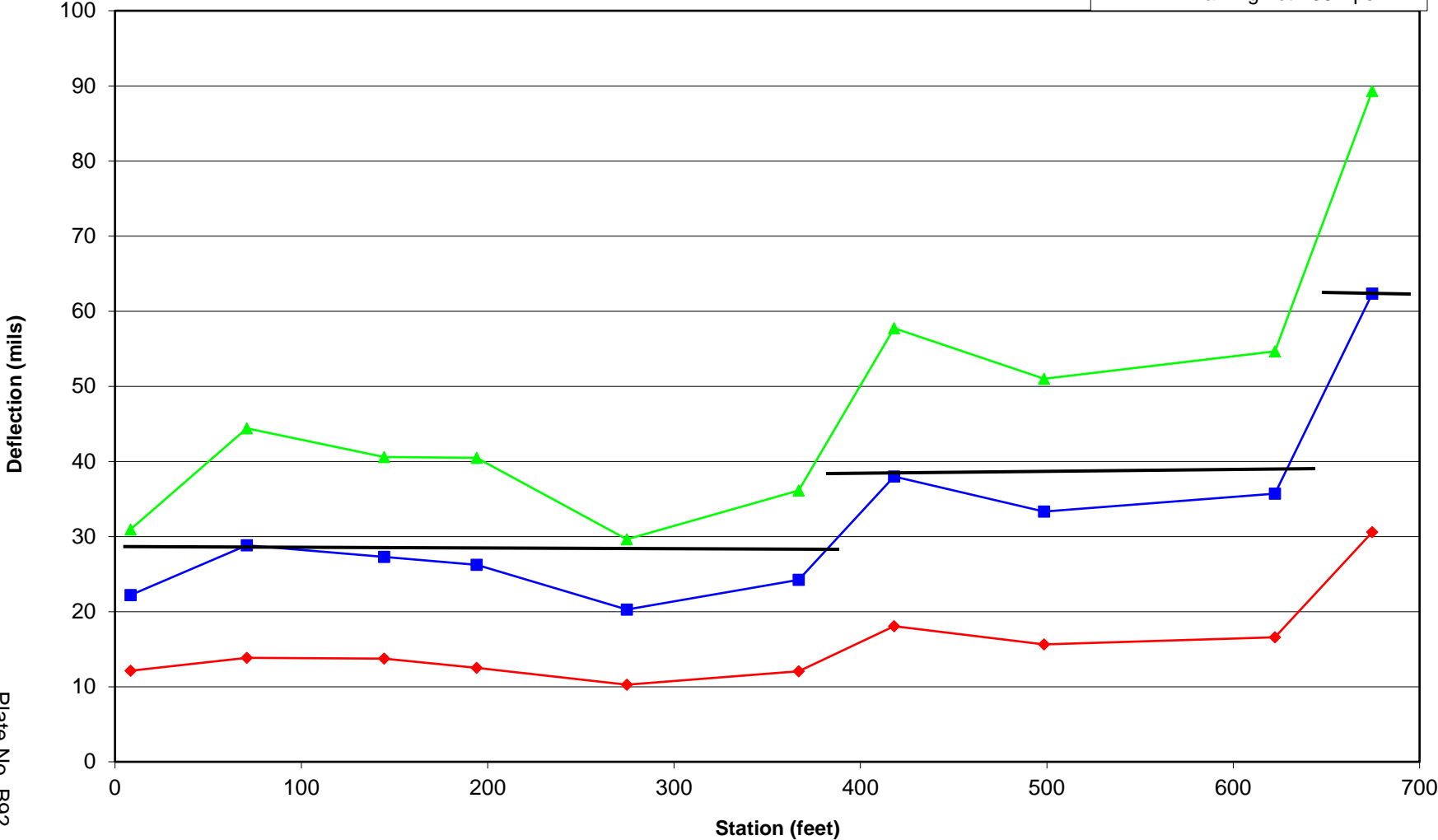


Plate No. B92

**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

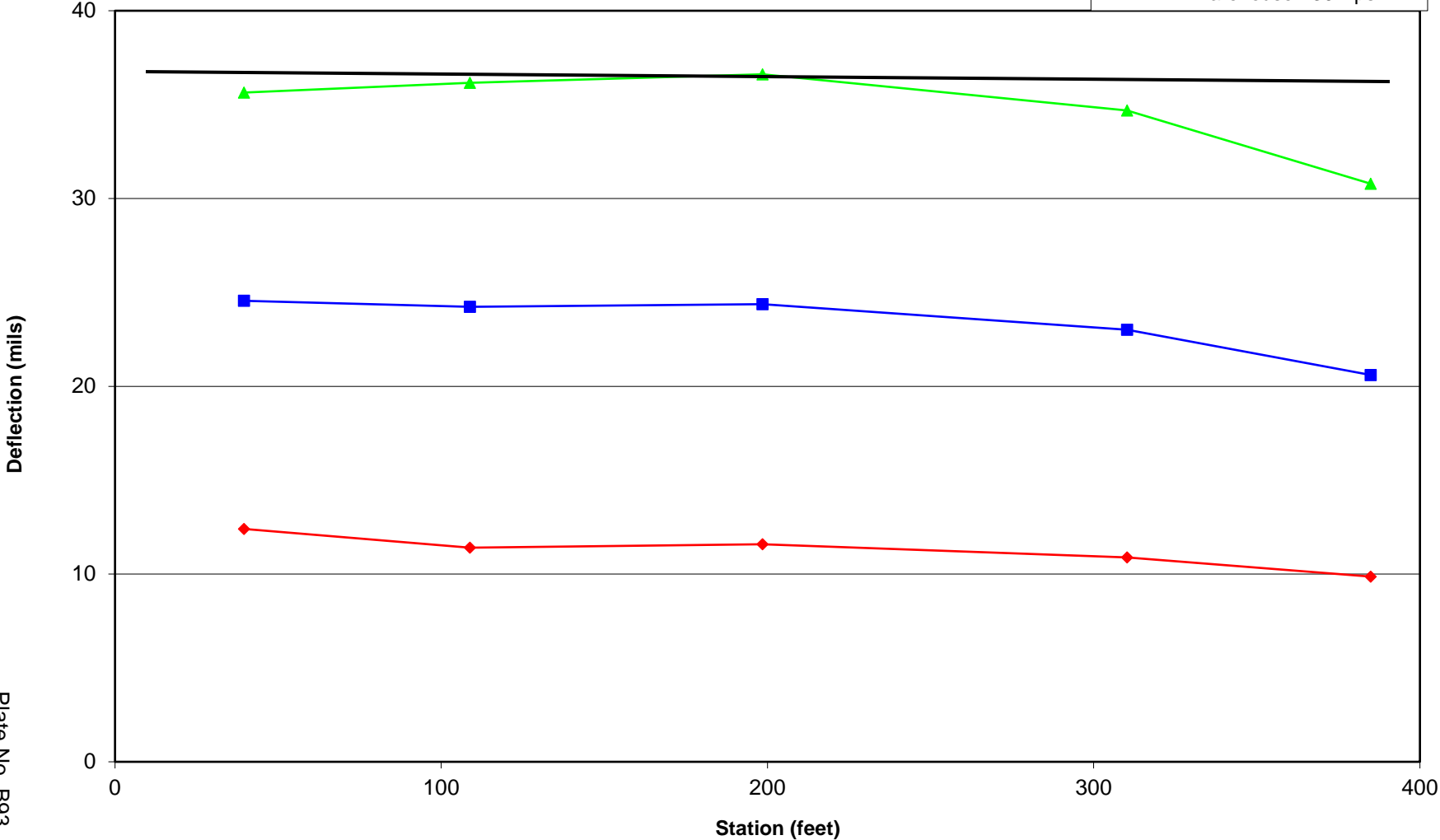


Plate No. B93

**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

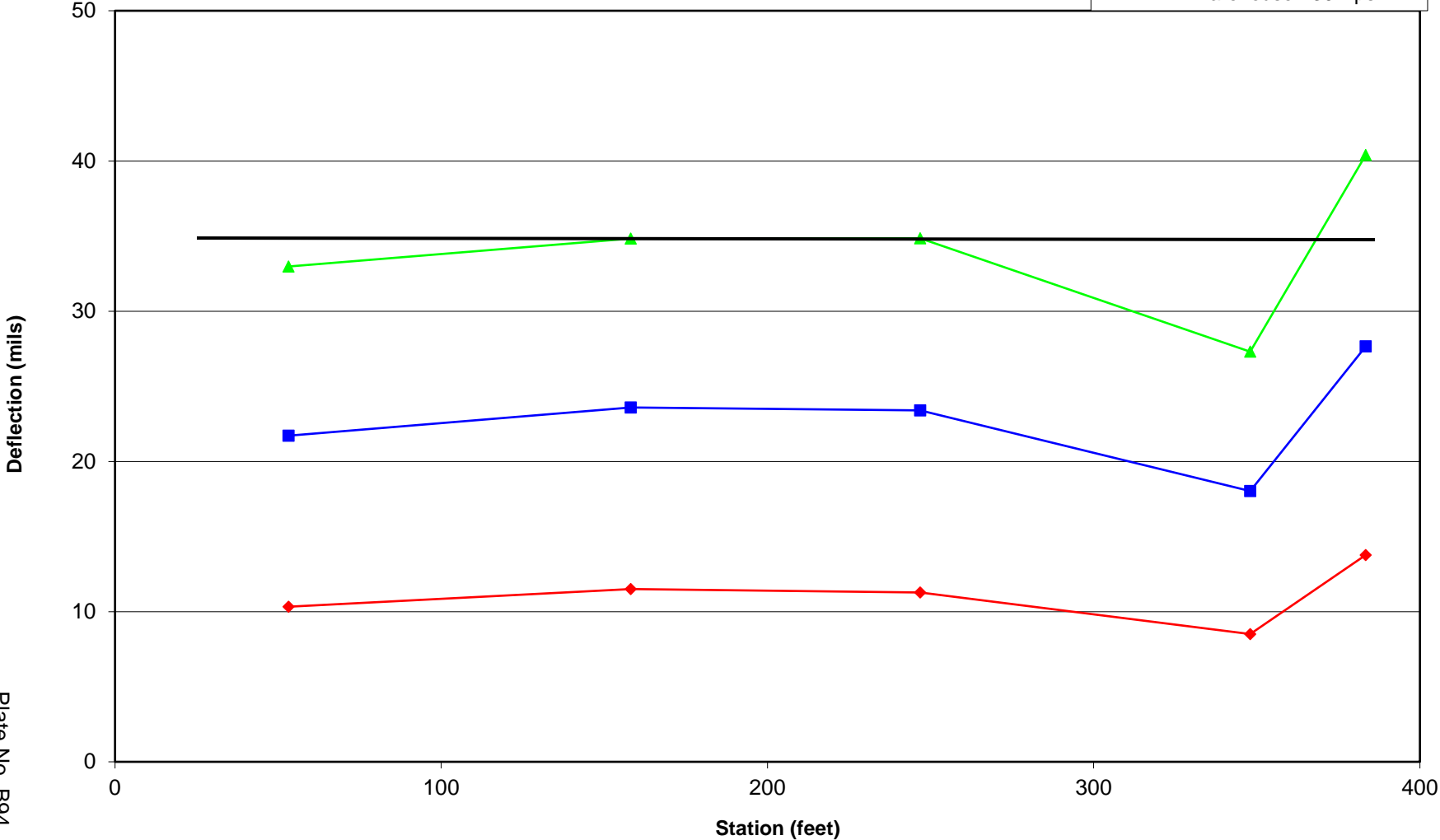


Plate No. B94

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

**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

Alligator Cracking
Bleeding
Block Cracking
Corrugation
Depression
Jet Blast Erosion
