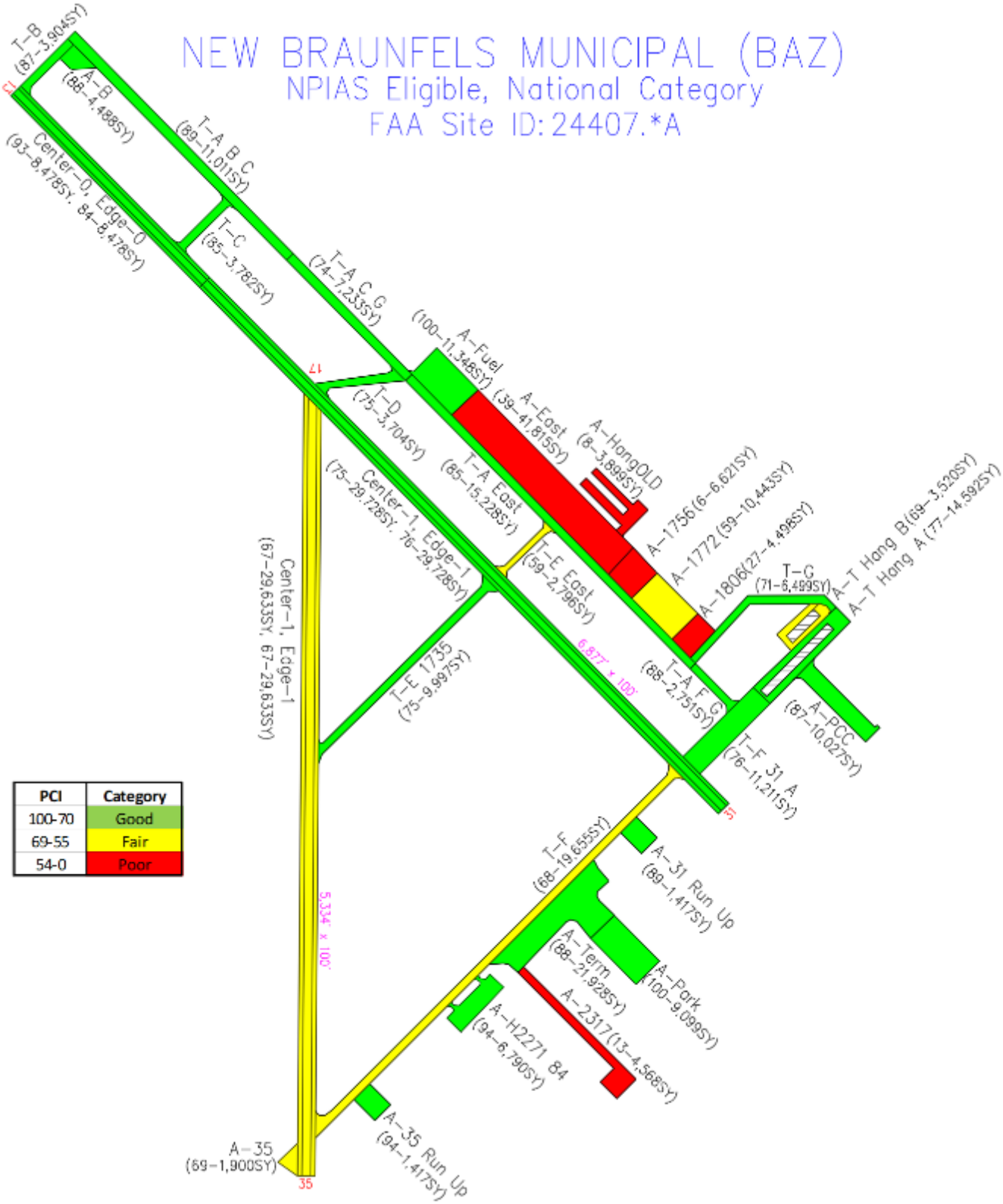
Texas Department of Transportation
AVIATION DIVISION
125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

ADDENDUM NO. 1
New Braunfels National Airport
TxDOT Project ID#2215NEWBR
Issued: June 15, 2022

Attention to all Prospective Proposers: Please note the following Pavement Condition Index (PCI) report is attached for informational purposes only. This Addendum consists of 73 pages.




**Airport Layout Diagram**

| Date | Name | Type | Notes | Date | Name | Type | Notes |
|---|---|---|---|---|---|---|---|
| 05/15/1992 | TJF | Walk | Entered into DB | 01/16/2019 | TJF | Walk | Report produced |
| 05/28/1998 | TJF | Walk | Entered into DB | 05/27/2021 | CHT | Walk | Report produced |
| 02/15/2013 | TJF | Walk | Report produced | | | | |

# Inventory Information

# New Braunfels Municipal (BAZ)

# 05/27/2021

**The Aviation Division**
**Texas Department of Transportation**
**125 E. 11th Street**
**Austin, TX 78701-2483**
**512-416-4500**
**Http://TxDOT.GOV/Inside-TxDOT/Division/Aviation.HTML**

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**Texas A&M Transportation Institute**
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# Introduction

As part of the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) funds, Congress has mandated that facilities receiving federal monies for replacement or reconstruction of paved surfaces must create a pavement maintenance/ management program. Historically, the FAA and TxDOT have assisted sponsors in improving runways, taxiways, and aprons by contributing 90% of the project cost. Appropriate and timely maintenance will prolong pavement life, maintain a high level of ride quality, and reduce the lifetime cost of the pavement. Unfortunately, in the past, the pavement often did not receive any preventive or remedial maintenance after it was constructed.

Since January 1, 1995 airport sponsors that accept AIP funds for pavement replacement or reconstruction are required to commit to a grant assurance which stipulates that an effective pavement maintenance / management program will remain in effect throughout the useful life of the constructed pavement. Such a program will have four basic components:

- a pavement inventory which shows the dimensions, locations, and maintenance history of all paved surfaces,
- a prescribed inspection schedule, which will minimally involve detailed annual assessments, and monthly drive-by observations,
- record keeping which documents inspection dates, findings, locations of distress, and remedial actions scheduled and performed,
- a method of data retrieval which would permit a comprehensive presentation to the FAA if they request one.

A thoughtfully conceived pavement maintenance/management program creates a win-win situation. Your airport will have a logical and structured method of addressing maintenance requirements in a timely fashion. This will minimize your costs. And repairing and rehabilitating pavements, rather than reconstructing pavements, will allow TxDOT to maximize state and federal dollars for system improvements.

The Aviation Division of the Texas Department of Transportation has collected the known construction history for the pavements at your airport (which should be carefully reviewed and corrections provided to Clayton Treybig at TTI), conducted a complete PCI walking survey and provided this framework for the continued management of the pavement at your airport. TxDOT will continue to maintain the database and conduct walking PCI surveys every few years. Your duties required to keep this report current include:

- updating Table 1 for routine inspections
- updating Table 2 with any changes in the inventory
- carefully reviewing Table 4 and providing updates, and
- documenting in Table 5 any work performed since this inspection.

The link below documents your responsibilities associated with airport's Pavement Management Program. Should you have any questions, please contact the Aviation Division.
http://ftp.dot.state.tx.us/pub/txdot-info/avn/pmp-2000.pdf

The link below has more information about RAMP Grants.
https://ftp.txdot.gov/pub/txdot-info/avn/ramp_grants.pdf

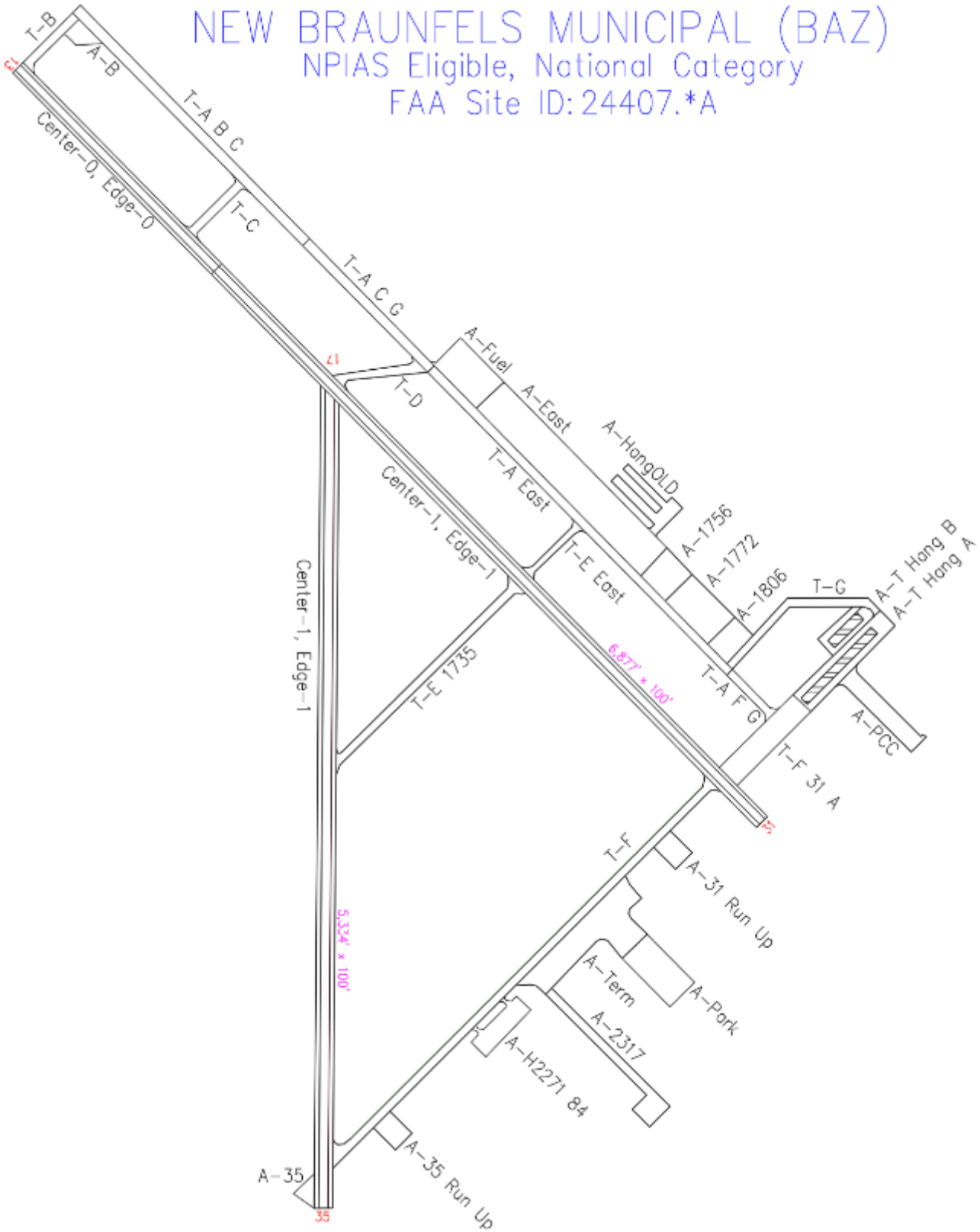



**Table 1. Inspection Dates.**

| Date | Name | Type | Notes | Date | Name | Type | Notes |
|---|---|---|---|---|---|---|---|
| 05/15/1992 | TJF | Walk | Entered into DB | 01/16/2019 | TJF | Walk | Report produced |
| 05/28/1998 | TJF | Walk | Entered into DB | 05/27/2021 | CHT | Walk | Report produced |
| 02/15/2013 | TJF | Walk | Report produced | | | | |

**Table 2. Inventory.**

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun13 | Center-0 | C | AC | 13 End of RW | Past TW C | 1,526 | 50 | 76,300 |
| NewBraun13 | Edge-0 | E | AC | 13 End of RW | Past TW C | 1,526 | 50 | 76,300 |
| NewBraun13 | Center-1 | C | AAC | TW C | 31 End of RW | 5,351 | 50 | 267,550 |
| NewBraun13 | Edge-1 | E | AAC | TW C | 31 End of RW | 5,351 | 50 | 267,550 |
| NewBraun17 | Center-1 | C | AAC | 17 End of RW | 35 End of RW | 5,334 | 50 | 266,700 |
| NewBraun17 | Edge-1 | E | AAC | 17 End of RW | 35 End of RW | 5,334 | 50 | 266,700 |
| NewBraun-A | A-1756 | T | AC | East Apron | Building 1756 | 241 | 248 | 59,589 |
| NewBraun-A | A-1772 | T | AC | East Apron | Building 1772 | 380 | 248 | 93,987 |
| NewBraun-A | A-1806 | T | AC | East Apron | Building 1756 | 145 | 248 | 40,483 |
| NewBraun-A | A-2317 | T | AC | Terminal Apron | Building 2317 | 650 | 38 | 41,110 |
| NewBraun-A | A-31 Run Up | T | AAC | Taxiway F | Near 31 End | 150 | 85 | 12,750 |
| NewBraun-A | A-35 | S | AC | RW 35 End | Turn Around | 206 | 133 | 17100 |
| NewBraun-A | A-35 Run Up | T | AAC | Taxiway F | Near 35 End | 150 | 85 | 12,750 |
| NewBraun-A | A-B | S | AC | TW A | TW B | 272 | 150 | 40,390 |
| NewBraun-A | A-East | S | AC | Taxiway A | Main East Parking | 1,513 | 248 | 376,331 |
| NewBraun-A | A-Fuel | S | PCC | Taxiway F | NE East Apron | 404 | 248 | 102,132 |
| NewBraun-A | A-H2271 84 | T | AC | Taxiway F | Near 35 End | 462 | 107 | 61,110 |
| NewBraun-A | A-Hang OLD | T | AC | Main East Parking | Old T Hangars | 620 | 40 | 35,090 |
| NewBraun-A | A-Park | T | AC | A-Term | East of Terminal Building | 403 | 203 | 81,887 |
| NewBraun-A | A-PCC | S | PCC | T Hangars | New Building | 685 | 124 | 90,240 |
| NewBraun-A | A-T Hang A | T | AC | Near 31 End of RW | T Hangars | 775 | 150 | 131,331 |
| NewBraun-A | A-T Hang B | T | AC | Near A-T Hang A | Taxiway B | 347 | 140 | 31,676 |
| NewBraun-A | A-Term | T | AAC | Taxiway F | Parking at Terminal | 893 | 170 | 197,353 |
| NewBraun-T | T-A B C | P | AC | TW B | TW C | 1,982 | 50 | 99,100 |
| NewBraun-T | T-A C G | P | AAC | TW C | TW D | 1,302 | 50 | 65,100 |
| NewBraun-T | T-A East | T | AAC | Taxiway D | Taxiway C | 2,741 | 50 | 137,050 |
| NewBraun-T | T-A F G | S | AC | TW F | TW G | 427 | 50 | 24,762 |
| NewBraun-T | T-B | P | AC | RW 13 | TW A | 465 | 70 | 35,138 |
| NewBraun-T | T-C | S | AC | Near 13 End | TW A | 465 | 50 | 34,040 |
| NewBraun-T | T-D | T | AAC | 17 End of RW | Taxiway A | 582 | 50 | 33,332 |
| NewBraun-T | T-E 1735 | S | AC | Middle of RW 13/31 | Middle of RW 17/35 | 1,665 | 50 | 89,973 |
| NewBraun-T | T-E East | S | AAC | Middle of RW 13/31 | Taxiway A | 464 | 50 | 25,167 |
| NewBraun-T | T-F | S | AAC | 17 End of RW | Taxiway A | 3,473 | 50 | 176,896 |
| NewBraun-T | T-F 31 A | P | AC | RW 31 | TW A | 696 | 146 | 100,902 |
| NewBraun-T | T-G | S | AAC | TW A | T Hangars | 1,144 | 49 | 58,490 |

| | | |
|---|---|---|
| Total Pavement Area (Asphalt) | 3,333,987 SF | 370,443 SY |
| Total Pavement Area (Concrete) | 192,372 SF | 21,375 SY |
| **Total Pavement Asset Value** | | **$38,398,285** |

It should be noted that this airport pavement represents a substantial investment and should continue to be maintained at a high level. Routine, annual expenditures for maintenance will be needed to protect this investment and a plan should be developed for the inevitable major rehabilitation that will be needed.

**Table 3. Funding History.**

| FY | Total $ | Close Dt | proj_dscr |
|---|---|---|---|
| 1977 | $160,200 | | Land;overlay RW, TW, and portion of apron;marking. |
| 1977 | $13,200 | | Resurface and correct profile on 85' portion of RW 13-31, stub TW, and apron. |
| 1977 | $3,150 | | NDB. |
| 1990 | $47,250 | | Conduct AMP. |
| 1992 | $635,666 | 3/21/1994 | Install MIRL RWs 13-31 & 17-35; reconstruct & rehab apron; install segmented circle, rotating beacon & tower; perimeter clearing & fencing; install PLASI on RW 13. |
| 1994 | $971,796 | 10/12/1995 | Reconstruct & mark TW 17-35 (5370 x 100), TW A & D to RW 13 (2500 X 50); rehabilitate & mark TW 13-31 (5350 x 100), TW C (3600 x 50), taxilane 13-31, install REIL RW 13 end, install TW reflectors. |
| 1998 | $48,656 | 6/3/1998 | Install security fence around terminal & ramp. |
| 1998 | $501,258 | 12/31/2000 | Design and construct new terminal building |
| 2000 | $33,570 | 7/13/2004 | Prepare Airport Layout Plan. |
| 2001 | $1,511,570 | 9/11/2003 | Rehab & mark RW 17-35 (5370 x 125) & RW 13-31 (5350 x 100),TW E (400 x 50), TW A (2000 x 50), TW F (5350 x 50), TW B (1100 x 50), TW C (600 x 50), TW D (600 x 50), hangar apron & taxilane (2750 x 300); extend TW E to RW 17-35 (1650 x 50); construct terminal apron (400 x 70);install PAPI-4 RW 31, 2 threshold lights RW 17-35, RW signage & TW guidance signs, terminal apron tiedowns & lighted windcone & seg. circle. |
| 2001 | $198,000 | 8/19/2002 | Construct terminal building parking lot and entrance. |
| 2003 | $45,355 | 9/11/2003 | Install security fencing (3000 lf) & gates (3 electronic, 3 manual, 4 pedestrian). |
| 2004 | $348,849 | 12/1/2010 | Airport Master Plan (NPE) SBGP-026-2003; 135,659; SBGP-22-2002 45,180; SBGP-31-2005 63,410; SBGP-35-2005 67,575; SBGP-41-2007 2,139 |
| 2004 | $60,000 | 8/31/2004 | RAMP: Grading and drainage improvement on grass ramp areas |
| 2005 | $60,000 | 8/31/2005 | RAMP: City to contract for ramp repair/rejuvenation, misc. to be determined and added by amendment |
| 2006 | $10,360 | 8/31/2006 | RAMP: TxDOT to crackseal taxiways and apron, miscellaneous projects to be added by amendment |
| 2007 | $720,498 | 1/31/2011 | Construct new hangar access TWs (5520 sy) (NPE 05, 06 07); Engineering/Design for taxiway construction SBGP-30-2004 $9,514; SBGP-41-2007 $118,334; SBGP-37-2006 $507,009; SBGP-26-2003 $7,551 |
| 2009 | $612,488 | 11/27/2013 | Engineering/design for 2010/2011 reconstruction Engineering/Design to overlay and mark Runway 13-31; overlay and mark taxiway B, C, D, E and F; overlay/ relocate jog in taxilane A to taxiway A; reconstruct northeast parking apron- Phase 1 included slotted drain; replace precision approach path indicators 4 at Runway 13; install medium intensity taxiway lights at taxiway A; relocate and replace lighting vault; improve drainage; regrade ditches; replace inlets grates and install signage SBGP-2008-46 $557,269 |
| 2009 | $104,191 | 8/31/2009 | RAMP-Sponsor to contract for building and fence maintenance and repairs; airport appraisal; tower cost benefit analysis; and, ATIS replacement. Sponsor to contract to relocate utilities. |
| 2009 | $122,932 | 12/21/2011 | Airport Business Plan SBGP-49-2008 $50,000 |
| 2010 | $4,849,952 | 2/19/2013 | Reconstruct NE parking apron- Phase 1 (400 x 300) include slotted drain; Overlay RW 13-31 (5350 x 100); Mark RW 13-31 (33,425 sf); Overlay & mark TW F & terminal apron (5350 X 50); Overlay TW A (1950 x 50) & relocate jog in taxilane A TW A (2800 x 50); Overlay & mark TW E (2125 X 50); Overlay & mark TW B (1000 x 50); Overlay & mark TW D (700 x 50); Overlay & mark TW C (700 x 50); Terminal apron expansion and drainage; corporate area taxiway SBGP-46-2008 $153,994; SBGP-67-2010 $1,461,893; SBGP-41-2007 $1,765,727 |
| 2010 | $95,090 | 8/31/2010 | RAMP: PAVEMENTS-Pavement repairs and parking lot maintenance. MISC - Imp/maint/rep to buildings, fencing, fuel system, tie-downs, airfield lighting, and windsock pole; painting of bldgs and airfield, signage, appraisal, ATCT cost ben. anal; utility relo |
| 2011 | $1,034,059 | 2/19/2013 | Improve drainage/regrade ditches/replace inlets grates; Install signage (8); Relocate/replace lighting vault; Replace MIRLs RW 13-31 (5350 lf); Replace PAPI-4 RW 13; Install MITLs TW A (5350 lf) SBGP-49-2008 $290,801; SBGP-67-2010 $631,919 |

