CITY OF LINCOLN
AIRPORT COMMITTEE
September 16, 2026

AS A COURTESY, PLEASE TURN OFF ALL CELL PHONES & ELECTRONIC DEVICES DURING THE MEETING

BOARD / COMMISSION / COMMITTEE

10:00 AM

Whitney Eklund, Mayor Pro Tem
Richard Pearl, Mayor

Bob Cooperrider, Member
Clara Ellis, Member
Lesa McArdle, Member
Byron Maynard, Member

Staff Liaisons:
Sean Scully, City Manager
Matt Medill, Public Works Director
Scott Boynton, Public Works Maintenance Manager

First Floor Community Meeting Room
City Hall
600 6th Street
Lincoln, CA 95648
OR
attend via Zoom
https://us06web.zoom.us/webinar/register/WN_9LDmkFcnTaanONADN6JUtw
or participate by calling US: +1(669) 900-6833
use ID#860 9801 3987 and *9 to raise your hand to speak

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. CITIZENS ADDRESSING THE COMMITTEE (Within the subject matter jurisdiction of the Board / Commission / Committee)

5. APPROVAL OF MEETING MINUTES

5.A Meeting Minutes of July 15, 2026. (Blair Hutchison)

6. STAFF UPDATES

6.A Operations Update. (Scott Boynton and Matt Medill)

6.B Fuel Sales Update. (Matt Medill)

6.C Airport Capital Improvement Program 2027-2033 *DRAFT* Update. (Matt Medill)

6.D Pavement Evaluation Study - Pavement Maintenance/Management Plan (PMMP). (Matt Medill)

6.E 2027 Crack and Seal Coat Project. (Matt Medill)

6.F Executive Hangar Development Tentative Paving Schedule 9/18-9/25. (Matt Medill)

6.G Future Items: Hangar Waitlist Program, Hangar Reversion Deferral Program, Airport Master Plan Workshop. (Matt Medill)

6.H Flying Legends of Victory Tour - B-17G Bomber Rides and Tours & Benefit Dinner 9/15-9/20. (Richard Pearl)

6.I Wings and Wheels Debrief. (Richard Pearl)

7. NEW AND CONTINUING BUSINESS

8. NEXT REGULARLY SCHEDULED MEETING - October 21, 2026 at 10:00 a.m.

9. ADJOURNMENT

NOTE: *Materials related to an item on this Agenda submitted to the Council/Redevelopment Successor Agency after distribution of the agenda packet are available for public inspection in the City Clerk's office at 600 Sixth Street, Lincoln, CA during normal business hours. Such documents are also available on the City of Lincoln's website at https://www.lincolnca.gov/ subject to staff's availability to post the documents before the meeting.*

In compliance with the American with Disabilities Act, the City will provide special assistance for disabled members of the public. The meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need a disability-related modification or accommodation to participate in the meeting, please contact the City Clerk's Office at (916) 434-2490. As a courtesy, please make every effort to inform the Clerk of your needs at least 24 hours prior to the meeting so the City may make reasonable arrangements to ensure accessibility to this meeting.

Pursuant to applicable laws and regulations, including without limitation, California Government Code Section 65009 and/or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (including any action regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.

Levine Act Provisions -- The Levine Act requires a party (or the party's agent(s)) to a proceeding before the City of Lincoln that involves any action or consideration to their contract, license, permit, or other entitlement for use, to disclose any campaign contribution made to City elected or appointed officer totaling more than $500 within the 12 months before the City decision. This includes contributions to Councilmembers, Planning Commissioners and members of other City boards and commissions.

STAFF REPORT

Item Number 5.A

SUBJECT: Meeting Minutes of July 15, 2026. (Blair Hutchison)

SUBMITTED BY: City Clerk

DEPARTMENT: City Clerk's Office

DATE: September 16, 2026

ATTACHMENTS:
7.15.26 - AIRPORT MEETING MINUTES.docx

MINUTES
CITY OF LINCOLN
AIRPORT COMMITTEE
July 15, 2026

The meeting was conducted in person at City Hall, 600 6th Street, Lincoln, CA, and virtually on Zoom.

1. **CALL TO ORDER by Mayor Pearl at 10:04 a.m.**

2. **ROLL CALL:** Committee members present:

Richard Pearl, Mayor
Whitney Eklund, Mayor Pro Tem
Bob Cooperrider, Member
Byron Maynard, Member
Lesa McArdle, Member

Members absent: Clara Ellis, Member

3. **PLEDGE OF ALLEGIANCE –** led by Will Foote

4. **CITIZENS ADDRESSING THE COMMITTEE (Within the subject matter jurisdiction of the Board / Commission / Committee)**

The following provided public comment:
Phillip Gibboney, via zoom

5. **APPROVAL OF MEETING MINUTES**

5.A Meeting Minutes of June 17, 2026.

Mayor Pearl called for a motion of approval for the item. Member McArdle motioned to approve, motion was seconded by Member Maynard. Motion passed unanimously by the following voice vote:

AYES: Cooperrider, Eklund, Maynard, McArdle, Pearl
ABSENT: Ellis

6. **STAFF UPDATES**

6.A Airport Financial Status Report and YTD Budget Report

Assistant City Manager Nita Wracker presented to the Committee with a brief discussion follow.

6.B Operations Update

Public Works Director Matt Medill provided an update to the Committee, followed by a brief discussion.

6.C Fuel Sales Update

Public Works Director Matt Medill provided an update to the Committee.

DRAFT

6.D Revised Flight Procedures Memo Issued 7/9/2026

Public Works Director Matt Medill provided an update to the Committee.

Questions were received from a member of the public.

6.E Airport Management Services & AB 339: Mandatory Union Notice and Meet-and-Confer

Public Works Director Matt Medill provided an update to the Committee.

6.F Wings and Wheels Update

Mayor Pearl provided the update to the committee.

7. NEW AND CONTINUING BUSINESS

7.A Airport Hangar Waitlist Revised Framework

Public Works Director Matt Medill presented the item to the Committee with a long discussion to follow. Feedback and comments were received from Committee members.

8. NEXT REGULARLY SCHEDULED MEETING – August 19, 2026 at 10:00 a.m.

9. ADJOURNMENT

Mayor Pearl adjourned the meeting at 10:59 a.m.

Submitted by Blair Hutchison, Deputy City Clerk

_____
Blair Hutchison, Deputy City Clerk

STAFF REPORT

Item Number 6.A

SUBJECT:	Operations Update. (Scott Boynton and Matt Medill)
SUBMITTED BY:	City Clerk
DEPARTMENT:	City Clerk's Office
DATE:	September 16, 2026

STAFF REPORT

Item Number 6.B

SUBJECT: Fuel Sales Update. (Matt Medill)

SUBMITTED BY: City Clerk

DEPARTMENT: City Clerk's Office

DATE: September 16, 2026

ATTACHMENTS:
6C_Fuel Sales_August2025 to September2026.pdf

Monthly Fuel Sales Report September 11, 2026

Month	Av-Gas						Jet Fuel							Overall Total (Av-Gas & Jet)		
	Quantity Sold (gallons)	Average Cost ($/gal)	Average Mark-Up ($/gal)	Average Sale Price ($/gal)	Sub-Total Revenue ($)	Sub-Total Margin ($)	Quantity Sold (gallons)	Average Cost ($/gal)	Average Mark-Up ($/gal)	Sales Tax 8.5%	Average Sale Price ($/gal)	Sub-Total Revenue	Sub-Total Margin ($)	Total Revenue ($)	Total Margin ($)	Annual Margin Increase
Sep-24	10,112	4.55	1.44	5.99	60,749	14,561	4472	2.96	3.73	0.57	7.19	32,626	16,679	93,375	31,240	
Oct-24	11,111	4.90	1.20	6.1	67,395	13,334	3454	3.39	3.3	0.57	7.19	24,938	11,397	92,333	24,730	
Nov-24	7,730	4.67	1.32	5.99	47,216	10,204	5899	3.39	3.3	0.57	7.19	42,866	19,467	90,082	29,671	
Dec-24	6,074	4.35	1.64	5.99	36,071	9,961	4919	3.04	3.65	0.57	7.19	35,572	17,956	71,643	27,917	
Jan-25	10,614	4.66	1.32	5.99	61,589	14,010	2579	3.38	3.3	0.57	7.19	18,421	8,511	80,009	22,521	
Feb-25	7,851	4.95	1.03	5.99	47,211	8,087	6472	3.53	3.16	0.57	7.19	47,558	20,450	94,769	28,537	
Mar-25	7,480	4.55	1.44	5.99	44,805	10,771	3924	3.44	3.25	0.57	7.19	28,398	12,398	73,203	23,169	
Apr-25	5,565	4.75	1.24	5.99	34,259	6,901	6356	3.53	3.16	0.57	7.19	46,818	20,085	81,078	26,986	
May-25	12,417	4.97	1.02	5.99	70,852	12,665	2628	3.53	3.16	0.57	7.19	19,125	8,304	89,977	20,968	
Jun-25	14,345	4.55	1.44	5.99	77,398	20,656	3798	2.96	3.73	0.57	7.19	27,468	14,168	104,866	34,824	
Jul-25	12,182	4.59	0.80	5.39	65,728	9,745	2273	2.99	3.39	0.54	6.75	16,422	7,479	82,151	17,225	
Aug-25	10,762	4.71	0.80	5.51	55,120	8,609	4217	2.79	3.89	0.57	7.19	30,467	16,403	85,586	25,012	
Sep-25	10,910	4.95	0.80	5.75	61,173	8,728	5846	2.79	3.89	0.57	7.19	42,290	22,742	103,463	31,470	$ 231
Oct-25	11,181	4.74	1.01	5.75	64,220	8,944	3300	2.87	3.81	0.57	7.19	23,842	12,590	88,062	21,534	$ (3,196)
Nov-25	7,931	4.74	1.50	6.24	45,770	11,896	9224	2.87	3.81	0.57	7.19	66,721	35,144	112,490	47,041	$ 17,369
Dec-25	3,796	4.37	1.50	5.87	22,964	5,694	3778	2.87	3.81	0.57	7.19	27,316	14,392	50,280	20,087	$ (9,585)
Jan-26	7,551	4.34	1.52	5.87	44,254	11,478	1025	1.52	3.13	0.40	7.19	7,386	3,208	51,640	14,686	$ (13,231)
Feb-26	7,792	4.34	1.52	5.87	45,691	11,844	7868	3.55	3.13	0.57	7.19	56,681	28,749	102,372	40,593	$ 12,676
Mar-26	10,804	5.28	1.51	6.79	73,359	16,314	8101	4.53	3	0.64	8.11	65,699	24,303	139,058	40,617	$ 18,096
Apr-26	9,521	5.63	1.50	7.13	65,927	14,282	6965	5.11	3	0.69	8.74	57,918	20,895	123,845	35,177	$ 6,640
May-26	11,817	6.14	1.50	7.65	87,919	17,725	4842	5.12	3	0.69	8.74	42,523	14,526	130,442	32,251	$ 9,082
Jun-26	10,124	5.53	1.50	7.03	72,014	15,186	3061	5.11	3	0.69	8.74	26,898	15,642	98,912	30,828	$ 3,842
Jul-26	11,257	5.44	1.50	6.94	75,328	16,885	2133	3.64	3.5	0.69	7.73	16,465	7,465	91,793	24,350	$ 3,382
Aug-26	11,368	5.19	1.50	6.69	78,708	17,052	2745	3.64	3	0.69	7.73	21,177	8,235	99,885	25,287	$ (9,537)

Total Year over Year Margin Increase for Prior 12-month Period $ 35,768

		% Increase
Av-Gas: Total Year Over Year Flowage increase for Prior 12-month Period (gallons)	**(2189)**	**-2%**
Jet Fuel: Total Year Over Year Flowage increase for Prior 12-month Period (gallons)	**7898**	**15%**

STAFF REPORT

Item Number 6.C

SUBJECT:	Airport Capital Improvement Program 2027-2033 *DRAFT* Update. (Matt Medill)
SUBMITTED BY:	City Clerk
DEPARTMENT:	City Clerk's Office
DATE:	September 16, 2026

ATTACHMENTS:
SKM_C45826091113490.pdf

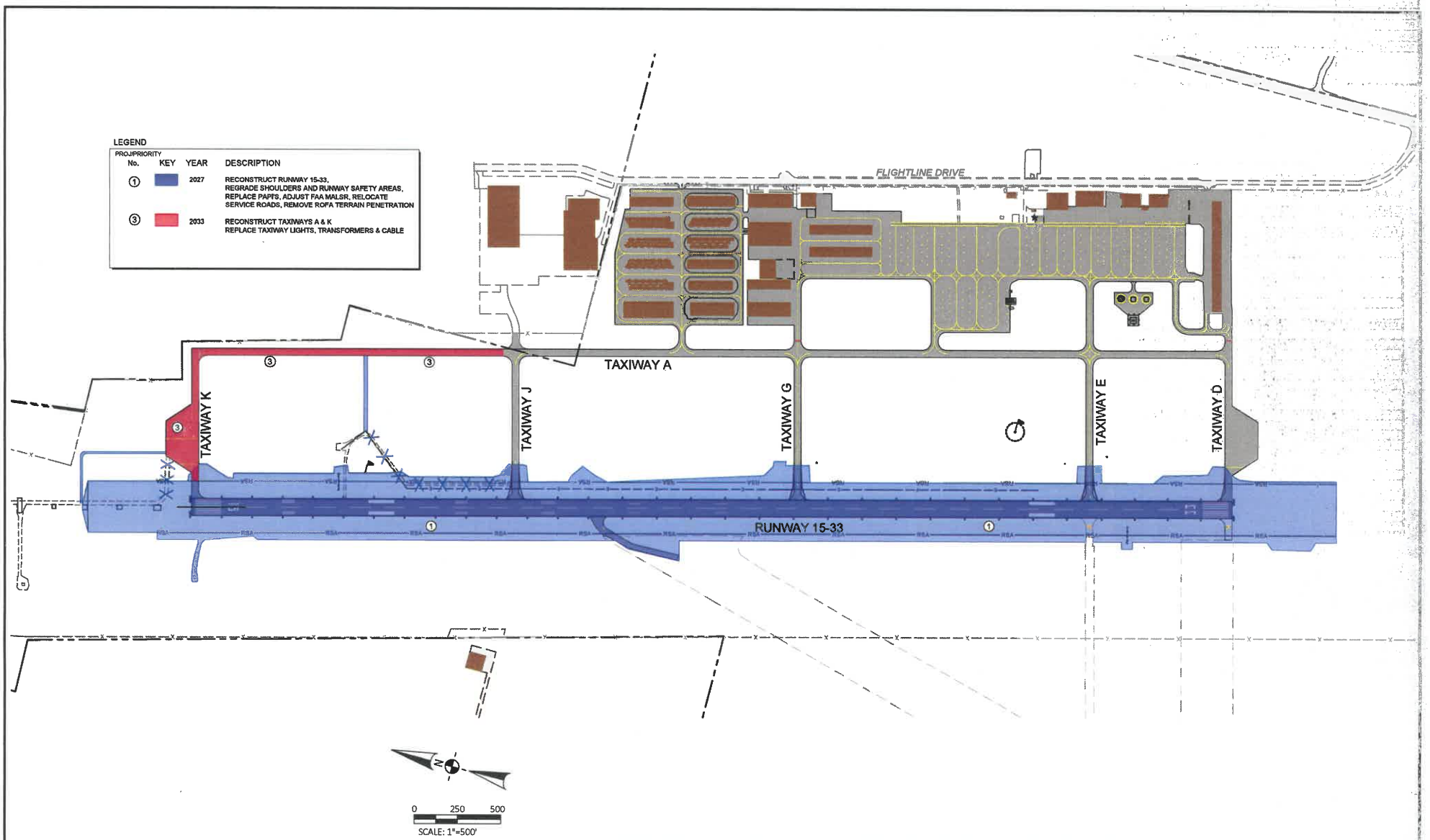
LINCOLN REGIONAL AIRPORT
LINCOLN, PLACER COUNTY, CALIFORNIA

AIRPORT CAPITAL IMPROVEMENT PROGRAM - 2027-2033 - DRAFT

SUMMARY OF PROPOSED PROJECTS
(Based on 2025 Unit Prices)

Project/ Priority No.	Shown on ALP	Project Type	Development Year	Environmental Status	Development Type	Description	Delivery Method	Expected Bid Date	PCI (2015)	National Priority Rating Code	Construction Costs	Engineering & Administrative Costs	Total Project Cost	FAA Participation			State Match - 5% of FAA*	Local - 5.5%	Available FAA Funds	
														AIP Entitlement	AIP (Other) State/Discr	AIG Allocated			AIP Entitlement	AIG Allocated
						No Development Planned for 2027														
						TOTAL - 2027					$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 300,000	$ 137,000
						No Development Planned for 2028														
						TOTAL - 2028					$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 450,000	$ 137,000
1a	Yes	D	2029	Approved - EA	Construction	Runway 15-33 Reconstruction (6,001'x100') including Runway Lighting, Replace PAPI's, Adjust FAA MALSR - Construction (AIP Usable Units)	DBB	March 2029	48	RW RC IM = 77	$ 10,862,778	$ 734,000	$ 11,596,778	$ 310,000	$ 10,127,100		$ 200,000	$ 959,678		
1b	Yes	D	2029	Approved - EA	Construction	Runway 15-33 Reconstruction including Runway Lighting, Replace PAPI's, Adjust FAA MALSR - Construction - (AIG Usable Units)	DBB	March 2029	48	RW RC IM = 77	122,222	30,000	152,222			137,000.00	-	15,222		
1c	Yes	D	2029	Approved - EA	Construction	Runway 15-33 RSA, Including RSA/OFA Grading, ROFA Terrain Penetration, Shoulder Regrading - Construction	DBB	March 2029	48	RW RC IM = 77	319,000	59,000	378,000	80,000	260,200		17,010	20,790		
1d	Yes	D	2029	Approved - EA	Construction	Runway 15-33 FAA Service Road Realignment - Construction	DBB	March 2029	48	RW RC IM = 77	102,000	25,000	127,000	30,000	84,300		5,715	6,985		
1e	Yes	D	2029	Approved - EA	RA	Reimbursable Agreement Ph. 2 - MALSR light bar adjustments & Flight Check			--		-	200,000	200,000	180,000	-	-	9,000	11,000		
						TOTAL - 2029					$ 11,406,000	$ 1,048,000	$ 12,454,000	$ 600,000	$ 10,471,600	$ 137,000	$ 231,725	$ 1,013,675	$ 600,000	$ 137,000
						No Development Planned for 2030														
						TOTAL - 2030					$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -
2a	Yes	D	2031	Submit 2030	Design	Reconstruct Taxiways [Taxiway A (1,800' x 40')] - Design - Phase 1	DBB		55	TW RC IM = 72	$ -	$ 88,000	$ 88,000	$ 79,200	$ -		$ 3,960	$ 4,840		
2b	Yes	D	2031	Submit 2030	Design	Reconstruct Taxiways [Airfield Lighting Taxiway A (1,800' x 40')] - Design - Phase 1	DBB		55	TW RC IM = 72	-	33,000	33,000	29,700	-		1,485	1,815		
2c	Yes	D	2031	Submit 2030	Design	Reconstruct Taxiways [Taxiway K (8,300 SY)] - Design - Phase 1	DBB		55	TW RC IM = 72	-	77,000	77,000	69,300	-		3,465	4,235		
2d	Yes	D	2031	Submit 2030	Design	Reconstruct Taxiways [Airfield Lighting Taxiway K (8,300 SY)] - Design - Phase 1	DBB		55	TW RC IM = 72	-	22,000	22,000	19,800	-		990	1,210		
						TOTAL - 2031					$ -	$ 220,000	$ 220,000	$ 198,000	$ -	$ -	$ 9,900	$ 12,100	$ 300,000	$ -
						No Development Planned for 2032														
						TOTAL - 2032					$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 252,000	$ -
3a	Yes	D	2033	Submit 2030	Construction	Reconstruct Taxiways [Taxiway A (1,800' x 40')] - Construction - Phase 2	DBB	March 2032	55	TW RC IM = 72	$ 1,080,000	$ 68,400	$ 1,148,400	$ 180,000	$ 853,560		$ 51,678	$ 63,462		
3b	Yes	D	2033	Submit 2030	Construction	Reconstruct Taxiways [Airfield Lighting Taxiway A (1,800' x 40')] - Construction - Phase 2	DBB	March 2032	55	TW RC IM = 72	120,000	25,650	145,650	40,000	91,085		6,554	8,011		
3c	Yes	D	2033	Submit 2030	Construction	Reconstruct Taxiways [Taxiway K (8,300 SY)] - Construction - Phase 2	DBB	March 2032	55	TW RC IM = 72	720,000	59,850	779,850	110,000	591,865		35,093	42,892		
3d	Yes	D	2033	Submit 2030	Construction	Reconstruct Taxiways [Airfield Lighting Taxiway K (8,300 SY)] - Construction - Phase 2	DBB	March 2032	55	TW RC IM = 72	80,000	17,100	97,100	27,000	60,390		4,370	5,341		
3e	Yes	D	2033	Submit 2030	RA	Reimbursable Agreement - Coordination with FAA Owned Facilities			--		-	50,000	50,000	45,000	-	-	2,250	2,750		
						TOTAL - 2033					$ 2,000,000	$ 221,000	$ 2,221,000	$ 402,000	$ 1,596,900	$ -	$ 99,945	$ 122,155	$ 402,000	$ -
						Totals					***$ 13,406,000***	***$ 1,489,000***	***$ 14,895,000***	***$ 1,200,000***	***$ 12,068,500***	***$ 137,000***	***$ 341,570***	***$ 1,147,930***		

* - Maximum State match = $200,000 per AIP grant



BRANDLEY ENGINEERING

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

LINCOLN REGIONAL AIRPORT

LINCOLN, CALIFORNIA

AIRPORT CAPITAL IMPROVEMENT PROGRAM 2027-2033

DATE	09/03/2026
DRAWN	DB
CHECKED	DB
PROJECT No.	44.02
FILE	LHM 2026 ACIP
PLATE No.	1

STAFF REPORT

Item Number 6.D

SUBJECT:	Pavement Evaluation Study - Pavement Maintenance/Management Plan (PMMP). (Matt Medill)
SUBMITTED BY:	City Clerk
DEPARTMENT:	City Clerk's Office
DATE:	September 16, 2026

ATTACHMENTS:
6E_PMMP - August 2026.pdf

LINCOLN REGIONAL AIRPORT

Pavement Evaluation Study
Pavement Maintenance/Management Plan (PMMP)

PREPARED FOR

CITY OF LINCOLN



PREPARED BY

BRANDLEY ENGINEERING

AUGUST 2026

LINCOLN REGIONAL AIRPORT
PAVEMENT EVALUATION STUDY
PAVEMENT MAINTENANCE / MANAGEMENT PLAN (PMMP)

Prepared for
City of Lincoln, California

Prepared by:
Brandley Engineering, Inc.

August 2026

LINCOLN REGIONAL AIRPORT
PAVEMENT EVALUATION STUDY AND
PAVEMENT MAINTENANCE/MANAGEMENT PLAN

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Appendix D Traffic Summary

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CHAPTER 1. INTRODUCTION

1-1 History

The Lincoln Regional Airport was a flight training school for the army during World War II. At that time the airport consisted of four landing strips. Three were oriented in a triangular formation – one running east-west, one northwest-southeast, and one northeast-southwest. The fourth landing strip ran north-south in the middle of the triangle. The landing strips were approximately 4,000 feet long and 200 feet wide and were paved with asphaltic concrete. After the war, the airport was released to the City of Lincoln who operated it for several years from a small hangar and apron area located in the southwest corner of the airport property at Nicolas Road and Airport Road.

In approximately 1973 the City of Lincoln, with financial aid from the Federal Aviation Administration, conducted Master Planning Studies and started the development of the aircraft apron and storage and operating areas on the east side of the airport. The landing strips that formed the triangular section were abandoned and the north-south landing strip was marked for aircraft operations. Those portions of the old east-west landing strip and northwest-southeast landing strip located east of the north-south landing strip were converted to taxiways to temporarily connect the runway to the new apron.

In 1975 and 1983 Runway 15-33 was reconstructed and extended to its current length of 6,001 feet. The width of the runway was established at 100 feet. A new parallel taxiway and cross taxiways were constructed during this same period. These taxiways were 40 feet wide. Today the airport consists of one runway (Runway 15-33 6,001’ x 100’), associated taxiways, aprons, and hangar developments.

Flightline Drive was constructed into the airport in three segments - the first in 1975, the second in 1983, and the last in 1985. Portions of Flightline Drive were reconstructed in 2013. Various portions of the apron and tee hangar taxilanes were constructed between 1973 and 1987. There has been extensive development of FBO hangars, tee hangars, and corporate hangars between 1985 and the present. A concrete fuel island with above ground fuel tanks was constructed in 2020.

There have been no major overlays or reconstruction of the airfield pavements since 1983 other than a crack seal and slurry seal that was placed in 2007 on the runway, taxiways, and aprons and a crack seal on the runway, taxiways, and aprons in 2016.

Most of the pavements at this airport are asphalt pavements, ranging in age from 19 to 51 years, which have been subjected to significant traffic. An Airport Layout and Pavement Segment Identification Plan is included as Plate No. 1-1. This plan shows the existing facilities at the airport.

The airport has been used extensively by small general aviation aircraft and large business jets. These pavements have been subjected to significant traffic and severe environmental conditions including large daily temperature changes, hot weather in the summer and cold in the winter. Significant surface distress is evident in the form of thermal cracking, weathering, and some raveling. This report provides a comprehensive evaluation of all pavements at the airport including remaining pavement life and recommended rehabilitation and reconstruction schedules.

1-2 Need for Study

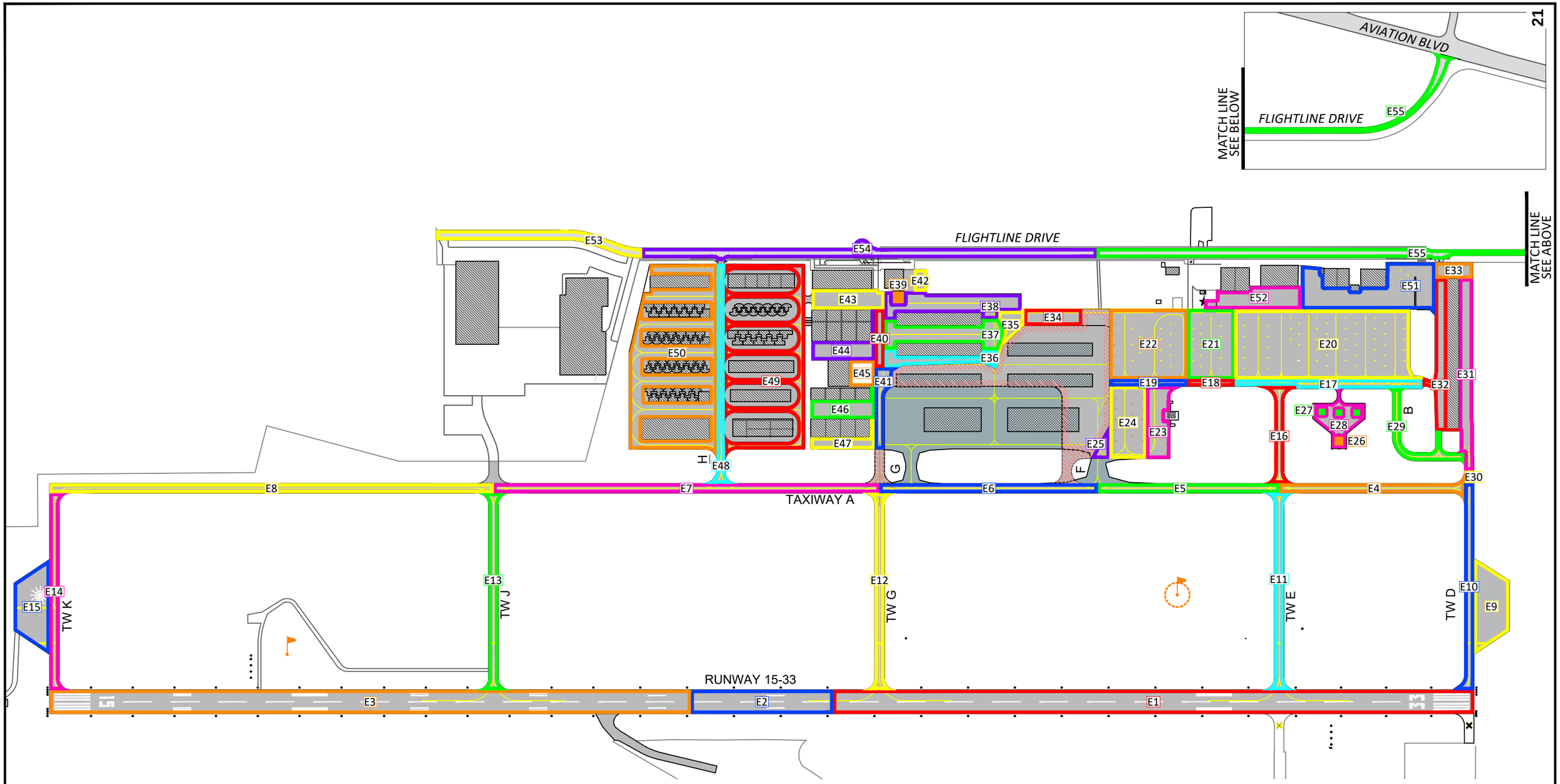
It is necessary to establish a Pavement Maintenance Management Plan (PMMP) that will identify and schedule reconstruction and maintenance of facilities within the necessary timeframe and provide adequate and timely maintenance or rehabilitation of all pavements so as to allow safe operation of all aircraft. The PMMP must take into consideration available funding each year.

There are two major distress types that develop in pavement structures. One is deep-seated distress and the second is surface distress. Deep-seated distress is caused by repetitive loading and development of stresses in the subgrade materials and subsoils that lead to a fatigue-type failure of these materials. When these materials fail, there is a corresponding complete failure of the materials in the pavement section, and it becomes necessary to completely reconstruct these failed sections. These type failures show up as rutting and severe alligator cracking in the surface of asphalt pavements.

Surface distress is not only caused by the deep-seated failures, but also by age, traffic, and environmental conditions. The older pavements shrink and become brittle, which leads to surface cracking, raveling, and spalling. Environmental factors such as large temperature changes each day, heat, humidity, cold temperatures, and moisture all cause thermal cracking, raveling, and spalling. Traffic also contributes to surface distress.

A detailed pavement evaluation study has been conducted at the Lincoln Regional Airport that identifies and quantifies the distress that has developed in the pavement sections and evaluates and determines the time and type of maintenance that is required and the time and type of reconstruction, strengthening, or overlays that are required to maintain the quality, reliability, and aesthetic characteristics necessary for the safe operation of the airport. All airfield pavement elements eligible for federal funding on the airport were evaluated in this study.

Brandley Engineering, Inc. has conducted these studies, and the results of these studies are included in this report.



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)

E2 — PAVEMENT SEGMENT ID REFERRED TO IN PAVEMENT CONDITION SURVEY SEE TABLES 3-1, 5-2 AND TABLES E1 TO E55

0 150 300

SCALE: 1"=300'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

AIRPORT LAYOUT AND PAVEMENT SEGMENT IDENTIFICATION

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Areas
PLATE No.	1-1

CHAPTER 2. DATA COLLECTION

Significant data has been collected for the development of this Pavement Maintenance Management Plan (PMMP). All previous pavement management study reports were reviewed and data that were applicable to this study were extracted from these reports and used in this program. All previous test information, including geotechnical data, were gathered and reviewed. A testing and inspection program was developed and new data from the new test program was accumulated. A summarization of the data collected is provided in this chapter. A detailed reporting of the test program and data collected are included in Appendices A, B, C, D and E.

