SANTA MARIA PUBLIC AIRPORT DISTRICT
BOARD OF DIRECTORS

Thursday
October 8, 2020

Virtual Meeting
Zoom Meeting: Zoom.us
Meeting ID: 820 6332 8775
Meeting Password: 3217
7:00 P.M.

REGULAR MEETING
A G E N D A

This agenda is prepared and posted pursuant to the requirements of the California Government Code Section 54954.2. By listing a topic on this agenda, the Santa Maria Public Airport District has expressed its intent to discuss and act on each item. The Santa Maria Public Airport District welcomes orderly participation at its meetings from all members of the public. This includes assistance under the Americans with Disabilities Act to provide an equally effective opportunity for individuals with a disability to participate in and benefit from District activities. To request assistance with disability accommodation, please call (805) 922-1726. Notification at least 48 hours prior to the meeting would enable the Santa Maria Public Airport District to make reasonable arrangements to ensure accessibility to this meeting.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL: Adams, Brown, Rafferty, Engel, Baskett

1. MINUTES OF THE REGULAR MEETING HELD SEPTEMBER 24, 2020.

2. COMMITTEE REPORT(S):

- **a) AVIATION SUPPORT & PLANNING (Standing or Ad Hoc)**
- **b) ADMINISTRATION & FINANCIAL (Standing or Ad Hoc)**
- **c) MARKETING & PROMOTIONS (Standing or Ad Hoc)**
- **d) CITY & COUNTY LIAISON**
- **e) STATE & FEDERAL LIAISON**
- **f) VANDENBERG LIAISON**
- **g) BUSINESS PARK COMMITTEE (Ad Hoc)**

3. GENERAL MANAGER'S REPORT

4. MANAGER OF FINANCE & ADMINISTRATION REPORT

- **a) Demand Register**

5. DISTRICT COUNSEL'S REPORT. (Joshua George and Natalie Frye Laacke)

6. **PUBLIC SESSION: Statements from the public will be heard during public session. Requests requiring board action will be referred to staff and brought on the next appropriate agenda. Members of the public may use the "raise hand" feature to be put in a speaking queue. Public comment will be limited to three (3) minutes. If a speaker continues speaking after being notified of the end of their public comment period, the meeting Host will mute the speaker and move on to the next person in the queue.**

   Please raise your hand in the following ways:

   Telephone: Press "*9" to raise your hand and notify the meeting Host. You will be placed in the queue and unmuted, in order, so that you may provide public comment.

   Computer and Mobile: Click the "raise hand" button to notify the Host. You will be placed in the queue and unmuted, in order, so that you may provide public comment.

7. **DISCUSSION AND DIRECTION TO STAFF REGARDING PAVEMENT MAINTENANCE.**

8. **DISCUSSION AND DIRECTION TO STAFF REGARDING THE HANGAR LOCATED AT 3029-B AIRPARK DRIVE.**

9. **CLOSED SESSION. The Board will hold a Closed Session to discuss the following item(s):**

   a) **Conference with Real Property Negotiators (Chris Hastert, Tom Ross and District Counsel) Re: APN 111-231-11 (Gov. Code Section 54956.8)**

   b) **Conference with Real Property Negotiators (Chris Hastert and District Counsel) Re: 3455 Airpark Drive (Gov. Code Section 54956.8)**

   c) **Conference with Real Property Negotiators (Chris Hastert, Kerry Fenton and District Counsel) Re: 3249 Terminal Drive Suite 103 (Gov. Code Section 54956.8)**

   d) **Conference with Legal Counsel-Initiation of litigation pursuant to Government Code 54956.9(c): One case.**

10. **DIRECTORS' COMMENTS.**

11. **ADJOURNMENT.**

MINUTES OF THE REGULAR BOARD
MEETING OF THE BOARD OF DIRECTORS
OF THE SANTA MARIA PUBLIC AIRPORT
DISTRICT HELD SEPTEMBER 24, 2020

The Board of Directors of the Santa Maria Public Airport District held a Regular Meeting via a virtual meeting at 7:00 p.m. Present were Directors Adams, Brown, Rafferty, Engel and Baskett. General Manager Hastert and District Counsel Frye Laacke. Manager of Finance & Administration Reade was absent.

1. MINUTES OF THE REGULAR MEETING HELD August 27, 2020. Director Brown made a Motion to approve the minutes of the regular meeting held August 27, 2020. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

2. MINUTES OF THE SPECIAL MEETING HELD September 16, 2020. Director Brown made a Motion to approve. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

3. COMMITTEE REPORT(S):

   a) AVIATION SUPPORT & PLANNING (Standing or Ad Hoc) – No meeting scheduled.

   b) ADMINISTRATION & FINANCIAL (Standing or Ad Hoc) – No meeting scheduled.

   c) MARKETING & PROMOTIONS (Standing or Ad Hoc) – No meeting scheduled.

   d) CITY & COUNTY LIAISON – This meeting was canceled.

   e) STATE & FEDERAL LIAISON – No meeting scheduled.

   f) VANDENBERG LIAISON – No meeting scheduled.

   g) BUSINESS PARK COMMITTEE (Ad Hoc) – The committee met to discuss updates on future projects.

4. GENERAL MANAGER'S REPORT. Mr. Hastert notified the Board of a tabletop exercise he attended regarding Unmanned Aerial Systems.

5. MANAGER OF FINANCE & ADMINISTRATION REPORT.

   The General Manager presented the Demand Register to the Board for review and approval.

   a) Demand Register. The Demand Register, covering warrants 068167 through 068241 in the amount of $276,578.44 was recommended for approval as presented. Director Rafferty made a Motion to accept the Demand Register as presented. Director Baskett Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

   b) Budget to Actual. Not presented.

c) Financial Statements. Not presented.

6. DISTRICT COUNSEL'S REPORT. Nothing to report.

7. PUBLIC SESSION: Statements from the public will be heard during public session. Requests requiring board action will be referred to staff and brought on the next appropriate agenda. Members of the public may use the "raise hand" feature to be put in a speaking queue. Public comment will be limited to three (3) minutes. If a speaker continues speaking after being notified of the end of their public comment period, the meeting Host will mute the speaker and move on to the next person in the queue.

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Computer and Mobile: Click the "raise hand" button to notify the Host. You will be placed in the queue and unmuted, in order, so that you may provide public comment.

No one requested to speak.

8. Authorization for the General Manager to execute the extension of listing agreement between the District and Ross Realty. Director Baskett made a Motion to approve. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

9. Authorization for the President and Secretary to execute a Building Space Lease between the District and Art-Craft Paint, Inc. for the hangar located at 3115-B Airpark Drive. Director Rafferty made a Motion to approve. Director Engel Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

10. Authorization for the President and Secretary to execute the fifth amendment of Ground Lease between the District and Central Coast Jet Center. Director Rafferty made a Motion to approve. Director Baskett Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

11. Authorization for the President and Secretary to execute a Land Lease between the District and Testa Catering. Director Baskett made a Motion to approve. Director Rafferty Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

12. CLOSED SESSION. At 7:14 p.m. the Board went into Closed Session to discuss the following item(s):

a) Conference with Real Property Negotiators (Chris Hastert and District Counsel) Re: 3455 Airpark Drive (Gov. Code Section 54956.8)

At 7:18 p.m., the Board and staff reconvened to Open Public Session.

There were no reportable actions.

13. DIRECTORS' COMMENTS: Directors Adams, Rafferty and Engel had no comment.

Directors Brown and Baskett congratulated Director Rafferty on being selected as Citizen of the Year by the Santa Maria Valley Chamber of Commerce.

14. ADJOURNMENT. President Adams asked for a Motion to adjourn to a Regular Meeting to be held on October 8, 2020 at 7:00 p.m. via a virtual meeting. Director Rafferty made that Motion, Director Engel Seconded and it was carried by the following roll call vote. Directors Adams, Brown, Rafferty, Engel and Baskett voted "Yes".

ORDER OF ADJOURNMENT

This Regular Meeting of the Board of Directors of the Santa Maria Public Airport District is hereby adjourned at 7:19 p.m. on September 24, 2020.

_____
Chuck Adams, President

_____
Hugh Rafferty, Secretary

2020-2021

DEMAND REGISTER
SANTA MARIA PUBLIC AIRPORT DISTRICT

Full consideration has been received by the Santa Maria Public Airport District for each demand, numbers 068242 to 068279 and electronic payments on Pacific Premier Bank and in the total amount of $127,641.38.

_____ _____
CHRIS HASTERT DATE
GENERAL MANAGER

The undersigned certifies that the attached register of audited demands of the Santa Maria Public Airport District for each demand, numbers 068242 to 068279, and electronic payments on Pacific Premier Bank in the total amount of $127,641.38 has been approved as being in conformity with the budget approved by the Santa Maria Public Airport District and funds are available for their payment.

_____ _____
VERONEKA READE DATE
MANAGER OF FINANCE AND ADMINISTRATION

THE BOARD OF DIRECTORS OF THE SANTA MARIA PUBLIC AIRPORT DISTRICT APPROVED PAYMENT OF THE ATTACHED WARRANTS AT THE MEETING OF OCTOBER 8, 2020.

_____
HUGH RAFFERTY
SECRETARY

Santa Maria Public Airport District

Demand Register

	Check Number	Check Date	Vendor Name	Check Amount	Description
*	068242	9/24/2020	AAAE	450.00	Education
*	068243	9/24/2020	AT&T	42.84	Phone Service
*	068244	9/24/2020	CED	333.85	Lighting Maintenance
*	068245	9/24/2020	City of Guadalupe	37,404.65	Security Service
*	068246	9/24/2020	Frontier Communications	589.10	Telephone Service
*	068247	9/24/2020	Home Depot	412.97	Building Maintenance
*	068248	9/24/2020	Letters, Inc.	78.88	Auto Maintenance
*	068249	9/24/2020	Quadient	403.63	Postage Meter Lease
*	068250	9/24/2020	Principal Financial Group	2,660.49	Dental, Life, Disability, Vision
*	068251	9/24/2020	Tolman & Walker Ins.	12,950.00	Insurance - Annual
*	068252	9/29/2020	Bagby Plumbing Service	1,301.99	Building Maint. - Terminal
*	068253	9/29/2020	City of Santa Maria-Util Div	6,430.60	Water Invoices
*	068254	9/29/2020	Clark Pest Control	660.00	Weed/Wildlife Abatement
*	068255	9/29/2020	Frontier Communications	94.38	Telephone Service
*	068256	9/29/2020	Letters, Inc.	6.00	Auto Maintenance
*	068257	9/29/2020	Napa Auto Parts	27.60	Auto parts
*	068258	9/29/2020	Next Day Signs	674.25	Signs
*	068259	9/29/2020	Safety-Kleen	175.00	Waste Oil Removal
*	068260	10/2/2020	Chuck Adams	400.00	Directors Fees
*	068261	10/2/2020	Apex Auto Glass	278.55	Auto Maintenance
*	068262	10/2/2020	AT&T	382.04	Phone Service
*	068263	10/2/2020	B&B Steel & Supply of SM	31.43	Building Maintenance
*	068264	10/2/2020	Bomar Security	5,176.27	Security Service
*	068265	10/2/2020	Central City Tool Supply	42.39	Small Tools
*	068266	10/2/2020	CED	551.57	Lighting Maintenance
*	068267	10/2/2020	Coastal Ag	18.03	Weed/Wildlife Abatement
*	068268	10/2/2020	Electronic Parts Store	78.18	Radio Maint.
*	068269	10/2/2020	Carl Engel, Jr.	300.00	Directors Fees
*	068270	10/2/2020	Frontier Communications	120.11	Telephone Service

Santa Maria Public Airport District

Demand Register

Check Number	Check Date	Vendor Name	Check Amount	Description
* 068271	10/2/2020	The Gas Company	193.74	Utilities
* 068272	10/2/2020	Ray Heath	3,575.20	Consulting Service
* 068273	10/2/2020	Interstate Batteries	115.22	Auto Maint. - Mechanical
* 068274	10/2/2020	MarTeeny Designs	275.00	Web Page Maint.
* 068275	10/2/2020	McMasters and Carr	396.81	Building Maint. - Terminal
* 068276	10/2/2020	Mission Uniform Service	290.14	Uniform Service
* 068277	10/2/2020	Hugh Rafferty	300.00	Directors Fees
* 068278	10/2/2020	Shred 2 You, Inc.	141.50	Document Shredding
* 068279	10/2/2020	Verizon Wireless	925.90	Mobile Devices
		Subtotal	$ 78,288.31	
		Electronic Payments		
ACH	9/24/2020	MasterCard ServiceCenter	1,927.20	Computer Supplies & Support/Misc Office Supplies
ACH	9/24/2020	MasterCard ServiceCenter	1,494.33	Business Travel/Security Service/Computer Support
ACH	9/28/2020	Umpqua Bank	2,078.24	Sundries/Computer Supplies/Lighting/SWAAE Dues
ACH	9/29/2020	CalPERS	5,617.14	Employee Retirement
ACH	10/1/2020	Paychex	26,222.15	Payroll
ACH	10/2/2020	Paychex	187.46	Paychex Invoice
ACH	10/2/2020	Bankcard	1,576.79	Credit Card Fee
ACH	10/2/2020	Paychex	5,507.16	Payroll Taxes
ACH	10/2/2020	CalPERS	700.00	Fees for GASB-68 Reports
ACH	10/5/2020	Mass Mutual	4,042.60	Employee Paid Retirement
		Subtotal	$ 49,353.07	
		Total	$ 127,641.38	

SANTA MARIA AIRPORT

SMX

Terminal Drive Pavement Condition, Pedestrian Access Pathways and Ramps Preparing For Your New Arrivals

ADA Compliant Pedestrian Ramps and Loading zone

- PCC Flatwork:
  - Pedestrian Ramps and Pathways
  - Spandrels and Cross Gutters

SANTA MARIA AIRPORT
SMX

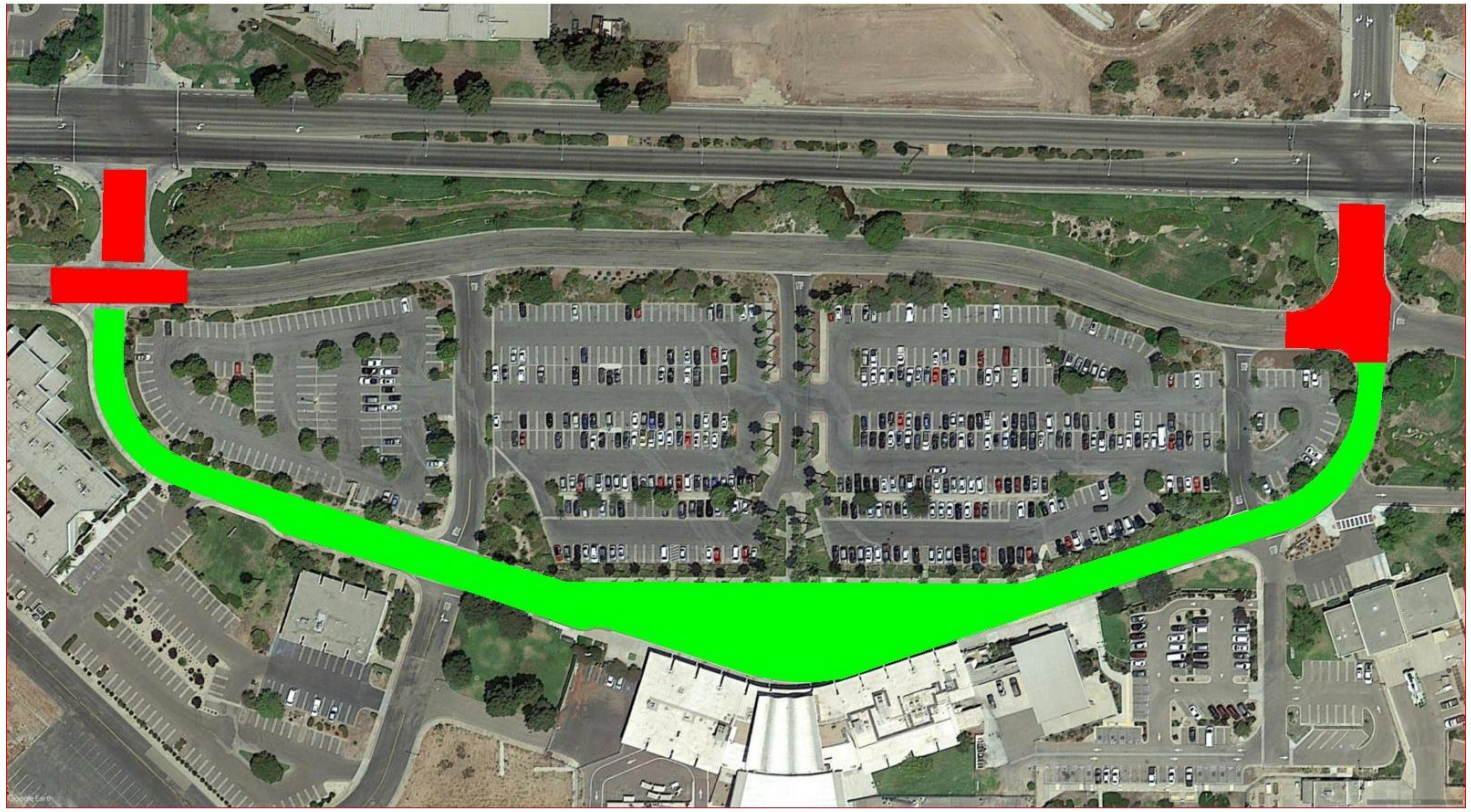
ADA Compliant Pedestrian Ramps and Loading zone

- Total Project Cost Estimate (Preliminary):
  - Topographic Survey
  - Engineering Design
  - Permitting Through City of Santa Maria
  - Public Bidding
  - Construction
  - Traffic Control

Total Construction Cost (Estimate) = $250,00-$300,000

SANTA MARIA AIRPORT
SMX

Terminal Drive Pavement Improvements



- Asphalt concrete pavement:
  - Intersection Reconstruct of failed pavement section
  - Isolated failure areas – reconstruct failed pavement section
  - Surface Treatment – All of Terminal Drive (including new pavement areas)
  - Pavement Markings

SANTA MARIA AIRPORT
SMX

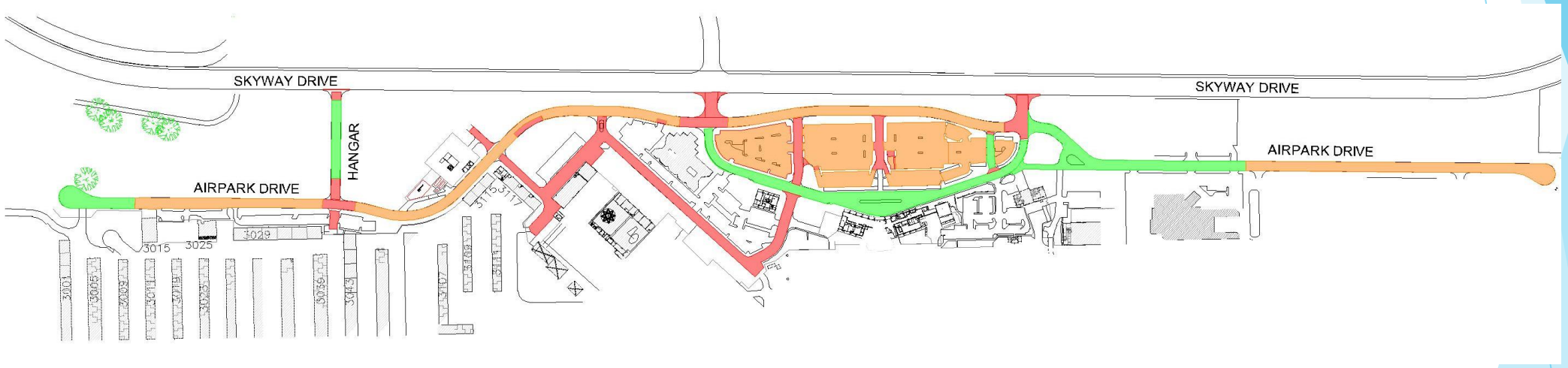
Terminal Drive Pavement Improvements

- Total Project Cost (Preliminary):
  - Topographic Survey
  - Engineering Design
  - Permitting Through City of Santa Maria
  - Public Bidding
  - Construction
  - Traffic Control

