

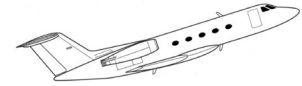


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**COLUMBIA**  
METROPOLITAN **AIRPORT**

PAVEMENT MANAGEMENT PLAN  
FINAL REPORT

December 2022



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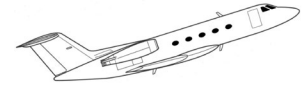
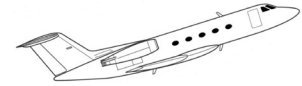


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## I. Pavement Conditions Survey

### Overview

This report summarizes the pavement condition index (PCI) surveys performed on airfield pavements at Columbia Metropolitan Airport (CAE) in February 2022. Distress Data from the inspections was compiled in ArcGIS Pro, then entered the FAA PAVEAIR database to calculate the PCI values. These inspections were performed in accordance with the Pavement Condition Index (PCI) Methodology, as documented in the following publications:

- The U.S. Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements
- The U.S. Federal Aviation Administration (FAA) Advisory Circular (A/C) 150/5380-7B, Airport Pavement Management Program (PMP)
- The American Society for Testing and Material (ASTM) Standard D5340, Standard Test Method for Airport Pavement Condition Index Surveys

The purpose of this report is to serve as an update to the 2016 South Carolina Aeronautics Commission (SCAC) Statewide Airfield Pavement Management System Update for Columbia Metropolitan Airport (CAE)— referenced in this report as 2016 APMS.

### Pavement Inventory & Network Definition Updates

For an accurate and reliable pavement management program, it is necessary to collect information related to the existing pavement's structure, condition, and boundaries. The information is then used to define the pavement network and is incorporated into pavement analysis software to determine rehabilitation needs.

The 2016 APMS was referenced for the network definition of all pavements constructed prior to 2016. For projects completed since 2016, W.K. Dickson coordinated with Airport personnel to further update the pavement inventory and rehabilitation history. To provide an accurate update, the new network definitions were kept as close to the original as possible, with the exceptions of the portions of the airfield pavement that were reconstructed since 2016 as listed in **Table I.1**. The Network Definition Map can be found in **Appendix A** and a work history report is summarized in **Appendix B**.





**Table I.1: Construction Events Since 2016**

Year	Construction Event	Pavement Sections
2016	New PCC Construction	TWC-15
		TWC2-10
2017/2018	New PCC Construction	TWA-20
2018/2019	AC Rehabilitation	APRFBO-90
2018/2019	New PCC Construction	APRFBO-140

### Pavement Condition Index (PCI) Survey Methodology

The PCI procedure is an objective ranking process where a pavement is given a numerical score based on the type, severity level, and quantity of each distress present. The PCI ranges from 0 (failure) to 100 (no visible signs of deterioration). To evaluate the PCI for a given sample unit, each distress type observed is assigned a deduct value based on its frequency of occurrence (distress density) within that sample area and its severity. To arrive at the PCI for the corresponding sample unit, all deductions are summed and subtracted from 100. The PCI for a pavement section is the average PCI value of all sample units evaluated within the section. Sampling units are defined in accordance with ASTM D5340-20 (20 ± 8 contiguous slabs for concrete pavements (PCC) and 5,000 ± 2,000 SF areas for asphalt pavement (AC)).

Generally, PCI scores more than 71 that are not exhibiting significant load-related distress would benefit from global preventative maintenance actions (such as joint sealing or surface treatments) and from localized preventative actions (such as crack sealing). PCI scores 41 – 70 may require major rehabilitation such as an overlay or partial slab repairs. Often, when a pavement has a PCI less than 41, reconstruction is the only viable alternative because of substantial damage to the pavement’s functional integrity. **Table I.2** below illustrates how the general repair type is related to the PCI score of a pavement section. The repair recommendations, however, will vary depending on customizations made for pavement use and priority.

**Table I.2: Typical Repair Types by PCI**

PCI	Classification	Repair Type
86-100	Good	Preventative Maintenance
71-85	Satisfactory	
56-70	Fair	Major Rehabilitation
41-55	Poor	
26-40	Very Poor	Reconstruction
11-25	Serious	
0-10	Failed	



The PCI may also be evaluated in terms of the percent of deducts (from a perfect score of 100) that are due to load related distresses (defined as those distresses caused by traffic loading) and those that are due to climate and other distresses. For example, consider a pavement section that has a PCI of 60 (i.e., 40 deduct points). If 20 of those deduct points are due to load, then 50 percent of the deduct points are due to load, suggesting the traffic loading is strongly affecting the performance of the pavement. The pavement’s rate of deterioration is another factor of interest in evaluating pavement performance. Pavements that are exhibiting high deterioration rates should be monitored more closely.

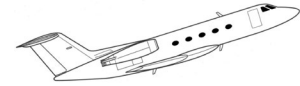
While PCI results give a general indication of the overall condition of pavement, the specific maintenance/needs of a pavement are often obscured by such an index. As such, it will be necessary to study the specific distresses that were present, determine the possible causes of such distresses, and relate results to general categories of treatment.

### **Distress Types**

ASTM D5340-20 identifies 16 possible distress types for AC-surfaced pavements, and 11 of these were identified at CAE. For PCC-surfaced pavements, there are 15 possible distress types, and 11 of these were identified. The three categories for distress types are load related distresses (such as alligator cracking and rutting on AC pavements and linear cracking on PCC pavements), climate-related distresses (such as block cracking and weathering on AC pavements and durability cracking on PCC pavements), and other distresses (which include man-made distresses such as patches and utility cuts). Load-related distresses are defined as being caused by aircraft or vehicular traffic and may provide an indication of structural deficiency. Climate-related distresses often signify the presence of aged and/or environmentally susceptible material and include durability-related issues. A summary of all distress types observed, and their related causes may be found in **Table I.3**. Distresses described in ASTM D5340-20 not observed on the CAE airfield have been excluded from this list.

**Table I.3: AC and PCC Pavement Distress Types and Related Causes**

<b>AC Pavement Distress</b>	<b>Related Cause</b>
Alligator Cracking	Load
Bleeding	Other: Mix/Materials/Construction
Block Cracking	Environment
Depression	Environment/Construction
Long. & Trans. Cracking	Environment/Construction
Oil Spillage	Other: Oil/Fuel Spill
Patching	Other: Repair
Raveling/Weathering	Environment
Rutting	Load
Shoving from PCC	Environment
Swelling	Environment



PCC Pavement Distress	Related Cause
Long/Trans/Diagonal Crack	Load
Durability Crack	Environment
Joint Seal Damage	Environment
Patching, 5 SF or less	Other: Repair
Patching, Utility Cut	Other: Repair
Popouts	Environment
Scaling/Map Cracking/Crazing	Environment/Construction/Materials
Shattered Slab	Load
Shrinkage Crack	Other: Construction
Spalling - Joints	Load/Construction
Spalling - Corner	Load/Construction

### PCI Survey Results

This section of the report provides a detailed discussion regarding the overall pavement conditions and distresses present for each pavement facility. **Appendix C** lists all the pavement sections inspected at CAE that are subject to aircraft loadings and their respective PCI values. Overall, the airfield pavements at CAE have an area-weighted PCI value of 69, indicating that most of the airfield pavements are in “Fair” condition. However, it should be noted that the airfield is made up of approximately 63% PCC pavement, having an average PCI value of 88.73, and 33% AC/AAC pavement, having an average PCI value of 53.72. **Figures I.1** and **Figure I.2** provide an overview of the PCI results distributed by surface type and by branch use, respectively. This demonstrates that while the concrete pavements are in good condition, the asphalt pavements are in poor condition.

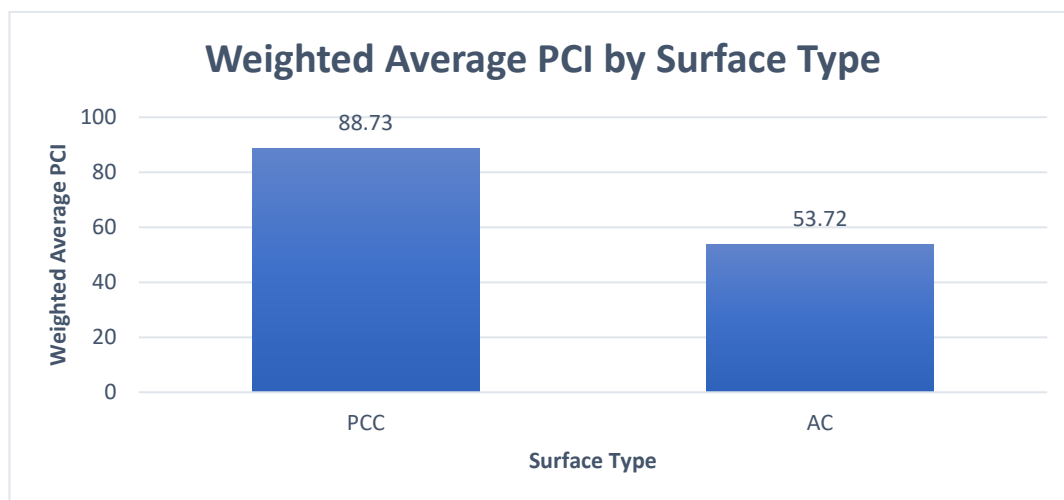
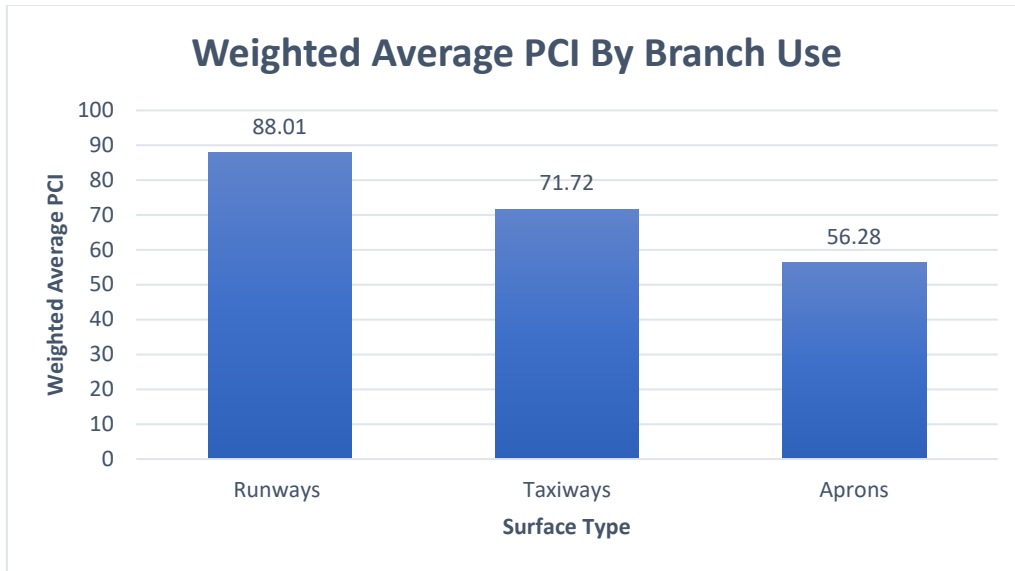
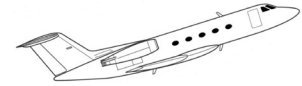
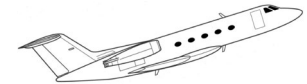


Figure I.1: Summary of PCI Results by Surface Types



**Figure I.2: Summary of PCI Results by Branch Use**

A pavement condition map showing the PCI of each individual section is presented in **Figure I.3:** (See full size map in **Appendix D**).



# Columbia Metropolitan Airport

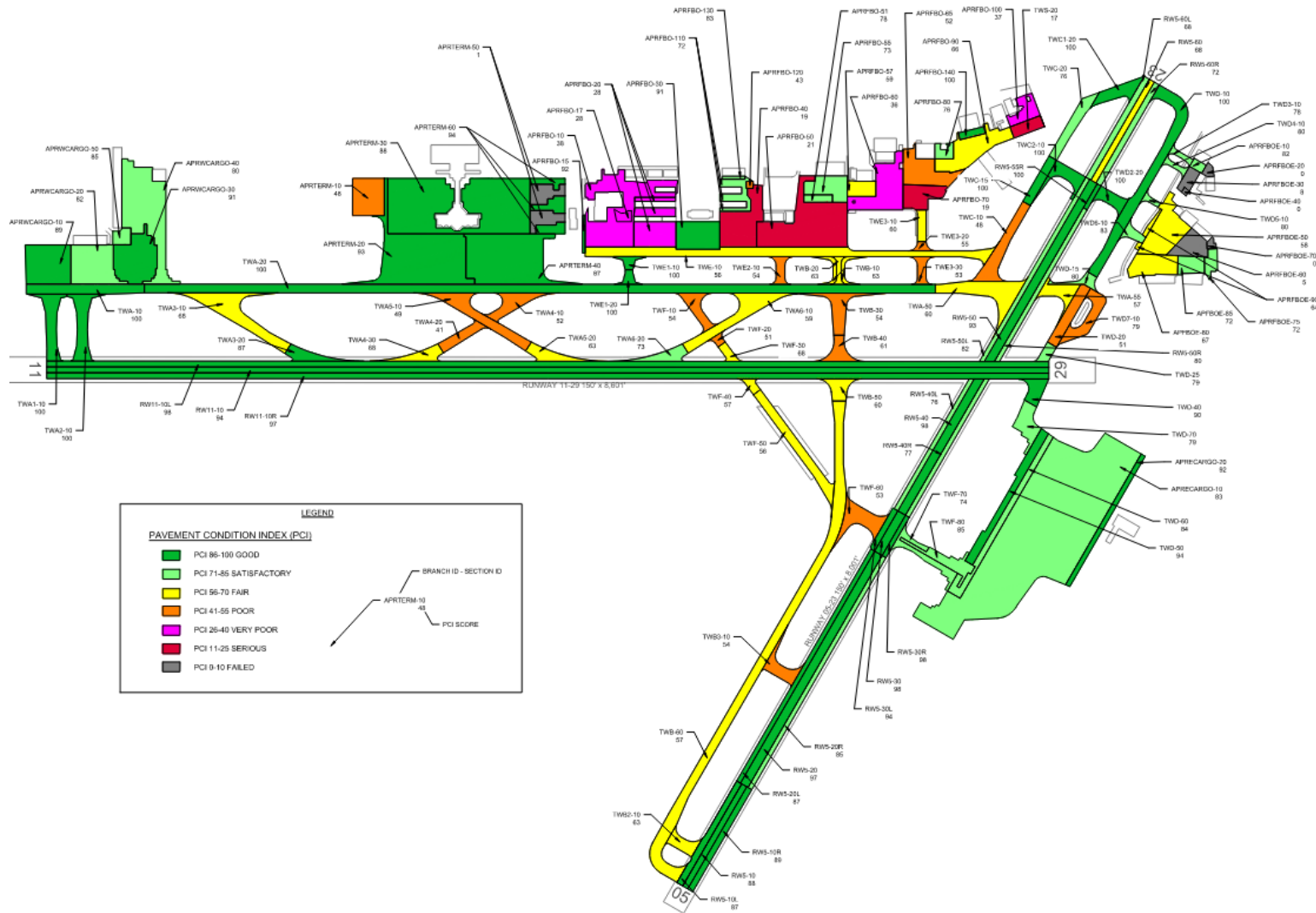
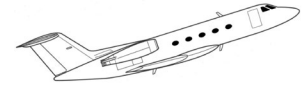


Figure I.3: Pavement Condition Index (PCI) Rating Map

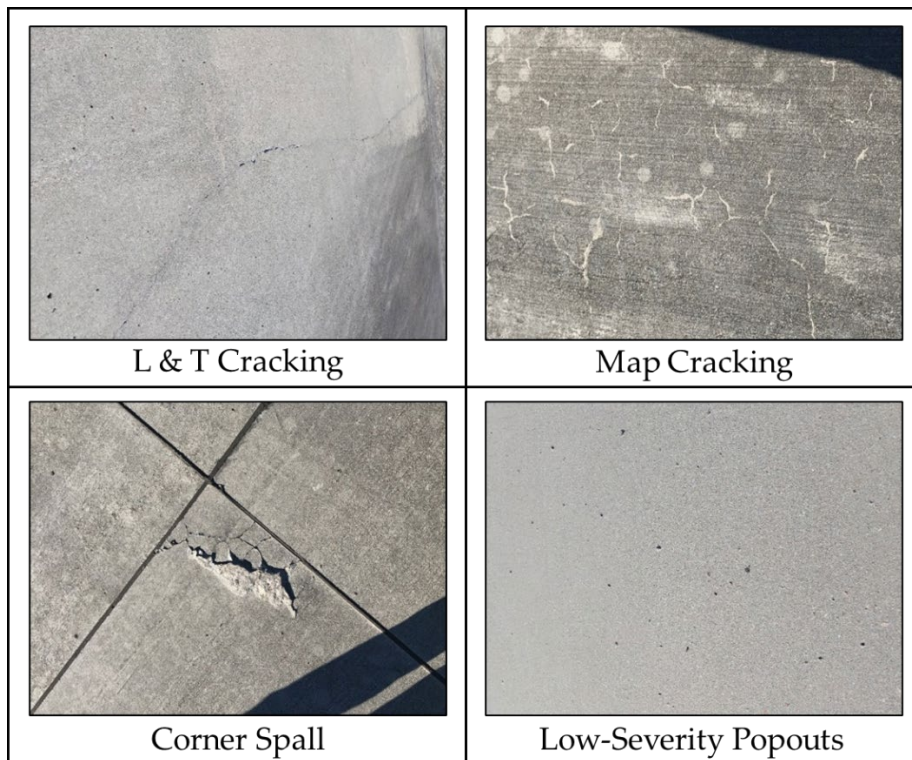


### East Cargo Ramp

The East Cargo Ramp has two PCC-surface pavement sections. APRECARGO-10 received a PCI score of 83—a “Satisfactory” classification, while APRECARGO-20 received a PCI score of 92—a “Good” classification. The primary distresses contributing to APRECARGO-10’s lower PCI score compared to its counterpart were popouts, joint spalls, and joint corner spalls. In addition to these, instances of longitudinal/transverse cracks were observed. APRECARGO-20 had very few distresses observed—merely a few instances of spalling, patches, joint seal damage, and the presence of map cracking. A summary of the section condition is provided in **Table I.4**, and examples of observed distresses are depicted in **Figure I.4**.

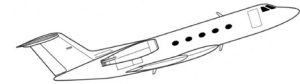
**Table I.4: East Cargo Ramp PCI Summary**

East Cargo Ramp PCI Summary		
Section	PCI	Surface Type
APRECARGO-10	83	PCC
APRECARGO-20	92	PCC
Area - Weighted PCI	83	-
Section PCI Range	83-92	-



**Figure I.4: Examples of Distresses at East Cargo Ramp, CAE**





**FBO Ramp**

The FBO Ramp has 20 sections, with 4 sections being PCC-surfaced, 12 being AC-surfaced, and 4 being AAC-surfaced. Table I.5 summarizes the PCI score for all sections in this branch. Most of the PCC sections are in “Good” condition, except for APRFBO-120, having a weighted score of 89. The AC/AAC-surfaced sections, however, received a classification of “Very poor” based on a weighted PCI score of 39. These sections contained the entire range of asphalt distresses observed at CAE. The primary contributors to PCI deductions were block cracking, alligator cracking, and longitudinal/transverse cracking. A summary of the section conditions is provided in [Table I.5](#) and [Figure I.5](#) shows examples of distresses observed at the FBO Ramp.

**Table I.5: FBO Ramp PCI Summary**

FBO Ramp PCI Summary		
Section	PCI	Surface Type
APRFBO-10	38	AC
APRFBO-15	92	AAC
APRFBO-17	28	AAC
APRFBO-20	28	AC
APRFBO-30	91	PCC
APRFBO-40	19	AC
APRFBO-50	21	AC
APRFBO-51	78	AAC
APRFBO-55	73	AAC
APRFBO-57	59	AC
APRFBO-60	36	AC
APRFBO-65	52	AC
APRFBO-70	19	AC
APRFBO-80	76	AC
APRFBO-90	66	AC
APRFBO-100	37	AC
APRFBO-110	72	AC
APRFBO-120	43	PCC
APRFBO-130	83	PCC
APRFBO-140	100	PCC
PCC AREA - Weighted PCI	89	-
AC/AAC Area - Weighted PCI	39	-
Section PCI Range	19-100	-

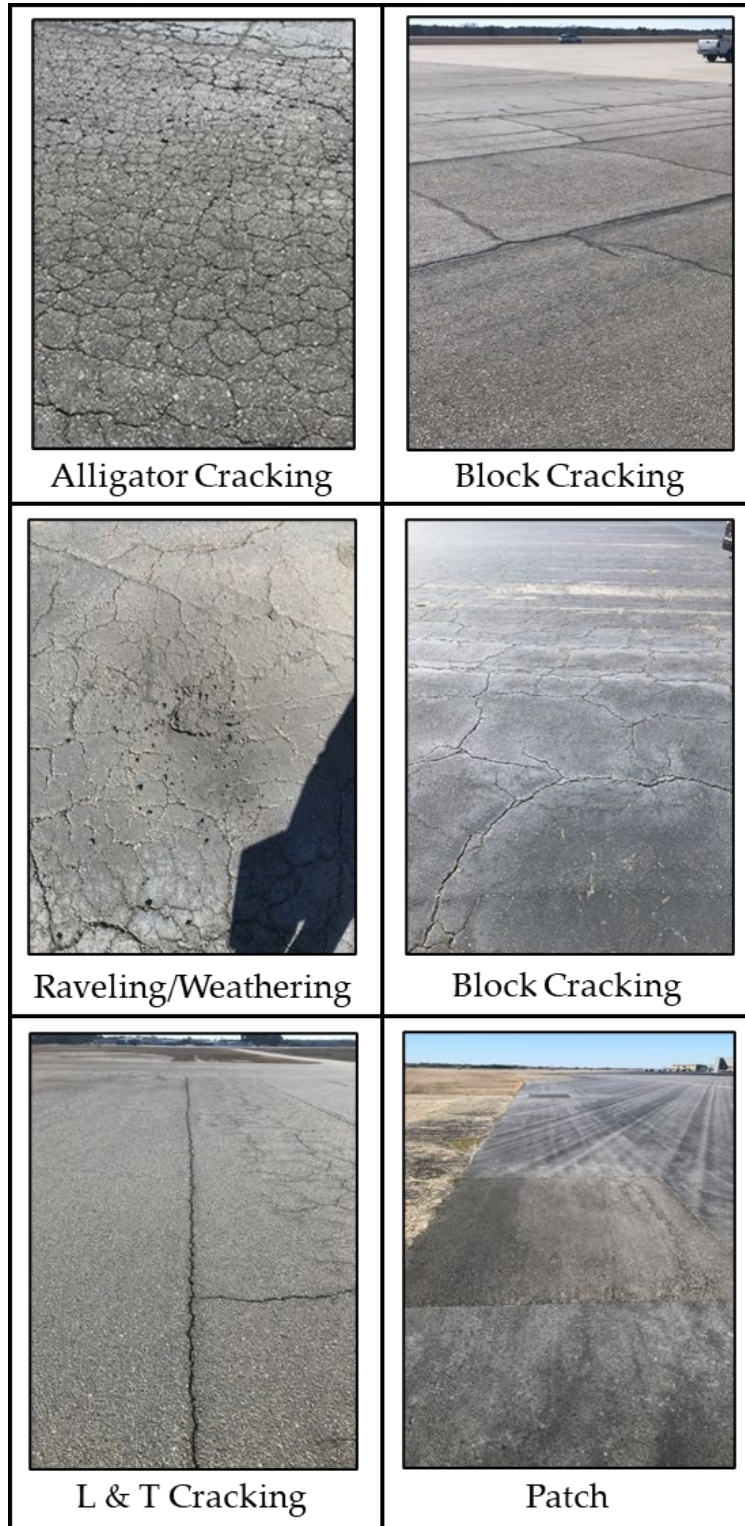
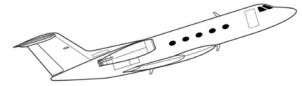
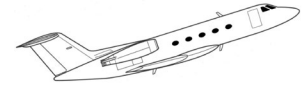
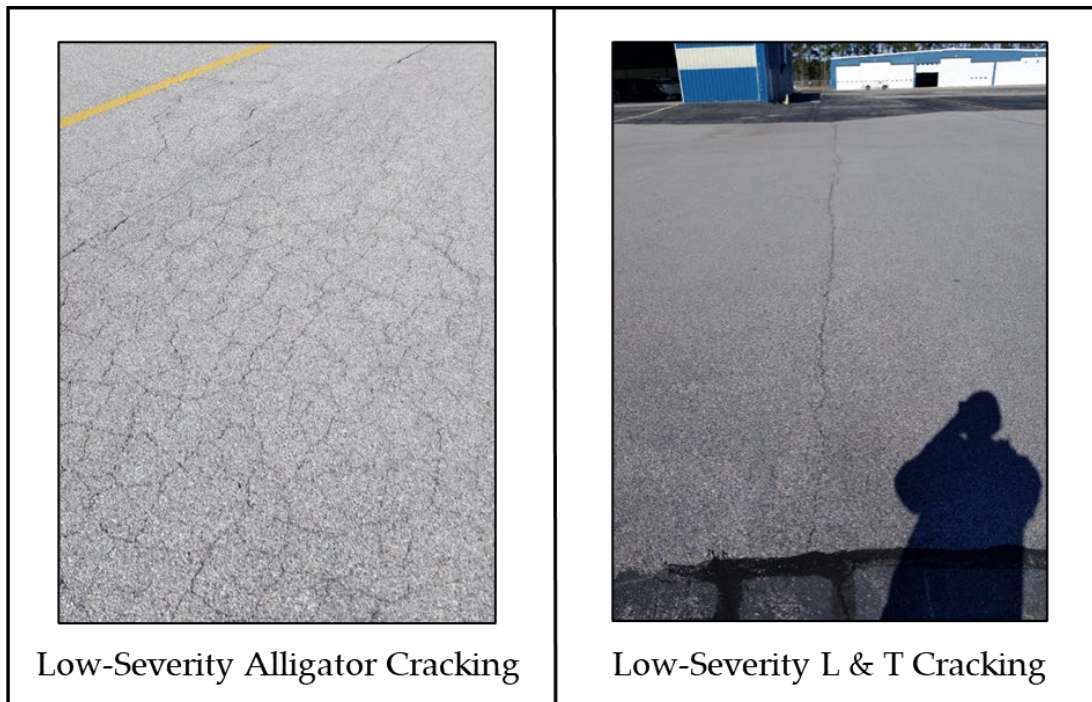


Figure I.5: Examples of Distresses at FBO Ramp, CAE.