2-1 Geotechnical Studies

Geotechnical studies were conducted during the design of each of the major pavement projects at the airport. These data have been accumulated and are summarized in Appendix A.

Detailed geotechnical studies are required before an airport pavement or a portion thereof is designed. These studies are necessary to determine the type of soil on which the pavement sections are to be constructed, including the character and strength of these soils. With the mix of general aviation aircraft, large turboprop aircraft, and small to large business jets operating at this airport, detailed soils data are required to a depth of at least 10 feet. Soils data evaluated includes uniformity of the stratification, soil classification, soil density, soil moisture content, soil strength, consolidation and compaction characteristics, the location of the groundwater table, and susceptibility to frost action.

The Geotechnical Report for the Lincoln Regional Airport is included in this report as Appendix A.

2-2 Existing Pavement Sections

The existing pavement sections throughout the airport were evaluated based on the study of original construction drawings, reconstruction and maintenance drawings, test pits and test holes excavated, previous reports, and FAA files.

In general, all existing pavements are comprised of asphaltic concrete pavement materials. Many of the pavements are a good quality product but some show signs of distress and failure. The existing aggregate base course consists mainly of a well-graded crushed aggregate base course with a maximum size of ¾ inch to 1½ inch depending on location.

Existing pavement sections at the location of each test hole included in Appendix A are the sections that existed at the time the test holes were drilled. Existing pavement sections shown in this section of the report represent current condition.

The current thickness of each layer of asphalt pavement, aggregate base, or aggregate subbase is shown, wherever it is known, in Appendix E, Tables E1 through E55. In general, the existing pavement sections are as shown in Table 2-1.

Table 2-1: Lincoln Regional Airport - Existing Pavement Sections

Item	Section Thickness - inches			
	Asphalt Surface Course (AC)*	Aggregate Base Course (AB)*	Aggregate Subbase Course (ASB)*	Total*
Runway 15-33	3-5	7-10	-	12-13
Taxiway A	3	10	-	13
Taxiways D, E, G, J, K	3-5	7-10	-	12-15
Tie-Down Apron	3	8	-	11
Jet Apron	3	5-10	0-5	11-13
Helipad	5.5 (PCC)	8	-	13.5
South Hangars	2	6	-	8
Green Hangars	2	6	-	8
Box Hangars	3-4	4-9	0-12	7-19
North Hangars	2	7	-	
FBO Aprons	2	6	-	8
Flightline Drive	2-4	7(AB) 14(CTB)	-	9-18

* - See Table 5-2 in Chapter 5 of this report for Section Thickness of Individual Segments of Each Pavement Item

2-3 Falling Weight Deflectometer (FWD) Tests

The heavy-duty falling weight deflectometer (FWD) as manufactured by Dynatest Corporation is capable of applying dynamic loads to the pavement of up to 50,000 pounds on a 12 or 18-inch diameter plate. This FWD measures the deflections of the surface of the pavement not only under the center of the plate, but at various locations out to 7 feet from the center of the plate. The shape and magnitude of the deflection bowl caused at the surface of the pavement under the applied loads can thus be measured. These FWD tests can be conducted fairly quickly, generally 20 to 30 tests per hour. Therefore, enough tests can be conducted to determine the uniformity and relative strength of the pavement in each element of the airport, together with the size and shape of the deflection bowl at the surface of the pavement under load.

At the Lincoln Regional Airport, FWD tests were conducted using a 12-inch diameter plate, on each side of the runway centerline in the wheel path at a spacing of 200 feet. The locations of the tests were staggered so that test results are available at 100-foot intervals. One row of tests at 200-foot spacing was conducted on all taxiways, approximately 10 feet off centerline. On the apron, tests were conducted on a grid of approximately 100-foot by 100-foot.

The FWD tests not only measure the deflection obtained under each test, but also measure the load that was applied to the pavement. Even though the height of fall of the weights remains the same for each test, the actual load applied to the pavement varies somewhat depending on the resistance to load. In order to compare the test results, all deflections obtained were normalized to the deflections under loads of 7, 9, 11, 13, 17, and/or 28 kips (1 kip = 1,000 lbs). The results of the falling weight deflectometer tests showing center plate deflections are included in Appendix B, Plates B1 through B7. The center plate deflections for each element of the airport were also plotted as profiles and these data are included in Appendix B, Plates B8 through B77.

The measured surface deflections under the FWD tests varied somewhat from one location to another on the airport. These test results indicate that the pavement section materials, subgrade and/or subsoils have variable strengths throughout the airport.

The basic soil parameters that are utilized in the Fatigue Analysis to determine pavement life are Modulus of Elasticity, Poisson's Ratio, and element thickness. The magnitude of deflection and shape of the deflection bowl on the surface of the pavement under load can be used for calculations of stresses, strains, and deflections on multi-layer systems to back calculate the strength parameter of Modulus of Elasticity. The data developed from all of the falling weight deflectometer tests were utilized to back calculate Modulus of Elasticity of each layer of the pavement section, and the subsoils located below the pavement section. The results of these back calculated values of Modulus of Elasticity of each layer analyzed are included in Appendix E, Tables E1 through E55.

2-4 Pavement Condition Survey (Surface Distress)

Pavement condition surveys were conducted on all pavements at the Lincoln Regional Airport to determine the type of distress and degree of distress that has occurred on each pavement element and the general character of the pavement.

A standard test method for pavement condition surveys is included in ASTM D 5340-11, *Standard Test Method for Airport Pavement Condition Index Surveys*. ASTM D 5340-11 recommends a detailed survey on a 10%± sample of the pavement and a cursory survey of the total area. The pavement condition surveys conducted by our office include a detailed survey of the entire area (100%) of the section. In the pavement condition survey, a detailed assessment of the pavement surface is conducted, as described in Appendix C.

The Pavement Condition Index (PCI) and pavement condition description were determined for each section of pavement. This information is included in Appendices C and E of this report. The data for each segment are included in Tables C1 through C38 and Tables E1 through E55. The tables in Appendix E also include historical PCI values prior to this report. Pavement condition determinations are based on visual observations and can vary significantly based

on the experience and judgment of the Engineer doing the inspection.

The ASTM Standard provides a relationship between Pavement Condition Index (PCI) and visual pavement rating. On Plate No. 2-1 the rating system is indicated as a color legend and the rating of each segment of pavement is indicated by color. The PCI of each segment is also indicated adjacent to each segment of the pavement. It will be noted that in 2023 most pavements show a “fair” to “good” condition, yet some show “poor” conditions. These “poor” pavements are showing considerable distresses on the surface including weathering, raveling, and alligator cracking. As a result of the surface conditions on some of the pavements, some rehabilitation may be recommended earlier than the forecast remaining life of the pavement. The Pavement Condition Index is based solely on the surface condition and surface distresses and does not necessarily reflect the condition or life of the pavement from a deep-seated failure basis.

2-5 Forecast Traffic

Traffic forecasts for the runway, taxiway complex, aprons, taxilanes, and road were furnished by the City, airport users, the current Airport Layout Plan, FAA TAF forecasts, and FAA TFMSC records. These were used to evaluate the distribution of traffic at this airport. This data included the type aircraft currently operating at the airport, along with the annual number of operations of each aircraft type. Growth rates for each type of aircraft were derived from historical data. The growth rates used were 2% for piston aircraft, and 3% for larger aircraft with dual gear configuration and maximum takeoff weights of 10,000 lbs. and higher.

Table No. 2-2 (located at the end of this chapter) lists the 2026 annual operations for aircraft utilizing the airport and includes their maximum loading weight and gear configuration. These aircraft have been grouped into 19 aircraft groups. Each group represents the average aircraft characteristics of maximum loading weight and gear type for the different classifications of aircraft that utilize the airport pavements.

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

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

For this evaluation, data was taken from the ALP windrose to identify how many operations utilized each of the 2 runway ends at the airport. The runway utilized by

each aircraft is a function of the size and weight of the aircraft, wind direction, destination of the aircraft on the airfield, and pilot preferences.

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

Based on the aircraft characteristics, the runway use dictated by wind direction, and the destination of aircraft on the airport, the current annual operations of each aircraft have been evaluated to best represent the actual traffic that occurs on each segment of pavement. The traffic forecast to occur on each segment is defined as "Traffic Index." A total of 18 traffic indexes were evaluated and used for this study. On several pavement sections, the entire amount of traffic from a pavement complex was initially utilized even though the actual traffic experienced on these pavements will likely be lower. This higher level of traffic was not further reduced in some areas if the pavement life on these pavements exceeded 20 years even with the higher than expected traffic levels. All pavements that showed less than 20 years of remaining life were further analyzed with a traffic index that better represented their actual forecast traffic. The number of annual operations and estimated average annual growth rates for each aircraft group and each traffic index are indicated in Table No. 2-2. These traffic indexes were utilized in the evaluation of all pavements for deep-seated distress.

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

The traffic index used for various segments of each pavement is indicated on Plate No. 2-2. It will be noted that some aircraft groups are indicated as being included for "enhanced traffic" analysis. During the remaining life analysis, these groups had an additional analysis performed for remaining pavement life with their operations doubled. This sensitivity analysis provides insight as to what changes could occur to the pavement life if more operations than the forecast traffic occur for these particular aircraft.

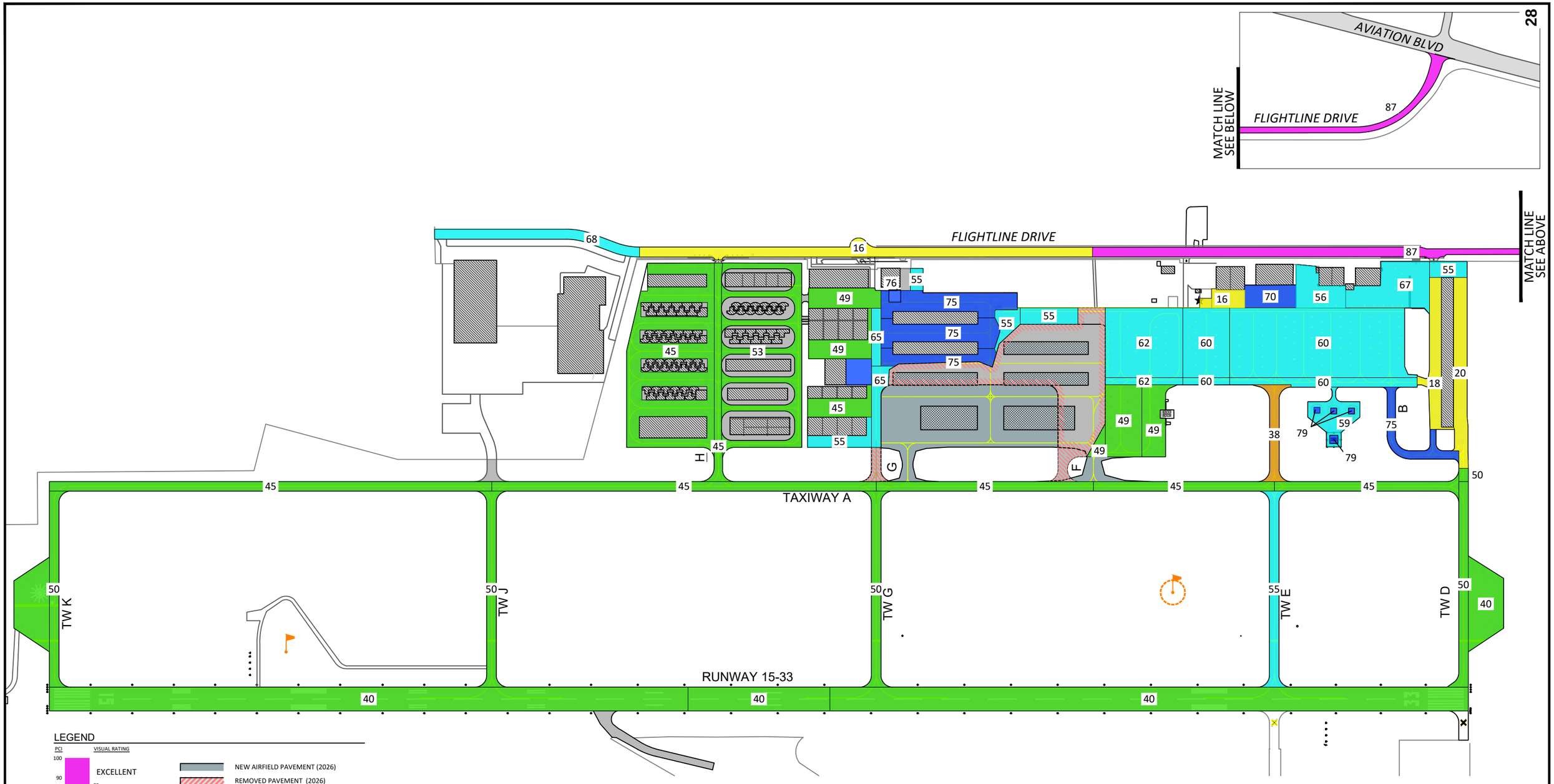
TABLE No. 2-2 - Traffic Index Summary - Lincoln Regional Airport

				Traffic Index (Forecast Annual Aircraft Operations in 2026)										
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2026 Annual Operations	Annual Growth Rate	T1	T2	T3	T4	T5	T6	T7	T8	T9
1	Single GA	3,000	Single	40,000	2%	40,000	20,000	20,000	18,600	18,600	20,000	4,800	4,800	-
2	Beech 58	6,000	Single	28,000	2%	28,000	14,000	14,000	6,000	6,000	1,400	2,200	4,600	800
3	Twin GA	8,000	Single	6,000	2%	6,000	3,000	3,000	1,000	1,000	3,000	1,400	3,500	700
4	Pilatus PC-12	10,500	Single	150	3%	150	75	75	50	-	150	10	25	5
5	Citation II	15,000	Single	80	3%	80	40	40	20	-	80	-	-	-
6	Embraer Phenom 300	18,000	Single	80	3%	80	40	40	5	-	80	-	-	-
7	Cessna Excel	20,000	Single	20	3%	20	10	10	-	-	20	-	-	-
8	Super King Air 300/350	16,600	Dual	150	3%	150	75	75	50	-	150	10	25	5
9	Learjet 45	21,500	Dual	30	3%	30	15	15	-	-	30	-	-	-
10	Gulfstream G150	26,100	Dual	10	3%	10	5	5	-	-	10	-	-	-
11	Hawker 800/900	28,000	Dual	10	3%	10	5	-	-	-	10	-	-	-
12 **	Citation X	36,000	Dual	50	3%	50	25	-	-	-	50	-	-	-
13 **	Challenger 300	39,000	Dual	80	3%	80	40	-	-	-	80	-	-	-
14 **	Challenger 600	48,000	Dual	24	3%	24	12	-	-	-	24	-	-	-
15 **	Gulstream G400	73,000	Dual	40	3%	40	20	-	-	-	40	-	-	-
16 **	Gulfstream G500	90,000	Dual	8	3%	8	4	-	-	-	8	-	-	-
17 **	Global Express	99,000	Dual	4	3%	4	2	-	-	-	4	-	-	-
18	Automobile	4,000	Single	87,600	2%	-	-	-	-	12,800	12,550	21,400	13,000	1,500
19	Fuel / Delivery Truck	38,000	Dual Axle	2,600	2%	-	-	-	-	-	50	-	-	-

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

				Traffic Index (Forecast Annual Aircraft Operations in 2026)										
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2026 Annual Operations	Annual Growth Rate	T10	T11	T12	T13	T14	T15	T16	T17	T18
1	Single GA	3,000	Single	40,000	2%	18,000	9,000	1,600	-	-	-	-	2,500	-
2	Beech 58	6,000	Single	28,000	2%	4,000	2,000	200	-	200	4,000	-	500	-
3	Twin GA	8,000	Single	6,000	2%	-	-	-	-	-	-	-	-	-
4	Pilatus PC-12	10,500	Single	150	3%	-	-	-	20	-	-	-	-	-
5	Citation II	15,000	Single	80	3%	-	-	-	-	-	-	-	-	-
6	Embraer Phenom 300	18,000	Single	80	3%	-	-	-	-	-	-	-	-	-
7	Cessna Excel	20,000	Single	20	3%	-	-	-	-	-	-	-	-	-
8	Super King Air 300/350	16,600	Dual	150	3%	-	-	-	20	-	-	-	-	-
9	Learjet 45	21,500	Dual	30	3%	-	-	-	-	-	-	-	-	-
10	Gulfstream G150	26,100	Dual	10	3%	-	-	-	-	-	-	-	-	-
11	Hawker 800/900	28,000	Dual	10	3%	-	-	-	-	-	-	-	-	-
12 **	Citation X	36,000	Dual	50	3%	-	-	-	-	-	-	-	-	-
13 **	Challenger 300	39,000	Dual	80	3%	-	-	-	-	-	-	-	-	-
14 **	Challenger 600	48,000	Dual	24	3%	-	-	-	-	-	-	-	-	-
15 **	Gulstream G400	73,000	Dual	40	3%	-	-	-	-	-	-	-	-	-
16 **	Gulfstream G500	90,000	Dual	8	3%	-	-	-	-	-	-	-	-	-
17 **	Global Express	99,000	Dual	4	3%	-	-	-	-	-	-	-	-	-
18	Automobile	4,000	Single	87,600	2%	11,000	11,000	1,800	-	-	-	1,500	-	87,600
19	Fuel / Delivery Truck	38,000	Dual Axle	2,600	2%	-	-	-	-	-	-	-	-	2,600

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



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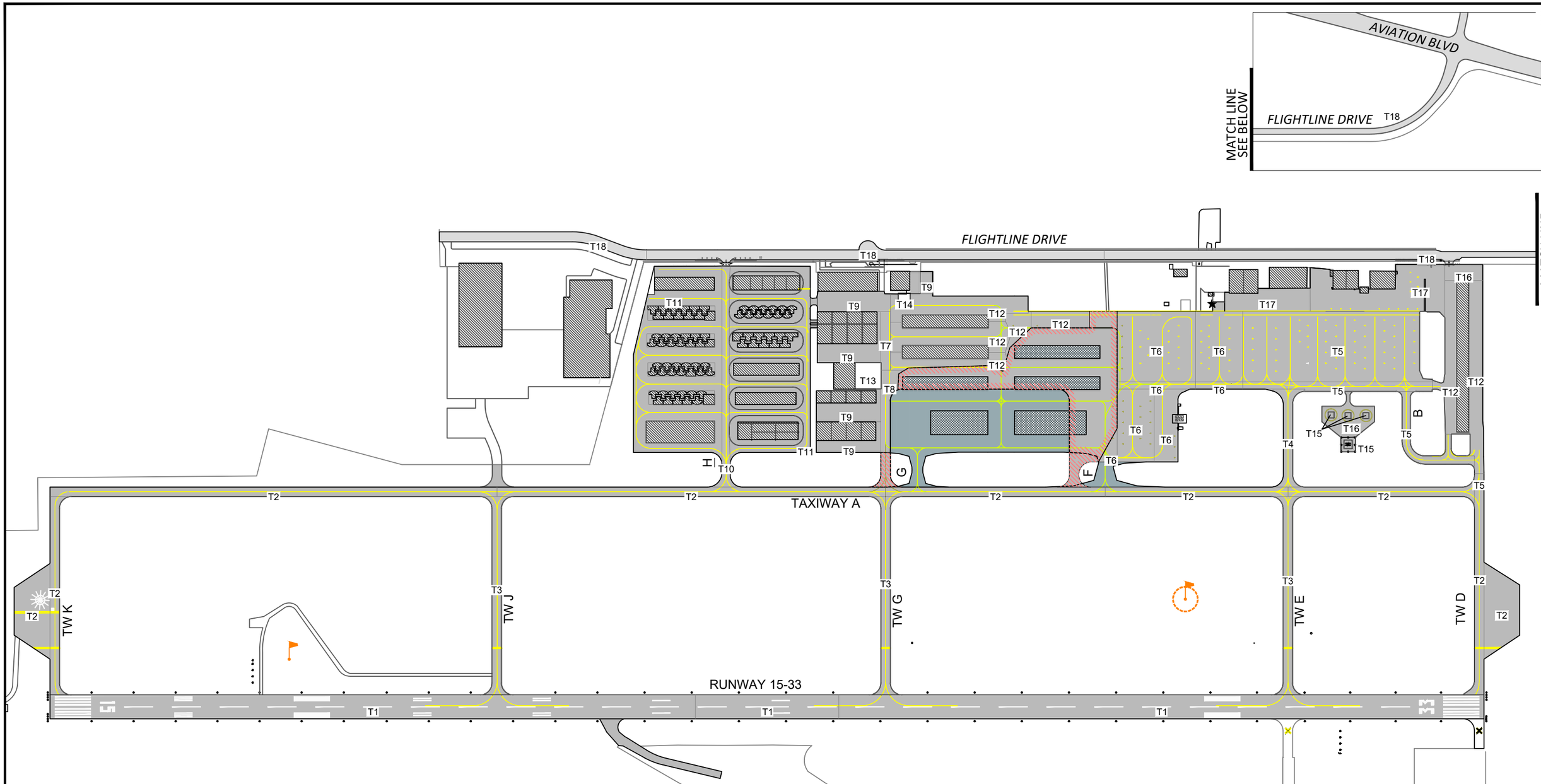
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

SURFACE DISTRESS - PAVEMENT CONDITION INDEX (PCI) - 2023

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.PCI
PLATE No.	2-1



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- T1 TRAFFIC INDEX, SEE TABLE 2-2 OR D1

0 150 300

SCALE: 1"=300'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

TRAFFIC DISTRIBUTION INDEX

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.TRAFFIC
PLATE No.	2-2

CHAPTER 3. PAVEMENT CLASSIFICATION RATING (PCR)

3-1 Background and Concept of Calculating PCR

FAA Advisory Circular AC 150-5335-5D, Standardized Method of Reporting Airport Pavement Strength was published on April 29, 2022. The use of this standard is required for AIP funded projects. The Pavement Classification Rating (PCR) is a number that expresses the load-carrying capacity of a pavement for unrestricted operations. The strength of a pavement is reported in terms of the load rating of the aircraft which the pavement can accept on an unrestricted basis. The term unrestricted operations in the definition of PCR does not mean unlimited operations. The PCR to be reported is such that the pavement strength is sufficient for the current and future traffic analyzed to operate without additional load restrictions and must be re-evaluated if the traffic or pavement condition changes significantly.

With this method of evaluation, the airfield pavements are assigned a Pavement Classification Rating (PCR), which is dependent on the pavement section, forecast traffic, and subgrade soil strength. PCR is a number that expresses the load-carrying capacity of a pavement for specified operations. The aircraft manufacturers have developed an Aircraft Classification Rating (ACR), which represents the relative effect of an aircraft at a given configuration on a pavement structure for a specified subgrade strength. This system has been developed such that aircraft with a given ACR can safely operate on pavements that have PCR values equal to or greater than the ACR value of the aircraft. It has, therefore, become necessary to develop and report PCR values for all pavements with bearing strengths greater than 12,500 pounds.

The strength of a pavement section will vary depending on the aircraft traffic composition and number of operations combined with the type of pavement structure and subgrade support conditions. The technical method for determining the PCR utilizes the FAA software, FAARFIELD 2.0. The pavement section characteristics determined in this PMMP study (pavement section layer thicknesses, Modulus of Elasticity, forecast traffic) are all input into FAARFIELD 2.0 to determine the PCR and load-carrying capacity of each segment of pavement on the airfield. With this method of design and evaluation the maximum aircraft load that can be utilized on each pavement section can be calculated for single gear aircraft, dual gear aircraft, dual tandem gear aircraft, and double dual tandem gear aircraft. Dual tandem and double dual tandem gear aircraft were not evaluated for this study as they don’t operate at the Lincoln Regional Airport.

3-2 PCR Reporting

The PCR values are determined separately for each pavement section on the Airport and indicated in the report based on pavement type, subgrade strength category, allowable tire pressure, and method used for determining the PCR. The pavement codes for reporting the PCR are as follows:

Pavement Type	
Pavement Type	Code
Flexible	F
Rigid	R

Standard Subgrade Conditions		
Subgrade Strength Category	Subgrade Modulus of Elasticity E (ksi)	Code
High	E >21.7	A
Medium	14.5 < E < 21.7	B
Low	8.7 < E < 14.5	C
Ultra Low	E < 8.7	D

Tire Pressure	
Psi	Code
≥ 254 (No Limit)	W
181 to 254	X
73 to 180	Y
≤ 73	Z

Method of Analysis	
Method	Code
Technical	T
Using Aircraft	U

A typical listing of a PCR value is: PCR = 40 /F/C/X/T, where

40 = Numerical (Calculated) PCR value for the pavement segment
F = Flexible Pavement
C = Subgrade Modulus of Elasticity from 8.7ksi to 14.5ksi
X = Allowable tire pressures of 181 to 254 psi
T = Technical method of calculation.

3-3 Calculated PCR Values

There are numerous pavement sections at the Lincoln Regional Airport. Some are original construction and others are reconstructed or overlaid sections. A detailed study has been

conducted to determine the pavement sections existing at this time at Lincoln Regional Airport. These data are summarized in Table No. 3-1 for all pavements at the Airport. Utilizing this data along with the forecast traffic, the PCR for each pavement section has been determined using the technical method and is included on Table No. 3-1 for each of the pavement sections.

An Airport Diagram showing the layout of the airfield pavements and Segment ID for each section of pavement analyzed is shown on Plate No. 3-1.

Summary of PCR Values

Section	PCR*
Runway 15-33	210 F/D/X/T
Taxiways A, D, E, G, J, & K	140 F/D/X/T
Tie Down Apron	110 F/C/X/T
Jet Apron	140 F/D/X/T

*The PCR values are based the pavement section strength parameters at the time of testing and the forecast traffic on each segment of pavement. Smaller amounts of operations may be acceptable at higher load limits with proper verification.

FAARFIELD 2.1.1 and Appendix E of Advisory Circular AC 150/5335-5D provide the Allowable Gross Weight of aircraft based on all aircraft traffic that *regularly operate* on the pavement section. For forecast annual operations of 100 or greater the Allowable Gross Weight of single gear aircraft and dual gear aircraft for each segment of pavement has been determined and is shown in Table No. 3-1. Using this data, Runway 15-33 and associated Taxiways can handle single gear aircraft weighing up to 39,000 pounds and dual gear aircraft weighing up to 55,000 pounds. The Jet Apron can handle single gear aircraft weighing up to 36,000 pounds and dual gear aircraft weighing up to 52,000 pounds. The Tie Down Apron can handle single gear aircraft weighing up to 31,000 pounds and dual gear aircraft weighing up to 51,000 pounds. The current fleet mix at the Lincoln Regional Airport sees some aircraft that are 73,000 pounds to 99,000 pounds on dual gear (approximately 50 annual operations). The Brandley Fatigue Analysis indicates that the forecast operations of these aircraft will not exceed the bearing capacity of the runway, taxiways, or jet apron. FAA PCR values indicate that these aircraft are exceeding the pavement bearing capacity. Use of these aircraft should be acceptable, but if the airport observes any localized cracking or failures occurring where these aircraft operate, these load limitations should be re-evaluated at that time. See Table 3-1 for individual pavement section load limits.

This PCR information should be added to the Airport Master Record, FAA Form 5010, for the Lincoln Regional Airport.