  Total $600,000-$700,000

SANTA MARIA AIRPORT
SMX

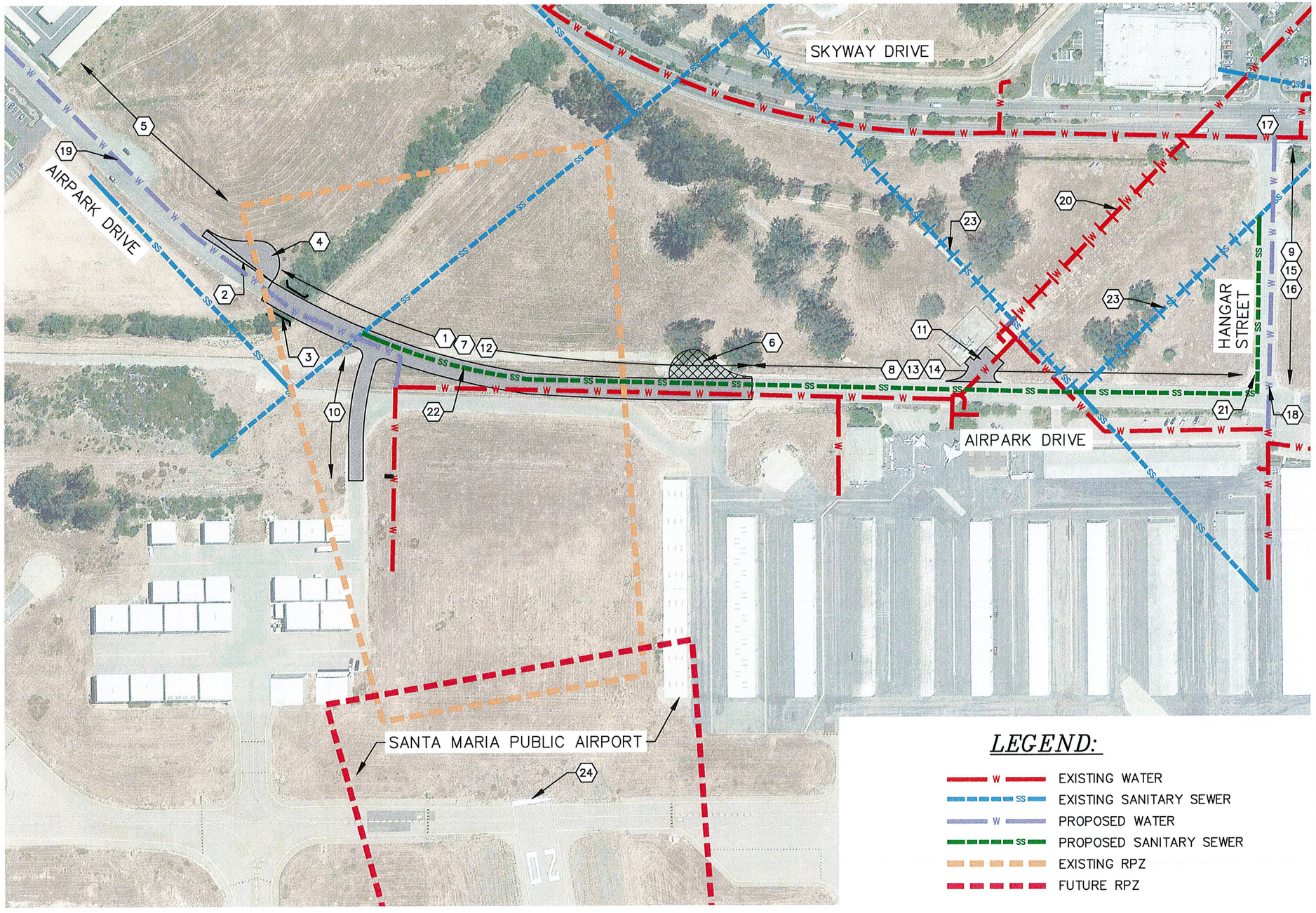
Santa Maria Public Airport
Landside Pavement Conditions



SANTA MARIA AIRPORT
SMX

1 IMPROVEMENT NOTES:

1. CONSTRUCT EXTENSION 44' WIDE WITH CURB, GUTTER, AND 6' SIDEWALK BOTH SIDES.
2. TRANSITION FROM 44' TO 50' NORTH OF CHANNEL.
3. CHANNEL SPAN TO BE BOTTOMLESS CULVERT OR CON-SPAN TYPE BRIDGE. BUILD TO 60 FEET WIDE TO ALLOW FOR SIDEWALK AND RAILING BEHIND SIDEWALK THAT DOES NOT ENCROACH INTO WALKWAY.
4. CONSTRUCT TEMPORARY 105 FEET RADIUS CUL-DE-SAC AT THE SOUTH END OF NORTH AIRPARK DR., OFFSET TO EAST ON DISTRICT PROPERTY. DISTRICT TO PROVIDE TEMPORARY ACCESS EASEMENT. CUL-DE-SAC TO BE REMOVED WHEN EXTENSION IS COMPLETE.
5. NORTH OF CHANNEL ALONG DISTRICT PROPERTY FRONTAGE, EXTEND CURB, GUTTER, SIDEWALK AND FULL-WIDTH PAVEMENT ON THE EAST SIDE OF AIRPARK DRIVE NORTH TO THE MINI STORAGE.
6. REMOVE CUL-DE-SAC AT NORTH END OF SOUTH AIRPARK DR. SEVERAL MAY INCLUDE OBSTRUCTION LIGHTS AND/OR BE SHORTER THAN NORMAL.
7. INSTALL STREET LIGHTS ON CONSTRUCTED PORTION OF AIRPARK DR.
8. INSTALL STREET LIGHTS ON AIRPARK DRIVE FROM NEW SEGMENT TO HANGAR STREET.
9. INSTALL STREET LIGHTS ON HANGAR STREET.
10. INCLUDE DRIVEWAY ACCESS TO DISTRICT HANGAR COMPLEX, SOUTH OF CHANNEL AND WEST OF RUNWAY 20 RPZ. INCLUDES NEW CONTROLLED AUTOMATIC VEHICLE GATE.
11. INCLUDE DRIVEWAY AND PAVED APRON ACCESS TO CITY WATER WELL.
12. INSTALL DRAINAGE IN AIRPARK DRIVE NORTH TO CHANNEL IF ENGINEERING DESIGN DICTATES.
13. INSTALL CURB AND GUTTER ON NORTH SIDE OF SOUTH AIRPARK DRIVE (MISSING PORTION).
14. INSTALL SIDEWALK ALONG NORTH SIDE OF SOUTH AIRPARK DRIVE FROM EXTENSION SOUTH TO HANGAR STREET.
15. INSTALL CURB, GUTTER ALONG BOTH SIDES OF HANGAR STREET FROM AIRPARK TO SKYWAY.
16. INSTALL SIDEWALK ALONG WEST SIDE OF HANGAR STREET FROM AIRPARK DRIVE TO SKYWAY.
17. INSTALL SIGNAL AT HANGAR STREET AND SKYWAY DRIVE.
18. INSTALL CITY WATER MAIN IN HANGAR STREET FORM AIRPORT DRIVE TO SKYWAY DRIVE.
19. EXTEND CITY WATER MAIN IN AIRPARK DRIVE EXTENSION ACROSS (UNDER) CHANNEL, CONNECT TO WATER MAIN IN NORTH AIRPARK DRIVE.
20. ABANDON IN-PLACE WATER MAIN CUTTING DIAGONALLY ACROSS UNDEVELOPED PROPERTY FROM WELL 6S TO SKYWAY DRIVE.
21. INSTALL CITY SEWER MAIN IN HANGAR STREET FROM AIRPARK DRIVE TO SKYWAY DRIVE.
22. INSTALL CITY SEWER MAIN IN AIRPARK DRIVE FROM HANGAR STREET CONNECTING TO EXISTING JUST SOUTH OF CHANNEL.
23. ABANDON IN-PLACE SEWER MAIN CUTTING DIAGONALLY ACROSS UNDEVELOPED PROPERTY BETWEEN AIRPARK DRIVE AND SKYWAY DRIVE.
24. RUNWAY 20 THRESHOLD AND ASSOCIATED RUNWAY PROTECTION ZONE (RPZ) TO BE RELOCATED BY AIRPORT DISTRICT.



N

0 200 400 Feet

AIRPARK DRIVE EXTENSION

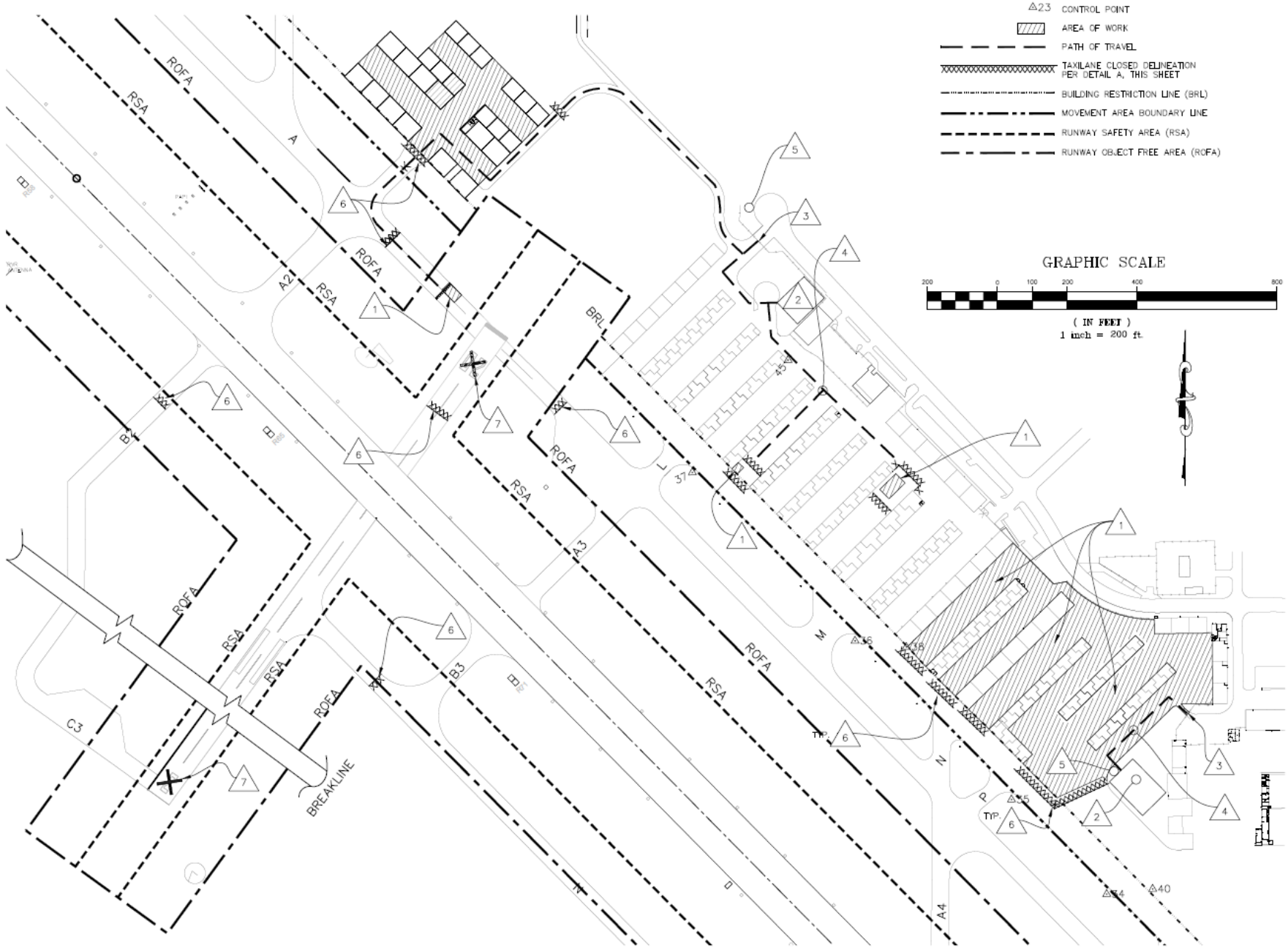
LEGEND:

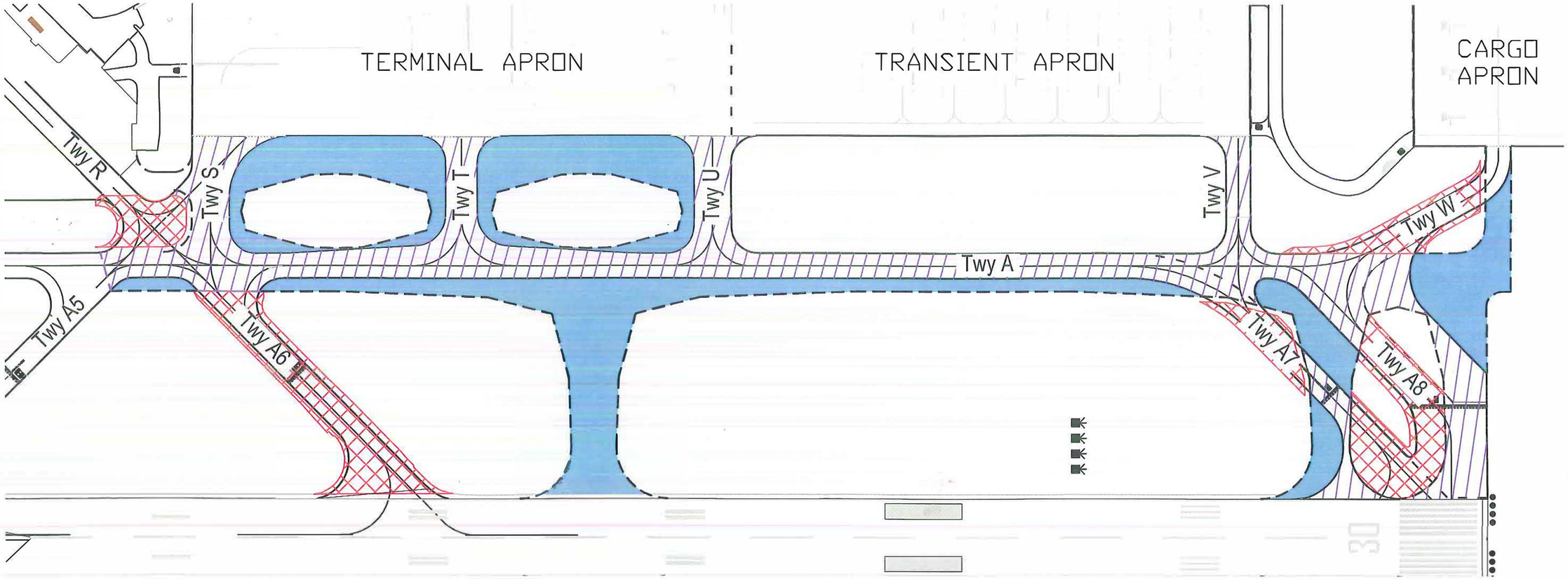
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- W — PROPOSED WATER
- SS — PROPOSED SANITARY SEWER
- EXISTING RPZ
- FUTURE RPZ

TARTAGLIA ENGINEERING

SANTA MARIA PUBLIC AIRPORT DISTRICT

DESIGN	JAS
DRAWN	JTH
CHECKED	JAS
SCALE	1"=200'
DWG.NO.	13-36
DATE	3/14/18
SHEET	1 OF 1


LEGEND:
△23 CONTROL POINT
AREA OF WORK
PATH OF TRAVEL
TAXILANE CLOSED DELINEATION PER DETAIL A, THIS SHEET
BUILDING RESTRICTION LINE (BRL)
MOVEMENT AREA BOUNDARY LINE
RUNWAY SAFETY AREA (RSA)
RUNWAY OBJECT FREE AREA (ROFA)
GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.
ROFA
RSA
BRL
A
A2
A3
A4
B
B2
B3
C3
BREAKLINE
TYP.



0 200 400 Feet

LEGEND:

- EXISTING PAVEMENT TO BE REHABILITATED
- NEW ASPHALT PAVEMENT
- EXISTING ASPHALT PAVEMENT TO BE REMOVED

PROJECT SKETCH:

REHABILITATE PARALLEL & CONNECTING TAXIWAYS, PHASE 1

TARTAGLIA ENGINEERING

SANTA MARIA PUBLIC AIRPORT DISTRICT

DESIGN	JTH/JAS
DRAWN	JTH
CHECKED	JAS
SCALE	1"=200'
DWG.NO.	19-67
DATE	10/29/19
SHEET	1 OF 1

AWP ACIP DATA SHEET

Date: 2-12-20

Airport Name		***Santa Maria Public Airport*** ***NPIAS: 06-0237***	Fiscal Year:		***2021***
Shown On ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	***D***	***Rehab. Twy A from A5 to A8. Rehab. Twy's S, T, U, V, and W. Remove connecting Taxiways A6 - A8, and construct new connecting, conforming Taxiways A6 - A8. (Construct & reimburse design)***	***$6,572,850***	***$677,150***	***$7,250,000***

* D- Development; P - Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

The taxiway rehabilitation project focuses on addressing airfield pavements last rehabilitated in 1988. In addition, the project addresses several non-conforming taxiway geometry issues and Hot Spots documented by the Runway Safety Advisory Team (RSAT). The effort addresses surface raveling, weathering, and complete subgrade failure. The extent of rehabilitation will cover over 8,500 lineal feet of taxiway in both 50 and 70 foot widths. The rehabilitation effort includes complete removal and reconstruction of the structural section, shoulder backing and grading, replacement of edge lights and signs, and installation of new pavement markings. In addition, the taxiway effort will include complete removal of Taxiway's A6 - A8, and construction of new, conforming Taxiways A6, A7 and A8. Composite PCI: 68

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning, or environmental process.

The District will submit a pre-application in December, 2020. A final application will be submitted in May, 2021, based on bids received for construction of the improvements and a negotiated fee proposal for design of the rehabilitation effort (reimbursement) and professional support services during construction. Construction will begin upon receipt of the grant. It is anticipated the rehabilitation effort will be complete and the grant closed within 24 months.

NEPA Environmental Status (Date of FONSI) or submit CATEX Form for Approval

A Cat-Ex will be prepared and submitted to the FAA during the summer, 2020 for the taxiway rehabilitation and geometry upgrades project.

Land Title Status & Date of Exhibit "A" Status Date

The Exhibit A Property Map was updated in 2018 as part of the Master Plan Update.

Open AIP Funded Projects Expected Close-Out Date

AIP 3-06-0237-036-2018: Terminal Apron Rehabilitation, Phase 2 (construct & reimburse design) ***March, 2020***

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.

Chris Hastert, District General Manager ***Chris Hastert, District General Manager***

Name and Title of Authorized Representative (Print or Type) Contact Name and Title (Print or Type)

805-922-1726

Signature Date Contact Phone (Print or Type)

PAVEMENT MAINTENANCE MANAGEMENT PLAN

SANTA MARIA PUBLIC AIRPORT

PREPARED FOR:

SANTA MARIA PUBLIC AIRPORT DISTRICT
3217 TERMINAL DRIVE
SANTA MARIA, CA 93455
(805) 922-1726

SANTA MARIA
PUBLIC AIRPORT DISTRICT

PREPARED BY:

TARTAGLIA ENGINEERING
7360 EL CAMINO REAL, SUITE E
ATASCADERO, CA 93423
(805) 466-5660

TARTAGLIA ENGINEERING

NOVEMBER, 2018

Contents

EXECUTIVE SUMMARY

SANTA MARIA PUBLIC AIRPORT

In the 1940's, during the second world war, the United States constructed the Santa Maria Army Air Base. After a few ownership changes, in 1964 the airport was transferred to the newly formed Santa Maria Public Airport District. The airport consists of approximately 2,598 acres located on the central coast of California inside the Santa Maria city limits, at the northwest corner of Santa Barbara County. The airport serves both general aviation and commercial service and is classified as a nonhub primary commercial service airport. For pavement evaluation and design, the DC-10 (458,000 Maximum Takeoff Weight) is the largest aircraft that currently operates at the airport and is considered the most harmful to a pavement life.

GENERATION OF THE PAVEMENT MAINTENANCE MANAGEMENT PLAN (PMMP)

The Pavement Maintenance Management Plan (PMMP) for the airport began with an extensive review of all available records, including as-built plans, studies, reports, and pavement condition reports. Each pavement feature (Runway 12-30, Taxiway A, etc.) was given a branch ID. Each branch, if necessary, was subdivided into sections if there were variations in construction activities, structural section, or traffic patterns. From there, each branch or section of a branch was divided into sample units. A base map, or pavement inspection layout, was generated, which identified how many sample units should be inspected (approximately 10% of sample units). Refer to APPENDIX A, Pavement Inspection Layouts, for sample locations.

Multiple site visits were performed to evaluate the existing pavement condition at the sample unit locations identified on the base maps. Statistical sampling was employed for inspection of the airfield pavements. When inspecting a sample unit, the team recorded the type, extent, and severity of each observed pavement distress.

The field data was analyzed, and each pavement section was assigned a numerical rating based on observed conditions. The software program, PAVER 7, was used to help expedite the process. The rating system (ranges from 0 to 100) for pavement is called the Pavement Condition Index, or PCI. Based on the pavement section PCI, a 10-year maintenance and rehabilitation plan was developed along with associated construction cost estimates.

This Pavement Maintenance Management Plan was prepared in conformance with the requirements of the Federal Aviation Administration (FAA).

CONCLUSION

The Airport District recognizes the value of the investment it has in pavement at the Santa Maria Public Airport. This PMMP will help the Airport District better understand the current pavement condition at each segment of the airport. The plan will also be used to prioritize the pavement rehabilitation projects and determine the associated cost for each rehabilitation technique. By following the PMMP, the District will manage and maintain the airfield pavement in the most cost-effective way. Details and procedures will be put in place to assure that proper preventative and reparative pavement maintenance will be performed.