One area of particular concern was that of section APRFBO-17, an AAC-surfaced section which received a PCI score of 28—a score drastically lower than the projected “Satisfactory” score of 77 as reported in the APMS 2016. Based on work history records and aerial photography, this area was patched in 2013, and significant decay was not visible during the 2016 APMS inspections. Since the 2016 APMS, however, a significant portion of the section sample presented with low severity alligator cracking and longitudinal/transverse cracking—the source of the lower PCI score. It is recommended that this section be closely monitored due to its rapid rate of deterioration. Photographs specific to this section are shown in **Figure I.6**.



**Figure I.6: Examples of Distresses in Section APRFBO-17**

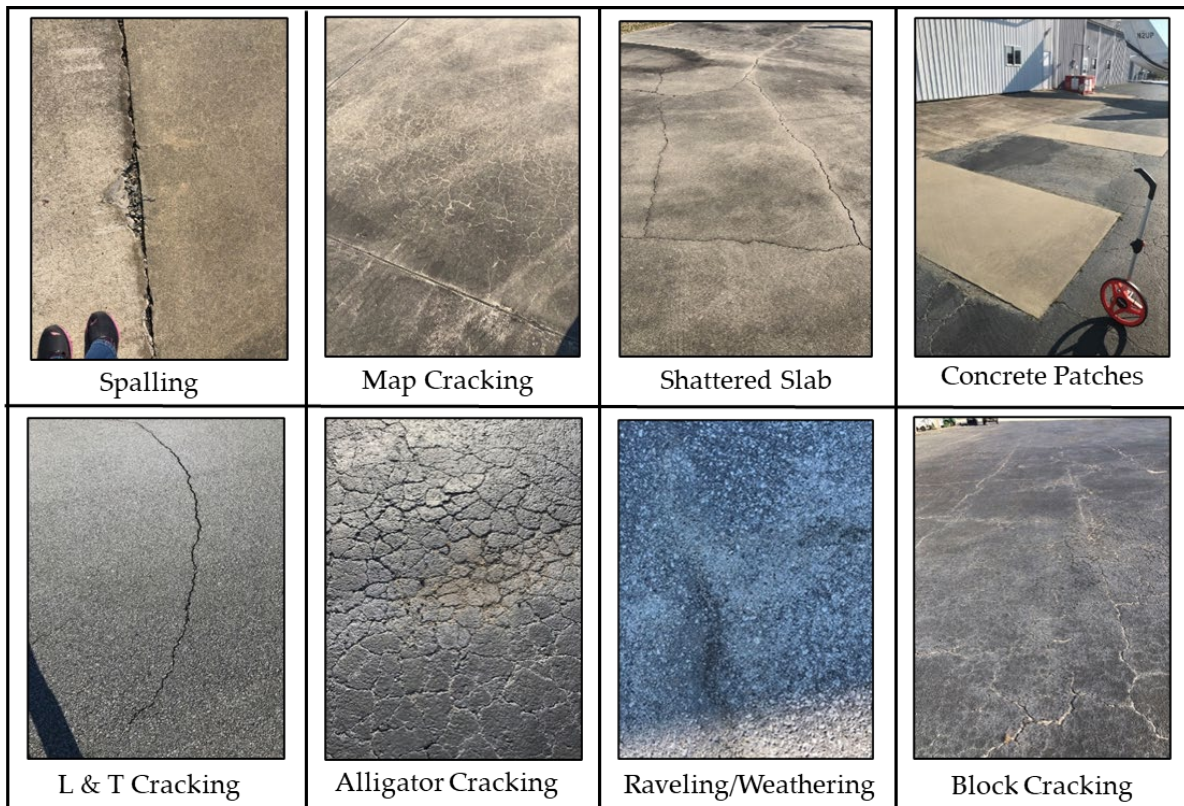
### **East FBO Ramp**

The East FBO Ramp has 11 sections, with 4 being PCC-surfaced and 7 being AC-surfaced. **Table I.6** summarizes the PCI findings for this area. The PCC pavements of the branch received a weighted score of 31, indicating the pavement’s “Very Poor” condition. These areas had significant identified distresses, including shattered slabs, durability cracking, and spalling. The AC-surfaced areas received a slightly better score of 51, indicating the pavement’s Poor condition. Primary distresses in this area included alligator cracking, block cracking, and long./trans. cracking. **Figure I.7** shows examples of these distress types observed at CAE.



**Table I.6: East FBO Ramp PCI Summary**

East FBO Ramp PCI Summary		
Section	PCI	Surface Type
APRFBOE-10	82	PCC
APRFBOE-20	0	PCC
APRFBOE-30	8	AC
APRFBOE-40	0	PCC
APRFBOE-50	58	AC
APRFBOE-60	5	AC
APRFBOE-70	0	PCC
APRFBOE-75	72	AC
APRFBOE-80	67	AC
APRFBOE-85	72	AC
APRFBOE-90	64	AC
PCC Area - Weighted PCI	31	-
AC Area - Weighted PCI	51	-
Section PCI Range	0-82	-



**Figure I.7: Examples of Distresses on FBP Ramp, CAE**

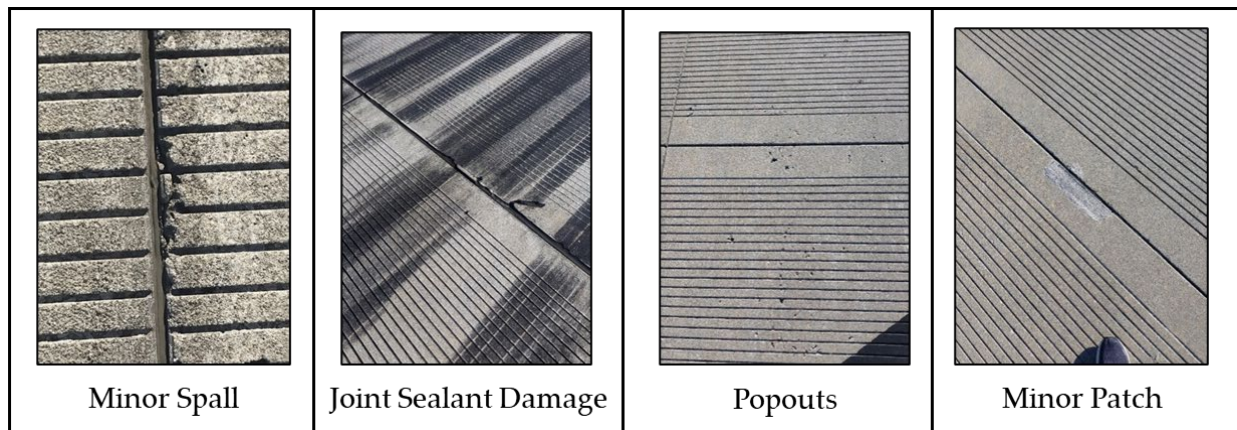


### Runway 11/29

Runway 11-29 consists of three sections running parallel along its length. All three sections were in “Good” condition with very few distresses observed—primary distresses being joint sealant damage, some patches, and minor spalling. Some minor map cracking was also identified. **Table I.7** summarizes the PCI scores of this pavement area, and **Figure I.8** illustrates examples of pavement distress observed on Runway 11/29.

**Table I.7: Runway 11/29 PCI Summary**

Runway 11/29 PCI Summary		
Section	PCI	Surface Type
RW11-10	94	PCC
RW11-10L	98	PCC
RW11-10R	97	PCC
Area - Weighted PCI	97	-
Section PCI Range	94-98	-



**Figure I.8: Examples of Distresses on Runway 11/29, CAE**

### Runway 5/23

Runway 5-23 consists of 19 sections – 13 PCC-surfaced and 6 AC-surfaced. Overall, the PCC-surfaced areas were in “Good” condition, with a weighted PCI average of 90. No major distresses were identified. Primary observed distresses were joint seal damage, and surface defects. The AC-surfaced areas were in “Satisfactory” condition with a weighted score of 82. The primary distresses recorded were longitudinal/transverse cracking and weathering. **Table I.8** below summarizes the PCI scores for this branch, and **Figure I.9** illustrates observations of pavement distress on Runway 5/23.

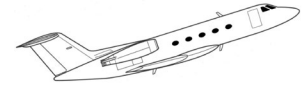


Table I.8: Runway 5/23 PCI Summary

Runway 5/23 PCI Summary		
Section	PCI	Surface Type
RW5-10	88	PCC
RW5-10L	87	PCC
RW5-10R	89	PCC
RW5-20	97	PCC
RW5-20L	87	AC
RW5-20R	85	AC
RW5-30	98	PCC
RW5-30L	94	PCC
RW5-30R	98	PCC
RW5-40	98	PCC
RW5-40L	76	AC
RW5-40R	77	AC
RW5-50	93	PCC
RW5-50L	82	AC
RW5-50R	80	AC
RW5-55R	100	PCC
RW5-60	68	PCC
RW5-60L	77	PCC
RW5-60R	72	PCC
PCC Area - Weighted PCI	90	-
AC Area - Weighted PCI	82	-
Section PCI Range	68-100	-

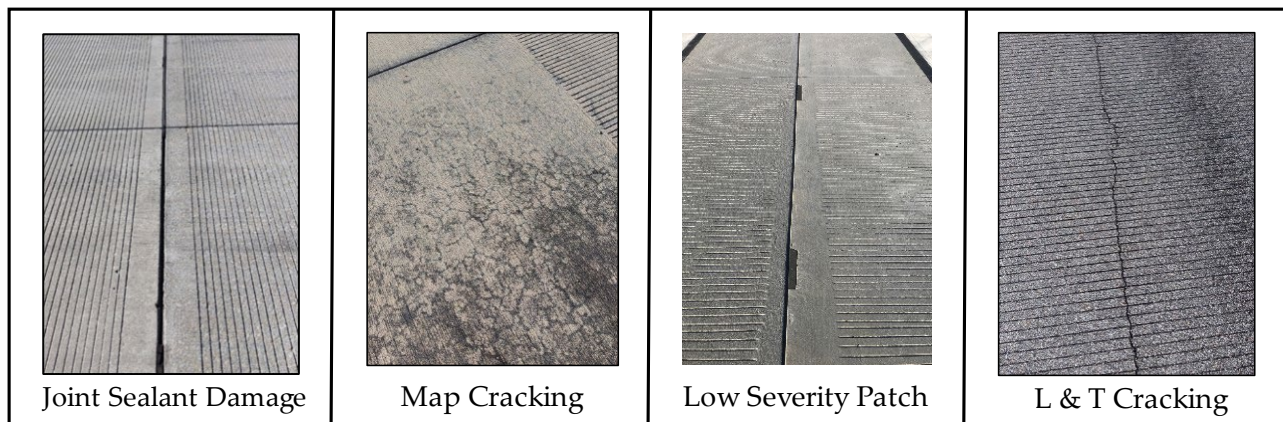


Figure I.9: Example of Distresses on Runway 5/23, CAE





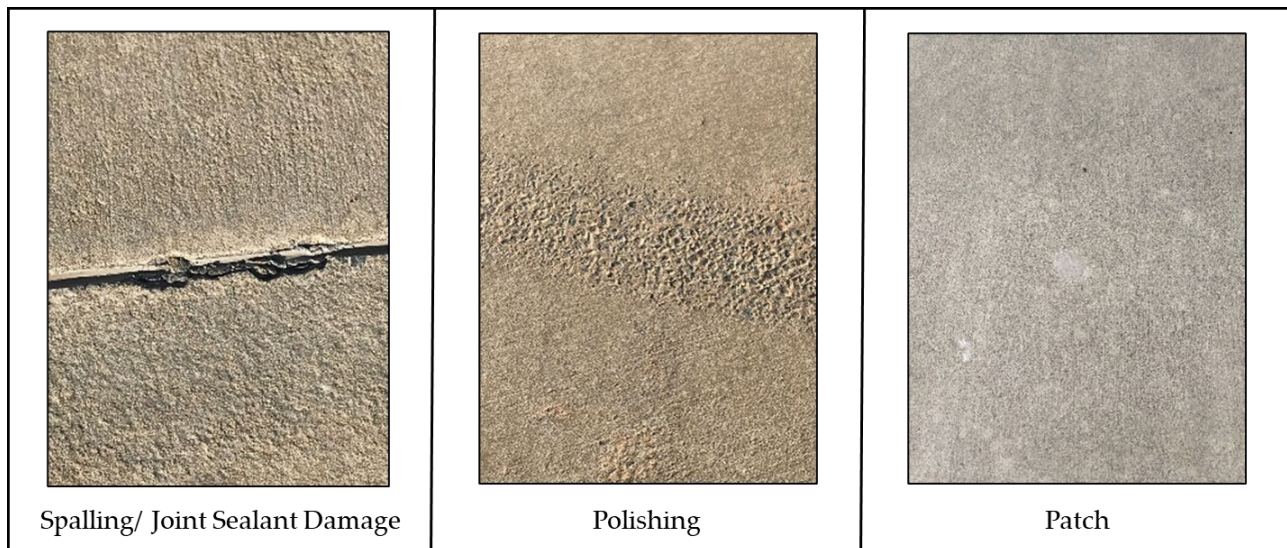
### Terminal Apron

The Terminal Apron consists entirely of PCC-surfaced area and contains six sections. With the exception of sections APRTERM-10 and APRTERM-50, all remaining areas are in “Good” condition, based on all PCI scores being higher than 86. These areas had minor spalling, patches, and surface defects.

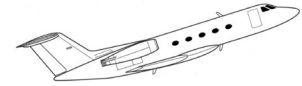
APRTERM-10 and APRTERM-50 were in “Poor” and “Serious” condition respectively. Because these are going to be rehabilitated soon, these sections were not included in the weighted PCI score. **Table I.9** summarizes the overall condition of the Terminal Apron pavements, and **Figure I.10** depicts examples of distress types observed on the Terminal Apron at CAE.

**Table I.9: Terminal Apron PCI Summary**

Terminal Apron PCI Summary		
Section	PCI	Surface Type
APRTERM-10	N/A	PCC
APRTERM-20	93	PCC
APRTERM-30	88	PCC
APRTERM-40	87	PCC
APRTERM-50	N/A	PCC
APRTERM-60	94	PCC
Area - Weighted PCI	90	-
Section PCI Range	87-94	-



**Figure I.10: Examples of Distresses on the Terminal Apron, CAE**



**Taxiways A, A1, A2, A3, A4, A5, A6**

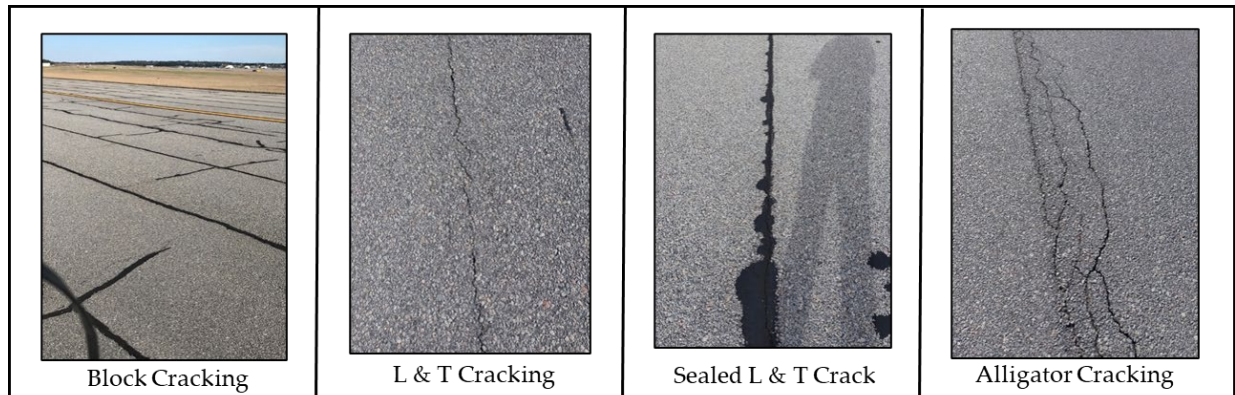
Taxiway A runs parallel to Runway 11-29, with Taxiways A1 – A6 serving as connectors. Taxiway A and its associated connectors consists of 15 sections—three are PCC-surfaced and 12 are AC/APC-surfaced.

Because this area was paved within the last 5 years, the PCC pavement areas were in “Good” condition with no distresses observed—resulting in a weighted PCI average score of 100. The asphalt pavement areas, however, received a weighted average score of 60 - indicating “Fair” condition. The primary distresses identified on AC pavements were longitudinal/transverse cracking, block cracking, alligator cracking, and weathering.

**Table I.10** summarizes the PCI scores for this area, while **Figure I.11** shows examples of distress types observed on the Taxiway A system.

**Table I.10: Taxiway A System PCI Summary**

TWY A PCI Summary		
Section	PCI	Surface Type
TWA-10	100	PCC
TWA-20	100	PCC
TWA-50	60	AC
TWA-55	57	AC
TWA1-10	100	PCC
TWA2-10	100	PCC
TWA3-10	68	AC
TWA3-20	87	APC
TWA4-10	52	AC
TWA4-20	41	AC
TWA4-30	68	APC
TWA5-10	49	AC
TWA5-20	63	APC
TWA6-10	59	AC
TWA6-20	73	APC
<b>PCC Area - Weighted PCI</b>	100	-
<b>AC Area - Weighted PCI</b>	60	-
<b>Section PCI Range</b>	41-100	-



**Figure I.11: Examples of Distresses on Taxiway A System, CAE**

**Taxiways B, B1, B2, B3**

Taxiway B and its associated connectors provides access from the FBO Ramp to Runway 05-23, intersecting Runway 11-29. This entire branch is AC-surfaced, and its overall condition was classified as “Fair” –with a weighted average PCI score of 57. The primary distresses identified in this area were weathering and longitudinal/transverse cracking. **Table I.11** and **Figure I.12** summarize the PCI scores and observed distresses in this area.

**Table I.11: Taxiway B System PCI Summary**

TWY B PCI Summary		
Section	PCI	Surface Type
TWB-10	63	AC
TWB-20	63	AC
TWB-30	54	AC
TWB-40	61	APC
TWB-50	60	APC
TWB-60	57	AC
TWB2-10	63	AC
TWB3-10	54	AC
<b>AC Area - Weighted PCI</b>	57	-
<b>Section PCI Range</b>	54-63	-

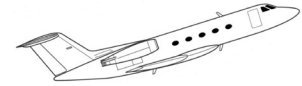


Figure I.12: Examples of Distresses on Taxiway B System, CAE

**Taxiways C, C1, C2**

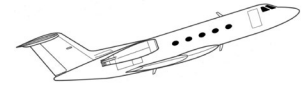
Taxiway C and its associated connectors begin just north of Taxiway A and run parallel with Runway 5/23 near the Runway 5 end. It is comprised of 5 sections.

Section TWC-10 is AC-surfaced, while the remaining sections are PCC-surfaced. The overall condition of the asphalt portions of the taxiway were in “Poor” condition—having a PCI score of 48. The primary distresses observed in this section were raveling, longitudinal/transverse cracking, and block cracking. The PCC areas in contrast were reported to be in “Good” condition with a weighted PCI score of 93. Very few distresses were recorded—primarily map cracking. **Table I.12** summarizes the PCI scores, and **Figure I.13** illustrates examples of distress types in this area.

**Table I.12: Taxiway C System PCI Summary**

TWY C PCI Summary		
Section	PCI	Surface Type
TWC-10	48	AC
TWC-15	100	PCC
TWC-20	76	PCC
TWC1-20	100	PCC
TWC2-10	100	PCC
PCC Area - Weighted PCI	93	-
AC Area - Weighted PCI	48	-
Section PCI Range	48-100	-





**Figure I.13: Examples of Distresses on Taxiway C System, CAE**

**Taxiways D, D1, D2, D3, D4, D5, D6, D7**

Taxiway D runs parallel to Runway 05-23 on the east side and is comprised of 14 sections—six sections PCC-surfaced, and eight sections AC/AAC-surfaced. The overall condition of the PCC pavements in this section are “Good”, having returned a weighted PCI score of 93. Very few distresses were identified—all minor, such as map cracking, low-severity spalls, etc.

The overall condition of the AC/AAC pavements in this area are classified as “Fair”, having a weighted average of 65. The primary distresses identified the AC-surfaced pavements were weathering and longitudinal/transverse cracking. **Table I.13** summarizes the PCI scores for this area, and **Figure I.14** depicts distress types observed there.