| | | | |
|---|---|---|---|
| 2011 | $174,161 | 8/31/2011 | RAMP: TxDOT Contract for AWOS Maintenance, Sponsor to perform airport general maintenance. |
| 2011 | $2,090,810 | 4/17/2014 | Acquire/reimburse RW 35 RPZ (4.7 ac) Burris/Tubbs Tracts; EDDA for RW extension; Environmental assessment for Road Closure; Update Airport Layout Plan (in house); Runway Safety Area Determination; Acquire easement RW 17 (2 parcels/2 acs) MSSC Invest. Tracts; Engineering/design for RW extension; Acquire/Reimburse land for RWY 13-31 Extension (106ac); Acquire/reimburse RW 35 RPZ (5.0 ac) Timmerman Tract SBGP-2011-73 $31,532; SBGP-2008-46 $350,917; SBGP-2009-57 $1,660,930 |
| 2011 | $83,900 | 8/8/2012 | OBSTRUCTION SURVEY AT NEW BRAUNFELS |
| 2012 | $100,000 | 8/31/2012 | RAMP: TxDOT to contract for AWOS Maintenance, Sponsor to contract for airport general maintenance projects. |
| 2013 | $2,029,109 | 6/17/2020 | Acquire/reimburse RW 13 RPZ (29.337 ac) Guis Tract; Acquire ultimate RPZ RW 31 (50 ac) including single family house/Deering Tract SBGP-095-2016 $ 1,701,250.65; SBGP-097-2016 $ 124,947.55 |
| 2013 | $100,000 | 8/31/2013 | RAMP: Sponsor to perform airport general maintenance. |
| 2013 | $1,141,452 | 11/21/2016 | Construct hangar access apron (6100 sy) (60 lbs); RPR, Testing ; Contingency.; Engineering/design apron/TW SBGP-073-2011 $34,338.59; SBGP-084-2014 $30,647.70; SBGP-087-2014 $667,402.19; SBGP-088-2014 $95,285.93; SBGP-089-2015 $150,000; SBGP-090-2015 $49,632.24 |
| 2013 | $6,895,795 | 11/21/2016 | Install fencing (7100 lf); Terminate road w/signs & barricades; Abandon Westmeyer Road easement; Relocate utilities for RW extension; Relocate PAPI RW 13; Drainage study for terminal/ southeast development area; Reroute ditches along road; Install signage RW 13-31; Temporary thresholds; Extend RW 13 (1520 x 100) (75,000 DW); Contingency, mobilization, RPR, etc.; Mark RW 13-31; Extend MIRL RW 13 (1520 lf) & relocate threshold RW 31; Construct holding apron RW 13 (100 x 200); Install MALS RW 13; Extend parallal TW A (2250 x 40) & MITLs; Extend/realign parallel TW to RW 31 end (613 x 50) ; Widen TW F to hangar access (3670 sy) |
| 2014 | $85,518 | 8/31/2014 | RAMP: Sponsor to perform airport general maintenance. |
| 2015 | $100,000 | 8/31/2015 | RAMP: Sponsor to perform airport general maintenance. |
| 2016 | $100,000 | 8/31/2016 | RAMP: Sponsor to perform airport general maintenance. |
| 2017 | $100,000 | 8/31/2017 | RAMP: Sponsor to perform airport general maintenance. |
| 2018 | $100,000 | 8/31/2018 | RAMP: Sponsor to perform airport general maintenance. |
| 2019 | $100,000 | 8/31/2019 | RAMP: Sponsor to perform airport general maintenance. |
| 2020 | $100,000 | 8/31/2020 | RAMP: Sponsor to perform airport general maintenance. |

**Table 4. Construction History.**

| Branch | Section | Const | Work1 | Work2 | Work3 |
|---|---|---|---|---|---|
| NewBraun13 | Center-0 | 12/1/2014 | | | |
| NewBraun13 | Edge-0 | 12/1/2014 | | | |
| NewBraun13 | Center-1 | 7/1/1977 | Rehab 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 |
| NewBraun13 | Edge-1 | 7/1/1977 | Rehab 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 |
| NewBraun17 | Center-1 | 10/12/1995 | Slurry 09/11/2003 | Thin Overlay 7/1/2019 | |
| NewBraun17 | Edge-1 | 10/12/1995 | Slurry 09/11/2003 | Thin Overlay 7/1/2019 | |
| NewBraun-A | A-1756 | 3/21/1994 | | | |
| NewBraun-A | A-1772 | 3/21/1994 | | | |
| NewBraun-A | A-1806 | 3/21/1994 | Slurry 09/11/2003 | | |
| NewBraun-A | A-2317 | 10/12/1995 | | | |
| NewBraun-A | A-31 Run Up | 10/12/1995 | Overlay 07/01/2012 | | |
| NewBraun-A | A-35 | 7/1/2005 | Thin Overlay 7/1/2019 | | |
| NewBraun-A | A-35 Run Up | 10/12/1995 | Overlay 07/01/2012 | | |
| NewBraun-A | A-B | 12/1/2014 | | | |
| NewBraun-A | A-East | 3/21/1994 | Slurry 09/11/2003 | | |
| NewBraun-A | A-Fuel | 1/31/2011 | | | |
| NewBraun-A | A-H2271 84 | 10/12/1995 | Slurry 09/11/2003 | Recon 07/01/2015 | Coal tar seal 7/2/2015 |
| NewBraun-A | A-Hang OLD | 3/21/1994 | | | |
| NewBraun-A | A-Park | 7/1/2019 | | | |
| NewBraun-A | A-PCC | 1/31/2011 | | | |
| NewBraun-A | A-T Hang A | 1/31/2011 | Coal tar seal 2/1/2012 | | |
| NewBraun-A | A-T Hang B | 1/31/2011 | Coal tar seal 2/1/2012 | | |
| NewBraun-A | A-Term | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | Coal tar seal 1/1/2014 |
| NewBraun-T | T-A B C | 12/1/2014 | | | |
| NewBraun-T | T-A C G | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | |
| NewBraun-T | T-A East | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | |
| NewBraun-T | T-A F G | 12/1/2014 | | | |
| NewBraun-T | T-B | 12/1/2014 | | | |
| NewBraun-T | T-C | 12/1/2014 | | | |
| NewBraun-T | T-D | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | |
| NewBraun-T | T-E 1735 | 9/11/2003 | | | |
| NewBraun-T | T-E East | 7/1/1977 | Slurry 09/11/2003 | Overlay 07/01/2012 | |
| NewBraun-T | T-F | 10/12/1995 | Overlay 07/01/2012 | | |
| NewBraun-T | T-F 31 A | 12/1/2014 | | | |
| NewBraun-T | T-G | 7/1/1977 | Rehab 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 |

**Table 5. Work Since 05/27/2021.**

| Branch | Section | Work1 | Work2 |
|---|---|---|---|
| NewBraun13 | Center-0 | | |
| NewBraun13 | Edge-0 | | |
| NewBraun13 | Center-1 | | |
| NewBraun13 | Edge-1 | | |
| NewBraun17 | Center-1 | | |
| NewBraun17 | Edge-1 | | |
| NewBraun-A | A-1756 | | |
| NewBraun-A | A-1772 | | |
| NewBraun-A | A-1806 | | |
| NewBraun-A | A-2317 | | |
| NewBraun-A | A-31 Run Up | | |
| NewBraun-A | A-35 | | |
| NewBraun-A | A-35 Run Up | | |
| NewBraun-A | A-B | | |
| NewBraun-A | A-East | | |
| NewBraun-A | A-Fuel | | |
| NewBraun-A | A-H2271 84 | | |
| NewBraun-A | A-Hang OLD | | |
| NewBraun-A | A-Park | | |
| NewBraun-A | A-PCC | | |
| NewBraun-A | A-T Hang A | | |
| NewBraun-A | A-T Hang B | | |
| NewBraun-A | A-Term | | |
| NewBraun-T | T-A B C | | |
| NewBraun-T | T-E East | | |
| NewBraun-T | T-F | | |
| NewBraun-T | T-F 31 A | | |
| NewBraun-T | T-G | | |

# Features and Pictures

**Pictures and videos of the pavement inspection can be found on the included thumb drive.**

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun13 | Center-0 | C | AC | 13 End of RW | Past TW C | 1,526 | 50 | 76,300 |
| NewBraun13 | Edge-0 | E | AC | 13 End of RW | Past TW C | 1,526 | 50 | 76,300 |
| NewBraun13 | Center-1 | C | AAC | TW C | 31 End of RW | 5,351 | 50 | 267,550 |
| NewBraun13 | Edge-1 | E | AAC | TW C | 31 End of RW | 5,351 | 50 | 267,550 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun13 | Center-0 | 12/1/2014 | | | |
| NewBraun13 | Edge-0 | 12/1/2014 | | | |
| NewBraun13 | Center-1 | 7/1/1977 | Rehab 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 |
| NewBraun13 | Edge-1 | 7/1/1977 | Rehab 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 |

**Figure 1.** Runway 13-31, 13 End, Center.

**Figure 2.** Runway 13-31, 13 End, Inside Edge.

**Figure 3.** Runway 13-31, 13 End, Outside Edge.

**Figure 4.** Runway 13-31, 13 End Extended.

**Figure 5.** Runway 13-31, 13 End, Close.

**Figure 6.** Runway 13-31, 31 End, Center.

**Figure 7.** Runway 13-31, 31 End, Inside Edge.

**Figure 8.** Runway 13-31, 31 End, Outside Edge.

**Figure 9.** Runway 13-31, 31 End Extended.

**Figure 10.** Runway 13-31, 31 End, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun17 | Center-1 | C | AAC | 17 End of RW | 35 End of RW | 5,334 | 50 | 266,700 |
| NewBraun17 | Edge-1 | E | AAC | 17 End of RW | 35 End of RW | 5,334 | 50 | 266,700 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun17 | Center-1 | 10/12/1995 | Slurry 09/11/2003 | Thin Overlay 7/1/2019 | |
| NewBraun17 | Edge-1 | 10/12/1995 | Slurry 09/11/2003 | Thin Overlay 7/1/2019 | |

**Figure 11.** Runway 17-35, 17 End, Center.

**Figure 12.** Runway 17-35, 17 End, Inside Edge.

**Figure 13.** Runway 17-35, 17 End, Outside Edge.

**Figure 14.** Runway 17-35, 17 End Extended.

**Figure 15.** Runway 17-35, 17 End, Close.

**Figure 16.** Runway 17-35, 35 End, Center.

**Figure 17.** Runway 17-35, 35 End, Inside Edge.

**Figure 18.** Runway 17-35, 35 End, Outside Edge.

**Figure 19.** Runway 17-35, 35 End Extended.

**Figure 20.** Runway 17-35, 35 End, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-1756 | T | AC | East Apron | Building 1756 | 241 | 248 | 59,589 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-1756 | 3/21/1994 | | | |

**Figure 21.** Apron A-1756.

**Figure 22.** Apron A-1756, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-1772 | T | AC | East Apron | Building 1772 | 380 | 248 | 93,987 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-1772 | 3/21/1994 | | | |

**Figure 23.** Apron A-1772.

**Figure 24.** Apron A-1772, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-1806 | T | AC | East Apron | Building 1756 | 145 | 248 | 40,483 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-1806 | 3/21/1994 | Slurry 09/11/2003 | | |

**Figure 25.** Apron A-1806.

**Figure 26.** Apron A-1806, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-2317 | T | AC | Terminal Apron | Building 2317 | 650 | 38 | 41,110 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-2317 | 10/12/1995 | | | |

**Figure 27.** Apron A-2317.

**Figure 28.** Apron A-2317, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-31 Run Up | T | AAC | Taxiway F | Near 31 End | 150 | 85 | 12,750 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-31 Run Up | 10/12/1995 | Overlay 07/01/2012 | | |

**Figure 29.** Apron A-31 Run Up.

**Figure 30.** Apron A-31 Run Up, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-35 | S | AC | RW 35 End | Turn Around | 206 | 133 | 17100 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-35 | 7/1/2005 | Thin Overlay 7/1/2019 | | |

**Figure 31.** Apron A-35.

**Figure 32.** Apron A-35, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-35 Run Up | T | AAC | Taxiway F | Near 35 End | 150 | 85 | 12,750 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-35 Run Up | 10/12/1995 | Overlay 07/01/2012 | | |

**Figure 33.** Apron A-35 Run Up.

**Figure 34.** Apron A-35 Run Up, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-B | S | AC | TW A | TW B | 272 | 150 | 40,390 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-B | 12/1/2014 | | | |

**Figure 35.** Apron A-B.

**Figure 36.** Apron A-B, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-East | S | AC | Taxiway A | Main East Parking | 1,513 | 248 | 376,331 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-East | 3/21/1994 | Slurry 09/11/2003 | | |

**Figure 37.** Apron A-East.

**Figure 38.** Apron A-East, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-Fuel | S | PCC | Taxiway F | NE East Apron | 404 | 248 | 102,132 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-Fuel | 1/31/2011 | | | |

**Figure 39.** Apron A-Fuel.

**Figure 40.** Apron A-Fuel, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-H2271 84 | T | AC | Taxiway F | Near 35 End | 462 | 107 | 61,110 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-H2271 84 | 10/12/1995 | Slurry 09/11/2003 | Recon 07/01/2015 | Coal tar seal 7/2/2015 |

**Figure 41.** Apron A-H2271 84.

**Figure 42.** Apron A-H2271 84, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-Hang OLD | T | AC | Main East Parking | Old T Hangars | 620 | 40 | 35,090 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-Hang OLD | 3/21/1994 | | | |

**Figure 43.** Apron A-Hang OLD.

**Figure 44.** Apron A-Hang OLD, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-Park | T | AC | A-Term | East of Terminal Building | 403 | 203 | 81,887 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-Park | 7/1/2019 | | | |

**Figure 45.** Apron A-Park.

**Figure 46.** Apron A-Park, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-PCC | S | PCC | T Hangars | New Building | 685 | 124 | 90,240 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-PCC | 1/31/2011 | | | |

**Figure 47.** Apron A-PCC.

**Figure 48.** Apron A-PCC, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-T Hang A | T | AC | Near 31 End of RW | T Hangars | 775 | 150 | 131,331 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-T Hang A | 1/31/2011 | Coal tar seal 2/1/2012 | | |

**Figure 49.** Apron A-T Hang A.

**Figure 50.** Apron A-T Hang A, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-T Hang B | T | AC | Near A-T Hang A | Taxiway B | 347 | 140 | 31,676 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-T Hang B | 1/31/2011 | Coal tar seal 2/1/2012 | | |

**Figure 51.** Apron A-T Hang B.

**Picture Missing**

**Figure 52.** Apron A-T Hang B, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-A | A-Term | T | AAC | Taxiway F | Parking at Terminal | 893 | 170 | 197,353 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-A | A-Term | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | Coal tar seal 1/1/2014 |

**Figure 53.** Apron A-Term.

**Figure 54.** Apron A-Term, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-A B C | P | AC | TW B | TW C | 1,982 | 50 | 99,100 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-A B C | 12/1/2014 | | | |

**Figure 55.** Taxiway T-A B C.

**Figure 56.** Taxiway T-A B C, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-A C G | P | AAC | TW C | TW D | 1,302 | 50 | 65,100 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-A C G | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | |

**Figure 57.** Taxiway T-A C G.

**Figure 58.** Taxiway T-A C G, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-A East | T | AAC | Taxiway D | Taxiway C | 2,741 | 50 | 137,050 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-A East | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | |

**Figure 59.** Taxiway T-A East.

**Figure 60.** Taxiway T-A East, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-A F G | S | AC | TW F | TW G | 427 | 50 | 24,762 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-A F G | 12/1/2014 | | | |

**Figure 61.** Taxiway T-A F G.

**Figure 62.** Taxiway T-A F G, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-B | P | AC | RW 13 | TW A | 465 | 70 | 35,138 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-B | 12/1/2014 | | | |

**Figure 63.** Taxiway T-B.

**Figure 64.** Taxiway T-B, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-C | S | AC | Near 13 End | TW A | 465 | 50 | 34,040 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-C | 12/1/2014 | | | |

**Figure 65.** Taxiway T-C.

**Figure 66.** Taxiway T-C, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-D | T | AAC | 17 End of RW | Taxiway A | 582 | 50 | 33,332 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-D | 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 | |

**Figure 67.** Taxiway T-D.

**Figure 68.** Taxiway T-D, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-E 1735 | S | AC | Middle of RW 13/31 | Middle of RW 17/35 | 1,665 | 50 | 89,973 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-E 1735 | 9/11/2003 | | | |

**Figure 69.** Taxiway T-E 1735.

**Figure 70.** Taxiway T-E 1735, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-E East | S | AAC | Middle of RW 13/31 | Taxiway A | 464 | 50 | 25,167 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-E East | 7/1/1977 | Slurry 09/11/2003 | Overlay 07/01/2012 | |

**Figure 61.** Taxiway T-E East.

**Figure 62.** Taxiway T-E East, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-F | S | AAC | 17 End of RW | Taxiway A | 3,473 | 50 | 176,896 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-F | 10/12/1995 | Overlay 07/01/2012 | | |

**Figure 61.** Taxiway T-F.

**Figure 62.** Taxiway T-F, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-F 31 A | P | AC | RW 31 | TW A | 696 | 146 | 100,902 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-F 31 A | 12/1/2014 | | | |

**Figure 61.** Taxiway T-F 31 A.

**Figure 62.** Taxiway T-F 31 A, Close.

| Branch ID | Section ID | Rank | Surf | From | To | Length | Width | Area |
|---|---|---|---|---|---|---|---|---|
| NewBraun-T | T-G | S | AAC | TW A | T Hangars | 1,144 | 49 | 58,490 |

| Branch ID | Section ID | Const | Work 1 | Work 2 | Work 3 |
|---|---|---|---|---|---|
| NewBraun-T | T-G | 7/1/1977 | Rehab 10/12/1995 | Slurry 09/11/2003 | Overlay 07/01/2012 |