Table 3-1
Pavement Sections and Pavement Classification Rating (PCR)
Lincoln Regional Airport

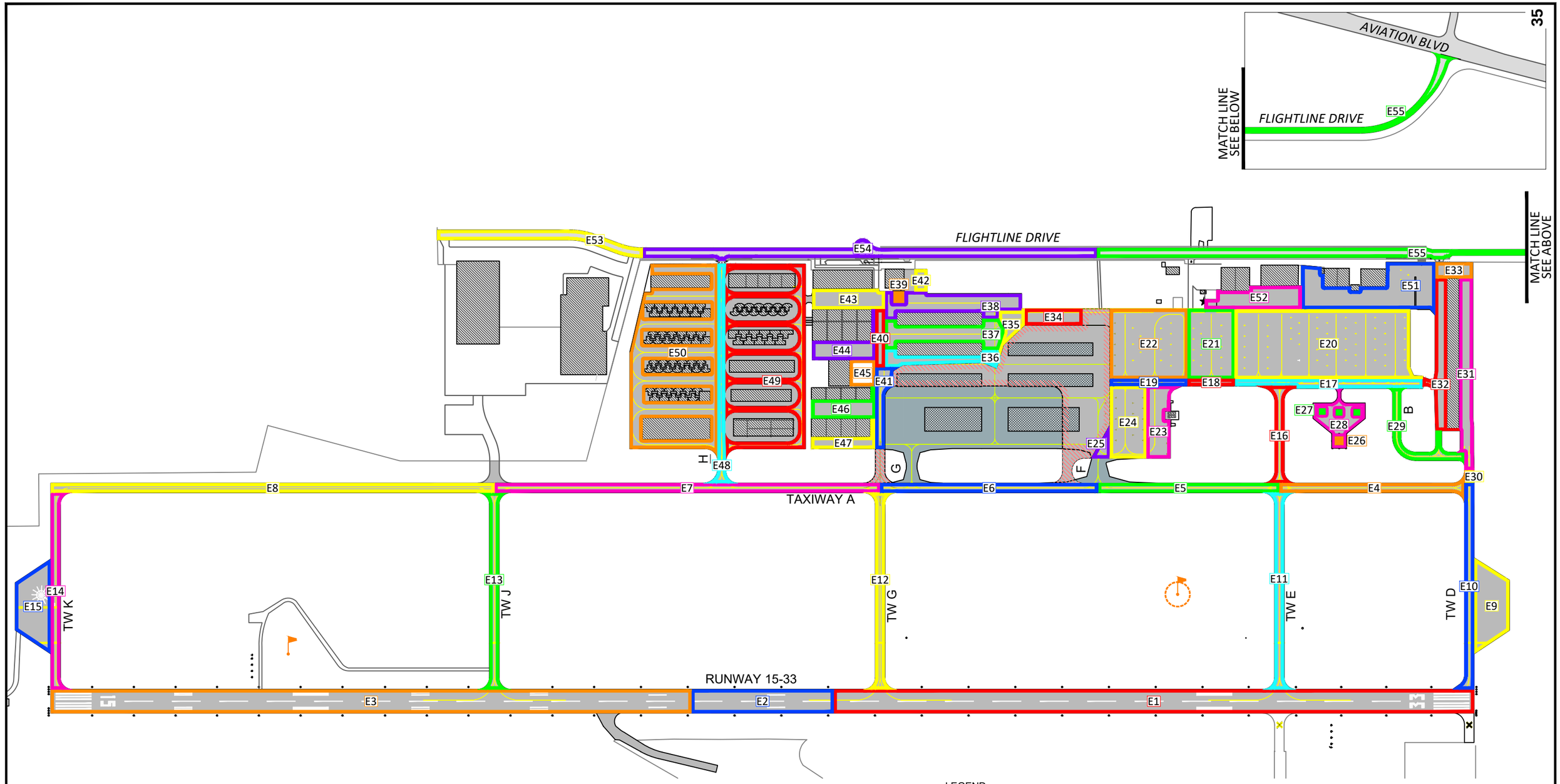
Pavement Segment ID (See Plate 3-1)	Element	Station (See Plate 5-2)	Existing Pavement Section - inches									Existing Modulus of Elasticity (E) - ksi								Subgrade Strength		Allowable Gross Weight (Based on PCR Appendix E) (1 Kip = 1,000 lbs.)		Pavement Classification Rating PCR	Element
			PCC	AC	CTB	AB	ASB	Lime	Subgrade	Subsoil	Total Section	PCC	AC	CTB	AB	ASB	Lime	Subgrade	Subsoil	Estimated CBR	Subgrade Category	Single Gear Aircraft (kips)	Dual Gear Aircraft (kips)		
E1	Runway 15-33	0+00 to 27+00	-	3	-	10	-	-	36	S.I.	13	-	375	-	65	-	-	8	30	5	D	60	87	270 /F/D/X/T	Runway 15-33
E2	Runway 15-33	27+00 to 33+00	-	3	-	10	-	-	36	S.I.	13	-	375	-	65	-	-	8	30	5	D	60	87	270 /F/D/X/T	Runway 15-33
E3	Runway 15-33	33+00 to 60+00	-	5	-	7	-	-	36	S.I.	12	-	275	-	50	-	-	7	45	5	D	53	70	210 /F/D/X/T	Runway 15-33
E4	Taxiway A	0+00 to 8+00	-	3	-	10	-	-	36	S.I.	13	-	375	-	50	-	-	8	30	5	D	60	82	260 /F/D/X/T	Taxiway A
E5	Taxiway A	8+00 to 16+00	-	3	-	10	-	-	36	S.I.	13	-	350	-	20	-	-	7	50	5	D	39	55	150 /F/D/X/T	Taxiway A
E6	Taxiway A	16+00 to 25+00	-	3	-	10	-	-	36	S.I.	13	-	350	-	20	-	-	7	50	5	D	39	55	150 /F/D/X/T	Taxiway A
E7	Taxiway A	25+00 to 41+50	-	3	-	10	-	-	36	S.I.	13	-	375	-	50	-	-	8	30	5	D	60	82	260 /F/D/X/T	Taxiway A
E8	Taxiway A	41+50 to 60+00	-	3	-	10	-	-	36	S.I.	13	-	375	-	50	-	-	8	30	5	D	60	82	260 /F/D/X/T	Taxiway A
E9	Taxiway D (Runup)	See Plates	-	5	-	10	-	-	36	S.I.	15	-	175	-	15	-	-	10	50	7	C	60	85	230 /F/C/X/T	Taxiway D (Runup)
E10	Taxiway D	0+00 to 8+70	-	5	-	10	-	-	36	S.I.	15	-	200	-	30	-	-	8	50	5	D	60	87	270 /F/D/X/T	Taxiway D
E11	Taxiway E	0+00 to 8+30	-	5	-	7	-	-	36	S.I.	12	-	350	-	65	-	-	8	45	5	D	60	100	320 /F/D/X/T	Taxiway E
E12	Taxiway G	0+00 to 8+30	-	3	-	10	-	-	36	S.I.	13	-	350	-	20	-	-	7	50	5	D	36	52	140 /F/D/X/T	Taxiway G
E13	Taxiway J	0+00 to 8+30	-	3	-	10	-	-	36	S.I.	13	-	375	-	50	-	-	8	30	5	D	60	87	270 /F/D/X/T	Taxiway J
E14	Taxiway K	0+00 to 8+30	-	3	-	10	-	-	36	S.I.	13	-	350	-	20	-	-	7	50	5	D	39	55	150 /F/D/X/T	Taxiway K
E15	Taxiway K (Runup)	See Plates	-	3	-	10	-	-	36	S.I.	13	-	375	-	30	-	-	8	30	5	D	53	70	210 /F/D/X/T	Taxiway K (Runup)
E16	Taxiway E (Apron)	8+70 to 12+80	-	3	-	10	-	-	36	S.I.	13	-	225	-	6	-	-	7	30	5	D	32	47	120 /F/D/X/T	Taxiway E (Apron)
E17	Apron Taxilane	See Plates	-	2	-	7	-	-	36	S.I.	9	-	325	-	60	-	-	8	27	5	D	21	30	80 /F/D/X/T	Apron Taxilane
E18	Apron Taxilane	See Plates	-	3	-	5	5	-	36	S.I.	13	-	300	-	45	15	-	9	40	6	C	41	63	150 /F/C/X/T	Apron Taxilane
E19	Apron Taxilane	See Plates	-	3	-	10	-	-	36	S.I.	13	-	350	-	25	-	-	10	30	7	C	46	69	170 /F/C/X/T	Apron Taxilane
E20	Tie Down Apron	See Plates	-	3	-	8	-	-	36	S.I.	11	-	300	-	35	-	-	12	35	8	C	31	51	110 /F/C/X/T	Tie Down Apron
E21	Jet Apron	See Plates	-	3	-	8	-	-	36	S.I.	11	-	300	-	35	-	-	12	35	8	C	46	69	170 /F/C/X/T	Jet Apron
E22	Jet Apron	See Plates	-	3	-	10	-	-	36	S.I.	13	-	300	-	15	-	-	8	30	5	D	36	52	140 /F/D/X/T	Jet Apron
E23	Fuel Apron	See Plates	-	3	-	5	5	-	36	S.I.	13	-	250	-	35	5	-	7	35	5	D	36	52	140 /F/D/X/T	Fuel Apron
E24	Jet Apron	See Plates	-	3	-	5	5	-	36	S.I.	13	-	200	-	15	5	-	6	50	4	D	24	38	90 /F/D/X/T	Jet Apron
E25	Jet Apron	See Plates	-	3	-	5	5	-	36	S.I.	13	-	250	-	40	10	-	8	40	5	D	41	57	160 /F/D/X/T	Jet Apron
E26	Helipad PCC	See Plates	6	-	-	8	-	-	36	S.I.	14	2,000	-	-	50	-	-	12	35	8	C	60	135	350 /R/C/X/T	Helipad PCC
E27	Helicopter Parking	See Plates	6	-	-	8	-	-	36	S.I.	14	2,000	-	-	50	-	-	12	35	8	C	60	135	350 /R/C/X/T	Helicopter Parking
E28	Helipad AC	See Plates	-	3	-	12	-	-	36	S.I.	15	-	150	-	13	-	-	9	45	6	C	N/A	N/A	N/A	Helipad AC

* - Assumed pavment section, no data available from airport.

Table 3-1 (continued)
Pavement Sections and Pavement Classification Rating (PCR)
Lincoln Regional Airport

Pavement Segment ID (See Plate 3-1)	Element	Station (See Plate 5-2)	Existing Pavement Section - inches									Existing Modulus of Elasticity (E) - ksi								Subgrade Strength		Allowable Gross Weight (Based on PCR Appendix E) (1 Kip = 1,000 lbs.)		Pavement Classification Rating PCR	Element
			PCC	AC	CTB	AB	ASB	Lime	Subgrade	Subsoil	Total Section	PCC	AC	CTB	AB	ASB	Lime	Subgrade	Subsoil	Estimated CBR	Subgrade Category	Single Gear Aircraft (kips)	Dual Gear Aircraft (kips)		
E29	Taxiway B	0+00 to 5+70	-	3	-	5	4	-	36	S.I.	12	-	200	-	15	5	-	8	35	5	D	19	25	70 /F/D/X/T	Taxiway B
E30	South Hangars	See Plates	-	5	-	10	-	-	36	S.I.	15	-	200	-	30	-	-	8	50	5	D	36	52	140 /F/D/X/T	South Hangars
E31	South Hangars	See Plates	-	3	-	2	-	-	36	S.I.	5	-	200	-	10	-	-	6	15	4	D	8	N/A	30 /F/D/X/T	South Hangars
E32	South Hangars	See Plates	-	3	-	2	-	-	36	S.I.	5	-	200	-	10	-	-	6	15	4	D	8	N/A	30 /F/D/X/T	South Hangars
E33	South Hangars *	See Plates	-	2	-	7	-	-	36	S.I.	9	-	100	-	50	-	-	13	50	9	C	N/A	N/A	N/A	South Hangars *
E34	Green Hangars	See Plates	-	3	-	10	-	-	36	S.I.	13	-	250	-	10	-	-	7	30	5	D	21	30	80 /F/D/X/T	Green Hangars
E35	Green Hangars	See Plates	-	3	-	5	5	-	36	S.I.	13	-	250	-	45	15	-	9	40	6	C	33	54	120 /F/C/X/T	Green Hangars
E36	Green Hangars	See Plates	-	3	-	4	12	-	36	S.I.	19	-	250	-	40	30	-	20	40	13	B	60	150	480 /F/B/X/T	Green Hangars
E37	Green Hangars	See Plates	-	3	-	4	12	-	36	S.I.	19	-	250	-	40	30	-	20	40	13	B	60	150	480 /F/B/X/T	Green Hangars
E38	Green Hangars	See Plates	-	3	-	4	12	-	36	S.I.	19	-	250	-	40	25	-	15	50	10	B	60	122	290 /F/B/X/T	Green Hangars
E39	Wash Rack *	See Plates	6	-	-	6	-	-	36	S.I.	12	2,000	-	-	50	-	-	15	25	10	B	60	150	700 /R/B/X/T	Wash Rack *
E40	Taxilane G	See Plates	-	4	-	7	-	-	36	S.I.	11	-	300	-	20	-	-	15	35	10	B	60	100	240 /F/B/X/T	Taxilane G
E41	Taxilane G	See Plates	-	4	-	7	-	-	36	S.I.	11	-	100	-	25	-	-	30	50	20	A	60	150	310 /F/A/X/T	Taxilane G
E42	Box Hangars	See Plates	-	3	-	4	12	-	36	S.I.	19	-	125	-	30	20	-	20	50	13	B	60	150	590 /F/B/X/T	Box Hangars
E43	Box Hangars	See Plates	-	4	-	7	-	-	36	S.I.	11	-	300	-	20	-	-	15	35	10	B	60	110	260 /F/B/X/T	Box Hangars
E44	Box Hangars	See Plates	-	3	-	4	-	-	36	S.I.	7	-	125	-	35	-	-	8	35	5	D	21	30	80 /F/D/X/T	Box Hangars
E45	Box Hangars *	See Plates	6	-	-	6	-	-	36	S.I.	12	1,500	-	-	50	-	-	12	20	8	C	60	150	700 /R/C/X/T	Box Hangars *
E46	Box Hangars	See Plates	-	3	-	6	-	-	36	S.I.	9	-	150	-	9	-	-	10	45	7	C	28	47	100 /F/C/X/T	Box Hangars
E47	Box Hangars	See Plates	-	3	-	9	-	-	36	S.I.	12	-	150	-	15	-	-	15	40	10	B	58	92	210 /F/B/X/T	Box Hangars
E48	North Hangar Taxilane (T/W H)	See Plates	-	2	-	7	-	-	36	S.I.	9	-	75	-	15	-	-	8	50	5	D	8	N/A	30 /F/D/X/T	North Hangar Taxilane (T/W H)
E49	North Hangars	See Plates	-	2	-	7	-	-	36	S.I.	9	-	50	-	15	-	-	7	45	5	D	6	N/A	20 /F/D/X/T	North Hangars
E50	North Hangars	See Plates	-	2	-	7	-	-	36	S.I.	9	-	75	-	15	-	-	8	50	5	D	8	N/A	30 /F/D/X/T	North Hangars
E51	FBO Leases 1	See Plates	-	2	-	7	-	-	36	S.I.	9	-	250	-	50	-	-	20	50	13	B	41	68	140 /F/B/X/T	FBO Leases 1
E52	FBO Leases 2	See Plates	-	3	-	4	-	-	36	S.I.	7	-	50	-	5	-	-	10	35	7	C	10	N/A	30 /F/C/X/T	FBO Leases 2
E53	Flightline Drive	0+00 to 9+00	-	4	-	7	-	12	36	S.I.	11	-	350	-	100	-	35	20	50	13	B	N/A	N/A	N/A	Flightline Drive
E54	Flightline Drive	9+00 to 28+40	-	2	-	7	-	-	36	S.I.	9	-	150	-	10	-	-	5	50	3	D	N/A	N/A	N/A	Flightline Drive
E55	Flightline Drive	28+40 to 57+00	-	4	14	-	-	-	36	S.I.	18	-	200	275	-	-	-	15	45	10	B	N/A	N/A	N/A	Flightline Drive

* - Assumed pavment section, no data available from airport.



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LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
PAVEMENT SEGMENT IDENTIFICATION

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Areas
PLATE No.	3-1

CHAPTER 4. ANALYSIS AND EVALUATION

4-1 Distress Mode

There are two major distress types that lead to failure and/or deterioration of an airfield pavement. These are deep-seated distress and surface distress.

Deep-seated distress is distress in the lower sections of the pavement section and the subgrade and subsoil beneath the pavement section and is caused by repeated stresses induced by aircraft movement on the surface of the pavement. Deep-seated distress can lead to complete failure of the pavement section, foundation soils, or both.

Surface distress is caused by traffic, age, and environmental factors including temperature, temperature changes, moisture, and frost action. Surface distress causes deterioration of the surface pavement layer including cracking, spalling, raveling, bleeding, and shoving. These distresses can be caused by deep-seated distress or surface distress caused by load, environmental factors, and quality of pavement, or a combination of the factors.

4-2 Deep-Seated Distress

A pavement does not suddenly fail under load unless it is grossly overloaded. Load limits for infrequent use need to be applied to the pavements to avoid collapse of the aircraft through the pavement section. The failures that generally occur are fatigue-type failures where distresses develop to a point that rutting and accompanying failure of the pavement section occurs. It is important in developing a Pavement Maintenance/Management Plan (PMMP) to determine the time at which failure of the section caused by deep-seated distress will begin to occur under forecast loadings. Several methods have been developed over the past 75 years for utilizing a Fatigue Analysis methodology to forecast remaining life of pavements under forecast loads. The degree of success has varied depending on the method used. The BRANDLEY Fatigue Analysis methodology has a successful 70-year performance record, showing a 90 to 95 percent accuracy in predicting remaining pavement life. FAA's FAARFIELD methodology, as detailed in this chapter, has not proven to provide accurate forecasts of remaining pavement section life. The BRANDLEY Fatigue Analysis methodology is utilized in this study.

4-2.1 Back Calculated Modulus of Elasticity

Prior to the development of the computer, it was not possible to calculate stresses, strains, and deflections under loaded pavement sections at various depths in a section using a multi-layered system. As a result, the early methods of fatigue analysis utilized deflections of pavement surface, subgrade surface, or other locations measured under full-scale load tests as the failure criteria. With the development of the computer, it was possible to calculate stresses, strains and deflections at the surface and all depths below in a multi-layer system. The basic soils and pavement parameters

that were necessary for this computation are Modulus of Elasticity, Poisson's Ratio, and the thickness of each layer in the system.

With the development of the heavy-duty falling weight deflectometer equipment and the heavy-duty vibratory load test equipment, it became possible to measure deflections of the pavement surface under load and to establish the size and shape of the deflection bowl caused by the applied loads. Using the deflection bowl data and software for evaluating multi-layer systems, it is possible to back calculate values of Modulus of Elasticity for each layer of the system. Poisson's Ratio is not a critical parameter and values of Poisson's Ratio can be adequately estimated for each type material in each layer. As a result of this development, full-scale load tests are no longer required, and the basic soil parameters can be developed from the results of heavy-duty falling weight deflectometer tests or vibratory load tests along with pavement section thickness data.

Modulus of Elasticity and Poisson's Ratio of each layer and the thickness of each layer of the pavement section, the subgrade materials, and various layers of subsoil were obtained in this study and utilized with the Brandley Fatigue Analysis.

4-2.2 Forecast Traffic

Forecast traffic, including aircraft type, gear type, operating load, annual operations, and distribution on the pavement, is a parameter that must be utilized in any fatigue analysis. This data must be converted to coverages, which is the number of wheels per year crossing a given point on the pavement. The forecast traffic at Lincoln Regional Airport for each pavement section is included as the Traffic Index for each section of pavement in Table No. 2-2. These traffic indexes represent the total operations of each category of aircraft on each section of pavement. For input into the Brandley Fatigue Analysis methodology, these operations are converted to coverages to represent the distribution of aircraft tires on the pavement section in each segment.

4-2.3 Existing Pavement Sections

Thickness and type of material of each pavement section and each layer of subgrade and subsoil under the pavement section are important factors to input into any fatigue analysis. The pavement section data for each pavement section are included in Appendix E.

4-2.4 Considered Rehabilitation Sections

Fatigue Analysis methodology not only provides a forecast remaining pavement life under forecast traffic for a given pavement section but can

also forecast extended pavement life after different rehabilitation or reconstruction processes have taken place. It is, therefore, important to not only evaluate the existing pavement sections for forecasted remaining life, but to apply feasible rehabilitation methods to the existing pavement sections and calculate forecast extended life due to the rehabilitation process. It is important to prepare this evaluation for different rehabilitation processes that would be feasible at this airport in order to prepare a cost-benefit analysis to evaluate the most acceptable rehabilitation program for the pavement section. A series of rehabilitation processes that are considered feasible for this airport have been prepared and are included in Table No. 4-1. Where applicable, each of these rehabilitation procedures were evaluated using the Fatigue Analysis Methodology and selected based on a cost-benefit analysis.

4-2.5 Fatigue Analysis – Deep-Seated Distress

4-2.5.1 BRANDLEY Fatigue Analysis – Remaining Life Analysis

In 1948, as research for a doctoral thesis at Harvard University Graduate School of Engineering, Reinard W. Brandley developed the BRANDLEY Fatigue Analysis method of evaluating airfield pavements. This Fatigue Analysis was developed using full-scale load tests conducted by the Corps of Engineers near the end of World War II on various airports for the purpose of developing design criteria for pavements to serve the larger military aircraft that were being developed. The failure criterion that was used in this analysis was limiting subgrade deflection under design traffic. Measured deflections were used at that time since the computer had not been developed and the stresses, strains, and deflections in multi-layered systems could not be calculated. This Fatigue Analysis methodology and failure criteria has been utilized on many airports. However, the method of determining deflections of the surface of the subgrade has changed from direct measurement to calculating these deflections using layer thicknesses and the Modulus of Elasticity and Poisson's Ratio of each layer, which have been back calculated from the data obtained from the falling weight deflectometer tests. From the Fatigue Analysis, forecasts of remaining pavement life, so far as deep-seated distress is concerned, were calculated for each pavement section.

Since the original research was conducted on flexible pavements, it was anticipated that a separate failure criterion would be required for rigid pavement sections. Experience and comparison with actual performance show that the failure criteria used for flexible pavements is the same for rigid pavements and there was no change required in the failure criteria.

A comparison of forecast pavement life and time for failure under the forecast traffic over the past 70 years has shown excellent correlation between forecast life and actual time to failure. The forecast life has always been within 90 to 110 percent of the actual life of the section when actual traffic on the section was the same as that used in the analysis.

Plates 4-1 and 4-2 show the remaining life of the pavements expected to fail under deep-seated distress in the subgrade layer using the forecast traffic and "enhanced traffic". The remaining life analysis for the subgrade layer is the critical item for the areas of pavement that have less than 20 years of remaining life. The "enhanced traffic" indexes provide information on how the remaining pavement life changes if the number of aircraft operations for jets with weights over 36,000 pounds were double that of the "forecast traffic."

The remaining life data shown is for "forecast" or "enhanced" traffic on each section. If the future traffic varies from forecast, then remaining life of the section subjected to the new traffic can be re-calculated using existing data obtained in this study with the Modulus of Elasticity and thickness of each layer of the pavement section.

Any analysis that showed a remaining pavement life of a section of more than 20 years has been indicated as 20+ years. Other factors such as weathering, maintenance, etc., over a 20-year period can have a significant influence on the performance of a pavement. It is recommended that a complete reevaluation of pavement performance, including falling weight deflectometer testing and Fatigue Analysis, be conducted every 10 years to evaluate unforeseen changes and to update the recommended maintenance and rehabilitation schedules.

4-2.5.2 FAARFIELD Airport Pavement Design – Remaining Life Analysis

The FAA has developed a program called "FAARFIELD" to design and evaluate airfield pavements, including a remaining life analysis. A comparative study of the BRANDLEY Fatigue Analysis and the FAARFIELD systems was made on some airport pavements that have actually failed after they had been tested. In this analysis the same traffic, pavement section, Modulus of Elasticity values, and Poisson's Ratio values for each layer were used in both the BRANDLEY Fatigue Analysis and the FAARFIELD analysis. At each location Air Traffic Control Tower records

indicated that the forecast traffic for aircraft type and operation matched the actual traffic experienced. The results of this study are tabulated below:

Airport	Facility	Forecast Remaining Life (Years) (Deep-Seated Distress Only)		Actual Life*
		BRANDLEY	FAARFIELD	
Sacramento International Airport	Runway 16L-34R	5	0.25	5.1
Stockton Metropolitan Airport	Runway 11-29	6 to 8	22	7
Nashville International Airport	Existing Apron Taxiway	3	0.1	3
Truckee-Tahoe Airport	Runway 11-29 (East)	16	1	10+**

*Number of years to actual failure.
** This section of the runway has performed under forecast loading for 15 years with no sign of deep-seated distress. According to FAARFIELD it should have had structural failure 14 years earlier.

A few select areas of pavement at Lincoln Regional Airport were selected and analyzed with both the BRANDLEY Fatigue Analysis and with FAARFIELD for this study. The summary of the results are tabulated below for comparison purposes:

Pavement Element	Station	Forecast Remaining Life (Years) (Deep-Seated Distress Only)	
		BRANDLEY	FAARFIELD
Runway 15-33	33+00 to 60+00	45	2
Taxiway A	16+00 to 25+00	29	1
Taxiway D	0+00 to 8+70	70	6
Jet Apron	Segment ID E22 & E25	16 & 20	1 & 1
South Hangars	Segment ID E31-E32	6	10
Box Hangars	Segment ID E44	34	137
North Hangar Taxilane	Segment ID E48	19	200
Flightline Drive	9+00 to 28+40	0.5	0

Due to the long, accurate performance record of the BRANDLEY Fatigue Analysis methodology and the large discrepancies with the FAARFIELD method and short performance record of FAARFIELD, all maintenance and rehabilitation recommendations in this report are based on data obtained from the BRANDLEY analysis.

A detailed fatigue analysis was conducted using each type of rehabilitation and overlay considered appropriate and the extended

pavement life was calculated. Taking this extended life for each section into account, the recommended pavement maintenance program was prepared. The recommended pavement rehabilitation method used was based on a cost-benefit analysis, construction timing and difficulties, and availability of funding.

Recommended rehabilitation procedures for deep-seated distress with estimated unit costs for each procedure are presented in Table 4-1. The rehabilitation plan for the next 20-year period to protect against deep-seated distress only is included in Table No. 4-2.

4-3 Surface Distress

4-3.1 Pavement Condition Index (PCI)

Surface distress in the pavements is not necessarily caused by deep-seated distress, nor does it forecast when the pavement section will fail. Surface distress generally is caused by inadequate quality of the pavement materials, traffic, age, and/or environmental factors such as temperature, moisture, and temperature changes between day and night and summer and winter. These defects show up as cracking, raveling, weathering, swelling, rutting, and PCC slab shattering. Rutting can be caused by deep-seated distress and failure of the section or associated with flushing or shoving of an asphalt mix.

The pavement condition is determined by visual inspection of the surface of the pavement as described previously. A Pavement Condition Index (PCI) can be determined for each segment to indicate the degree of distress. A typical plot of PCI vs. Time is included as Plate No. 4-3. On this plate a typical pavement index plot for asphalt concrete pavement and for Portland cement concrete pavement is shown. In both diagrams the PCI gradually decreases with time and when it reaches a certain point, it decreases at a much faster rate. The gradual decreasing portion of the curve indicates surface distress only. The sharp break off is generally caused by deep-seated distress. There is no way to predict when the deep-seated distress or failure of the section is going to occur using only the PCI and, therefore, it is not possible to predict with only the PCI when major rehabilitation or reconstruction will be required. If one waits until the PCI vs. Time curve shows deep-seated distress at the sharp break off, then failure has already occurred, and it is not possible to extend the life of the section by overlays or adding to the surface of the existing pavement section. As a result, the Pavement Condition Index (PCI) cannot be successfully used to predict deep-seated distresses and failures but is effective in determining when surface rehabilitation and repairs are necessary.

Surface distress results in deterioration of the surface course. This distress shows up as cracks in the pavement, including transverse cracking, longitudinal cracking, block cracking, map cracking, secondary cracking, raveling, weathering, patching, or damage to the surface caused by jet blast or oil and chemical spillage. Each of these deficiencies can be treated to provide safe operation of the airport, but with time it will become more cost effective to completely rehabilitate or reconstruct the section. The timing of repair of cracks or other surface defects will be a function of cost benefit and availability of funds.

The typical rehabilitation procedures recommended for surface distress at the Lincoln Regional Airport are shown in Table No. 4-3.

The Pavement Condition Index values for each segment of pavement are presented in Chapter 2 of this report.

4-3.2 Thermal Stresses

Surface cracking can be caused by thermal stresses in the pavement. These stresses are created by large changes in temperature of the pavement from day to night and summer to winter. Over time these temperature variations combined with the oil in the asphalt becoming old and brittle can cause cracking of an asphalt pavement.

Sealing the cracks in flexible pavement sections is an important maintenance procedure since it resists spalling or raveling of the pavement immediately adjacent to the cracks and inhibits the entry of storm water into the underlying aggregate base course. It is recommended that all cracks to be sealed be prepared for sealing by routing a section to provide a depth to width ratio of the sealant of no more than 1 to 1. Often, routing of the cracks is not practical, but is recommended when conditions permit. Routing will also require the installation of a backer rod below the sealant to keep the sealant from filling the bottom section of the crack. The sealant should include a “Band Aid” on the top of the pavement over the seal extending 1-inch minimum beyond the edge of the prepared repair on each side of the crack. The thickness of the “Band Aid” should be 1/8”. A typical section of a crack seal repair is shown on Plate 4-4.

A seal coat application on the asphalt pavement should be considered when the weathering and development of fine cracks has developed to a point that it has a detrimental effect on the life of the pavement and the surface condition. This sealant can consist of an FAA P-608 material, Reclamite, slurry seal, an SS1h fog seal or other suitable materials as determined by the engineer at the time of a surface sealing project.

TABLE NO. 4-1

LINCOLN REGIONAL AIRPORT

PAVEMENT REHABILITATION PROCEDURES
DEEP-SEATED DISTRESS

Code	Rehabilitation Method	Estimated Unit Costs
A1	Reconstruct Section, Jet Apron, No Grade Change: Pulverize & Excavate Exist. 3" AC & 10" AB, Excavate 3" to Subgrade, Scarify & Recompact Subgrade, Place 6" ASB, Add 6" AB, Add 4" AC ASB – Pulverized AC/AB placed/compacted as ASB (6") AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (4" New) Airfield Marking and Drainage, Airfield Lighting	$20.00/sq. ft.
A2	Reconstruct Section, South Hangars, No Grade Change: Pulverize/Remove 4" Exist. AC/AB, Excavate 11" to Subgrade, Scarify & Recompact Subgrade, Add 6" ASB, Add 6" AB, Add 3" AC ASB – Crushed Aggregate Subbase Base Course (6" New) AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (3" New) Airfield Marking and Drainage.	$22.00/sq. ft.
A3	Reconstruct Section, Flightline Drive, No Grade Change: Pulverize & Excavate Existing 2" AC & 7" AB, Excavate 7" to Subgrade, Scarify & Recompact Subgrade, Place 6" ASB, Add 6" AB, Add 4" AC ASB – Pulverized AC/AB placed/compacted as ASB (6") AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (4" New) Road Marking and Drainage. *Alternative could cement treat existing AB, Place New AC.*	$20.00/sq. ft.
A4	Reconstruct Section, North Hangar Taxilane, No Grade Change: Pulverize & Excavate 8" Existing AC & AB, Excavate 7" to Subgrade, Scarify & Recompact Subgrade, Place 6" ASB, Add 6" AB, Add 3" AC ASB – Pulverized AC/AB placed/compacted as ASB (6") AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (3" New) Airfield Marking and Drainage.	$20.00/sq. ft.

TABLE NO. 4-2

LINCOLN REGIONAL AIRPORT

REHABILITATION PLAN – DEEP SEATED DISTRESS

Estimated Date of Rehabilitation	Pavement Segment ID (See Plate 5-1)	Element	Station (See Plate 5-2)	Remaining Life (Years) from 2023	Estimated Year of Failure	Recommended Rehabilitation	
						Code*	Description
2026	E54	Flightline Drive	9+00 to 28+40	0.5	2024	A3	Reconstruct Section
2028	E31 & E32	South Hangars	See Plate 5-2	6	2029	A2	Reconstruct Section
2037	E22	Jet Apron	See Plate 5-2	16	2039	A1	Reconstruct Section
2037	E25	Jet Apron	See Plate 5-2	20	2043	A1	Reconstruct Section
2040	E48	North Hangar Taxilane (T/W H)	See Plate 5-2	19	2042	A4	Reconstruct Section

* - See Table 4-1 or 4-3 for Rehabilitation Code details.

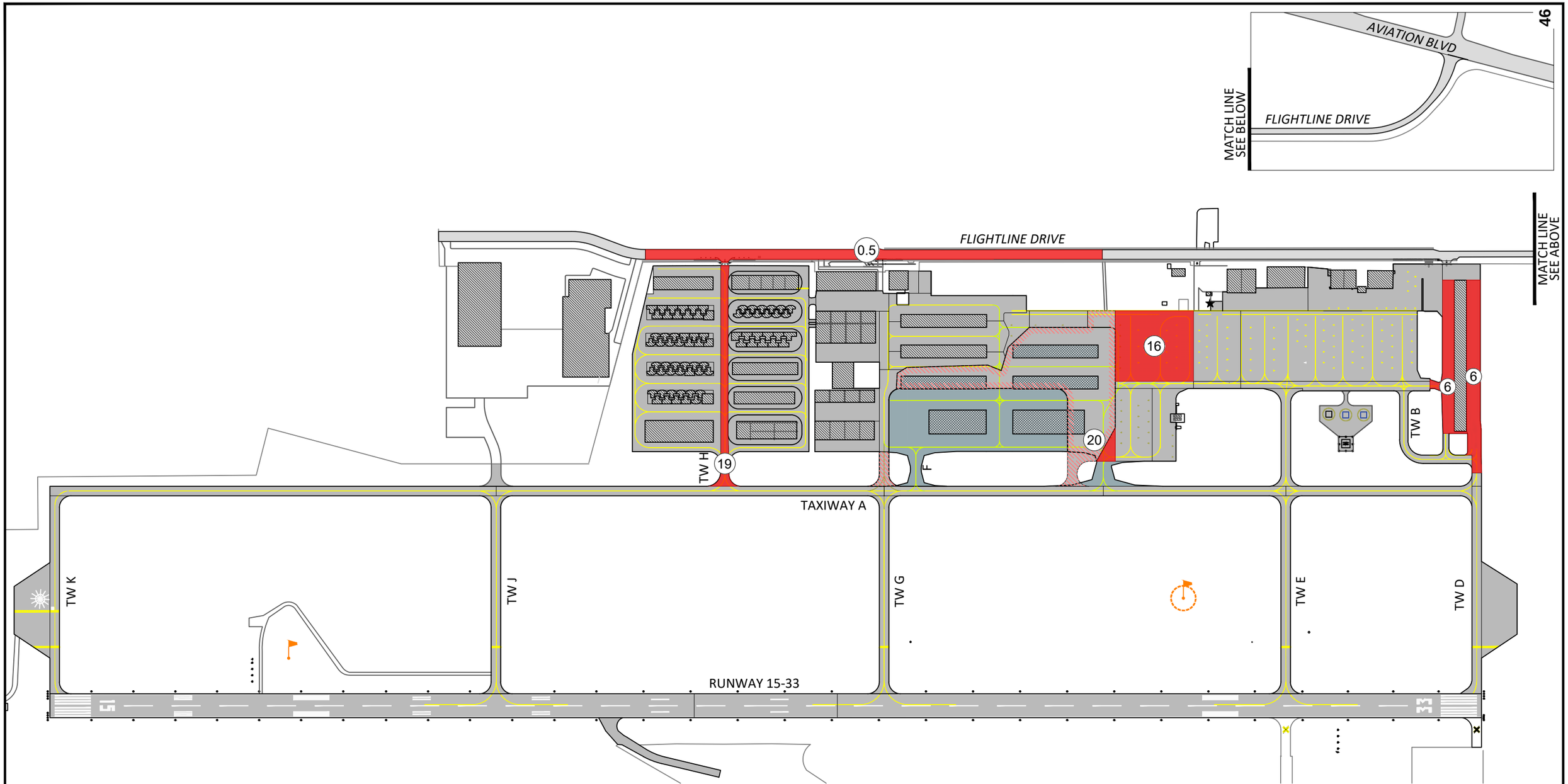
NOTE: Rehabilitation of pavement sections should be scheduled a minimum of 2 to 3 years before estimated date of failure.