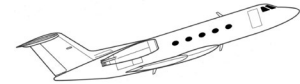


Table I.13: Taxiway D System PCI Summary

TWY D PCI Summary		
Section	PCI	Surface Type
TWD-10	100	PCC
TWD-15	80	AC
TWD-20	51	AC
TWD-25	79	AAC
TWD-40	90	PCC
TWD-50	94	PCC
TWD-60	84	PCC
TWD-70	79	PCC
TWD2-20	100	PCC
TWD3-10	78	AC
TWD4-10	80	AC
TWD5-10	80	AC
TWD6-10	83	AC
TWD7-10	55	AC
PCC Area - Weighted PCI	93	-
AC Area - Weighted PCI	65	-
Section PCI Range	51-100	-

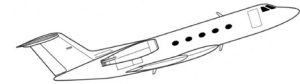


Figure I.14: Examples of Distresses on Taxiway D System, CAE

**Taxiways E, E1, E2, E3; Taxilane E**

Taxilane E and its associated connectors run parallel with Taxiway A from the Terminal Apron across the FBO Ramp to Taxiway C. This entire branch is AC-surfaced, and its overall condition

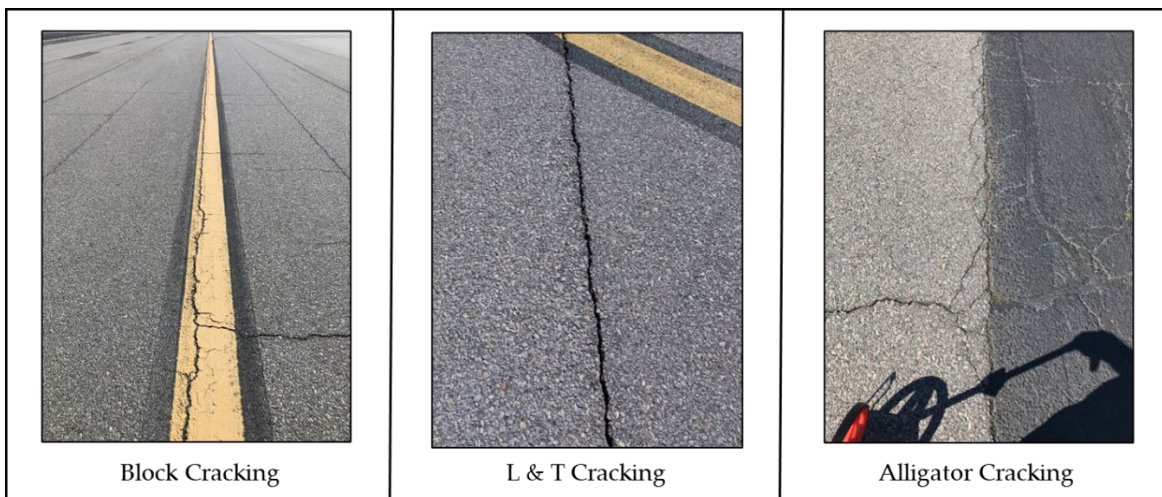




was classified as “Fair”—with a weighted average PCI score of 58. The primary distresses identified in this area were weathering, block cracking, alligator cracking, and longitudinal/transverse cracking. **Table I.14** below summarizes the PCI scores for this area, and **Figure I.15** depicts observed distress types.

**Table I.14: Taxiway E System PCI Summary**

TWY E PCI Summary		
Section	PCI	Surface Type
TWE-10	56	AC
TWE1-10	100	AC
TWE1-20	100	AC
TWE2-10	54	AC
TWE3-10	60	AC
TWE3-20	55	AC
TWE3-30	53	AC
AC Area - Weighted PCI	58	-
Section PCI Range	53-100	-



**Figure I.15: Examples of Distresses on the Taxiway E System, CAE**

### **Taxiway F**

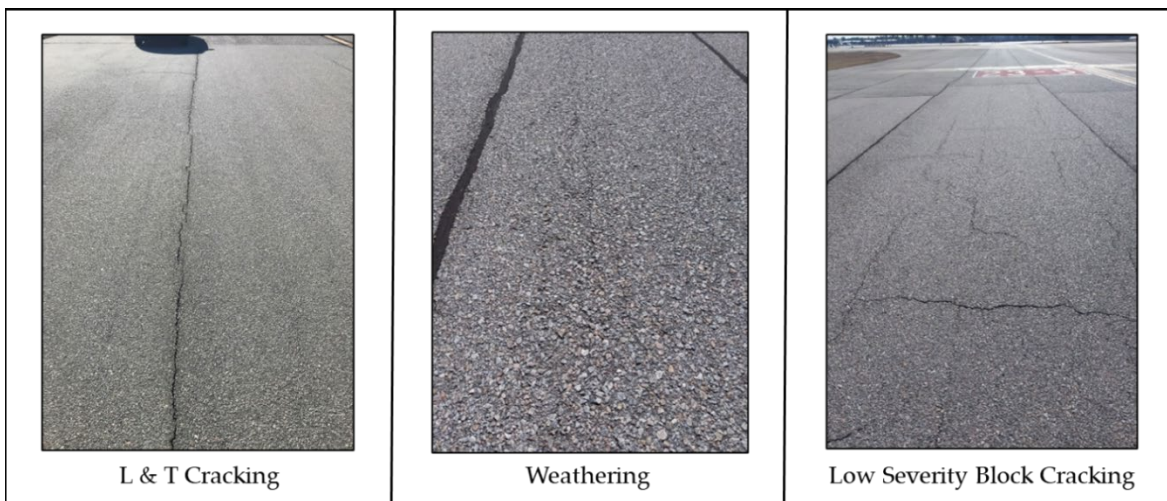
Taxiway F provides access from Taxiway A to Runway 05-23, intersecting Runway 11-29 and Taxiway B. It is comprised of eight sections—six AC/APC-surfaced sections and two PCC-surfaced sections. The overall condition of the PCC pavements in this area are “Satisfactory”, having returned a weighted PCI score of 80. The primary distresses identified were joint seal damage, some longitudinal/transverse cracking, and the presence of minor map cracking.



The overall condition of the AC/APC pavements in this area are classified as “Poor”, having a weighted average of 55. The primary distresses identified the AC-surfaced pavements were raveling and longitudinal/transverse cracking. **Table I.15** summarizes the PCI scores for this area, and **Figure I.16** provides examples of distress types observed here.

**Table I.15: Taxiway F PCI Summary**

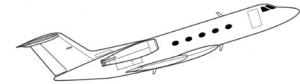
TWY F PCI Summary		
Section	PCI	Surface Type
TWF-10	54	AC
TWF-20	51	AC
TWF-30	68	APC
TWF-40	57	APC
TWF-50	56	AC
TWF-60	53	AC
TWF-70	74	PCC
TWF-80	85	PCC
PCC Area - Weighted PCI	80	-
AC Area - Weighted PCI	55	-
Section PCI Range	51-85	-



**Figure I.16: Examples of Distresses on Taxiway F, CAE**

### **Taxiway S**

Taxiway S lies on the east side of the FBO ramp and was originally comprised of 3 AC-surfaced sections providing access to Runway 11-29. In the last few years, however, sections TWS-10 and TWS-15 were demolished, with only TWS-20 remaining to continue servicing the FBO ramp. This section was in “Serious” condition, with many occurrences of block cracking, alligator cracking,



depressions, and raveling. **Table I.16** summarizes the PCI scores for this area, and **Figure I.17** depicts the distress types observed there.

**Table I.16: Taxiway S PCI Summary**

TWY S PCI Summary		
Section	PCI	Surface Type
TWS-20	17	AC
AC Area - Weighted PCI	17	-
Section PCI Range	17-17	-



**Figure I.17: Examples of Distresses on Taxiway S, CAE**

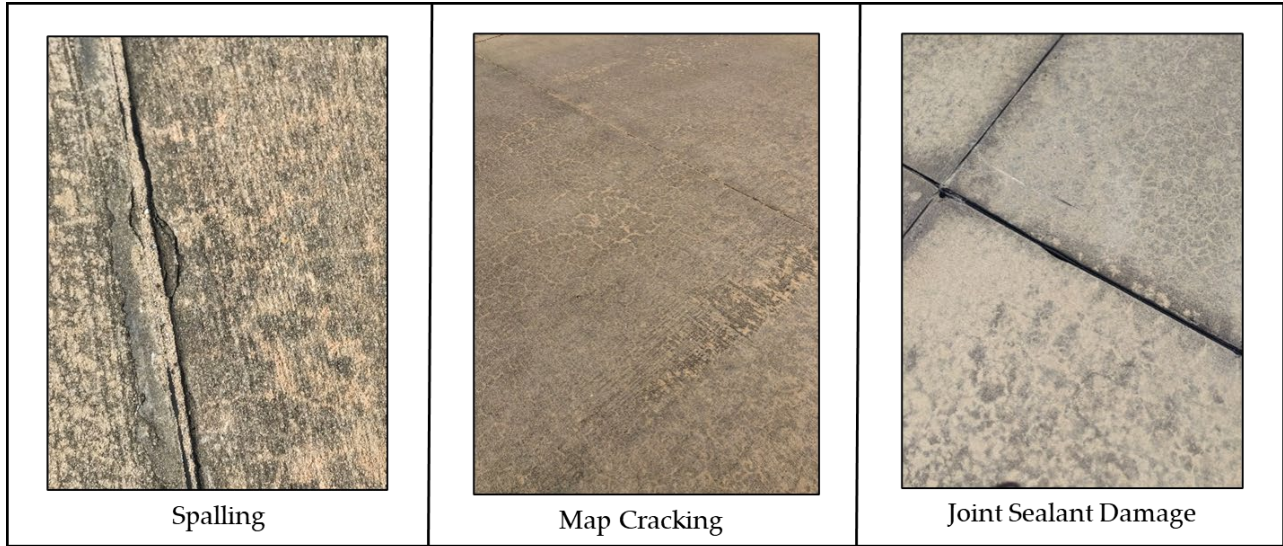
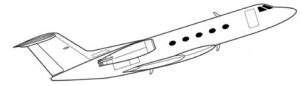
**West Cargo Ramp**

The West Cargo Ramp consists of 5 PCC-surface pavement sections. Its overall condition was reported to be “Satisfactory” with a returned weighted PCI score of 83. The primary distresses identified were joint seal damage, minor spalling, and map cracking. A summary of the section conditions is provided in **Table I.17**, and **Figure I.18** provides examples of distresses observed on the West Cargo Ramp.

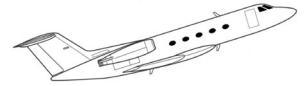
**Table I.17: West Cargo Ramp PCI Summary**

West Cargo Ramp PCI Summary		
Section	PCI	Surface Type
APRWCARGO-10	89	PCC
APRWCARGO-20	82	PCC
APRWCARGO-30	91	PCC
APRWCARGO-40	80	PCC
APRWCARGO-50	85	PCC
Area - Weighted PCI	83	PCC
Section PCI Range	80-91	-





**Figure I.18: Examples of Distresses on West Cargo Ramp, CAE**



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## II. Remaining Life Analysis

### Overview

Remaining life can be defined as the amount of life that a pavement section can withstand before it fails. According to FAA Advisory Circular 150/5320-6G, Airport Pavement Design and Evaluation, Section 3.10, functional, or useful life, is the period of time that the pavement is able to provide an acceptable level of service as measured by performance indicators such as FOD, skid resistance, or roughness. Pavements may have significant remaining function life, even after they have failed. The estimation of remaining pavement life is a useful function of a pavement management system. The remaining life estimates can provide insight into both the surface condition and the structural capacity of the existing pavement. For design purposes, this can indicate which sections of airfield pavement are candidates for minor, or major, rehabilitation. For planning purposes, remaining life predictions can facilitate scheduling and budgeting of future rehabilitation projects in a manner that is both cost effective and less impactful to operations.

For this report, we have calculated remaining life through analysis of the pavement’s current and projected PCI value. This method does not consider any structural properties of the pavement, but rather relies on visual examination of surface distresses to predict its future behavior.

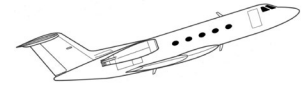
### Remaining Life Based on PCI

To determine the remaining life based on the PCI, the key input is the condition of the pavement as determined from the PCI surveys. Using the tools available through **FAA PAVEAIR**, performance models are developed and used to estimate the time until the pavement reaches a critical PCI. Typically, performance models must be determined for each pavement family, or group of pavement sections with similar deterioration characteristics. A different pavement family is established for different combinations of Branch Use and Pavement Type. The performance models used in this report were determined from data collected from the PCI surveys conducted in February 2022. Due to changes in ASTM D5340 between inspection years and a degree of variability between different inspectors, a standard PCI deduction was introduced based on the pavement type and the age of the pavement, which is in line with industry standards. This deduction was applied to the PCI values generated to determine approximate future PCI values and predict when the pavement will meet one of the cases below. **Table II.1** displays the standard PCI deductions per year based on pavement type that was used for future PCI predictions.

**Table II.1: Standard PCI Deduction per Year**

Pavement Type	PCI Deduction
PCC	-2
AC/AAC	-3





**Figure II.1** and **Figure II.2** (see full size maps in **Appendix E**) visually shows the pavement sections at CAE and their anticipated remaining life based on the two cases below. These sections will be considered further in the development of the CIP. **Table E.1**, Remaining Life Data, of **Appendix E** contains the remaining life in years for each pavement section and case as described above. The performance model prediction analysis was conducted for two cases:

- Case 1: The remaining life until major rehabilitation is recommended which is set to the critical PCI values listed in **Table II.2** below:

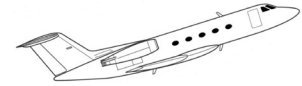
**Table II.2: Critical PCI of Pavement Sections**

Branch Use	PCI Value
Runway	70
Taxiway/Taxilane	65
Apron/Other	65

- Case 2: The remaining life until the pavement is no longer serviceable, or functional remaining life, which is set to a PCI of 40 for all pavement facilities





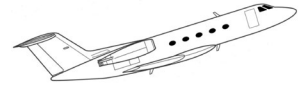


## Remaining Life Results

The remaining life results for all pavement sections, as determined by the PCI analysis, are summarized in **Appendix E**. Functional remaining life provides an evaluation of the most recent rehabilitation project as it only considers the existing pavement surface condition. Because the surface pavement condition has more of an immediate and direct impact on operations and safety, the functional remaining life is weighted more heavily in selecting projects for inclusion into the CIP. However, it should be noted that zero or limited remaining life does not mean that the pavement is no longer functioning or that traffic should no longer use that pavement section. Although this type of analysis does not always precisely predict the pavement performance, it does provide a signal that further investigation into possible future problems is warranted.

## Summary

The remaining life calculations provide an indication of the projected life of the pavement. Overall, the analysis shows a wide variety of remaining life conditions, and some areas will require rehabilitation within the next few years. These results were used to assist in the development of the CIP, which is presented in **Chapter III**.



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### III. Airfield Capital Improvements Plan Update

#### Overview

The visual surface condition of the airfield pavement system provides insight into current pavement performance and future maintenance and rehabilitation needs. The remaining life projections assist in identifying these areas of pavement within the system that can then be turned into project lists for design and construction consideration, subject to budgetary and operation constraints.

The 2016 APMS provided a 5-year recommendation for projects within the Airfield Capital Improvements Program (CIP) starting in 2017 through 2021. For this CIP, updates to the previous list of maintenance and rehabilitation needs for airfield pavements at CAE are provided in a year-by-year breakdown for the next 5-year period starting in 2022 for design and 2023 for construction. The recommended updates to the maintenance and rehabilitation schedule are assigned to specific years and have representative cost estimates associated with them.

#### Airfield Capital Improvements Program Selection Criteria

##### Factors Considered in Selection of Candidate Projects

Several different factors are considered in determining whether a pavement is a candidate for rehabilitation within the Airfield CIP. First and foremost, the airfield pavement’s overall PCI (presented in Chapter I), which is an indication of the pavement’s ability to safely serve the purpose for which it was designed, is considered. During the life of a pavement, the PCI will decrease. In general, PCIs at different levels suggest that different types of treatments are appropriate, as illustrated in **Table III.1**.

**Table III.1: Typical Repair Types by PCI**

PCI	Classification	Repair Type
86-100	Good	Preventative Maintenance
71-85	Satisfactory	
56-70	Fair	Major Rehabilitation
41-55	Poor	
26-40	Very Poor	Reconstruction
11-25	Serious	
0-10	Failed	

Another factor to consider is the importance of the pavement to overall operations. While different pavement facilities across the Airport might have similar PCIs that indicate a need for rehabilitation/maintenance, some pavement sections are more critical to Airport operations than others. For example, a critical PCI on a section of Runways 11-29, or 05-23 would require a



rehabilitation project before the same PCI on a seldom-used taxiway or on a remote apron. In addition to the pavement condition itself, the rate of pavement deterioration is also important. This is especially true for pavements that are not initially programmed for rehabilitation by having reached a critical PCI. A higher-than-average deterioration rate is a strong signal that the pavement may be structurally insufficient or have some other problem and could soon reach a condition that would present an operational issue. Such pavements should be evaluated to see if the cause of the deterioration can be identified and to determine if the pavements need to be programmed for rehabilitation soon. In the case where a pavement section begins to deteriorate rapidly, it should be considered for rehabilitation. Thus, the typical rate of deterioration is used to determine the remaining life until the pavement reaches a critical PCI. As discussed in **Chapter II**, the critical PCIs are as follows:

**Table III.2: Critical PCI of Pavement Sections**

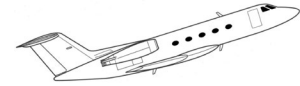
Branch Use	PCI Value
Runway	70
Taxiway/Taxilane	65
Apron/Other	65

The critical PCI indicates the point at which major rehabilitation should be considered. The remaining life until reaching this critical PCI (in years) is one of the primary factors used in the development of the Airfield CIP.

Additionally, the presence of specific field conditions that might impact operations should be considered. The most important of these is the presence of Foreign Object Debris (FOD) and its potential for damaging aircraft. High-severity alligator cracking, high-severity weathering/raveling, high-severity patches, high-severity materials-related problems, high-severity scaling, and medium- and high-severity joint and corner spalling are conditions that are most likely to create a high FOD potential, and if these distresses are present, the pavement should be considered for immediate rehabilitation localized repairs, at a minimum.

**Recommended Airfield Capital Improvement Program**

The development of the Airfield CIP involved a detailed assessment of each candidate airfield pavement section, as described. Both a “design” year and a “construction” year are identified for each project recommended in the Airfield CIP, with a 1-year lag between these activities. Therefore, the five-year CIP includes design years 2022 through 2026 and construction years 2023 through 2027. This is a simplistic presentation of the design/construction process but serves to provide some tangibility to the project prioritization. Identifying potential areas of concern within the later years of the CIP allows the Airport to plan for these future projects.



The proposed CAE airfield pavement sections recommended for rehabilitation/reconstruction are listed in **Table F.1 in Appendix F**. These are estimated construction and total project costs for the first 5 years (2023-2027) based on 2022 dollars with no price escalations. As evident in **Table F.1** the costs presented are anticipated “project costs” including not only pavement-related costs, but also non-pavement-related work, professional fees and contingency fees. These costs should provide a reasonable basis for the Airport to use in identifying adequate funds to perform the necessary work. A project-level evaluation is still recommended prior to rehabilitation to develop specific rehabilitation designs and guidelines for each project.

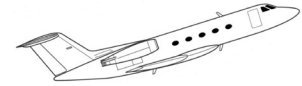
Non-pavement related work, such as lighting, turfing, drainage, signage and pavement markings, etc., is calculated as a percentage of the pavement-related costs. For example, the non-pavement related costs for runway and taxiway pavements may be assumed to be 30 percent of the pavement-related costs. These percentages were developed based on aviation and construction experience and may vary per project. The pavement-related costs and non-pavement related costs are combined to produce a “total construction cost,” which includes mobilization (10 percent), and a contingency fee (20 percent). Professional fees (25 percent) are separated into a design fee (15 percent) that occurs in the first year and a construction fee (10 percent) that occurs the following year. The professional fees are then added to the “total construction cost” to determine the “total project cost” (see **Appendix F** for a cost breakdown).

As discussed in Chapter I, several airfield pavement projects that were identified to be rehabilitated/reconstructed in the 2016 APMS have been completed over the past five years. However, most of the projects identified have yet to be completed. These remaining projects, as well as some additional ones, are identified in the CIP for FY 2023. Not unlike other airports in the region, Federal funding for these projects remains very competitive. While this CIP lays out projects to be complete over a 5-year timeframe it is unlikely that the funding necessary to complete them will be available. To complete a comprehensive CIP for all airfield pavements additional financial analysis will need to be completed to further rank projects based on the Airport’s budgetary restrictions.

## Maintenance Plan

Maintenance projects are proposed to bridge the gap between the current condition of airfield pavements and the condition of pavement at the time of the full-scale rehabilitation project in the future. Therefore, smaller, maintenance-type projects are formulated to address the worst portions of the pavement until the large-scale project is completed in the long-term plan. The maintenance plan presented in **Appendix G** represents the areas of the airfield that will require routine maintenance in the near term, based on specific distresses observed during the 2022 pavement condition inspection, and the costs are specific to those distresses.

After a review of the condition of the airfield pavements and their remaining life analysis it is recommended to prioritize maintenance of the asphalt taxiway systems in the first year. The



second area of focus is the apron asphalt apron pavements, and the third area would be maintenance of the runway pavements. This approach will allow for concentration of work areas while preserving pavements that are closest to the end of their functional life. Pavement preventative maintenance is not necessary for areas that will be rehabilitated or reconstructed within the next five years. This approach will slow the deterioration of the pavement and extend the life of the pavements needing major rehabilitation. This will also spread out the capital outlay required to complete the CIP.

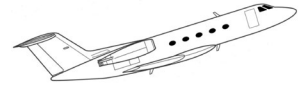
A detailed Maintenance Plan is important to the conservation of the Airport's success and can assist in preventing more costly pavement repairs towards the end of a pavement's expected life cycle. Any pavements that are not included in the Capital Improvements Program (CIP) for major rehabilitation/reconstruction within years 2023-2027 should be evaluated thoroughly for inclusion in the maintenance plan. See **Appendix G** for the Maintenance Plan and Summary.

## **Summary**

This chapter describes the process that was followed during the update of the Airfield CIP for CAE. The following factors were considered in the development of the recommended program:

- Overall condition of the pavement, including PCI and observed distress types and quantities;
- Functional remaining service life before reaching the critical PCI;
- Timing of rehabilitation of adjacent sections;
- Coordination of rehabilitation activities both within and between facilities;
- Project costs were developed, but annual budgets were not for this report;
- Maintenance needs and projected costs.

It should be emphasized that the factors that affect performance—such as environment, loadings, construction, and material quality—are highly variable, and that a project may move up or down on the list of recommendations based on actual conditions in any given year. However, these general recommendations should serve as a good approximation of the short-term airfield pavement facility rehabilitation needs at CAE.