**Figure 61.** Taxiway T-G.

**Figure 62.** Taxiway T-G, Close.


**Figure 63.** Entrance Area.

**Figure 64.** Office Area.


**Figure 65.** Fuel Area.

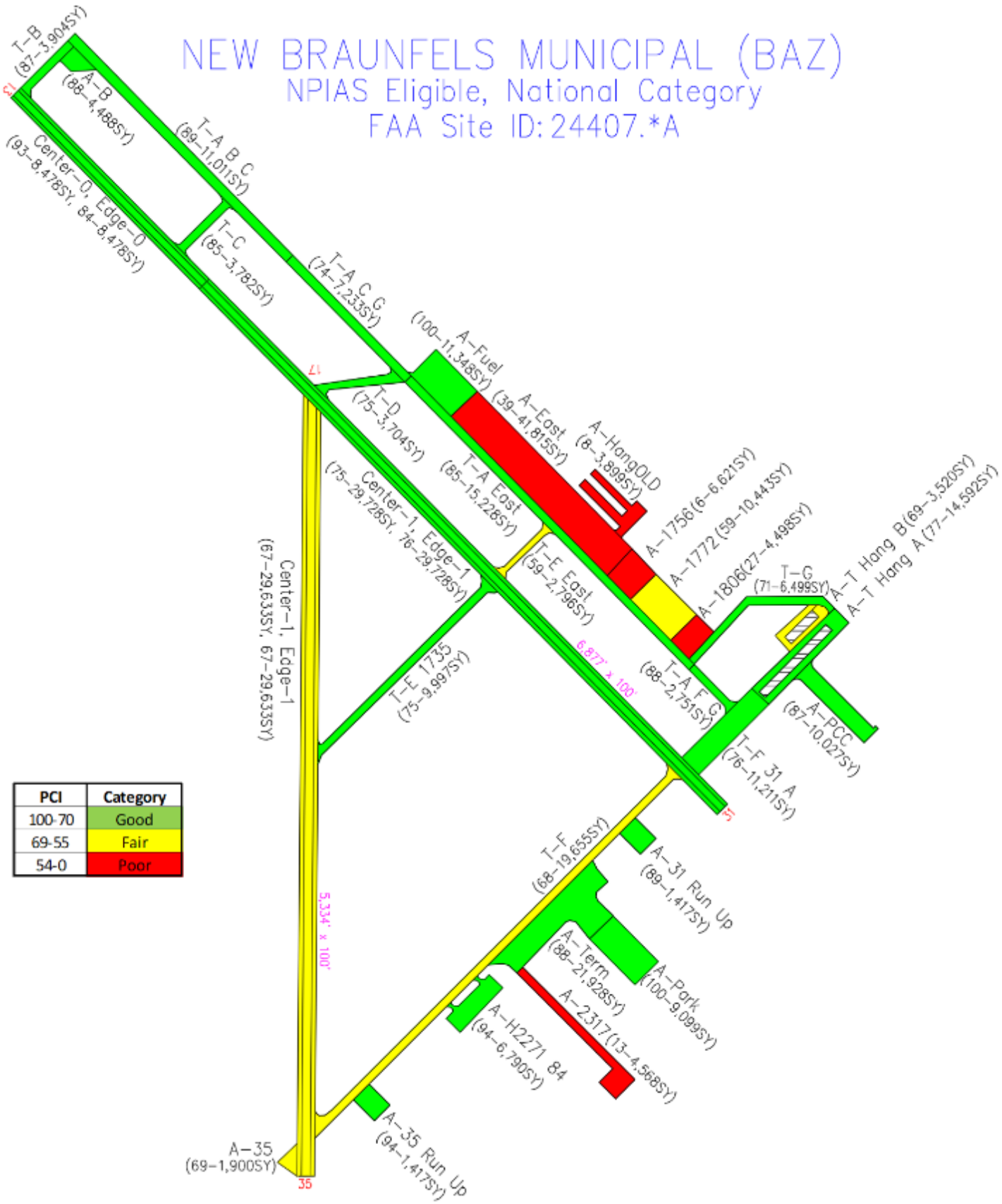
**Figure 66.** RW 17-35. Pumping Cracks

**Figure 67.** Taxiway, T-A C G. High Severity Crack.

**Figure 68.** Taxiway, T-E East. Edge Damage

**Figure 69.** Traffic at the airport.

# Inspection Results 05/27/2021 New Braunfels Municipal (BAZ)


NEW BRAUNFELS MUNICIPAL (BAZ)
NPIAS Eligible, National Category
FAA Site ID: 24407.*A
T-B (87-3,904SY)
A-B (88-4,488SY)
T-A B C (89-11,011SY)
Center-0, Edge-0 (93-8,478SY, 84-8,478SY)
T-C (85-3,782SY)
T-A C G (74-7,233SY)
A-Fuel (100-11,348SY)
A-East (39-41,815SY)
A-HangOLD (8-3,899SY)
T-D (75-3,704SY)
T-A East (85-15,228SY)
Center-1, Edge-1 (75-29,728SY, 76-29,728SY)
Center-1, Edge-1 (67-29,633SY, 67-29,633SY)
T-E East (59-2,796SY)
A-1756 (6-6,621SY)
A-1772 (59-10,443SY)
A-1806 (27-4,498SY)
T-G (71-6,499SY)
A-T Hang B (69-3,520SY)
A-T Hang A (77-14,592SY)
T-A F G (88-2,751SY)
T-F 1735 (75-9,997SY)
6,877' x 100'
A-PCC (87-10,027SY)
T-F 31 A (76-11,211SY)
T-F (68-19,655SY)
A-31 Run Up (89-1,417SY)
A-Park (100-9,099SY)
A-Term (88-21,928SY)
A-2317 (13-4,568SY)
A-H2271 84 (94-6,790SY)
5,334' x 100'
A-35 (69-1,900SY)
A-35 Run Up (94-1,417SY)
17
35
PCI
Category
100-70
Good
69-55
Fair
54-0
Poor

PCI Map

# Discussion and Recommendations 05/27/2021

The thumb drive associated with this report contains individual pictures of the entrance, features, office, and fuel area. These are the pictures in the previous section. In addition, the "Raw Files" directory has the original pictures which often includes pictures of signs and other features. In addition, there are Excel™ files and videos from the airport. These are described in Table 6.

The descriptions of the distress and conditions and the repair recommendations are included in Tables 7 and 8. Table 9 has the results of the deflection testing on the main apron, taxiway, and runway ends.

The link below provides assistance on how to choose potential pavement maintenance treatments for an airport based on several factors. The appendices provide the user's guide, a field guide, a guidebook, and the asphalt and concrete distress manuals. Https://ACRP-Pavement-Tool.TTI.TAMU.EDU/

The Runway 13-31 pavement at New Braunfels was overlaid in 2012 and extended in 2014. The pavement is good condition but beginning to weather and has some wide seam cracks. Figures 1-10 illustrate the extent and severity of the weathering and cracking. The runway is very strong (Table 9) and is fairly smooth (See High Speed Video). A crack and coal tar seal will improve the condition and help to extend the life of this pavement.

Runway 17-35 was constructed in 1995 and had a very thin overlay placed in 2019. The pavement appears to not have enough binder, causing the aggregate to dislodge and creating a FOD hazard. There is a high amount of raveling and the cracks have resurfaced quickly. Many of these cracks are pumping water and material from beneath the pavement. Figures 11-20 illustrate the extent and severity of the raveling and cracking. The runway is fairly weak (Table 9) and is mostly smooth (See High Speed Video). While it might be best to reconstruct the runway, a crack and fog seal will restore the functionality. The cracks that are pumping should be routed, filled with sealant, then crack sealed again at the top of the crack for a bond between both edges of pavement. A fog seal will help hold in some of the aggregate that is beginning to dislodge.

The condition and recommendation for the other pavement sections are included below.

**Table 6. List of Selected Files.**

| File Name | Contents |
|---|---|
| New Braunfels.Airport PMS Report.2021.docx | This report |
| New Braunfels.Entrance Road.MP4 | Video of airport entrance |
| New Braunfels.RW.13-31.13End.360.MP4 | 360 degree video from 13 end |
| New Braunfels.RW.13-31.Midfield.360.MP4 | 360 degree video from midfield on RW 13-31 |
| New Braunfels.RW.13-31.Pavement.MP4 | Video and commentary on RW 13-31 pavement condition |
| New Braunfels.RW.13-31.31End.360.MP4 | 360 degree video from 31 end |
| New Braunfels.RW.13-31.HighSpeed.MP4 | Video of 60mph drive down RW 13-31 |
| New Braunfels.RW.17-35.17End.360.MP4 | 360 degree video from 17 end |
| New Braunfels.RW.17-35.Midfield.360.MP4 | 360 degree video from midfield on RW 17-35 |
| New Braunfels.RW.17-35.Pavement.MP4 | Video and commentary on RW 17-35 pavement condition |
| New Braunfels.RW.17-35.35End.360.MP4 | 360 degree video from 35 end |
| New Braunfels.RW.17-35.HighSpeed.MP4 | Video of 60mph drive down RW 17-35 |
| New Braunfels.Apron.Tour.Northeast.MP4 | Video of tour of Aprons Northeast |
| New Braunfels.Apron.Tour.Southeast.MP4 | Video of tour of Aprons Southeast |
| New Braunfels.TW.Tour.T-A.MP4 | Video of tour of Taxiway A |
| New Braunfels.TW.Tour.T-E.MP4 | Video of tour of Taxiway E |
| New Braunfels.TW.Tour.T-F.MP4 | Video of tour of Taxiway F |
| New Braunfels.TW.Tour.T-G.MP4 | Video of tour of Taxiway G |
| New Braunfels.Air.Work.XLSX | Spreadsheet of dates, L, W, A, History, etc. |
| New Braunfels.Deflection.MPa-KSI.XLSX | Spreadsheet of deflection testing |

**Table 7. Predominant Distress.**

| Branch ID | Section ID | PCI | Predominant Distress | Contributing Factors |
|---|---|---|---|---|
| NewBraun13 | Center-0 | 93 | Weather 76,300SF, Crack 51LF | Good Performance |
| NewBraun13 | Edge-0 | 84 | Weather 76,300SF, Crack 3,052LF | Seam Cracks |
| NewBraun13 | Center-1 | 75 | Weather 267,550SF, Crack 14,740LF | Seam Cracks, Age |
| NewBraun13 | Edge-1 | 76 | Weather 267,550SF, Crack 14,643LF | Seam Cracks, Age |
| NewBraun17 | Center-1 | 67 | Ravel 266,700SF, Crack 26,864LF | Cracks Pumping, FOD Hazard-Surface Peeling |
| NewBraun17 | Edge-1 | 67 | Ravel 266,700SF, Crack 26,937LF | Cracks Pumping, FOD Hazard-Surface Peeling |
| NewBraun-A | A-1756 | 6 | Weather 59,589SF, Fatigue Crack 59,589SF, Crack 14,301LF | Age, Load Damage |
| NewBraun-A | A-1772 | 59 | Weather 93,987SF, Crack 22,557LF | Age |
| NewBraun-A | A-1806 | 27 | Weather 40,483SF, Bleeding 2,664SF, Fatigue Crack 1,275SF, Crack 9,716LF | Age, Load Damage |
| NewBraun-A | A-2317 | 13 | Weather 41,110, Rutting 82SF, Ravel 20,555SF, Depression 904SF, Fatigue Crack 8,305SF, Crack 5,344LF | Age, Load Damage |
| NewBraun-A | A-31 Run Up | 89 | Weather 12,750SF, Crack 110LF | Age |
| NewBraun-A | A-35 | 69 | Ravel 17,100SF, Crack 410LF | Cracks Pumping, FOD Hazard-Surface Peeling |
| NewBraun-A | A-35 Run Up | 94 | Weather 12,750SF | Age |
| NewBraun-A | A-B | 88 | Weather 40,390SF, Crack 606LF | Age |
| NewBraun-A | A-East | 39 | Weather 137,988SF, Ravel 225,800SF, Fatigue Crack 11,792SF, Crack 82,241LF | Age, Surface Peeling, Load Damage |
| NewBraun-A | A-Fuel | 100 | Nothing | Nothing |
| NewBraun-A | A-H2271 84 | 94 | Crack 733LF | Good Performance |
| NewBraun-A | A-Hang OLD | 8 | Ravel 35,090SF, Patch 316SF, Fatigue Crack 8,246SF | Age, Lack of treatment |
| NewBraun-A | A-Park | 100 | Nothing | New |
| NewBraun-A | A-PCC | 87 | Linear Crack 35SL, Corner Break 10SL, JT Spall 15SL | Load Damage |
| NewBraun-A | A-T Hang A | 77 | Weather 131,331SF, Crack 6,435LF | Checking, Wide cracks |
| NewBraun-A | A-T Hang B | 69 | Ravel 31,676SF, Crack 594LF | Surface Peeling |
| NewBraun-A | A-Term | 88 | Weather 197,353SF, Crack 3,035LF | Checking |
| NewBraun-T | T-A B C | 89 | Weather 99,100SF, Crack 1,239LF | Good Performance |
| NewBraun-T | T-A C G | 74 | Weather 65,100SF, Ravel 260SF, Fatigue Crack 87SF, Crack 3,711LF | Load Damage |
| NewBraun-T | T-A East | 85 | Weather 137,050SF, Fatigue Crack 55SF, Crack 3,381LF | Load Damage |
| NewBraun-T | T-A F G | 88 | Weather 24,762SF, Crack 495LF | Age |
| NewBraun-T | T-B | 87 | Weather 35,138SF, Crack 773LF | Age |
| NewBraun-T | T-C | 85 | Weather 34,040SF, Crack 749LF | Age |
| NewBraun-T | T-D | 75 | Weather 33,332SF, Ravel 33SF, Crack 1,533LF | Age |
| NewBraun-T | T-E 1735 | 75 | Weather 89,973SF, Ravel 22SF, Crack 1,327LF | Age |
| NewBraun-T | T-E East | 59 | Weather 25,168SF, Ravel 164SF, Fatigue Crack 13SF, Crack 1,459LF | Age, Edge Cracks, Load Damage |
| NewBraun-T | T-F | 68 | Weather 176,896SF, Patch 758SF, Crack 22,542LF | Age, Edge Cracks |
| NewBraun-T | T-F 31 A | 76 | Weather 100,902SF, Crack 7,144LF | Age, Edge Cracks |
| NewBraun-T | T-G | 71 | Weather 58,490SF, Ravel 585SF, Crack 2,486LF | Age, Edge Damage |

**Table 8. Proposed Work.**

| Branch ID | Section ID | Last Const Date | PCI | Category | Treatment |
|---|---|---|---|---|---|
| NewBraun13 | Center-0 | 12/1/2014 | 93 | Good | Crack+Coal tar seal |
| NewBraun13 | Edge-0 | 12/1/2014 | 84 | Good | Crack+Coal tar seal |
| NewBraun13 | Center-1 | 7/1/2012 | 75 | Good | Crack+Coal tar seal |
| NewBraun13 | Edge-1 | 7/1/2012 | 76 | Good | Crack+Coal tar seal |
| NewBraun17 | Center-1 | 7/1/2019 | 67 | Fair | Rout+Fill cracks with seal+ Fog seal surface |
| NewBraun17 | Edge-1 | 7/1/2019 | 67 | Fair | Rout++Fill cracks with seal++Fog seal surface |
| NewBraun-A | A-1756 | 3/21/1994 | 6 | Poor | Reconstruct |
| NewBraun-A | A-1772 | 3/21/1994 | 59 | Fair | Mill+Overlay |
| NewBraun-A | A-1806 | 9/11/2003 | 27 | Poor | Reconstruct |
| NewBraun-A | A-2317 | 10/12/1995 | 13 | Poor | Reconstruct |
| NewBraun-A | A-31 Run Up | 7/1/2012 | 89 | Good | Crack+Coal tar seal |
| NewBraun-A | A-35 | 7/1/2019 | 69 | Fair | Rout+Fill cracks with seal++Fog seal surface |
| NewBraun-A | A-35 Run Up | 7/1/2012 | 94 | Good | Coal tar seal |
| NewBraun-A | A-B | 12/1/2014 | 88 | Good | Crack+Coal tar seal |
| NewBraun-A | A-East | 9/11/2003 | 39 | Poor | Mill+Overlay+Patch Load damaged areas or Reconstruct |
| NewBraun-A | A-Fuel | 1/31/2011 | 100 | Good | Nothing |
| NewBraun-A | A-H2271 84 | 7/2/2015 | 94 | Good | Crack seal |
| NewBraun-A | A-Hang OLD | 3/21/1994 | 8 | Poor | Reconstruct |
| NewBraun-A | A-Park | 7/1/2019 | 100 | Good | Wait for Coal tar seal |
| NewBraun-A | A-PCC | 1/31/2011 | 87 | Good | Patch+Crack seal |
| NewBraun-A | A-T Hang A | 2/1/2012 | 77 | Good | Crack seal |
| NewBraun-A | A-T Hang B | 2/1/2012 | 69 | Fair | Crack seal+Coal tar seal |
| NewBraun-A | A-Term | 1/1/2014 | 88 | Good | Crack seal |
| NewBraun-T | T-A B C | 12/1/2014 | 89 | Good | Crack+Coal tar seal |
| NewBraun-T | T-A C G | 7/1/2012 | 74 | Good | Patch+Crack seal+Coal tar seal |
| NewBraun-T | T-A East | 7/1/2012 | 85 | Good | Patch+Crack seal+Coal tar seal |
| NewBraun-T | T-A F G | 12/1/2014 | 88 | Good | Crack+Coal tar seal |
| NewBraun-T | T-B | 12/1/2014 | 87 | Good | Crack+Coal tar seal |
| NewBraun-T | T-C | 12/1/2014 | 85 | Good | Crack+Coal tar seal |
| NewBraun-T | T-D | 7/1/2012 | 75 | Good | Crack+Coal tar seal |
| NewBraun-T | T-E 1735 | 9/11/2003 | 75 | Good | Patch+Crack seal+Coal tar seal |
| NewBraun-T | T-E East | 7/1/2012 | 59 | Fair | Patch+Crack seal+Coal tar seal |
| NewBraun-T | T-F | 7/1/2012 | 68 | Fair | Coal tar seal |
| NewBraun-T | T-F 31 A | 12/1/2014 | 76 | Good | Coal tar seal |
| NewBraun-T | T-G | 7/1/2012 | 71 | Good | Coal tar seal |

| PCI | Category |
|---|---|
| 100-70 | Good |
| 69-55 | Fair |
| 54-0 | Poor |

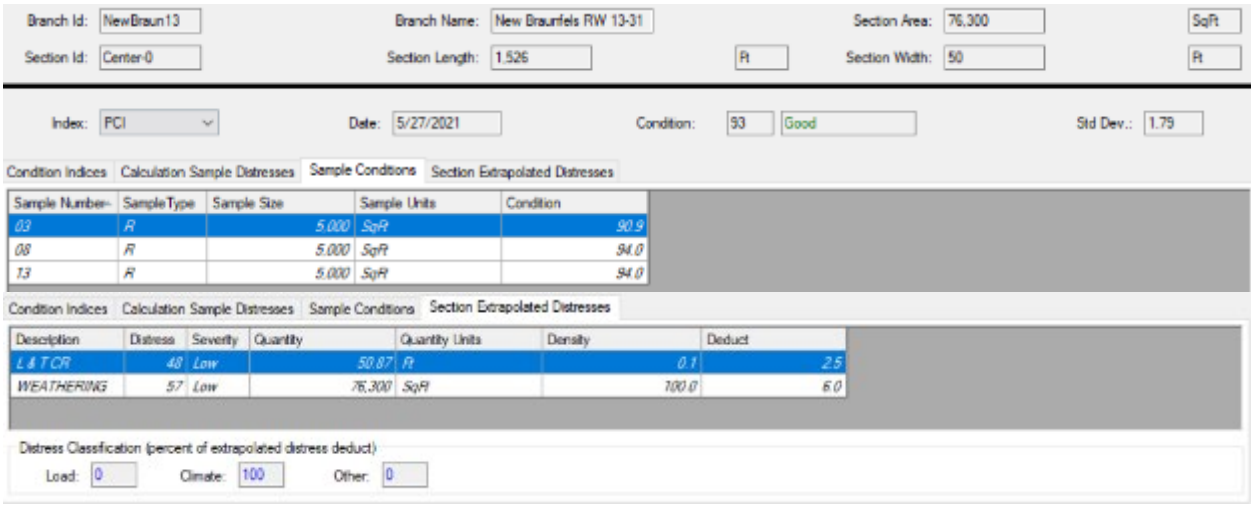
As part of the evaluation, deflection testing was performed at six locations on each runway and at other selected locations. For a project-level FAA evaluation, (AC150/5370-11A) between 150-250 deflection tests would be conducted on a runway. For this evaluation, additional testing was performed at one location near the hold short line of the major taxiway, at one location on the main apron, and at three places on each runway end (left of center, center, right of center). This testing is ONLY intended to provide a relative indication of the strength of the pavements at this facility. No decisions should be made based on this testing. Results are displayed in Table 9.