TABLE NO. 4-3

LINCOLN REGIONAL AIRPORT

PAVEMENT REHABILITATION PROCEDURES
SURFACE DISTRESS

Code	Rehabilitation Method	Estimated Unit Costs
B1	Reconstruct Section, Runway 15-33, Raise Grade 5": Grind/Remove Existing 3"-5" AC, Recompact 6" AB as ASB, Add 6" AB, Add 4" AC. ASB – Existing AB Recompacted as ASB (6"-10") AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (4" New) Airfield Marking, Raise Lighting, Replace PAPIs, Grade Shoulders	$18.00/sq.ft.
B2	Reconstruct Section, T/W E (Apron Connector), No Grade Change: Pulverize & Excavate Exist. 3" AC & 10" AB, Excavate 3" to Subgrade, Scarify & Recompact Subgrade, Place 6" ASB, Add 6" AB, Add 4" AC ASB – Pulverized AC/AB placed/compacted as ASB (6") AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (4" New) Airfield Marking and Drainage, Airfield Lighting	$20.00/sq.ft.
B3	Reconstruct Section, Jet Apron, No Grade Change: Pulverize & Excavate Exist. 3" AC & 10" AB, Excavate 3" to Subgrade, Scarify & Recompact Subgrade, Place 6" ASB, Add 6" AB, Add 4" AC ASB – Pulverized AC/AB placed/compacted as ASB (6") AB – Crushed Aggregate Base Course (6" New) AC – Asphalt Pavement (4" New) Airfield Marking and Drainage, Airfield Lighting	$20.00/sq.ft.
C3	Mill and Fill (3" AC) - Remove and Replace AC Surface	$7.00/sq.ft.
D3	Remove and Replace 3" Existing AC and Recompact Existing AB	$8.00/sq.ft.
D4	Remove and Replace 4" Existing AC and Recompact Existing AB	$10.00/sq.ft.
D5	Remove and Replace 5" Existing AC and Recompact Existing AB	$11.75/sq.ft.
E	Crack Repair, Seal Existing Cracks	$4.00/ln.ft. of crack
F	New Seal Coat – Slurry Seal, Fog Seal, FAA P-608, Reclamite, etc.	$1.50/sq.ft.
G	PCC Joint Rehab (Joint Seal and Spall Repair)	$5.00/ln.ft. Joint Seal $1.50/sq.ft. Spall Repair



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- AREAS INDICATING DEEP SEATED DISTRESS FAILURE OF SUBGRADE WITH FORECAST TRAFFIC
- (20) REMAINING LIFE IN YEARS - FROM 2023 WITH FORECAST TRAFFIC.

N

0 150 300

SCALE: 1"=300'

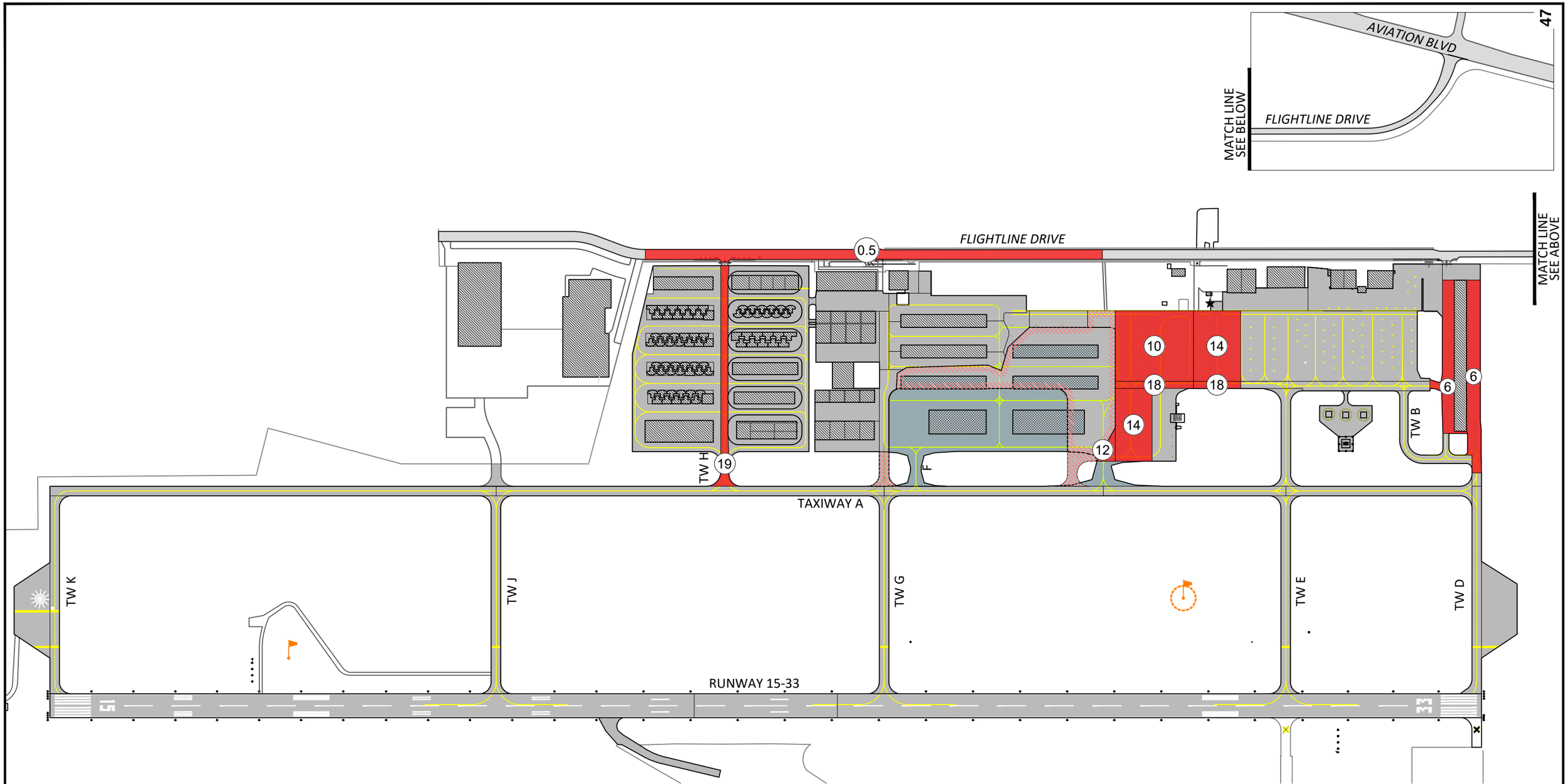
BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

DEEP SEATED DISTRESS - FATIGUE ANALYSIS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Fatigue
PLATE No.	4-1



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- AREAS INDICATING DEEP SEATED DISTRESS FAILURE OF SUBGRADE WITH FORECAST TRAFFIC
- (20) REMAINING LIFE IN YEARS - FROM 2023 WITH ENHANCED TRAFFIC.

N

0 150 300

SCALE: 1"=300'

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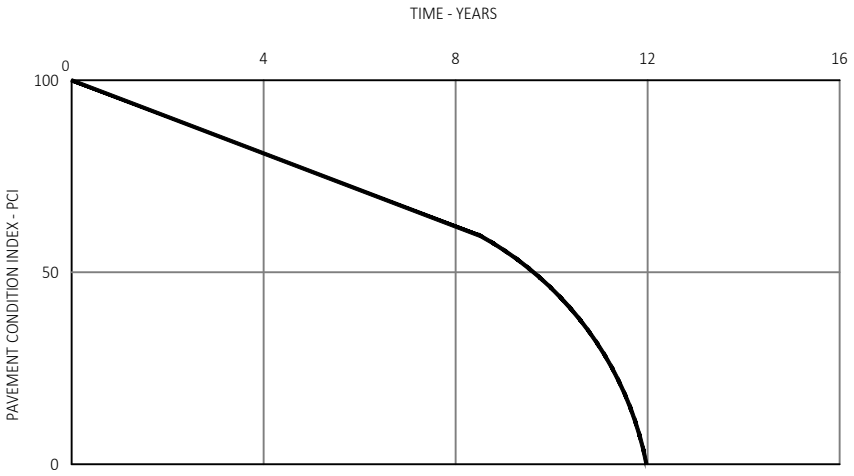
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

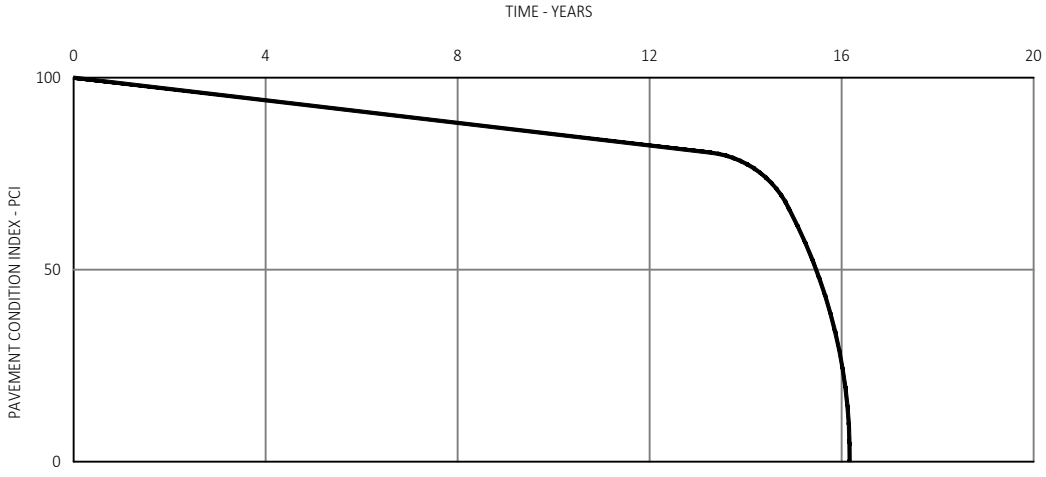
DEEP SEATED DISTRESS - ENHANCED TRAFFIC

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.FatigueE
PLATE No.	4-2

NOTE:
THESE GRAPHS DEPICT AN EXAMPLE OF HOW PCI CHANGES OVER TIME. ACTUAL TIME OF FAILURE IS DEPENDENT ON EXISTING PAVEMENT SECTION AND SUBGRADE STRENGTH/CONDITION. TIME INDICATED ON THESE CHARTS IS A TYPICAL EXAMPLE, SEE REMAINING LIFE OF EACH PAVEMENT SECTION DUE TO DEEP SEATED DISTRESS FOR ESTIMATED TIME OF FAILURE OF SPECIFIC PAVEMENT SECTIONS ON THE AIRPORT.

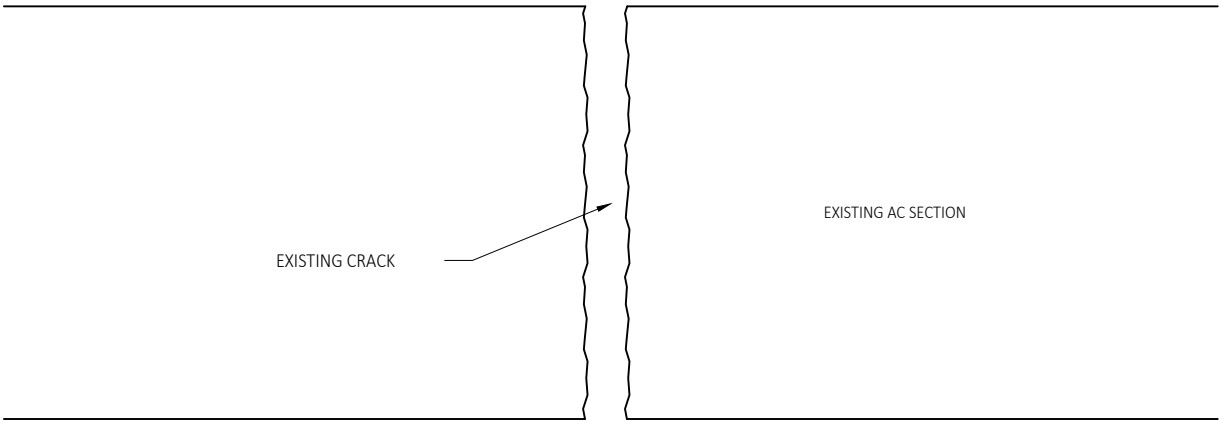


ASPHALT CONCRETE PAVEMENT SECTION
PCI VS. TIME - RELATIONSHIP

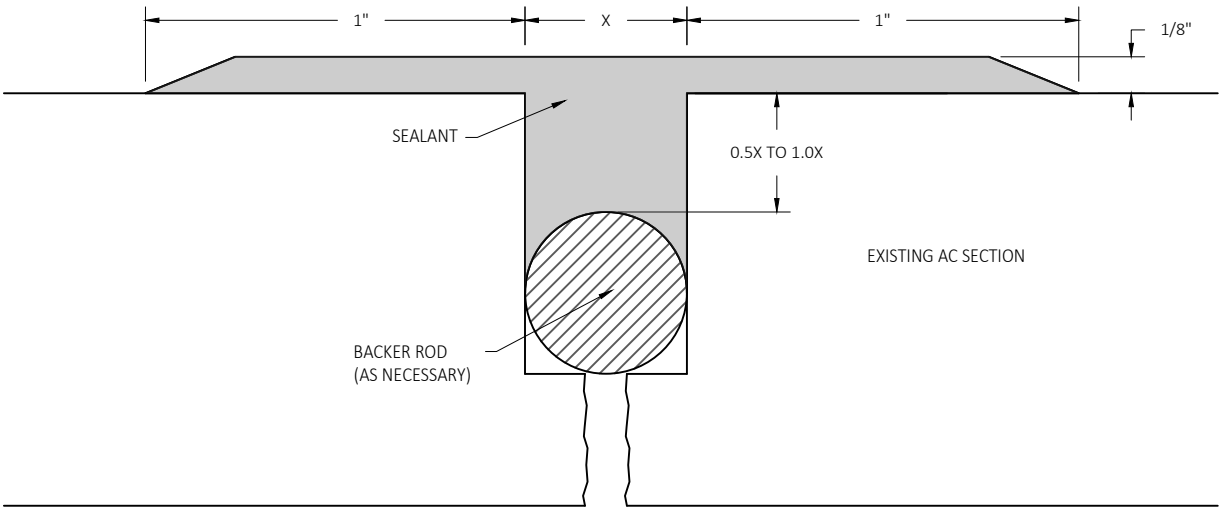


PORTLAND CEMENT CONCRETE PAVEMENT SECTION
PCI VS. TIME - RELATIONSHIP

TULELAKE MUNICIPAL AIRPORT TULELAKE, CALIFORNIA	**PAVEMENT EVALUATION** **PCI vs TIME**	BRANDLEY ENGINEERING



EXISTING CRACK IN PAVEMENT



TYPICAL SEALED CRACK

LINCOLN REGIONAL AIRPORT LINCOLN, CALIFORNIA	**PAVEMENT EVALUATION** **TYPICAL CRACK SEAL REHABILITATION**	BRANDLEY ENGINEERING

CHAPTER 5. CONCLUSIONS AND REHABILITATION PLAN & SCHEDULE

5-1 General

Even with the success of the BRANDLEY Fatigue Analysis methodology in predicting remaining pavement life, pavement performance beyond 20 years cannot be accurately forecast due to unknown factors including weather, traffic, maintenance, and surface defects. Even beyond 10 years, the forecast performance is somewhat questionable due to the same variables. It is, therefore, recommended that the rehabilitation plan be developed for a 20-year period, but it should be updated periodically based on ongoing surveys and analyses. It is recommended that pavement condition surveys, which visually identify surface defects, be conducted annually by a general visual observation of all pavements and every 5 years using a detailed survey and determination of Pavement Condition Index (PCI). It is also recommended that detailed falling weight deflectometer testing and new fatigue analyses be conducted on a 10-year interval and the remaining life of the pavement based on deep-seated distress be evaluated and the rehabilitation program adjusted as necessary.

Rehabilitation of pavements to correct deep-seated distress problems should be performed 2 to 5 years before the forecast failure of the pavement has occurred. If one waits until the pavement section has failed due to deep-seated distress, then the strength of the subgrade and subsoils and the strength and quality of the existing base and pavement materials will have decreased. It will not be feasible to strengthen the section and extend the life of the section by the placement of reasonable overlays or additional thicknesses of the pavement section. Once a deep-seated failure has occurred, it will be necessary to reconstruct the entire pavement section.

Often the surface distress of a pavement section becomes severe before a failure due to deep-seated distress occurs. In these cases, it is generally more feasible from a cost-benefit, performance, and aesthetic standpoint to rehabilitate or reconstruct the section earlier than forecast due to deep-seated distresses.

Rehabilitation of the pavement section to correct surface distress problems can consist of patching, sealing of cracks, application of a seal coat, or milling and replacing the asphalt surface. The timing for each of these treatments will be based on cost-benefit analysis, safety, rideability, and aesthetic conditions. The rehabilitation type and schedule to correct problems caused by surface distress is determined by engineering judgment, taking into consideration the cost-benefit, operational problems, and visual perception. The schedule for rehabilitation to correct surface distress issues is flexible, but timing of rehabilitation to correct deep-seated distress must be scheduled to occur no later than 2 to 5 years before the forecast time of failure.

If a pavement section is grossly overloaded, there is a risk that the pavement will be overstressed to a point that the landing gear will punch through the pavement. To protect against this happening, a load limit should be established. A different load limit is required for single wheel and dual wheel geared aircraft. The PCR values presented in Chapter 3 of this report represent adequate load limit values for each gear type based on the forecast traffic and current pavement layer strengths. Infrequent use by larger loads may be permissible but should be evaluated on a case-by-case basis.

5-2 Special Rehabilitation Recommendations

As a result of this PMMP, there are several special design recommendations that have been suggested and it is highly recommended that they be adopted for new pavements and rehabilitated pavements at the Lincoln Regional Airport. These design recommendations, together with background information, are presented herewith.

5-2.1 Flexible Pavements (Bituminous Surface Course)

In recent years, research conducted by the Highway Research Board produced a SuperPave mix design methodology for Hot Mixed Asphalt (HMA). With this methodology they established that a 0.45 power curve on grading analysis plots would be a critical curve to use to establish idealized gradation for aggregates used in the asphalt mix design. The 0.45 power curve represents the gradation that will produce the highest density finished product possible with the aggregate being used, but the air voids are near zero and the mix is subject to flushing if the gradation of the aggregate lies on the 0.45 power curve. The further the combined gradation of the mix deviates from the 0.45 power curve, either on the fine side or the coarse side, the higher the air voids become. Research has shown that if the combined gradation of the aggregate is on the fine side of the 0.45 power curve, Marshall stabilities will generally range from 2,000 to 2,400 pounds. However, if the combined gradation is held on the coarse side of the 0.45 power curve, the Marshall stability rises to 3,500 to 5,000 pounds and the mix is much more stable. Care must be exercised to make sure the gradation is not too coarse to avoid raveling of the pavement.

The coarser mix has enough fines in it that the air voids meet specification requirements, and the surface is smooth and filled with fines, but after rolling the surface a few of the upper portions of the stones in the aggregate are still visible at the surface. The coarser mix is also sufficiently stable that breakdown rolling can be started right behind the paving machine without allowing the mix to cool, which makes it easier and less expensive to obtain specified compaction. Both gradations on the coarse side and the fine side of the 0.45 power curve fall within the FAA limits for asphalt mix designs.

With the coarser mix, the asphalt content is decreased by approximately 0.5 percent and the required compaction effort is decreased significantly. As a result, the unit cost of the coarser mix is slightly lower, and a far superior product is obtained. This coarse mix will deter shoving of the asphalt materials and subsequent decrease in Modulus of Elasticity of the asphalt and underlying materials. It is highly recommended that the SuperPave mix design procedures be used and that the gradation be on the coarse side of the 0.45 power curve on all flexible pavements placed on this airport.

5-2.2 AC Surface Rehabilitation vs. AC Mill & Fill

Typically, a surface rehabilitation would consist of only a mill and fill of the existing asphalt surface or a thin overlay, but there are some asphalt pavement sections on the airport that have that have extensive cracking and/or weaker than expected aggregate base course layers beneath them. A different type of surface rehabilitation has been recommended for many of these pavements. It is recommended that when these pavements are rehabilitated for surface distress that a surface reconstruction be completed, consisting of removing the existing AC surface course, recompacting the existing aggregate base course, and replacing the asphalt surface course. This is a more cost-effective rehabilitation over the life of the pavement, and it mitigates the risk of reflective cracking that would occur if only an overlay or mill & fill of the asphalt were to occur.

The modulus of elasticity of the existing aggregate base course materials in some pavement sections is lower than would normally be anticipated. This is likely an indicator that the quality of these materials has deteriorated somewhat over time. They have likely become saturated and loose from traffic and/or water infiltration into the pavement sections. These aggregate base course materials will need to be scarified and recompacted or replaced with high-quality base course materials during any rehabilitation work in the future once the surface course has been removed. For these reasons, all surface rehabilitation recommendations for pavements with weak existing aggregate base courses are to perform the surface reconstruction at the appropriate times and the recommended maintenance projects shown are based on the surface reconstruction being completed. If the airport chooses to perform the AC mill and fill alternative rehabilitation on these pavements, the estimated maintenance schedule after that project will need to be modified significantly from what is shown in this report.

On pavement sections where the underlying pavement section is still strong and has adequate remaining life, the mill and fill rehabilitation option is an appropriate rehabilitation, provided there are not significant cracks or joints that would reflect through the top surface course.

5-2.3 PCC Joint Sealing

The joints in the concrete pavements at the Lincoln Regional Airport have joint sealant in the joints. All of the joints have opened up to approximately ½"wide and are properly sealed. It is important to seal the joints of a concrete pavement in order to prevent the joints from filling up with an incompressible material such as sand and to prevent the infiltration of water into the underlying base course and subgrade materials.

When joints fill up with incompressible materials, such as sand, the thermal expansion and contraction of concrete that occurs on a daily basis can cause excessive stresses on the concrete at the joints. This excessive stress can create spalling at the joints as well as cracking. A lack of joint sealant also allows precipitation to run off the concrete and down the joints into the underlying base course and subgrade below, which can super-saturate these materials causing them to lose their strength under loading. If the underlying support is weakened, then there is a risk that the concrete slabs will crack and ultimately fail under loading.

It is recommended to maintain these joints with proper joint sealant in all the concrete joints on the airport. It is recommended to reseal all joints on a 10-year recurring timeframe.

5-2.4 Seal Coats

Some of the existing asphaltic concrete pavements at this Airport are old and the surface is weathered. Newly constructed pavements will also weather over time and will become more and more brittle as they age. In areas that are not specified to be reconstructed, good maintenance practice consists of providing a seal coat to the surface of the pavement every ten to fifteen years. The seal coat recommended should be evaluated by the engineer based on the actual surface conditions at the time of the project. A FAA P-608 seal coat, Reclamite, SS1h, Type I Slurry Seal, or similar type seal coats should be considered. With older pavements the Reclamite may be more effective since it tends to restore the plastic characteristics of the asphalt better than the other seals. A representative for a Reclamite or a similar rejuvenating seal should be consulted for determining the proper type of application to be used prior to designing a project that uses this material or any seal coat material.

Seal coats are not a viable option to restore pavements that are already severely cracked and deteriorating, they are merely a surface protectant / rejuvenation.

5-2.5 Runway 15-33

Runway 15-33 was last reconstructed in 1983 and was crack sealed and slurry sealed in 2007 and crack sealed in 2016. This pavement is old, brittle, and has block cracking on the entire surface with crack spacing varying from 5' to 10'. The pavement section indicates a remaining structural life of over 20 years, however the surface condition of this 43-year-old asphalt surface has deteriorated to the point where it will require replacement.

Based on the low PCI of 40, pavement surface age, and the level of block cracking, it is recommended that this section of the runway is reconstructed in 2029.

An overlay is not an appropriate solution due to the significant number of cracks that would eventually reflect through an asphalt overlay. In order to maintain the proper pavement section for the ever-increasing business jet traffic for this runway, the most cost-effective reconstruction effort is to grind and remove the existing asphalt surface course, recompact the existing aggregate base course, and then add 6" of new crushed aggregate base course and 4" of new asphalt surface course. This will raise the grade approximately 5" which will require tapers to the surrounding pavements and fills on the shoulders. The grindings from the removal of the asphalt surface can be utilized to provide a stable fill along the edge of the runway that will also inhibit vegetation growth right at the edge of the runway.

5-2.6 Taxiways A, D, E, G, J and K

Taxiway A and the cross Taxiways D, E, G, J, and K were last reconstructed around 1983. These pavements are very old, brittle, and have numerous cracks. They were crack sealed and slurry sealed in 2007 and crack sealed again in 2016.

These taxiways have an adequate existing pavement section, except that they only have 3" of asphalt on the surface. The large jet traffic experienced at the airport requires a minimum of 4" of asphalt. It is recommended to remove the existing asphalt surface course, scarify and recompact the existing base course, and then place 4" of a new asphalt surface course on these taxiways.

A scheduled 2026 project for crack sealing and placing a seal coat will help the surface last a few more years. It is recommended to replace the asphalt surface course in 2033 based on the PCI, surface conditions, and funding availability.

Taxiway E between Taxiway A and the Apron is exhibiting more severe surface distresses, only has a PCI of 38, and has a very weak modulus of

elasticity of the underlying aggregate base course. This section of pavement is recommended to be fully reconstructed in 2033 with the rest of the taxiway projects because the underlying aggregate base course will not provide a proper long-term structural life.

5-2.7 Tie Down Apron and Jet Apron

Many of the aircraft parking aprons are showing thermal block cracking, similar to the runway and taxiways, but not as extensive. These pavements are also 40+ years old and have only had past crack seals, slurry seals, and seal coats placed on them

The northern portion of the aprons is where the business jet traffic operates and parks. These areas indicate between 10 to 20 years of remaining structural life, depending on whether the forecast traffic or enhanced traffic is realized. In many areas, the underlying aggregate base course and aggregate subbase course is weaker than anticipated and requires replacement. Due to the usage of heavier jet aircraft on these pavements, these pavements will require full reconstruction to install a pavement section that meets the FAA minimum requirements for the forecast traffic.

The southern portion of the apron is the tie down apron, which is also exhibiting the same cracking due to its age and thermal stresses, however this section will not require a full reconstruction as the existing section is adequate for the forecast traffic. Instead, this section will only require removing and replacing the existing asphalt surface course. The underlying aggregate base course will be recompacted prior to placement of the new asphalt surface course.

The apron projects recommended to occur in 2037 and 2039. Crack sealing and seal coat projects will be necessary between now and 2037 on these pavements to maintain the surface until replacement can occur.

5-2.8 Helipad & Helicopter Parking

The Helipad and Helicopter Parking pads are concrete pavements. These pavements are in very good condition and should only require joint resealing and spall repairs over the next 20 years. This rehabilitation should occur approximately every 10 years. The AC surface of the surrounding pavement is recommended to be replaced in 2042.

5-2.9 South Hangars and Taxiway B

The pavements at the south hangars are in poor condition with significant raveling, alligator cracking and block cracking. The existing pavement sections vary with 2.5”-5” of asphalt and 2”-10” of base course. All of these

sections are cracking and failing due to the lack of a proper pavement section. Many of these pavements have a forecast subgrade failure due to deep-seated distress in 2029. It is recommended to reconstruct these pavements in 2028 or sooner. This will be a challenge financially for the airport due to the necessary reconstruction and rehabilitation of other higher priority pavements on the airfield in the immediate near term (runways, taxiways and aprons). Additionally, only the center 25' of the hangar taxilanes are eligible for federal funding, the rest of the pavement between the taxilane and individual hangars is not eligible for federal funding.

Taxiway B, which accesses these hangars and the apron is in good condition and only requires some crack sealing and seal coat until the recommended surface replacement in 2042.

5-2.10 Green Hangars

The pavements around the Green Hangars was constructed in 2007 and is in good condition. PCI on most of the pavements is 75 with minimal cracking. These pavements only need crack seals and seal coats in 2031 and 2038 with a recommended asphalt surface replacement in 2042. Only the center 25' of the hangar taxilanes are eligible for federal funding, the rest of the pavement between the taxilane and individual hangars is not eligible for federal funding.

5-2.11 Box Hangars

The pavements around the Box Hangars are in fair condition with PCIs ranging from 51 to 76. These pavements have block cracking consistent with the rest of the airfield pavements caused from thermal stress. Some of the drainage structures in these pavements have localized surface failures around the inlet that should be rehabilitated. These pavements only need crack seals and seal coats in 2031 and 2038 with a recommended asphalt surface replacement in 2042. Only the center 25' of the hangar taxilanes are eligible for federal funding, the rest of the pavement between the taxilane and individual hangars is not eligible for federal funding. Some of these pavements are sole use pavements by a private hangar tenant, any fully private pavement that is not associated with the rest of the adjacent pavements do not have any recommended rehabilitation schedules in this report since they are not eligible for federal funding or analysis.

5-2.12 North Hangars

The North Hangar development consists of several hangar taxilanes with a central feeder taxilane that runs up the center of the development. The central feeder taxilane has a forecast subgrade failure due to deep-seated distress in 2042. The 25' wide hangar taxilanes to the north and south of

this feeder taxilane are only exhibiting surface distresses with no underlying subgrade failure forecast with the anticipated traffic. All of these pavements have block cracking due to thermal stress and age of the asphalt surface course. All pavements here also had a weaker than anticipated modulus of elasticity of the asphalt surface course, which will require the replacement of the surface course in the fugure. There is a recommended crack seal and seal coat in 2031 to assist in extending the surface life of these pavements.

It is recommended to reconstruct the central feeder taxilane in 2040. At the same time it is recommended to replace the existing 2" of asphalt surface course with 3" of asphalt surface course for all of the other hangar taxilanes in the north hangar development. Timing of the surface replacement can be adjusted based on funding availability, but it would be ideal to complete it with the feeder taxilane reconstruction to minimize the impact to hangar tenants with only a single summer closure instead of multiple summers of closures.

Only the center 25' of these taxilanes is eligible for federal funding, thus this report only evaluated this portion of the taxilane. Portions of the taxilanes that provide access to individual hangars are ineligible for federal funding and are typically maintained by the airport or hangar tenant. Specifically in the north hangar development, the pavements between the taxilanes and the hangars are not the same pavement section as the taxilanes. The airport did not have data on these pavement sections and they were unable to be evaluated with the adjacent pavements in this report. Rehabilitation costs and pavement evaluation studies for these ineligible areas in the north hangar development have been excluded from the rehabilitation schedules and recommendations of this report and are ineligible for federal funding.

5-2.13 FBO Lease Aprons

There are two apron areas located to the east of the tie-down apron on the airport. These apron areas are exclusive use areas for various FBOs and other businesses. These pavements are not eligible for FAA funding and have been excluded from the recommendations in this report. Available data provided by the airport and test data and visual observations allowed for PCI and remaining life to be quickly developed and included in this report. Rehabilitation schedules and costs for these areas have been excluded from this report and are ineligible for federal funding.