INTRODUCTION

The purpose of this investigation and report is to establish a Pavement Maintenance Management Plan (PMMP) for Santa Maria Public Airport District. A PMMP is a tool for evaluating existing pavement surfaces, rating these surfaces in an unbiased manner by applying the same review and rating methods to all pavements, prioritizing and programming the maintenance effort, and estimating future maintenance costs. One goal of a PMMP is to save money in pavement maintenance and rehabilitation over the life of the pavement. Finally, a good PMMP should allow for updating at periodic intervals in the future.

FIGURE 1, Typical Pavement Condition Life Cycle, clearly shows that the quality of new pavement surfaces remains high for a significant length of time. The quality drops rapidly as the pavement passes through the "75% Of Life" point, also called critical PCI value, and if left unaddressed, will continue dropping at an increasing rate all the way to zero. According to the chart, a $1.00 investment in pavement maintenance at the exact right time in the pavements life cycle can result in the savings of $3.00 to $4.00 at a later date. It is the goal of a PMMP to monitor the quality and integrity of pavements within the study area and to determine what maintenance practices can extend the high-quality level farthest into the future at the most practical cost thereby minimizing overall life cycle costs.

The PMMP will be the genesis of a comprehensive maintenance and repair (M&R) program for the investment in pavement surfaces. Based on a review of available construction records and a detailed visual inspection, a PMMP should become the basis for maintaining and repairing pavement surfaces before they deteriorate beyond the point of saving. By planning and scheduling the work in advance, the owner gains the financial advantage of scheduling similar repair strategies together, thereby experiencing the economies of scale. By scheduling the work as opposed to performing unplanned repairs, the owner gains the advantage of processing planned repairs through the normal construction contract bidding process. Finally, by planning maintenance activities before pavements completely deteriorate, the owner will avoid the often overlooked but very real "cost" associated with unscheduled interruptions, multiple closures that conflict with peak traffic periods, or longer shutdown times for complete pavement reconstruction.

The District has a large investment in airfield pavements. These facilities were designed and constructed to provide adequate load-carrying capacity and an environment for safe operation under all weather conditions. Pavement maintenance will play a large role in overall asset management in the future as the infrastructure continues to age, the overall mix of aircraft using the facility continues to get heavier, and the frequency of aircraft operations continues to increase.

Being the primary investor in airfield and airport pavements, the FAA fully recognizes the value in planned and programmed pavement maintenance established through a PMMP.

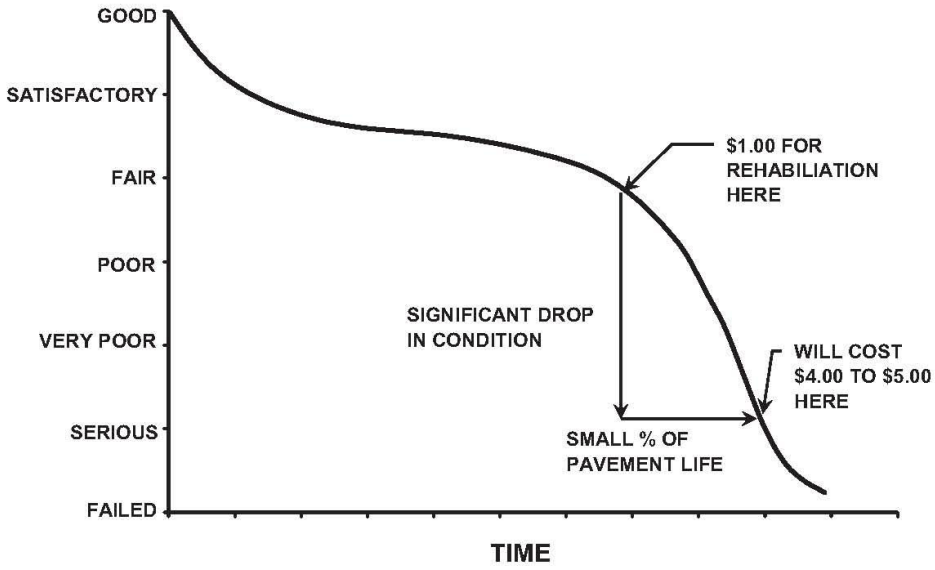


FIGURE 1. Typical Pavement Condition Life Cycle

DESCRIPTION OF WORK

The process of establishing or up-dating a Pavement Maintenance Management Plan includes a sequence of numerous steps described as follows:

A. Preliminary Research
Review all available construction reports and as-built plans to determine the life, maintenance history, and structural sections of all pavements within the limits of the study.

B. Subdivide Pavements
Pavement features are given branch ID's and further divided into sections. Each section is broken down into sample units. Asphalt pavement features are divided into sample units of approximately 5,000 square feet. Portland cement concrete pavements are subdivided into a maximum of 20 concrete panels.

C. Perform Field Investigation
Pavement sections within the study area are visually inspected and the type, level, and extent of pavement distresses are recorded on field data sheets. Approximately 10% of sample units are inspected.

D. Analyze Field Data
Field documentation is analyzed and numerically adjusted based on the overall condition of each segment and the interaction of multiple distresses within each segment.

E. Establish Numerical Rating
Each pavement branch/section is given a numerical rating that reflects its overall level of distress.

F. Establish a Maintenance and Rehabilitation Plan
Maintenance strategies based on individual pavement section PCI ratings and pavement distress types. Rehabilitation cost estimates are prepared to address the type and extent of distress identified. A global maintenance plan was established to keep every section above the critical PCI.

G. Up-Date the Pavement Maintenance Management Plan
The Pavement Maintenance Management Plan is updated at periodic intervals to reflect changes in field conditions including further deterioration of pavements and/or pavement rehabilitation efforts.

SANTA MARIA PUBLIC AIRPORT

The Santa Maria valley is positioned in the northwest corner of Santa Barbara County in an area called the Central Coast of California. Within the City limits, the airport consumes approximately 2,598 acres consisting of 2 Runways; Runway 12-30 (main runway) with a length of 8,004 feet and 150 feet wide, and Runway 2-20, which serves as the crosswind runway with a length of 5,199 feet long by 75 feet wide. The Runways are accompanied by multiple parallel, connecting, access, and entrance/exit taxiways. All taxiway at the airport are 50-60 feet wide. The surface of both runways and all taxiways are asphalt pavement, with only one small taxiway section constructed with PCC. There are three general aviation aprons, one terminal/commercial service apron, and one cargo apron at the Airport. The terminal apron surface is PCC and all other aprons on the airport are asphalt pavement.

METHOD OF ANALYSIS

Pavement analysis is a methodical activity consistently and uniformly repeated over an entire area. It is critical that the analysis be uniform to achieve unbiased results. Additionally, as pavement conditions can be subjective, a team approach will more likely result in an objective analysis.

The pavement analysis focuses on a review of individual pavement sections that, together, create the airport. The first step in the analysis is to perform an extensive investigation into all available construction and maintenance plans, specifications, and records pertaining to initial construction, maintenance, and rehabilitation of all airfield pavements. This information becomes the basis for subdividing airport pavement branches into pavement sections.

BRANCH: A Branch is a clearly recognizable feature of pavement such as a taxiway, ramp, apron, or runway. Runway 12-30 and Taxiway A are examples of a pavement branch.

SECTION: A section is a portion of a facility that has its own history of construction, maintenance, and/or has experienced its own unique level of activity. Sections directly reflect the history of the airport. For example, a runway that was extended would constitute two sections; the

initial runway and the extension. If the entire area of a pavement branch has consistent construction history, structural section, and traffic loading and frequency, then that branch will only have one section.

SAMPLE UNIT: Sections are subdivided into individual sample units as a matter of practicality to facilitate the field investigation. Whether the inspection is performed on foot or from a vehicle, the inspector is limited as to the extent of his vision. Asphalt pavement features are divided into sample units of approximately 5,000 square feet. Portland cement concrete pavements are subdivided into a maximum of 20 concrete panels.

To summarize, pavement features are given a branch ID, then if necessary, subdivided into sections, and finally, each section is broken down into sample units for inspection purposes.

After all pavements within the study area have been subdivided into sample units, the next step is to perform an extensive visual inspection in the field. During this inspection, the team identifies the types of distress that may exist within the inspection area, the severity level of each distress (low, medium, high), and the unit of distress (length, area, etc.).

APPENDIX A, Pavement Inspection Layouts, identifies each pavement branch and section at Santa Maria Public Airport.

FIELD INSPECTION

Over the course of multiple site visits, the PMMP inspection team completed its in-depth field inspection of all airport pavements at the airport. Sample units were located by performing measurements from known points with tape or measuring wheel. When analyzing a pavement section, the team performed the inspection on-foot and within the vehicle, stopping as necessary to examine individual distress events. Measurements were taken to help quantify the extent of specific distresses. At those locations where pavement distress was high or concentrated when compared to surrounding pavements of the same feature the crew took the time to scrutinize field conditions beyond the pavement surface to ascertain other factors that could be contributing to the trouble. To the greatest extent possible, sample unit inspections were performed on foot to assure a high level of accuracy in the statistical process. Inspection results were documented on individual Condition Survey Data Sheets for each sample unit. Copies of representative inspection work sheets are shown in Appendix E – Sample PCI Survey Data Sheets. TABLE 1, Branch Listing Overview, provides an overview of each pavement branch at the airport.

TABLE 1: Branch Listing Overview

BRANCH ID	NAME	USE	NUMBER OF SECTIONS	TRUE AREA (SQFT)
CCJC ARPON	CCJC APRON	APRON	1	4,500.00
CR	CARGO RAMP	APRON	1	105,000.00
HA1	HANGAR AREA 1	APRON	1	69,500.00
HA2	HANGAR AREA 2	APRON	1	608,000.00
HR	HOTEL RAMP	APRON	1	285,000.00
HTL	HANGAR TAXILANE	TAXIWAY	1	60,000.00
MHR	MAIN HANGAR RAMP	APRON	2	298,600.00
RW 12-30	RUNWAY 12-30	RUNWAY	2	1,201,050.00
RW 2-20	RUNWAY 2-20	RUNWAY	1	389,175.00
TA	TERMINAL APRON	APRON	2	333,000.00
TDA	TIE-DOWN AREA	APRON	1	75,500.00
TL E3	TAXILANE E3	TAXIWAY	1	55,000.00
TL H	TAXILANE H	TAXIWAY	1	100,000.00
TXY A	TAXIWAY A	TAXIWAY	2	411,250.00
TXY A HB 1	HOLDING BAY 1	TAXIWAY	1	54,000.00
TXY A HB 2	HOLDING BAY 2	TAXIWAY	1	25,000.00
TXY A1	TAXIWAY A1	TAXIWAY	1	33,750.00
TXY A2	TAXIWAY A2	TAXIWAY	1	29,050.00
TXY A3	TAXIWAY A3	TAXIWAY	1	21,500.00
TXY A4	TAXIWAY A4	TAXIWAY	1	30,500.00
TXY A5	TAXIWAY A5	TAXIWAY	1	30,500.00
TXY A6	TAXIWAY A6	TAXIWAY	1	30,250.00
TXY A7	TAXIWAY A7	TAXIWAY	1	44,500.00
TXY A8	TAXIWAY A8	TAXIWAY	1	82,500.00

BRANCH ID	NAME	USE	NUMBER OF SECTIONS	TRUE AREA (SQFT)
TXY B	TAXIWAY B	TAXIWAY	1	126,250.00
TXY B2	TAXIWAY B2	TAXIWAY	1	24,000.00
TXY B3	TAXIWAY B3	TAXIWAY	1	21,000.00
TXY B5	TAXIWAY B5	TAXIWAY	1	25,500.00
TXY B7	TAXIWAY B7	TAXIWAY	1	20,000.00
TXY C	TAXIWAY C	TAXIWAY	2	305,000.00
TXY C1	TAXIWAY C1	TAXIWAY	1	23,500.00
TXY C2	TAXIWAY C2	TAXIWAY	1	23,500.00
TXY C3	TAXIWAY C3	TAXIWAY	1	23,500.00
TXY C3 HB1	HOLDING BAY 3	TAXIWAY	1	15,150.00
TXY E	TAXIWAY E	TAXIWAY	1	135,000.00
TXY E	TAXIWAY E3	TAXIWAY	1	55,000.00
TXY H	TAXIWAY H	TAXIWAY	2	119,000.00
TXY H1	TAXIWAY H1	TAXIWAY	1	33,000.00
TXY H2	TAXIWAY H2	TAXIWAY	1	9,100.00
TXY J	TAXIWAY J	TAXIWAY	1	66,250.00
TXY K	TAXIWAY K	TAXIWAY	1	12,750.00
TXY L	TAXIWAY L	TAXIWAY	1	6,250.00
TXY M	TAXIWAY M	TAXIWAY	2	12,250.00
TXY N	TAXIWAY N	TAXIWAY	1	8,500.00
TXY P	TAXIWAY P	TAXIWAY	1	6,250.00
TXY Q	TAXIWAY Q	TAXIWAY	1	5,750.00
TXY R	TAXIWAY R	TAXIWAY	1	19,500.00
TXY S	TAXIWAY S	TAXIWAY	1	16,875.00
TXY T	TAXIWAY T	TAXIWAY	1	13,650.00
TXY U	TAXIWAY U	TAXIWAY	1	17,250.00
TXY V	TAXIWAY V	TAXIWAY	1	11,500.00
TXY W	TAXIWAY W	TAXIWAY	1	15,000.00
			TOTAL	**5,492,400.00**

PAVEMENT DISTRESS – FLEXIBLE PAVEMENTS

The method in which a pavement deteriorates is visible through various signs or indicators that can be associated with the probable causes of the failure or deterioration. The following is a brief discussion on forms of flexible pavement distress and the associated probable cause for each failure.

A. Longitudinal/Transverse Cracking
Longitudinal and transverse cracks are caused by shrinkage of the asphalt pavement surface course. Longitudinal cracks are also caused by poorly constructed paving lane (cold) joints.

B. Alligator or Fatigue Cracking
Alligator and fatigue cracking are a series of interconnected cracks that form a tight pattern of small blocks or chunks that resemble an alligator skin. They are typically caused by excessive defection of the surface over an unstable foundation, primarily attributed to water saturation of the base or subgrade.

C. Reflective Cracking
Reflection cracks are caused by vertical or horizontal movements in the pavement beneath the last overlay brought on by expansion or contraction with changes in moisture or temperature. Reflection cracks in asphalt occur most frequently in situations where an asphalt overlay was placed over portland cement concrete pavements and the reflected pattern coincides with the concrete joint pattern beneath. Reflection cracks in asphalt overlays over older asphalt pavement occur when the cracks in the older pavement have not been properly repaired.

D. Raveling/Weathering
Raveling and weathering of the pavement surface is caused by the dislodging of aggregate particles and loss of the asphalt binder. As the raveling and weathering progresses un-checked, larger pieces of pavement are broken free resulting in a rougher, uneven surface.

E. Rutting
Rutting is a surface depression in the wheel path caused by permanent deformation in any of the pavement layers or subgrade. Rutting is typically caused by a consolidation of materials within the structural section due to heavy traffic loads.

F. Corrugation/Waves
Corrugation and waves are the result of a form of plastic surface movement typified by ripples or waves across the pavement surface. Corrugation and waves are typically caused by a lack of stability in the asphalt mix and/or a poor bond between asphalt pavement layers.

G. Depressions
Depressions are local low areas of limited size. Depressions are caused by either heavier than expected traffic or by local settlement of the underlying pavement layers.

H. Swelling

Swelling is characterized by an upward bulge in the pavement surface. Swells are typically caused by frost action in the subgrade or by swelling of the soil.

I. Pot Holing

Pot holing describes a complete failure of the pavement structure on a local level. Pot holing can occur as an isolated condition or through a series of individual pot holes in close proximity to each other. Pot holing is quite often the result of other forms of pavement failure that has been allowed to continue unabated.

J. Bleeding

Bleeding is characterized by a film of bituminous (black) material on the pavement surface resembling a shiny, glass-like surface that becomes very sticky. It is caused by excessive amounts of liquid asphalt in the mix and/or low air-void content and occurs when asphalt fills the voids on the mix during hot weather and then expands out onto the surface of the pavement.

K. Patching

Patching is characterized by local asphalt pavement repair (skin patch or complete reconstruction) or trench or utility repair as a result of subsurface construction. The surface of patching is discolored and typically uneven as compared to the adjacent pavement surface.

L. Fuel Spillage

Fuel spillage tends to be a local condition that is the result of continuous or prolonged fuel spillage onto the pavement surface due to improper fueling practices or a poorly maintained fuel facility. The asphalt surface becomes soft and pliable.

M. Block Cracking

Block cracking generally occurs over a large pavement area and is most associated with shrinkage of the asphalt pavement and daily temperature cycling. This distress typically indicates that the pavement has hardened significantly.

N. Shoving

Shoving is a form of plastic movement resulting in localized bulging of the pavement surface. Shoving is caused by a lack of stability in the asphalt mix and/or poor bonding between layers and can also occur at the asphalt pavement/cement concrete interface where the flexibility of the asphalt encounters the more ridged cement concrete structure.

TABLE 2, Asphalt Surface Distress Cause, summarizes the cause of each distress type for asphalt concrete surfaces.

TABLE 2, Asphalt Surface Distress Cause

DISTRESS TYPE	DISTRESS CAUSE
Alligator Cracking	Load
Bleeding	Other
Block Cracking	Climate/Durability
Corrugation	Other
Depression	Other
Jet Blast	Other
Joint Reflection Cracking	Climate/Durability
Longitudinal/Transverse Cracking	Climate/Durability
Oil Spillage	Other
Patching	Climate/Durability
Polished Aggregate	Other
Raveling	Climate/Durability
Rutting	Load
Shoving	Other
Slippage Cracking	Other
Swell	Other
Weathering	Climate/Durability

PAVEMENT DISTRESS – RIGID PAVEMENTS

Similar to flexible pavement structures, the method in which rigid pavements deteriorate is visible through various signs or indicators that can be associated with the probable causes of the failure or deterioration. The following is a brief discussion on forms of rigid pavement distress and the associated probable cause for each failure.

A. Longitudinal/Transverse Cracking
Longitudinal and transverse cracks are usually caused by a combination of repeated loads and shrinkage stresses and are characterized by cracks which divide the slab into two or more pieces.

B. Corner Cracks/Breaks
This type of distress is characterized by a crack that intersects the joints at a distance less than one-half of the slab length on both sides, measured from the corner of the slab. Corner cracks are caused by load repetition, combined with a loss of support and curling stresses. A corner crack typically extends vertically through the entire slab thickness.

C. Corner Spalling
Corner spalling is the raveling or breakdown of the slab within approximately two feet of the corner. Spalling is typically caused by improper curing and finishing of the concrete,

unsuitable aggregates, and/or improper mixing of the concrete. A corner spall typically angles downward to intersect the joint.

D. Joint Spalling
Joint spalling is the breakdown of the slab edges within two feet of the side of the joint as a result of excessive stresses at the joint or crack caused by infiltration of incompressible materials. Joint spalls typically intersect the joint at an angle.

E. "D" Cracking
"D" cracking is a pattern of cracks running in the vicinity of and parallel to a joint of linear crack. It is typically caused by the concrete's inability to withstand environmental factors such as freeze-thaw cycles in the presence of variable expansive aggregates. If left un-checked, this type of cracking often leads to the complete disintegration of the concrete within two feet of the joint or linear crack.

F. Joint Seal Damage
Joint seal damage is any condition which enables soil or rocks to accumulate in the joints or allows infiltration of water. Joint seal damage is caused by improper joint width, use of the wrong type of sealant, incorrect application, and/or not cleaning the joint properly before sealing. Joint seal damage includes stripping of the joint sealant, extrusion of the joint sealant, hardening of the filler through oxidation, loss of bond to the slab edges material and absence of sealant in the joint.

G. Scaling/Raveling
Scaling is the disintegration and loss of the wearing surface. Scaling may also be the result of a weakened surface caused by improper curing or finishing, freeze-thaw cycles, and unsuitable aggregate.

H. Shattered Slab
A shattered slab is defined as a slab where intersecting cracks break up the slab into four or more pieces. This is caused by overloading and/or inadequate foundation support.

I. Pumping
Pumping is characterized by the ejection of material by water through joints or cracks, caused by deflection of the slab under passing loads. As the water is ejected, it carries particles of gravel, sand, clay, or silt resulting in progressive loss of pavement support that can lead to cracking. Pumping near joints indicates a poor joint seal and the presence of ground water. Pumping is evidenced by surface staining and base or subgrade material on the pavement close to joints or cracks.

J. Settlement/Faulting
Settlement or faulting is a difference in elevation at a joint or crack caused by upheaval or differential consolidation. This condition is a result of loss of fines, from frost heave, or from swelling soils.

K. Patch

A patch is an area where the original pavement has been removed and replaced by a filler, either portland cement concrete, asphalt pavement, or other material. Patches tend to be discolored and uneven when compared to the adjacent rigid pavement.

L. Utility Cut

A utility cut is similar in nature to a patch except that utility cuts were specifically made to facilitate the installation of some underground improvement and utility cuts tend to be much larger in size than standard patches.

TABLE 3, Concrete Surface Distress Cause, summarizes the cause of each distress type for asphalt concrete surfaces.