**Table 9. Approximate Pavement Strengths**

| Location | E-Modulus (ksi) |
|---|---|
| RW 13 | 216 |
| RW 31 | 152 |
| RW 17 | 40 |
| RW 35 | 83 |
| TW T-F 31 Outside | 266 |
| TW T-F 31 Inside | 157 |
| TW T-B 13 | 169 |
| TW T-D | 368 |
| A-Term | 195 |
| A-Park | 237 |
| A-East | 46 |

A high-speed run was conducted along each runway centerline. During these runs, a video was collected that can be used to provide a cursory evaluation of runway smoothness. If the airport manager or TxDOT has concerns on runway smoothness, additional profiling with an inertial profile can be done. Please advise if this is needed. An inertial profile provides the input data required for a FAA Boeing Bump Index analysis of the runway smoothness. The FAA Boeing Bump Index format currently uses highway type definitions for good (green), fair (yellow), and poor (red). If additional smoothness testing is desired, please contact TTI to coordinate.

# PCI Figures



| Branch Id: | NewBraun13 | Branch Name: | New Braunfels RW 13-31 | Section Area: | 76,300 | SqFt |
|---|---|---|---|---|---|---|
| Section Id: | Center-0 | Section Length: | 1,526 | Ft | Section Width: | 50 | Ft |

| Index: | PCI | Date: | 5/27/2021 | Condition: | 93 | Good | Std Dev.: | 1.79 |
|---|---|---|---|---|---|---|---|---|

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

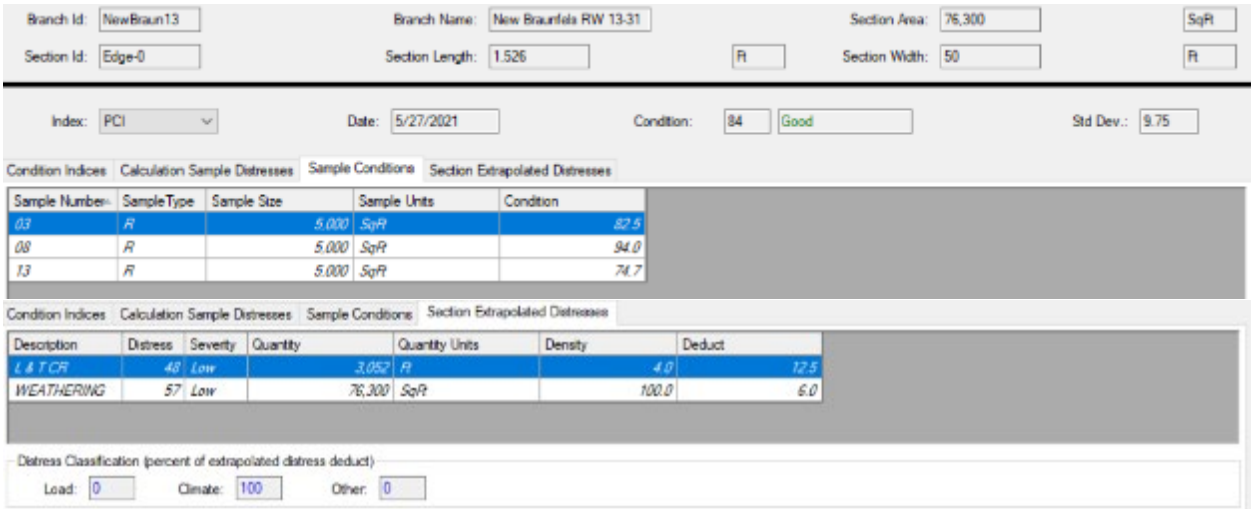
| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 90.9 |
| 08 | R | 5,000 | SqFt | 94.0 |
| 13 | R | 5,000 | SqFt | 94.0 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 50.87 | Ft | 0.1 | 2.5 |
| WEATHERING | 57 | Low | 76,300 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)

Load: 0 Climate: 100 Other: 0



| Branch Id: | NewBraun13 | Branch Name: | New Braunfels RW 13-31 | Section Area: | 76,300 | SqFt |
|---|---|---|---|---|---|---|
| Section Id: | Edge-0 | Section Length: | 1,526 | Ft | Section Width: | 50 | Ft |

| Index: | PCI | Date: | 5/27/2021 | Condition: | 84 | Good | Std Dev.: | 9.75 |
|---|---|---|---|---|---|---|---|---|

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

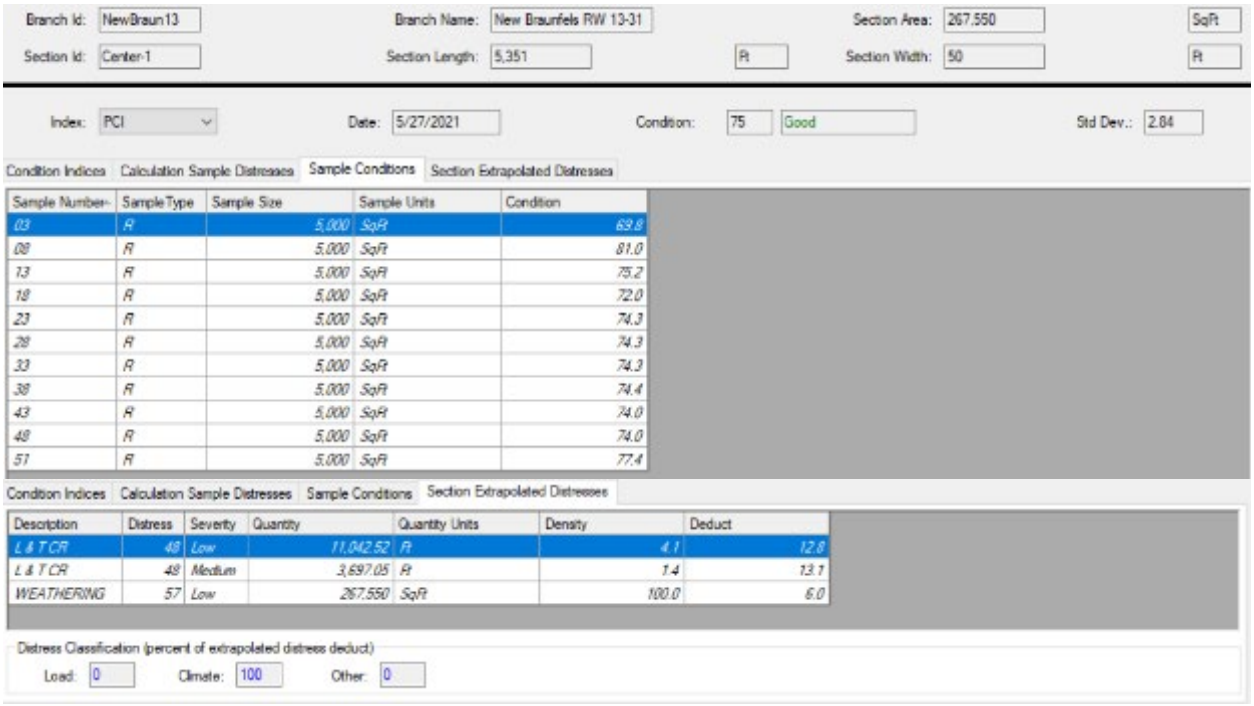
| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 82.5 |
| 08 | R | 5,000 | SqFt | 94.0 |
| 13 | R | 5,000 | SqFt | 74.7 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 3,052 | Ft | 4.0 | 12.5 |
| WEATHERING | 57 | Low | 76,300 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)

Load: 0 Climate: 100 Other: 0



Branch Id: NewBraun13 | Branch Name: New Braunfels RW 13-31 | Section Area: 267,550 SqFt
Section Id: Center-1 | Section Length: 5,351 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 75 Good | Std Dev.: 2.84

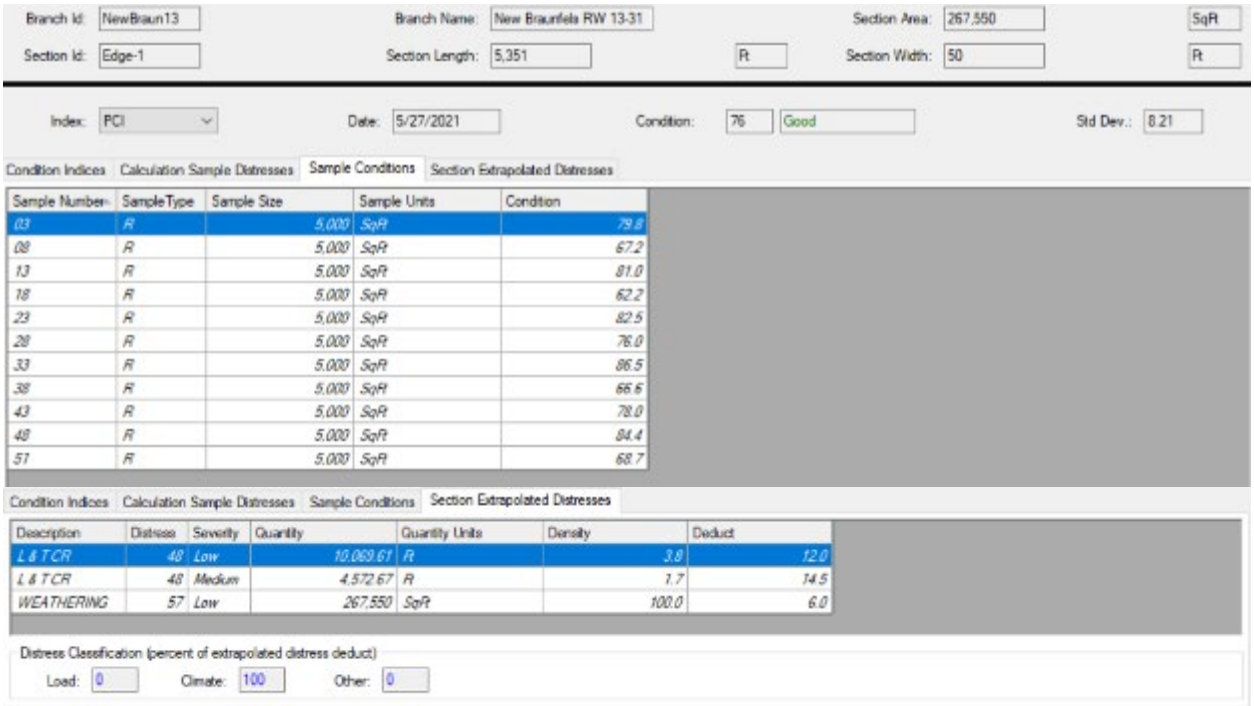
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 69.8 |
| 08 | R | 5,000 | SqFt | 81.0 |
| 13 | R | 5,000 | SqFt | 75.2 |
| 18 | R | 5,000 | SqFt | 72.0 |
| 23 | R | 5,000 | SqFt | 74.3 |
| 28 | R | 5,000 | SqFt | 74.3 |
| 33 | R | 5,000 | SqFt | 74.3 |
| 38 | R | 5,000 | SqFt | 74.4 |
| 43 | R | 5,000 | SqFt | 74.0 |
| 48 | R | 5,000 | SqFt | 74.0 |
| 51 | R | 5,000 | SqFt | 77.4 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 11,042.52 | Ft | 4.1 | 12.8 |
| L & T CR | 48 | Medium | 3,697.05 | Ft | 1.4 | 13.1 |
| WEATHERING | 57 | Low | 267,550 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 | Climate: 100 | Other: 0



Branch Id: NewBraun13 | Branch Name: New Braunfels RW 13-31 | Section Area: 267,550 SqFt
Section Id: Edge-1 | Section Length: 5,351 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 76 Good | Std Dev.: 8.21

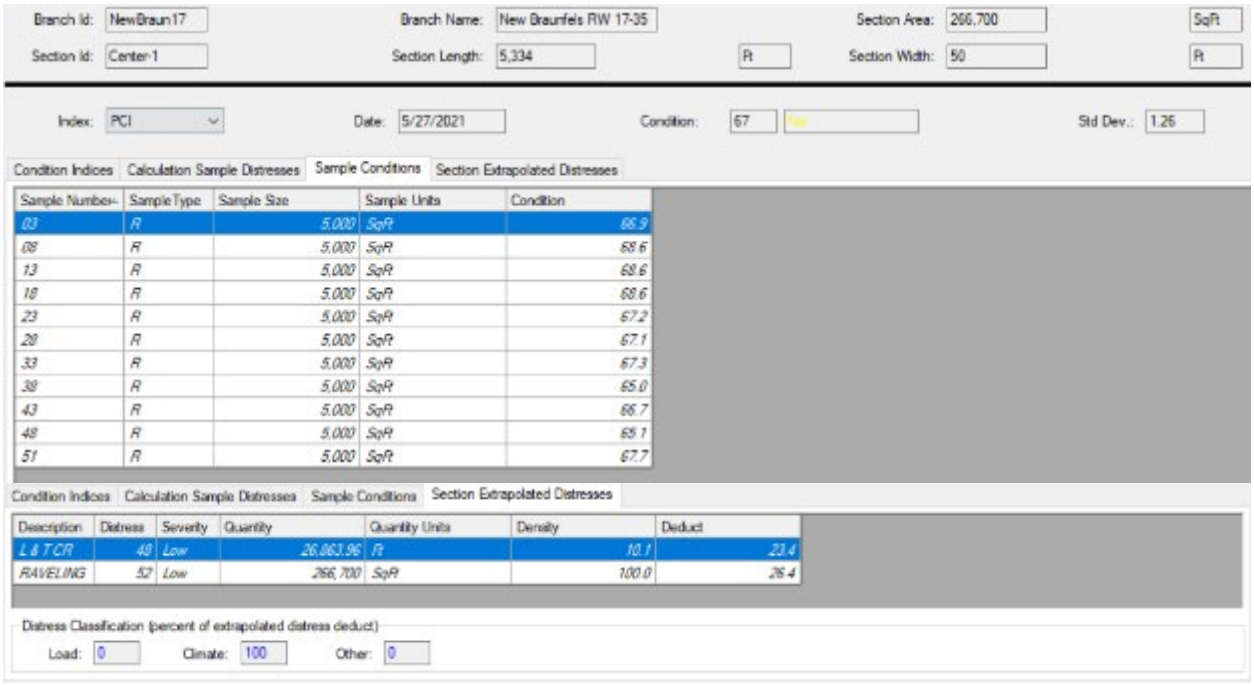
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 79.8 |
| 08 | R | 5,000 | SqFt | 67.2 |
| 13 | R | 5,000 | SqFt | 81.0 |
| 18 | R | 5,000 | SqFt | 62.2 |
| 23 | R | 5,000 | SqFt | 82.5 |
| 28 | R | 5,000 | SqFt | 76.0 |
| 33 | R | 5,000 | SqFt | 86.5 |
| 38 | R | 5,000 | SqFt | 66.6 |
| 43 | R | 5,000 | SqFt | 78.0 |
| 48 | R | 5,000 | SqFt | 84.4 |
| 51 | R | 5,000 | SqFt | 68.7 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 10,069.61 | Ft | 3.8 | 12.0 |
| L & T CR | 48 | Medium | 4,572.67 | Ft | 1.7 | 14.5 |
| WEATHERING | 57 | Low | 267,550 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 | Climate: 100 | Other: 0



Branch Id: NewBraun17 | Branch Name: New Braunfels RW 17-35 | Section Area: 266,700 SqFt
Section Id: Center-1 | Section Length: 5,334 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 67 | Std Dev.: 1.26

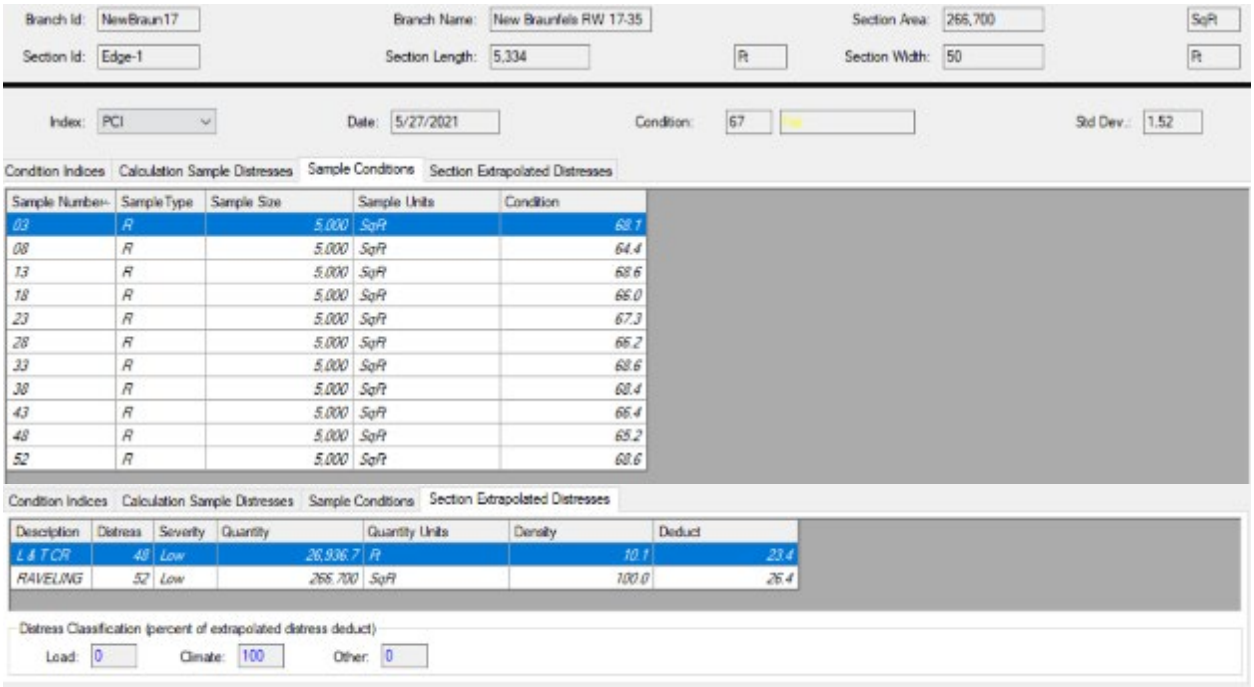
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 66.9 |
| 08 | R | 5,000 | SqFt | 68.6 |
| 13 | R | 5,000 | SqFt | 68.6 |
| 18 | R | 5,000 | SqFt | 68.6 |
| 23 | R | 5,000 | SqFt | 67.2 |
| 28 | R | 5,000 | SqFt | 67.1 |
| 33 | R | 5,000 | SqFt | 67.3 |
| 38 | R | 5,000 | SqFt | 65.0 |
| 43 | R | 5,000 | SqFt | 66.7 |
| 48 | R | 5,000 | SqFt | 65.1 |
| 51 | R | 5,000 | SqFt | 67.7 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 26,663.96 | Ft | 10.1 | 23.4 |
| RAVELING | 52 | Low | 266,700 | SqFt | 100.0 | 26.4 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 | Climate: 100 | Other: 0



Branch Id: NewBraun17 | Branch Name: New Braunfels RW 17-35 | Section Area: 266,700 SqFt
Section Id: Edge-1 | Section Length: 5,334 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 67 | Std Dev.: 1.52

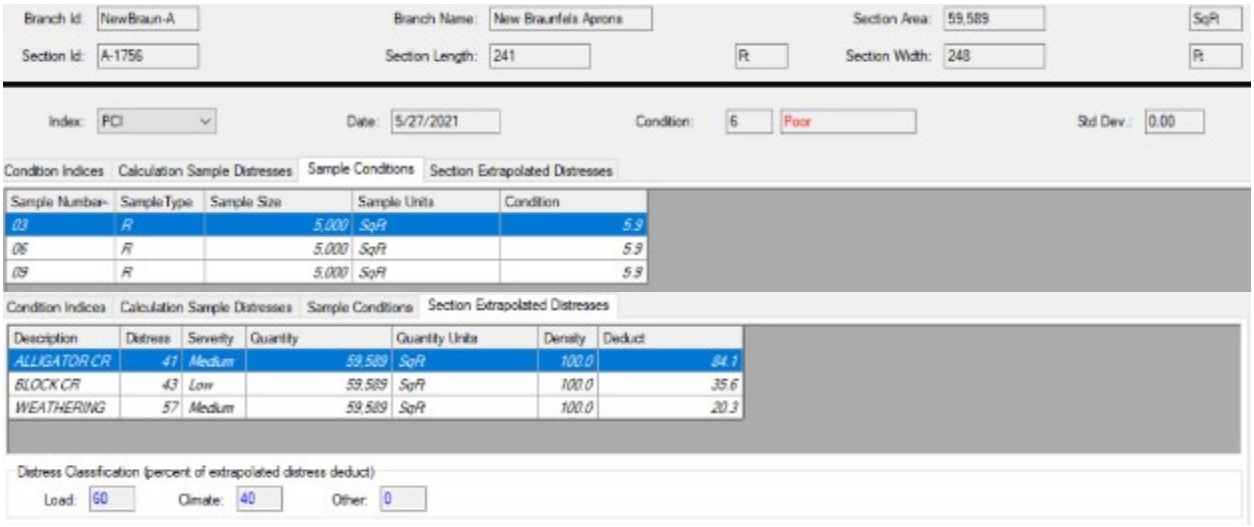
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