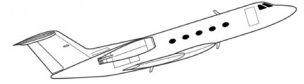


## **Appendix A: Network Definition Map**









## **Appendix B: FAA PAVEAIR Work History Table**

# Work History Report

Report Date: 6/21/2022 4:20:31 PM

Pavement Database: SCAC\_KHA\_35

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRECARGO		APRECARGO		<b>Section:</b> 10		<b>Surface:</b> PCC			
L.C.D.: 01/01/1996		Use: APRON		Rank: P		Length: 640.08 m		Width: 259.08 m		True Area: 114,571.84 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABC					
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRECARGO		APRECARGO		<b>Section:</b> 20		<b>Surface:</b> PCC			
L.C.D.: 01/01/1996		Use: APRON		Rank: P		Length: 393.80 m		Width: 12.19 m		True Area: 4,809.50 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	10" PCC, 6" CABC					
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO		<b>Section:</b> 10		<b>Surface:</b> AC			
L.C.D.: 01/01/1970		Use: APRON		Rank: P		Length: 171.91 m		Width: 147.83 m		True Area: 20,799.78 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5.75" TO 8.5" AC					
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO		<b>Section:</b> 100		<b>Surface:</b> AC			
L.C.D.: 01/01/1970		Use: APRON		Rank: P		Length: 85.34 m		Width: 61.57 m		True Area: 3,699.03 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2.125" AC					
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO		<b>Section:</b> 110		<b>Surface:</b> AC			
L.C.D.: 01/01/2007		Use: APRON		Rank: P		Length: 228.60 m		Width: 19.81 m		True Area: 4,234.43 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/2007	UNK	Unknown Major M&R	0.00	0.00	1	2.25" AC, 9.75" STONE BASE					
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1						
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO		<b>Section:</b> 120		<b>Surface:</b> PCC			
L.C.D.: 01/01/1970		Use: APRON		Rank: S		Length: 18.29 m		Width: 18.29 m		True Area: 334.45 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1						
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO		<b>Section:</b> 130		<b>Surface:</b> PCC			
L.C.D.: 01/01/2001		Use: APRON		Rank: S		Length: 7.62 m		Width: 59.44 m		True Area: 455.22 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1						
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO		<b>Section:</b> 140		<b>Surface:</b> PCC			
L.C.D.: 01/01/2001		Use: APRON		Rank: S		Length: 68.58 m		Width: 18.29 m		True Area: 1,254.19 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment					
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1						

## Work History Report

Report Date: 6/21/2022 4:20:31 PM

Pavement Database: SCAC\_KHA\_35

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 15	<b>Surface:</b> AAC
<b>L.C.D.:</b> 01/01/2016	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 98.76 m	<b>Width:</b> 7.32 m	<b>True Area:</b> 722.41 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2016	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5.75" TO 8.5" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 17	<b>Surface:</b> AAC
<b>L.C.D.:</b> 01/01/2013	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 171.91 m	<b>Width:</b> 147.83 m	<b>True Area:</b> 1,076.10 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5.75" TO 8.5" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 20	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 213.36 m	<b>Width:</b> 23.16 m	<b>True Area:</b> 10,956.43 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	9" AC AND SA
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 30	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2007	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 114.30 m	<b>Width:</b> 72.54 m	<b>True Area:</b> 8,291.60 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	1	10" PCC, 5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 40	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 160.02 m	<b>Width:</b> 114.30 m	<b>True Area:</b> 11,763.66 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	8.125" AC AND SA
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 50	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 362.71 m	<b>Width:</b> 106.68 m	<b>True Area:</b> 24,009.12 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5.5" AC AND SA
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBO		APRFBO	<b>Section:</b> 51	<b>Surface:</b> AAC
<b>L.C.D.:</b> 01/01/2013	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 362.71 m	<b>Width:</b> 106.68 m	<b>True Area:</b> 1,485.52 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5.5" AC AND SA

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**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 55      **Surface:** AAC  
**L.C.D.:** 06/01/2016      **Use:** APRON      **Rank:** P      **Length:** 362.71 m      **Width:** 106.68 m      **True Area:** 6,003.39 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
6/1/2016	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5.5" AC AND SA

**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 57      **Surface:** AC  
**L.C.D.:** 10/01/2006      **Use:** APRON      **Rank:** P      **Length:** 145.69 m      **Width:** 152.40 m      **True Area:** 2,980.42 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
10/1/2006	CR-AC	Complete Reconstruction - AC	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2" TO 3" AC, 5.5" TO 8" CRUSHER R

**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 60      **Surface:** AC  
**L.C.D.:** 01/01/1970      **Use:** APRON      **Rank:** P      **Length:** 145.69 m      **Width:** 152.40 m      **True Area:** 11,911.10 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2" TO 3" AC, 5.5" TO 8" CRUSHER RUN

**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 65      **Surface:** AC  
**L.C.D.:** 01/01/1970      **Use:** APRON      **Rank:** P      **Length:** 120.70 m      **Width:** 70.10 m      **True Area:** 9,617.79 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	ST-SC	Seal Coat	0.00	0.00	0	EST
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	

**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 70      **Surface:** AC  
**L.C.D.:** 01/01/1970      **Use:** APRON      **Rank:** P      **Length:** 110.95 m      **Width:** 65.53 m      **True Area:** 4,787.76 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2" TO 3" AC, 5.5" TO 8" CRUSHER RUN

**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 80      **Surface:** AC  
**L.C.D.:** 01/01/1970      **Use:** APRON      **Rank:** P      **Length:** 48.77 m      **Width:** 40.23 m      **True Area:** 1,683.50 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2" TO 3" AC, 5.5" TO 8" CRUSHER RUN

**Network:** Columbia Metropolitan Airport      **Branch:** APRFBO      APRFBO      **Section:** 90      **Surface:** AC  
**L.C.D.:** 01/01/1970      **Use:** APRON      **Rank:** P      **Length:** 201.17 m      **Width:** 57.00 m      **True Area:** 10,709.96 m<sup>2</sup>

Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2" TO 3" AC, 5.5" TO 8" CRUSHER RUN



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<b>L.C.D.:</b> 01/01/2005		<b>Use:</b> APRON		<b>Rank:</b> S	<b>Length:</b> 36.27 m	<b>Width:</b> 24.38 m
					<b>True Area:</b> 891.87 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 20	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1970		<b>Use:</b> APRON		<b>Rank:</b> S	<b>Length:</b> 29.26 m	<b>Width:</b> 13.41 m
					<b>True Area:</b> 750.38 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 30	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970		<b>Use:</b> APRON		<b>Rank:</b> S	<b>Length:</b> 65.53 m	<b>Width:</b> 31.70 m
					<b>True Area:</b> 1,951.61 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	1.75" AC, 6" STONE BASE
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 40	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1970		<b>Use:</b> APRON		<b>Rank:</b> S	<b>Length:</b> 15.54 m	<b>Width:</b> 15.54 m
					<b>True Area:</b> 237.55 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 50	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2012		<b>Use:</b> APRON		<b>Rank:</b> S	<b>Length:</b> 183.79 m	<b>Width:</b> 82.30 m
					<b>True Area:</b> 10,792.08 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2012	UNK	Unknown Major M&R	0.00	0.00	1	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	4.5" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 60	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970		<b>Use:</b> APRON		<b>Rank:</b> S	<b>Length:</b> 97.54 m	<b>Width:</b> 83.82 m
					<b>True Area:</b> 4,834.30 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	2" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 70	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1970		<b>Use:</b> APRON		<b>Rank:</b> T	<b>Length:</b> 23.47 m	<b>Width:</b> 31.09 m
					<b>True Area:</b> 531.50 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 75	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2007		<b>Use:</b> APRON		<b>Rank:</b> T	<b>Length:</b> 79.86 m	<b>Width:</b> 33.53 m
					<b>True Area:</b> 2,010.79 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	UNK	Unknown Major M&R	0.00	0.00	1	UNK
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	UNK

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 80	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2007	<b>Use:</b> APRON	<b>Rank:</b> S	<b>Length:</b> 146.30 m	<b>Width:</b> 58.52 m	<b>True Area:</b> 6,665.98 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	UNK	Unknown Major M&R	0.00	0.00	1	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	4.5" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 85	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2007	<b>Use:</b> APRON	<b>Rank:</b> S	<b>Length:</b> 68.58 m	<b>Width:</b> 41.76 m	<b>True Area:</b> 3,130.09 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRFBOE		APRFBOE	<b>Section:</b> 90	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2013	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 85.34 m	<b>Width:</b> 11.58 m	<b>True Area:</b> 988.86 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	1	

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRTERM		APRTERM	<b>Section:</b> 10	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1964	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 82.91 m	<b>Width:</b> 97.54 m	<b>True Area:</b> 8,098.17 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1964	NU-IN	New Construction - Initial	0.00	0.00	1	11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRTERM		APRTERM	<b>Section:</b> 20	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2004	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 228.60 m	<b>Width:</b> 132.59 m	<b>True Area:</b> 31,331.92 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2004	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRTERM		APRTERM	<b>Section:</b> 30	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1997	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 372.47 m	<b>Width:</b> 145.08 m	<b>True Area:</b> 46,161.57 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRTERM		APRTERM	<b>Section:</b> 40	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2006	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 202.69 m	<b>Width:</b> 192.94 m	<b>True Area:</b> 27,495.12 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRTERM		APRTERM	<b>Section:</b> 50	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1964	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 179.83 m	<b>Width:</b> 52.43 m	<b>True Area:</b> 7,147.59 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1964	NU-IN	New Construction - Initial	0.00	0.00	1	11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRTERM		APRTERM	<b>Section:</b> 60	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2009	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 274.32 m	<b>Width:</b> 15.24 m	<b>True Area:</b> 6,121.66 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRWCARGO		<b>Section:</b> 10		<b>Surface:</b> PCC	
L.C.D.: 01/01/2002		Use: APRON		Rank: P		Length: 119.48 m	
				Width: 102.41 m		True Area: 12,063.37 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRWCARGO		<b>Section:</b> 20		<b>Surface:</b> PCC	
L.C.D.: 01/01/1987		Use: APRON		Rank: P		Length: 111.25 m	
				Width: 102.41 m		True Area: 11,915.56 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/1987	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRWCARGO		<b>Section:</b> 30		<b>Surface:</b> PCC	
L.C.D.: 01/01/2002		Use: APRON		Rank: P		Length: 131.98 m	
				Width: 114.30 m		True Area: 12,529.18 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRWCARGO		<b>Section:</b> 40		<b>Surface:</b> PCC	
L.C.D.: 01/01/1987		Use: APRON		Rank: P		Length: 304.80 m	
				Width: 114.30 m		True Area: 23,214.05 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/1987	NU-IN	New Construction - Initial	0.00	0.00	1	14" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> APRWCARGO		<b>Section:</b> 50		<b>Surface:</b> PCC	
L.C.D.: 01/01/2002		Use: APRON		Rank: S		Length: 47.55 m	
				Width: 35.66 m		True Area: 1,900.33 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	1	8" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW11		<b>Section:</b> 10		<b>Surface:</b> PCC	
L.C.D.: 01/01/2010		Use: RUNWAY		Rank: P		Length: 2,620.37 m	
				Width: 15.24 m		True Area: 39,934.37 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	16" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW11		<b>Section:</b> 10L		<b>Surface:</b> PCC	
L.C.D.: 01/01/2010		Use: RUNWAY		Rank: P		Length: 2,620.37 m	
				Width: 15.24 m		True Area: 39,934.37 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	16" PCC, 6" CABG	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW11		<b>Section:</b> 10R		<b>Surface:</b> PCC	
L.C.D.: 01/01/2010		Use: RUNWAY		Rank: P		Length: 2,620.37 m	
				Width: 15.24 m		True Area: 39,934.37 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	16" PCC, 6" CABG	

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<b>L.C.D.:</b> 01/01/2007		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 308.46 m	<b>Width:</b> 15.24 m
<b>True Area:</b> 4,703.22 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 10L	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2007		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 308.46 m	<b>Width:</b> 15.24 m
<b>True Area:</b> 5,829.67 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 10R	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2007		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 308.46 m	<b>Width:</b> 15.24 m
<b>True Area:</b> 4,703.22 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 20	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 701.04 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 16,025.77 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 20L	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 701.04 m	<b>Width:</b> 11.43 m
<b>True Area:</b> 8,012.89 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	10" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 20R	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 701.04 m	<b>Width:</b> 11.43 m
<b>True Area:</b> 8,012.89 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	10" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 30	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 121.92 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 2,787.09 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 30L	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 121.92 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 1,843.57 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 5" CABG



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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 30R	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 121.92 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 1,393.55 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 40	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 408.43 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 9,266.89 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 40L	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 408.43 m	<b>Width:</b> 11.43 m
<b>True Area:</b> 4,520.29 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	10" PCC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 40R	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 408.43 m	<b>Width:</b> 11.43 m
<b>True Area:</b> 4,746.60 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	10" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 50	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 545.59 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 12,432.66 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 50L	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 551.69 m	<b>Width:</b> 11.43 m
<b>True Area:</b> 6,329.48 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	10" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 50R	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2008		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 537.36 m	<b>Width:</b> 11.43 m
<b>True Area:</b> 6,103.17 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	1	10" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 60	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1996		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 304.80 m	<b>Width:</b> 15.24 m
<b>True Area:</b> 4,649.80 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 60L	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1996		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 304.80 m	<b>Width:</b> 15.24 m
					<b>True Area:</b> 4,649.80 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> RW5		RW5	<b>Section:</b> 60R	<b>Surface:</b> PCC
<b>L.C.D.:</b> 01/01/1996		<b>Use:</b> RUNWAY		<b>Rank:</b> P	<b>Length:</b> 304.80 m	<b>Width:</b> 15.24 m
					<b>True Area:</b> 4,649.80 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 10	<b>Surface:</b> PCC
<b>L.C.D.:</b> 06/01/2016	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 309.37 m	<b>Width:</b> 22.86 m	<b>True Area:</b> 7,963.28 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
6/1/2016	CR-PC	Complete Reconstruction - PCC	0.00	0.00	1	ESTIMATED CONSTRUCTION DATE
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	7" AC, 11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 30	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 534.92 m	<b>Width:</b> 22.86 m	<b>True Area:</b> 7,602.53 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 40	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 91.44 m	<b>Width:</b> 22.86 m	<b>True Area:</b> 2,090.32 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	15" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 50	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 1,876.65 m	<b>Width:</b> 22.86 m	<b>True Area:</b> 40,365.72 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 55	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 222.20 m	<b>Width:</b> 110.64 m	<b>True Area:</b> 3,916.23 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 60	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2004	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 347.17 m	<b>Width:</b> 11.58 m	<b>True Area:</b> 3,968.17 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2004	NU-IN	New Construction - Initial	0.00	0.00	1	11" AC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA		TWA	<b>Section:</b> 70	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2006	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 281.33 m	<b>Width:</b> 11.58 m	<b>True Area:</b> 3,214.82 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	11" AC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA1		TWA1	<b>Section:</b> 10	<b>Surface:</b> PCC
<b>L.C.D.:</b> 06/01/2016	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 175.26 m	<b>Width:</b> 28.96 m	<b>True Area:</b> 6,001.82 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
6/1/2016	CR-PC	Complete Reconstruction - PCC	0.00	0.00	1	ESTIMATED CONSTRUCTION DATE
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	7" AC, 11" PCC

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA2		TWA2	<b>Section:</b> 10	<b>Surface:</b> PCC	
L.C.D.: 06/01/2016		Use: TAXIWAY		Rank: P	Length: 174.96 m	Width: 27.43 m	True Area: 6,419.69 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
6/1/2016	NU-IN	New Construction - Initial	0.00	0.00	1		
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA3		TWA3	<b>Section:</b> 10	<b>Surface:</b> AC	
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 295.96 m	Width: 24.69 m	True Area: 11,231.42 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA3		TWA3	<b>Section:</b> 20	<b>Surface:</b> APC	
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 106.68 m	Width: 29.57 m	True Area: 3,037.19 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA4		TWA4	<b>Section:</b> 10	<b>Surface:</b> AC	
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 144.78 m	Width: 24.38 m	True Area: 4,585.23 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA4		TWA4	<b>Section:</b> 20	<b>Surface:</b> AC	
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 131.67 m	Width: 28.04 m	True Area: 3,219.00 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA4		TWA4	<b>Section:</b> 30	<b>Surface:</b> APC	
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 106.68 m	Width: 28.04 m	True Area: 3,114.67 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA5		TWA5	<b>Section:</b> 10	<b>Surface:</b> AC	
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 256.64 m	Width: 27.74 m	True Area: 7,952.69 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA5		TWA5	<b>Section:</b> 20	<b>Surface:</b> APC	
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 115.82 m	Width: 27.74 m	True Area: 3,354.64 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment	
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC	

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA6		TWA6	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 304.80 m	Width: 28.96 m True Area: 9,154.76 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWA6		TWA6	<b>Section:</b> 20	<b>Surface:</b> APC
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 106.68 m	Width: 28.96 m True Area: 3,127.49 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB		TWB	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 72.85 m	Width: 18.29 m True Area: 2,121.53 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	5" AC, 12" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB		TWB	<b>Section:</b> 20	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 72.54 m	Width: 12.19 m True Area: 1,085.66 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	5" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB		TWB	<b>Section:</b> 30	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 110.03 m	Width: 35.05 m True Area: 5,172.56 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	11.5" AC, 7.5" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB		TWB	<b>Section:</b> 40	<b>Surface:</b> APC
L.C.D.: 01/01/2011		Use: TAXIWAY		Rank: P	Length: 68.58 m	Width: 27.43 m True Area: 2,985.07 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2011	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB		TWB	<b>Section:</b> 50	<b>Surface:</b> APC
L.C.D.: 01/01/2011		Use: TAXIWAY		Rank: P	Length: 57.91 m	Width: 35.66 m True Area: 2,917.71 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2011	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB		TWB	<b>Section:</b> 60	<b>Surface:</b> AC
L.C.D.: 01/01/2006		Use: TAXIWAY		Rank: P	Length: 1,371.60 m	Width: 22.86 m True Area: 35,713.88 m <sup>2</sup>
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG



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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB2		TWB2	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2006		Use: TAXIWAY		Rank: P	Length: 78.94 m	Width: 31.09 m
True Area: 2,504.57 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CAB
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWB3		TWB3	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2006		Use: TAXIWAY		Rank: P	Length: 88.39 m	Width: 31.09 m
True Area: 3,748.36 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CAB
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWC		TWC	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/1990		Use: TAXIWAY		Rank: P	Length: 360.88 m	Width: 31.39 m
True Area: 7,061.37 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1990	NU-IN	New Construction - Initial	0.00	0.00	1	8" AC, 6" CEMENT BASE
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWC		TWC	<b>Section:</b> 15	<b>Surface:</b> PCC
L.C.D.: 06/01/2016		Use: TAXIWAY		Rank: P	Length: 360.88 m	Width: 31.39 m
True Area: 3,135.48 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
6/1/2016	CR-PC	Complete Reconstruction - PCC	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1990	NU-IN	New Construction - Initial	0.00	0.00	1	8" AC, 6" CEMENT BASE
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWC		TWC	<b>Section:</b> 20	<b>Surface:</b> PCC
L.C.D.: 01/01/1996		Use: TAXIWAY		Rank: P	Length: 205.74 m	Width: 22.86 m
True Area: 4,851.77 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CAB
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWC1		TWC1	<b>Section:</b> 20	<b>Surface:</b> PCC
L.C.D.: 01/01/1996		Use: TAXIWAY		Rank: P	Length: 124.97 m	Width: 30.18 m
True Area: 3,879.72 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CAB
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWC2		TWC2	<b>Section:</b> 10	<b>Surface:</b> PCC
L.C.D.: 06/01/2016		Use: TAXIWAY		Rank: P	Length: 79.25 m	Width: 31.09 m
True Area: 3,855.85 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
6/1/2016	CR-PC	Complete Reconstruction - PCC	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1990	NU-IN	New Construction - Initial	0.00	0.00	1	10" AC, 8" CAB

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 10	<b>Surface:</b> PCC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 596.49 m	Width: 22.86 m
True Area: 15,617.19 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 15	<b>Surface:</b> AC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 47.24 m	Width: 29.57 m
True Area: 1,760.98 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 20	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 222.20 m	Width: 110.64 m
True Area: 4,870.26 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 25	<b>Surface:</b> AAC
L.C.D.: 01/01/2011		Use: TAXIWAY		Rank: P	Length: 222.20 m	Width: 110.64 m
True Area: 1,418.54 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2011	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 40	<b>Surface:</b> PCC
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 79.25 m	Width: 58.52 m
True Area: 2,879.90 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	16" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 50	<b>Surface:</b> PCC
L.C.D.: 01/01/2005		Use: TAXIWAY		Rank: P	Length: 496.82 m	Width: 30.48 m
True Area: 7,827.36 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 60	<b>Surface:</b> PCC
L.C.D.: 01/01/2005		Use: TAXIWAY		Rank: P	Length: 496.82 m	Width: 30.48 m
True Area: 8,245.14 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD		TWD	<b>Section:</b> 70	<b>Surface:</b> PCC
L.C.D.: 01/01/2005		Use: TAXIWAY		Rank: P	Length: 76.20 m	Width: 60.96 m
True Area: 4,653.79 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	1	

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD2		TWD2	<b>Section:</b> 20	<b>Surface:</b> PCC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 80.16 m	Width: 30.48 m
True Area: 2,782.26 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD3		TWD3	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 64.31 m	Width: 12.19 m
True Area: 955.69 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	UNK	Unknown Major M&R	0.00	0.00	1	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	1	6" AC, 14" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD4		TWD4	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 64.31 m	Width: 12.19 m
True Area: 1,020.17 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	UNK	Unknown Major M&R	0.00	0.00	1	
1/1/1980	NU-IN	New Construction - Initial	0.00	0.00	1	6" AC, 14" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD5		TWD5	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 45.72 m	Width: 12.80 m
True Area: 741.92 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD6		TWD6	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2013		Use: TAXIWAY		Rank: P	Length: 58.52 m	Width: 25.30 m
True Area: 1,628.87 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	1	
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWD7		TWD7	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 222.20 m	Width: 110.64 m
True Area: 5,050.21 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE		TWE	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 1,072.90 m	Width: 24.99 m
True Area: 22,976.41 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	5" AC, 5" SAND ASPHALT

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE1		TWE1	<b>Section:</b> 10	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001		<b>Use:</b> TAXIWAY		<b>Rank:</b> P	<b>Length:</b> 34.44 m	<b>Width:</b> 15.54 m
<b>True Area:</b> 882.67 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	5" AC, 12" CABC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE1		TWE1	<b>Section:</b> 20	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001		<b>Use:</b> TAXIWAY		<b>Rank:</b> P	<b>Length:</b> 38.10 m	<b>Width:</b> 15.54 m
<b>True Area:</b> 831.76 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	6" AC, 5" SAND ASPHALT
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE2		TWE2	<b>Section:</b> 10	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001		<b>Use:</b> TAXIWAY		<b>Rank:</b> P	<b>Length:</b> 71.63 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 1,996.21 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE3		TWE3	<b>Section:</b> 10	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/2001		<b>Use:</b> TAXIWAY		<b>Rank:</b> P	<b>Length:</b> 71.93 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 1,985.80 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE3		TWE3	<b>Section:</b> 20	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1980		<b>Use:</b> TAXIWAY		<b>Rank:</b> P	<b>Length:</b> 24.08 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 797.20 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1980	NU-IN	New Construction - Initial	0.00	0.00	1	5.5", 9" STONE BASE
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWE3		TWE3	<b>Section:</b> 30	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1980		<b>Use:</b> TAXIWAY		<b>Rank:</b> P	<b>Length:</b> 82.91 m	<b>Width:</b> 22.86 m
<b>True Area:</b> 1,909.71 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1980	NU-IN	New Construction - Initial	0.00	0.00	1	5.5", 9" STONE BASE

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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 10	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 124.97 m	Width: 22.86 m
True Area: 3,583.36 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 20	<b>Surface:</b> AC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 28.65 m	Width: 22.86 m
True Area: 729.66 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	16" AC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 30	<b>Surface:</b> APC
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 64.31 m	Width: 22.86 m
True Area: 1,308.45 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 40	<b>Surface:</b> APC
L.C.D.: 01/01/2010		Use: TAXIWAY		Rank: P	Length: 51.82 m	Width: 22.86 m
True Area: 1,061.79 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 11" PCC
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 50	<b>Surface:</b> AC
L.C.D.: 01/01/2006		Use: TAXIWAY		Rank: P	Length: 344.42 m	Width: 22.86 m
True Area: 8,185.59 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 60	<b>Surface:</b> AC
L.C.D.: 01/01/2006		Use: TAXIWAY		Rank: P	Length: 121.92 m	Width: 39.62 m
True Area: 6,102.89 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	1	12" AC, 8" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 70	<b>Surface:</b> PCC
L.C.D.: 01/01/2005		Use: TAXIWAY		Rank: P	Length: 182.88 m	Width: 27.43 m
True Area: 4,578.54 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG
<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWF		TWF	<b>Section:</b> 80	<b>Surface:</b> PCC
L.C.D.: 01/01/2001		Use: TAXIWAY		Rank: P	Length: 205.74 m	Width: 22.86 m
True Area: 4,699.13 m <sup>2</sup>						
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	1	15" PCC, 6" CABG