Some of these pavements have extensive alligator cracking and appear to be nearing surface failure. Other pavements here are in relatively good shape and appear to be maintained by the local businesses.

5-2.14 Flightline Drive

Flightline Drive is the primary access point to the airport. It also serves as the primary access point to the City Corporate Yard located just north of the airport. As a result, there is a mix of traffic for the airport and the City Corp Yard. The length of the road that is along the airport is exhibiting signs of structural failure with rutting, alligator cracking in the ruts, and severe surface distress. The Brandley Fatigue Analysis indicates that this section of pavement only had 6 months of life from 2023, which is consistent with the distresses observed during the visual surveys. This pavement has lasted until 2026 at this time, but could have local failures at any point in time. The heavy fuel trucks and daily garbage truck traffic is the primary cause of the distress. The southern portion of Flightline Drive was reconstructed in 2013 by the City and is in great condition still. The northern most portion had the surface replaced in 2013 and is in good condition at this time.

The remaining central portion of the road that is failing is recommended to be reconstructed as soon as possible to avoid a pavement section failure. Since this is not an airfield pavement, a failure will not be as catastrophic since it cannot cause damage to aircraft, but reconstruction of this section is still important to maintain access to the airport. Roads are a very low priority for FAA funding, however this report recommends the reconstruction in 2026. Due to significant other airfield needs that are a higher priority for federal funding, it is unlikely for federal funding to become available for this stretch of roadway. It is recommended to reconstruct this road as soon as possible and the City should be prepared for localized emergency repairs during wet months as necessary if failures occur.

5-2.15 New Hangar Development

In 2025 and 2026 a significant portion of the north apron and hangar areas on the airport have been removed and a new hangar development is under construction. As a result, there are several pavements that were tested and surveyed in 2023 that no longer exist at the airport. Test data from these removed sections has been included within this report, however all analysis and recommendations have been excluded from this report as the pavements no longer exist. In this same area, several new hangar buildings, foundations, and hangar taxilanes are under construction. These new pavements have been designed to FAA standards and will provide a long life. The new pavements are not completed as of the time that this report was completed. Recommendations for rehabilitation of any of these new pavements are not included in the rehabilitation schedules. It is anticipated that these pavements should not need any rehabilitation for up to 10 to 15 years after they are constructed. The airport should observe and

evaluate these pavements for minor cracking and surface distresses. It is possible that a crack seal project may be necessary in 2041 or later.

All pavements that have been removed are identified on the plates and graphs in this report and all appendices.

5-3 Recommended Rehabilitation Schedule

The BRANDLEY Fatigue Analysis was used to determine the remaining life of the existing pavements and the recommended maintenance and rehabilitation schedules based on the forecast aircraft operations at the airport.

Taking into consideration the timing required for rehabilitation of sections that have a forecast remaining life less than 20 years and requirements to correct surface defects caused by surface distress, a rehabilitation schedule has been prepared for each pavement item. The timing to complete rehabilitation for the sections that are not forecast to fail within the 20-year period due to deep-seated distress was based on engineering judgment. Consideration was given to the requirements to maintain a good operational surface, to be cost effective, and to spread out the projects in such a manner as to maintain a reasonably uniform annual cost of rehabilitation. The anticipation of receiving Federal grant funding to do major projects was also taken into consideration.

Based on this method of timing of rehabilitation or repair, the detailed recommended rehabilitation schedule has been developed for each individual segment of pavement in Appendix E, Tables E1 through E55. Using this information, a maintenance and rehabilitation schedule has been prepared showing the recommended projects for each year that maintenance or rehabilitation work is scheduled within the next 20 years and is summarized in Table No. 5-1. These maintenance schedules have also been shown on the Rehabilitation Schedule maps, Plates No. 5-4 through 5-8. With each of these schedules, assumptions have been made as to when Federal funding would be available, and the maintenance schedules have been adjusted to include these major projects during those periods provided any delayed maintenance or reconstruction would not have a significant effect on the remaining life and performance of the pavement section.

The maintenance work recommended to correct surface distress is based on engineering judgment. The timing should be adjusted each year based on availability of funds and the results of the annual surface inspection. The schedule for rehabilitation and reconstruction required to correct deep-seated distresses must be adhered to since the timing established is 2 to 5 years before failure of the section is anticipated. Rehabilitation at earlier dates is acceptable.

Many of the pavement sections show a pavement life, based on deep-seated distress, in excess of 20 years with forecast and enhanced traffic. While many of

these pavements show a long life, the life of the pavement surface is likely significantly less for all pavements. Some of these pavements have aggregate base courses that are weaker than expected along with surface cracking or raveling and will require rehabilitation per the recommended rehabilitation schedule. Many of these pavements are old, brittle, and weathered from environmental and other surface distresses. In order to maintain a good surface and protect the underlying portion of the pavement section from damage, a surface rehabilitation should be considered for each of the pavements that do not require a full structural rehabilitation. As a result, the majority of the airfield pavements have a recommendation for reconstruction or surface rehabilitation in the future. The timing of this rehabilitation can vary based on the operations, needs, and budget.

Rehabilitation schedules based on deep-seated distress could change in the future if the traffic experienced at the airport is significantly different than the forecast traffic utilized in this report. If the actual traffic varies, particularly with the heavier aircraft, the same FWD data and pavement section characteristics can be utilized with the actual traffic realized at the airport. An updated remaining life can be recalculated based on actual traffic realized at a future date if necessary and the rehabilitation plan adjusted to meet the new requirements.

All costs shown in this analysis are construction costs only and are based on 2026 prices. These costs are for construction only and do not include engineering design, quality assurance testing, resident engineering, or administrative costs. Engineering and administrative costs ranging from 20% to 30% of construction costs need to be added for each project and adjustments made for inflation for each year.

As an aid in preparing this report, Table No. 5-2 entitled, “Summary of Existing Conditions and Rehabilitation Requirements” was prepared. This table should be useful to Operations and Maintenance staff as it summarizes all of the information that was compiled, analyzed, and/or recommended in this report for each pavement section on the airfield. A 24”x36” sized copy of Table 5-2 is included in the pocket of the binder of each report as the smaller tables in the body of this report have relatively small text.

Only existing airfield pavements eligible for federal funding were analyzed and considered in this report and in the recommended rehabilitation schedule. Projects for new pavements or other projects on the ALP should be included in the Airport Capital Improvement Program schedule along with the projects recommended in this report.

Disclaimer

The recommendations presented in this report are based on the results of tests conducted. Soil borings were spaced to represent typical subsurface conditions and falling weight deflectometer (FWD) tests were spaced at approximately 100 to 200 feet. While it is unlikely, it is possible that significantly different conditions exist between the location of the test holes and FWD test locations that could lead to pavement distress occurring earlier or later than forecast.

Delays in maintenance, changes in the forecast traffic, and changes in environmental conditions from those assumed in this study can also have a significant effect on the recommended schedule for maintenance and rehabilitation. It is recommended that visual inspections be conducted annually, detailed pavement condition surveys be conducted every five years, and FWD tests and Fatigue Analysis studies be conducted every 10 years. The maintenance and rehabilitation schedule should be adjusted, as necessary, based on the results of these inspections, tests, and evaluation.



8/31/26

R. Damon Brandley, P.E.

TABLE NO. 5-1 (page 1 of 2)

LINCOLN REGIONAL AIRPORT

MAINTENANCE AND REHABILITATION SCHEDULE (2026-2045)

(BASED ON ANNUAL TOTAL PROJECT SCHEDULES)

Annual Rehabilitation Schedule

Required for Deep Seated Distress

Estimated - Surface Distress

Year	Element (Segment ID)	Station	2023 PCI	Recommended Rehabilitation Code	Recommended Rehabilitation Description	Estimated Construction Cost
2026	Taxiway A (E4-E8)	0+00 to 60+00	45	E, F	Crack Repair & Seal Coat	$ 125,000
	Taxiways D, E, & K (E10, E11, E14, & 16)	See Plates 5-1 & 5-2	38-55	E, F	Crack Repair & Seal Coat	$ 65,000
	Jet Apron, Tie-Down Apron, Fuel Apron (E17-E25)	see Plates 5-1 & 5-2	49-62	E, F	Crack Repair & Seal Coat	$ 261,000
	Flightline Drive (E54)	9+00 to 28+40	16	A3	Reconstruct Section	$ 1,617,000
					2026 Total Cost	**$ 2,068,000**
2027	No Scheduled Projects					
					2027 Total Cost	**$ -**
2028	South Hangars (E31-E32)	See Plates 5-1 & 5-2	18-20	A2	Reconstruct Section	$ 1,741,000
					2028 Total Cost	**$ 1,741,000**
2029	Runway 15-33 (E1-E3)	0+00 to 60+00	40	B1	Reconstruct Section	$ 10,802,000
					2029 Total Cost	**$ 10,802,000**
2030	No Scheduled Projects					
					2030 Total Cost	**$ -**
2031	Helipad PCC & Helicopter Parking (E26-E27)	See Plates 5-1 & 5-2	79	G	PCC Joint Seal & Spall Repair	$ 15,000
	Helipad AC (E28)	See Plates 5-1 & 5-2	59	E, F	Crack Repair & Seal Coat	$ 51,000
	Taxiway B & South Hangars (E29, E30, E33)	See Plates 5-1 & 5-2	50-75	E, F	Crack Repair & Seal Coat	$ 68,000
	Green Hangars (E34-E38)	See Plates 5-1 & 5-2	55-75	E, F	Crack Repair & Seal Coat	$ 281,000
	Wash Rack (E39)	See Plates 5-1 & 5-2	76	G	PCC Joint Seal & Spall Repair	$ 13,000
	Taxilane G (E40-E41)	See Plates 5-1 & 5-2	65	E, F	Crack Repair & Seal Coat	$ 54,000
	Box Hangars (E43-E44, E46-E47)	See Plates 5-1 & 5-2	45-55	E, F	Crack Repair & Seal Coat	$ 174,000
	North Hangars (E48-E50)	See Plates 5-1 & 5-2	45-53	E, F	Crack Repair & Seal Coat	$ 595,000
	Flightline Drive (E53, E55)	See Plates 5-1 & 5-2	68-87	E	Crack Repair, Seal Cracks	$ 99,000
					2031 Total Cost	**$ 1,350,000**
2032	No Scheduled Projects					$ -
					2032 Total Cost	**$ -**
2033	Taxiway A (E4-E8)	0+00 to 60+00	45	D4	Remove & Replace 4" AC, Recompact AB	$ 2,395,000
	Taxiways D, E, & D Runup (E9-E11)	See Plates 5-1 & 5-2	40-55	D5	Remove & Replace 5" AC, Recompact AB	$ 1,374,000
	Taxiways G, J, K, & K Runup (E12-E15)	See Plates 5-1 & 5-2	50	D4	Remove & Replace 4" AC, Recompact AB	$ 1,499,000
	Taxiway E (Apron) (E16)	8+70 to 12+80	38	B2	Reconstruct Section	$ 393,000
					2033 Total Cost	**$ 5,661,000**
2034	Tie-Down Apron & Apron Taxilane (E17, E20)	See Plates 5-1 & 5-2	60	E, F	Crack Repair & Seal Coat	$ 534,000
					2034 Total Cost	**$ 534,000**
2035	No Scheduled Projects					
					2035 Total Cost	**$ -**

Notes:
1. For Rehabilitation Code details see Tables 4-1 and 4-3.
2. See Plates 5-1 to 5-3 for Stationing Controls and Pavement Segment Identification
3. See Plates 5-4 through 5-8 for Rehabilitation Schedule Maps
4. All projects include re-marking of all pavements included in the project.

TABLE NO. 5-1 (continued) (page 2 of 2)

LINCOLN REGIONAL AIRPORT

MAINTENANCE AND REHABILITATION SCHEDULE (2026-2045)

(BASED ON ANNUAL TOTAL PROJECT SCHEDULES)

Annual Rehabilitation Schedule

Required for Deep Seated Distress

Estimated - Surface Distress

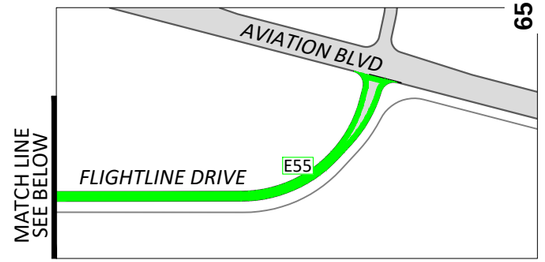
Year	Element	Station	2023 PCI	Recommended Rehabilitation Code	Recommended Rehabilitation Description	Estimated Construction Cost
2036	No Scheduled Projects					
					2036 Total Cost	**$ -**
2037	Fuel Apron (E23)	See Plates 5-1 & 5-2	49-62	D4	Remove & Replace 4" AC, Recompact AB	$ 303,000
	Jet Apron (E21, E22, E25)	See Plates 5-1 & 5-2	49-62	A1	Reconstruct Section	$ 3,214,000
	Jet Apron & Apron Taxilanes (E18, E19, & E24)	See Plates 5-1 & 5-2	49	B3	Reconstruct Section	$ 1,258,000
					2037 Total Cost	**$ 4,775,000**
2038	Helipad AC (E28)	See Plates 5-1 & 5-2	59	E	Crack Repair, Seal Cracks	$ 21,000
	Taxiway B & South Hangars (E29, E30, E33)	See Plates 5-1 & 5-2	50-75	E	Crack Repair, Seal Cracks	$ 29,000
	Green Hangars (E34-E38)	See Plates 5-1 & 5-2	55-75	E	Crack Repair, Seal Cracks	$ 116,000
	Taxilane G (E40-E41)	See Plates 5-1 & 5-2	65	E	Crack Repair, Seal Cracks	$ 22,000
	Box Hangars (E43-E44, E46-E47)	See Plates 5-1 & 5-2	45-55	E	Crack Repair, Seal Cracks	$ 72,000
	Flightline Drive (E53, E55)	See Plates 5-1 & 5-2	68-87	E, F	Crack Repair & Seal Coat	$ 275,000
					2038 Total Cost	**$ 535,000**
2039	Tie-Down Apron & Apron Taxilane (E17, E20)	See Plates 5-1 & 5-2	60	D4	Remove & Replace 4" AC, Recompact AB	$ 2,482,000
					2039 Total Cost	**$ 2,482,000**
2040	North Hangar Taxilane (E48)	See Plates 5-1 & 5-2	45	A4	Reconstruct Section	$ 608,000
	North Hangars (E49, E50)	See Plates 5-1 & 5-2	45-53	D3	Remove & Replace 3" AC, Recompact AB	$ 2,046,000
					2040 Total Cost	**$ 2,654,000**
2041	Helipad PCC & Helicopter Parking (E26-E27)	See Plates 5-1 & 5-2	79	G	PCC Joint Seal & Spall Repair	$ 15,000
	Wash Rack (E39)	See Plates 5-1 & 5-2	76	G	PCC Joint Seal & Spall Repair	$ 13,000
	Flightline Drive (E53-E55)	0+00 to 57+00	16-87	E, F	Crack Repair & Seal Coat	$ 458,000
					2041 Total Cost	**$ 486,000**
2042	Helipad AC (E28)	See Plates 5-1 & 5-2	59	D3	Remove & Replace 3" AC, Recompact AB	$ 204,000
	Taxiway B & South Hangars (E29, E33)	See Plates 5-1 & 5-2	55-75	D3	Remove & Replace 3" AC, Recompact AB	$ 258,000
	South Hangars (E30)	See Plates 5-1 & 5-2	50	D5	Remove & Replace 5" AC, Recompact AB	$ 26,000
	Green Hangars (E34-E38)	See Plates 5-1 & 5-2	55-75	D3	Remove & Replace 3" AC, Recompact AB	$ 1,120,000
	Taxilane G (E40-E41)	See Plates 5-1 & 5-2	65	D4	Remove & Replace 4" AC, Recompact AB	$ 269,000
	Box Hangars (E43)	See Plates 5-1 & 5-2	49	D4	Remove & Replace 4" AC, Recompact AB	$ 260,000
	Box Hangars (E44, E46, E47)	See Plates 5-1 & 5-2	45-55	D3	Remove & Replace 3" AC, Recompact AB	$ 487,000
					2042 Total Cost	**$ 2,624,000**
2043	South Hangars (E31-E32)	See Plates 5-1 & 5-2	18-20	E	Crack Repair, Seal Cracks	$ 59,000
					2043 Total Cost	**$ 59,000**
2044	Runway 15-33 (E1-E3)	0+00 to 60+00	40	E	Crack Repair, Seal Cracks	$ 451,000
					2044 Total Cost	**$ 451,000**
2045	No Scheduled Projects					
					2045 Total Cost	**$ -**

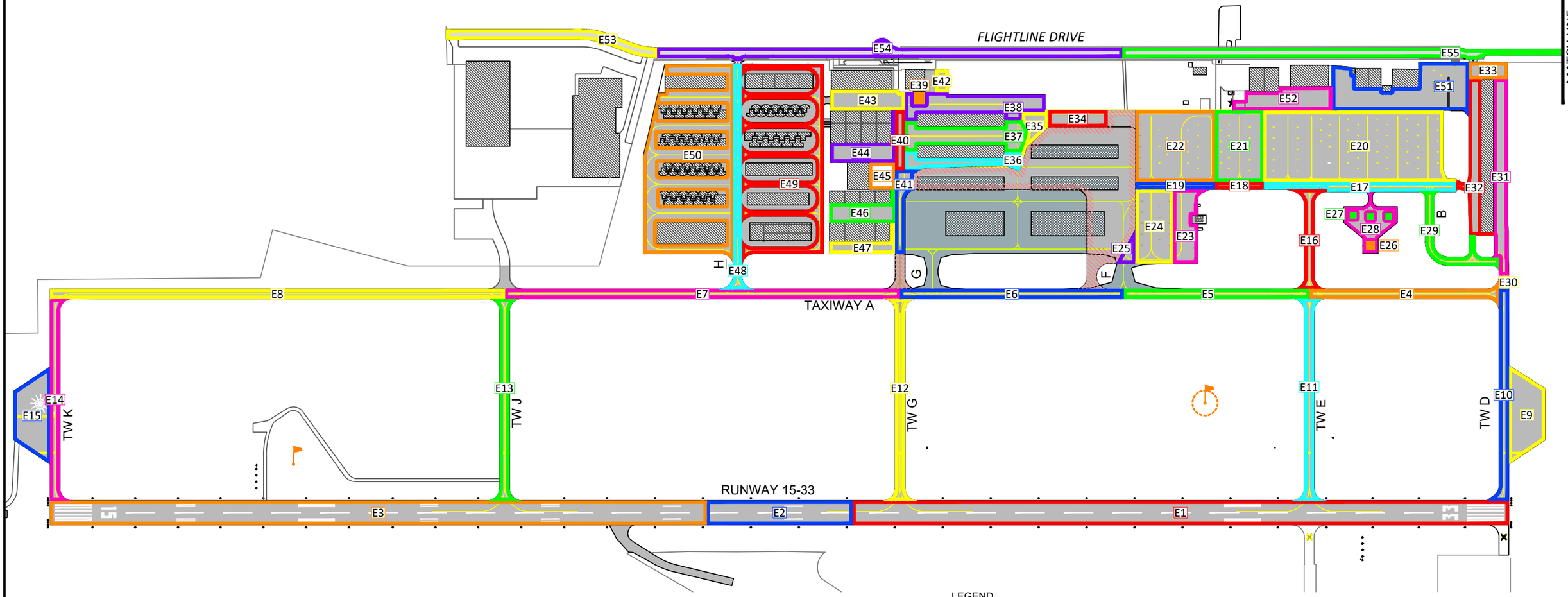
Notes: 1. For Rehabilitation Code details see Tables 4-1 and 4-3.
2. See Plates 5-1 to 5-3 for Stationing Controls and Pavement Segment Identification
3. See Plates 5-4 through 5-8 for Rehabilitation Schedule Maps
4. All projects include re-marking of all pavements included in the project.

Table 5-2
Summary of Existing Conditions and Rehabilitation Requirements
Lincoln Regional Airport

Pavement Segment ID (See Plate 5-1)	Element	Station (See Plate 5-2)	Construction Record				FWD Data			Pavement Surface Data				Pavement Classification Rating PCR	Exist. Pavement Section - inches								Existing Modulus of Elasticity (E) - ksi								Traffic Index	Remaining Pavement Life - Years from 2023		Recommended Rehabilitation and Maintenance				Element
																															Fatigue Analysis (Brandley) Remaining Life - Subgrade (Forecast Traffic)	Fatigue Analysis (Brandley) Remaining Life - Subgrade (Enhanced Traffic)	Project Timing - Required for Deep Seated Distress / Project Timing - Estimated for Surface Distress				
			Original	Reconstruct	Latest Overlay	Slurry Seal	Load (kips)	Deflection Range (mils)	Deflection Used (mils)	2005 PCI	2015 PCI	2023 PCI	Pavement Rating		PCC	AC	CTB	AB	ASB	Lime	Subgrade	Subsoil	PCC	AC	CTB	AB	ASB	Lime	Subgrade	Subsoil				2026-2030	2031-2035	2036-2040	2041-2045	
E1	Runway 15-33	0+00 to 27+00	1975		1983	2007	28	23-68	55	81	48	40	Fair	270 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	65	-	-	8	30	T1	20+	20+	2029 - Reconstruct Section			2044 - Crack Repair	Runway 15-33
E2	Runway 15-33	27+00 to 33+00	1975		1983	2007	28	32-55	55	81	48	40	Fair	270 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	65	-	-	8	30	T1	20+	20+	2029 - Reconstruct Section			2044 - Crack Repair	Runway 15-33
E3	Runway 15-33	33+00 to 60+00	1983			2007	28	18-72	70	81	48	40	Fair	210 /F/D/X/T	-	5	-	7	-	-	36	S.I.	-	275	-	50	-	-	7	45	T1	20+	20+	2029 - Reconstruct Section			2044 - Crack Repair	Runway 15-33
E4	Taxiway A	0+00 to 8+00	1983			2007	28	38-78	60	80	55	45	Fair	260 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	50	-	-	8	30	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 4" AC			Taxiway A
E5	Taxiway A	8+00 to 16+00	1983			2007	28	50-95	95	80	55	45	Fair	150 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	350	-	20	-	-	7	50	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 4" AC			Taxiway A
E6	Taxiway A	16+00 to 25+00	1983			2007	28	58-115	90	80	55	45	Fair	150 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	350	-	20	-	-	7	50	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 4" AC			Taxiway A
E7	Taxiway A	25+00 to 41+50	1983			2007	28	47-87	70	80	55	45	Fair	260 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	50	-	-	8	30	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 4" AC			Taxiway A
E8	Taxiway A	41+50 to 60+00	1983			2007	28	47-98	70	80	55	45	Fair	260 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	50	-	-	8	30	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 4" AC			Taxiway A
E9	Taxiway D (Runup)	See Plates	1983			2007	28	56-81	81	80	41	40	Fair	230 /F/C/X/T	-	5	-	10	-	-	36	S.I.	-	175	-	15	-	-	10	50	T2	20+	20+		2033 - Remove & Replace 5" AC			Taxiway D (Runup)
E10	Taxiway D	0+00 to 8+70	1983			2007	28	43-76	68	80	55	50	Fair	270 /F/D/X/T	-	5	-	10	-	-	36	S.I.	-	200	-	30	-	-	8	50	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 5" AC			Taxiway D
E11	Taxiway E	0+00 to 8+30	1975			2007	28	33-80	52	92	55	55	Good	320 /F/D/X/T	-	5	-	7	-	-	36	S.I.	-	350	-	65	-	-	8	45	T3	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 5" AC			Taxiway E
E12	Taxiway G	0+00 to 8+30	1983			2007	28	50-90	90	86	55	50	Fair	140 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	350	-	20	-	-	7	50	T3	20+	20+		2033 - Remove & Replace 4" AC			Taxiway G
E13	Taxiway J	0+00 to 8+30	1983			2007	28	49-78	68	91	41	50	Fair	270 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	50	-	-	8	30	T3	20+	20+		2033 - Remove & Replace 4" AC			Taxiway J
E14	Taxiway K	0+00 to 8+30	1983			2007	28	40-110	95	93	41	50	Fair	150 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	350	-	20	-	-	7	50	T2	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Remove & Replace 4" AC			Taxiway K
E15	Taxiway K (Runup)	See Plates	1983			2007	28	48-82	78	80	41	50	Fair	210 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	375	-	30	-	-	8	30	T2	20+	20+		2033 - Remove & Replace 4" AC			Taxiway K (Runup)
E16	Taxiway E (Apron)	8+70 to 12+80	1975			2007	17	20-108	108	92	55	38	Poor	120 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	225	-	6	-	-	7	30	T4	20+	20+	2026 - Crack Repair, Seal Coat	2033 - Reconstruct Section			Taxiway E (Apron)
E17	Apron Taxilane	See Plates	1975			2007	17	17-51	48	100	68	60	Good	80 /F/D/X/T	-	2	-	7	-	-	36	S.I.	-	325	-	60	-	-	8	27	T5	20+	20+	2026 - Crack Repair, Seal Coat	2034 - Crack Repair, Seal Coat	2039 - Remove & Replace 4" AC		Apron Taxilane
E18	Apron Taxilane	See Plates	1975			2007	17	20-41	40	100	68	60	Good	150 /F/C/X/T	-	3	-	5	5	-	36	S.I.	-	300	-	45	15	-	9	40	T6	20+	18	2026 - Crack Repair, Seal Coat		2037 - Reconstruct Section		Apron Taxilane
E19	Apron Taxilane	See Plates	1983				17	34-48	48	86	63	62	Good	170 /F/C/X/T	-	3	-	10	-	-	36	S.I.	-	350	-	25	-	-	10	30	T6	20+	18	2026 - Crack Repair, Seal Coat		2037 - Reconstruct Section		Apron Taxilane
E20	Tie Down Apron	See Plates	1975			2007	17	20-50	43	100	68	60	Good	110 /F/C/X/T	-	3	-	8	-	-	36	S.I.	-	300	-	35	-	-	12	35	T5	20+	20+	2026 - Crack Repair, Seal Coat	2034 - Crack Repair, Seal Coat	2039 - Remove & Replace 4" AC		Tie Down Apron
E21	Jet Apron	See Plates	1975			2007	17	20-48	43	100	68	60	Good	170 /F/C/X/T	-	3	-	8	-	-	36	S.I.	-	300	-	35	-	-	12	35	T6	20+	14	2026 - Crack Repair, Seal Coat		2037 - Reconstruct Section		Jet Apron
E22	Jet Apron	See Plates	1983				17	28-66	66	86	63	62	Good	140 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	300	-	15	-	-	8	30	T6	16	10	2026 - Crack Repair, Seal Coat		2037 - Reconstruct Section		Jet Apron
E23	Fuel Apron	See Plates	1987			2007	17	40-68	68	89	63	49	Fair	140 /F/D/X/T	-	3	-	5	5	-	36	S.I.	-	250	-	35	5	-	7	35	T6	20+	20+	2026 - Crack Repair, Seal Coat		2037 - Remove & Replace 4" AC		Fuel Apron
E24	Jet Apron	See Plates	1987			2007	17	42-92	92	89	63	49	Fair	90 /F/D/X/T	-	3	-	5	5	-	36	S.I.	-	200	-	15	5	-	6	50	T6	20+	14	2026 - Crack Repair, Seal Coat		2037 - Reconstruct Section		Jet Apron
E25	Jet Apron	See Plates	1987			2007	17	55	55	89	63	49	Fair	160 /F/D/X/T	-	3	-	5	5	-	36	S.I.	-	250	-	40	10	-	8	40	T6	20	12	2026 - Crack Repair, Seal Coat		2037 - Reconstruct Section		Jet Apron
E26	Helipad PCC	See Plates					17	14-17	17	-	88	79	Very Good	350 /R/C/X/T	5.5	-	-	8	-	-	36	S.I.	2,000	-	-	50	-	-	12	35	T15	20+	20+		2031 - PCC Joint Seal & Spall Repair		2041 - PCC Joint Seal & Spall Repair	Helipad PCC
E27	Helicopter Parking	See Plates					17	14-17	17	-	88	79	Very Good	350 /R/C/X/T	5.5	-	-	8	-	-	36	S.I.	2,000	-	-	50	-	-	12	35	T15	20+	20+		2031 - PCC Joint Seal & Spall Repair		2041 - PCC Joint Seal & Spall Repair	Helicopter Parking
E28	Helipad AC	See Plates					17	40-98	60	-	55	59	Good	N/A	-	3	-	12	-	-	36	S.I.	-	150	-	13	-	-	9	45	T16	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Helipad AC
E29	Taxiway B	0+00 to 5+70	2007				17	33-56	56	-	85	75	Very Good	70 /F/D/X/T	-	3	-	5	4	-	36	S.I.	-	200	-	15	5	-	8	35	T5	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Taxiway B
E30	South Hangars	See Plates					28	59-62	62	-	45	50	Fair	140 /F/D/X/T	-	5	-	10	-	-	36	S.I.	-	200	-	30	-	-	8	50	T5	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 5" AC	South Hangars
E31	South Hangars	See Plates					13	55-95	90	-	33	20	Very Poor	30 /F/D/X/T	-	2.5	-	2	-	-	36	S.I.	-	200	-	10	-	-	6	15	T12	6	6	2028 - Reconstruct Section			2043 - Crack Repair	South Hangars
E32	South Hangars	See Plates					13	58-98	90	-	33	18	Very Poor	30 /F/D/X/T	-	2.5	-	2	-	-	36	S.I.	-	200	-	10	-	-	6	15	T12	6	6	2028 - Reconstruct Section			2043 - Crack Repair	South Hangars
E33	South Hangars *	See Plates					11	20-55	59	-	33	55	Good	N/A	-	2	-	7	-	-	36	S.I.	-	100	-	50	-	-	13	50	T16	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	South Hangars *
E34	Green Hangars	See Plates	1985				17	62-98	85	89	63	55	Good	80 /F/D/X/T	-	3	-	10	-	-	36	S.I.	-	250	-	10	-	-	7	30	T12	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Green Hangars
E35	Green Hangars	See Plates	1985				17	38-46	46	89	63	55	Good	120 /F/C/X/T	-	3	-	5	5	-	36	S.I.	-	250	-	45	15	-	9	40	T12	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Green Hangars
E36	Green Hangars	See Plates	2007				17	28-37	37	-	82	75	Very Good	480 /F/B/X/T	-	3	-	4	12	-	36	S.I.	-	250	-	40	30	-	20	40	T12	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Green Hangars
E37	Green Hangars	See Plates	2007				17	28-37	37	-	82	75	Very Good	480 /F/B/X/T	-	3	-	4	12	-	36	S.I.	-	250	-	40	30	-	20	40	T12	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Green Hangars
E38	Green Hangars	See Plates	2007				17	26-41	41	-	82	75	Very Good	290 /F/B/X/T	-	3	-	4	12	-	36	S.I.	-	250	-	40	25	-	15	50	T12	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Green Hangars
E39	Wash Rack *	See Plates					17	48-50	50	-	-	76	Very Good	700 /R/B/X/T	6	-	-	6	-	-	36	S.I.	2,000	-	-	50	-	-	15	25	T14	20+	20+		2031 - PCC Joint Seal & Spall Repair		2041 - PCC Joint Seal & Spall Repair	Wash Rack *
E40	Taxilane G	See Plates	1985				17	24-25	25		63	65	Good	240 /F/B/X/T	-	4	-	7	-	-	36	S.I.	-	300	-	20	-	-	15	35	T7	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 4" AC	Taxilane G
E41	Taxilane G	See Plates	1985				17	37-46	46		63	65	Good	310 /F/A/X/T	-	4	-	7	-	-	36	S.I.	-	100	-	25	-	-	30	50	T8	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 4" AC	Taxilane G
E42	Box Hangars	See Plates					11	50-55	55	-	63	55	Good	590 /F/B/X/T	-	3	-	4	12	-	36	S.I.	-	125	-	30	20	-	20	50	T9	20+	20+	N/A	N/A	N/A	N/A	Box Hangars
E43	Box Hangars	See Plates					11	49-76	76	-	63	49	Fair	260 /F/B/X/T	-	4	-	7	-	-	36	S.I.	-	300	-	20	-	-	15	35	T9	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 4" AC	Box Hangars
E44	Box Hangars	See Plates					11	41-72	72	-	63	49	Fair	80 /F/D/X/T	-	3	-	4	-	-	36	S.I.	-	125	-	35	-	-	8	35	T9	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Box Hangars
E45	Box Hangars *	See Plates					17	50-60	60	-	-	76	Very Good	700 /R/C/X/T	6	-	-	6	-	-	36	S.I.	1,500	-	-	50	-	-	12	20	T13	20+	20+	N/A	N/A	N/A	N/A	Box Hangars *
E46	Box Hangars	See Plates					11	48-56	56	-	63	45	Fair	100 /F/C/X/T	-	3	-	6	-	-	36	S.I.	-	150	-	9	-	-	10	45	T9	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Box Hangars
E47	Box Hangars	See Plates					11	48-51	51	-	63	55	Good	210 /F/B/X/T	-	3	-	9	-	-	36	S.I.	-	150	-	15	-	-	15	40	T9	20+	20+		2031 - Crack Repair, Seal Coat	2038 - Crack Repair	2042 - Remove & Replace 3" AC	Box Hangars
E48	North Hangar Taxilane (T/W H)	See Plates	1985				9	58-72	70	81	47	45	Fair	30 /F/D/X/T	-	2	-	7	-	-	36	S.I.	-	75	-	15	-	-	8	50	T10	19	19		2031 - Crack Repair, Seal Coat	2040 - Reconstruct Section		North Hangar Taxilane (T/W H)
E49	North Hangars	See Plates	1985				9	49-76	76	85	68	53	Fair	20 /F/D/X/T	-	2	-	7	-	-	36	S.I.	-	50	-	15	-	-	7	45	T11	20+	20+		2031 - Crack Repair, Seal Coat	2040 - Remove & Replace 3" AC		North Hangars
E50	North Hangars	See Plates	1985				9	56-78	72	81	47	45	Fair	30 /F/D/X/T	-	2	-	7	-	-	36	S.I.	-	75	-	15	-	-	8	50	T11	20+	20+		2031 - Crack Repair, Seal Coat	2040 - Remove & Replace 3" AC		North Hangars
E51	FBO Leases 1	See Plates					9	15-19	19	-	68	67/56	Good	140 /F/B/X/T	-	2	-	7	-	-	36	S.I.	-	250	-	50	-	-	20	50	T17	20+	20+	N/A	N/A	N/A	N/A	FBO Leases 1
E52	FBO Leases 2	See Plates					9	45-75	75	-	14	70/16	V. Good / V. Poor	30 /F/C/X/T	-	3	-	4	-	-	36	S.I.	-	50	-	5	-	-	10	35	T17	20+	20+	N/A	N/A	N/A	N/A	FBO Leases 2
E53	Flightline Drive	0+00 to 9+00	1985	2013			13	11-29	15	80	95	68	Good	N/A	-	4	-	7	-	12	36	S.I.	-	350	-	100	-	35	20	50	T18	20+	20+		2031 - Crack Repair	2038 - Crack Repair, Seal Coat	2041 - Crack Repair, Seal Coat	Flightline Drive
E54	Flightline Drive	9+00 to 28+40	1983/1985				13	55-88	70	40	15	16	Very Poor	N/A	-	2	-	7	-	-	36	S.I.	-	150	-	10	-	-	5	50	T18	0.5	0.5	2026 - Reconstruct Section			2041 - Crack Repair, Seal Coat	Flightline Drive
E55	Flightline Drive	28+40 to 57+00	1975	2013			17	5-15	15	40	95	87	Excellent	N/A	-	4	14	-	-	-	36	S.I.	-	200	275	-	-	-	15	45	T18	20+	20+		2031 - Crack Repair	2038 - Crack Repair, Seal Coat	2041 - Crack Repair, Seal Coat	Flightline Drive

* - Assumed pavment section, no data available from airport.





LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- E2 — PAVEMENT SEGMENT ID REFERRED TO IN PAVEMENT CONDITION SURVEY SEE TABLES 3-1, 5-2 AND TABLES E1 TO E55

0 150 300

SCALE: 1"=300'

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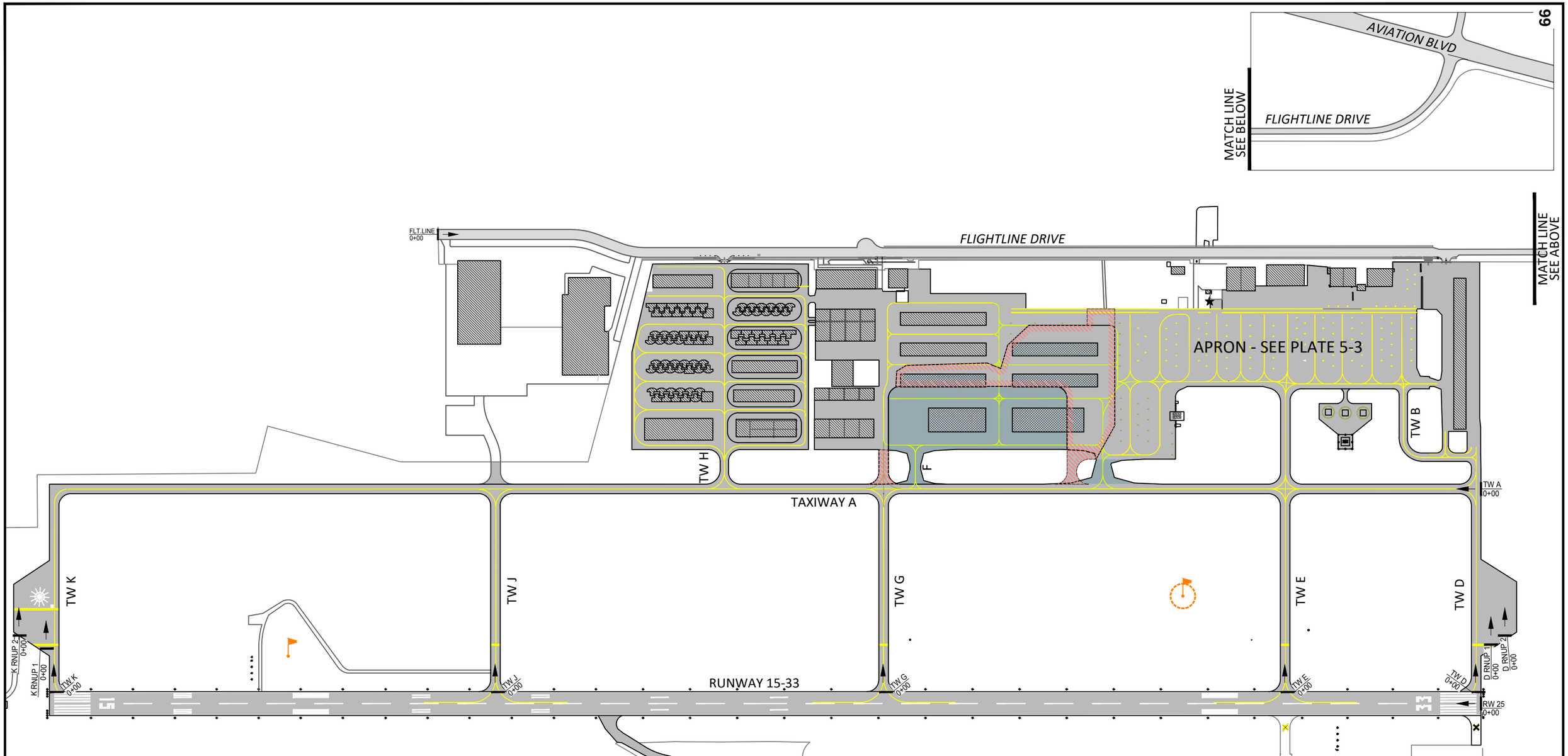
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

PAVEMENT SEGMENT IDENTIFICATION

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Areas
PLATE No.	5-1



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

N

0 200 400

SCALE: 1"=400'

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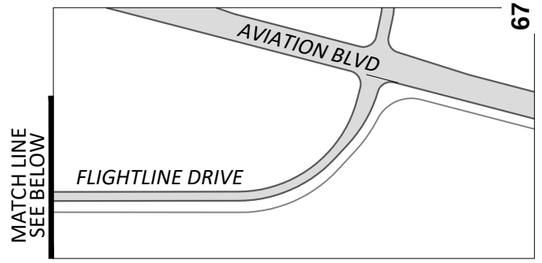
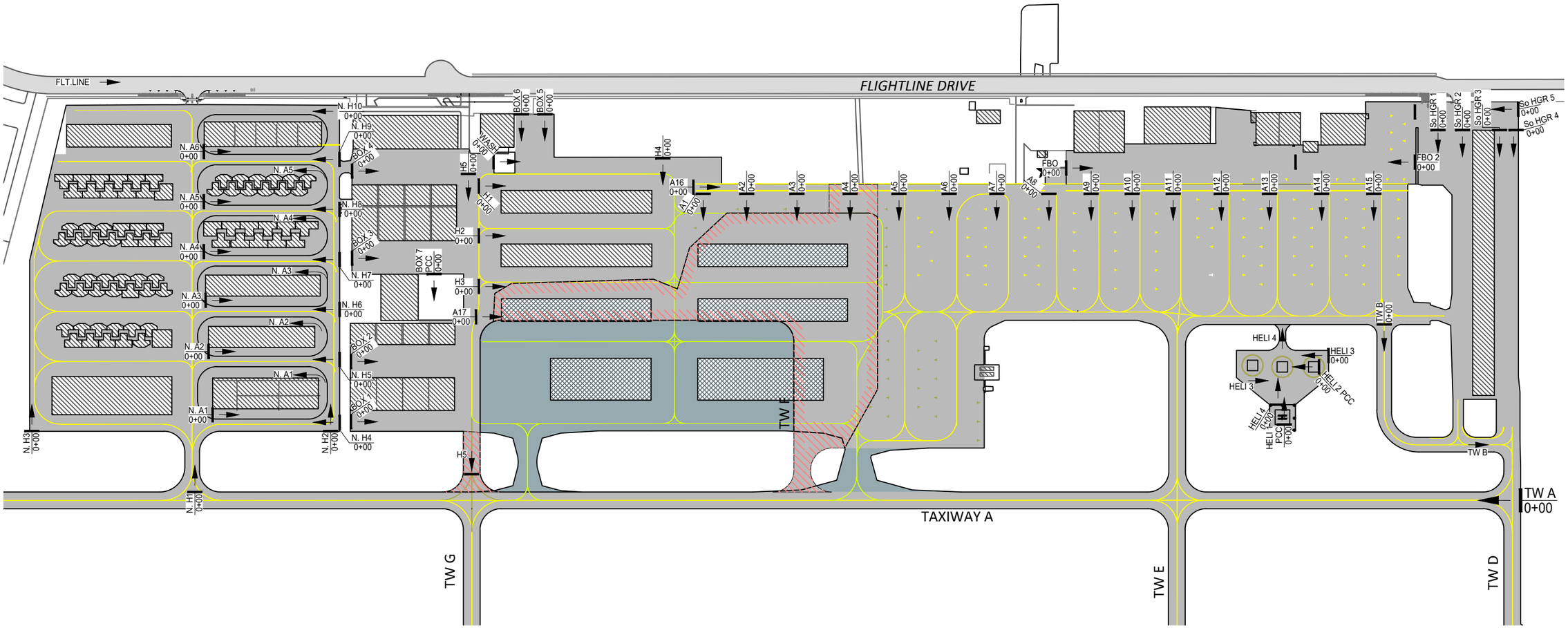
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

STATIONING CONTROL PLAN - FWD TESTS - RUNWAY & TAXIWAY

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.5-2.STA
PLATE No.	5-2





LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

N

0 125 250

SCALE: 1"=250'

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LINCOLN REGIONAL AIRPORT

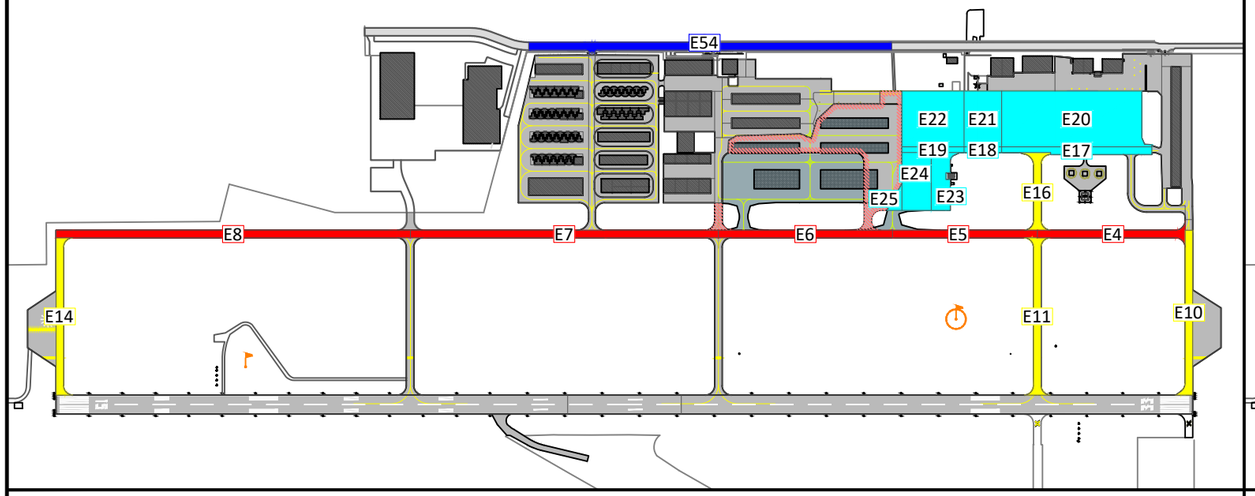
2026 PAVEMENT MANAGEMENT PLAN

STATIONING CONTROL PLAN - FWD TESTS - APRON & HANGARS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.5-2.STA
PLATE No.	5-3

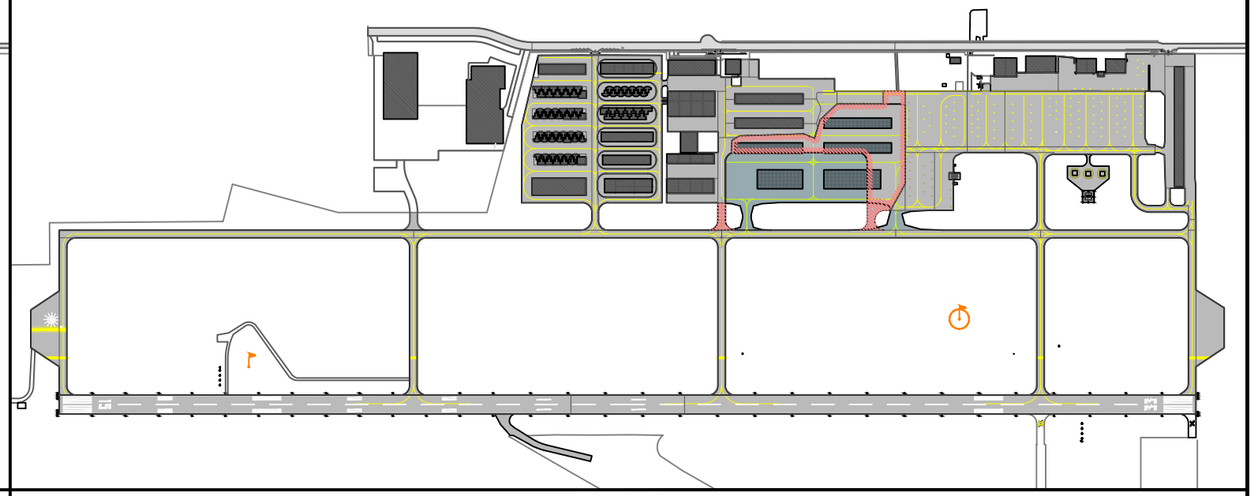
2026 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	TAXIWAY A (E4-E8)	CRACK REPAIR & SEAL COAT	$125,000
	TAXIWAYS D, E, & K (E10, E11, E14, & 16)	CRACK REPAIR & SEAL COAT	$65,000
	JET APRON, TIE-DOWN APRON, FUEL APRON (E17-E25)	CRACK REPAIR & SEAL COAT	$261,000
	FLIGHTLINE DRIVE (E54)	RECONSTRUCT SECTION	$1,617,000
		TOTAL 2026 PROJECTS	$2,068,000



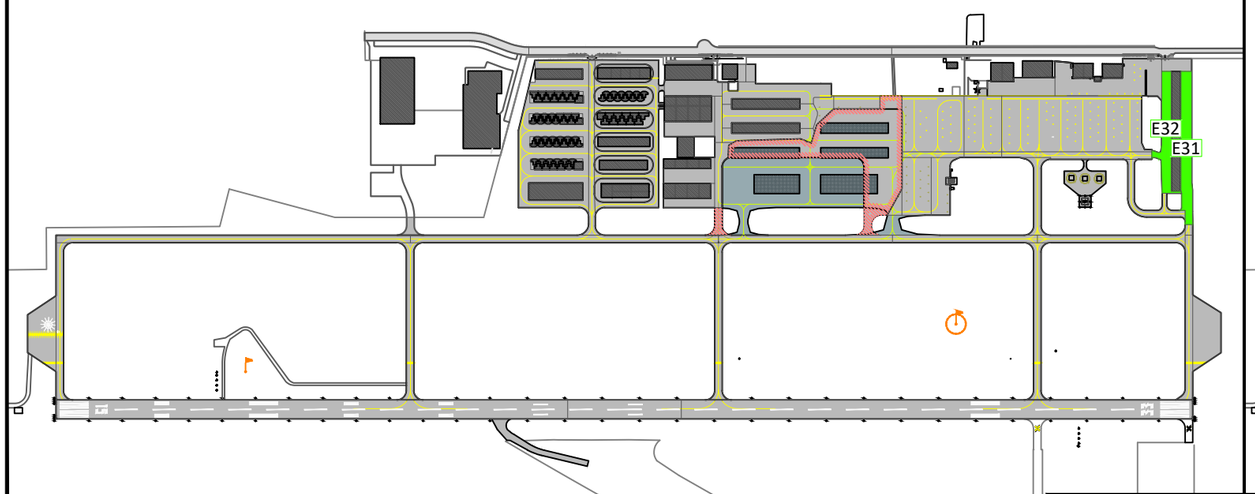
2027 MAINTENANCE AND REHABILITATION SCHEDULE

NO 2027 MAINTENANCE PROJECTS SCHEDULED



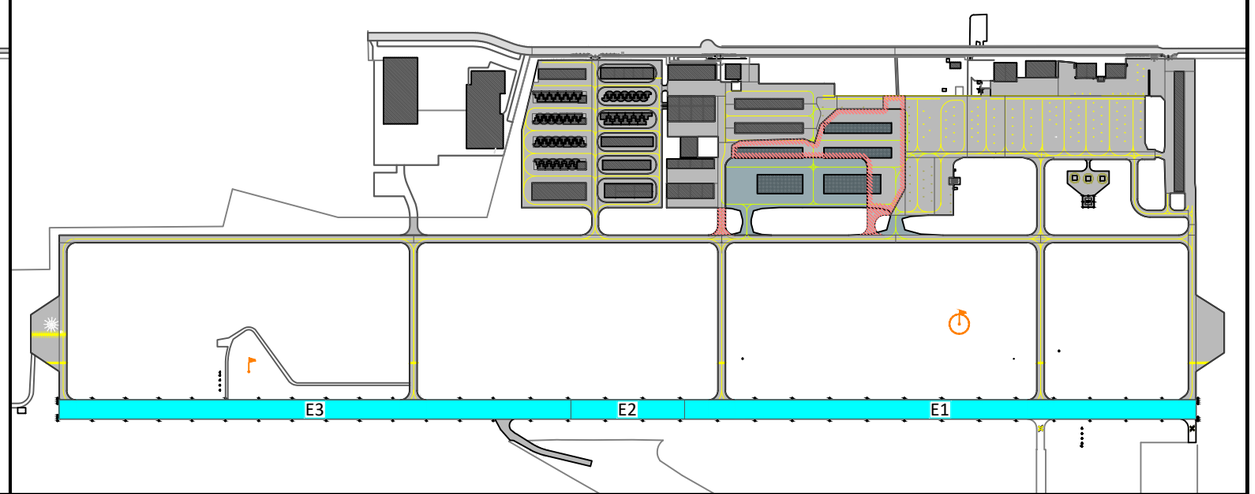
2028 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	SOUTH HANGARS (E31-E32)	RECONSTRUCT SECTION	$1,741,000
		TOTAL 2028 PROJECTS	$1,741,000



2029 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	RUNWAY 15-33 (E1-E3)	RECONSTRUCT SECTION	$10,802,000
		TOTAL 2029 PROJECTS	$10,802,000



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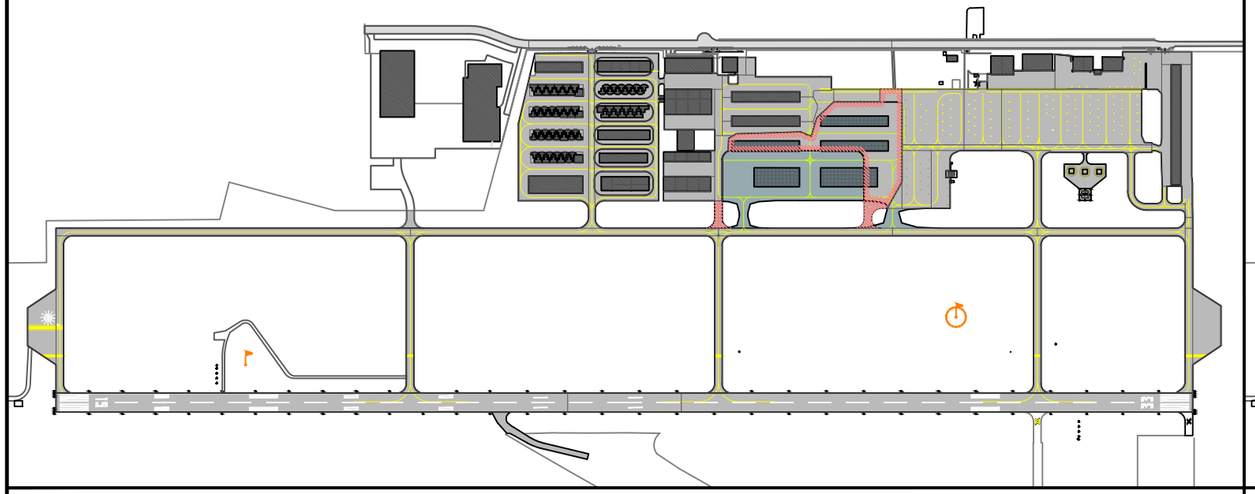
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
REHABILITATION SCHEDULE - 2026-2029

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Rehab
PLATE No.	5-4

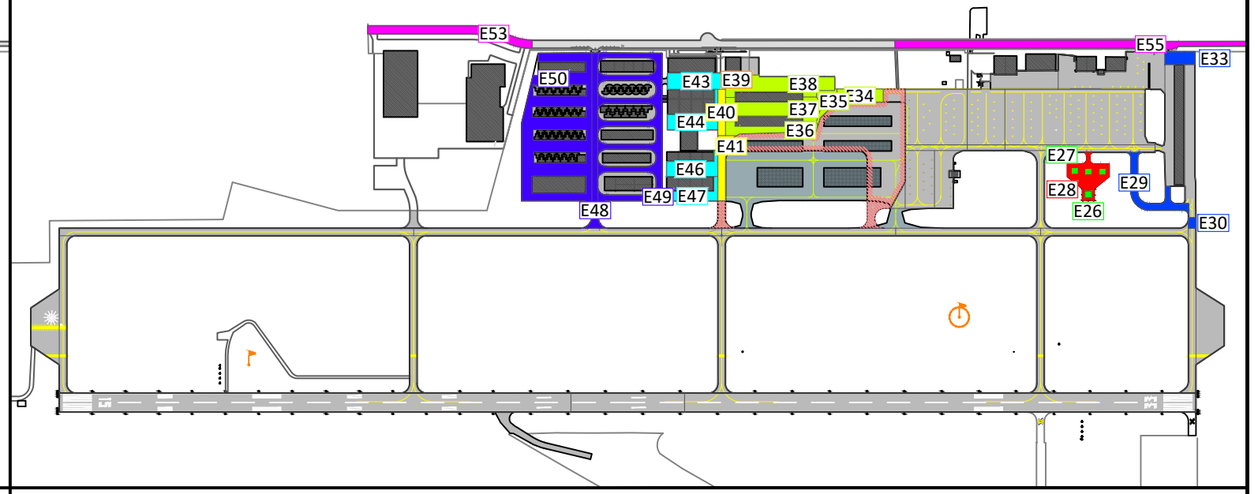
2030 MAINTENANCE AND REHABILITATION SCHEDULE

NO 2030 MAINTENANCE PROJECTS SCHEDULED



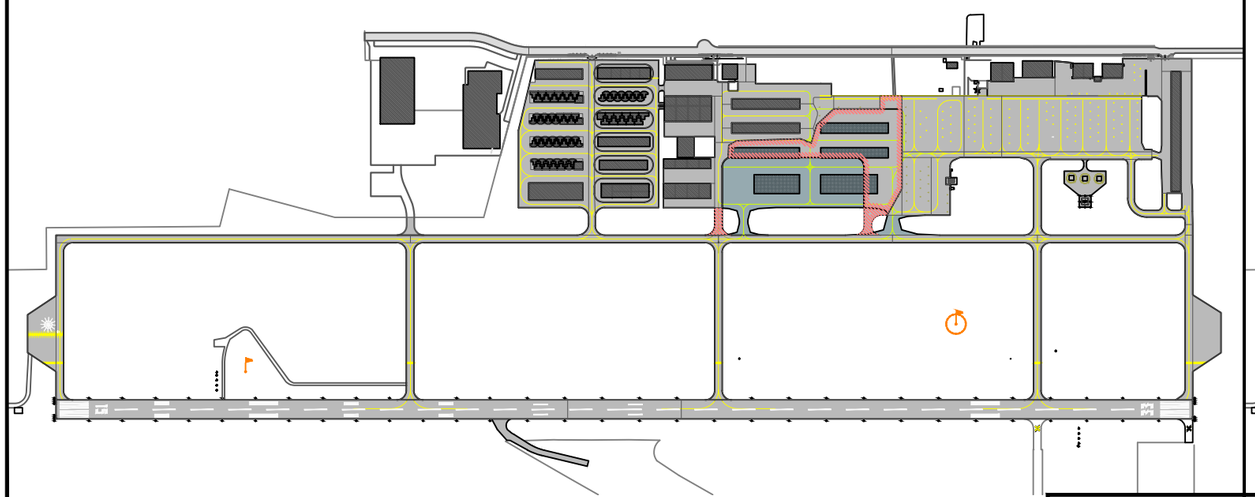
2031 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	HELIPAD PCC & HELICOPTER PARKING (E26-E27)	PCC JOINT SEAL & SPALL REPAIR	$15,000
	HELIPAD AC (E28)	CRACK REPAIR & SEAL COAT	$51,000
	TAXIWAY B & SOUTH HANGARS (E29, E30, E33)	CRACK REPAIR & SEAL COAT	$68,000
	GREEN HANGARS (E34-E38)	CRACK REPAIR & SEAL COAT	$281,000
	WASH RACK (E39)	PCC JOINT SEAL & SPALL REPAIR	$13,000
	TAXILANE G (E40-E41)	CRACK REPAIR & SEAL COAT	$54,000
	BOX HANGARS (E43-E44, E46-E47)	CRACK REPAIR & SEAL COAT	$174,000
	NORTH HANGARS (E48-E50)	CRACK REPAIR & SEAL COAT	$595,000
	FLIGHTLINE DRIVE (E53, E55)	CRACK REPAIR, SEAL CRACKS	$99,000
		TOTAL 2031 PROJECTS	$1,350,000



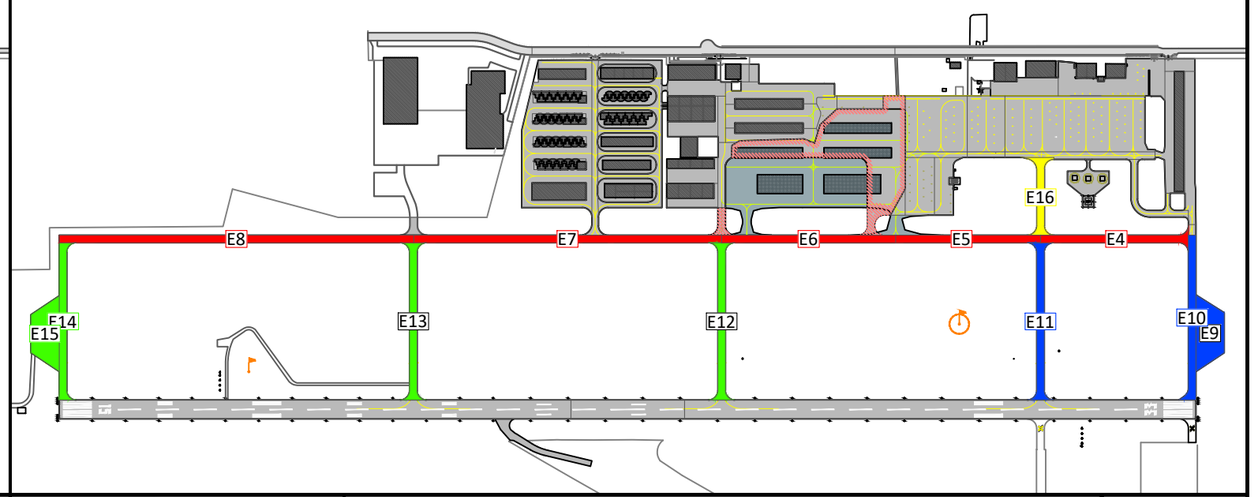
2032 MAINTENANCE AND REHABILITATION SCHEDULE

NO 2032 MAINTENANCE PROJECTS SCHEDULED



2033 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	TAXIWAY A (E4-E8)	REMOVE & REPLACE 4" AC, RECOMPACT AB	$2,395,000
	TAXIWAYS D, E, & D RUNUP (E9-E11)	REMOVE & REPLACE 5" AC, RECOMPACT AB	$1,374,000
	TAXIWAYS G, J, K, & K RUNUP (E12-E15)	REMOVE & REPLACE 4" AC, RECOMPACT AB	$1,499,000
	TAXIWAY E (APRON) (E16)	RECONSTRUCT SECTION	$393,000
		TOTAL 2033 PROJECTS	$5,661,000