TABLE 3, Concrete Surface Distress Cause

DISTRESS TYPE	DISTRESS CAUSE
Blow Up	Climate/Durability
Corner Break	Load
Linear Cracking	Load
Durability Cracking	Climate/Durability
Joint Seal Damage	Climate/Durability
Small Patch	Other
Large Patch/Utility Cut	Other
Popouts	Other
Pumping	Other
Scaling	Other
Faulting	Other
Shattered Slab	Load
Shrinkage Cracking	Other
Joint Spalling	Other
Corner Spalling	Other

PAVEMENT CONDITION – PCI CALCULATIONS

Having completed the visual inspection portion of the analysis, the team then focused its efforts on determining a numerical value for the condition of the sample unit inspected. Using PAVER 7 software, the Pavement Condition Index (PCI) was calculated for each individual section based on the results of the field inspection. The summary of each distress type and severity for each section is listed in TABLE 4, Pavement Section Distress Summary. The PCI results for each section are shown in TABLE 5, Section Condition Report, and graphically depicted on FIGURE 2, Santa Maria Public Airport PCI Rating Map. The following displays the pavement condition based on calculated PCI:

PCI	PAVEMENT CONDITION
86-100	Good
71-85	Satisfactory
56-70	Fair
41-55	Poor
26-40	Very Poor
11-25	Serious
0-10	Failed

TABLE 4: Pavement Section Distress Summary

BRANCH ID	SECTION ID	DISTRESS TYPE	DISTRESS SEVERITY
CCJC APRON	1	SHRINKAGE CRACKING JOINT SEAL DAMAGE	N/A LOW
CR	1	WEATHERING	LOW
HA1	1	RAVELING	LOW, MEDIUM
HA1	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING RAVELING PATCHING SHOVING DEPRESSION	LOW, MEDIUM LOW, MEDIUM LOW, MEDIUM MEDIUM LOW LOW
HR	1	BLOCK CRACKING WEATHERING LONGITUDINAL & TRANSVERS CRACKING ALLIGATOR CRACKING	LOW, MEDIUM LOW MEDIUM LOW, MEDIUM
HTL	1	BLOCK CRACKING WEATHERING	HIGH LOW
MHR	1	WEATHERING LONGITUDINAL & TRANSVERS CRACKING JOINT REFLECTIVE CRACKING RAVELING	LOW LOW, MEDIUM HIGH HIGH
MHR	2	WEATHERING JOINT REFLECTIVE CRACKING	LOW MEDIUM
RW 12-30	1	WEATHERING LONGITUDINAL & TRANSVERS CRACKING RAVELING	LOW LOW HIGH
RW 12-30	2	WEATHERING LONGITUDINAL & TRANSVERS CRACKING	MEDIUM LOW, MEDIUM
RW 2-20	1	WEATHERING LONGITUDINAL & TRANSVERS CRACKING	LOW, MEDIUM LOW, MEDIUM
TA	1	NONE	
TA	2	WEATHERING LONGITUDINAL & TRANSVERS CRACKING ALLIGATOR CRACKING BLOCK CRACKING RAVELING RUTTING	MEDIUM, HIGH LOW, MEDIUM LOW, MEDIUM MEDIUM MEDIUM, HIGH MEDIUM
TDA	1	NONE (NEW CONSTRUCTION)	
TL H	1	ALLIGATOR CRACKING LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	MEDIUM LOW, MEDIUM LOW
TXY A	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
TXY A	2	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING SLIPPAGE CRACKING BLOCK CRACKING PATCHING RUTTING	LOW, MEDIUM LOW, MEDIUM LOW LOW LOW LOW, MEDIUM

BRANCH ID	SECTION ID	DISTRESS TYPE	DISTRESS SEVERITY
TXY A HB 1	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING PATCHING	MEDIUM LOW LOW
TXY A HB 2	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	MEDIUM MEDIUM
TXY A1	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW, HIGH
TXY A2	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING RUTTING	LOW MEDIUM MEDIUM, HIGH
TXY A3		LONGITUDINAL & TRANSVERSE CRACKING WEATHERING BLOCK CRACKING PATCHING SLIPPAGE CRACKS	MEDIUM MEDIUM LOW LOW LOW
TXY A4	1	BLOCK CRACKING RAVELING WEATHERING SLIPPAGE CRACKING	LOW LOW MEDIUM LOW
TXY A5	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING BLOCK CRACKING	LOW, MEDIUM MEDIUM LOW
TXY A6	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING BLOCK CRACKING	LOW MEDIUM MEDIUM
TXY A7	1	WEATHERING ALLIGATOR CRACKING	LOW LOW
TXY A8	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW, MEDIUM LOW
TXY B	1	WEATHERING	LOW
TXY B2	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW, MED., HIGH
TXY B3	1	WEATHERING	LOW, HIGH
TXY B5	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW MEDIUM
TXY B7	1	BLOCK CRACKING SLIPPAGE CRACKING WEATHERING	LOW LOW MEDIUM
TXY C	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
TXY C	2	LINEAR CRACKING JOINT SEAL DAMAGE	LOW MEDIUM
TXY C1	1	WEATHERING	LOW
TXY C2	1	WEATHERING	LOW
TXY C3	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
HB 3	1	WEATHERING	LOW
TXY E	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING BLOCK CRACKING	LOW, MED., HIGH MEDIUM, HIGH LOW
TXY E3	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW

BRANCH ID	SECTION ID	DISTRESS TYPE	DISTRESS SEVERITY
TXY H	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING PATCHING	LOW MEDIUM, HIGH LOW
TXY H	2	WEATHERING	MEDIUM, HIGH
TXY H1	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
TXY H2	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
TXY J	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	MEDIUM LOW
TXY K	1	RAVELING	LOW
TXY L	1	LONGITUDINAL & TRANSVERSE CRACKING PATCHING RAVELING	LOW LOW LOW
TXY M	1	RAVELING	MEDIUM
TXY M	2	NONE	
TXY N	1	PATCHING WEATHERING	LOW LOW
TXY P	1	NONE (NEW CONSTRUCTION)	
TXY Q	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
TXY R	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW
TXY S	1	ALLIGATOR CRACKING WEATHERING	LOW LOW
TXY T	1	ALLIGATOR CRACKING DEPRESSION WEATHERING	MEDIUM LOW MEDIUM
TXY U	1	BLOCK CRACKING LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW LOW MEDIUM
TXY V	1	LONGITUDINAL & TRANSVERSE CRACKING WEATHERING	LOW, MEDIUM LOW
TXY W	1	WEATHERING	LOW

TABLE 5: Section Condition Report

Branch ID	Section ID	True Area (SqFt)	PCI
CCJC APRON	1	4,500	84
CR	1	105,000.00	94
HA1	1	69,500.00	67
HA2	1	608,000.00	76
HR	1	285,000.00	50
HTL	1	60,000.00	100
MHR	1	144,600.00	72
MHR	2	154,000.00	53
RW 12-30	1	256,500.00	74
RW 12-30	2	944,550.00	69
RW 2-20	1	389,175.00	76
TA	1	133,000.00	100
TA	2	200,000.00	29
TDA	1	75,500.00	17
TL H	1	100,000.00	63
TXY A	1	100,000.00	75
TXY A	2	311,250.00	54
TXY A HB 1	1	54,000.00	55
TXY A HB 2	1	25,000.00	75
TXY A1	1	33,750.00	73
TXY A2	1	29,050.00	41
TXY A3	1	21,500.00	47
TXY A4	1	30,500.00	63
TXY A5	1	30,500.00	65
TXY A6	1	30,250.00	56
TXY A7	1	44,500.00	58
TXY A8	1	82,500.00	85
TXY B	1	126,250.00	94
TXY B2	1	24,000.00	82
TXY B3	1	21,000.00	73
TXY B5	1	25,500.00	75
TXY B7	1	20,000.00	56
TXY C	1	257,500.00	93
TXY C	2	47,500.00	87
TXY C1	1	23,500.00	94
TXY C2	1	23,500.00	94
TXY C3	1	23,500.00	90
TXY C3 HB1	1	15,150.00	94
TXY E	1	135,000.00	61
TXY E3	1	55,000.00	75
TXY H	1	98,000.00	73
TXY H	2	21,000.00	77
TXY H1	1	33,000.00	85
TXY H2	1	9,100.00	81
TXY J	1	66,250.00	67
TXY K	1	12,750.00	74
TXY L	1	6,250.00	64
TXY M	1	1,000.00	43
TXY M	2	11,250.00	100
TXY N	1	8,500.00	89

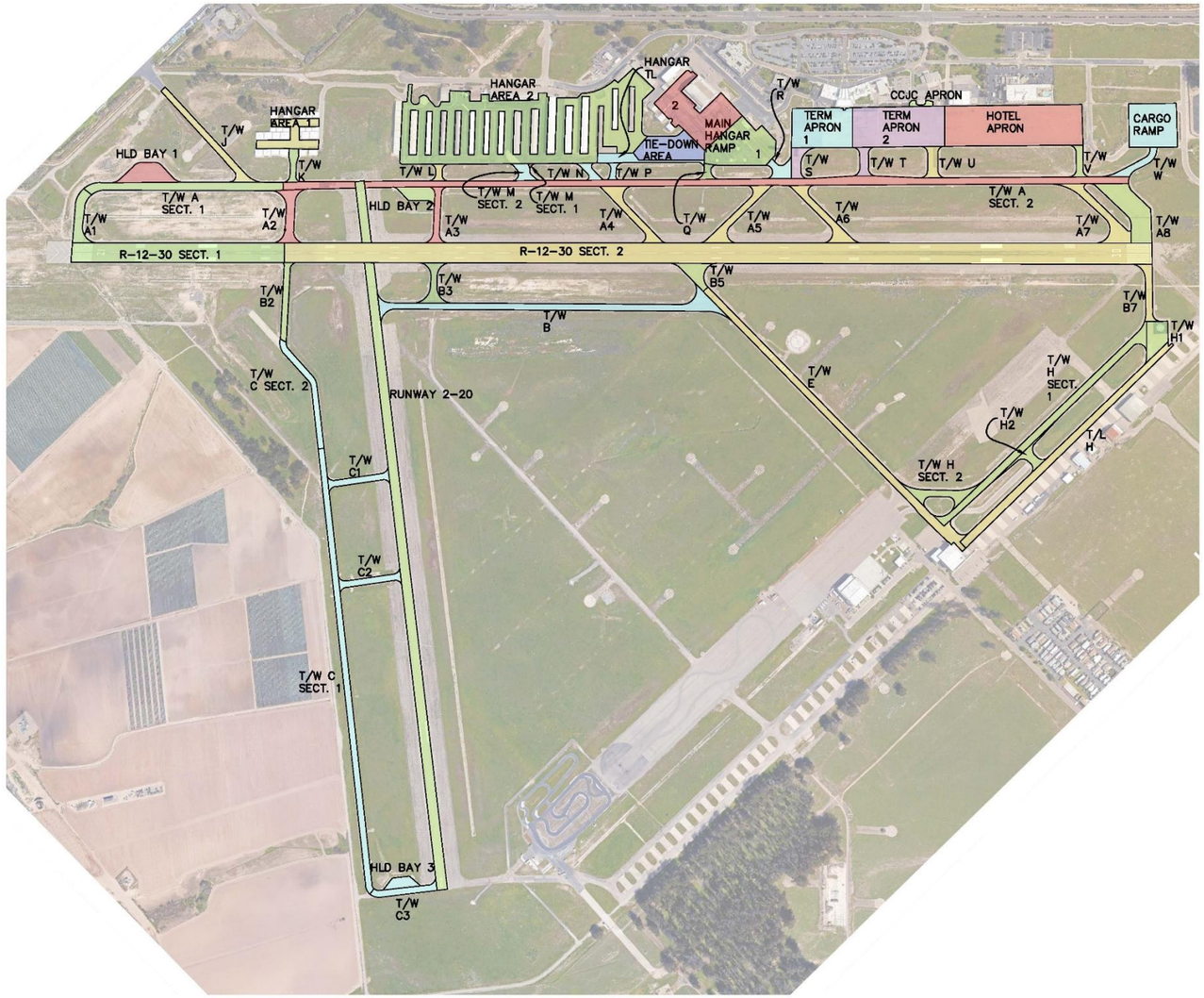
Branch ID	Section ID	True Area (SqFt)	PCI
TXY P	1	6,250.00	**100**
TXY Q	1	5,750.00	**85**
TXY R	1	19,500.00	**90**
TXY S	1	16,875.00	**34**
TXY T	1	13,650.00	**33**
TXY U	1	17,250.00	**70**
TXY V	1	11,500.00	**80**
TXY W	1	15,000.00	**94**

PCI RATING

- GOOD
- SATISFACTORY
- FAIR
- POOR
- VERY POOR
- SERIOUS
- FAILED

GRAPHIC SCALE

(IN FEET)
1 inch = 500 ft.



SECTION AREAS

AREA (SF)	PAVEMENT BRANCH	AREA (SF)	PAVEMENT BRANCH
4,500	CCJC APRON	24,000	TXY B2
105,000	CR	21,000	TXY B3
69,500	HA1	25,500	TXY B5
608,000	HA2	20,000	TXY B7
285,000	HA	257,500	TXY C SECT. 1
60,000	HTL	47,500	TXY C SECT. 2
144,600	MHR 1	23,500	TXY C1
154,000	MHR 2	23,500	TXY C2
256,500	RW 12-30 SECT. 1	23,500	TXY C3
944,550	RW 12-30 SECT 2.	15,150	HB 3
389,175	RW 2-20	135,000	TXY E
133,000	TA 1	98,000	TXY H SECT. 1
200,000	TA 2	21,000	TXY H SECT. 2
75,500	TDA	33,000	TXY H1
55,000	TL E3	9,100	TXY H2
100,000	TL H	66,250	TXY J
100,000	TXY A SECT. 1	12,750	TXY K
311,250	TXY A SECT. 2	6,250	TXY L
54,000	HB 1	1,000	TXY M SECT. 1
25,000	HB 2	11,250	TXY M SECT. 2
33,750	TXY A1	8,500	TXY N
29,050	TXY A2	6,250	TXY P
21,500	TXY A3	5,750	TXY Q
30,500	TXY A4	19,500	TXY R
30,500	TXY A5	16,875	TXY S
30,250	TXY A6	13,650	TXY T
44,500	TXY A7	17,250	TXY U
82,500	TXY A8	11,500	TXY V
126,250	TXY B	15,000	TXY W

FIGURE 2: Santa Maria Public Airport PCI Rating Map

MAINTENANCE & REHABILITATION STRATEGIES

Once the PCI is calculated for each pavement section, the next step is to establish a corresponding maintenance and repair (M & R) strategy. M & R strategies will vary depending on the current level of pavement PCI and future pavement PCI, based on estimated PCI deterioration rates. To help in this effort, the Critical PCI will be used to determine the best pavement M & R strategy. The Critical PCI is defined as the PCI value at which cost of applying localized preventive maintenance increases significantly. The critical PCI at Santa Maria Public Airport is 75. TABLE 6, M & R Types, reviews the various M & R strategies identified in the PAVER software that will be implemented at the airport. APPENDIX B – Rehab Strategies for AC Paving and APPENDIX C – Rehab Strategies for PCC Paving list the desired M & R strategy for each pavement distress type/severity, a brief description of the M & R strategy, as well as associated cost for the M & R approach. The repair strategies are to be a starting point in determining a course of action for rehabilitation of pavements. A global maintenance plan was established to keep every section above the critical PCI.

TABLE 6: M & R Types

M&R TYPE	PAVER USER MANUAL DEFINITION	ABOVE/BELOW CRITICAL PCI	EXAMPLES
Global Preventive (M&R)	Activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration. This policy is applied to pavements above the critical PCI.	Above	Crack fill Slurry Seal Application Pavement Rejuvenation Joint seal/rod Replacement
Localized Preventive M&R	Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. This policy is applied to pavements above the critical PCI.	Above	Crack Fill Patching Joint seal/rod replacement
Localized Stopgap (Safety) M&R	The localized M&R needed to keep the pavement operational in a safe condition. This policy is applied to pavements below the critical PCI.	Below	Localized Reconstruction Slab/Partial Slab Reconstruction Slab Corner Break Reconstruction
Major M&R	Activities applied to the entire pavement section to correct or improve existing structural or functional requirements. It is also used to upgrade pavements below the critical PCI.	Below	Complete Reconstruction Pavement Overlay

MAINTENANCE & REHABILITATION PLAN

For budgeting and planning purposes, the M & R plan discussed in this section is only the construction effort, and doesn't incorporate any administration, design, materials testing, or planning efforts. The cost identified in this M & R manual reflect current construction cost, and assumes the project is on a large scale. Additionally, they do not reflect any "costs" associated with facility down-time and overall management of the airfield around the rehabilitation project. Actual unit costs may vary.

The 10-year M & R plan for each pavement section can be reviewed in APPENDIX D – 10-Year Section PCI and M & R plan. A summary of the overall pavements can be viewed in TABLE 7 – 10-Year Airport Pavements M & R Plan.

This M & R plan was established using an unlimited budget during the analysis, and can be adjusted to fit the District's overall budget. It is possible to receive federal funding through the Airport Improvement Program to assist with complying with the M & R plan.

TABLE 7, 10-Year Airport Pavements M & R Plan

Year	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	Runway 12-30 Sec 1	Crack Fill	$2.50/LF	20,000 LF	$50,000
	Runway 12-30 Sec 1	Patching	$10.00/SF	200 SF	$2,000
	Runway 2-20	Crack Fill	$2.50/LF	15,000LF	$37,500
	Runway 2-20	Slurry Seal	$3.50/SY	43,240 SY	$151,340
	HA1	Overlay	$3.00	69,500 SF	$208,500
	HA2	Crack Fill	$2.50/LF	20,000 LF	$50,000
	HA2	Slurry Seal	$3.50/SY	67,550 SY	$236,425
	HR	Overlay	$3.00/SF	285,000 SF	$855,000
	MHR Sec 1	Crack Fill	$3.00/LF	10,000 LF	$30,000
	MHR Sec 1	Slurry Seal	$3.50/SY	16,065 SY	$56,228
	MHR Sec 2	Overlay	$3.00/SF	154,000 SF	$462,000
	TA Sec 2	Reconstruct - PCC	$20.00/SF	200,000 SF	$4,000,000
	TDA	Reconstruct	$12.00/SF	75,500 SF	$906,000
	TL H	Crack Fill	$2.50/LF	5,000 LF	$12,500
	TL H	Slurry Seal	$3.50/SY	33,333 SY	$116,665
	TL H	Patching	$10.00/SF	1,500 SF	$15,000
	TXY A Sec 1	Crack Fill	$2.50/LF	10,000 LF	$25,000
	TXY A Sec 1	Slurry Seal	$3.50/SY	33,333 SY	$116,665
	TXY A HB 1	Overlay	$3.00/SF	54,000 SF	$162,000
	TXY A HB 2	Crack Fill	$2.50/LF	5,000 LF	$7,500
	TXY A HB 2	Slurry Seal	$3.50/SY	2,750 SY	$9,625
	TXY A1	Crack Fill	$2.50/LF	5,000 LF	$7,500
	TXY A1	Slurry Seal	$3.50/SY	3,750 SY	$13,125
	TXY A2	Reconstruct	$18.00/SF	29,050 SF	$522,900
	TXY A3	Reconstruct	$18.00/SF	21,500 SF	$387,000
	TXY A4	Overlay	$3.00/SF	30,500 Sf	$91,500
	TXY A5	Overlay	$3.00/SF	30,500 Sf	$91,500
	TXY A6	Overlay	$3.00/SF	30,250 SF	$90,750
	TXY A7	Overlay	$3.00/SF	44,500 SF	$133,500
	TXY B3	Crack Fill	$2.50/LF	2,000 LF	$5,000
	TXY B3	Slurry Seal	$3.50/SY	2,400 SY	$8,400
	TXY B5	Crack Fill	$2.50/LF	2,500 LF	$6,250
	TXY B5	Slurry Seal	$3.50/SY	2,900 SY	$10,150
	TXY B7	Overlay	3.00/SF	20,000 SF	$60,000
	TXY E	Overlay	$3.00/SF	135,000	$405,000
	TXY E3	Crack Fill	$2.50/LF	5,500 LF	$13,750
	TXY E3	Slurry Seal	$3.50/SY	6,100 SY	$21,350