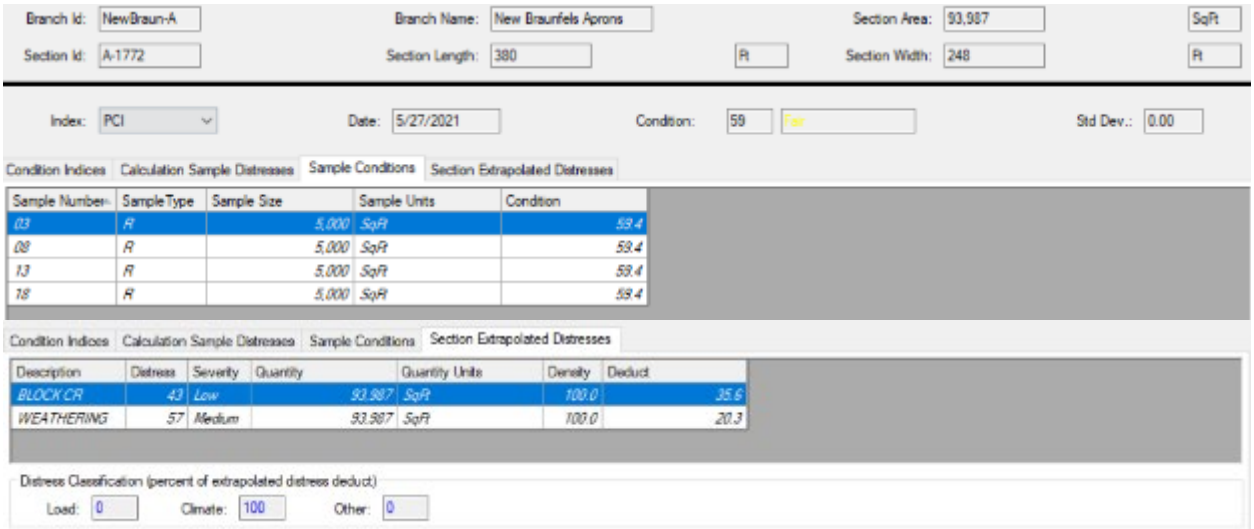
| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 68.1 |
| 08 | R | 5,000 | SqFt | 64.4 |
| 13 | R | 5,000 | SqFt | 68.6 |
| 18 | R | 5,000 | SqFt | 66.0 |
| 23 | R | 5,000 | SqFt | 67.3 |
| 28 | R | 5,000 | SqFt | 66.2 |
| 33 | R | 5,000 | SqFt | 68.6 |
| 38 | R | 5,000 | SqFt | 68.4 |
| 43 | R | 5,000 | SqFt | 66.4 |
| 48 | R | 5,000 | SqFt | 65.2 |
| 52 | R | 5,000 | SqFt | 68.6 |

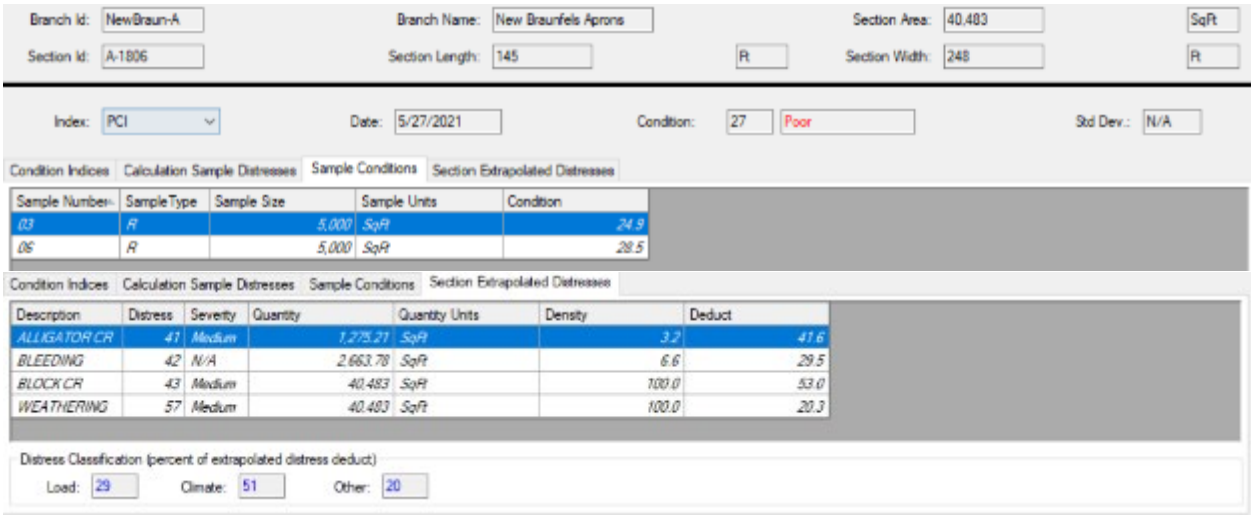
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 26,936.7 | Ft | 10.1 | 23.4 |
| RAVELING | 52 | Low | 266,700 | SqFt | 100.0 | 26.4 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 | Climate: 100 | Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 59,589
SqFt
Section Id: A-1756
Section Length: 241
Ft
Section Width: 248
Ft
Index: PCI
Date: 5/27/2021
Condition: 6
Poor
Std Dev.: 0.00
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 5.9
06 R 5,000 SqFt 5.9
09 R 5,000 SqFt 5.9
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
ALLIGATOR CR 41 Medium 59,589 SqFt 100.0 84.1
BLOCK CR 43 Low 59,589 SqFt 100.0 35.6
WEATHERING 57 Medium 59,589 SqFt 100.0 20.3
Distress Classification (percent of extrapolated distress deduct)
Load: 60
Climate: 40
Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 93,987
SqFt
Section Id: A-1772
Section Length: 380
Ft
Section Width: 248
Ft
Index: PCI
Date: 5/27/2021
Condition: 59
Fair
Std Dev.: 0.00
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 59.4
08 R 5,000 SqFt 59.4
13 R 5,000 SqFt 59.4
18 R 5,000 SqFt 59.4
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
BLOCK CR 43 Low 93,987 SqFt 100.0 35.6
WEATHERING 57 Medium 93,987 SqFt 100.0 20.3
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0



Branch Id: NewBraun-A | Branch Name: New Braunfels Aprons | Section Area: 40,483 SqFt
Section Id: A-1806 | Section Length: 145 Ft | Section Width: 248 Ft

Index: PCI | Date: 5/27/2021 | Condition: 27 Poor | Std Dev.: N/A

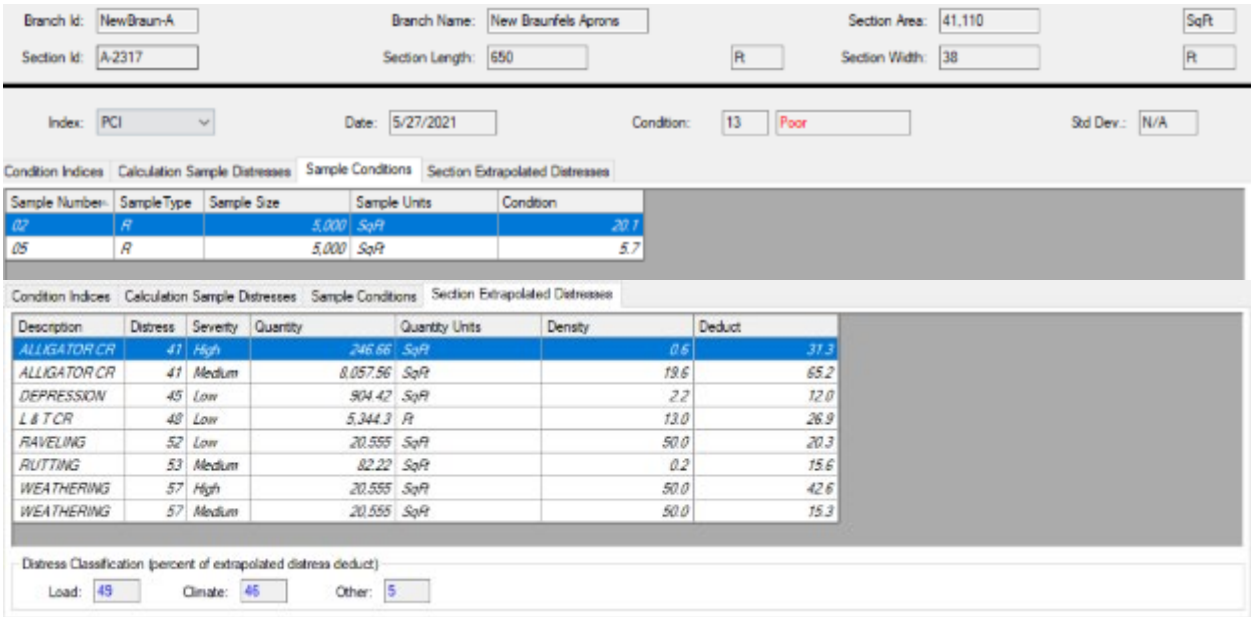
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 24.9 |
| 06 | R | 5,000 | SqFt | 28.5 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| ALLIGATOR CR | 41 | Medium | 1,275.21 | SqFt | 3.2 | 41.6 |
| BLEEDING | 42 | N/A | 2,663.78 | SqFt | 6.6 | 29.5 |
| BLOCK CR | 43 | Medium | 40,483 | SqFt | 100.0 | 53.0 |
| WEATHERING | 57 | Medium | 40,483 | SqFt | 100.0 | 20.3 |

Distress Classification (percent of extrapolated distress deduct)
Load: 29 | Climate: 51 | Other: 20



Branch Id: NewBraun-A | Branch Name: New Braunfels Aprons | Section Area: 41,110 SqFt
Section Id: A-2317 | Section Length: 650 Ft | Section Width: 38 Ft

Index: PCI | Date: 5/27/2021 | Condition: 13 Poor | Std Dev.: N/A

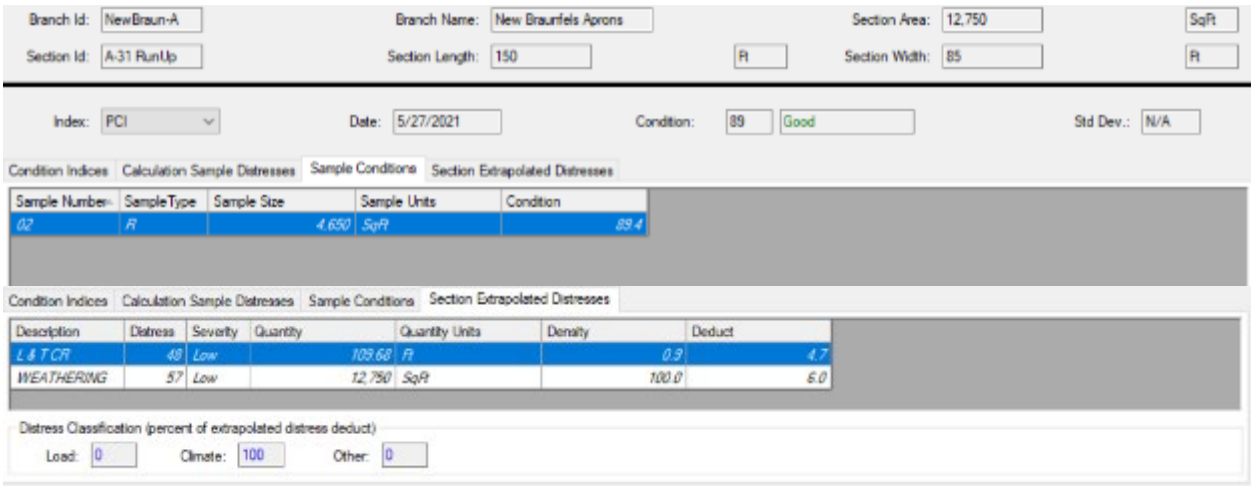
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

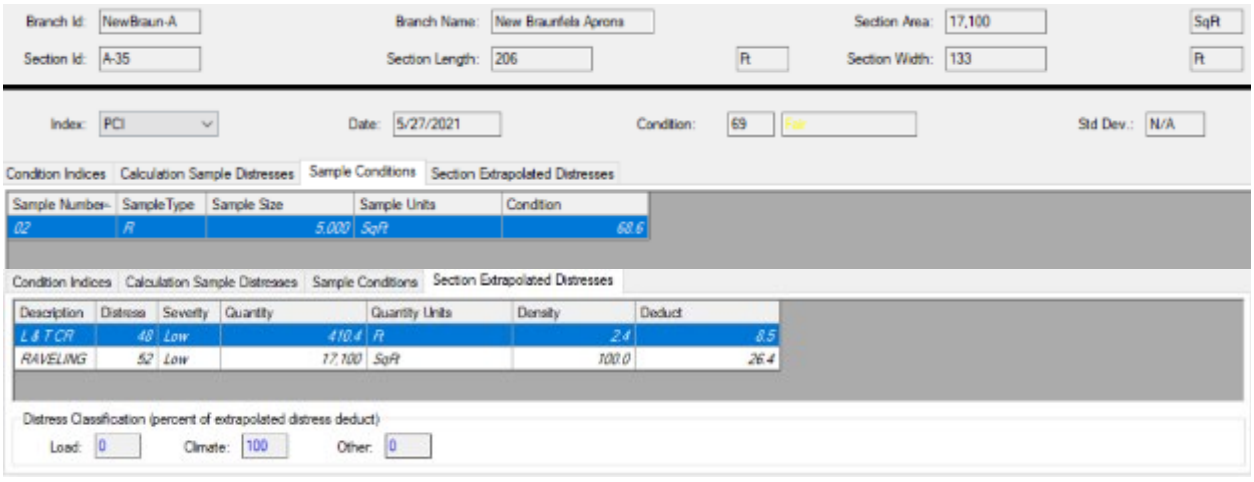
| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 02 | R | 5,000 | SqFt | 20.1 |
| 05 | R | 5,000 | SqFt | 5.7 |

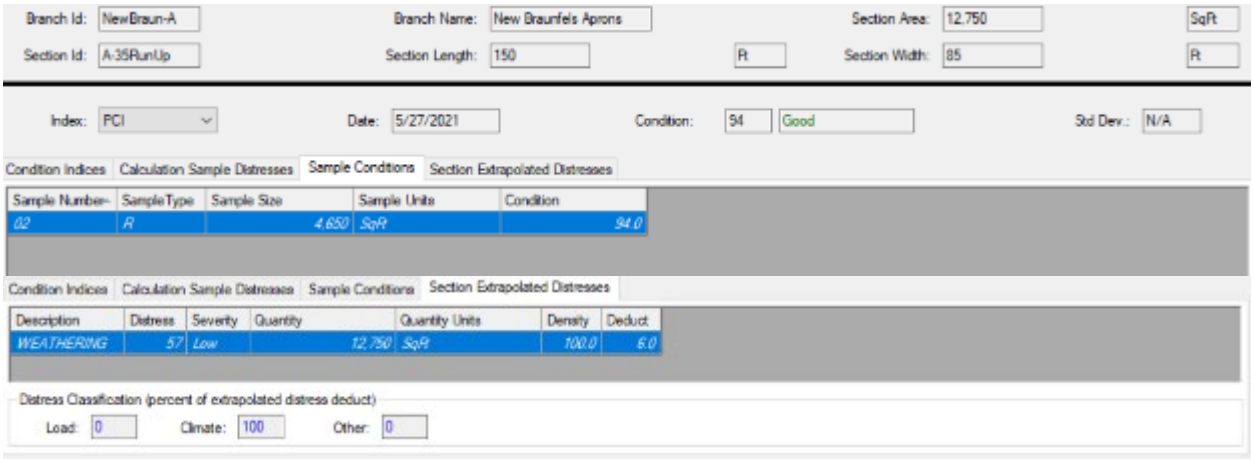
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

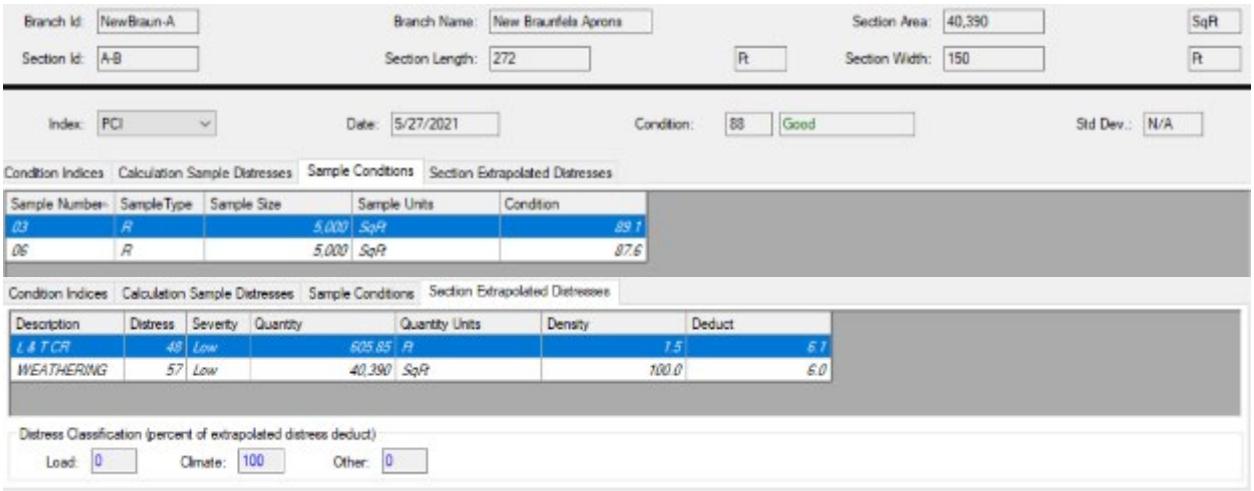
| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| ALLIGATOR CR | 41 | High | 246.66 | SqFt | 0.6 | 31.3 |
| ALLIGATOR CR | 41 | Medium | 8,057.56 | SqFt | 19.6 | 65.2 |
| DEPRESSION | 45 | Low | 904.42 | SqFt | 2.2 | 12.0 |
| L & T CR | 48 | Low | 5,344.3 | Ft | 13.0 | 26.9 |
| RAVELING | 52 | Low | 20,555 | SqFt | 50.0 | 20.3 |
| RUTTING | 53 | Medium | 82.22 | SqFt | 0.2 | 15.6 |
| WEATHERING | 57 | High | 20,555 | SqFt | 50.0 | 42.6 |
| WEATHERING | 57 | Medium | 20,555 | SqFt | 50.0 | 15.3 |

Distress Classification (percent of extrapolated distress deduct)
Load: 49 | Climate: 46 | Other: 5