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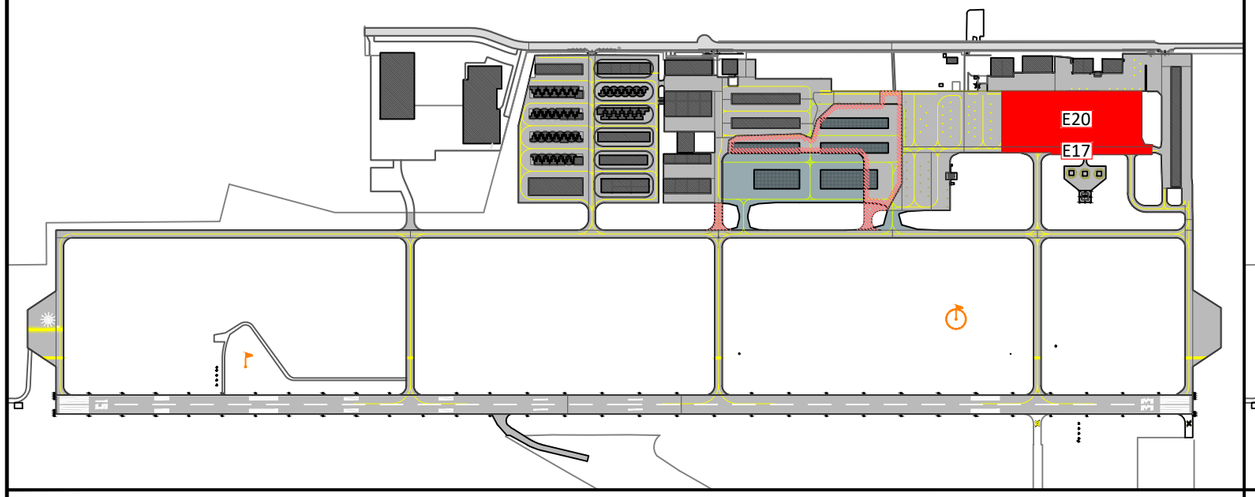
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
REHABILITATION SCHEDULE - 2030-2033

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Rehab
PLATE No.	5-5

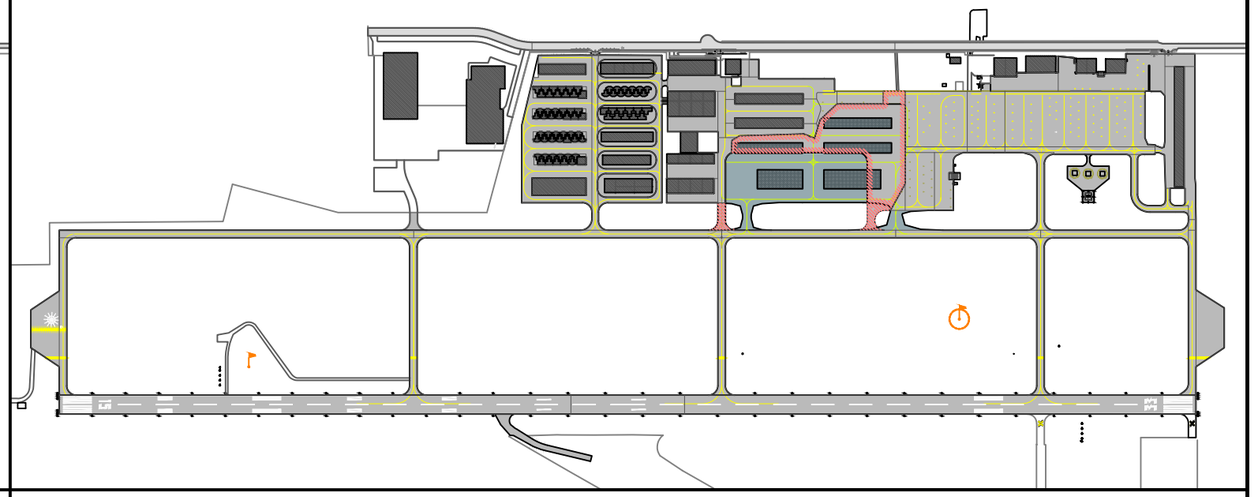
2034 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	TIE-DOWN APRON & APRON TAXILANE (E17, E20)	CRACK REPAIR & SEAL COAT	$534,000
		TOTAL 2034 PROJECTS	$534,000



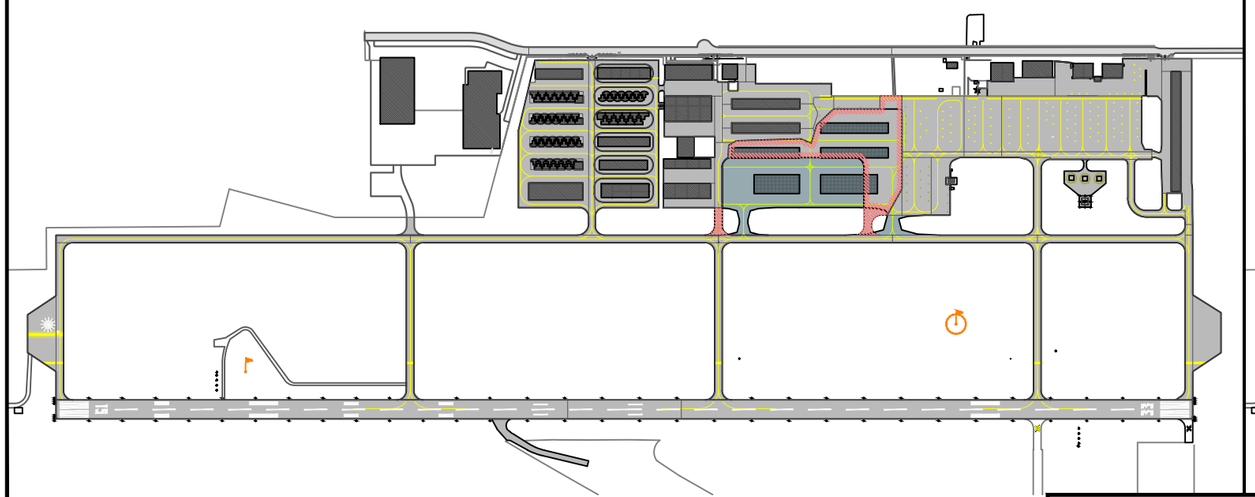
2035 MAINTENANCE AND REHABILITATION SCHEDULE

NO 2035 MAINTENANCE PROJECTS SCHEDULED



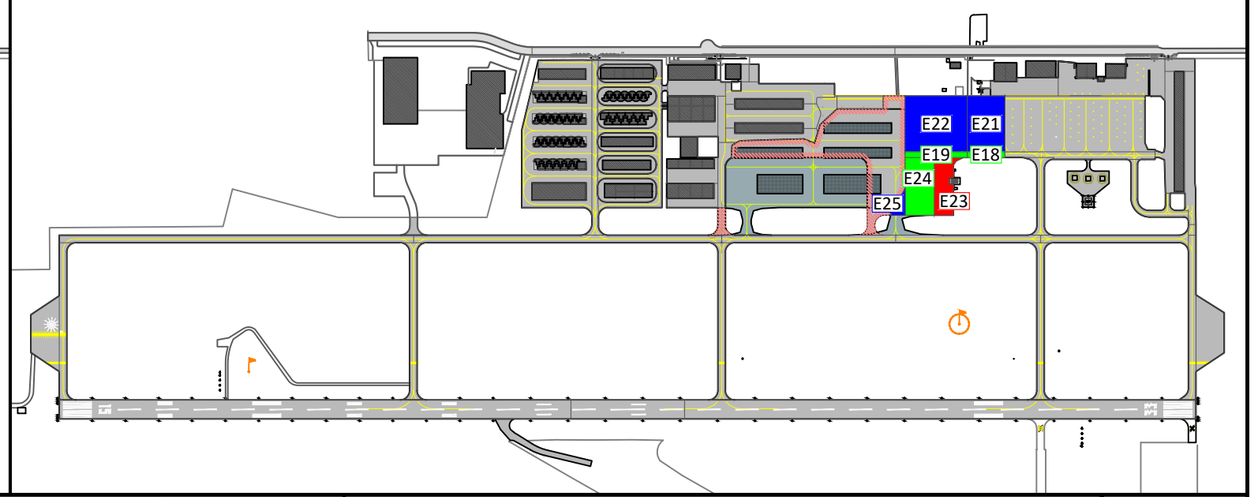
2036 MAINTENANCE AND REHABILITATION SCHEDULE

NO 2036 MAINTENANCE PROJECTS SCHEDULED



2037 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	Fuel Apron (E23)	REMOVE & REPLACE 4" AC, RECOMPACT AB	$303,000
	Jet Apron (E21, E22, E25)	RECONSTRUCT SECTION	$3,214,000
	Jet Apron & Apron Taxilanes (E18, E19, E24)	RECONSTRUCT SECTION	$1,258,000
		TOTAL 2037 PROJECTS	$4,775,000



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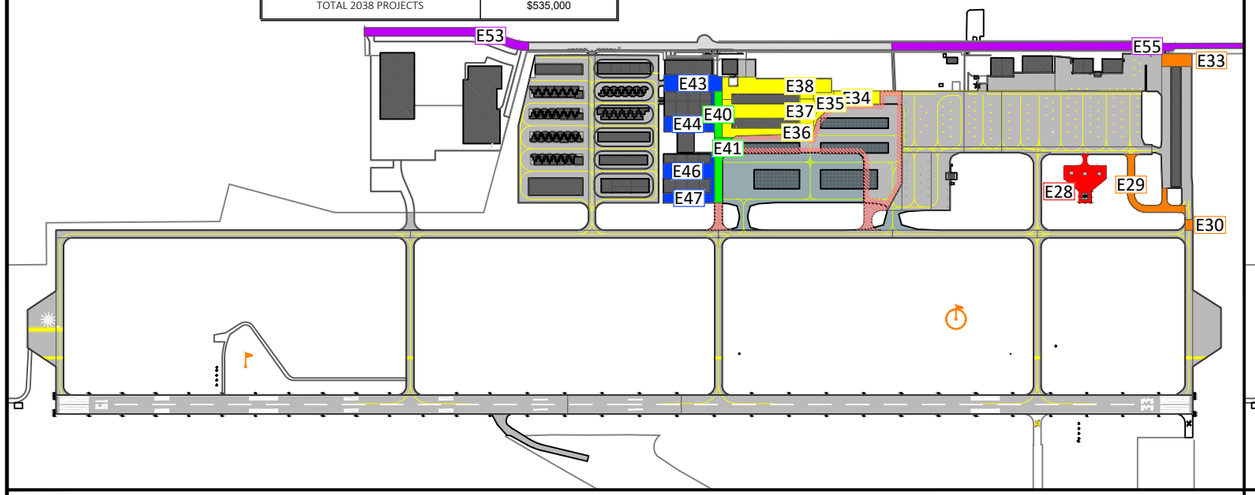
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
REHABILITATION SCHEDULE - 2034-2037

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Rehab
PLATE No.	5-6

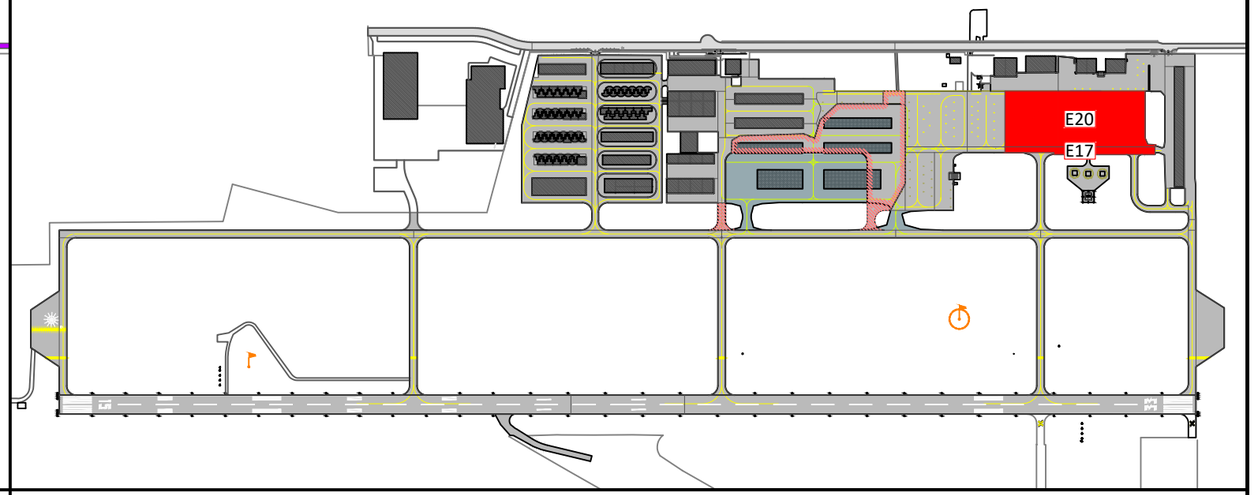
2038 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	HELIPAD AC (E28)	CRACK REPAIR, SEAL CRACKS	$21,000
	TAXIWAY B & SOUTH HANGARS (E29, E30, E33)	CRACK REPAIR, SEAL CRACKS	$29,000
	GREEN HANGARS (E34-E38)	CRACK REPAIR, SEAL CRACKS	$116,000
	TAXILANE G (E40-E41)	CRACK REPAIR, SEAL CRACKS	$22,000
	BOX HANGARS (E43-E44, E46-E47)	CRACK REPAIR, SEAL CRACKS	$72,000
	FLIGHTLINE DRIVE (E53, E55)	CRACK REPAIR & SEAL COAT	$275,000
		TOTAL 2038 PROJECTS	$535,000



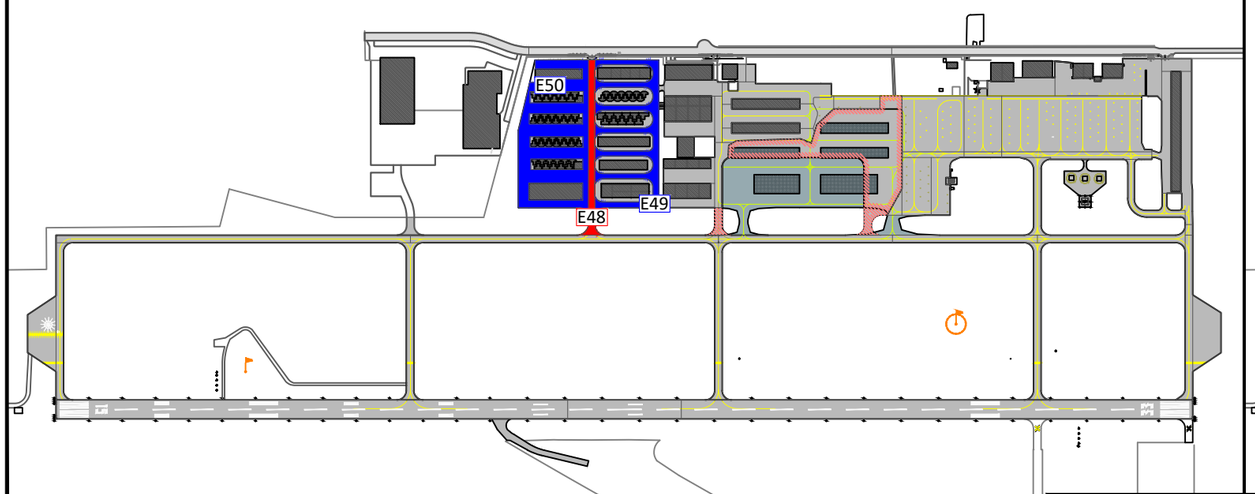
2039 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	TIE-DOWN APRON & APRON TAXILANE (E17, E20)	REMOVE & REPLACE 4" AC, RECOMPACT AB	$2,482,000
		TOTAL 2039 PROJECTS	$2,482,000



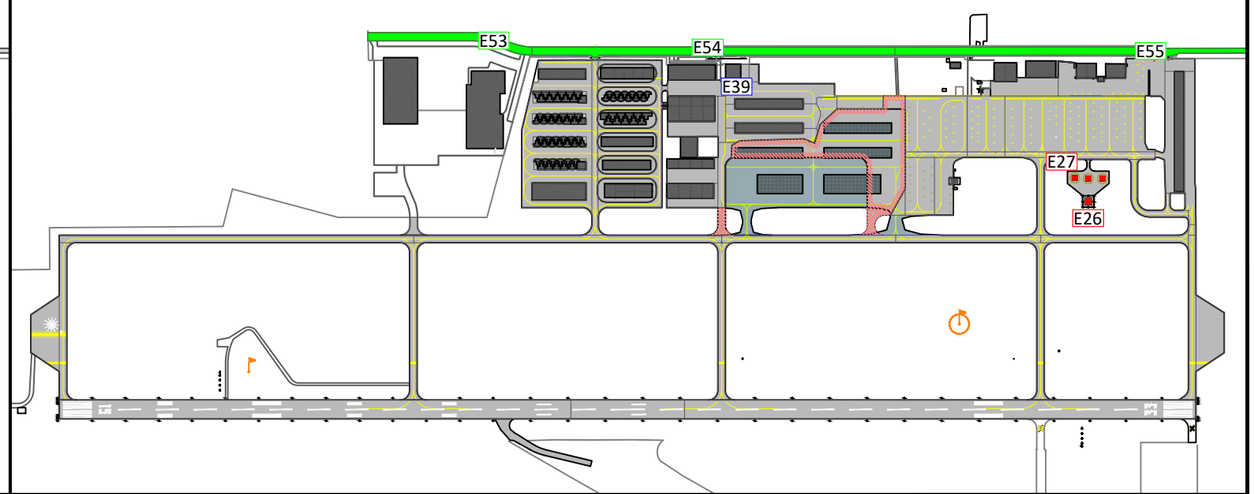
2040 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	NORTH HANGAR TAXILANE (E48)	RECONSTRUCT SECTION	$608,000
	NORTH HANGARS (E49, E50)	REMOVE & REPLACE 3" AC, RECOMPACT AB	$2,046,000
		TOTAL 2040 PROJECTS	$2,654,000



2041 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	HELIPAD PCC & HELICOPTER PARKING (E26-E27)	PCC JOINT SEAL & SPALL REPAIR	$15,000
	WASH RACK (E39)	PCC JOINT SEAL & SPALL REPAIR	$13,000
	FLIGHTLINE DRIVE (E53-E55)	CRACK REPAIR & SEAL COAT	$458,000
		TOTAL 2041 PROJECTS	$486,000



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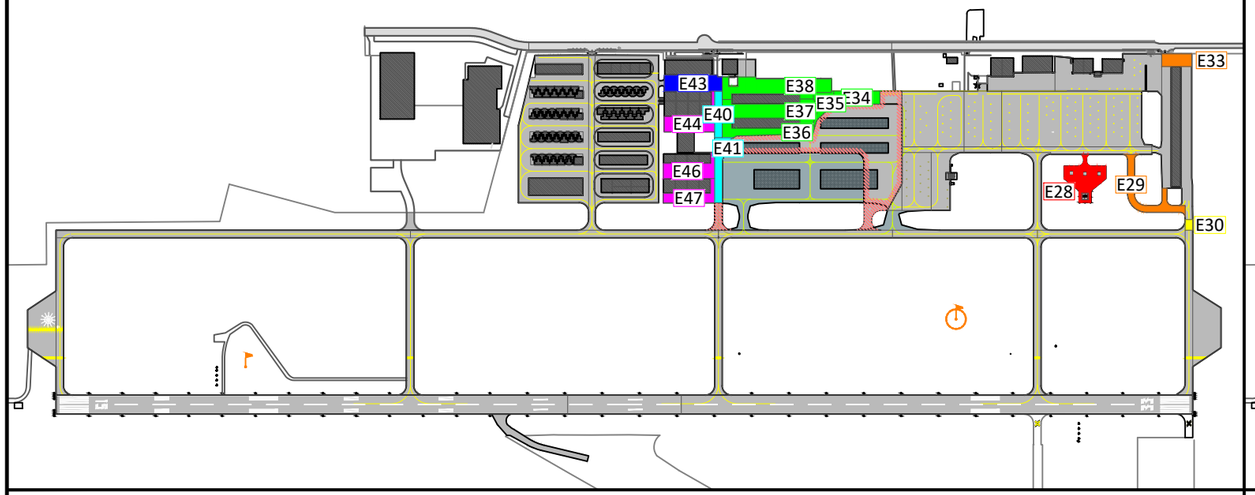
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
REHABILITATION SCHEDULE - 2038-2041

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Rehab
PLATE No.	5-7

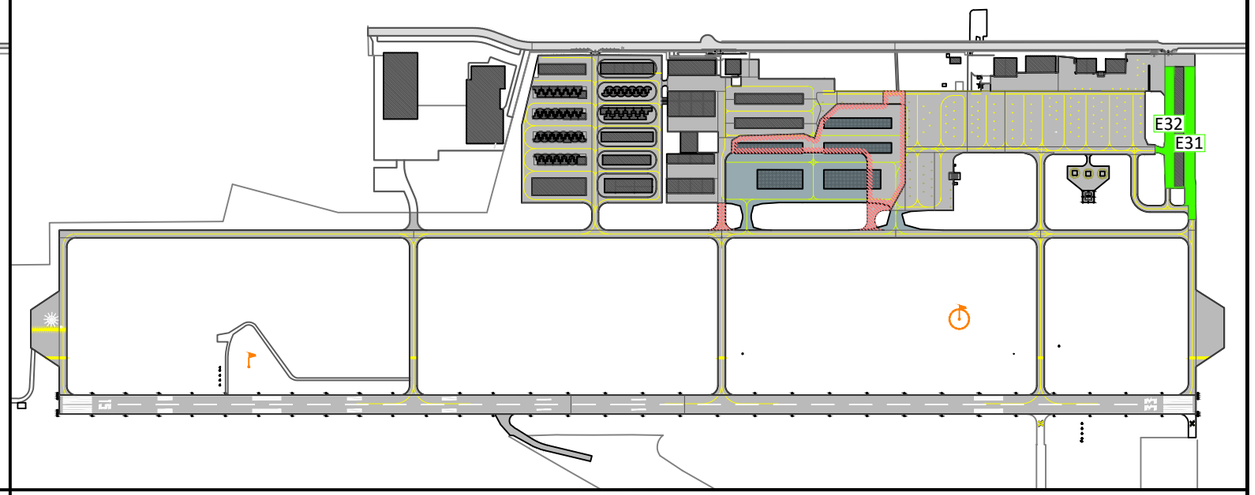
2042 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	HELIPAD AC (E28)	REMOVE & REPLACE 3" AC, RECOMPACT AB	$204,000
	TAXIWAY B & SOUTH HANGARS (E29, E33)	REMOVE & REPLACE 3" AC, RECOMPACT AB	$258,000
	SOUTH HANGARS (E30)	REMOVE & REPLACE 5" AC, RECOMPACT AB	$26,000
	GREEN HANGARS (E34-E38)	REMOVE & REPLACE 3" AC, RECOMPACT AB	$1,120,000
	TAXILANE G (E40-E41)	REMOVE & REPLACE 4" AC, RECOMPACT AB	$269,000
	BOX HANGARS (E43)	REMOVE & REPLACE 4" AC, RECOMPACT AB	$260,000
	BOX HANGARS (E44, E46, E47)	REMOVE & REPLACE 3" AC, RECOMPACT AB	$487,000
		TOTAL 2042 PROJECTS	$2,624,000



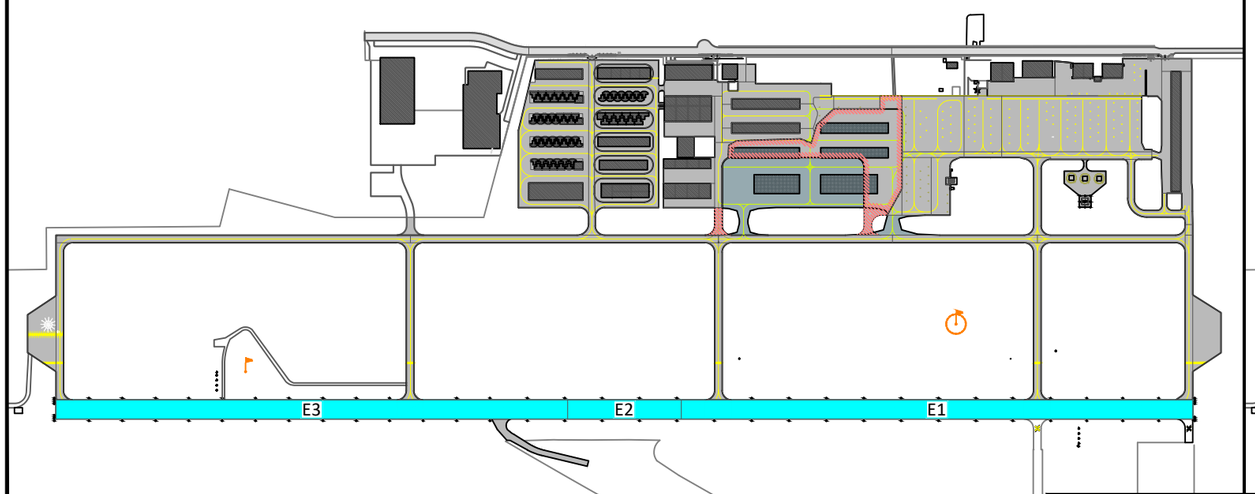
2043 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	SOUTH HANGARS (E31-E32)	CRACK REPAIR, SEAL CRACKS	$59,000
		TOTAL 2043 PROJECTS	$59,000



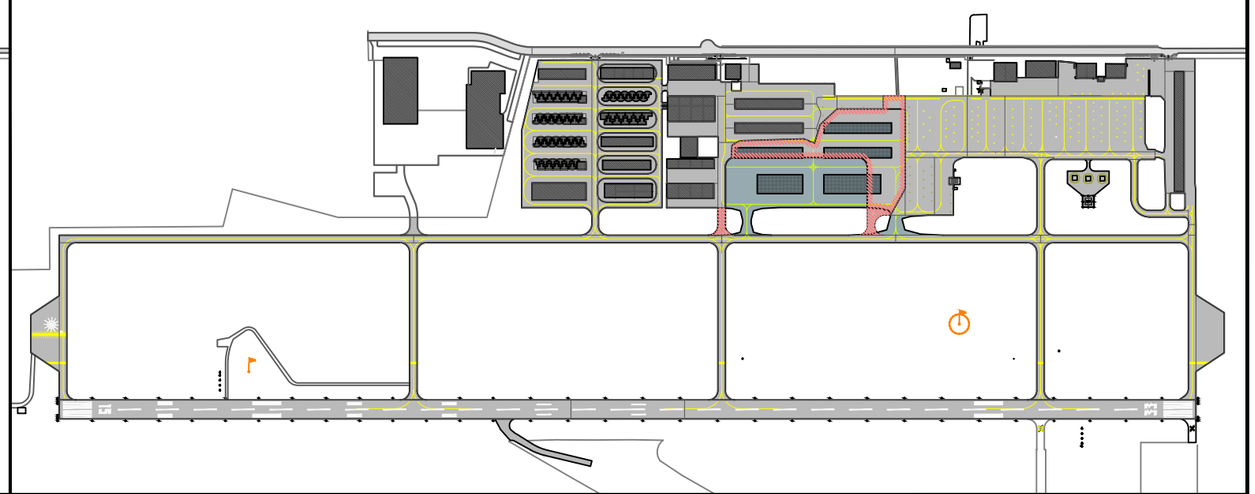
2044 MAINTENANCE AND REHABILITATION SCHEDULE

HATCH	AREA	PROJECT	COST
	RUNWAY 15-33 (E1-E3)	CRACK REPAIR, SEAL CRACKS	$451,000
		TOTAL 2044 PROJECTS	$451,000



2045 MAINTENANCE AND REHABILITATION SCHEDULE

NO 2045 MAINTENANCE PROJECTS SCHEDULED



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LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
REHABILITATION SCHEDULE - 2042-2045

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Rehab
PLATE No.	5-8

Appendix A
Geotechnical Data

A series of geotechnical studies were conducted by the office of Reinard W. Brandley, Consulting Airport Engineer (now Brandley Engineering, Inc.) between 1973 and 1985 for the development of the Lincoln Regional Airport. These studies consisted of drilling a series of exploratory test borings and core holes, obtaining undisturbed soil samples and bulk soil samples from these test borings and core holes, and conducting a series of laboratory tests on the samples obtained. The data obtained from these test borings and core holes are valuable and have been used in this Pavement Evaluation Study. A Geotechnical Report summarizing all geotechnical data available has been included in this Appendix A.

APPENDIX A

LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA

GEOTECHNICAL REPORT

August 30, 2026



8-30-26

PREPARED BY

BRANDLEY
ENGINEERING

LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA

GEOTECHNICAL REPORT

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Plate No. A12 - Soil Profiles Z-Z thru BB-BB

August 30, 2026

LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA

GEOTECHNICAL REPORT

I. Scope of Work

Geotechnical investigations were conducted at the Tulelake Municipal Airport in 1973 thru 1985 including the runway, taxiway, apron and future potential development areas. Additional pavement section only cores were conducted in 2023. The purpose of this study is to summarize the geotechnical investigations performed, results observed, and geotechnical conditions on the airport for evaluation of existing pavement sections to be included in the Pavement Maintenance Management Plan (PMMP). This report presents the results of this investigation and corresponding recommendations.

II. Project Description

The Pavement Maintenance Management Plan includes a complete evaluation of the pavement conditions, expected remaining life and recommendations for future projects required to maintain the airport pavements. In order to evaluate the existing strength of each pavement layer and the remaining life of each pavement section, detailed information about each pavement section and underlying geotechnical conditions on the Lincoln Regional Airport must be determined prior to evaluating the non-destructive test data. A series of geotechnical borings were performed in 1973 thru 1985 to determine the underlying geotechnical conditions throughout the airport. Additional pavement section only cores were conducted in 2023. The results have been summarized and utilized with the non-destructive testing (NDT) performed in this PMMP to supplement the pavement condition index data as recommended in Advisory Circular 150/5380-7B Item 2.2.1.2 and Advisory Circular 150/5320-6F Appendix C.

Lincoln Regional Airport is located on the west side of the City of Lincoln in Placer County, California. The 725 acre site is located in the Sacramento Valley in California at an elevation of 121.4 feet above mean sea level. Existing development immediately surrounding the airport contains undeveloped land, residential or commercial/industrial. The airport site is fairly flat with a minimal slope. The undeveloped portions of the airport vegetation are managed for aviation

safety. Typical vegetation is entirely herbaceous and comprised mostly of weedy annual species.

III. Geotechnical Field and Laboratory Testing Program

An evaluation of historical geotechnical information conducted in 1973 thru 1985 have been conducted throughout the Lincoln Regional Airport. These investigations consisted of soil borings with Standard Penetration tests and laboratory geotechnical testing.

The historical geotechnical information consists of a Soil Studies associated with the various airport projects performed by Reinard W. Brandley, Consulting Airport Engineer dated between 1973 thru 1985. These studies were performed by the Geotechnical Engineer Reinard W. Brandley (GE 160) and consisted of 133 test holes to depths of 10 to 15 feet and supporting laboratory tests including Atterberg Limit Tests, California Bearing Ratio Tests, gradation and density tests.