	TXY H Sec 1	Crack Fill	$2.50/LF	10,000 LF	$25,000
	TXY H Sec 1	Slurry Seal	$3.50/SY	10,900 SY	$38,450
	TXY H Sec 2	Crack Fill	$2.50/LF	2,000 LF	$5,000
	TXY H Sec 2	Slurry Seal	$3.50/SY	2,350 SY	$8,225
	TXY J	Crack Fill	$2.50/LF	6,500 LF	$5,000
	TXY J	Slurry Seal	$3.50/SY	7,400 SY	$25,900
	TXY K	Crack Fill	$2.50/LF	1,000 LF	$2,500
	TXY K	Slurry Seal	$3.50/SY	1,400 SY	$4,900
	TXY L	Crack Fill	$2.50/LF	1,000 LF	$2,500
	TXY L	Slurry Seal	$3.50/SY	1,000 SY	$3,500
	TXY M Sec 1	Reconstruct - AC	$12.00/SF	1,000 SF	$12,000
	TXY S	Reconstruct	$18.00/SF	16,875 SF	$303,750
	TXY T	Reconstruct	$18.00/SF	13,650 SF	$245,700
	TXY U	Crack Fill	$2.50/LF	2,000 SF	$5,000
	TXY U	Slurry Seal	$3.50/SY	2,000 SY	$7,000
	TOTAL				**$10,072,048**
2020	Runway 12-30 Sec 2	Overlay	$6.00/SF	944,550 SF	$5,667,300
	TOTAL				**$5,667,300**
2021	**TOTAL**				**$0**
2022	Taxiway A Sec 2	Reconstruct	$18.00/SF	311,250 SF	$5,602,500
	TOTAL				**$5,602,500**
2023	TXY V	Crack Fill	$2.50/LF	1,000 LF	$2,500
	TXY V	Slurry Seal	$3.50/SY	1,300 SY	$4,550
	TOTAL				**$7,050**
2024	**TOTAL**				**$0**
2025	TXY B2	Crack Fill	$2.50/LF	2,000 LF	$5,000
	TXY B2	Slurry Seal	$3.50/SY	2,700 SY	$9,450
	TOTAL				**$14,450**
2026	**TOTAL**				**$0**
2027	**TOTAL**				**$0**
2028	TXY A8	Crack Fill	$2.50/LF	8,000 LF	$20,000
	TXY A8	Slurry Seal	$3.50/SY	9,165 SY	$32,077.50
	TOTAL				**$52,077.50**
2029	TXY Q	Crack Fill	$2.50/LF	1,000 SF	$2,500
	TXY Q	Slurry Seal	$3.50/SY	1,000 SY	$3,500
	TOTAL				**$6,000**
Ten Year Estimated Total				**$21,421,425.50**	

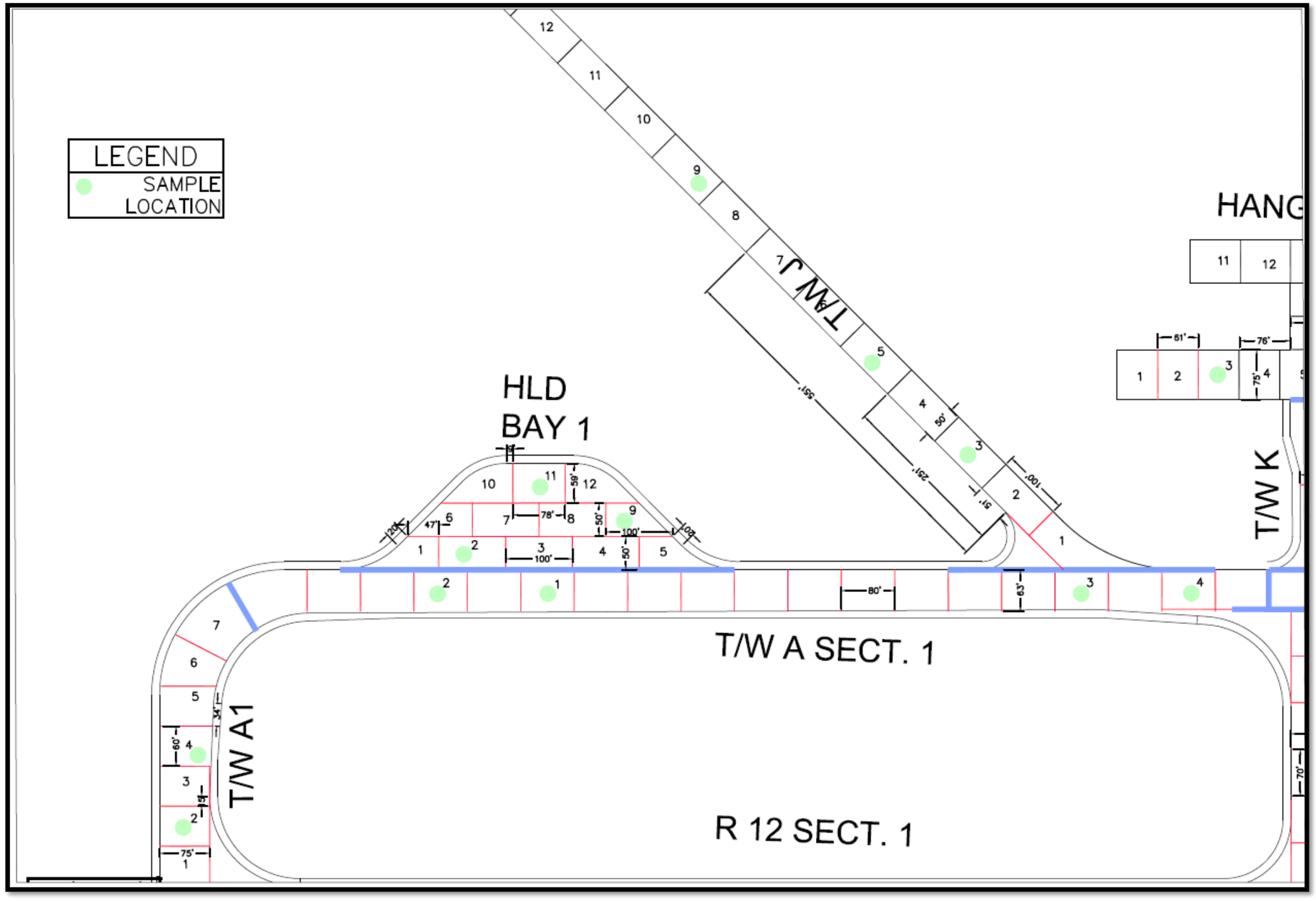
SUMMARY

Overall, the existing pavement condition varied, with PCI's ranging from 17 to 100. A pavement M & R plan was established to assist the airport with planning and budgeting, and keep the airfield pavement in good condition at the least expense. The total cost generated from the 10-Year M & R plan was $21,421,425.50. These costs show how much the airport needs to spend to maintain and/or improve the airfield pavement condition. The M & R plan should be updated annually, assisted by visual inspections and report updating.

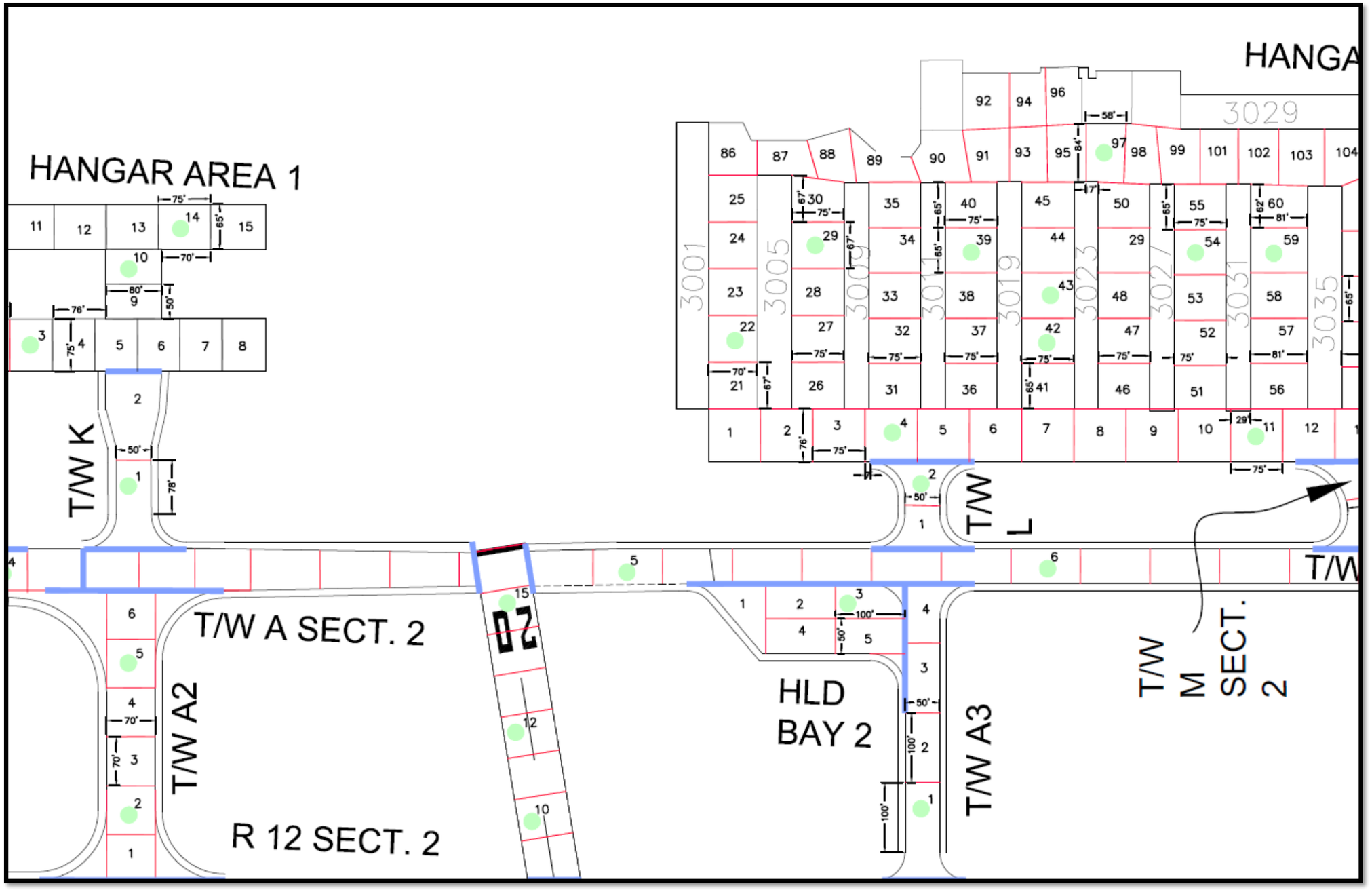
REFERENCES

1. Pavement Maintenance Management Plan,
FAA Advisory Circular 150/5380-7B, 10/10/2014
2. Guidelines and Procedures for Maintenance of Airport Pavements,
FAA Advisory Circular 150/5380-6C, 10/10/14
3. Airfield Pavement Surface Evaluation and Ratings Manuals
FAA Advisory Circular 150/5320-17A, 9/10/14
4. ASTM D5440-10
Standard Test Method for Airport Pavement Condition Index Survey
5. Paver Manual for Asphalt Distress,
U.S. Army Corps of Engineers
6. Paver Manual for Concrete Distress,
U.S. Army Corps of Engineers
7. Santa Maria Public Airport Master Plan
Coffman Associates

APPENDIX A – PAVEMENT INSPECTION LAYOUTS



PAVEMENT INSPECTION LAYOUT: 1 OF 17



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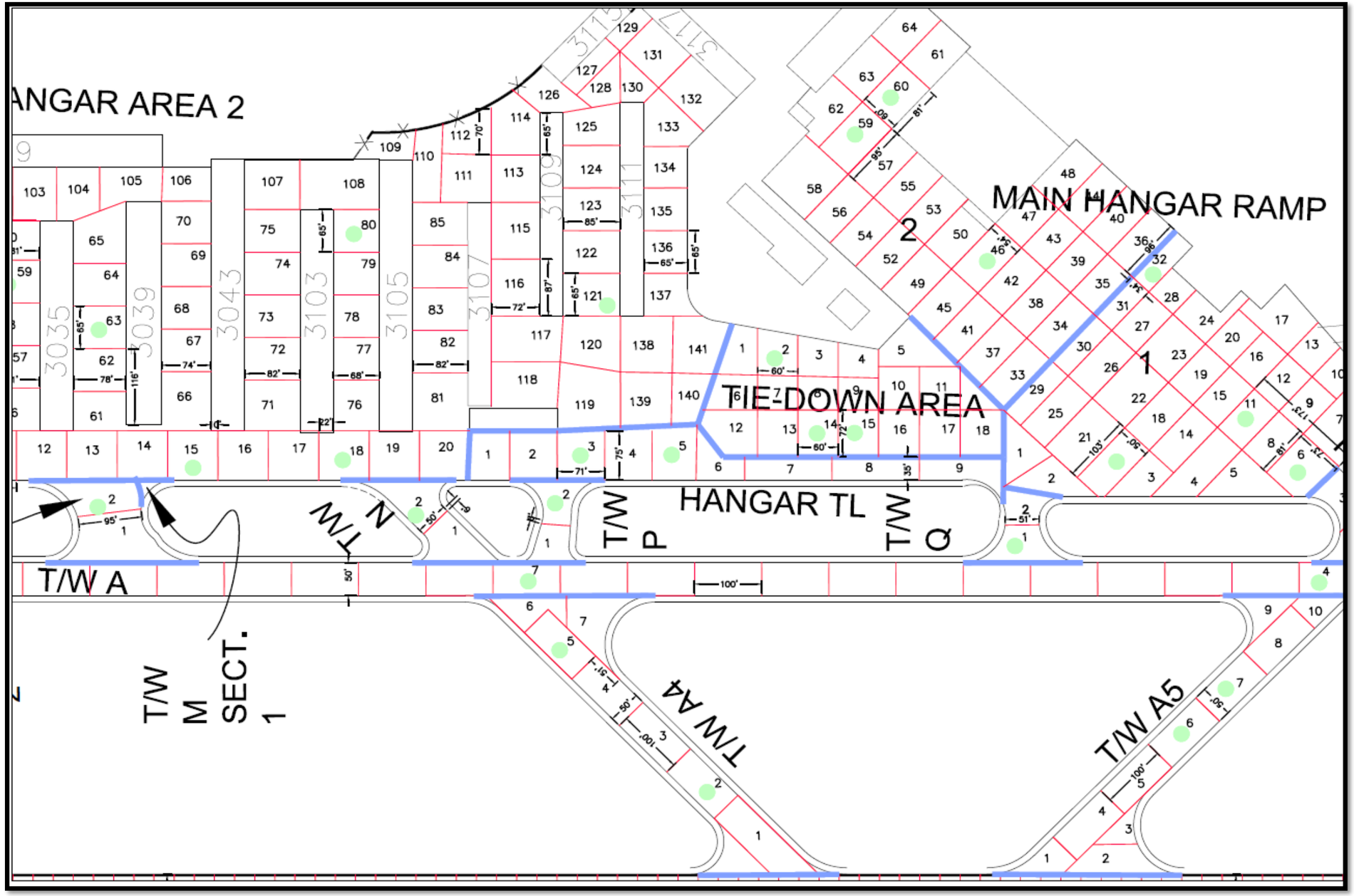

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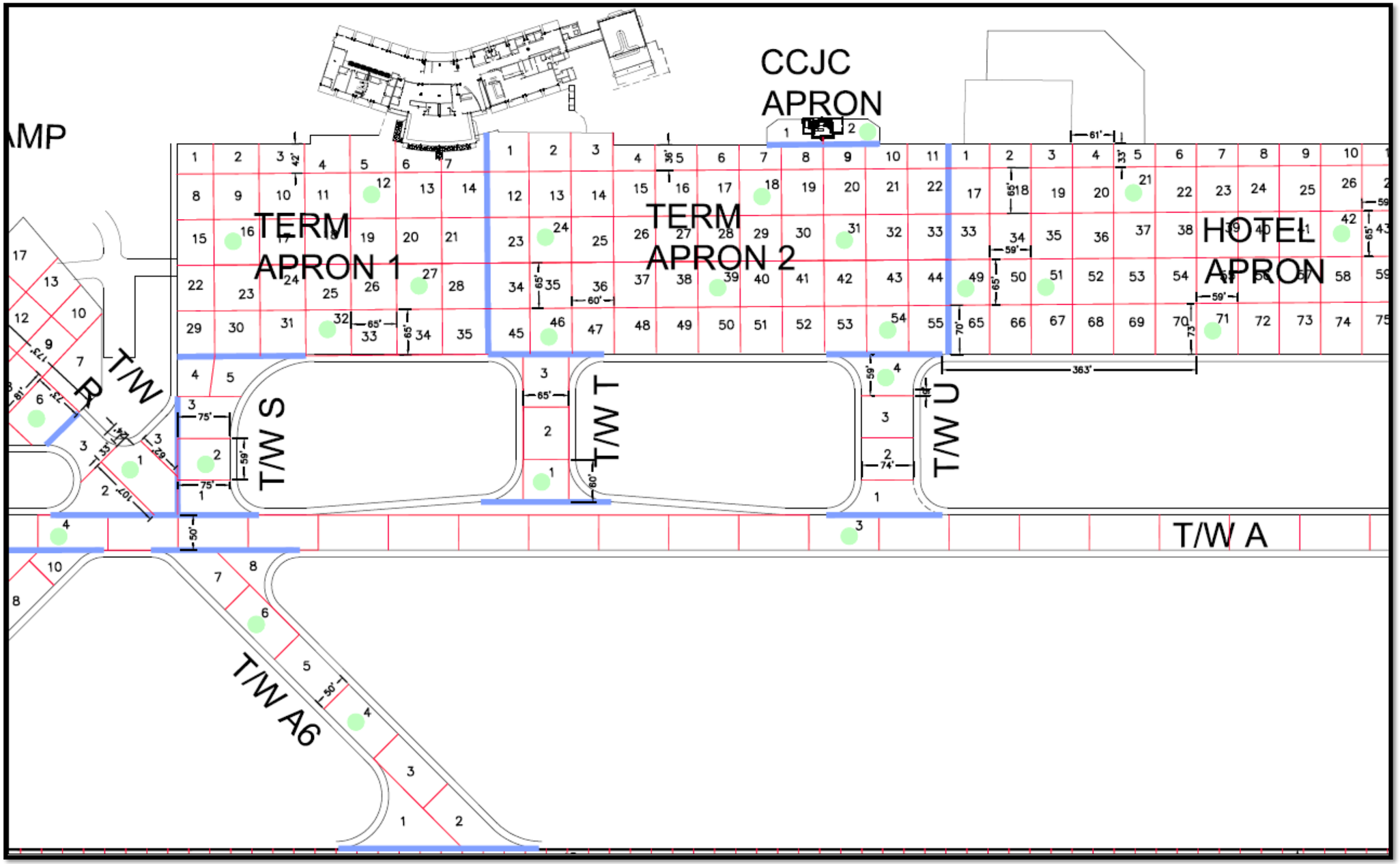

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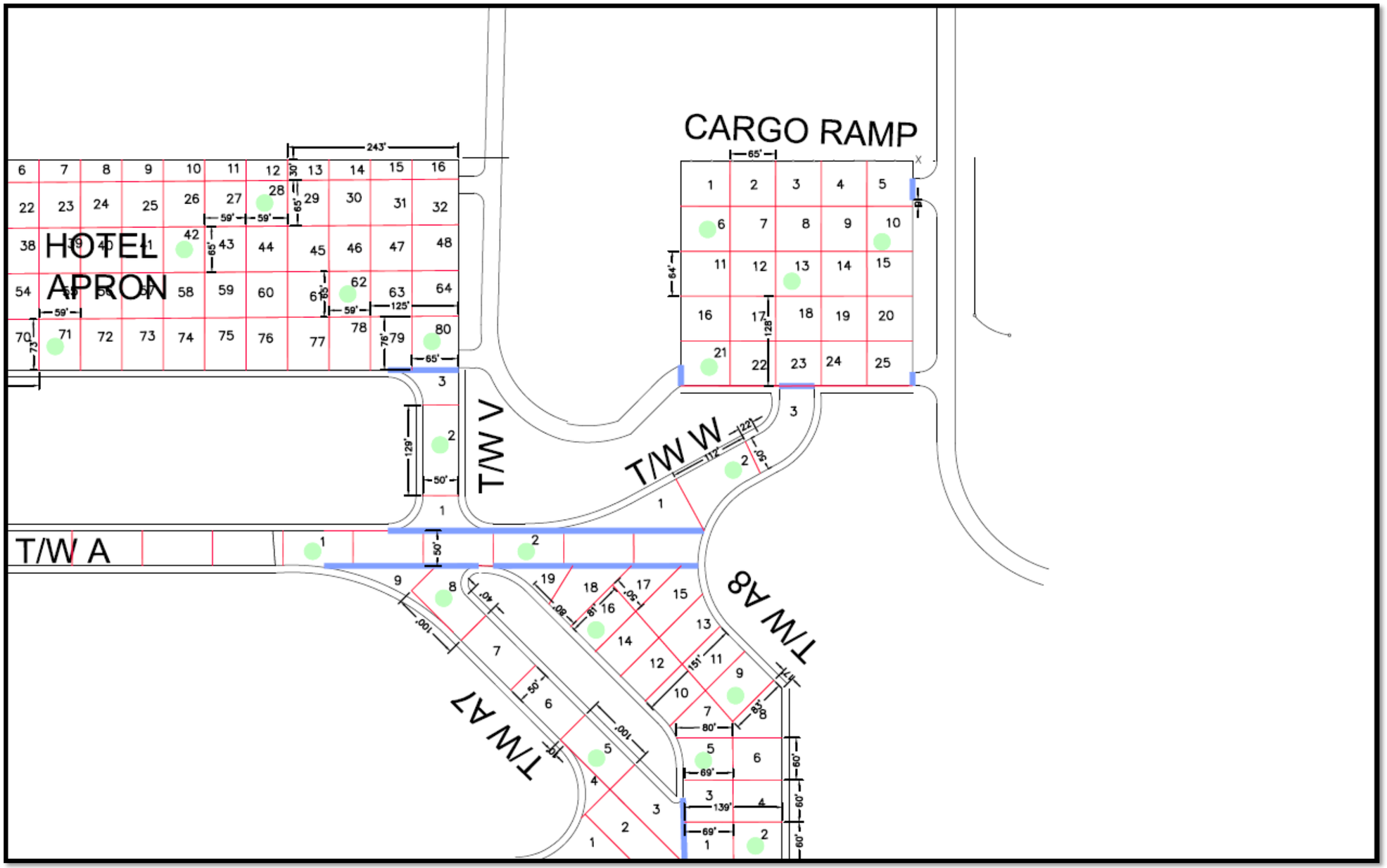