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 12,750
SqFt
Section Id: A-31 RunUp
Section Length: 150
Ft
Section Width: 85
Ft
Index: PCI
Date: 5/27/2021
Condition: 89
Good
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
02
R
4,650
SqFt
89.4
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR
48
Low
103.68
Ft
0.3
4.7
WEATHERING
57
Low
12,750
SqFt
100.0
6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 17,100
SqFt
Section Id: A-35
Section Length: 206
Ft
Section Width: 133
Ft
Index: PCI
Date: 5/27/2021
Condition: 69
Fair
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
02
R
5,000
SqFt
68.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR
48
Low
410.4
Ft
2.4
8.5
RAVELING
52
Low
17,100
SqFt
100.0
26.4
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 12,750
SqFt
Section Id: A-35RunUp
Section Length: 150
Ft
Section Width: 85
Ft
Index: PCI
Date: 5/27/2021
Condition: 94
Good
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
02
R
4,650
SqFt
94.0
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
WEATHERING
57
Low
12,750
SqFt
100.0
6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 40,390
SqFt
Section Id: A-B
Section Length: 272
Ft
Section Width: 150
Ft
Index: PCI
Date: 5/27/2021
Condition: 88
Good
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03
R
5,000
SqFt
89.1
06
R
5,000
SqFt
87.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR
48
Low
605.85
Ft
1.5
6.1
WEATHERING
57
Low
40,390
SqFt
100.0
6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0

Branch Id: NewBraun-A | Branch Name: New Braunfels Aprons | Section Area: 376,331 SqFt

Section Id: A-East | Section Length: 1,513 Ft | Section Width: 248 Ft

Index: PCI | Date: 5/27/2021 | Condition: 39 Poor | Std Dev.: 15.13

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 36.4 |
| 08 | R | 5,000 | SqFt | 36.4 |
| 13 | R | 5,000 | SqFt | 9.4 |
| 18 | R | 5,000 | SqFt | 17.2 |
| 23 | R | 5,000 | SqFt | 36.4 |
| 28 | R | 5,000 | SqFt | 36.5 |
| 33 | R | 5,000 | SqFt | 68.4 |
| 38 | R | 5,000 | SqFt | 36.4 |
| 43 | R | 5,000 | SqFt | 36.4 |
| 48 | R | 5,000 | SqFt | 33.2 |
| 53 | R | 5,000 | SqFt | 58.4 |
| 58 | R | 5,000 | SqFt | 36.4 |
| 63 | R | 5,000 | SqFt | 58.4 |
| 68 | R | 5,000 | SqFt | 42.1 |
| 73 | R | 5,000 | SqFt | 36.4 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| ALLIGATOR CR | 41 | Medium | 11,791.7 | SqFt | 3.1 | 41.5 |
| BLOCK CR | 43 | Low | 313,609.17 | SqFt | 83.3 | 33.6 |
| L & T CR | 48 | Low | 5,920.94 | Ft | 1.6 | 6.3 |
| L & T CR | 48 | Medium | 1,053.73 | Ft | 0.3 | 6.2 |
| RAVELING | 52 | Low | 2,007.1 | SqFt | 0.5 | 1.8 |
| RAVELING | 52 | Medium | 223,791.5 | SqFt | 59.5 | 45.5 |
| WEATHERING | 57 | High | 27,597.61 | SqFt | 7.3 | 19.2 |
| WEATHERING | 57 | Medium | 110,390.43 | SqFt | 29.3 | 11.2 |

Distress Classification (percent of extrapolated distress deduct)

Load: 25 | Climate: 75 | Other: 0

Branch Id: NewBraun-A | Branch Name: New Braunfels Aprons | Section Area: 102,132 SqFt

Section Id: A-Fuel | Section Length: 404 Ft | Section Width: 248 Ft

Index: PCI | Date: 5/27/2021 | Condition: 100 Good | Std Dev.: 0.00

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

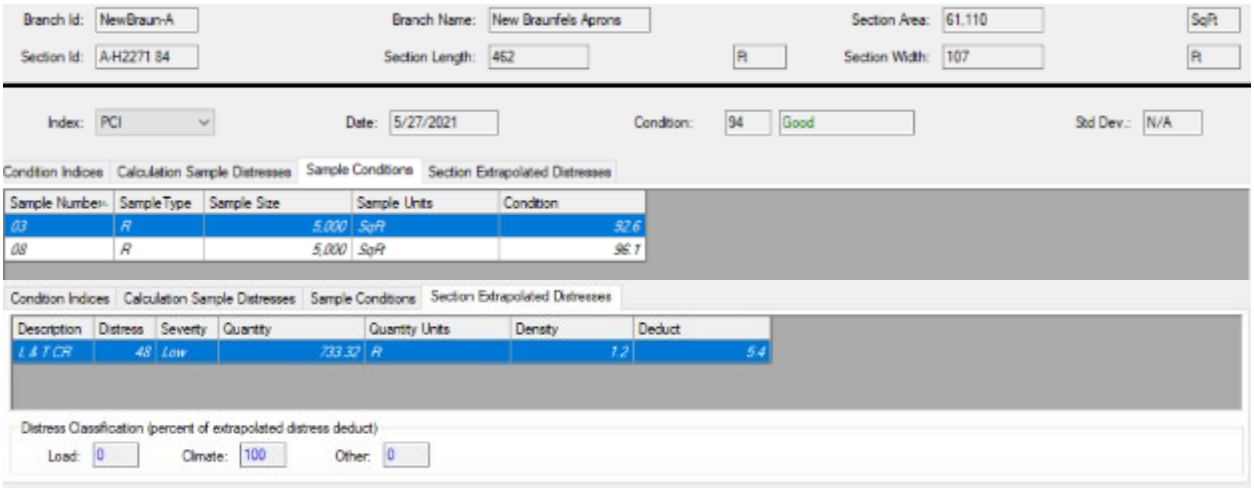
| Sample Number | Sample Type | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 04 | R | 25 | Slabs | 100.0 |
| 08 | R | 25 | Slabs | 100.0 |
| 12 | R | 25 | Slabs | 100.0 |
| 16 | R | 25 | Slabs | 100.0 |

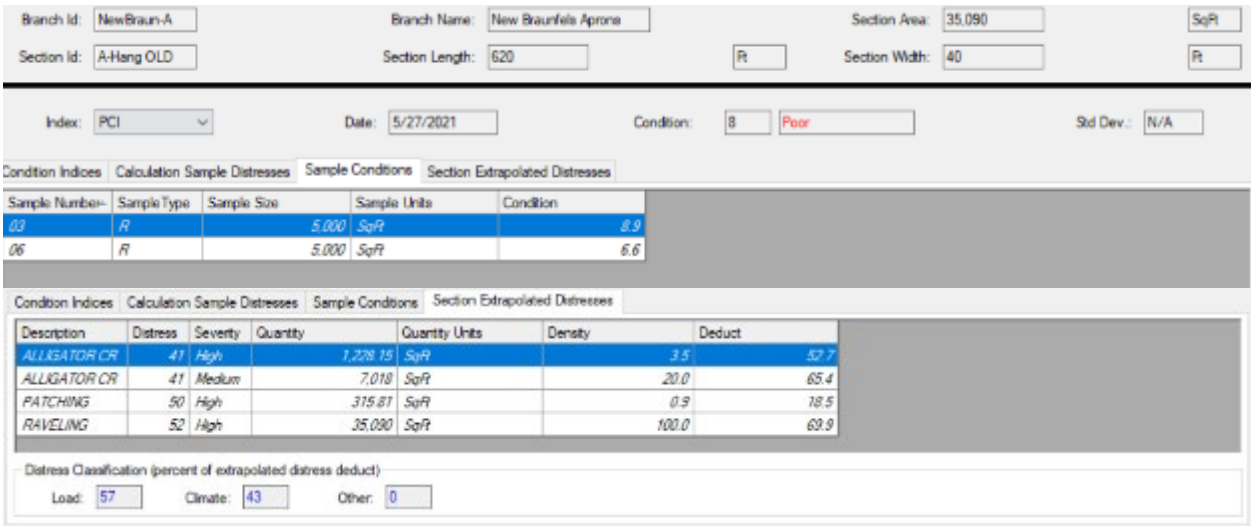
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

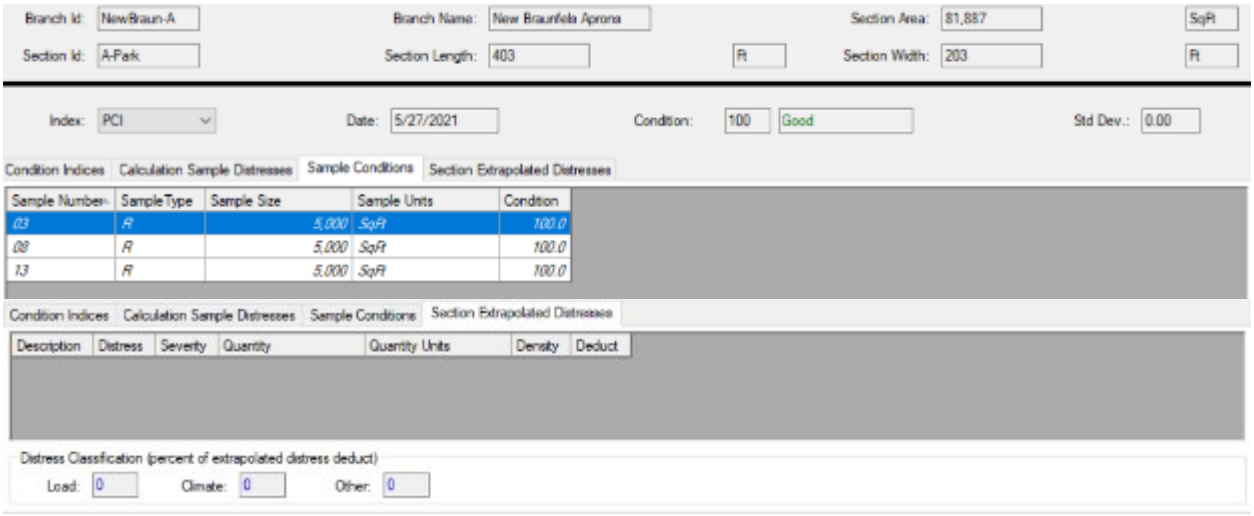
| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|

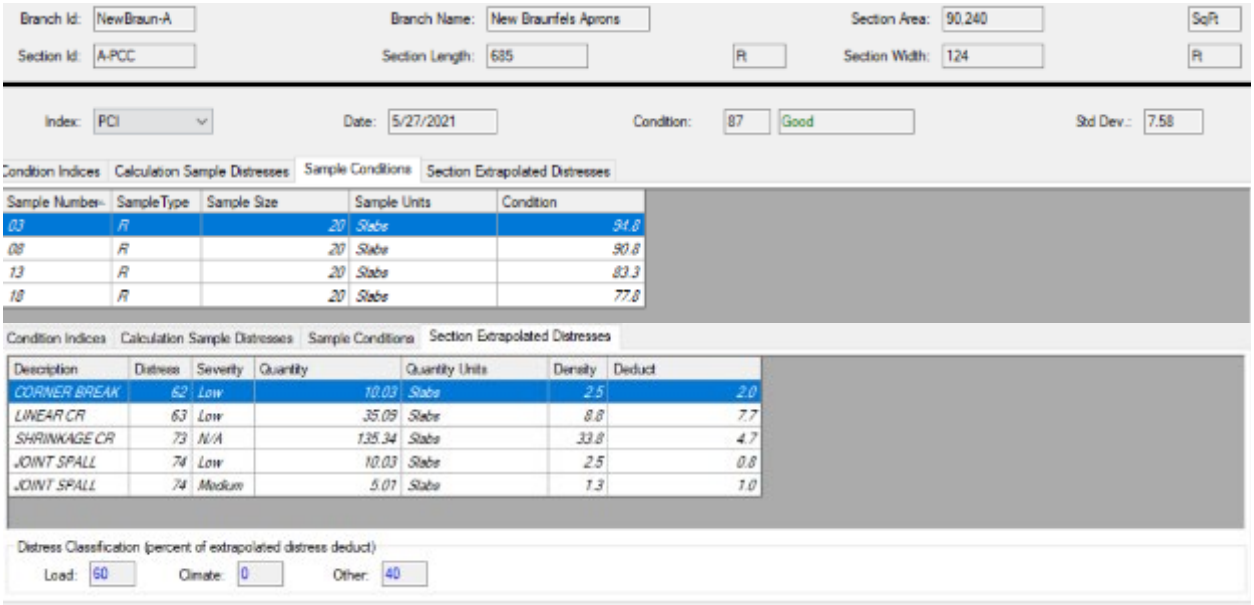
Distress Classification (percent of extrapolated distress deduct)

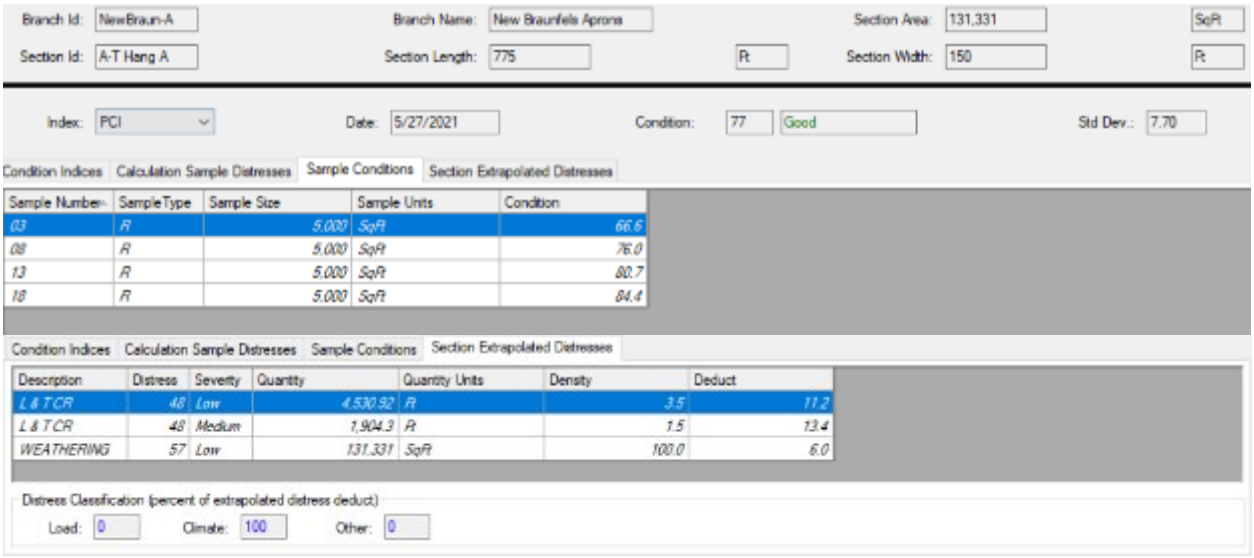
Load: 0 | Climate: 0 | Other: 0

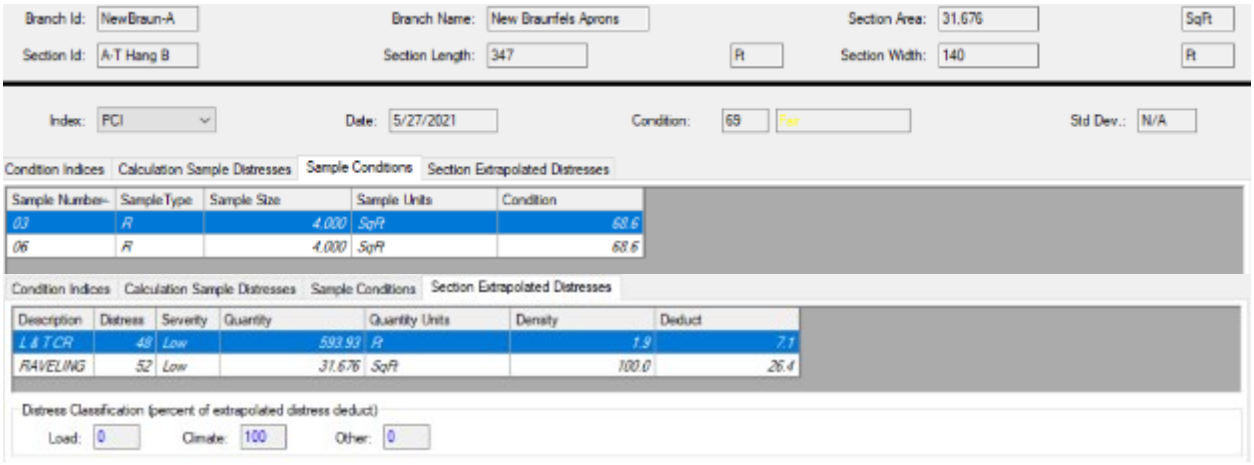

Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 61,110
SqFt
Section Id: A-H2271 84
Section Length: 462
Ft
Section Width: 107
Ft
Index: PCI
Date: 5/27/2021
Condition: 94
Good
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
Sample Type
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 92.6
08 R 5,000 SqFt 96.1
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 733.32 ft 1.2 5.4
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0

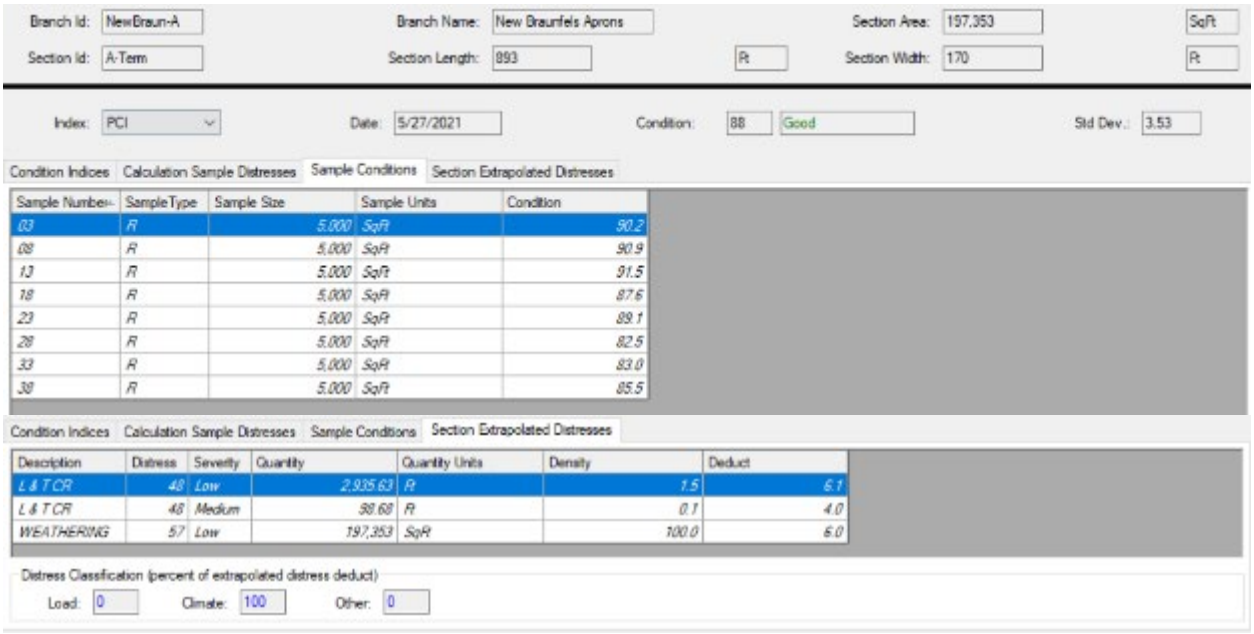

Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 35,090
SqFt
Section Id: A-Hang OLD
Section Length: 620
Ft
Section Width: 40
Ft
Index: PCI
Date: 5/27/2021
Condition: 8
Poor
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
Sample Type
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 8.9
06 R 5,000 SqFt 6.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
ALLIGATOR CR 41 High 1,228.15 SqFt 3.5 52.7
ALLIGATOR CR 41 Medium 7,018 SqFt 20.0 65.4
PATCHING 50 High 315.81 SqFt 0.9 18.5
RAVELING 52 High 35,090 SqFt 100.0 69.9
Distress Classification (percent of extrapolated distress deduct)
Load: 57
Climate: 43
Other: 0