Joint Reflection Cracking (from PCC)
Longitudinal and Transverse Cracking
Oil Spillage
Patching and Utility Cut Patching
Polished Aggregate
Raveling and Weathering
Rutting
Shoving
Slippage Cracking
Swell

Distresses in Jointed Concrete Pavements

Blowup
Corner Break
Cracks (Longitudinal, Transverse, Diagonal)
Durability Cracking
Joint Seal Damage
Patching, small
Patching, Large & Utility Cuts
Popouts
Pumping
Scaling, Map Cracking, Crazeing
Settlement or Faulting
Shattered Slab / Intersecting Cracks
Shrinkage Cracks
Spalling (Longitudinal and Transverse)
Spalling (Corner)

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.

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

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

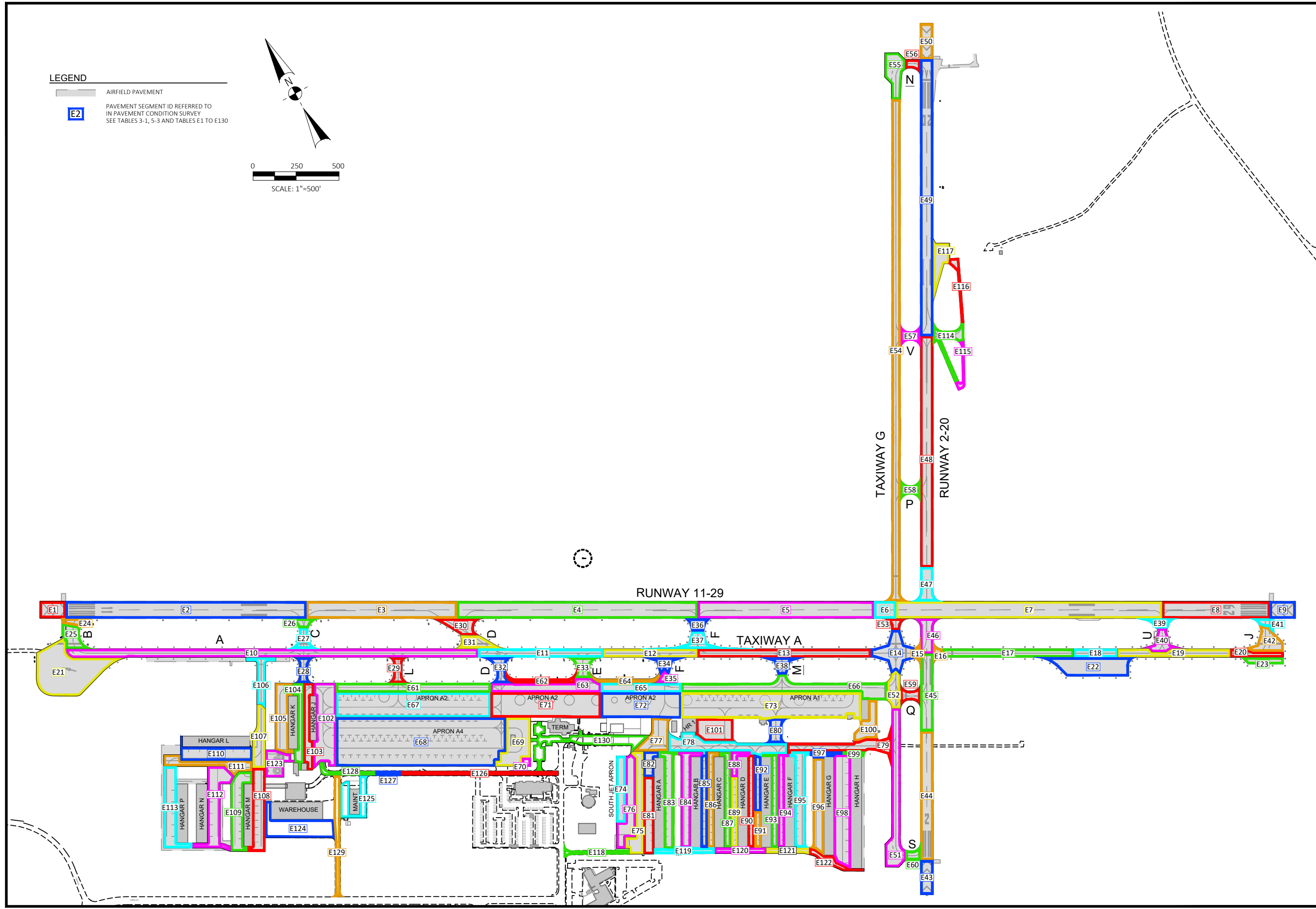
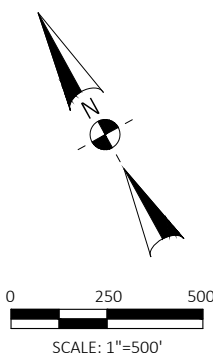
Plate No. C1	Pavement Segment Identification
Plate No. C2	Stationing Control Plan – FWD Tests
Plate No. C3	Surface Distress – Pavement Condition Index (PCI) - 2020