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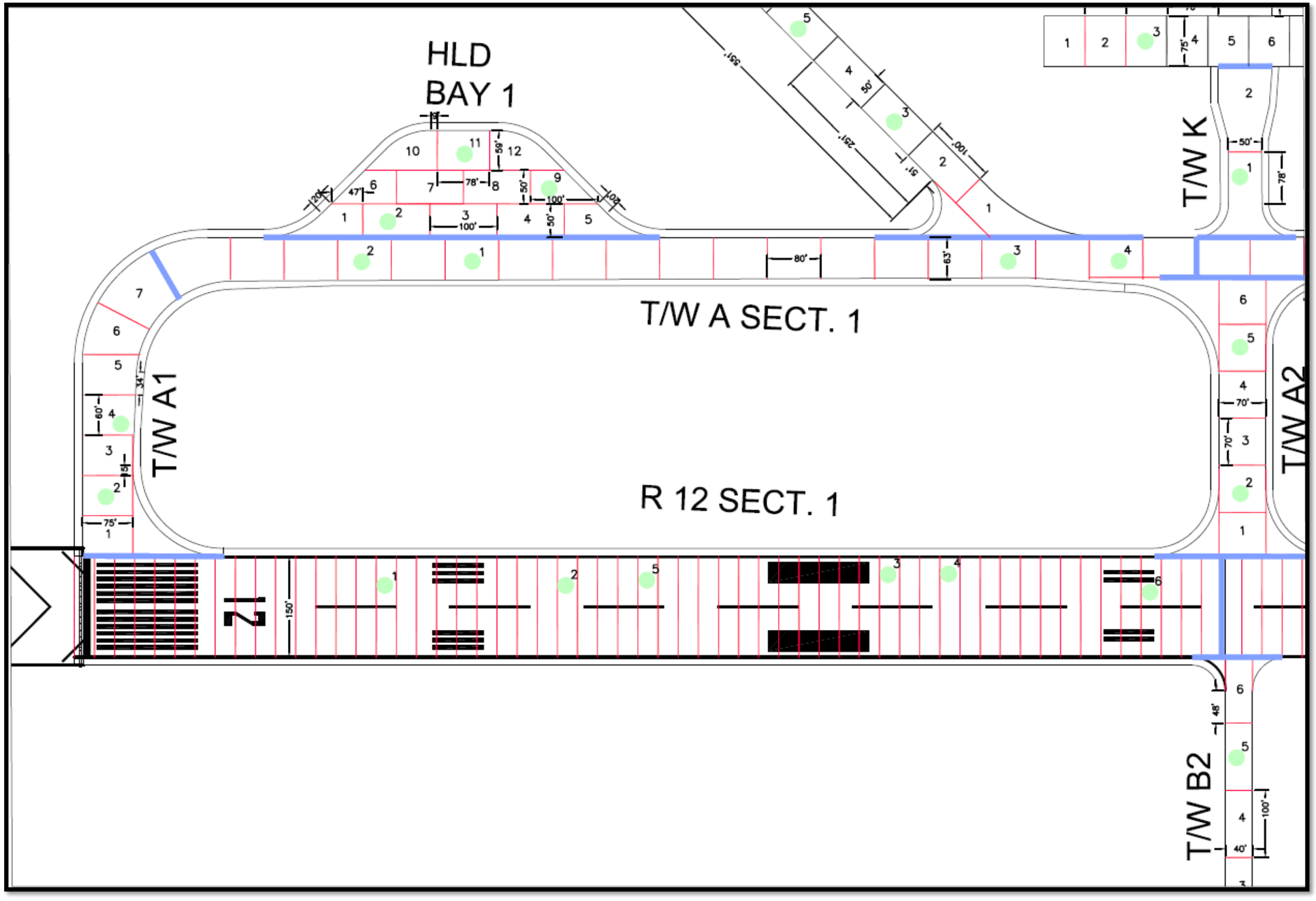

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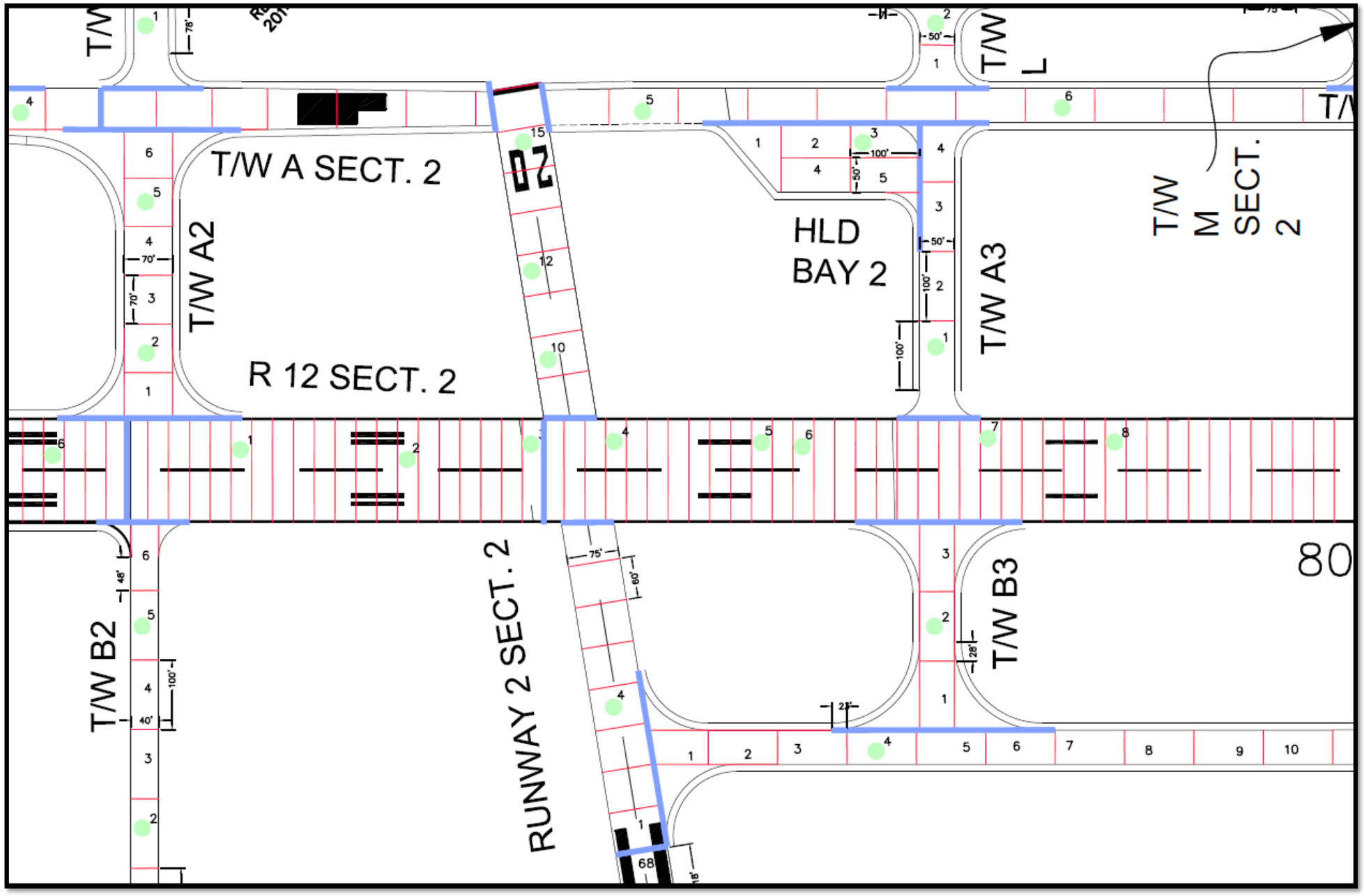

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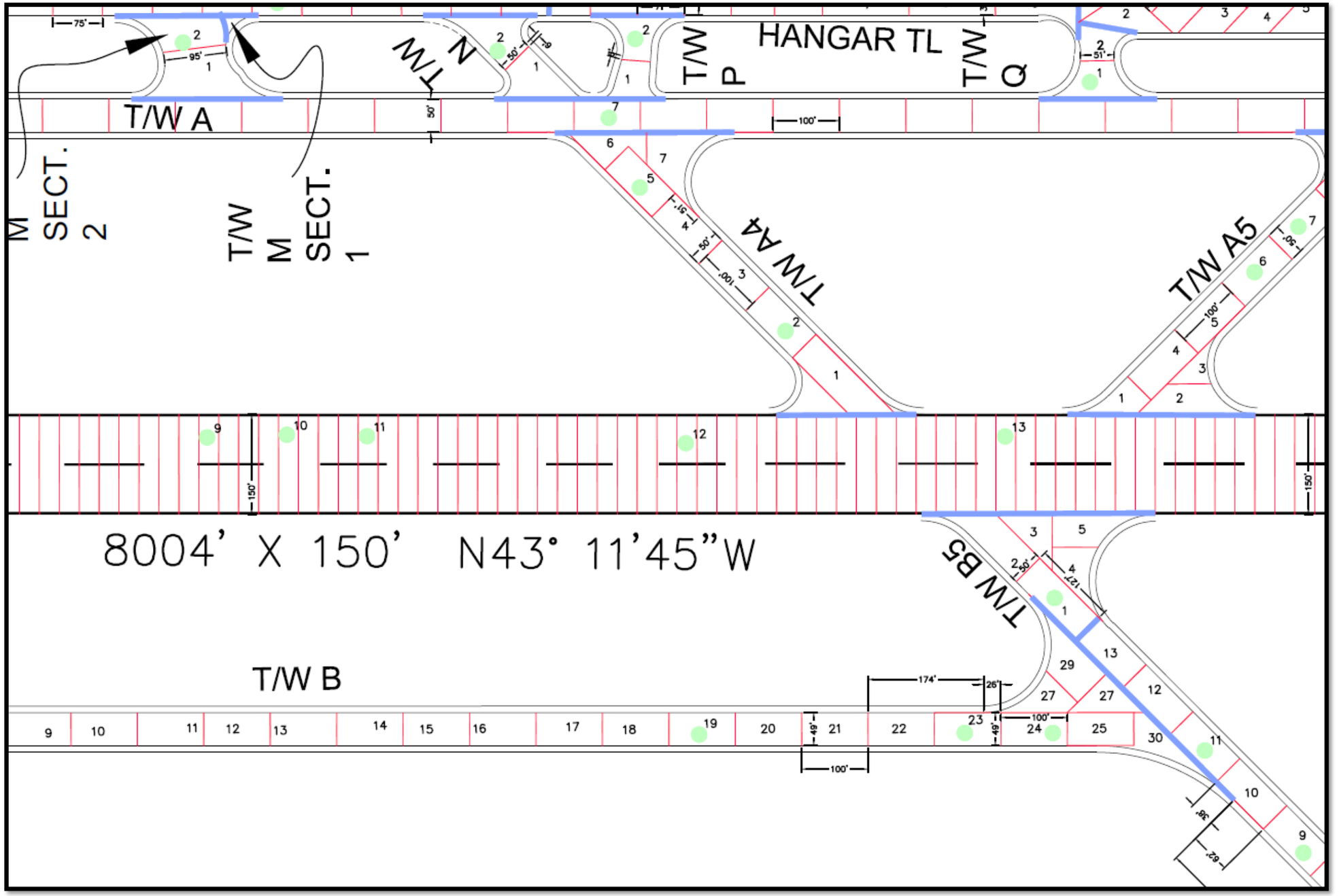

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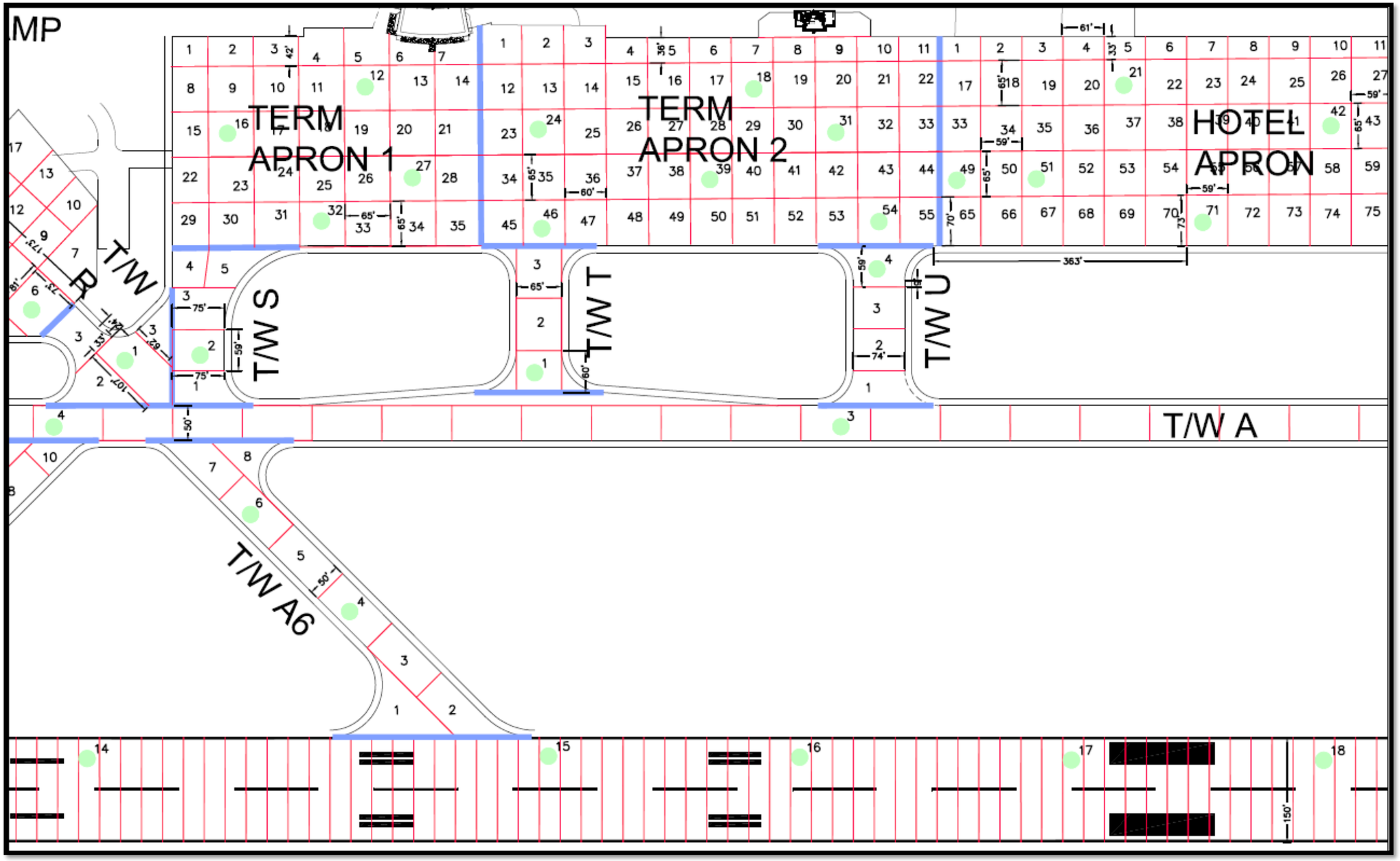

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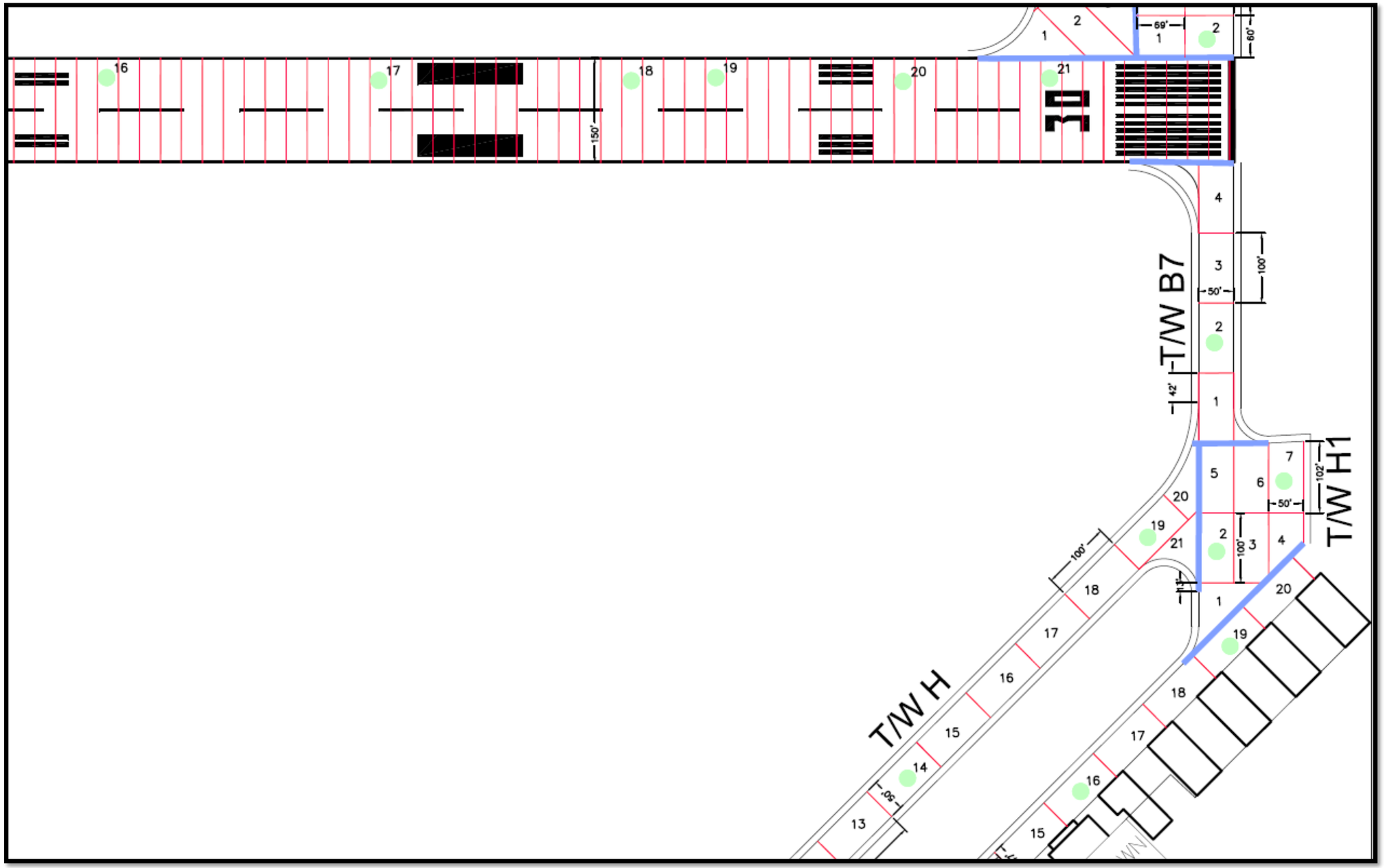