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<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWS		TWS	<b>Section:</b> 10	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 199.03 m	<b>Width:</b> 31.09 m	<b>True Area:</b> 2,341.16 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5" AC, 5" SAND ASPHALT

<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWS		TWS	<b>Section:</b> 15	<b>Surface:</b> AAC
<b>L.C.D.:</b> 01/01/2001	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 199.03 m	<b>Width:</b> 31.09 m	<b>True Area:</b> 729.66 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/2001	ML-OL	MILL and OVERLAY	0.00	0.00	1	ESTIMATED CONSTRUCTION
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	5" AC, 5" SAND ASPHALT

<b>Network:</b> Columbia Metropolitan Airport		<b>Branch:</b> TWS		TWS	<b>Section:</b> 20	<b>Surface:</b> AC
<b>L.C.D.:</b> 01/01/1970	<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 199.03 m	<b>Width:</b> 31.09 m	<b>True Area:</b> 2,643.83 m <sup>2</sup>	
Work Date	Work Code	Work Desc	Cost	ThickNess (mm)	Major MR	Comment
1/1/1970	NU-IN	New Construction - Initial	0.00	0.00	1	ESTIMATED CONSTRUCTION

### Work History Network Summary Report

Use Category	Number of Sections	Total Area (m <sup>2</sup> )	Thickness Average (mm)	Thickness StdDev (mm)
Complete Reconstruction - AC	1	2,980.42	0.00	0.00
Complete Reconstruction - PCC	4	20,956.42	0.00	0.00
MILL and OVERLAY	8	17,338.40	0.00	0.00
New Construction - Initial	128	1,043,533.49	0.00	0.00
Seal Coat	1	9,617.79	0.00	0.00
Unknown Major M&R	6	25,679.14	0.00	0.00

## Branch Condition Report

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Network	Branch	Number of Sections	Sum Section Length (m)	Average Section Width (m)	True Area (m <sup>2</sup> )	Branch Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
CAE_2022	<u>APRECARG</u> <u>Q</u>	2	1033.88	135.64	119381.34	APRON	87	5	83
CAE_2022	<u>APRFBO</u>	20	3199.79	77.40	136774.10	APRON	54	28	43
CAE_2022	<u>APRFBOE</u>	11	831.48	38.88	32785.05	APRON	39	34	49
CAE_2022	<u>APRTERM</u>	6	1340.82	105.97	126356.73	APRON	68	34	82
CAE_2022	<u>APRWCARG</u> <u>Q</u>	5	715.06	93.82	61621.63	APRON	85	4	84
CAE_2022	<u>RW11</u>	3	7861.11	15.24	119803.32	RUNWAY	97	2	97
CAE_2022	<u>RW5</u>	19	7168.65	16.24	109823.65	RUNWAY	87	9	87
CAE_2022	<u>TWA</u>	4	2825.00	49.95	69119.92	TAXIWAY	79	21	92
CAE_2022	<u>TWA1</u>	1	175.26	28.96	6002.52	TAXIWAY	100	0	100
CAE_2022	<u>TWA2</u>	1	174.96	27.43	6419.47	TAXIWAY	100	0	100
CAE_2022	<u>TWA3</u>	2	402.64	27.13	14269.41	TAXIWAY	77	10	72
CAE_2022	<u>TWA4</u>	3	383.13	26.82	10917.83	TAXIWAY	54	11	53
CAE_2022	<u>TWA5</u>	2	372.46	27.74	11308.36	TAXIWAY	56	7	53
CAE_2022	<u>TWA6</u>	2	411.48	28.96	12283.89	TAXIWAY	66	7	63
CAE_2022	<u>TWB</u>	6	1753.51	25.25	49995.82	TAXIWAY	59	3	57
CAE_2022	<u>TWB2</u>	1	78.94	31.09	2504.50	TAXIWAY	63	0	63
CAE_2022	<u>TWB3</u>	1	88.39	31.09	3748.34	TAXIWAY	54	0	54
CAE_2022	<u>TWC</u>	3	927.50	28.55	15045.24	TAXIWAY	75	21	68
CAE_2022	<u>TWC1</u>	1	124.97	30.18	3880.38	TAXIWAY	100	0	100
CAE_2022	<u>TWC2</u>	1	79.25	31.09	3855.94	TAXIWAY	100	0	100
CAE_2022	<u>TWD</u>	8	2237.22	56.77	47272.00	TAXIWAY	82	14	87
CAE_2022	<u>TWD2</u>	1	80.16	30.48	2782.19	TAXIWAY	100	0	100
CAE_2022	<u>TWD3</u>	1	64.31	12.19	955.53	TAXIWAY	78	0	78
CAE_2022	<u>TWD4</u>	1	64.31	12.19	1020.01	TAXIWAY	80	0	80
CAE_2022	<u>TWD5</u>	1	45.72	12.80	741.85	TAXIWAY	80	0	80
CAE_2022	<u>TWD6</u>	1	58.52	25.30	1628.93	TAXIWAY	83	0	83
CAE_2022	<u>TWD7</u>	1	222.20	110.64	5049.77	TAXIWAY	55	0	55

## Branch Condition Report

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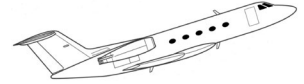
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Network	Branch	Number of Sections	Sum Section Length (m)	Average Section Width (m)	True Area (m²)	Branch Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
<u>CAE_2022</u>	<u>IWE</u>	1	1072.90	24.99	22972.64	TAXIWAY	56	0	56
<u>CAE_2022</u>	<u>TWE1</u>	2	72.54	15.54	1714.04	TAXIWAY	100	0	100
<u>CAE_2022</u>	<u>IWE2</u>	1	71.63	22.86	1996.25	TAXIWAY	54	0	54
<u>CAE_2022</u>	<u>TWE3</u>	3	178.92	22.86	4692.77	TAXIWAY	56	3	56
<u>CAE_2022</u>	<u>TWF</u>	8	1124.71	25.15	29882.76	TAXIWAY	62	11	63
<u>CAE_2022</u>	<u>IWS</u>	1	199.03	31.09	2643.77	APRON	17	0	17

### Branch Condition Network Summary Report

Use Category	Number of Sections	Total Area (m²)	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
APRON	45	44,283,978,822.73	56.28	32.36	56.28
RUNWAY	22	21,649,945,202.22	88.01	9.48	88.01
TAXIWAY	57	56,093,039,842.12	71.72	18.08	71.72
All	124	122,026,963,867.07	69.01	25.93	69.01



## **Appendix C: Branch/Section Condition Report**

## Section Condition Report

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Network	Branch	Section	Construction Date	Surface	Branch Use	Rank	Lane	True Area (m <sup>2</sup> )	Age At Inspection	Last Inspection Date	PCI
<u>CAE_2022</u>	<u>APRECARGO</u>	<u>10</u>	1/1/1996	PCC	APRON	P	0	114,572	26	2/14/2022	83
<u>CAE_2022</u>	<u>APRECARGO</u>	<u>20</u>	1/1/1996	PCC	APRON	P	0	4,809	26	2/14/2022	92
<u>CAE_2022</u>	<u>APRFBO</u>	<u>10</u>	1/1/1970	AC	APRON	P	0	20,801	52	2/14/2022	38
<u>CAE_2022</u>	<u>APRFBO</u>	<u>100</u>	1/1/1970	AC	APRON	P	0	3,699	52	2/14/2022	37
<u>CAE_2022</u>	<u>APRFBO</u>	<u>110</u>	1/1/2007	AC	APRON	P	0	4,234	15	2/14/2022	72
<u>CAE_2022</u>	<u>APRFBO</u>	<u>120</u>	1/1/1970	PCC	APRON	S	0	335	52	2/14/2022	43
<u>CAE_2022</u>	<u>APRFBO</u>	<u>130</u>	1/1/2001	PCC	APRON	S	0	455	21	2/14/2022	83
<u>CAE_2022</u>	<u>APRFBO</u>	<u>140</u>	6/1/2018	PCC	APRON	S	0	1,254	4	2/14/2022	100
<u>CAE_2022</u>	<u>APRFBO</u>	<u>15</u>	1/1/2016	AAC	APRON	P	0	723	6	2/14/2022	92
<u>CAE_2022</u>	<u>APRFBO</u>	<u>17</u>	1/1/2013	AAC	APRON	P	0	1,077	9	2/14/2022	28
<u>CAE_2022</u>	<u>APRFBO</u>	<u>20</u>	1/1/1970	AC	APRON	P	0	10,955	52	2/14/2022	28
<u>CAE_2022</u>	<u>APRFBO</u>	<u>30</u>	1/1/2007	PCC	APRON	P	0	8,291	15	2/14/2022	91
<u>CAE_2022</u>	<u>APRFBO</u>	<u>40</u>	1/1/1970	AC	APRON	P	0	11,764	52	2/14/2022	19
<u>CAE_2022</u>	<u>APRFBO</u>	<u>50</u>	1/1/1970	AC	APRON	P	0	24,009	52	2/14/2022	21
<u>CAE_2022</u>	<u>APRFBO</u>	<u>51</u>	1/1/2013	AAC	APRON	P	0	1,485	9	2/14/2022	78
<u>CAE_2022</u>	<u>APRFBO</u>	<u>55</u>	6/1/2016	AAC	APRON	P	0	6,003	6	2/14/2022	73
<u>CAE_2022</u>	<u>APRFBO</u>	<u>57</u>	10/1/2006	AC	APRON	P	0	2,980	16	2/14/2022	59
<u>CAE_2022</u>	<u>APRFBO</u>	<u>60</u>	1/1/1970	AC	APRON	P	0	11,910	52	2/14/2022	36
<u>CAE_2022</u>	<u>APRFBO</u>	<u>65</u>	1/1/1970	AC	APRON	P	0	9,617	52	2/14/2022	52
<u>CAE_2022</u>	<u>APRFBO</u>	<u>70</u>	1/1/1970	AC	APRON	P	0	4,788	52	2/14/2022	19
<u>CAE_2022</u>	<u>APRFBO</u>	<u>80</u>	1/1/1970	AC	APRON	P	0	1,683	52	2/14/2022	76
<u>CAE_2022</u>	<u>APRFBO</u>	<u>90</u>	1/1/1970	AC	APRON	P	0	10,711	52	2/14/2022	66
<u>CAE_2022</u>	<u>APRFBOE</u>	<u>10</u>	1/1/2005	PCC	APRON	S	0	892	17	2/14/2022	82
<u>CAE_2022</u>	<u>APRFBOE</u>	<u>20</u>	1/1/1970	PCC	APRON	S	0	750	52	2/14/2022	0

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Network	Branch	Section	Construction Date	Surface	Branch Use	Rank	Lane	True Area (m <sup>2</sup> )	Age At Inspection	Last Inspection Date	PCI
CAE_2022	APRFBOE	30	1/1/1970	AC	APRON	S	0	1,952	52	2/14/2022	8
CAE_2022	APRFBOE	40	1/1/1970	PCC	APRON	S	0	237	52	2/14/2022	0
CAE_2022	APRFBOE	50	1/1/2012	AC	APRON	S	0	10,792	10	2/14/2022	58
CAE_2022	APRFBOE	60	1/1/1970	AC	APRON	S	0	4,835	52	2/14/2022	5
CAE_2022	APRFBOE	70	1/1/1970	PCC	APRON	T	0	532	52	2/14/2022	0
CAE_2022	APRFBOE	75	1/1/1970	AC	APRON	T	0	2,011	52	2/14/2022	72
CAE_2022	APRFBOE	80	1/1/2007	AC	APRON	S	0	6,666	15	2/14/2022	67
CAE_2022	APRFBOE	85	1/1/2007	AC	APRON	S	0	3,130	15	2/14/2022	72
CAE_2022	APRFBOE	90	1/1/2013	AC	APRON	P	0	989	9	2/14/2022	64
CAE_2022	APRTERM	10	1/1/1964	PCC	APRON	P	0	8,099	58	2/14/2022	48
CAE_2022	APRTERM	20	1/1/2004	PCC	APRON	P	0	31,332	18	2/14/2022	93
CAE_2022	APRTERM	30	1/1/1997	PCC	APRON	P	0	46,160	25	2/14/2022	88
CAE_2022	APRTERM	40	1/1/2006	PCC	APRON	P	0	27,495	16	2/14/2022	87
CAE_2022	APRTERM	50	1/1/1964	PCC	APRON	P	0	7,148	58	2/14/2022	1
CAE_2022	APRTERM	60	1/1/2009	PCC	APRON	P	0	6,122	13	2/14/2022	94
CAE_2022	APRWCAR GO	10	1/1/2002	PCC	APRON	P	0	12,063	20	2/14/2022	89
CAE_2022	APRWCAR GO	20	1/1/1987	PCC	APRON	P	0	11,915	35	2/14/2022	82
CAE_2022	APRWCAR GO	30	1/1/2002	PCC	APRON	P	0	12,529	20	2/14/2022	91
CAE_2022	APRWCAR GO	40	1/1/1997	PCC	APRON	P	0	23,214	25	2/14/2022	80
CAE_2022	APRWCAR GO	50	1/1/2002	PCC	APRON	S	0	1,900	20	2/14/2022	85
CAE_2022	RW11	10	1/1/2010	PCC	RUNWAY	P	0	39,934	12	2/14/2022	94
CAE_2022	RW11	10L	1/1/2010	PCC	RUNWAY	P	0	39,934	12	2/14/2022	98
CAE_2022	RW11	10R	1/1/2010	PCC	RUNWAY	P	0	39,934	12	2/14/2022	97
CAE_2022	RW5	10	1/1/2007	PCC	RUNWAY	P	0	4,703	15	2/14/2022	88



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Network	Branch	Section	Construction Date	Surface	Branch Use	Rank	Lane	True Area (m <sup>2</sup> )	Age At Inspection	Last Inspection Date	PCI
<u>CAE_2022</u>	<u>RW5</u>	<u>10L</u>	1/1/2007	PCC	RUNWAY	P	0	4,993	15	2/14/2022	87
<u>CAE_2022</u>	<u>RW5</u>	<u>10R</u>	1/1/2007	PCC	RUNWAY	P	0	4,703	15	2/14/2022	89
<u>CAE_2022</u>	<u>RW5</u>	<u>20</u>	1/1/2008	PCC	RUNWAY	P	0	16,026	14	2/14/2022	97
<u>CAE_2022</u>	<u>RW5</u>	<u>20L</u>	1/1/2008	AC	RUNWAY	P	0	8,013	14	2/14/2022	87
<u>CAE_2022</u>	<u>RW5</u>	<u>20R</u>	1/1/2008	AC	RUNWAY	P	0	8,013	14	2/14/2022	85
<u>CAE_2022</u>	<u>RW5</u>	<u>30</u>	1/1/2008	PCC	RUNWAY	P	0	2,787	14	2/14/2022	98
<u>CAE_2022</u>	<u>RW5</u>	<u>30L</u>	1/1/2008	PCC	RUNWAY	P	0	1,844	14	2/14/2022	94
<u>CAE_2022</u>	<u>RW5</u>	<u>30R</u>	1/1/2008	PCC	RUNWAY	P	0	1,394	14	2/14/2022	98
<u>CAE_2022</u>	<u>RW5</u>	<u>40</u>	1/1/2008	PCC	RUNWAY	P	0	9,267	14	2/14/2022	98
<u>CAE_2022</u>	<u>RW5</u>	<u>40L</u>	1/1/2008	AC	RUNWAY	P	0	4,520	14	2/14/2022	76
<u>CAE_2022</u>	<u>RW5</u>	<u>40R</u>	1/1/2008	AC	RUNWAY	P	0	4,747	14	2/14/2022	77
<u>CAE_2022</u>	<u>RW5</u>	<u>50</u>	1/1/2008	PCC	RUNWAY	P	0	12,433	14	2/14/2022	93
<u>CAE_2022</u>	<u>RW5</u>	<u>50L</u>	1/1/2008	AC	RUNWAY	P	0	6,330	14	2/14/2022	82
<u>CAE_2022</u>	<u>RW5</u>	<u>50R</u>	1/1/2008	AC	RUNWAY	P	0	5,276	14	2/14/2022	80
<u>CAE_2022</u>	<u>RW5</u>	<u>55R</u>	1/1/2013	PCC	RUNWAY	P	0	827	9	2/14/2022	100
<u>CAE_2022</u>	<u>RW5</u>	<u>60</u>	1/1/1996	PCC	RUNWAY	P	0	4,650	26	2/14/2022	68
<u>CAE_2022</u>	<u>RW5</u>	<u>60L</u>	1/1/1996	PCC	RUNWAY	P	0	4,650	26	2/14/2022	77
<u>CAE_2022</u>	<u>RW5</u>	<u>60R</u>	1/1/1996	PCC	RUNWAY	P	0	4,650	26	2/14/2022	72
<u>CAE_2022</u>	<u>TWA</u>	<u>10</u>	6/1/2016	PCC	TAXIWAY	P	0	7,963	0	6/1/2016	100
<u>CAE_2022</u>	<u>TWA</u>	<u>20</u>	6/1/2017	PCC	TAXIWAY	P	0	47,293	0	6/1/2017	100
<u>CAE_2022</u>	<u>TWA</u>	<u>50</u>	1/1/2001	AC	TAXIWAY	P	0	9,947	21	2/14/2022	60
<u>CAE_2022</u>	<u>TWA</u>	<u>55</u>	1/1/2001	AC	TAXIWAY	P	0	3,916	21	2/14/2022	57
<u>CAE_2022</u>	<u>TWA1</u>	<u>10</u>	6/1/2016	PCC	TAXIWAY	P	0	6,003	0	6/1/2016	100
<u>CAE_2022</u>	<u>TWA2</u>	<u>10</u>	6/1/2016	PCC	TAXIWAY	P	0	6,419	0	6/1/2016	100

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Network	Branch	Section	Construction Date	Surface	Branch Use	Rank	Lane	True Area (m <sup>2</sup> )	Age At Inspection	Last Inspection Date	PCI
<u>CAE_2022</u>	<u>TWA3</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	11,232	21	2/14/2022	68
<u>CAE_2022</u>	<u>TWA3</u>	<u>20</u>	1/1/2010	APC	TAXIWAY	P	0	3,038	12	2/14/2022	87
<u>CAE_2022</u>	<u>TWA4</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	4,585	21	2/14/2022	52
<u>CAE_2022</u>	<u>TWA4</u>	<u>20</u>	1/1/2001	AC	TAXIWAY	P	0	3,219	21	2/14/2022	41
<u>CAE_2022</u>	<u>TWA4</u>	<u>30</u>	1/1/2010	APC	TAXIWAY	P	0	3,114	12	2/14/2022	68
<u>CAE_2022</u>	<u>TWA5</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	7,953	21	2/14/2022	49
<u>CAE_2022</u>	<u>TWA5</u>	<u>20</u>	1/1/2010	APC	TAXIWAY	P	0	3,355	12	2/14/2022	63
<u>CAE_2022</u>	<u>TWA6</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	9,156	21	2/14/2022	59
<u>CAE_2022</u>	<u>TWA6</u>	<u>20</u>	1/1/2010	APC	TAXIWAY	P	0	3,128	12	2/14/2022	73
<u>CAE_2022</u>	<u>TWB</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	2,122	21	2/14/2022	63
<u>CAE_2022</u>	<u>TWB</u>	<u>20</u>	1/1/2001	AC	TAXIWAY	P	0	1,085	21	2/14/2022	63
<u>CAE_2022</u>	<u>TWB</u>	<u>30</u>	1/1/2001	AC	TAXIWAY	P	0	5,172	21	2/14/2022	54
<u>CAE_2022</u>	<u>TWB</u>	<u>40</u>	1/1/2011	APC	TAXIWAY	P	0	2,985	11	2/14/2022	61
<u>CAE_2022</u>	<u>TWB</u>	<u>50</u>	1/1/2011	APC	TAXIWAY	P	0	2,918	11	2/14/2022	60
<u>CAE_2022</u>	<u>TWB</u>	<u>60</u>	1/1/2006	AC	TAXIWAY	P	0	35,714	16	2/14/2022	57
<u>CAE_2022</u>	<u>TWB2</u>	<u>10</u>	1/1/2006	AC	TAXIWAY	P	0	2,505	16	2/14/2022	63
<u>CAE_2022</u>	<u>TWB3</u>	<u>10</u>	1/1/2006	AC	TAXIWAY	P	0	3,748	16	2/7/2022	54
<u>CAE_2022</u>	<u>TWC</u>	<u>10</u>	1/1/1990	AC	TAXIWAY	P	0	7,060	32	2/14/2022	48
<u>CAE_2022</u>	<u>TWC</u>	<u>15</u>	6/1/2016	PCC	TAXIWAY	P	0	3,134	6	3/14/2022	100
<u>CAE_2022</u>	<u>TWC</u>	<u>20</u>	1/1/1996	PCC	TAXIWAY	P	0	4,852	26	2/14/2022	76
<u>CAE_2022</u>	<u>TWC1</u>	<u>20</u>	1/1/1996	PCC	TAXIWAY	P	0	3,880	26	2/14/2022	100
<u>CAE_2022</u>	<u>TWC2</u>	<u>10</u>	6/1/2016	PCC	TAXIWAY	P	0	3,856	0	6/1/2016	100
<u>CAE_2022</u>	<u>TWD</u>	<u>10</u>	1/1/2013	PCC	TAXIWAY	P	0	15,617	0	1/1/2013	100
<u>CAE_2022</u>	<u>TWD</u>	<u>15</u>	1/1/2013	AC	TAXIWAY	P	0	1,761	9	2/14/2022	80