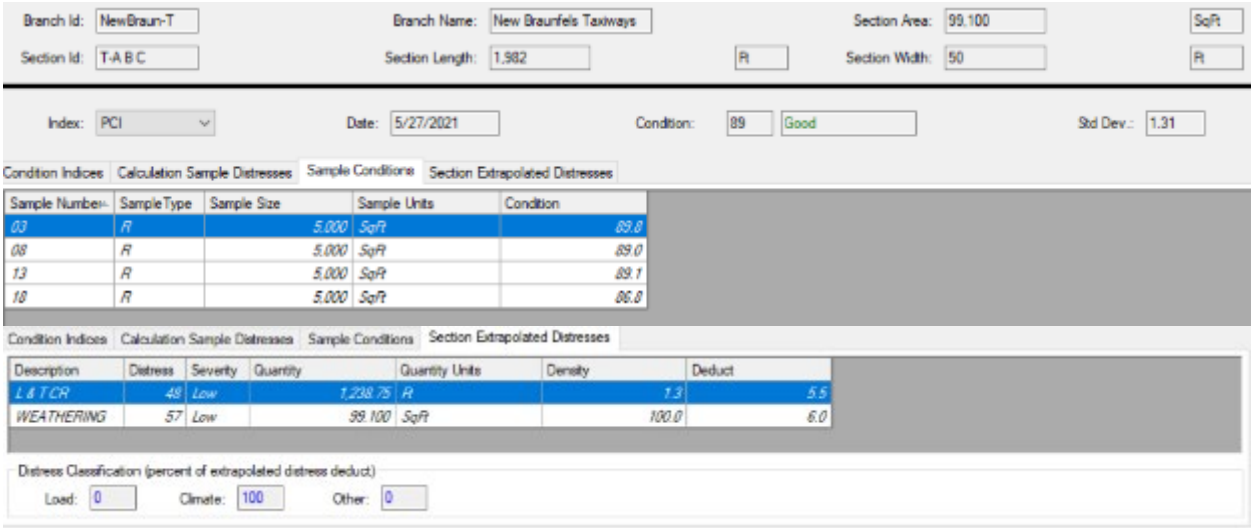

Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 81,887
SqFt
Section Id: A-Park
Section Length: 403
Ft
Section Width: 203
Ft
Index: PCI
Date: 5/27/2021
Condition: 100
Good
Std Dev.: 0.00
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 5.000 SqFt 100.0
08 R 5.000 SqFt 100.0
13 R 5.000 SqFt 100.0
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 0
Other: 0

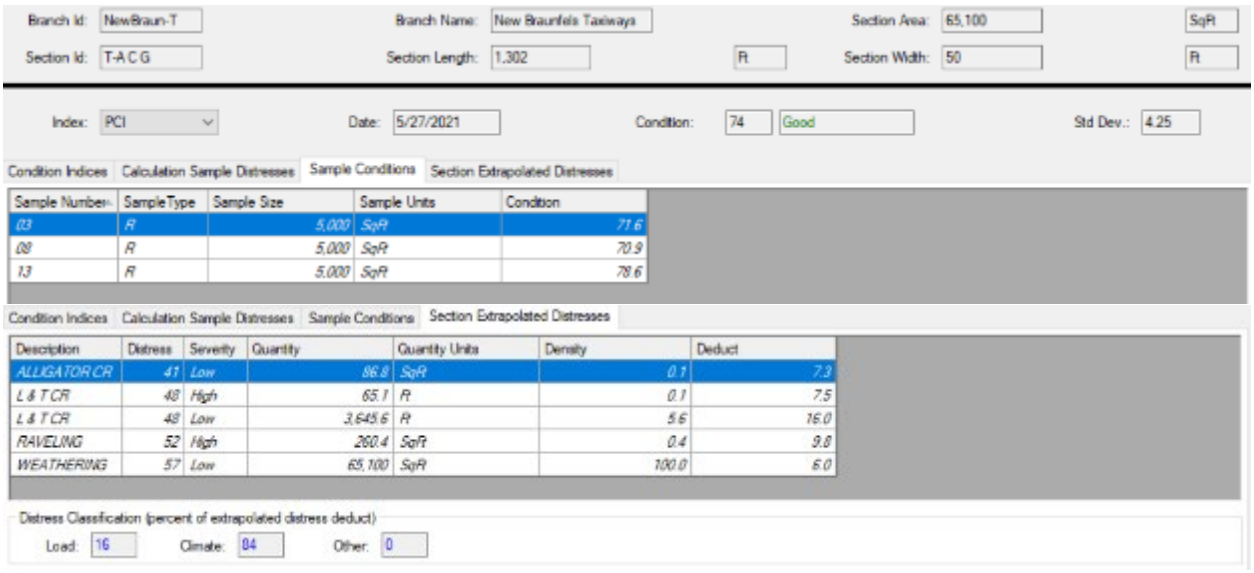

Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 90,240
SqFt
Section Id: A-PCC
Section Length: 685
Ft
Section Width: 124
Ft
Index: PCI
Date: 5/27/2021
Condition: 87
Good
Std Dev.: 7.58
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 20 Slabs 91.8
08 R 20 Slabs 90.8
13 R 20 Slabs 83.3
18 R 20 Slabs 77.8
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
CORNER BREAK 62 Low 10.03 Slabs 2.5 2.0
LINEAR CR 63 Low 35.09 Slabs 8.8 7.7
SHRINKAGE CR 73 N/A 135.34 Slabs 33.8 4.7
JOINT SPALL 74 Low 10.03 Slabs 2.5 0.8
JOINT SPALL 74 Medium 5.01 Slabs 1.3 1.0
Distress Classification (percent of extrapolated distress deduct)
Load: 60
Climate: 0
Other: 40


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 131,331
SqFt
Section Id: A-T Hang A
Section Length: 775
Ft
Section Width: 150
Ft
Index: PCI
Date: 5/27/2021
Condition: 77
Good
Std Dev.: 7.70
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 5.000 SqFt 66.6
08 R 5.000 SqFt 76.0
13 R 5.000 SqFt 80.7
18 R 5.000 SqFt 84.4
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 4,530.92 Ft 3.5 11.2
L & T CR 48 Medium 1,904.3 Ft 1.5 13.4
WEATHERING 57 Low 131,331 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 31,676
SqFt
Section Id: A-T Hang B
Section Length: 347
Ft
Section Width: 140
Ft
Index: PCI
Date: 5/27/2021
Condition: 69
Fair
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 4.000 SqFt 68.6
06 R 4.000 SqFt 68.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 593.93 Ft 1.9 7.1
RAVELING 52 Low 31,676 SqFt 100.0 26.4
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-A
Branch Name: New Braunfels Aprons
Section Area: 197,353
SqFt
Section Id: A-Term
Section Length: 893
Ft
Section Width: 170
Ft
Index: PCI
Date: 5/27/2021
Condition: 88
Good
Std Dev.: 3.53
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 90.2
08 R 5,000 SqFt 90.9
13 R 5,000 SqFt 91.5
18 R 5,000 SqFt 87.6
23 R 5,000 SqFt 89.1
28 R 5,000 SqFt 82.5
33 R 5,000 SqFt 83.0
38 R 5,000 SqFt 85.5
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 2,935.63 Ft 1.5 6.1
L & T CR 48 Medium 98.68 Ft 0.1 4.0
WEATHERING 57 Low 197,353 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 99,100
SqFt
Section Id: T-A B C
Section Length: 1,982
Ft
Section Width: 50
Ft
Index: PCI
Date: 5/27/2021
Condition: 89
Good
Std Dev.: 1.31
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
SampleType
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 89.8
08 R 5,000 SqFt 89.0
13 R 5,000 SqFt 89.1
18 R 5,000 SqFt 86.8
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 1,238.75 Ft 1.3 5.5
WEATHERING 57 Low 99,100 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0



Branch Id: NewBraun-T | Branch Name: New Braunfels Taxiways | Section Area: 65,100 SqFt
Section Id: T-A C G | Section Length: 1,302 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 74 Good | Std Dev.: 4.25

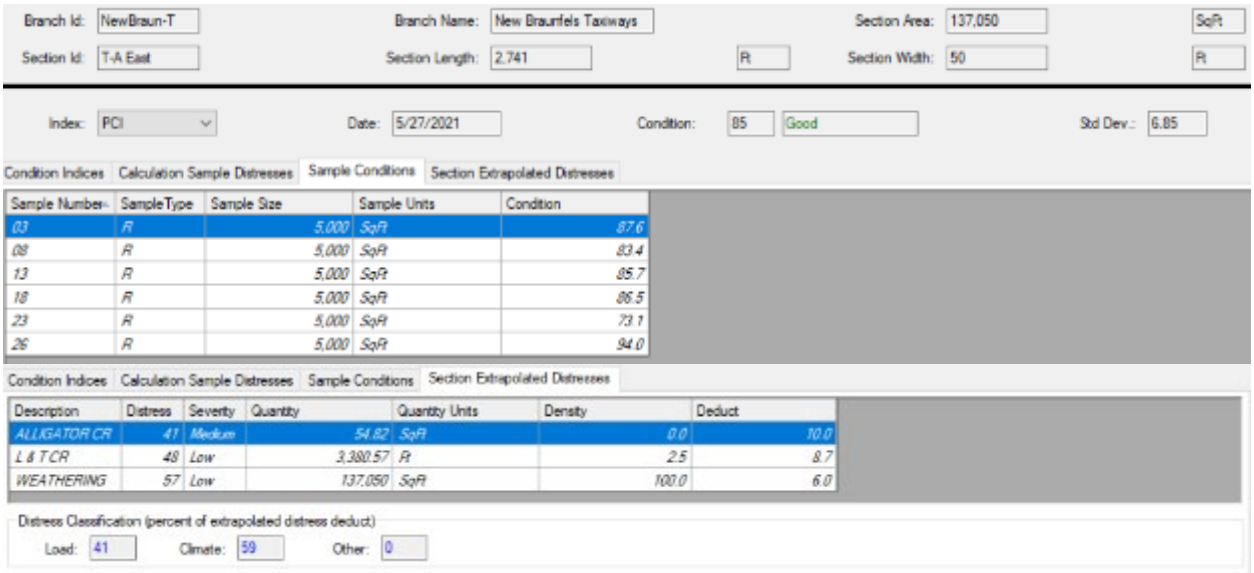
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 71.6 |
| 08 | R | 5,000 | SqFt | 70.9 |
| 13 | R | 5,000 | SqFt | 78.6 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| ALLIGATOR CR | 41 | Low | 86.8 | SqFt | 0.1 | 7.3 |
| L & T CR | 48 | High | 65.1 | Ft | 0.1 | 7.5 |
| L & T CR | 48 | Low | 3,645.6 | Ft | 5.6 | 16.0 |
| RAVELING | 52 | High | 260.4 | SqFt | 0.4 | 9.8 |
| WEATHERING | 57 | Low | 65,100 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)
Load: 16 | Climate: 84 | Other: 0



Branch Id: NewBraun-T | Branch Name: New Braunfels Taxiways | Section Area: 137,050 SqFt
Section Id: T-A East | Section Length: 2,741 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 85 Good | Std Dev.: 6.85

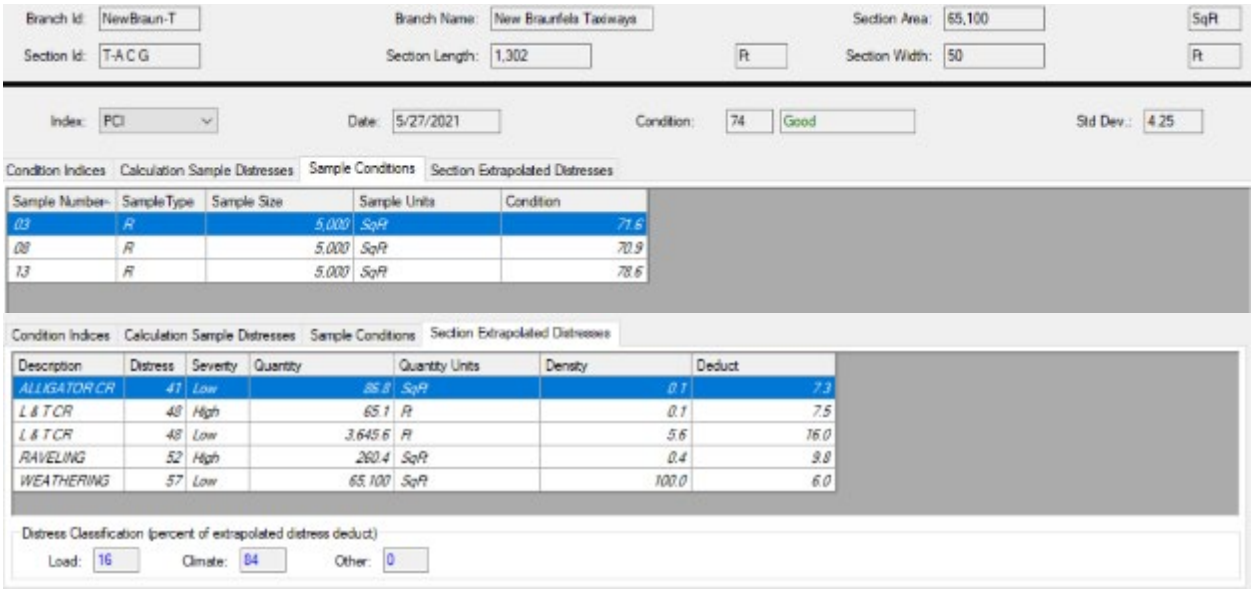
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

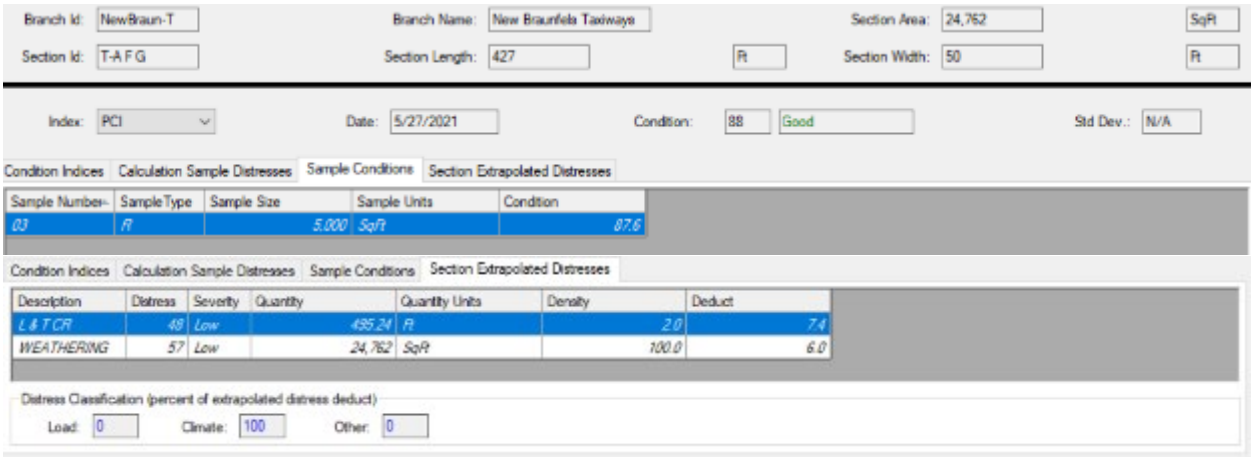
| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 87.6 |
| 08 | R | 5,000 | SqFt | 83.4 |
| 13 | R | 5,000 | SqFt | 85.7 |
| 18 | R | 5,000 | SqFt | 86.5 |
| 23 | R | 5,000 | SqFt | 73.1 |
| 26 | R | 5,000 | SqFt | 94.0 |

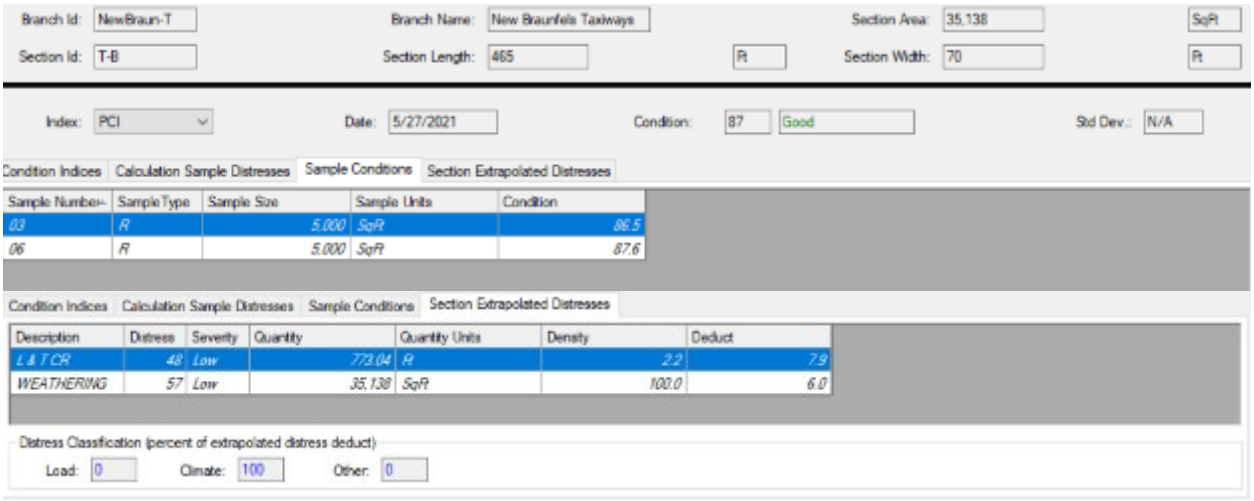
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

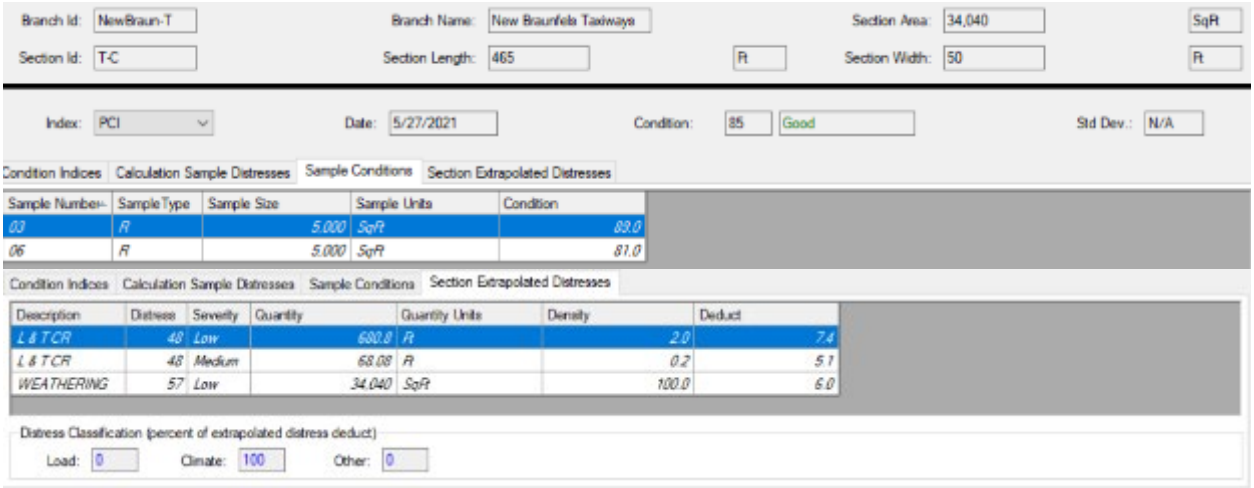
| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| ALLIGATOR CR | 41 | Medium | 54.82 | SqFt | 0.0 | 10.0 |
| L & T CR | 48 | Low | 3,380.57 | Ft | 2.5 | 8.7 |
| WEATHERING | 57 | Low | 137,050 | SqFt | 100.0 | 6.0 |