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.

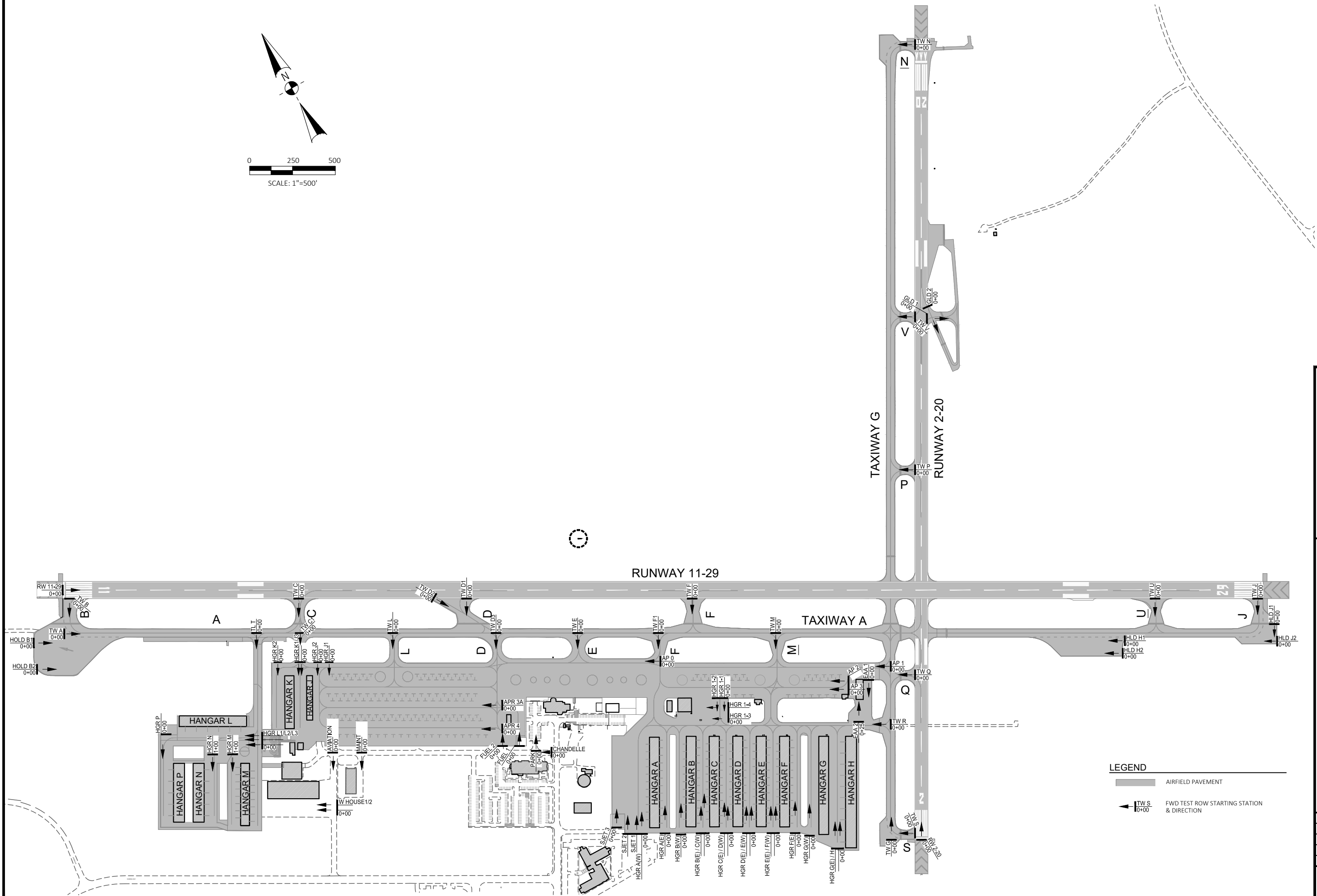
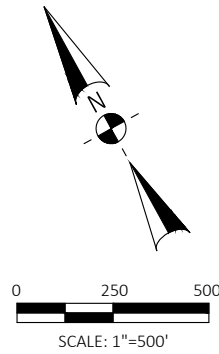
LEGEND