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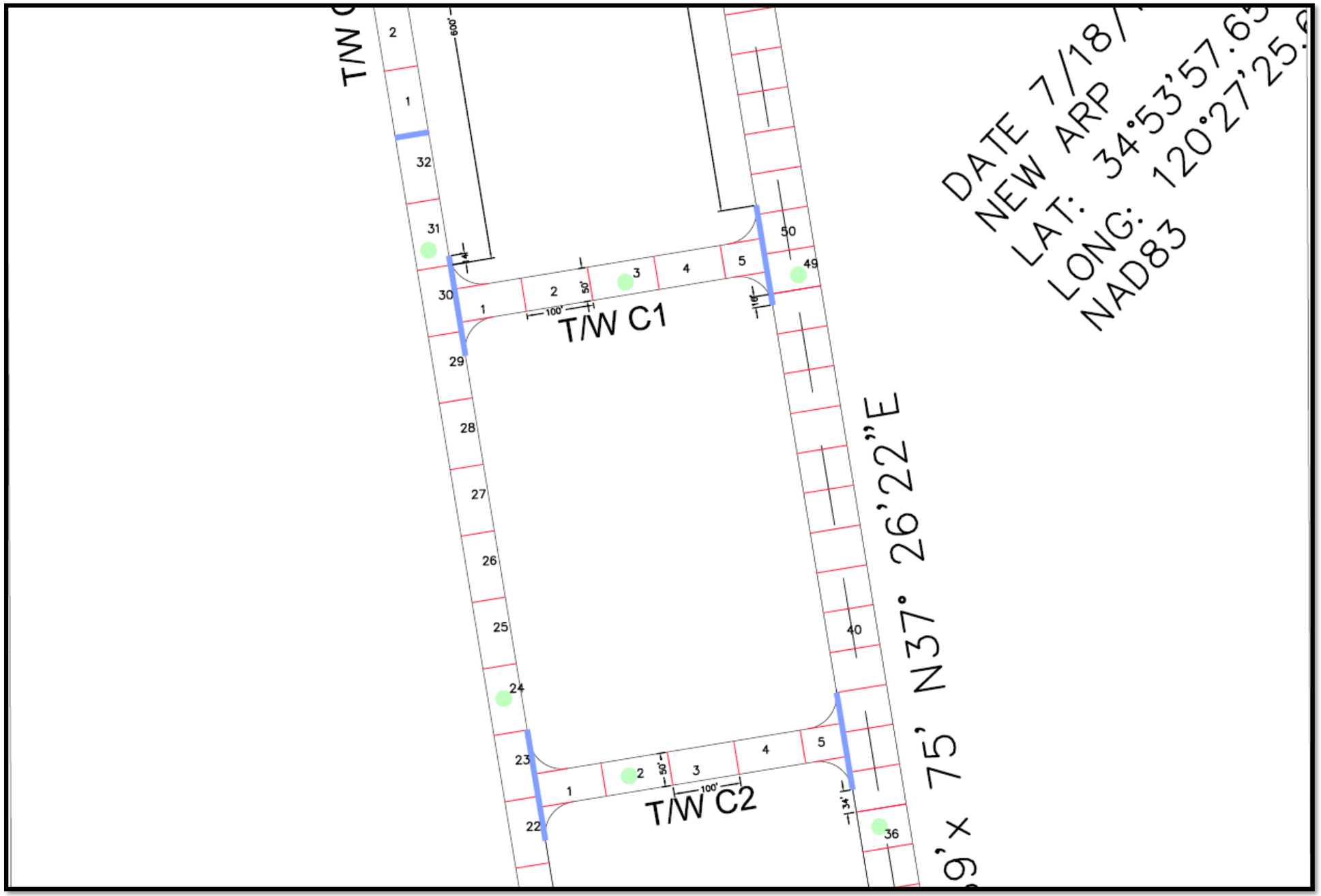

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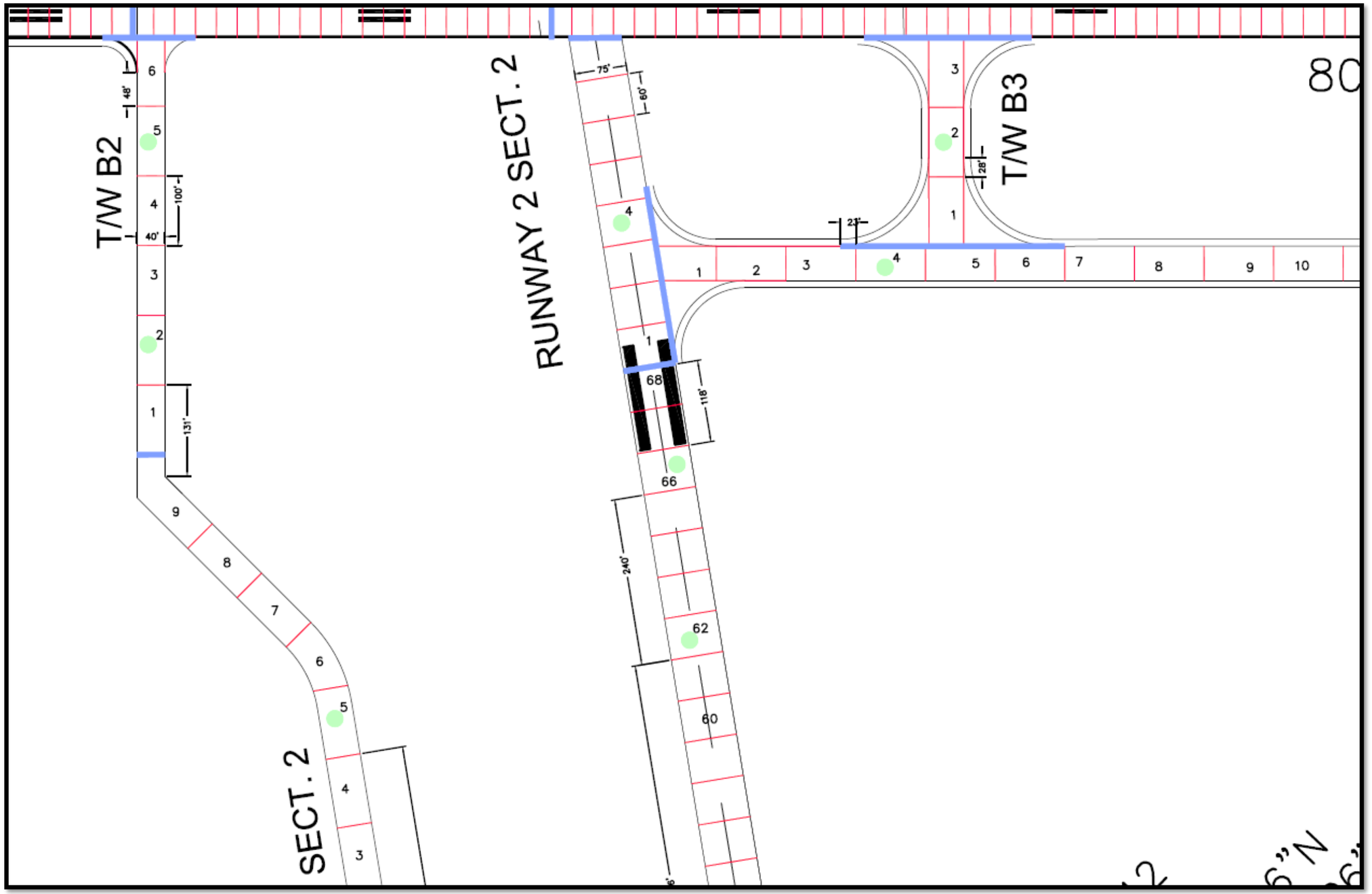

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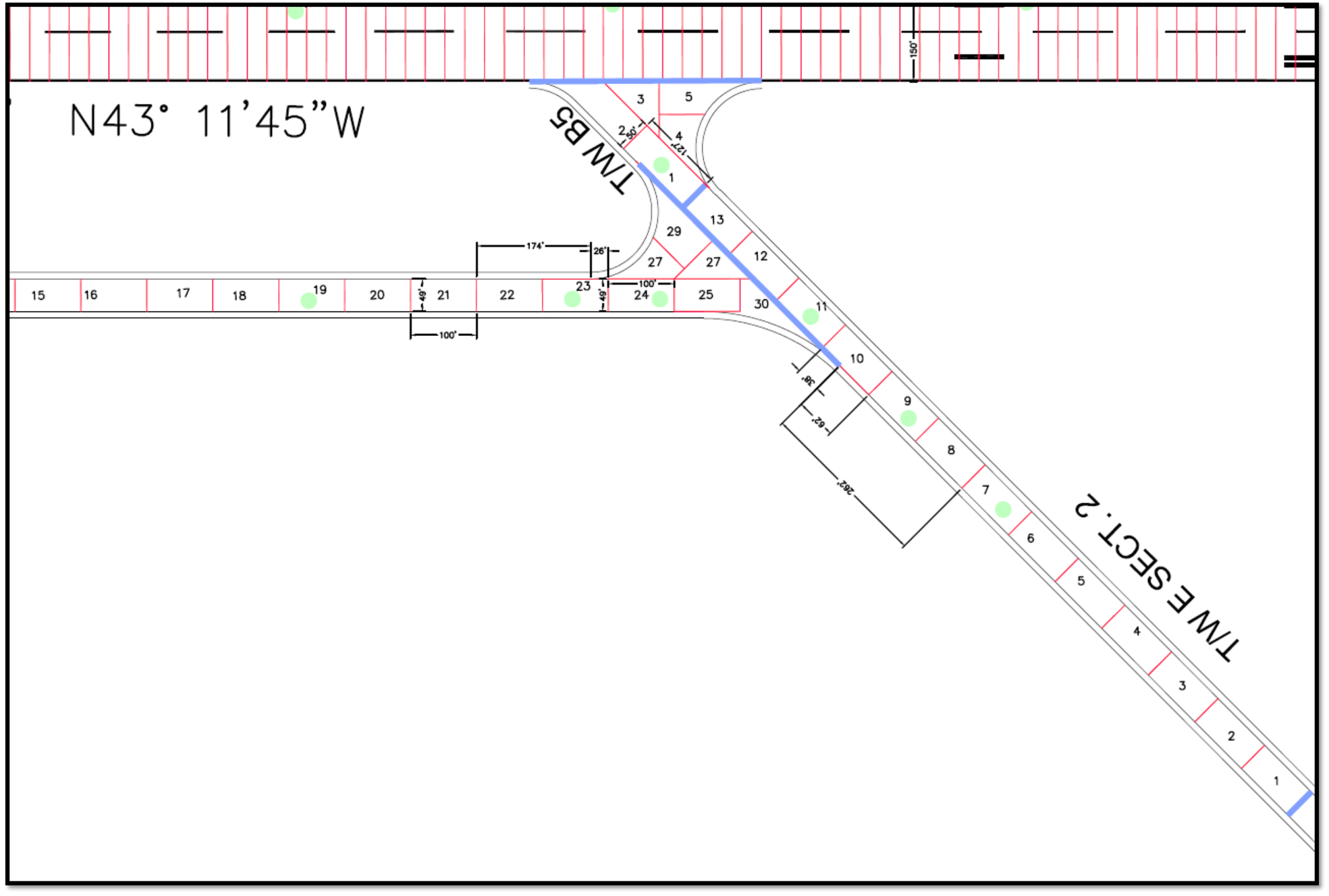

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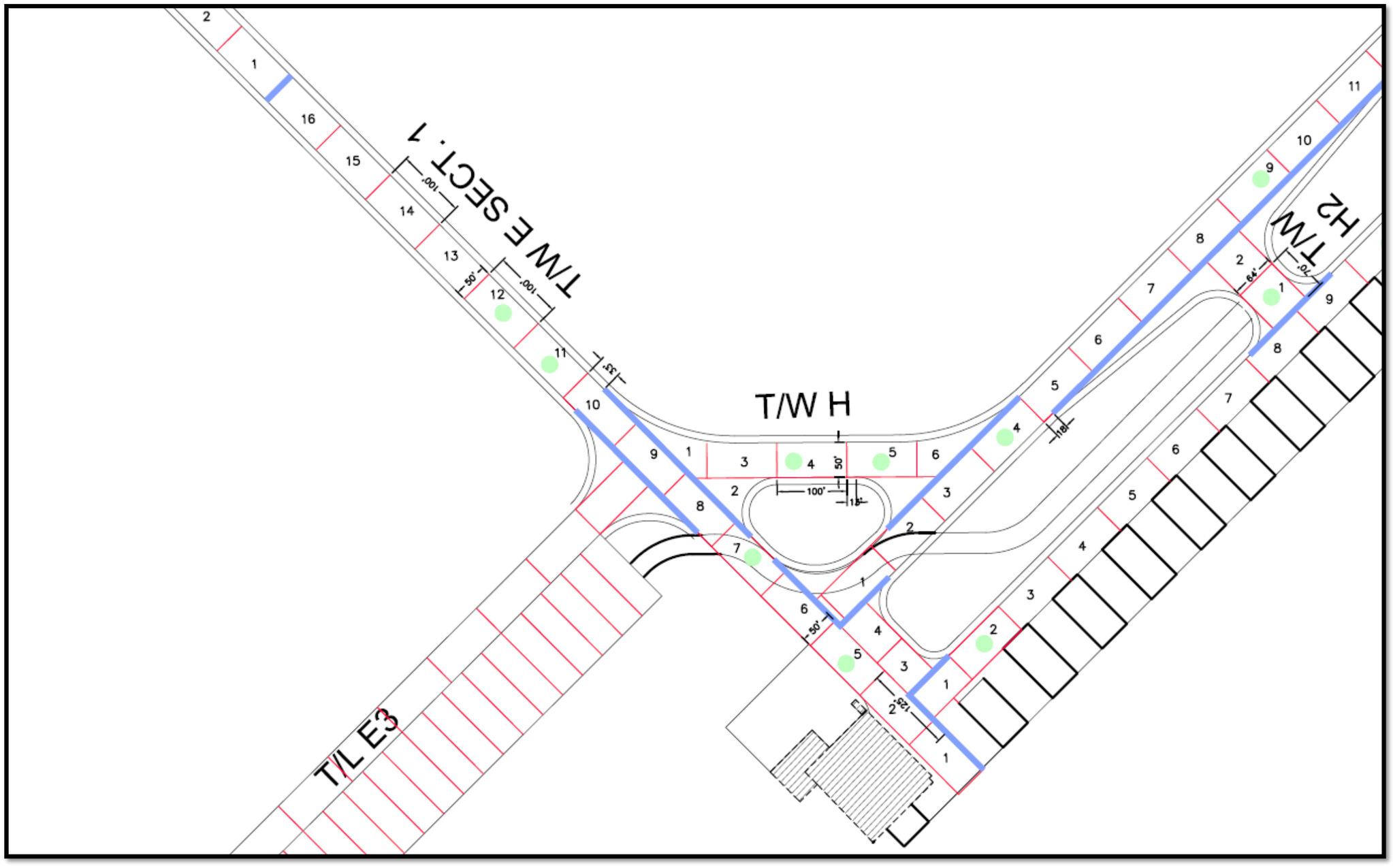

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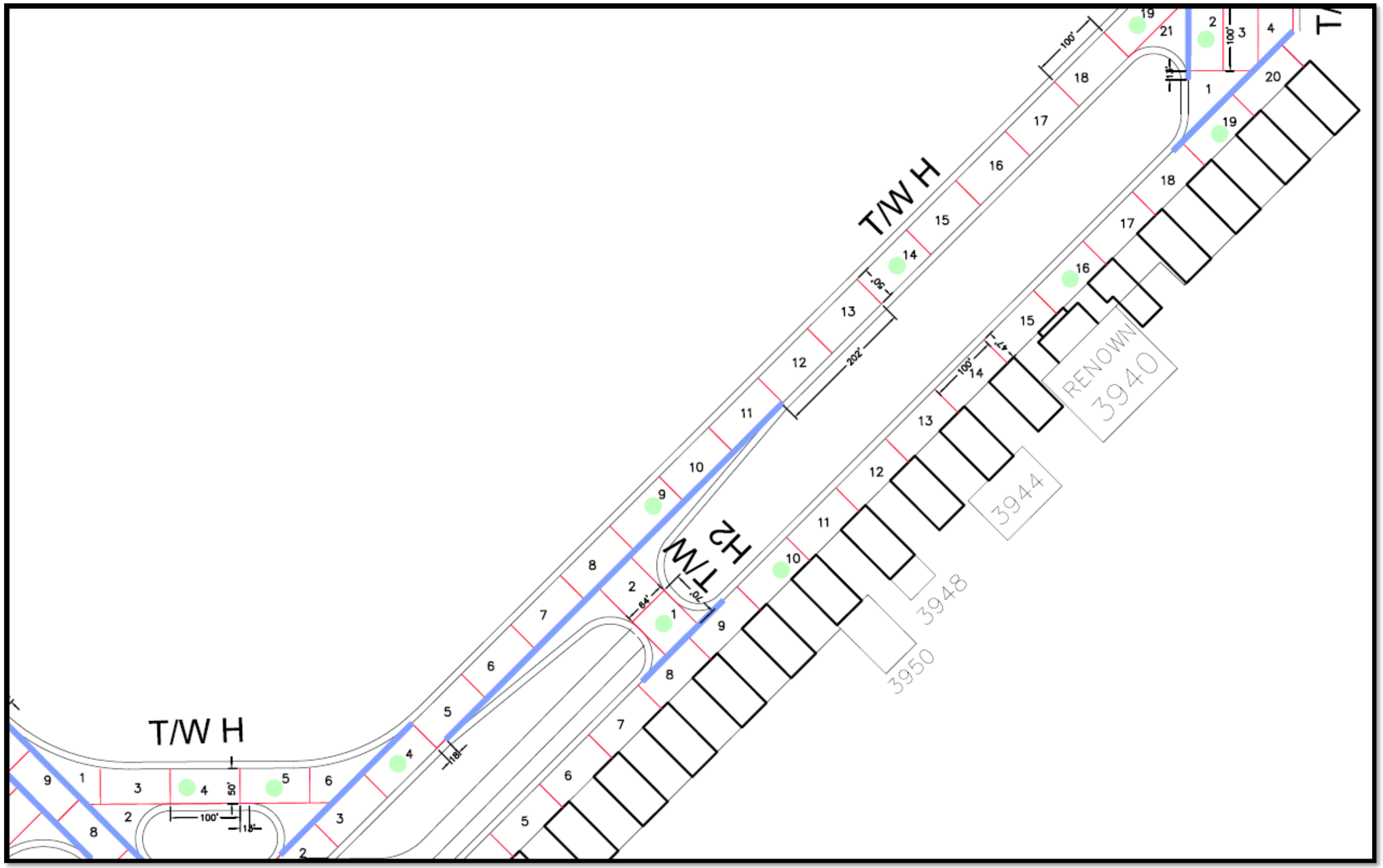

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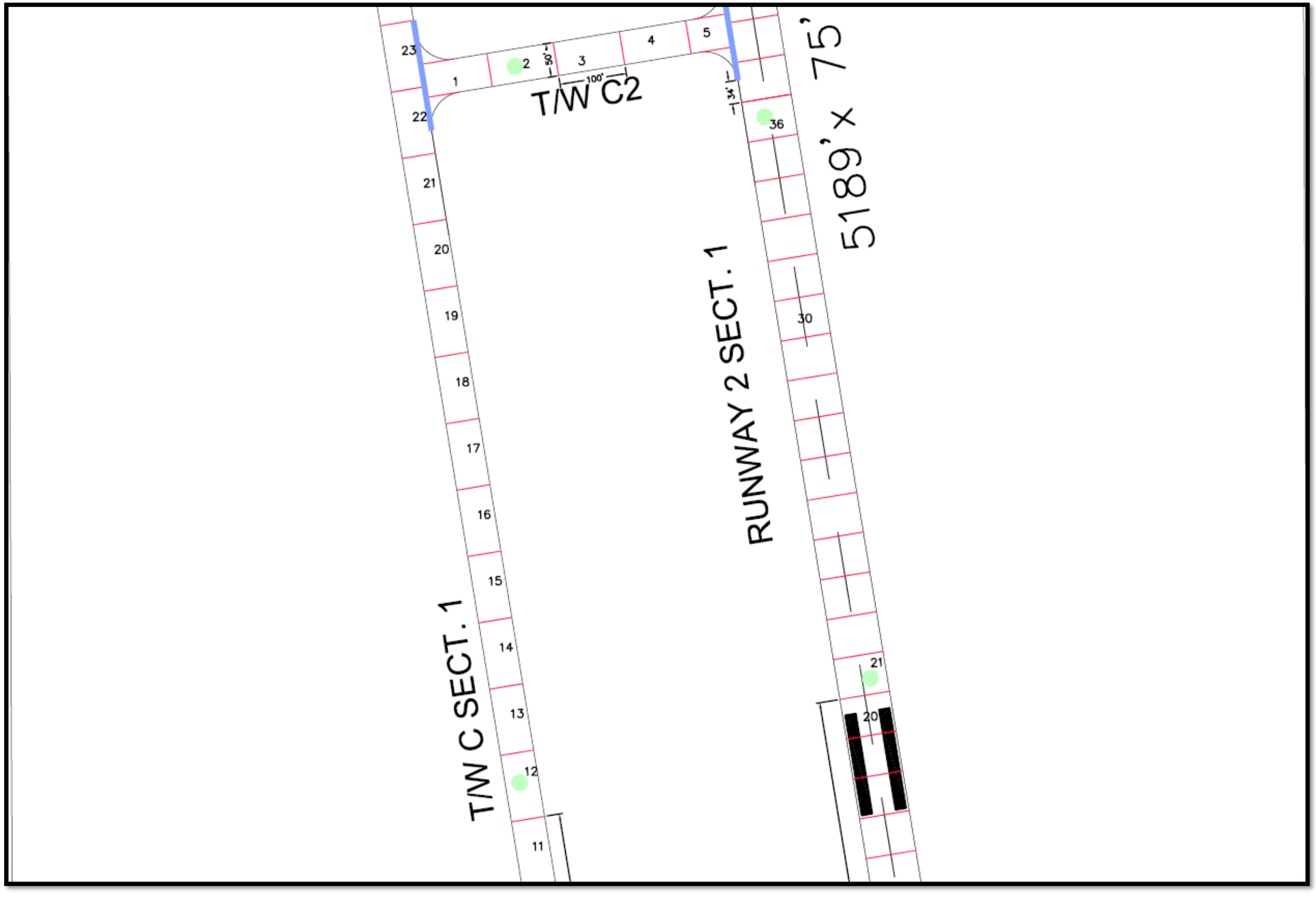