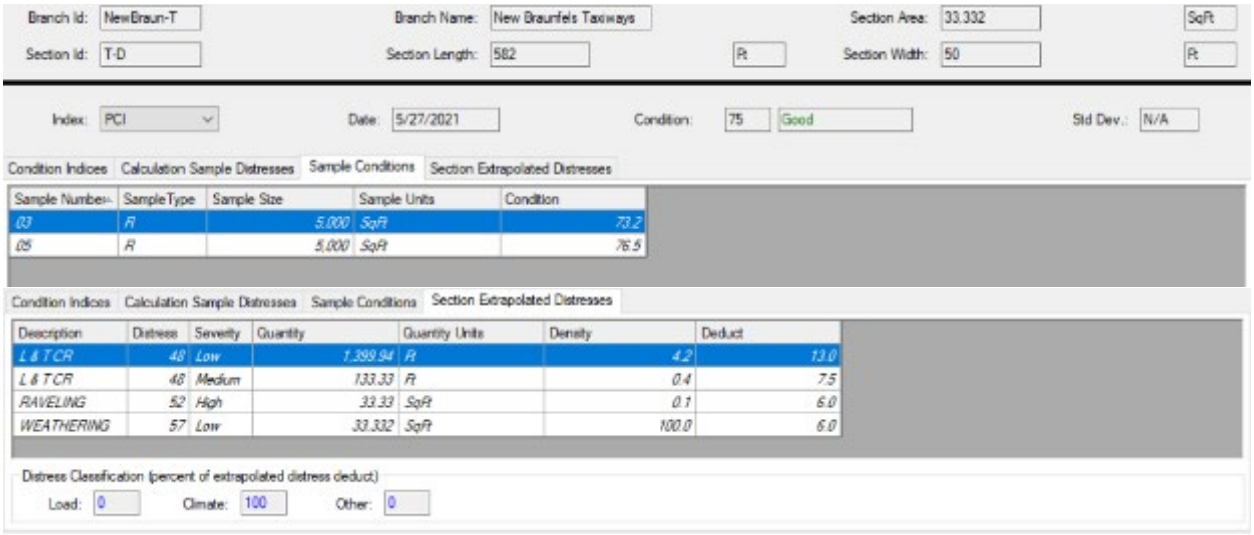
Distress Classification (percent of extrapolated distress deduct)
Load: 41 | Climate: 59 | Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 65,100
SqFt
Section Id: T-A C G
Section Length: 1,302
Ft
Section Width: 50
Ft
Index: PCI
Date: 5/27/2021
Condition: 74
Good
Std Dev.: 4.25
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
Sample Type
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 71.6
08 R 5,000 SqFt 70.9
13 R 5,000 SqFt 78.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
ALLIGATOR CR 41 Low 86.8 SqFt 0.1 7.3
L & T CR 48 High 65.1 Ft 0.1 7.5
L & T CR 48 Low 3,645.6 Ft 5.6 16.0
RAVELING 52 High 260.4 SqFt 0.4 9.8
WEATHERING 57 Low 65,100 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 16
Climate: 84
Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 24,762
SqFt
Section Id: T-A F G
Section Length: 427
Ft
Section Width: 50
Ft
Index: PCI
Date: 5/27/2021
Condition: 88
Good
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
Sample Type
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 87.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 495.24 Ft 2.0 7.4
WEATHERING 57 Low 24,762 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 35,138 SqFt
Section Id: T-B
Section Length: 465 Ft
Section Width: 70 Ft
Index: PCI
Date: 5/27/2021
Condition: 87 Good
Std Dev.: N/A
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses
Sample Number | Sample Type | Sample Size | Sample Units | Condition
03 | R | 5.000 | SqFt | 86.5
06 | R | 5.000 | SqFt | 87.6
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses
Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct
L & T CR | 48 | Low | 773.04 | Ft | 2.2 | 7.9
WEATHERING | 57 | Low | 35,138 | SqFt | 100.0 | 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0 Climate: 100 Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 34,040 SqFt
Section Id: T-C
Section Length: 465 Ft
Section Width: 50 Ft
Index: PCI
Date: 5/27/2021
Condition: 85 Good
Std Dev.: N/A
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses
Sample Number | Sample Type | Sample Size | Sample Units | Condition
03 | R | 5.000 | SqFt | 89.0
06 | R | 5.000 | SqFt | 81.0
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses
Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct
L & T CR | 48 | Low | 680.8 | Ft | 2.0 | 7.4
L & T CR | 48 | Medium | 68.08 | Ft | 0.2 | 5.1
WEATHERING | 57 | Low | 34,040 | SqFt | 100.0 | 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0 Climate: 100 Other: 0



Branch Id: NewBraun-T | Branch Name: New Braunfels Taxiways | Section Area: 33,332 SqFt
Section Id: T-D | Section Length: 582 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 75 Good | Std Dev.: N/A

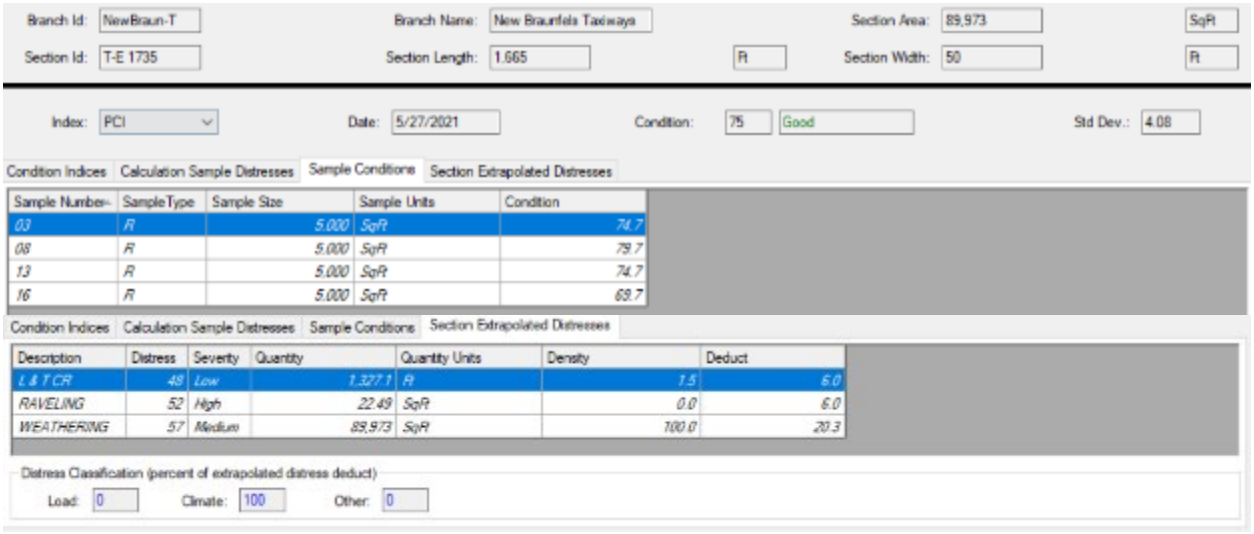
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 73.2 |
| 08 | R | 5,000 | SqFt | 76.5 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 1,399.94 | Ft | 4.2 | 13.0 |
| L & T CR | 48 | Medium | 133.33 | Ft | 0.4 | 7.5 |
| RAVELING | 52 | High | 33.33 | SqFt | 0.1 | 6.0 |
| WEATHERING | 57 | Low | 33,332 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 | Climate: 100 | Other: 0



Branch Id: NewBraun-T | Branch Name: New Braunfels Taxiways | Section Area: 89,973 SqFt
Section Id: T-E 1735 | Section Length: 1,665 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 75 Good | Std Dev.: 4.08

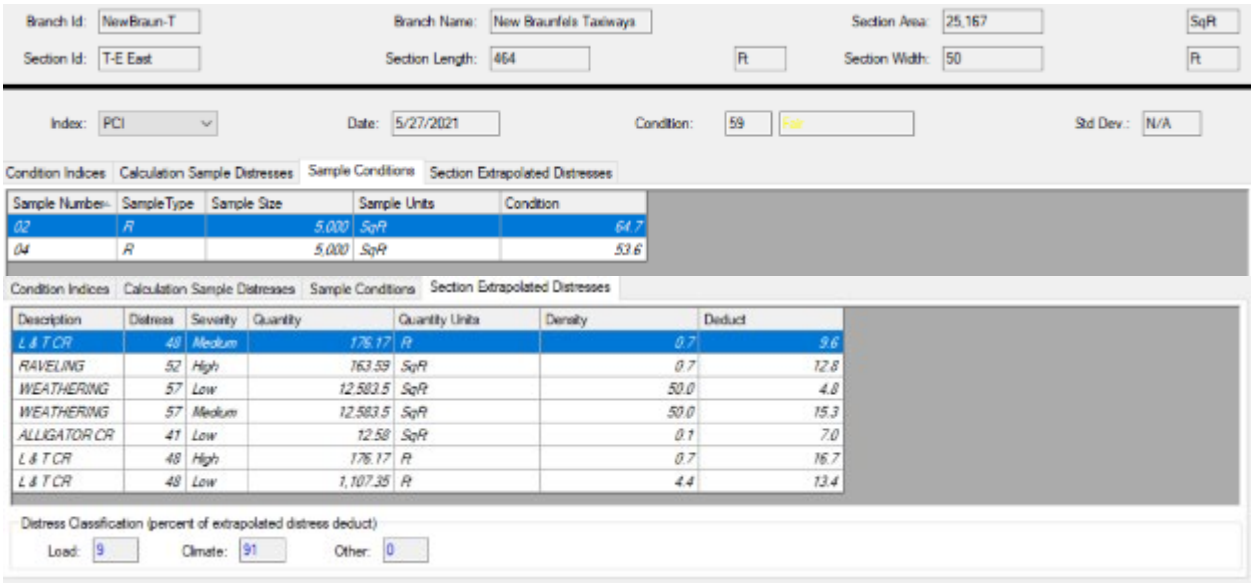
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 74.7 |
| 08 | R | 5,000 | SqFt | 79.7 |
| 13 | R | 5,000 | SqFt | 74.7 |
| 16 | R | 5,000 | SqFt | 69.7 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 1,327.1 | Ft | 1.5 | 6.0 |
| RAVELING | 52 | High | 22.49 | SqFt | 0.0 | 6.0 |
| WEATHERING | 57 | Medium | 89,973 | SqFt | 100.0 | 20.3 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 | Climate: 100 | Other: 0



Branch Id: NewBraun-T | Branch Name: New Braunfels Taxiways | Section Area: 25,167 SqFt
Section Id: T-E East | Section Length: 464 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 59 Fair | Std Dev.: N/A

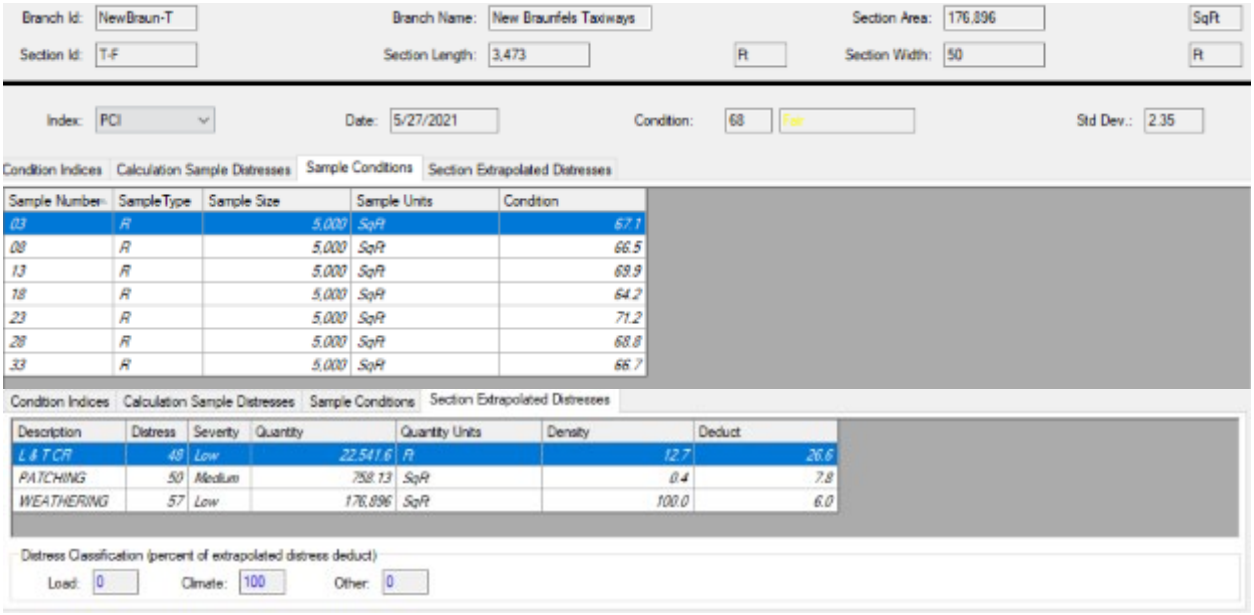
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 02 | R | 5,000 | SqFt | 64.7 |
| 04 | R | 5,000 | SqFt | 53.6 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Medium | 176.17 | Ft | 0.7 | 9.6 |
| RAVELING | 52 | High | 163.59 | SqFt | 0.7 | 12.8 |
| WEATHERING | 57 | Low | 12,583.5 | SqFt | 50.0 | 4.8 |
| WEATHERING | 57 | Medium | 12,583.5 | SqFt | 50.0 | 15.3 |
| ALLIGATOR CR | 41 | Low | 12.58 | SqFt | 0.1 | 7.0 |
| L & T CR | 48 | High | 176.17 | Ft | 0.7 | 16.7 |
| L & T CR | 48 | Low | 1,107.35 | Ft | 4.4 | 13.4 |

Distress Classification (percent of extrapolated distress deduct)
Load: 9 Climate: 91 Other: 0



Branch Id: NewBraun-T | Branch Name: New Braunfels Taxiways | Section Area: 176,896 SqFt
Section Id: T-F | Section Length: 3,473 Ft | Section Width: 50 Ft

Index: PCI | Date: 5/27/2021 | Condition: 68 Fair | Std Dev.: 2.35

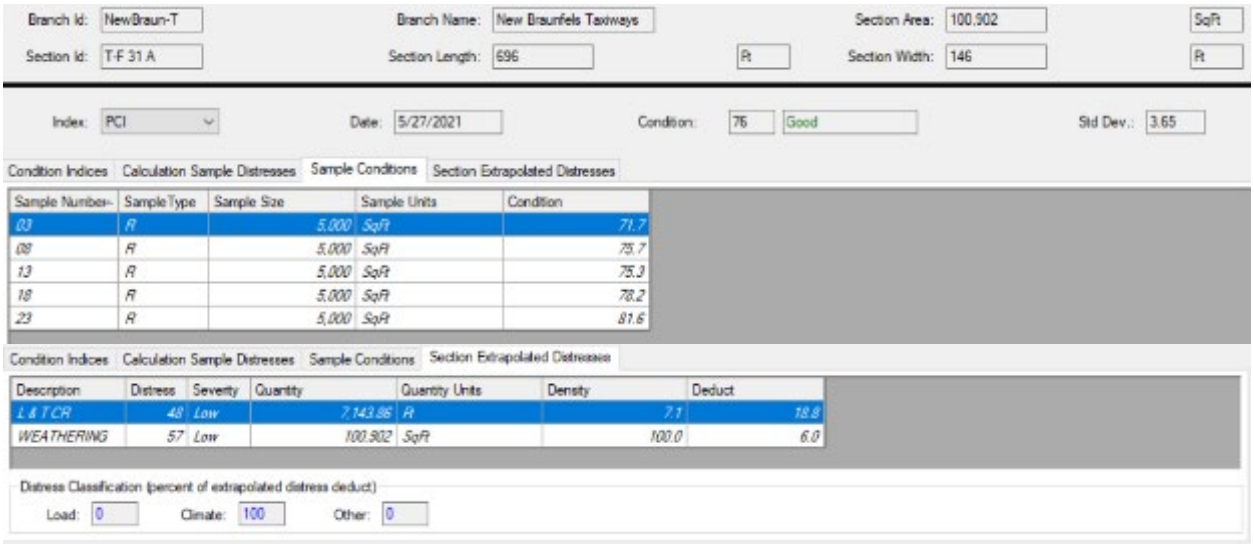
Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

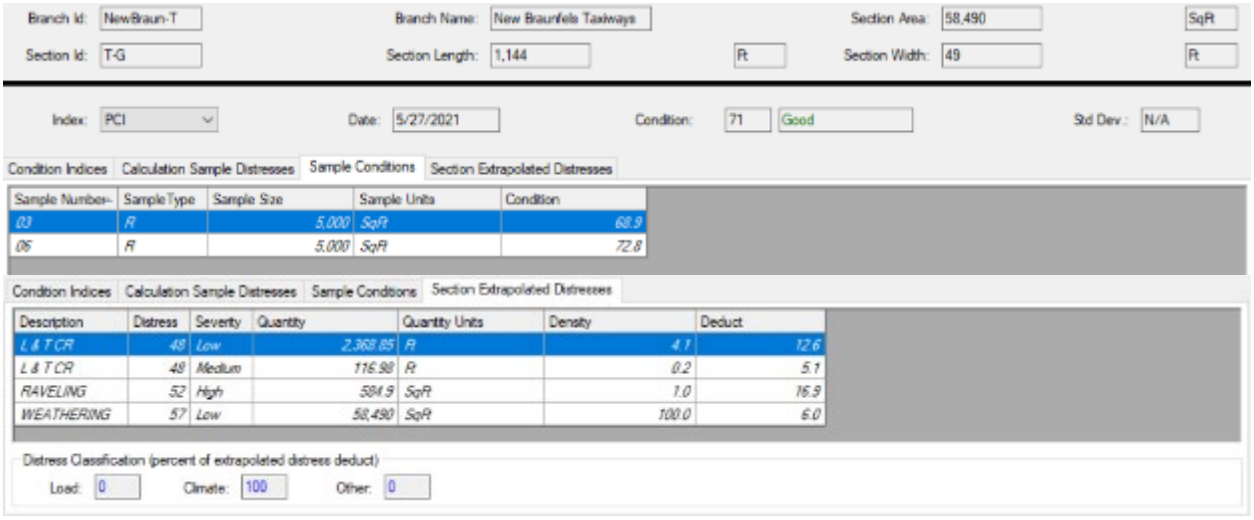
| Sample Number | SampleType | Sample Size | Sample Units | Condition |
|---|---|---|---|---|
| 03 | R | 5,000 | SqFt | 67.1 |
| 08 | R | 5,000 | SqFt | 66.5 |
| 13 | R | 5,000 | SqFt | 69.9 |
| 18 | R | 5,000 | SqFt | 64.2 |
| 23 | R | 5,000 | SqFt | 71.2 |
| 28 | R | 5,000 | SqFt | 68.8 |
| 33 | R | 5,000 | SqFt | 66.7 |

Condition Indices | Calculation Sample Distresses | Sample Conditions | Section Extrapolated Distresses

| Description | Distress | Severity | Quantity | Quantity Units | Density | Deduct |
|---|---|---|---|---|---|---|
| L & T CR | 48 | Low | 22,541.6 | Ft | 12.7 | 26.6 |
| PATCHING | 50 | Medium | 758.13 | SqFt | 0.4 | 7.8 |
| WEATHERING | 57 | Low | 176,896 | SqFt | 100.0 | 6.0 |

Distress Classification (percent of extrapolated distress deduct)
Load: 0 Climate: 100 Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 100,902
SqFt
Section Id: T-F 31 A
Section Length: 696
Ft
Section Width: 146
Ft
Index: PCI
Date: 5/27/2021
Condition: 76
Good
Std Dev.: 3.65
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
Sample Type
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 71.7
08 R 5,000 SqFt 75.7
13 R 5,000 SqFt 75.3
18 R 5,000 SqFt 78.2
23 R 5,000 SqFt 81.6
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 7,143.86 R 7.1 18.8
WEATHERING 57 Low 100,902 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0


Branch Id: NewBraun-T
Branch Name: New Braunfels Taxiways
Section Area: 58,490
SqFt
Section Id: T-G
Section Length: 1,144
Ft
Section Width: 49
Ft
Index: PCI
Date: 5/27/2021
Condition: 71
Good
Std Dev.: N/A
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Sample Number
Sample Type
Sample Size
Sample Units
Condition
03 R 5,000 SqFt 68.9
06 R 5,000 SqFt 72.8
Condition Indices
Calculation Sample Distresses
Sample Conditions
Section Extrapolated Distresses
Description
Distress
Severity
Quantity
Quantity Units
Density
Deduct
L & T CR 48 Low 2,368.85 R 4.1 12.6
L & T CR 48 Medium 116.98 R 0.2 5.1
RAVELING 52 High 584.9 SqFt 1.0 16.9
WEATHERING 57 Low 58,490 SqFt 100.0 6.0
Distress Classification (percent of extrapolated distress deduct)
Load: 0
Climate: 100
Other: 0