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



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



LEGEND

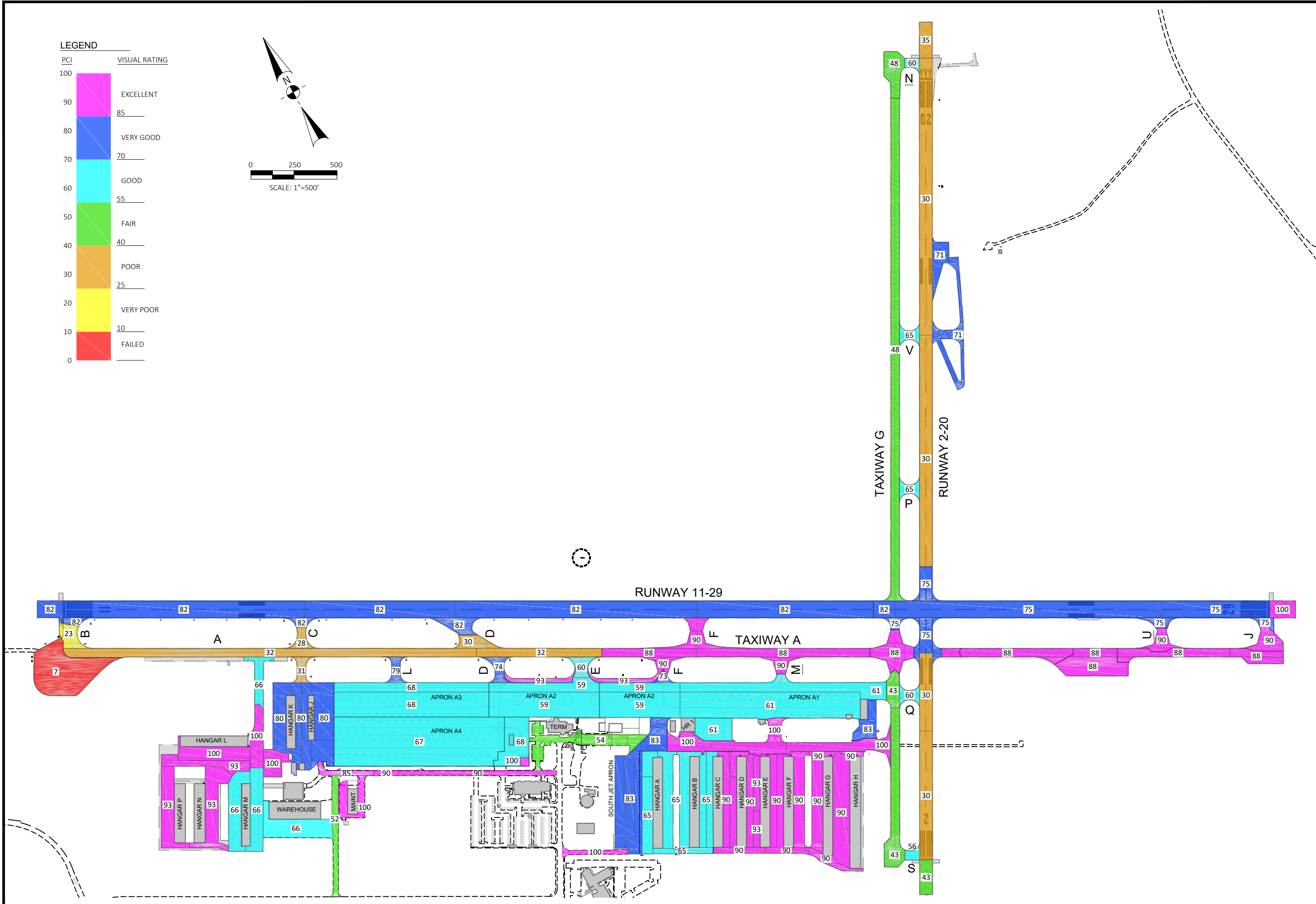
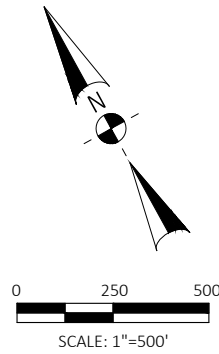
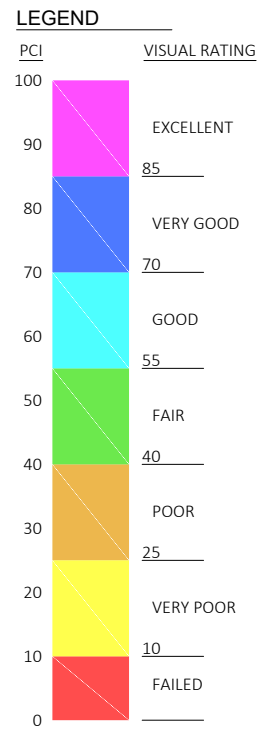
- AIRFIELD PAVEMENT
- TW S 0+000 FWD TEST ROW STARTING STATION & DIRECTION



6125 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



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

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

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
<i>Pavement was reconstructed in 2020 after PCI survey. PCI = 100 after construction.</i>								
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

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

**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 weighing more than 72,000 lbs.

Table No. D1 lists the 2021 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.