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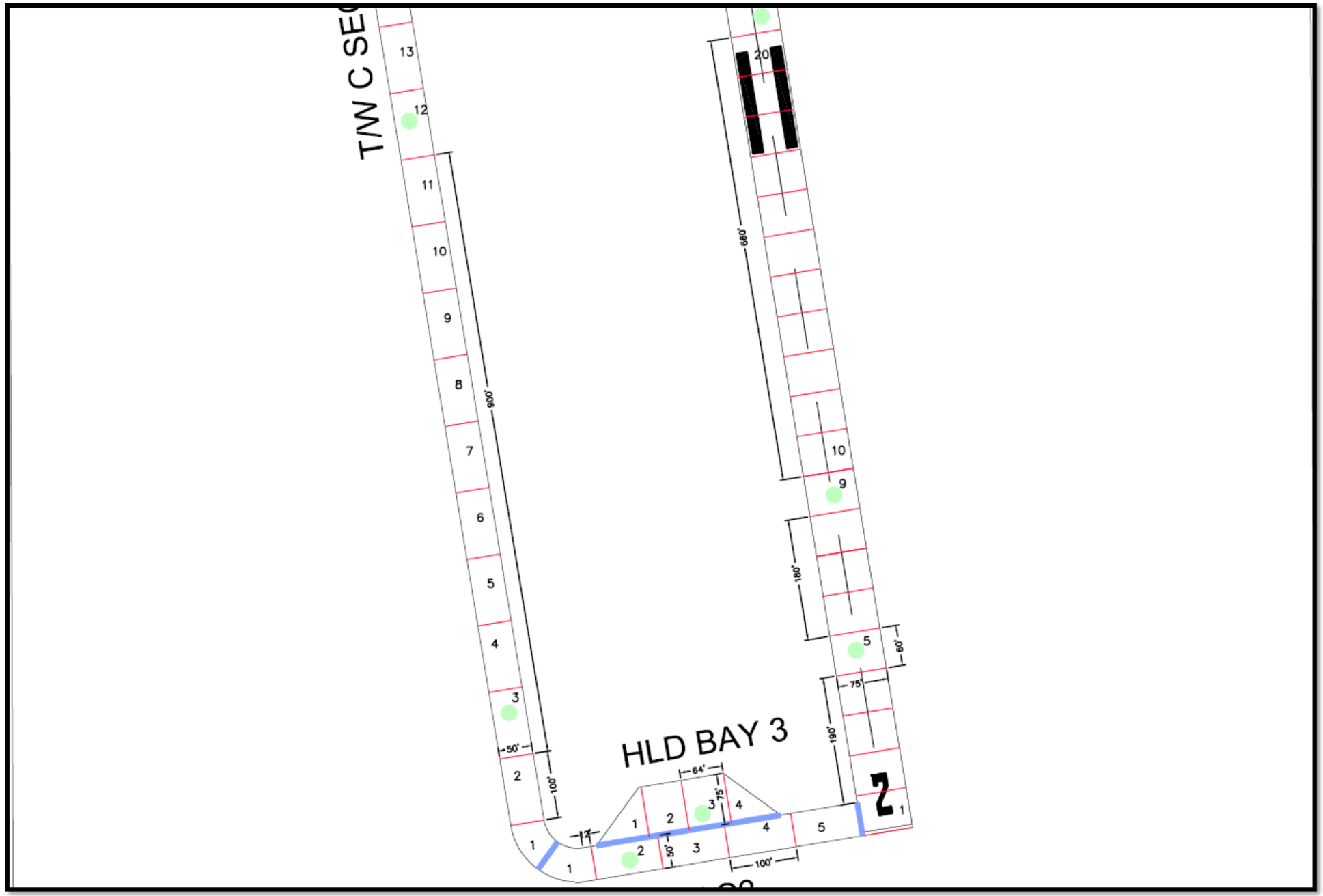

PAVEMENT INSPECTION LAYOUT: 17 OF 17

APPENDIX B - REHAB STRATEGIES FOR AC PAVING

DISTRESS	SEVERITY	REPAIR STRATEGY
Longitudinal/Transverse Cracking	L	Fill Cracks
	M	Fill Cracks
	H	Pave-Prep and Overlay
Alligator or Fatigue Cracking	L	Fill Cracks
	M	Glass Grid and Overlay / Reconstruct Section
	H	Reconstruct Section
Reflective Cracking	L	Fill Cracks
	M	Glass Grid and Overlay
	H	Reconstruct Section
Raveling/Weathering	L	Fog Seal
	M	Slurry Seal
	H	AC Thin Overlay
Rutting	L	Field Study
	M	Asphalt Patch Pave / Reconstruct Section
	H	Asphalt Patch Pave / Reconstruct Section
Corrugation/Waves	L	Field Study
	M	Asphalt Patch Pave
	H	Asphalt Patch Pave
Depressions	L	Field Study
	M	AC Thin Overlay
	H	Asphalt Patch Pave
Swelling	L	Field Study
	M	Asphalt Patch Pave
	H	Asphalt Patch Pave
Pot Holing	L	Field Study
	M	Asphalt Patch Pave
	H	Reconstruct Section
Bleeding	L	Do Nothing
	M	Do Nothing
	H	Field Study
Patching	L	Do Nothing
	M	Do Nothing
	H	Fill Cracks and Seal Coat
Fuel Spillage	L	Field Study
	M	Surface Seal - Fuel Damage
	H	Asphalt Patch Pave
Joint Reflection (PCC)	L	Field Study
	M	Fill Cracks
	H	Glass Grid and Overlay

APPENDIX C - REHAB STRATEGIES FOR PCC PAVING

DISTRESS	SEVERITY	REPAIR STRATEGY
Longitudinal/Transverse Cracking	L	Do Nothing
	M	Crack/Joint Repair & Sealing
	H	Crack/Joint Repair & Sealing
Corner Cracks/Breaks	L	Do Nothing
	M	Field Study
	H	Partial Slab Reconstruct - Full Depth
Corner Spalling	L	Do Nothing
	M	Field Study
	H	Partial Slab Reconstruct - Partial Depth
Joint Spalling	L	Do Nothing
	M	Crack/Joint Repair & Sealing
	H	Partial Slab Reconstruct - Partial Depth
"D" Cracking	L	Field Study
	M	Partial Slab Reconstruct - Partial Depth
	H	Partial Slab Reconstruct - Full Depth
Joint Seal Damage	L	Do Nothing
	M	Crack/Joint Repair & Sealing
	H	Crack/Joint Repair & Sealing
Scaling/Raveling	L	Do Nothing
	M	Field Study
	H	Partial Slab Reconstruct - Partial Depth
Shattered Slab	L	Field Study
	M	Crack/Joint Repair & Sealing
	H	Full Slab Reconstruct
Pumping	L	Crack/Joint Repair & Sealing
	M	Partial Slab Reconstruct - Full Depth
	H	Full Slab Reconstruct
Settlement	L	Do Nothing
	M	Restore Level: AC Patch
	H	Full Slab Reconstruct
Faulting	L	Do Nothing
	M	Restore Level: PCC Grind
	H	Restore Level: PCC Grind

APPENDIX D -10-YEAR SECTION PCI AND M & R PLAN

RUNWAY 12-30 SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	74	Y	Crack Fill	$2.50/LF	20,000 LF	$50,000
			Patching	$10.00/SF	200 SF	$2,000
2020	90	N				
2021	89	N				
2022	88	N				
2023	87	N				
2024	86	N				
2025	85	N				
2026	84	N				
2027	83	N				
2028	82	N				
2029	81	N				
					Ten Year Estimated Total	$52,000.00

RUNWAY 12-30 SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	69	N				
2020	67	Y	Overlay	$6.00/SF	944,550 SF	$5,667,300
2021	100	N				
2022	99	N				
2023	98	N				
2024	97	N				
2025	96	N				
2026	95	N				
2027	94	N				
2028	93	N				
2029	92	N				
					Ten Year Estimated Total	$5,667,300.00

RUNWAY 2-20 SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	76	Y	Crack Fill	$2.50/LF	15,000 LF	$37,500
			Slurry Seal	$3.50/SY	43,240 SY	$151,340
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$188,840.00

CARGO RAMP

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

HANGAR AREA 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	67	Y	Overlay	$3.00	69,500 SF	$208,500
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$208,500.00

HANGAR AREA 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	76	Y	Crack Fill	$2.50/LF	20,000 LF	$50,000
			Slurry Seal	$3.50/SY	67,550 SY	$236,425
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$286,425.00

HOTEL RAMP

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	50	Y	Overlay	$3.00	285,000 SF	$855,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$855,000.00

HANGAR TAXILANE

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	100	N				
2020	99	N				
2021	98	N				
2022	97	N				
2023	96	N				
2024	95	N				
2025	94	N				
2026	93	N				
2027	92	N				
2028	91	N				
2029	90	N				
					Ten Year Estimated Total	$0.00

MAIN HANGAR RAMP – SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	72	Y	Crack Fill	$3.00/LF	10,000 LF	$30,000
			Slurry Seal	$3.50/SY	16,065 SY	$56,228
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
Ten Year Estimated Total						$86,227.50

MAIN HANGAR RAMP – SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	53	Y	Overlay	$3.00/SF	154,000 SF	$462,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
Ten Year Estimated Total						$462,000.00

TERMINAL APRON – SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	100	N				
2020	99	N				
2021	98	N				
2022	97	N				
2023	96	N				
2024	95	N				
2025	94	N				
2026	93	N				
2027	92	N				
2028	91	N				
2029	90	N				
					Ten Year Estimated Total	$0.00

TERMINAL APRON – SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	29	Y	Reconstruct - PCC	$20.00/SF	200,000 SF	$4,000,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$4,000,000.00

TIE-DOWN AREA

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	17	Y	Reconstruct	$12.00/SF	75,500 SF	$906,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$906,000.00

TAXILANE H

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	63	Y	Crack Fill	$2.50/LF	5,000 LF	$12,500
			Slurry Seal	$3.50/SY	33,333 SY	$116,665
			Patching	$10.00/SF	1,500 SF	$15,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$144,165.00

TAXIWAY A – SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	75	Y	Crack Fill	$2.50/LF	10,000 LF	$25,000
			Slurry Seal	$3.50/SY	33,333 SY	$116,665
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$141,665.00

TAXIWAY A – SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	54	N				
2020	53	N				
2021	52	N				
2022	51	Y	Reconstruct	$18.00/SF	311,250 SF	$5,602,500
2023	100	N				
2024	99	N				
2025	98	N				
2026	97	N				
2027	96	N				
2028	95	N				
2029	94	N				
					Ten Year Estimated Total	$5,602,500.00

TAXIWAY A HOLDING BAY 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	55	Y	Overlay	$3.00/SF	54,000 SF	$162,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$162,000.00

TAXIWAY A HOLDING BAY 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	75	Y	Crack Fill	$2.50/LF	5,000 LF	$7,500
			Slurry Seal	$3.50/SY	2,750 SY	$9,625
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$17,125.00

TAXIWAY A1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	73	Y	Crack Fill	$2.50/LF	5,000 LF	$7,500
			Slurry Seal	$3.50/SY	3,750 SY	$13,125
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$20,625.00

TAXIWAY A2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	41	Y	Reconstruct	$18.00/SF	29,050 SF	$522,900
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$522,900.00

TAXIWAY A3

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	47	Y	Reconstruct	$18.00/SF	21,500 SF	$387,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$387,000.00

TAXIWAY A4

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	63	Y	Overlay	$3.00/SF	30,500 Sf	$91,500
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$91,500.00

TAXIWAY A5

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	65	Y	Overlay	$3.00/SF	30,500 Sf	$91,500
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$91,500.00

TAXIWAY A6

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	56	Y	Overlay	$3.00/SF	30,250 SF	$90,750
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$90,750.00

TAXIWAY A7

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	58	Y	Overlay	$3.00/SF	44,500 SF	$133,500
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$133,500.00

TAXIWAY A8

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	85	N				
2020	84	N				
2021	83	N				
2022	82	N				
2023	81	N				
2024	80	N				
2025	79	N				
2026	78	N				
2027	77	N				
2028	76	Y	Crack Fill	$2.50/LF	8,000 LF	$20,000
			Slurry Seal	$3.50/SY	9,165 SY	$32,077.50
2029	100	N				
					Ten Year Estimated Total	$52,077.50

TAXIWAY B

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

TAXIWAY B2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	82	N				
2020	81	N				
2021	80	N				
2022	79	N				
2023	78	N				
2024	77	N				
2025	76	Y	Crack Fill	$2.50/LF	2,000 LF	$5,000
			Slurry Seal	$3.50/SY	2,700 SY	$9,450
2026	100	N				
2027	99	N				
2028	98	N				
2029	97	N				
					Ten Year Estimated Total	$14,450.00

TAXIWAY B3

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	73	Y	Crack Fill	$2.50/LF	2,000 LF	$5,000
			Slurry Seal	$3.50/SY	2,400 SY	$8,400
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$13,400.00

TAXIWAY B5

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	75	Y	Crack Fill	$2.50/LF	2,500 LF	$6,250
			Slurry Seal	$3.50/SY	2,900 SY	$10,150
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$16,400.00

TAXIWAY B7

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	56	Y	Overlay	3.00/SF	20,000 SF	$60,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$60,000.00

TAXIWAY C – SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	93	N				
2020	92	N				
2021	91	N				
2022	90	N				
2023	89	N				
2024	88	N				
2025	87	N				
2026	86	N				
2027	85	N				
2028	84	N				
2029	83	N				
					Ten Year Estimated Total	$0.00

TAXIWAY C – SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	87	N				
2020	86	N				
2021	85	N				
2022	84	N				
2023	83	N				
2024	82	N				
2025	81	N				
2026	80	N				
2027	79	N				
2028	78	N				
2029	77	N				
					Ten Year Estimated Total	$0.00

TAXIWAY C1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

TAXIWAY C2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

TAXIWAY C3

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	90	N				
2020	89	N				
2021	88	N				
2022	87	N				
2023	86	N				
2024	85	N				
2025	84	N				
2026	83	N				
2027	82	N				
2028	81	N				
2029	80	N				
					Ten Year Estimated Total	$0.00

TAXIWAY C3 HOLDING BAY1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

TAXIWAY E

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	61	Y	Overlay	$3.00/SF	135,000	$405,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$405,000.00

TAXIWAY E3

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	75	Y	Crack Fill	$2.50/LF	5,500 LF	$13,750
			Slurry Seal	$3.50/SY	6,100 SY	$21,350
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$35,100.00

TAXIWAY H – SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	73	Y	Crack Fill	$2.50/LF	10,000 LF	$25,000
			Slurry Seal	$3.50/SY	10,900 SY	$38,450
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$63,450.00

TAXIWAY H – SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	77	Y	Crack Fill	$2.50/LF	2,000 LF	$5,000
			Slurry Seal	$3.50/SY	2,350 SY	$8,225
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$13,225.00

TAXIWAY J

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	67	Y	Crack Fill	$2.50/LF	6,500 LF	$5,000
			Slurry Seal	$3.50/SY	7,400 SY	$25,900
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$30,900.00

TAXIWAY K

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	74	Y	Crack Fill	$2.50/LF	1,000 LF	$2,500
			Slurry Seal	$3.50/SY	1,400 SY	$4,900
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$7,400.00

TAXIWAY L

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	64	Y	Crack Fill	$2.50/LF	1,000 LF	$2,500
			Slurry Seal	$3.50/SY	1,000 SY	$3,500
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$6,000.00

TAXIWAY M – SECTION 1

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	43	Y	Reconstruct - AC	$12.00/SF	1,000 SF	$12,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$12,000.00

TAXIWAY M – SECTION 2

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	100	N				
2020	99	N				
2021	98	N				
2022	97	N				
2023	96	N				
2024	95	N				
2025	94	N				
2026	93	N				
2027	92	N				
2028	91	N				
2029	91	N				
					Ten Year Estimated Total	$0.00

TAXIWAY N

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	89	N				
2020	88	N				
2021	87	N				
2022	86	N				
2023	85	N				
2024	84	N				
2025	83	N				
2026	82	N				
2027	81	N				
2028	80	N				
2029	79	N				
					Ten Year Estimated Total	$0.00

TAXIWAY P

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	100	N				
2020	99	N				
2021	98	N				
2022	97	N				
2023	96	N				
2024	95	N				
2025	94	N				
2026	93	N				
2027	92	N				
2028	91	N				
2029	90	N				
					Ten Year Estimated Total	$0.00

TAXIWAY Q

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	85	N				
2020	84	N				
2021	83	N				
2022	82	N				
2023	81	N				
2024	80	N				
2025	79	N				
2026	78	N				
2027	77	N				
2028	76	N				
2029	75	Y	Crack Fill	$2.50/LF	1,000 SF	$2,500
			Slurry Seal	$3.50/SY	1,000 SY	$3,500
					Ten Year Estimated Total	$6,000.00

TAXIWAY R

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	90	N				
2020	89	N				
2021	88	N				
2022	87	N				
2023	86	N				
2024	85	N				
2025	84	N				
2026	83	N				
2027	82	N				
2028	81	N				
2029	80	N				
					Ten Year Estimated Total	$0.00

TAXIWAY S

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	34	Y	Reconstruct	$18.00/SF	16,875 SF	$303,750
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$303,750.00

TAXIWAY T

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	33	Y	Reconstruct	$18.00/SF	13,650 SF	$245,700
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$245,700.00

TAXIWAY U

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	70	Y	Crack Fill	$2.50/LF	2,000 SF	$5,000
			Slurry Seal	$3.50/SY	2,000 SY	$7,000
2020	100	N				
2021	99	N				
2022	98	N				
2023	97	N				
2024	96	N				
2025	95	N				
2026	94	N				
2027	93	N				
2028	92	N				
2029	91	N				
					Ten Year Estimated Total	$12,000.00

TAXIWAY V

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	80	N				
2020	79	N				
2021	78	N				
2022	76	N				
2023	75	Y	Crack Fill	$2.50/LF	1,000 LF	$2,500
			Slurry Seal	$3.50/SY	1,300 SY	$4,550
2024	100	N				
2025	99	N				
2026	98	N				
2027	97	N				
2028	96	N				
2029	95	N				
					Ten Year Estimated Total	$7,050.00

TAXIWAY W

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

CCJC ARPON

Year	Projected PCI	Maintenance Recommended	Type of Maintenance	Unit Cost	Area	Total Cost
2019	94	N				
2020	93	N				
2021	92	N				
2022	91	N				
2023	90	N				
2024	89	N				
2025	88	N				
2026	87	N				
2027	86	N				
2028	85	N				
2029	84	N				
					Ten Year Estimated Total	$0.00

APPENDIX E - SAMPLE PCI SURVEY DATA SHEETS

Airfield Asphalt Pavement

AC AIRFIELD PAVEMENT CONDITION SURVEY DATA SHEET

PID 5MX	INSPECTOR NAME Jason / Brett	
FROM	BRANCH USE Ab	DATE INSPECTED 8-28-18
TO	SECTION WIDTH 50'	SECTION LENGTH 590'

AC Surfaced Distress Codes

41. Alligator Cracking	46. Jet Blast	51. Polished Aggregate	56. Swell
42. Bleeding	47. Jt. Reflection (PCC)	52. Raveling	57. Weathering
43. Block Cracking	48. Long. & Trans. Cracking	53. Rutting	
44. Corrugation	49. Oil Spillage	54. Shoving From PCC	
45. Depression	50. Patching	55. Slippage Cracking	

SAMPLE NUMBER 4 — SAMPLE AREA 5,000 SF

DISTRESS CODE	L	M	H
57		5,000	
43	5,000		

Sketch / Comments

SAMPLE NUMBER 6 — SAMPLE AREA 5,000 SF

DISTRESS CODE	L	M	H
57		5,000	
48	100		
43		1,500	

SAMPLE NUMBER — SAMPLE AREA

DISTRESS CODE	L	M	H

PCC AIRFIELD PAVEMENT CONDITION SURVEY DATA SHEET

PID: SMX		INSPECTOR NAME: Jason / Brett	
FROM		BRANCH USE: C - Section 2	DATE INSPECTED: 8-28-18
TO		SECTION WIDTH	SECTION LENGTH
SLAB WIDTH: 12.5'	SLAB LENGTH: 15'	NUMBER OF SLABS: 20	

PCC Surfaced Distress Codes

61. Blowup	65. Joint Seal Damage	69. Pumping	73. Shrinkage Cracks
62. Corner Break	66. Patching, Small	70. Scaling	74. Spalling, Joints
63. Cracks	67. Patching, Large	71. Settlement/ Faulting	75. Spalling, Corner
64. Durability Cracking	68. Popouts	72. Shattered Slab	76. ASR

SAMPLE NUMBER: 1 — SLABS IN SAMPLE: 20

Sketch / Comments

DISTRESS CODE	L	M	H
65		20 slabs	

SAMPLE NUMBER: 2 — SLABS IN SAMPLE: 20

Sketch / Comments

DISTRESS CODE	L	M	H
65		20 slabs	
63	4 slabs		

APPENDIX F – SAMPLE INSPECTION PHOTOS

TERMINAL APRON, SECTION 2, SAMPLE UNIT 18 – Distress Type: Rutting

TAXIWAY T, SAMPLE UNIT 2 – Distress Type: Alligator Cracking