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Network	Branch	Section	Construction Date	Surface	Branch Use	Rank	Lane	True Area (m <sup>2</sup> )	Age At Inspection	Last Inspection Date	PCI
<u>CAE_2022</u>	<u>TWD</u>	<u>20</u>	1/1/2001	AC	TAXIWAY	P	0	4,870	21	2/14/2022	51
<u>CAE_2022</u>	<u>TWD</u>	<u>25</u>	1/1/2011	AAC	TAXIWAY	P	0	1,418	11	2/14/2022	79
<u>CAE_2022</u>	<u>TWD</u>	<u>40</u>	1/1/2010	PCC	TAXIWAY	P	0	2,880	12	2/14/2022	90
<u>CAE_2022</u>	<u>TWD</u>	<u>50</u>	1/1/2005	PCC	TAXIWAY	P	0	7,827	17	2/14/2022	94
<u>CAE_2022</u>	<u>TWD</u>	<u>60</u>	1/1/2005	PCC	TAXIWAY	P	0	8,245	17	2/14/2022	84
<u>CAE_2022</u>	<u>TWD</u>	<u>70</u>	1/1/2005	PCC	TAXIWAY	P	0	4,654	17	2/14/2022	79
<u>CAE_2022</u>	<u>TWD2</u>	<u>20</u>	1/1/2013	PCC	TAXIWAY	P	0	2,782	0	1/1/2013	100
<u>CAE_2022</u>	<u>TWD3</u>	<u>10</u>	1/1/2013	AC	TAXIWAY	P	0	956	9	2/14/2022	78
<u>CAE_2022</u>	<u>TWD4</u>	<u>10</u>	1/1/2013	AC	TAXIWAY	P	0	1,020	9	2/14/2022	80
<u>CAE_2022</u>	<u>TWD5</u>	<u>10</u>	1/1/2013	AC	TAXIWAY	P	0	742	9	2/14/2022	80
<u>CAE_2022</u>	<u>TWD6</u>	<u>10</u>	1/1/2013	AC	TAXIWAY	P	0	1,629	9	2/14/2022	83
<u>CAE_2022</u>	<u>TWD7</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	5,050	21	2/14/2022	55
<u>CAE_2022</u>	<u>TWE</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	22,973	21	2/14/2022	56
<u>CAE_2022</u>	<u>TWE1</u>	<u>10</u>	1/1/2018	AC	TAXIWAY	P	0	882	0	1/1/2018	100
<u>CAE_2022</u>	<u>TWE1</u>	<u>20</u>	1/1/2018	AC	TAXIWAY	P	0	832	0	1/1/2018	100
<u>CAE_2022</u>	<u>TWE2</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	1,996	21	2/14/2022	54
<u>CAE_2022</u>	<u>TWE3</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	1,986	21	2/14/2022	60
<u>CAE_2022</u>	<u>TWE3</u>	<u>20</u>	1/1/1980	AC	TAXIWAY	P	0	797	42	2/14/2022	55
<u>CAE_2022</u>	<u>TWE3</u>	<u>30</u>	1/1/1980	AC	TAXIWAY	P	0	1,910	42	2/14/2022	53
<u>CAE_2022</u>	<u>TWE</u>	<u>10</u>	1/1/2001	AC	TAXIWAY	P	0	3,583	21	2/14/2022	54
<u>CAE_2022</u>	<u>TWE</u>	<u>20</u>	1/1/2001	AC	TAXIWAY	P	0	730	21	2/14/2022	51
<u>CAE_2022</u>	<u>TWE</u>	<u>30</u>	1/1/2010	APC	TAXIWAY	P	0	1,308	12	2/14/2022	68
<u>CAE_2022</u>	<u>TWE</u>	<u>40</u>	1/1/2010	APC	TAXIWAY	P	0	1,062	12	2/14/2022	57
<u>CAE_2022</u>	<u>TWE</u>	<u>50</u>	1/1/2006	AC	TAXIWAY	P	0	8,186	16	2/14/2022	56

## Section Condition Report

Report Date: 5/3/2022 7:51:59 AM

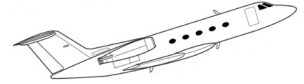
Pavement Database: WKDICKSON

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Network	Branch	Section	Construction Date	Surface	Branch Use	Rank	Lane	True Area (m <sup>2</sup> )	Age At Inspection	Last Inspection Date	PCI
<u>CAE_2022</u>	<u>TWF</u>	<u>60</u>	1/1/2006	AC	TAXIWAY	P	0	5,737	16	2/14/2022	53
<u>CAE_2022</u>	<u>TWF</u>	<u>70</u>	1/1/2005	PCC	TAXIWAY	P	0	4,578	17	2/14/2022	74
<u>CAE_2022</u>	<u>TWF</u>	<u>80</u>	1/1/2001	PCC	TAXIWAY	P	0	4,699	21	2/14/2022	85
<u>CAE_2022</u>	<u>TWS</u>	<u>20</u>	1/1/1970	AC	APRON	P	0	2,644	52	2/14/2022	17

### Section Condition Network Summary Report

Age Category	Average Age at Inspection	Total Area (m <sup>2</sup> )	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
[0-2]	0	91,647.95	9	100.00	0.00	100.00
[03-5]	4	1,254.33	1	100.00	0.00	100.00
[06-10]	8	31,137.92	13	76.58	18.02	71.80
[11-15]	13	268,498.54	33	82.48	12.56	90.00
[16-20]	17	170,384.52	16	75.04	14.82	77.48
[21-25]	21	174,103.31	21	61.05	12.39	68.72
[26-30]	26	142,062.89	7	81.20	10.48	82.16
[31-35]	33	18,974.73	2	65.17	17.12	69.55
[41-50]	42	2,707.03	2	54.09	1.09	53.65
Age >=50	52	138,478.73	20	27.47	24.09	31.94
All	21	1,039,249.94	124	69.01	25.93	75.46

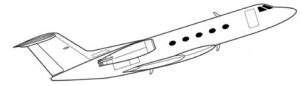


## **Appendix D: PCI Map**









## **Appendix E: Remaining Life Data**











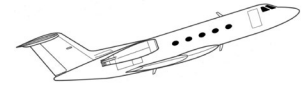
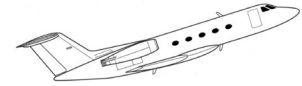


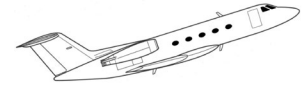
Table E.1: Remaining Life Data

Branch ID	Section ID	Surface Type	PCI (2022)	Critical PCI	Major Rehab. (years) (PCI=Critical)	Functional Life (years) (PCI≤40)
APRECARGO	10	PCC	83	65	9	20+
	20	PCC	92	65	14	20+
APRFBO	10	AC	38	65	0	0
	100	AC	37	65	0	0
	110	AC	72	65	2	11
	120	PCC	43	65	0	2
	130	PCC	83	65	9	20+
	140	PCC	100	65	18	20+
	15	AAC	92	65	9	17
	17	AAC	28	65	0	0
	20	AC	28	65	0	0
	30	PCC	91	65	13	20+
	40	AC	19	65	0	0
	50	AC	21	65	0	0
	51	AAC	78	65	4	13
	55	AAC	73	65	3	11
	57	AC	59	65	0	6
	60	AC	36	65	0	0
	65	AC	52	65	0	4
	70	AC	19	65	0	0
	80	AC	76	65	4	12
	90	AC	66	65	0	9
APRFBOE	10	PCC	82	65	9	20+
	20	PCC	0	65	0	0
	30	AC	8	65	0	0
	40	PCC	0	65	0	0
	50	AC	58	65	0	6
	60	AC	5	65	0	0
	70	PCC	0	65	0	0
	75	AC	72	65	2	11
	80	AC	67	65	1	9
	85	AC	72	65	2	11



**Columbia Metropolitan Airport**

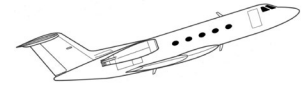
Branch ID	Section ID	Surface Type	PCI (2022)	Critical PCI	Major Rehab. (years) (PCI=Critical)	Functional Life (years) (PCI≤40)
	90	AC	64	65	0	8
APRTERM	10	PCC	48	65	0	4
	20	PCC	93	65	14	20+
	30	PCC	88	65	12	20+
	40	PCC	87	65	11	20+
	50	PCC	1	65	0	0
	60	PCC	94	65	15	20+
APRWCARGO	10	PCC	89	65	12	20+
	20	PCC	82	65	9	20+
	30	PCC	91	65	13	20+
	40	PCC	80	65	8	20
	50	PCC	85	65	10	20+
RW11	10	PCC	94	70	12	20+
	10L	PCC	98	70	14	20+
	10R	PCC	97	70	14	20+
RW5	10	PCC	88	70	9	20+
	10L	PCC	87	70	9	20+
	10R	PCC	89	70	10	20+
	20	PCC	97	70	14	20+
	20L	AC	87	70	6	16
	20R	AC	85	70	5	15
	30	PCC	98	70	14	20+
	30L	PCC	94	70	12	20+
	30R	PCC	98	70	14	20+
	40	PCC	98	70	14	20+
	40L	AC	76	70	2	12
	40R	AC	77	70	2	12
	50	PCC	93	70	12	20+
	50L	AC	82	70	4	14
	50R	AC	80	70	3	13
	55R	PCC	100	70	15	20+
60	PCC	68	70	0	14	
60L	PCC	77	70	4	19	



**Columbia Metropolitan Airport**

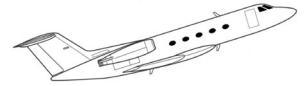
Branch ID	Section ID	Surface Type	PCI (2022)	Critical PCI	Major Rehab. (years) (PCI=Critical)	Functional Life (years) (PCI≤40)
	60R	PCC	72	70	1	16
TWA	10	PCC	100	65	18	20+
	20	PCC	100	65	18	20+
	50	AC	60	65	0	7
	55	AC	57	65	0	6
TWA1	10	PCC	100	65	18	20+
TWA2	10	PCC	100	65	18	20+
TWA3	10	AC	68	65	1	9
	20	APC	87	65	7	16
TWA4	10	AC	52	65	0	4
	20	AC	41	65	0	0
	30	APC	68	65	1	9
TWA5	10	AC	49	65	0	3
	20	APC	63	65	0	8
TWA6	10	AC	59	65	0	6
	20	APC	73	65	3	11
TWB	10	AC	63	65	0	8
	20	AC	63	65	0	8
	30	AC	54	65	0	5
	40	APC	61	65	0	7
	50	APC	60	65	0	7
	60	AC	57	65	0	6
TWB2	10	AC	63	65	0	8
TWB3	10	AC	54	65	0	5
TWC	10	AC	48	65	0	3
	15	PCC	100	65	18	20+
	20	PCC	76	65	6	18
TWC1	20	PCC	100	65	18	20+
TWC2	10	PCC	100	65	18	20+
TWD	10	PCC	100	65	18	20+
	15	AC	80	65	5	13
	20	AC	51	65	0	4
	25	AAC	79	65	5	13





**Columbia Metropolitan Airport**

Branch ID	Section ID	Surface Type	PCI (2022)	Critical PCI	Major Rehab. (years) (PCI=Critical)	Functional Life (years) (PCI≤40)
	40	PCC	90	65	13	20+
	50	PCC	94	65	15	20+
	60	PCC	84	65	10	20+
	70	PCC	79	65	7	20
TWD2	20	PCC	100	65	18	20+
TWD3	10	AC	78	65	4	13
TWD4	10	AC	80	65	5	13
TWD5	10	AC	80	65	5	13
TWD6	10	AC	83	65	6	14
TWD7	10	AC	55	65	0	5
TWE	10	AC	56	65	0	5
TWE1	10	AC	100	65	12	20
	20	AC	100	65	12	20
TWE2	10	AC	54	65	0	5
TWE3	10	AC	60	65	0	7
	20	AC	55	65	0	5
	30	AC	53	65	0	4
TWF	10	AC	54	65	0	5
	20	AC	51	65	0	4
	30	APC	68	65	1	9
	40	APC	57	65	0	6
	50	AC	56	65	0	5
	60	AC	53	65	0	4
	70	PCC	74	65	5	17
	80	PCC	85	65	10	20+
TWS	20	AC	17	65	0	0



## **Appendix F: Airfield CIP Map & Data**







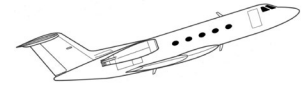
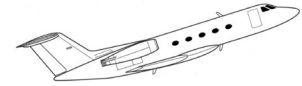
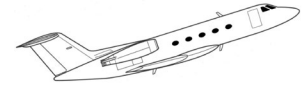


Table F.1: 5-Year Rehabilitation & Reconstruction Costs

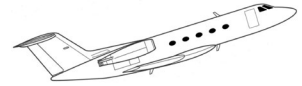
5-Year Major Rehabilitation Plan Summary				
Program Year	Branch	Section	Rehabilitation Type	Planning Cost
2023	APRFBO	10	AC Reconstruction	\$ 3,980,446.08
2023	APRFBO	100	AC Reconstruction	\$ 707,834.72
2023	APRFBO	120	PCC Reconstruction	\$ 134,219.98
2023	APRFBO	17	AAC Rehabilitation	\$ 128,808.12
2023	APRFBO	20	AC Reconstruction	\$ 2,096,331.27
2023	APRFBO	40	AC Reconstruction	\$ 2,251,140.22
2023	APRFBO	50	AC Mill and Overlay	\$ 2,871,452.39
2023	APRFBO	57	AC Mill and Overlay	\$ 356,405.02
2023	APRFBO	60	AC Mill and Overlay	\$ 1,424,424.09
2023	APRFBO	65	AC Reconstruction	\$ 1,840,293.73
2023	APRFBO	70	AC Reconstruction	\$ 916,224.02
2023	APRFBO	90	AC Mill and Overlay	\$ 1,281,024.89
2023	APRFBOE	20	PCC Reconstruction	\$ 300,492.49
2023	APRFBOE	30	AC Reconstruction	\$ 373,531.60
2023	APRFBOE	40	PCC Reconstruction	\$ 94,955.63
2023	APRFBOE	50	PCC Restoration	\$ 4,646,564.67
2023	APRFBOE	60	AC Reconstruction	\$ 925,217.86
2023	APRFBOE	70	PCC Reconstruction	\$ 213,149.34
2023	APRFBOE	80	AC Rehabilitation	\$ 797,246.93
2023	APRFBOE	90	AC Rehabilitation	\$ 118,283.41
2023	APRTERM	10	PCC Restoration	\$ 3,487,076.28
2023	APRTERM	50	PCC Restoration	\$ 3,077,617.15
2023	RW5	60	PCC Reconstruction	\$ 1,863,053.42
2023	RW5	60R	PCC Reconstruction	\$ 1,863,053.42
2023	TWA	50	AC Mill and Overlay	\$ 1,189,651.25
2023	TWA	55	AC Mill and Overlay	\$ 468,349.68
2023	TWA3	10	AC Mill and Overlay	\$ 1,343,335.97
2023	TWA4	10	AC Mill and Overlay	\$ 548,361.42
2023	TWA4	20	AC Mill and Overlay	\$ 384,989.18
2023	TWA5	10	AC Mill and Overlay	\$ 951,170.85
2023	TWA5	20	APC Rehabilitation	\$ 401,254.65



5-Year Major Rehabilitation Plan Summary				
Program Year	Branch	Section	Rehabilitation Type	Planning Cost
2023	TWA6	10	AC Mill and Overlay	\$ 1,095,048.44
2023	TWB	10	AC Mill and Overlay	\$ 253,789.08
2023	TWB	20	AC Mill and Overlay	\$ 129,764.92
2023	TWB	30	AC Mill and Overlay	\$ 618,566.03
2023	TWB	40	APC Rehabilitation	\$ 357,003.02
2023	TWB	50	AC Mill and Overlay	\$ 348,989.88
2023	TWB	60	AC Mill and Overlay	\$ 4,271,358.69
2023	TWB2	10	AC Rehabilitation	\$ 299,595.50
2023	TWB3	10	AC Mill and Overlay	\$ 448,257.05
2023	TWC	10	AC Mill and Overlay	\$ 844,368.94
2023	TWD	20	AC Mill and Overlay	\$ 582,447.13
2023	TWD7	10	AC Mill and Overlay	\$ 603,974.95
2023	TWE	10	AC Mill and Overlay	\$ 2,747,547.83
2023	TWE2	10	AC Mill and Overlay	\$ 238,719.60
2023	TWE3	10	AC Mill and Overlay	\$ 237,523.61
2023	TWE3	20	AC Mill and Overlay	\$ 95,320.40
2023	TWE3	30	AC Mill and Overlay	\$ 228,434.09
2023	TWF	10	AC Mill and Overlay	\$ 428,523.22
2023	TWF	20	AC Mill and Overlay	\$ 87,307.27
2023	TWF	40	APC Rehabilitation	\$ 127,014.14
2023	TWF	60	AC Mill and Overlay	\$ 686,139.46
2023	TWS	20	AC Restoration	\$ 316,219.76
2024	RW5	40L	AC Rehabilitation	\$ 540,587.48
2025	APRFBO	110	AC Rehabilitation	\$ 506,382.17
2025	APRFBO	55	AAC Rehabilitation	\$ 717,952.80
2025	APRFBOE	75	AC Rehabilitation	\$ 240,513.59
2025	APRFBOE	85	AC Rehabilitation	\$ 374,344.87
2025	RW5	40R	AC Rehabilitation	\$ 567,736.45
2025	TWA6	20	APC Rehabilitation	\$ 374,105.67
2026	APRFBO	80	AC Mill and Overlay	\$ 201,285.12
2026	RW5	50L	AC Rehabilitation	\$ 757,061.67
2026	RW5	50R	AC Rehabilitation	\$ 631,004.32
2026	RW5	60L	PCC Restoration	\$ 2,002,087.26



5-Year Major Rehabilitation Plan Summary				
Program Year	Branch	Section	Rehabilitation Type	Planning Cost
2027	APRFBO	51	AAC Rehabilitation	\$ 177,604.52
2027	RW5	20R	AC Rehabilitation	\$ 958,346.79
2027	TWD	15	AC Rehabilitation	\$ 210,613.84
2027	TWD	25	AAC Rehabilitation	\$ 169,591.38
2027	TWD3	10	AC Rehabilitation	\$ 114,336.64
2027	TWD4	10	AC Rehabilitation	\$ 121,990.98
2027	TWD5	10	AC Rehabilitation	\$ 88,742.46
2027	TWF	70	PCC Restoration	\$ 1,971,087.20

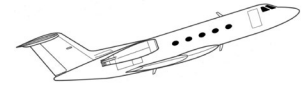


## **Appendix G: Maintenance Map & Tables**









## **Overview**

Pavement distress related maintenance activity plays a crucial role in the asset preservation and performance of overall airfield operations. The use of Capital Improvement Program (CIP) planning and execution, in addition to routine maintenance, allows planners of different departments and agencies the budgetary information and physical data to make informative airfield decisions, especially when funding is limited. This Appendix describes the development of the Maintenance Plan proposed as a supplement to the CIP proposed in **Chapter III**. This maintenance plan describes specific maintenance issues to be addressed that will prolong the life of the pavement until a major rehabilitation project commences.

## **Summary of Methodology: Creation of Maintenance Plan**

FAA PAVEAIR was utilized to formulate a list of areas requiring localized attention based on the observed distresses during the 2022 CAE PMP pavement inspection process.

Since less than 25% of the airfield was surveyed, FAA PAVEAIR formulated a method to estimate the quantities of distresses on the entire airfield for conceptual planning purposes. The distress quantity, as listed in the Maintenance Plan, is the predicted number of distresses expected within the entire pavement section. These values were extrapolated based on the observed quantity of distresses within surveyed sample units and the area of the section. The accuracy of the predicted work quantity is subjective not only regarding the percentage of surveyed area with respect to total section area but also in the concentration of distress within a surveyed sample unit. Even though ASTM sampling methods were utilized, few select instances represent very conservative, often unrealistic, values for the predicted work quantity. The data from the 2022 pavement condition inspections was extrapolated at the section level to determine the approximate number of distresses in each section, and subsequently a pavement branch. The Maintenance Plan simply provides loose budgetary estimates for planning purposes.

The Maintenance Plan is important to the conservation of the Airport's success and should not be overlooked. A solid maintenance plan prevents more costly pavement repairs towards the end of a pavement's expected life cycle. The proposed Maintenance Plan provided, in conjunction with the proposed CIP Plan, serves as a solid planning tool in maintaining CAE as a leader in the airport industry.

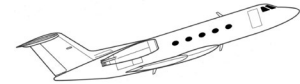


Table G.1: AC Pavement Distresses & Maintenance

Distress Type	Severity	Typical M&R
Alligator Cracking	L	AC Patch (Full Depth)
	M	AC Patch (Full Depth)
	H	AC Patch (Full Depth)
Bleeding	N/A	Monitor
Block Cracking	L	Monitor
	M	Crack Seal
	H	Crack Seal
Depression	L	AC Patch (Full Depth)
	M	AC Patch (Full Depth)
	H	AC Patch (Full Depth)
L & T Cracking	L	Monitor
	M	Crack Seal
	H	Crack Seal
Oil Spillage	N/A	AC Patch (Partial Depth)
Patching	L	Monitor
	M	AC Patch (Full Depth)
	H	AC Patch (Full Depth)
Rutting	L	Monitor
	M	AC Patch (Full Depth)
	H	AC Patch (Full Depth)
Shoving	L	Monitor
	M	AC Patch (Partial Depth)
	H	AC Patch (Partial Depth)
Swelling	L	Monitor
	M	Monitor
	H	AC Patch (Full Depth)
Raveling/ Weathering	L	Monitor
	M	AC Patch (Partial Depth)
	H	AC Patch (Partial Depth)

Table G.2: PCC Pavement Distresses & Maintenance

Distress Type	Severity	Typical M&R
Durability Cracking	L	Monitor
	M	Slab Replacement
	H	Slab Replacement
L & T Cracking	L	Monitor
	M	Crack Seal
	H	PCC Patch (Full Depth)
Joint Seal Damage	L	Monitor
	M	Joint Seal
	H	Joint Seal
Patching	L	Monitor
	M	Monitor
	H	PCC Patch (Full Depth)
Popouts	L	Monitor
	M	PCC Patch (Partial Depth)
	H	PCC Patch (Partial Depth)
Scaling	L	Monitor
	M	Monitor
	H	Slab Replacement
Shattered Slab	L	Monitor
	M	Slab Replacement
	H	Slab Replacement
Shrinkage Cracking	N/A	Monitor
Spalling (Joint & Corner)	L	Monitor
	M	PCC Patch (Partial Depth)
	H	PCC Patch (Partial Depth)

Table G.3: Pavement Repair Unit Costs

Repair Description	Work Unit	Unit Cost
Joint Seal	LF	\$ 8.50
Slab Replacement	Sq Ft	\$ 100.00
PCC Patching	Sq Ft	\$ 60.00
Crack Sealing - PCC	LF	\$ 5.00
Crack Sealing - AC	LF	\$ 4.00
Patching - AC (Partial Depth)	Sq Ft	\$ 6.00
Patching - AC (Full Depth)	Sq Ft	\$ 20.00