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

**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 jet traffic uses Runway 11-29 and 10 percent uses Runway 2-20. Of the 90 percent of jet traffic 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 of jet traffic 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.

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

**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 taxiway 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.

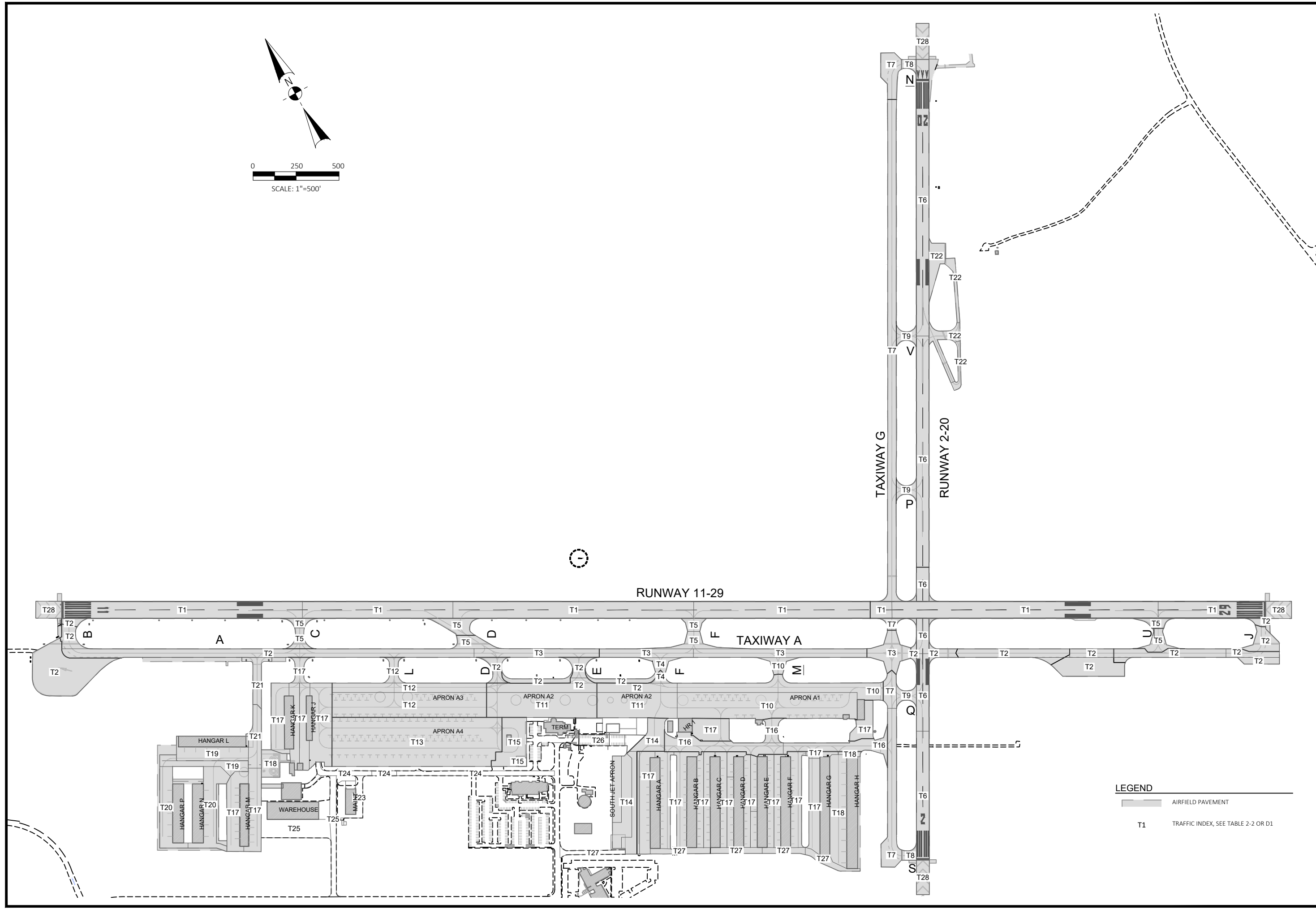
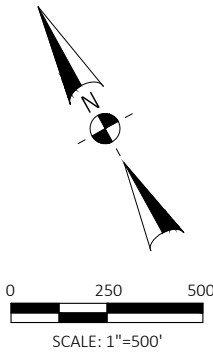
A table of contents of this appendix is shown below:

Plates:


Plate No. D1 Traffic Distribution – Traffic Index

Tables

Table No. D1 Traffic Index Summary



LEGEND

	AIRFIELD PAVEMENT
T1	TRAFFIC INDEX, SEE TABLE 2-2 OR D1



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

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 2021)																
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2021 Annual Operations	Annual Growth Rate	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11	T12	T13	T14	
1	Piston	5,500	Single	20,000	1%	15,000	7,500	18,000	3,750	3,750	6,000	3,000	3,000	1,500	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	840	6%	764	382	840	191	153	76	38	38	19	84	504	84	-	168	
4	Jet	18,000	Single	880	6%	801	400	880	200	160	79	40	40	20	88	528	88	-	176	
5	Jet	20,000	Dual	1,200	6%	1,092	546	1,200	273	218	108	54	54	27	120	720	120	-	240	
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	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 2021)																
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2021 Annual Operations	Annual Growth Rate	T15	T16	T17	T18	T19	T20	T21	T22	T23	T24	T25	T26	T27	T28	
1	Piston	5,500	Single	20,000	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	840	6%	-	320	-	20	50	50	100	-	-	-	-	-	-	-	-
4	Jet	18,000	Single	880	6%	-	360	-	20	20	20	20	-	-	-	-	-	-	-	-
5	Jet	20,000	Dual	1,200	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	80	200
13	Snow Blowers	50,000	Single	-	0%	20	120	-	-	5	-	5	-	240	20	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.

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

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

Plate No. E1
Plate No. E2

Pavement Segment Identification
Stationing Control Plan – FWD Tests

**TRUCKEE TAHOE AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE/MANAGEMENT PLAN**

Appendix E

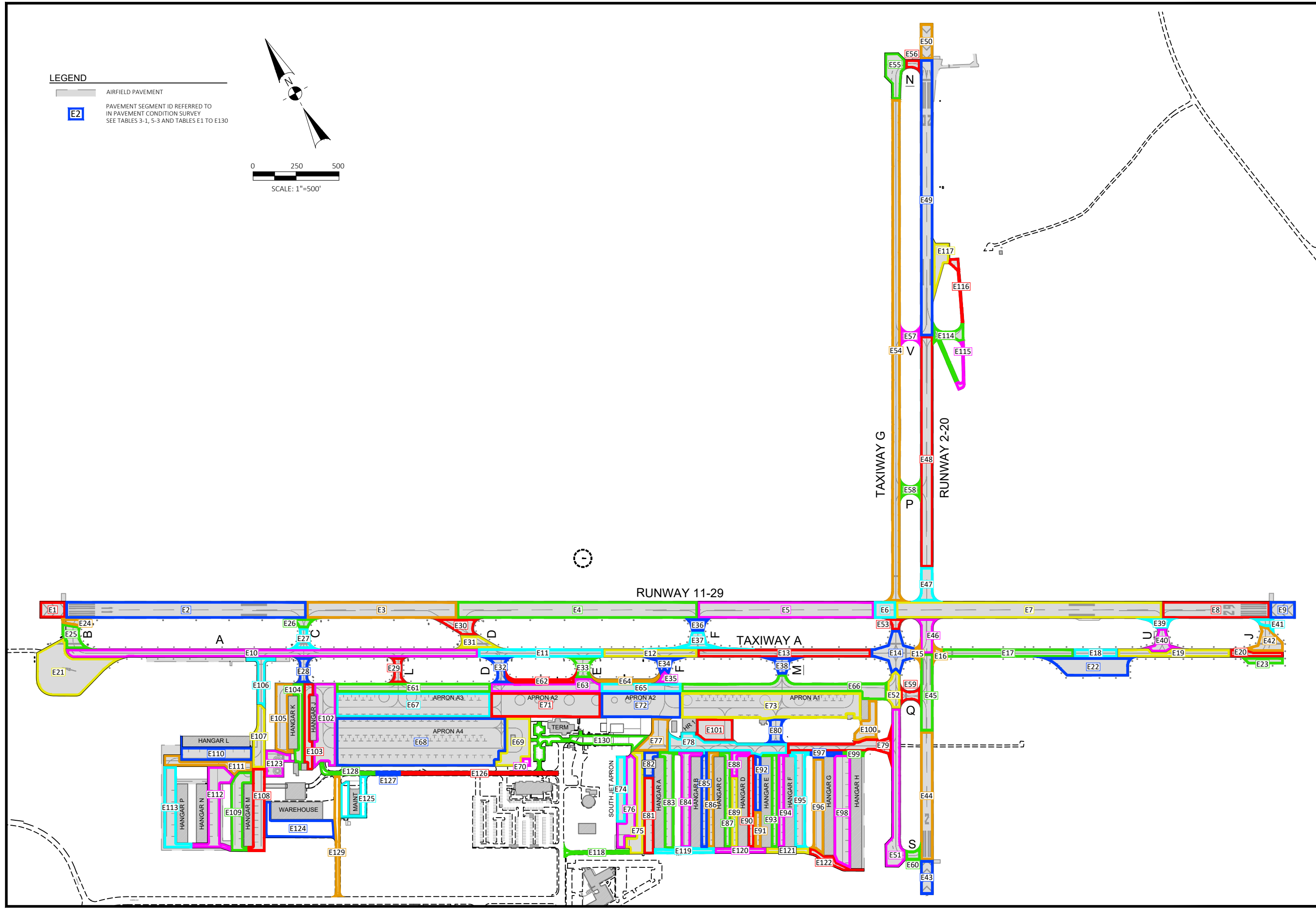
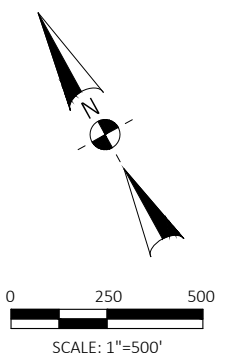
Pavement Data and Rehabilitation Schedule