Table G.4: Year 1 Maintenance

Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
TWA	50	AC	Depression	M	546	Sq Ft	AC Patch (Full Depth)	644	Sq Ft	\$ 20.00	\$ 12,880.00	\$ 3,220.00	\$ 2,415.00	\$ 18,515.00
TWA	50	AC	L & T Cracking	M	2705	Ft	Crack Seal	2705	LF	\$ 4.00	\$ 10,820.00	\$ 2,705.00	\$ 2,028.75	\$ 15,553.75
TWA	50	AC	L & T Cracking	L	1160	Ft	Monitor							
TWA	50	AC	Raveling/Weathering	L	25000	Sq Ft	Monitor							
TWA3	10	AC	Alligator Cracking	L	1680	Sq Ft	AC Patch (Full Depth)	1680	Sq Ft	\$ 20.00	\$ 33,600.00	\$ 8,400.00	\$ 6,300.00	\$ 48,300.00
TWA3	10	AC	L & T Cracking	M	3278	Ft	Crack Seal	3278	LF	\$ 4.00	\$ 13,112.00	\$ 3,278.00	\$ 2,458.50	\$ 18,848.50
TWA3	10	AC	Block Cracking	L	1850	Sq Ft	Monitor							
TWA3	10	AC	L & T Cracking	L	235	Ft	Monitor							
TWA3	10	AC	Raveling/Weathering	L	25000	Sq Ft	Monitor							
TWA4	10	AC	L & T Cracking	M	1409	Ft	Crack Seal	1409	LF	\$ 4.00	\$ 5,636.00	\$ 1,409.00	\$ 1,056.75	\$ 8,101.75
TWA4	10	AC	Block Cracking	L	3475	Sq Ft	Monitor							
TWA4	10	AC	L & T Cracking	L	47	Ft	Monitor							
TWA4	10	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWA4	20	AC	Alligator Cracking	L	1152	Sq Ft	AC Patch (Full Depth)	1152	Sq Ft	\$ 20.00	\$ 23,040.00	\$ 5,760.00	\$ 4,320.00	\$ 33,120.00
TWA4	20	AC	Block Cracking	M	16279	Sq Ft	Crack Seal	4962	LF	\$ 4.00	\$ 19,848.00	\$ 4,962.00	\$ 3,721.50	\$ 28,531.50
TWA4	20	AC	L & T Cracking	M	460	Ft	Crack Seal	460	LF	\$ 4.00	\$ 1,840.00	\$ 460.00	\$ 345.00	\$ 2,645.00
TWA4	20	AC	Block Cracking	L	2214	Sq Ft	Monitor							
TWA4	20	AC	L & T Cracking	L	43	Ft	Monitor							
TWA4	20	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWA5	10	AC	L & T Cracking	M	1871	Ft	Crack Seal	1871	LF	\$ 4.00	\$ 7,484.00	\$ 1,871.00	\$ 1,403.25	\$ 10,758.25
TWA5	10	AC	Block Cracking	L	10375	Sq Ft	Monitor							
TWA5	10	AC	L & T Cracking	L	426	Ft	Monitor							
TWA5	10	AC	Raveling/Weathering	L	20000	Sq Ft	Monitor							
TWA5	20	AC	L & T Cracking	M	40	Ft	Crack Seal	40	LF	\$ 4.00	\$ 160.00	\$ 40.00	\$ 30.00	\$ 230.00
TWA5	20	AC	L & T Cracking	L	373	Ft	Monitor							
TWA5	20	AC	Patching	L	3290	Sq Ft	Monitor							
TWA5	20	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWA6	20	AC	Depression	H	3	Sq Ft	AC Patch (Full Depth)	14	Sq Ft	\$ 20.00	\$ 280.00	\$ 70.00	\$ 52.50	\$ 402.50
TWA6	20	AC	L & T Cracking	H	136	Ft	Crack Seal	136	LF	\$ 4.00	\$ 544.00	\$ 136.00	\$ 102.00	\$ 782.00
TWA6	20	AC	L & T Cracking	L	150	Ft	Monitor							
TWA6	20	AC	Patching	L	1430	Sq Ft	Monitor							
TWA6	20	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWB	10	AC	L & T Cracking	M	300	Ft	Crack Seal	300	LF	\$ 4.00	\$ 1,200.00	\$ 300.00	\$ 225.00	\$ 1,725.00
TWB	10	AC	L & T Cracking	L	523	Ft	Monitor							
TWB	10	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWB	20	AC	L & T Cracking	M	480	Ft	Crack Seal	480	LF	\$ 4.00	\$ 1,920.00	\$ 480.00	\$ 360.00	\$ 2,760.00
TWB	20	AC	L & T Cracking	L	200	Ft	Monitor							
TWB	20	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWB	30	AC	L & T Cracking	M	1709	Ft	Crack Seal	1709	LF	\$ 4.00	\$ 6,836.00	\$ 1,709.00	\$ 1,281.75	\$ 9,826.75
TWB	30	AC	L & T Cracking	L	347	Ft	Monitor							
TWB	30	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
TWB	40	AC	L & T Cracking	M	536	Ft	Crack Seal	536	LF	\$ 4.00	\$ 2,144.00	\$ 536.00	\$ 402.00	\$ 3,082.00
TWB	40	AC	L & T Cracking	L	105	Ft	Monitor							
TWB	40	AC	Patching	L	30	Sq Ft	Monitor							
TWB	40	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
TWB	50	AC	L & T Cracking	M	1089	Ft	Crack Seal	1089	LF	\$ 4.00	\$ 4,356.00	\$ 1,089.00	\$ 816.75	\$ 6,261.75
TWB	50	AC	Bleeding	L	40	Sq Ft	Monitor							
TWB	50	AC	L & T Cracking	L	145	Ft	Monitor							

Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
TWB	50	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWB	60	AC	Alligator Cracking	L	746	Sq Ft	AC Patch (Full Depth)	895	Sq Ft	\$ 20.00	\$ 17,900.00	\$ 4,475.00	\$ 3,356.25	\$ 25,731.25
TWB	60	AC	Alligator Cracking	M	110	Sq Ft	AC Patch (Full Depth)	132	Sq Ft	\$ 20.00	\$ 2,640.00	\$ 660.00	\$ 495.00	\$ 3,795.00
TWB	60	AC	Depression	L	128	Sq Ft	AC Patch (Full Depth)	192	Sq Ft	\$ 20.00	\$ 3,840.00	\$ 960.00	\$ 720.00	\$ 5,520.00
TWB	60	AC	L & T Cracking	M	11698	Ft	Crack Seal	11698	LF	\$ 4.00	\$ 46,792.00	\$ 11,698.00	\$ 8,773.50	\$ 67,263.50
TWB	60	AC	Block Cracking	L	409	Sq Ft	Monitor							
TWB	60	AC	L & T Cracking	L	1873	Ft	Monitor							
TWB	60	AC	Raveling/Weathering	L	75000	Sq Ft	Monitor							
TWB2	10	AC	L & T Cracking	M	985	Ft	Crack Seal	985	LF	\$ 4.00	\$ 3,940.00	\$ 985.00	\$ 738.75	\$ 5,663.75
TWB2	10	AC	L & T Cracking	L	140	Ft	Monitor							
TWB2	10	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWB3	10	AC	L & T Cracking	M	1200	Ft	Crack Seal	1200	LF	\$ 4.00	\$ 4,800.00	\$ 1,200.00	\$ 900.00	\$ 6,900.00
TWB3	10	AC	L & T Cracking	L	233	Ft	Monitor							
TWB3	10	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
TWC	10	AC	Block Cracking	M	17701	Sq Ft	Crack Seal	5395	LF	\$ 4.00	\$ 21,580.00	\$ 5,395.00	\$ 4,046.25	\$ 31,021.25
TWC	10	AC	L & T Cracking	H	942	Ft	Crack Seal	942	LF	\$ 4.00	\$ 3,768.00	\$ 942.00	\$ 706.50	\$ 5,416.50
TWC	10	AC	L & T Cracking	M	1700	Ft	Crack Seal	1700	LF	\$ 4.00	\$ 6,800.00	\$ 1,700.00	\$ 1,275.00	\$ 9,775.00
TWC	10	AC	Block Cracking	L	2500	Sq Ft	Monitor							
TWC	10	AC	L & T Cracking	L	824	Ft	Monitor							
TWC	10	AC	Patching	L	8	Sq Ft	Monitor							
TWC	10	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
TWE	10	AC	Alligator Cracking	L	382	Sq Ft	AC Patch (Full Depth)	398	Sq Ft	\$ 20.00	\$ 7,960.00	\$ 1,990.00	\$ 1,492.50	\$ 11,442.50
TWE	10	AC	Alligator Cracking	M	7096	Sq Ft	AC Patch (Full Depth)	7439	Sq Ft	\$ 20.00	\$ 148,780.00	\$ 37,195.00	\$ 27,896.25	\$ 213,871.25
TWE	10	AC	Raveling/Weathering	M	5000	Sq Ft	AC Patch (Partial Depth)	5000	Sq Ft	\$ 6.00	\$ 30,000.00	\$ 7,500.00	\$ 5,625.00	\$ 43,125.00
TWE	10	AC	Shoving	M	50	Sq Ft	AC Patch (Partial Depth)	82	Sq Ft	\$ 6.00	\$ 492.00	\$ 123.00	\$ 92.25	\$ 707.25
TWE	10	AC	L & T Cracking	M	3271	Ft	Crack Seal	3271	LF	\$ 4.00	\$ 13,084.00	\$ 3,271.00	\$ 2,453.25	\$ 18,808.25
TWE	10	AC	Block Cracking	L	10000	Sq Ft	Monitor							
TWE	10	AC	L & T Cracking	L	3660	Ft	Monitor							
TWE	10	AC	Raveling/Weathering	L	60000	Sq Ft	Monitor							
TWE2	10	AC	Raveling/Weathering	H	8	Sq Ft	AC Patch (Partial Depth)	8	Sq Ft	\$ 6.00	\$ 48.00	\$ 12.00	\$ 9.00	\$ 69.00
TWE2	10	AC	L & T Cracking	M	647	Ft	Crack Seal	647	LF	\$ 4.00	\$ 2,588.00	\$ 647.00	\$ 485.25	\$ 3,720.25
TWE2	10	AC	L & T Cracking	L	270	Ft	Monitor							
TWE2	10	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWE3	30	AC	Alligator Cracking	H	3000	Sq Ft	AC Patch (Full Depth)	3120	Sq Ft	\$ 20.00	\$ 62,400.00	\$ 15,600.00	\$ 11,700.00	\$ 89,700.00
TWE3	30	AC	Block Cracking	M	8168	Sq Ft	Crack Seal	2490	LF	\$ 4.00	\$ 9,960.00	\$ 2,490.00	\$ 1,867.50	\$ 14,317.50
TWE3	30	AC	L & T Cracking	M	363	Ft	Crack Seal	363	LF	\$ 4.00	\$ 1,452.00	\$ 363.00	\$ 272.25	\$ 2,087.25
TWE3	30	AC	L & T Cracking	L	186	Ft	Monitor							
TWE3	30	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWE3	30	AC	Swell	L	5	Sq Ft	Monitor							
TWF	10	AC	L & T Cracking	M	1054	Ft	Crack Seal	1054	LF	\$ 4.00	\$ 4,216.00	\$ 1,054.00	\$ 790.50	\$ 6,060.50
TWF	10	AC	L & T Cracking	L	327	Ft	Monitor							
TWF	10	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWF	20	AC	Alligator Cracking	M	98	Sq Ft	AC Patch (Full Depth)	142	Sq Ft	\$ 20.00	\$ 2,840.00	\$ 710.00	\$ 532.50	\$ 4,082.50
TWF	20	AC	Block Cracking	M	7835	Sq Ft	Crack Seal	2350	LF	\$ 4.00	\$ 9,400.00	\$ 2,350.00	\$ 1,762.50	\$ 13,512.50
TWF	20	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWF	40	AC	Alligator Cracking	L	216	Sq Ft	AC Patch (Full Depth)	313	Sq Ft	\$ 20.00	\$ 6,260.00	\$ 1,565.00	\$ 1,173.75	\$ 8,998.75
TWF	40	AC	L & T Cracking	M	256	Ft	Crack Seal	256	LF	\$ 4.00	\$ 1,024.00	\$ 256.00	\$ 192.00	\$ 1,472.00
TWF	40	AC	L & T Cracking	L	34	Ft	Monitor							
TWF	40	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							



Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
TWF	50	AC	Alligator Cracking	L	60	Sq Ft	AC Patch (Full Depth)	90	Sq Ft	\$ 20.00	\$ 1,800.00	\$ 450.00	\$ 337.50	\$ 2,587.50
TWF	50	AC	Raveling/Weathering	M	66076	Sq Ft	AC Patch (Partial Depth)	66076	Sq Ft	\$ 6.00	\$ 396,456.00	\$ 99,114.00	\$ 74,335.50	\$ 569,905.50
TWF	50	AC	L & T Cracking	M	2630	Ft	Crack Seal	2630	LF	\$ 4.00	\$ 10,520.00	\$ 2,630.00	\$ 1,972.50	\$ 15,122.50
TWF	50	AC	L & T Cracking	L	158	Ft	Monitor							
TWF	50	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWF	60	AC	Alligator Cracking	L	80	Sq Ft	AC Patch (Full Depth)	116	Sq Ft	\$ 20.00	\$ 2,320.00	\$ 580.00	\$ 435.00	\$ 3,335.00
TWF	60	AC	L & T Cracking	M	744	Ft	Crack Seal	744	LF	\$ 4.00	\$ 2,976.00	\$ 744.00	\$ 558.00	\$ 4,278.00
TWF	60	AC	Block Cracking	L	100	Sq Ft	Monitor							
TWF	60	AC	L & T Cracking	L	1145	Ft	Monitor							
TWF	60	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
<b>Total</b>											<b>\$ 972,336.00</b>			<b>\$ 1,397,733.00</b>

Table G.5: Year 2 Maintenance

Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
APRFBO	10	AC	Alligator Cracking	H	22991	Sq Ft	AC Patch (Full Depth)	23681	Sq Ft	\$ 20.00	\$ 473,620.00	\$ 118,405.00	\$ 88,803.75	\$ 680,828.75
APRFBO	10	AC	Alligator Cracking	M	3559	Sq Ft	AC Patch (Full Depth)	4626	Sq Ft	\$ 20.00	\$ 92,520.00	\$ 23,130.00	\$ 17,347.50	\$ 132,997.50
APRFBO	10	AC	Patching	M	400	Sq Ft	AC Patch (Full Depth)	480	Sq Ft	\$ 20.00	\$ 9,600.00	\$ 2,400.00	\$ 1,800.00	\$ 13,800.00
APRFBO	10	AC	Raveling/Weathering	M	36328	Sq Ft	AC Patch (Partial Depth)	36328	Sq Ft	\$ 6.00	\$ 217,968.00	\$ 54,492.00	\$ 40,869.00	\$ 313,329.00
APRFBO	10	AC	Block Cracking	M	14888	Sq Ft	Crack Seal	4467	LF	\$ 4.00	\$ 17,868.00	\$ 4,467.00	\$ 3,350.25	\$ 25,685.25
APRFBO	10	AC	L & T Cracking	H	40	Ft	Crack Seal	40	LF	\$ 4.00	\$ 160.00	\$ 40.00	\$ 30.00	\$ 230.00
APRFBO	10	AC	Block Cracking	L	5000	Sq Ft	Monitor							
APRFBO	10	AC	Patching	L	1202	Sq Ft	Monitor							
APRFBO	10	AC	Rutting	L	500	Sq Ft	Monitor							
APRFBO	17	AC	Alligator Cracking	L	3000	Sq Ft	AC Patch (Full Depth)	3900	Sq Ft	\$ 20.00	\$ 78,000.00	\$ 19,500.00	\$ 14,625.00	\$ 112,125.00
APRFBO	17	AC	L & T Cracking	L	100	Ft	Monitor							
APRFBO	20	AC	Alligator Cracking	M	8500	Sq Ft	AC Patch (Full Depth)	11050	Sq Ft	\$ 20.00	\$ 221,000.00	\$ 55,250.00	\$ 41,437.50	\$ 317,687.50
APRFBO	20	AC	Patching	H	102	Sq Ft	AC Patch (Full Depth)	122	Sq Ft	\$ 20.00	\$ 2,440.00	\$ 610.00	\$ 457.50	\$ 3,507.50
APRFBO	20	AC	Patching	M	1890	Sq Ft	AC Patch (Full Depth)	2268	Sq Ft	\$ 20.00	\$ 45,360.00	\$ 11,340.00	\$ 8,505.00	\$ 65,205.00
APRFBO	20	AC	Raveling/Weathering	M	5000	Sq Ft	AC Patch (Partial Depth)	5000	Sq Ft	\$ 6.00	\$ 30,000.00	\$ 7,500.00	\$ 5,625.00	\$ 43,125.00
APRFBO	20	AC	Block Cracking	H	5000	Sq Ft	Crack Seal	1500	LF	\$ 4.00	\$ 6,000.00	\$ 1,500.00	\$ 1,125.00	\$ 8,625.00
APRFBO	20	AC	Block Cracking	M	61476	Sq Ft	Crack Seal	18443	LF	\$ 4.00	\$ 73,772.00	\$ 18,443.00	\$ 13,832.25	\$ 106,047.25
APRFBO	20	AC	L & T Cracking	H	280	Ft	Crack Seal	280	LF	\$ 4.00	\$ 1,120.00	\$ 280.00	\$ 210.00	\$ 1,610.00
APRFBO	20	AC	Block Cracking	L	2500	Sq Ft	Monitor							
APRFBO	20	AC	Raveling/Weathering	L	4688	Sq Ft	Monitor							
APRFBO	20	AC	Shoving	L	10	Sq Ft	Monitor							
APRFBO	40	AC	Alligator Cracking	H	7985	Sq Ft	AC Patch (Full Depth)	10381	Sq Ft	\$ 20.00	\$ 207,620.00	\$ 51,905.00	\$ 38,928.75	\$ 298,453.75
APRFBO	40	AC	Raveling/Weathering	H	2100	Sq Ft	AC Patch (Partial Depth)	2100	Sq Ft	\$ 6.00	\$ 12,600.00	\$ 3,150.00	\$ 2,362.50	\$ 18,112.50
APRFBO	40	AC	Raveling/Weathering	M	16357	Sq Ft	AC Patch (Partial Depth)	16357	Sq Ft	\$ 6.00	\$ 98,142.00	\$ 24,535.50	\$ 18,401.63	\$ 141,079.13
APRFBO	40	AC	Block Cracking	H	5122	Sq Ft	Crack Seal	1537	LF	\$ 4.00	\$ 6,148.00	\$ 1,537.00	\$ 1,152.75	\$ 8,837.75
APRFBO	40	AC	Block Cracking	M	10500	Sq Ft	Crack Seal	3450	LF	\$ 4.00	\$ 13,800.00	\$ 3,450.00	\$ 2,587.50	\$ 19,837.50
APRFBO	40	AC	Block Cracking	L	5300	Sq Ft	Monitor							
APRFBO	40	AC	Raveling/Weathering	L	5250	Sq Ft	Monitor							
APRFBO	50	AC	Alligator Cracking	H	2500	Sq Ft	AC Patch (Full Depth)	3250	Sq Ft	\$ 20.00	\$ 65,000.00	\$ 16,250.00	\$ 12,187.50	\$ 93,437.50
APRFBO	50	AC	Alligator Cracking	M	32875	Sq Ft	AC Patch (Full Depth)	42738	Sq Ft	\$ 20.00	\$ 854,760.00	\$ 213,690.00	\$ 160,267.50	\$ 1,228,717.50
APRFBO	50	AC	Raveling/Weathering	M	57855	Sq Ft	AC Patch (Partial Depth)	57855	Sq Ft	\$ 6.00	\$ 347,130.00	\$ 86,782.50	\$ 65,086.88	\$ 498,999.38
APRFBO	50	AC	Block Cracking	H	5000	Sq Ft	Crack Seal	1500	LF	\$ 4.00	\$ 6,000.00	\$ 1,500.00	\$ 1,125.00	\$ 8,625.00
APRFBO	50	AC	Block Cracking	M	5000	Sq Ft	Crack Seal	1500	LF	\$ 4.00	\$ 6,000.00	\$ 1,500.00	\$ 1,125.00	\$ 8,625.00
APRFBO	50	AC	Oil Spillage	L	20	Sq Ft	Monitor							
APRFBO	50	AC	Patching	L	1860	Sq Ft	Monitor							
APRFBO	51	AC	Block Cracking	L	1250	Sq Ft	Monitor							
APRFBO	55	AC	Block Cracking	L	2000	Sq Ft	Monitor							
APRFBO	55	AC	L & T Cracking	L	650	Ft	Monitor							
APRFBO	57	AC	Raveling/Weathering	M	2500	Sq Ft	AC Patch (Partial Depth)	2500	Sq Ft	\$ 6.00	\$ 15,000.00	\$ 3,750.00	\$ 2,812.50	\$ 21,562.50
APRFBO	57	AC	Patching	L	700	Sq Ft	Monitor							
APRFBO	60	AC	Alligator Cracking	H	1000	Sq Ft	AC Patch (Full Depth)	1300	Sq Ft	\$ 20.00	\$ 26,000.00	\$ 6,500.00	\$ 4,875.00	\$ 37,375.00
APRFBO	60	AC	Alligator Cracking	M	12600	Sq Ft	AC Patch (Full Depth)	16380	Sq Ft	\$ 20.00	\$ 327,600.00	\$ 81,900.00	\$ 61,425.00	\$ 470,925.00
APRFBO	60	AC	Depression	L	4	Sq Ft	AC Patch (Full Depth)	10	Sq Ft	\$ 20.00	\$ 200.00	\$ 50.00	\$ 37.50	\$ 287.50
APRFBO	60	AC	Patching	H	1000	Sq Ft	AC Patch (Full Depth)	1200	Sq Ft	\$ 20.00	\$ 24,000.00	\$ 6,000.00	\$ 4,500.00	\$ 34,500.00
APRFBO	60	AC	Patching	M	200	Sq Ft	AC Patch (Full Depth)	240	Sq Ft	\$ 20.00	\$ 4,800.00	\$ 1,200.00	\$ 900.00	\$ 6,900.00
APRFBO	60	AC	Raveling/Weathering	H	10000	Sq Ft	AC Patch (Partial Depth)	10000	Sq Ft	\$ 6.00	\$ 60,000.00	\$ 15,000.00	\$ 11,250.00	\$ 86,250.00
APRFBO	60	AC	Raveling/Weathering	M	11000	Sq Ft	AC Patch (Partial Depth)	11000	Sq Ft	\$ 6.00	\$ 66,000.00	\$ 16,500.00	\$ 12,375.00	\$ 94,875.00
APRFBO	60	AC	Block Cracking	H	5200	Sq Ft	Crack Seal	1560	LF	\$ 4.00	\$ 6,240.00	\$ 1,560.00	\$ 1,170.00	\$ 8,970.00
APRFBO	60	AC	Block Cracking	M	1000	Sq Ft	Crack Seal	300	LF	\$ 4.00	\$ 1,200.00	\$ 300.00	\$ 225.00	\$ 1,725.00
APRFBO	60	AC	L & T Cracking	H	300	Ft	Crack Seal	300	LF	\$ 4.00	\$ 1,200.00	\$ 300.00	\$ 225.00	\$ 1,725.00
APRFBO	60	AC	L & T Cracking	M	40	Ft	Crack Seal	40	LF	\$ 4.00	\$ 160.00	\$ 40.00	\$ 30.00	\$ 230.00
APRFBO	60	AC	Patching	L	600	Sq Ft	Monitor							

Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
APRFBO	60	AC	Raveling/Weathering	L	17500	Sq Ft	Monitor							
APRFBO	65	AC	Alligator Cracking	H	300	Sq Ft	AC Patch (Full Depth)	390	Sq Ft	\$ 20.00	\$ 7,800.00	\$ 1,950.00	\$ 1,462.50	\$ 11,212.50
APRFBO	65	AC	Alligator Cracking	L	250	Sq Ft	AC Patch (Full Depth)	325	Sq Ft	\$ 20.00	\$ 6,500.00	\$ 1,625.00	\$ 1,218.75	\$ 9,343.75
APRFBO	65	AC	Depression	L	300	Sq Ft	AC Patch (Full Depth)	750	Sq Ft	\$ 20.00	\$ 15,000.00	\$ 3,750.00	\$ 2,812.50	\$ 21,562.50
APRFBO	65	AC	Rutting	M	400	Sq Ft	AC Patch (Full Depth)	400	Sq Ft	\$ 20.00	\$ 8,000.00	\$ 2,000.00	\$ 1,500.00	\$ 11,500.00
APRFBO	65	AC	Raveling/Weathering	M	250	Sq Ft	AC Patch (Partial Depth)	250	Sq Ft	\$ 6.00	\$ 1,500.00	\$ 375.00	\$ 281.25	\$ 2,156.25
APRFBO	65	AC	Bleeding	H	300	Sq Ft	Monitor							
APRFBO	65	AC	Block Cracking	L	2000	Sq Ft	Monitor							
APRFBO	65	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
APRFBO	70	AC	Alligator Cracking	H	5000	Sq Ft	AC Patch (Full Depth)	6500	Sq Ft	\$ 20.00	\$ 130,000.00	\$ 32,500.00	\$ 24,375.00	\$ 186,875.00
APRFBO	70	AC	Block Cracking	H	1000	Sq Ft	Crack Seal	300	LF	\$ 4.00	\$ 1,200.00	\$ 300.00	\$ 225.00	\$ 1,725.00
APRFBO	70	AC	L & T Cracking	M	221	Ft	Crack Seal	221	LF	\$ 4.00	\$ 884.00	\$ 221.00	\$ 165.75	\$ 1,270.75
APRFBO	70	AC	Block Cracking	L	1500	Sq Ft	Monitor							
APRFBO	70	AC	L & T Cracking	L	71	Ft	Monitor							
APRFBO	70	AC	Patching	L	200	Sq Ft	Monitor							
APRFBO	70	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
APRFBO	70	AC	Rutting	L	71	Sq Ft	Monitor							
APRFBO	90	AC	Depression	L	100	Sq Ft	AC Patch (Full Depth)	250	Sq Ft	\$ 20.00	\$ 5,000.00	\$ 1,250.00	\$ 937.50	\$ 7,187.50
APRFBO	90	AC	Depression	M	4	Sq Ft	AC Patch (Full Depth)	10	Sq Ft	\$ 20.00	\$ 200.00	\$ 50.00	\$ 37.50	\$ 287.50
APRFBO	90	AC	Patching	H	400	Sq Ft	AC Patch (Full Depth)	480	Sq Ft	\$ 20.00	\$ 9,600.00	\$ 2,400.00	\$ 1,800.00	\$ 13,800.00
APRFBO	90	AC	Patching	M	6	Sq Ft	AC Patch (Full Depth)	8	Sq Ft	\$ 20.00	\$ 160.00	\$ 40.00	\$ 30.00	\$ 230.00
APRFBO	90	AC	Raveling/Weathering	H	300	Sq Ft	AC Patch (Partial Depth)	300	Sq Ft	\$ 6.00	\$ 1,800.00	\$ 450.00	\$ 337.50	\$ 2,587.50
APRFBO	90	AC	Raveling/Weathering	M	6000	Sq Ft	AC Patch (Partial Depth)	6000	Sq Ft	\$ 6.00	\$ 36,000.00	\$ 9,000.00	\$ 6,750.00	\$ 51,750.00
APRFBO	90	AC	Block Cracking	H	5000	Sq Ft	Crack Seal	1500	LF	\$ 4.00	\$ 6,000.00	\$ 1,500.00	\$ 1,125.00	\$ 8,625.00
APRFBO	90	AC	Block Cracking	M	1000	Sq Ft	Crack Seal	300	LF	\$ 4.00	\$ 1,200.00	\$ 300.00	\$ 225.00	\$ 1,725.00
APRFBO	90	AC	Bleeding	H	200	Sq Ft	Monitor							
APRFBO	90	AC	Block Cracking	L	4000	Sq Ft	Monitor							
APRFBO	90	AC	L & T Cracking	L	71	Ft	Monitor							
APRFBO	90	AC	Patching	L	200	Sq Ft	Monitor							
APRFBO	90	AC	Raveling/Weathering	L	9900	Sq Ft	Monitor							
APRFBO	90	AC	Rutting	L	100	Sq Ft	Monitor							
APRFBO	100	AC	Alligator Cracking	H	500	Sq Ft	AC Patch (Full Depth)	650	Sq Ft	\$ 20.00	\$ 13,000.00	\$ 3,250.00	\$ 2,437.50	\$ 18,687.50
APRFBO	100	AC	Block Cracking	L	4000	Sq Ft	Monitor							
APRFBO	100	AC	Raveling/Weathering	L	14438	Sq Ft	Monitor							
APRFBO	110	AC	Raveling/Weathering	M	100	Sq Ft	AC Patch (Partial Depth)	100	Sq Ft	\$ 6.00	\$ 600.00	\$ 150.00	\$ 112.50	\$ 862.50
APRFBO	110	AC	Block Cracking	L	2	Sq Ft	Monitor							
APRFBO	110	AC	L & T Cracking	L	220	Ft	Monitor							
APRFBO	120	PCC	Joint Seal Damage	H	4	Slabs	Joint Seal	4366	LF	\$ 8.50	\$ 37,111.00	\$ 9,277.75	\$ 6,958.31	\$ 53,347.06
APRFBO	120	PCC	L & T Cracking	H	4	Slabs	Slab Replacement	100	Sq Ft	\$ 100.00	\$ 10,000.00	\$ 2,500.00	\$ 1,875.00	\$ 14,375.00
APRFBO	120	PCC	Scaling/Map Crack/Crazing	H	16	Slabs	Slab Replacement	984	Sq Ft	\$ 100.00	\$ 98,400.00	\$ 24,600.00	\$ 18,450.00	\$ 141,450.00
APRFBOE	20	PCC	Scaling/Map Crack/Crazing	M	2	Slabs	Monitor							
APRFBOE	20	PCC	Spalling-Joints	H	24	Slabs	PCC Patch (Partial Depth)	194	Sq Ft	\$ 60.00	\$ 11,640.00	\$ 2,910.00	\$ 2,182.50	\$ 16,732.50
APRFBOE	20	PCC	Shattered Slab	M	6	Slabs	Slab Replacement	1960	Sq Ft	\$ 100.00	\$ 196,000.00	\$ 49,000.00	\$ 36,750.00	\$ 281,750.00
APRFBOE	30	AC	Alligator Cracking	H	1000	Sq Ft	AC Patch (Full Depth)	1300	Sq Ft	\$ 20.00	\$ 26,000.00	\$ 6,500.00	\$ 4,875.00	\$ 37,375.00
APRFBOE	30	AC	Depression	L	36	Sq Ft	AC Patch (Full Depth)	90	Sq Ft	\$ 20.00	\$ 1,800.00	\$ 450.00	\$ 337.50	\$ 2,587.50
APRFBOE	30	AC	Patching	H	200	Sq Ft	AC Patch (Full Depth)	240	Sq Ft	\$ 20.00	\$ 4,800.00	\$ 1,200.00	\$ 900.00	\$ 6,900.00
APRFBOE	30	AC	Patching	M	130	Sq Ft	AC Patch (Full Depth)	156	Sq Ft	\$ 20.00	\$ 3,120.00	\$ 780.00	\$ 585.00	\$ 4,485.00
APRFBOE	30	AC	Block Cracking	H	5000	Sq Ft	Crack Seal	1500	LF	\$ 4.00	\$ 6,000.00	\$ 1,500.00	\$ 1,125.00	\$ 8,625.00
APRFBOE	40	PCC	Spalling-Joints	M	4	Slabs	PCC Patch (Partial Depth)	26	Sq Ft	\$ 60.00	\$ 1,560.00	\$ 390.00	\$ 292.50	\$ 2,242.50
APRFBOE	40	PCC	Durability Crack	H	4	Slabs	Slab Replacement	100	Sq Ft	\$ 100.00	\$ 10,000.00	\$ 2,500.00	\$ 1,875.00	\$ 14,375.00
APRFBOE	40	PCC	Shattered Slab	H	4	Slabs	Slab Replacement	2500	Sq Ft	\$ 100.00	\$ 250,000.00	\$ 62,500.00	\$ 46,875.00	\$ 359,375.00
APRFBOE	50	AC	Alligator Cracking	L	99	Sq Ft	AC Patch (Full Depth)	129	Sq Ft	\$ 20.00	\$ 2,580.00	\$ 645.00	\$ 483.75	\$ 3,708.75
APRFBOE	50	AC	Depression	L	10	Sq Ft	AC Patch (Full Depth)	25	Sq Ft	\$ 20.00	\$ 500.00	\$ 125.00	\$ 93.75	\$ 718.75



Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
APRFBOE	50	AC	Raveling/Weathering	H	5000	Sq Ft	AC Patch (Partial Depth)	5000	Sq Ft	\$ 6.00	\$ 30,000.00	\$ 7,500.00	\$ 5,625.00	\$ 43,125.00
APRFBOE	50	AC	L & T Cracking	H	200	Ft	Crack Seal	200	LF	\$ 4.00	\$ 800.00	\$ 200.00	\$ 150.00	\$ 1,150.00
APRFBOE	50	AC	L & T Cracking	M	1175	Ft	Crack Seal	1175	LF	\$ 4.00	\$ 4,700.00	\$ 1,175.00	\$ 881.25	\$ 6,756.25
APRFBOE	50	AC	L & T Cracking	L	410	Ft	Monitor							
APRFBOE	50	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
APRFBOE	50	AC	Swell	L	10	Sq Ft	Monitor							
APRFBOE	60	AC	Alligator Cracking	H	3600	Sq Ft	AC Patch (Full Depth)	4680	Sq Ft	\$ 20.00	\$ 93,600.00	\$ 23,400.00	\$ 17,550.00	\$ 134,550.00
APRFBOE	60	AC	Alligator Cracking	M	5308	Sq Ft	AC Patch (Full Depth)	6900	Sq Ft	\$ 20.00	\$ 138,000.00	\$ 34,500.00	\$ 25,875.00	\$ 198,375.00
APRFBOE	60	AC	Raveling/Weathering	H	10000	Sq Ft	AC Patch (Partial Depth)	10000	Sq Ft	\$ 6.00	\$ 60,000.00	\$ 15,000.00	\$ 11,250.00	\$ 86,250.00
APRFBOE	60	AC	Block Cracking	H	10000	Sq Ft	Crack Seal	3000	LF	\$ 4.00	\$ 12,000.00	\$ 3,000.00	\$ 2,250.00	\$ 17,250.00
APRFBOE	60	AC	Block Cracking	M	3090	Sq Ft	Crack Seal	927	LF	\$ 4.00	\$ 3,708.00	\$ 927.00	\$ 695.25	\$ 5,330.25
APRFBOE	70	PCC	Joint Seal Damage	H	20	Slabs	Joint Seal	8732	LF	\$ 8.50	\$ 74,222.00	\$ 18,555.50	\$ 13,916.63	\$ 106,694.13
APRFBOE	70	PCC	Durability Crack	H	10	Slabs	Slab Replacement	250	Sq Ft	\$ 100.00	\$ 25,000.00	\$ 6,250.00	\$ 4,687.50	\$ 35,937.50
APRFBOE	70	PCC	Shattered Slab	H	12	Slabs	Slab Replacement	5524	Sq Ft	\$ 100.00	\$ 552,400.00	\$ 138,100.00	\$ 103,575.00	\$ 794,075.00
APRFBOE	75	AC	L & T Cracking	L	100	Ft	Monitor							
APRFBOE	75	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
APRFBOE	80	AC	L & T Cracking	M	176	Ft	Crack Seal	176	LF	\$ 4.00	\$ 704.00	\$ 176.00	\$ 132.00	\$ 1,012.00
APRFBOE	80	AC	L & T Cracking	L	358	Ft	Monitor							
APRFBOE	80	AC	Patching	L	1	Sq Ft	Monitor							
APRFBOE	80	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
APRFBOE	85	AC	L & T Cracking	M	300	Ft	Crack Seal	300	LF	\$ 4.00	\$ 1,200.00	\$ 300.00	\$ 225.00	\$ 1,725.00
APRFBOE	85	AC	L & T Cracking	L	100	Ft	Monitor							
APRFBOE	85	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
APRFBOE	85	AC	Rutting	L	218	Sq Ft	Monitor							
APRFBOE	90	AC	L & T Cracking	L	32	Ft	Monitor							
APRFBOE	90	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
APRTERM	10	PCC	L & T Cracking	L	3	Slabs	Monitor							
APRTERM	10	PCC	Patching	M	2	Slabs	Monitor							
APRTERM	10	PCC	Scaling/Map Crack/Crazing	L	21	Slabs	Monitor							
APRTERM	10	PCC	Spalling-Corner	L	1	Slabs	Monitor							
APRTERM	10	PCC	Spalling-Joints	L	25	Slabs	Monitor							
APRTERM	10	PCC	L & T Cracking	H	5	Slabs	Slab Replacement	125	Sq Ft	\$ 100.00	\$ 12,500.00	\$ 3,125.00	\$ 2,343.75	\$ 17,968.75
APRTERM	50	PCC	L & T Cracking	L	5	Slabs	Monitor							
APRTERM	50	PCC	Scaling/Map Crack/Crazing	L	12	Slabs	Monitor							
APRTERM	50	PCC	Patching	H	10	Slabs	Slab Replacement	30	Sq Ft	\$ 100.00	\$ 3,000.00	\$ 750.00	\$ 562.50	\$ 4,312.50
APRTERM	50	PCC	Shattered Slab	H	28	Slabs	Slab Replacement	17640	Sq Ft	\$ 100.00	\$ 1,764,000.00	\$ 441,000.00	\$ 330,750.00	\$ 2,535,750.00
TWD3	10	AC	Patching	H	180	Sq Ft	AC Patch (Full Depth)	216	Sq Ft	\$ 20.00	\$ 4,320.00	\$ 1,080.00	\$ 810.00	\$ 6,210.00
TWD3	10	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWD4	10	AC	L & T Cracking	L	95	Ft	Monitor							
TWD4	10	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWD5	10	AC	Depression	L	10	Sq Ft	AC Patch (Full Depth)	25	Sq Ft	\$ 20.00	\$ 500.00	\$ 125.00	\$ 93.75	\$ 718.75
TWD5	10	AC	Raveling/Weathering	H	10	Sq Ft	AC Patch (Partial Depth)	10	Sq Ft	\$ 6.00	\$ 60.00	\$ 15.00	\$ 11.25	\$ 86.25
TWD5	10	AC	L & T Cracking	M	60	Ft	Crack Seal	60	LF	\$ 4.00	\$ 240.00	\$ 60.00	\$ 45.00	\$ 345.00
TWD5	10	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWE3	10	AC	Alligator Cracking	L	90	Sq Ft	AC Patch (Full Depth)	117	Sq Ft	\$ 20.00	\$ 2,340.00	\$ 585.00	\$ 438.75	\$ 3,363.75
TWE3	10	AC	L & T Cracking	M	360	Ft	Crack Seal	360	LF	\$ 4.00	\$ 1,440.00	\$ 360.00	\$ 270.00	\$ 2,070.00
TWE3	10	AC	L & T Cracking	L	443	Ft	Monitor							
TWE3	10	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWE3	20	AC	Block Cracking	H	2000	Sq Ft	Crack Seal	600	LF	\$ 4.00	\$ 2,400.00	\$ 600.00	\$ 450.00	\$ 3,450.00
TWE3	20	AC	L & T Cracking	L	1210	Ft	Monitor							
TWS	20	AC	Block Cracking	H	15000	Sq Ft	Crack Seal	4500	LF	\$ 4.00	\$ 18,000.00	\$ 4,500.00	\$ 3,375.00	\$ 25,875.00
TWS	20	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
<b>Total</b>											<b>\$ 7,128,117.00</b>			<b>\$ 10,246,668.19</b>

Table G.6: Year 3 Maintenance

Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
RW5	60	PCC	Patching	L	8	Slabs	Monitor							
RW5	60	PCC	Popouts	L	9	31	Monitor							
RW5	60	PCC	Scaling/Map Crack/Crazing	L	10	Slabs	Monitor							
RW5	60	PCC	Spalling-Joints	L	2	Slabs	Monitor							
RW5	20R	AC	L & T Cracking	M	545	Ft	Crack Seal	545	LF	\$ 4.00	\$ 2,180.00	\$ 545.00	\$ 408.75	\$ 3,133.75
RW5	20R	AC	L & T Cracking	L	75	Ft	Monitor							
RW5	40L	AC	L & T Cracking	M	383	Ft	Crack Seal	383	LF	\$ 4.00	\$ 1,532.00	\$ 383.00	\$ 287.25	\$ 2,202.25
RW5	40L	AC	L & T Cracking	L	130	Ft	Monitor							
RW5	40L	AC	Patching	L	2	Sq Ft	Monitor							
RW5	40L	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
RW5	40R	AC	L & T Cracking	M	521	Ft	Crack Seal	521	LF	\$ 4.00	\$ 2,084.00	\$ 521.00	\$ 390.75	\$ 2,995.75
RW5	40R	AC	L & T Cracking	L	10	Ft	Monitor							
RW5	50L	AC	L & T Cracking	M	622	Ft	Crack Seal	622	LF	\$ 4.00	\$ 2,488.00	\$ 622.00	\$ 466.50	\$ 3,576.50
RW5	50L	AC	L & T Cracking	L	410	Ft	Monitor							
RW5	50L	AC	Patching	L	1	Sq Ft	Monitor							
RW5	50L	AC	Raveling/Weathering	L	15000	Sq Ft	Monitor							
RW5	50R	AC	L & T Cracking	M	685	Ft	Crack Seal	685	LF	\$ 4.00	\$ 2,740.00	\$ 685.00	\$ 513.75	\$ 3,938.75
RW5	50R	AC	L & T Cracking	L	100	Ft	Monitor							
RW5	60L	PCC	Joint Seal Damage	M	80	Slabs	Joint Seal	3408	LF	\$ 8.50	\$ 28,968.00	\$ 7,242.00	\$ 5,431.50	\$ 41,641.50
RW5	60L	PCC	Joint Seal Damage	L	180	Slabs	Monitor							
RW5	60L	PCC	Patching	L	3	Slabs	Monitor							
RW5	60L	PCC	Popouts	L	10	Slabs	Monitor							
RW5	60L	PCC	Spalling-Joints	M	2	Slabs	PCC Patch (Partial Depth)	13	Sq Ft	\$ 60.00	\$ 780.00	\$ 195.00	\$ 146.25	\$ 1,121.25
RW5	60R	PCC	Patching	L	6	Slabs	Monitor							
RW5	60R	PCC	Popouts	L	40	Slabs	Monitor							
RW5	60R	PCC	Scaling/Map Crack/Crazing	L	20	Slabs	Monitor							
RW5	60R	PCC	Scaling/Map Crack/Crazing	M	10	Slabs	Monitor							
TWA	55	AC	Block Cracking	M	20490	Sq Ft	Crack Seal	6245	LF	\$ 4.00	\$ 24,980.00	\$ 6,245.00	\$ 4,683.75	\$ 35,908.75
TWA	55	AC	L & T Cracking	M	309	Ft	Crack Seal	309	LF	\$ 4.00	\$ 1,236.00	\$ 309.00	\$ 231.75	\$ 1,776.75
TWA	55	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWA	55	AC	Rutting	L	55	Sq Ft	Monitor							
TWD	15	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWD	20	AC	Block Cracking	M	17473	Sq Ft	Crack Seal	5326	LF	\$ 4.00	\$ 21,304.00	\$ 5,326.00	\$ 3,994.50	\$ 30,624.50
TWD	20	AC	L & T Cracking	M	994	Ft	Crack Seal	994	LF	\$ 4.00	\$ 3,976.00	\$ 994.00	\$ 745.50	\$ 5,715.50
TWD	20	AC	Alligator Cracking	L	9	Sq Ft	Monitor							
TWD	20	AC	L & T Cracking	L	373	Ft	Monitor							
TWD	20	AC	Patching	L	1840	Sq Ft	Monitor							
TWD	20	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWD	25	AC	L & T Cracking	M	210	Ft	Crack Seal	210	LF	\$ 4.00	\$ 840.00	\$ 210.00	\$ 157.50	\$ 1,207.50
TWD	25	AC	L & T Cracking	L	74	Ft	Monitor							
TWD	25	AC	Raveling/Weathering	L	5000	Sq Ft	Monitor							
TWD7	10	AC	L & T Cracking	M	560	Ft	Crack Seal	560	LF	\$ 4.00	\$ 2,240.00	\$ 560.00	\$ 420.00	\$ 3,220.00
TWD7	10	AC	Bleeding	L	65	Sq Ft	Monitor							
TWD7	10	AC	L & T Cracking	L	1615	Ft	Monitor							
TWD7	10	AC	Raveling/Weathering	L	10000	Sq Ft	Monitor							
TWF	70	PCC	Joint Seal Damage	L	20	Slabs	Monitor							
TWF	70	PCC	Popouts	L	5	Slabs	Monitor							
TWF	70	PCC	Scaling/Map Crack/Crazing	L	2	Slabs	Monitor							
TWF	70	PCC	Spalling-Corner	M	2	Slabs	PCC Patch (Partial Depth)	6	Sq Ft	\$ 60.00	\$ 360.00	\$ 90.00	\$ 67.50	\$ 517.50
<b>Total</b>											<b>\$ 95,708.00</b>			<b>\$ 137,580.25</b>

Table G.7: Runway 11-29 Maintenance

Branch ID	Section ID	Surface Type	Description	Severity	Distress Quantity	Distress Unit	Work Description	Work Quantity	Work Unit	Unit Cost	Estimated Work Cost	Professional Fees (25%)	Contingency (15%)	Estimated Total Project Cost
RW11	10	PCC	Joint Seal Damage	H	3	Slabs	Joint Seal	66	LF	\$ 8.50	\$ 561.00	\$ 140.25	\$ 105.19	\$ 806.44
RW11	10	PCC	Joint Seal Damage	L	20	Slabs	Monitor							
RW11	10	PCC	Joint Seal Damage	M	20	Slabs	Joint Seal	437	LF	\$ 8.50	\$ 3,714.50	\$ 928.63	\$ 696.47	\$ 5,339.59
RW11	10	PCC	Patching	H	5	Slabs	Slab Replacement	13	Sq Ft	\$ 100.00	\$ 1,300.00	\$ 325.00	\$ 243.75	\$ 1,868.75
RW11	10	PCC	Patching	L	1	Slabs	Monitor							
RW11	10	PCC	Popouts	H	4	Slabs	PCC Patch (Partial Depth)	36	Sq Ft	\$ 60.00	\$ 2,160.00	\$ 540.00	\$ 405.00	\$ 3,105.00
RW11	10	PCC	Popouts	L	13	Slabs	Monitor							
RW11	10	PCC	Popouts	M	15	Slabs	PCC Patch (Partial Depth)	135	Sq Ft	\$ 60.00	\$ 8,100.00	\$ 2,025.00	\$ 1,518.75	\$ 11,643.75
RW11	10	PCC	Scaling/Map Crack/Crazing	H	14	Slabs	Slab Replacement	730	Sq Ft	\$ 100.00	\$ 73,000.00	\$ 18,250.00	\$ 13,687.50	\$ 104,937.50
RW11	10	PCC	Scaling/Map Crack/Crazing	L	48	Slabs	Monitor							
RW11	10	PCC	Spalling-Joints	L	1	Slabs	Monitor							
RW11	10	PCC	Spalling-Joints	M	9	Slabs	PCC Patch (Partial Depth)	61	Sq Ft	\$ 60.00	\$ 3,660.00	\$ 915.00	\$ 686.25	\$ 5,261.25
RW11	10L	PCC	Joint Seal Damage	H	1	Slabs	Joint Seal	625	LF	\$ 8.50	\$ 5,312.50	\$ 1,328.13	\$ 996.09	\$ 7,636.72
RW11	10L	PCC	Joint Seal Damage	M	20	Slabs	Joint Seal	437	LF	\$ 8.50	\$ 3,714.50	\$ 928.63	\$ 696.47	\$ 5,339.59
RW11	10L	PCC	Patching	L	6	Slabs	Monitor							
RW11	10L	PCC	Popouts	L	6	Slabs	Monitor							
RW11	10L	PCC	Scaling/Map Crack/Crazing	L	58	Slabs	Monitor							
RW11	10L	PCC	Shrinkage Crack	L	1	Slabs	Monitor							
RW11	10L	PCC	Spalling-Joints	L	1	Slabs	Monitor							
RW11	10R	PCC	Patching	L	4	Slabs	Monitor							
RW11	10R	PCC	Popouts	L	7	Slabs	Monitor							
RW11	10R	PCC	Scaling/Map Crack/Crazing	L	105	Slabs	Monitor							
RW11	10R	PCC	Shrinkage Crack	L	1	Slabs	Monitor							
RW11	10R	PCC	Spalling-Joints	L	2	Slabs	Monitor							
<b>Total</b>											<b>\$ 101,522.50</b>			<b>\$ 145,938.59</b>