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

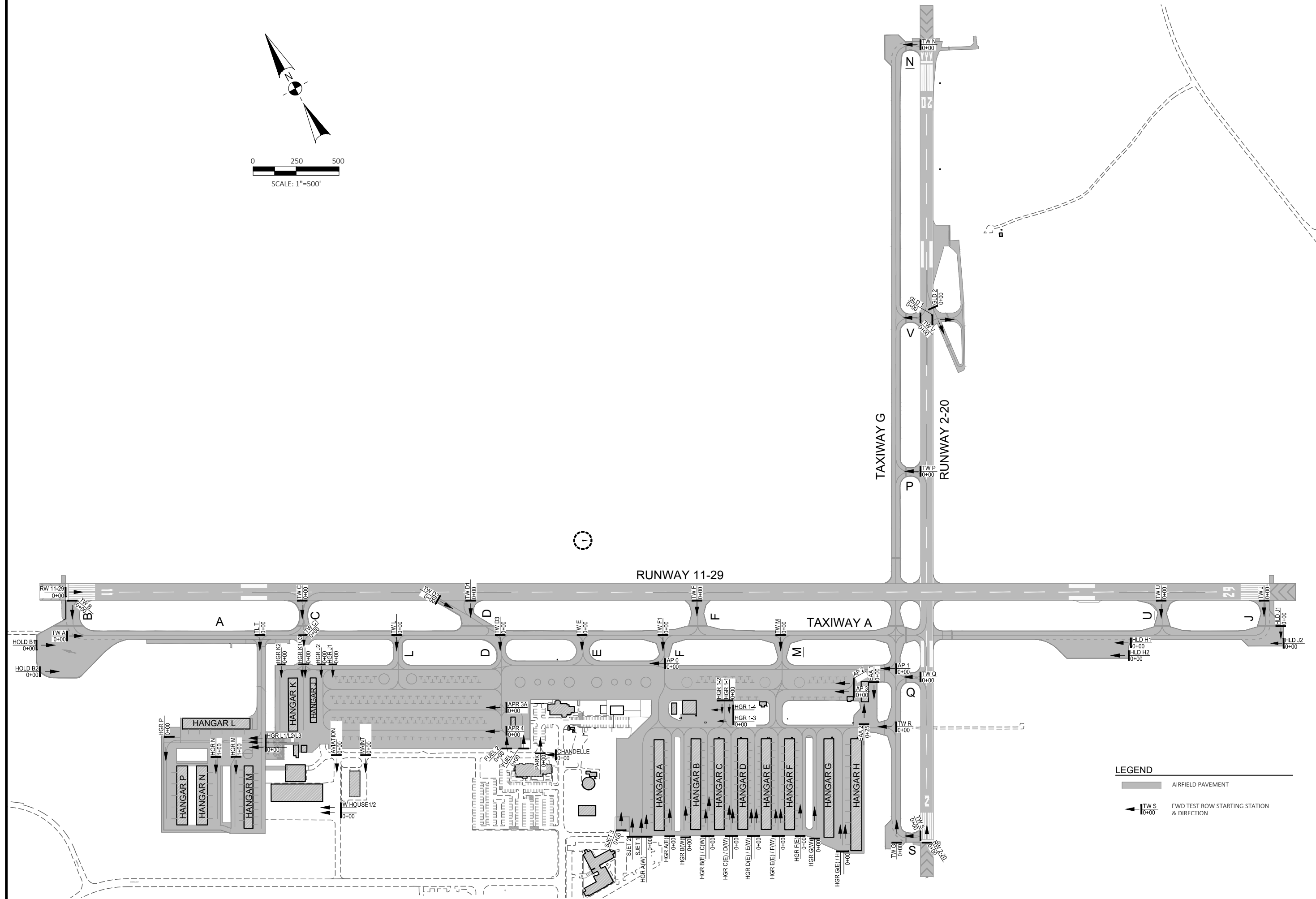
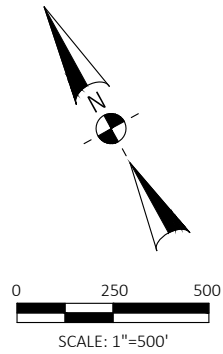
LEGEND

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



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



LEGEND

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



**BRANDLEY
ENGINEERING**

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

TRUCKEE TAHOE AIRPORT

2020 PAVEMENT MANAGEMENT PLAN

STATIONING CONTROL PLAN - TRAFFIC INDEX

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 cracking 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, It-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 severity) 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.