IV. Summary of Subsurface Soil Conditions

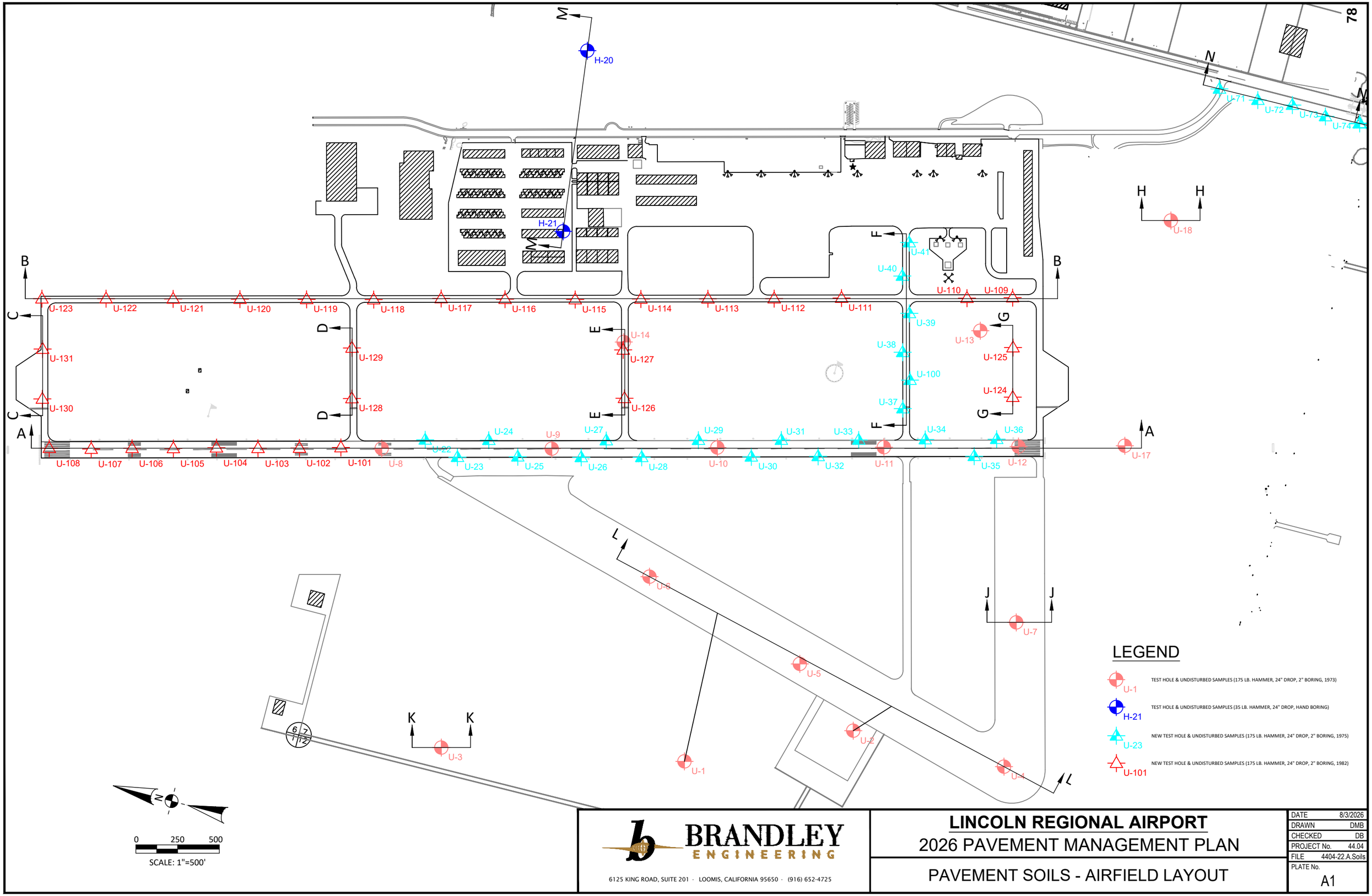
The soil borings and laboratory test results indicate that throughout most of the site the subgrade soils consist of sandy silts, clayey silts or clayey sands. There are a few thin layers of silty clays and sandy clays and some medium plastic clays. Materials obtained from these test pits were sampled and tested in the laboratory. These tests indicate that the California Bearing Ratio (CBR) of the subgrade soils compacted in place under existing pavements is 9 minimum and of the subsoils is 6 minimum.

The Test Hole Location Map and Test Hole Boring Logs for the 1973 to 1985 data are shown on Plate No. A1 thru A12. The laboratory tests are numerous and are available at the office of Brandley Engineering.

The previous soil studies performed by Reinard W. Brandley Consulting Airport Engineers dated 1973 thru 1985 support a subgrade CBR for the native subgrade of 6 when compacted to 90% relative compaction and 9 when compacted to 95% relative compaction. The subgrade soil was likely compacted to 95% relative compaction when originally constructed. It is recommended that the evaluation of the existing pavement sections be based on native soil compacted to 95% relative compaction with a subgrade CBR of 9.

Ground water was not encountered in any of the test holes. It is reported that the typical depth of ground water in the vicinity of Lincoln Regional Airport is 40 to 55 feet. The depth of ground water is unlikely to influence the pavement section subgrade support.

Frost susceptibility is an important consideration in order to protect the integrity of the pavement section. Three conditions are required to create potential for frost heave including; cold climate, a frost susceptible soil type and a source of water close enough to the supply capillary water to the frost line. The Lincoln Regional Airport is not located in a cold weather climate region. As a result, frost susceptibility is not an important design consideration.



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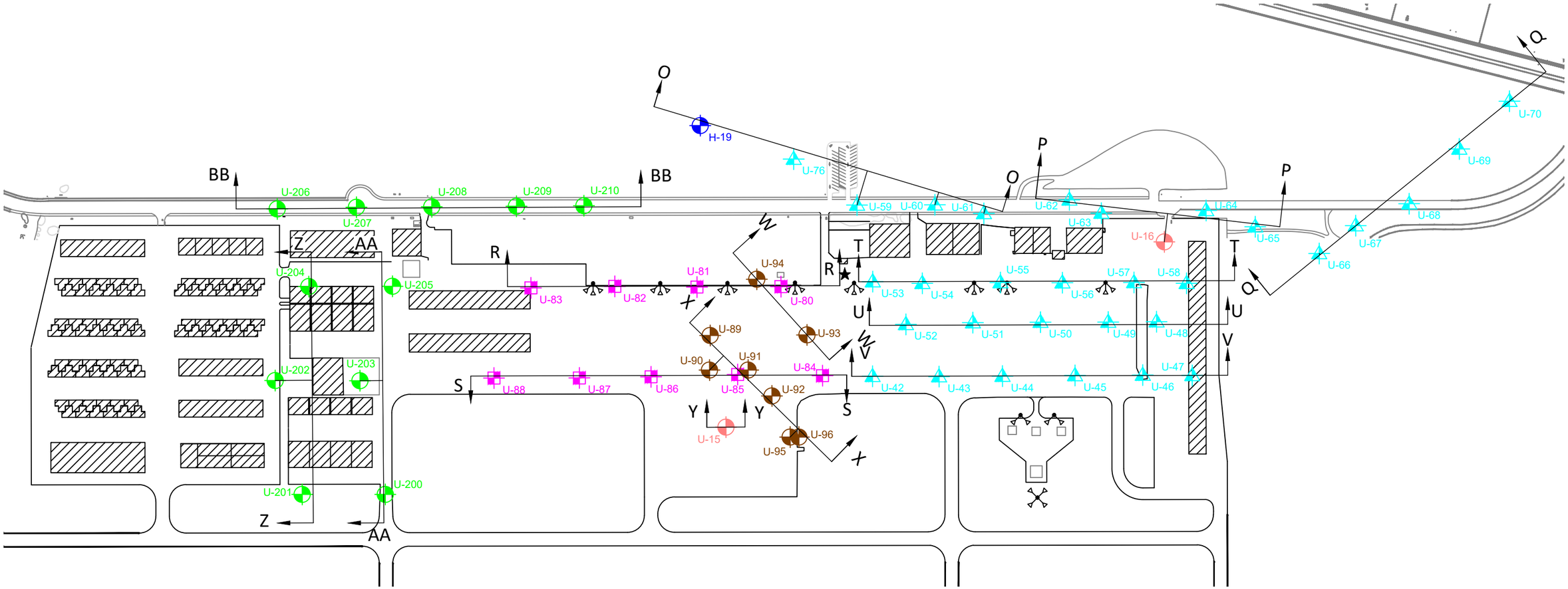
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

PAVEMENT SOILS - AIRFIELD LAYOUT

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A1



LEGEND

- U-1 — TEST HOLE & UNDISTURBED SAMPLES (175 LB. HAMMER, 24" DROP, 2" BORING, 1973)
- H-21 — TEST HOLE & UNDISTURBED SAMPLES (35 LB. HAMMER, 24" DROP, HAND BORING)
- U-23 — NEW TEST HOLE & UNDISTURBED SAMPLES (175 LB. HAMMER, 24" DROP, 2" BORING, 1975)
- U-88 — NEW TEST HOLE & UNDISTURBED SAMPLES (175 LB. HAMMER, 24" DROP, 2" BORING, 1983)
- U-96 — BRANDLEY ENGINEERING SOIL BORINGS, 1983
- U-210 — BRANDLEY ENGINEERING SOIL BORINGS, 1985

0 150 300

SCALE: 1"=300'

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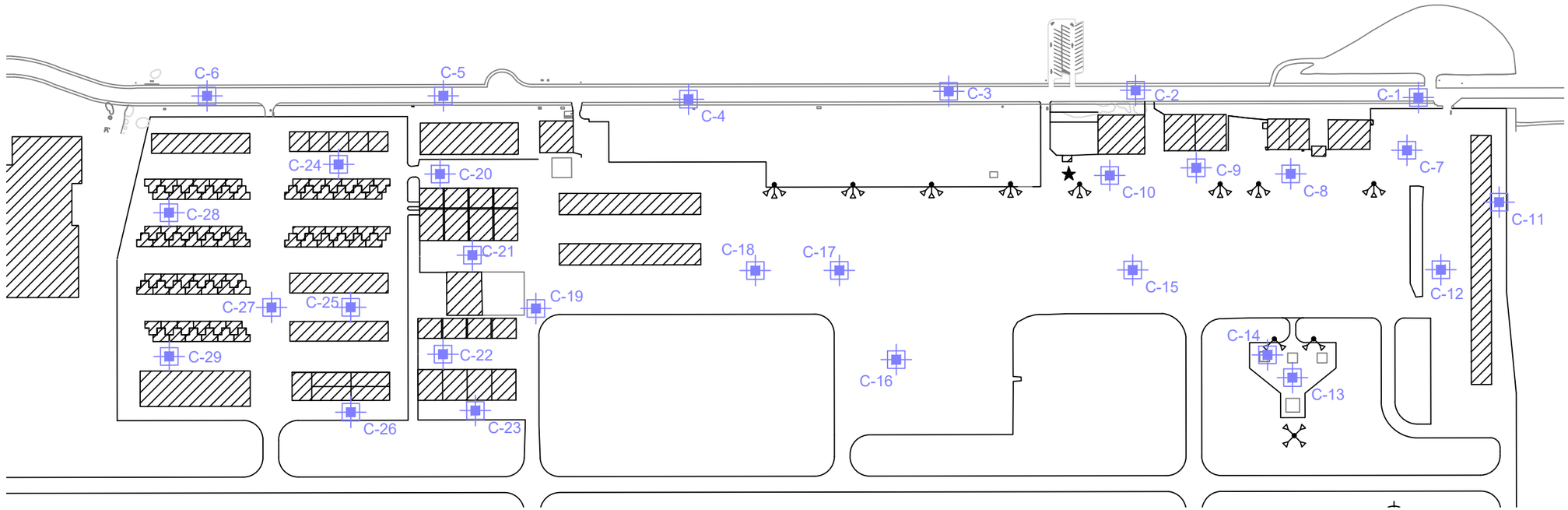
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

PAVEMENT SOILS - RAMP LAYOUT

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A2



PAVEMENT SECTION CORE DATA			
CORE ID	AC (IN.)	AB (IN.)	OTHER
C-1	4 1/2	-	NATIVE/HARDPAN
C-2	5	-	NATIVE/HARDPAN
C-3	3 3/4	-	NATIVE/SLURRY/OIL
C-4	2 1/2	6	-
C-5	2 1/2	7 1/2	-
C-6	3	7	-
C-7	2 1/2	7	-
C-8	2	6 3/4	-
C-9	2 3/4	2 1/2	-
C-10	2 3/4	4 1/4	-
C-11	2 1/4	-	2" FINES/GRINDINGS/NATIVE
C-12	2 1/2	2	DG/SLURRY/NATIVE
C-13	3 1/2	12	
C-14	5 1/2 (PCC)	8	
C-15	3 1/2	8	

PAVEMENT SECTION CORE DATA			
CORE ID	AC (IN.)	AB (IN.)	OTHER
C-16	3	8	
C-17	3 1/4	8 1/2	
C-18	2 1/2	6 1/2	
C-19	4 1/2	6 1/2	
C-20	2 1/2	7	
C-21	3	4	
C-22	3	5 3/4	
C-23	2 3/4	9 1/2	
C-24	2 1/8	6	
C-25	2 1/4	7 3/4	
C-26	2	7 3/4	
C-27	3	6	
C-28	2 1/4	8	
C-29	2 1/4	6 1/4	

LEGEND

C-1 BRANDLEY ENGINEERING PAVEMENT SECTION CORES, 2023

N

0 150 300

SCALE: 1"=300'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

PAVEMENT SOILS - CORE LAYOUT

DATE	8/3/2026
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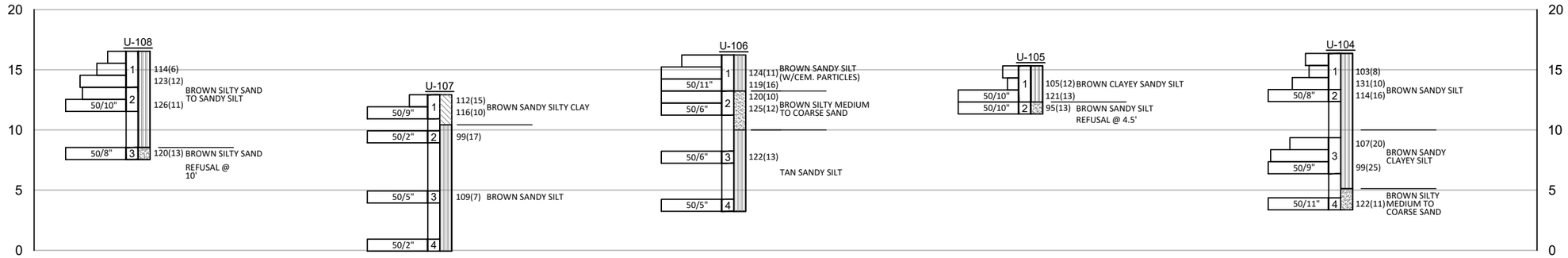
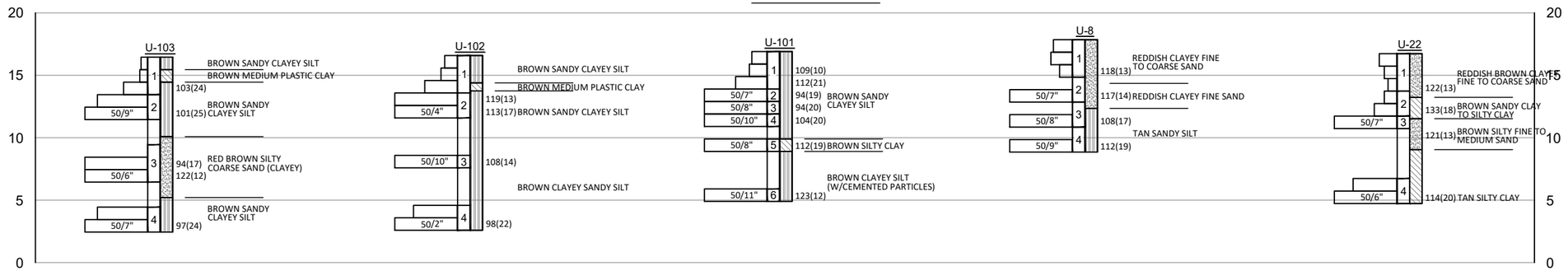
PLATE No.	A3



SECTION A-A



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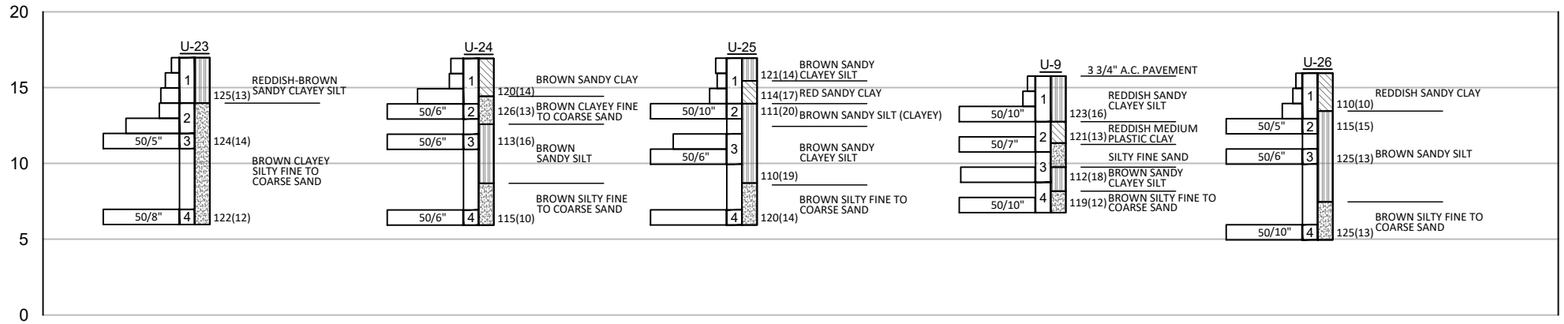

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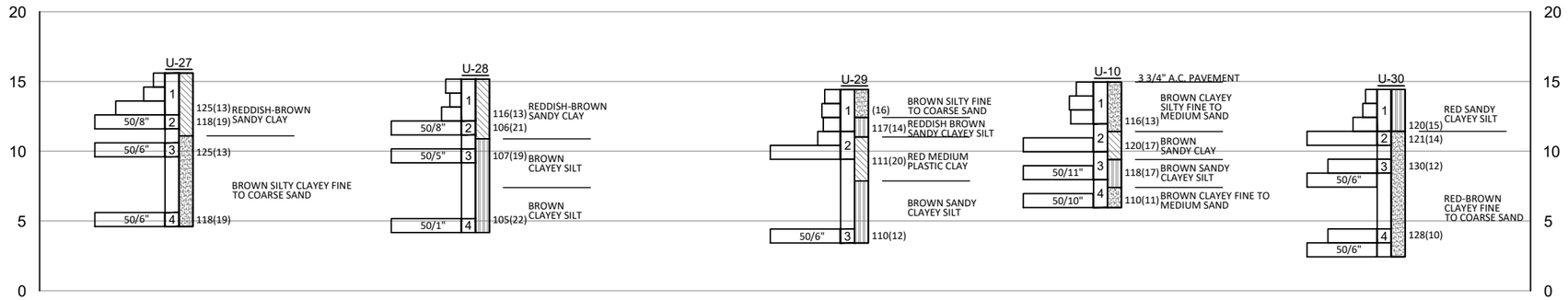

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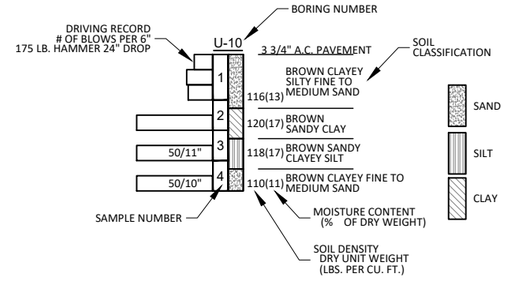

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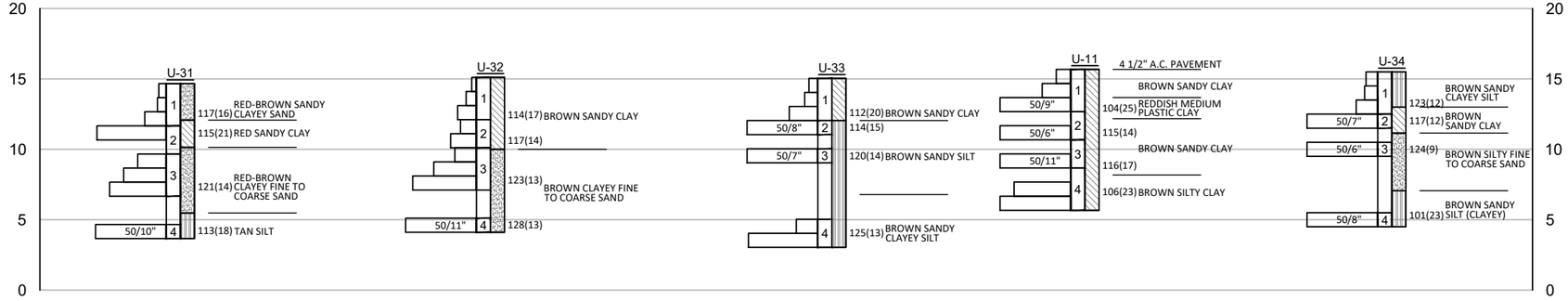
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN

SOIL PROFILES - A-A

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A4



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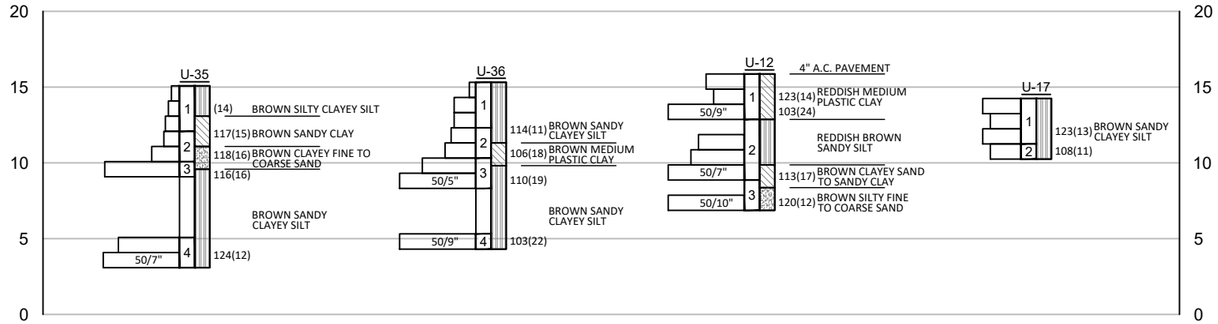
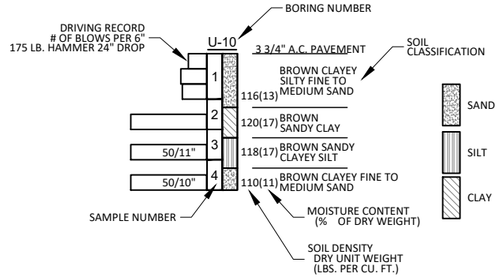
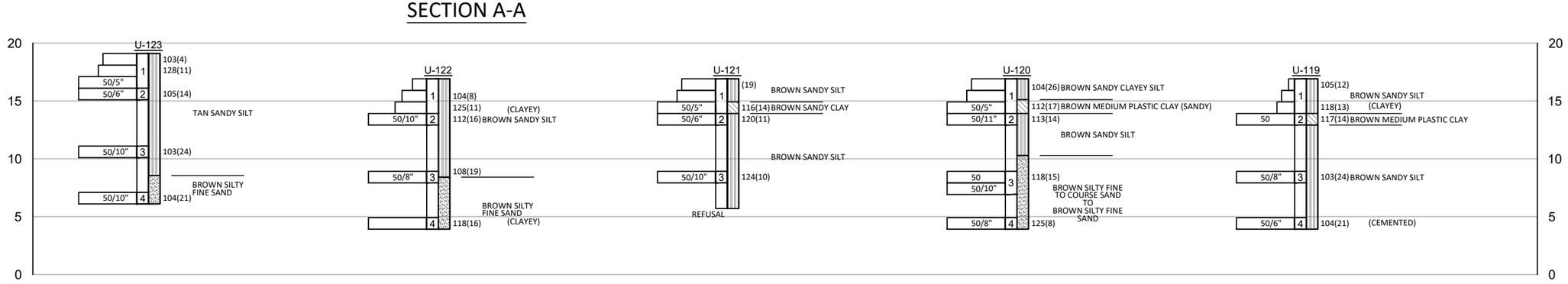


SECTION A-A

SOIL BORING LEGEND





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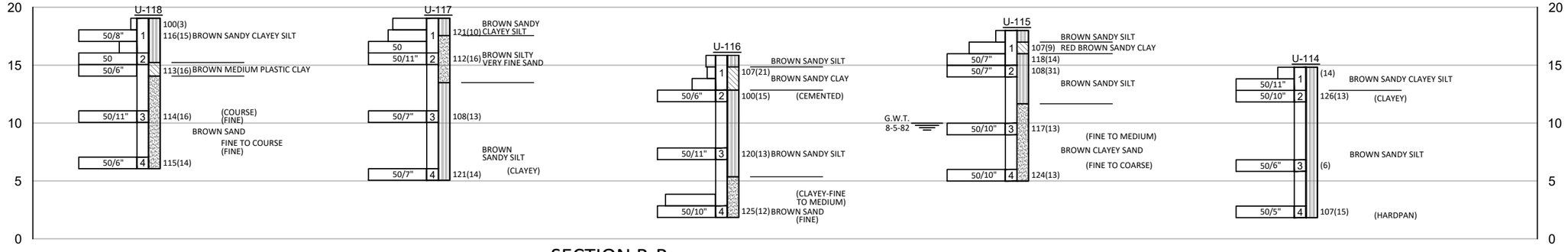

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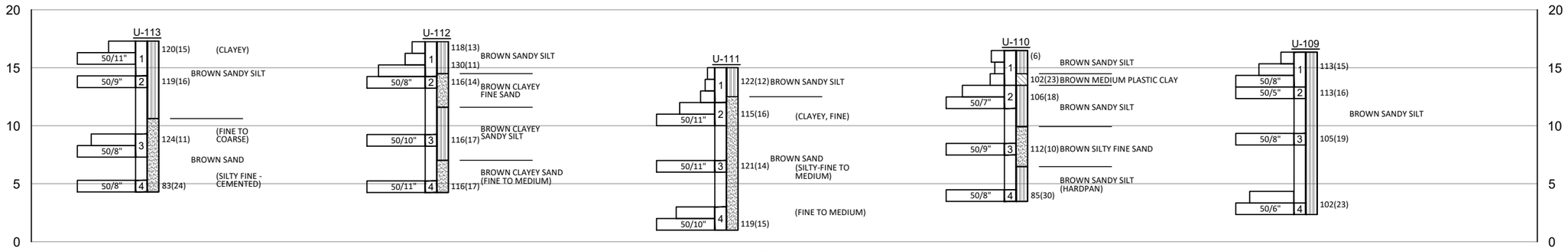
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

SOIL PROFILES - A-A THRU B-B

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A5



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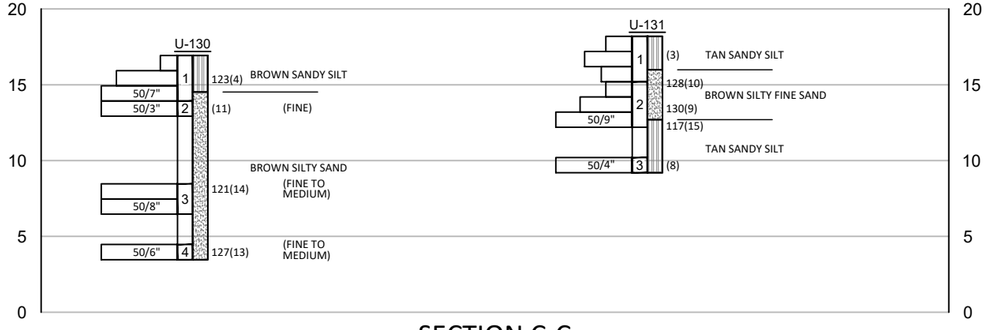

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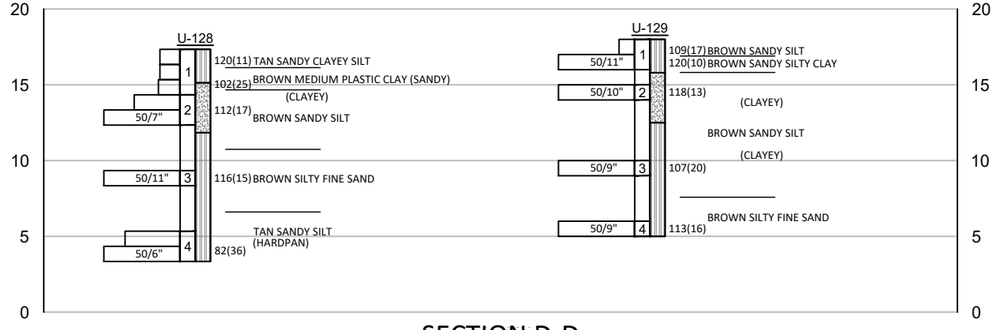

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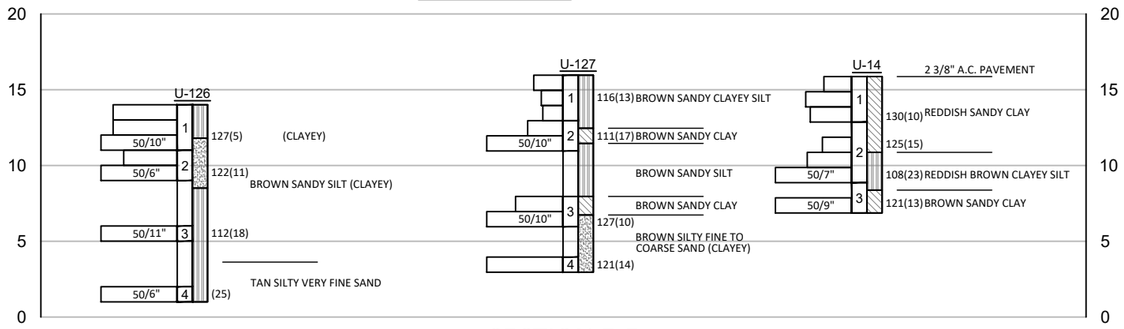

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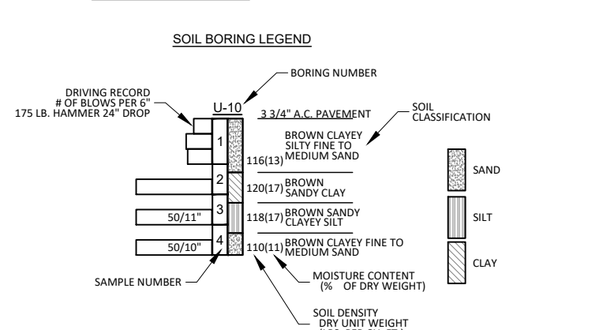

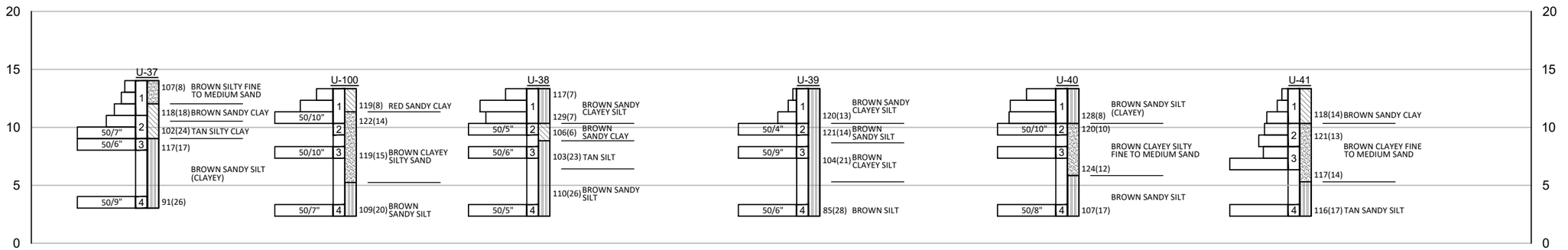

SECTION F-F

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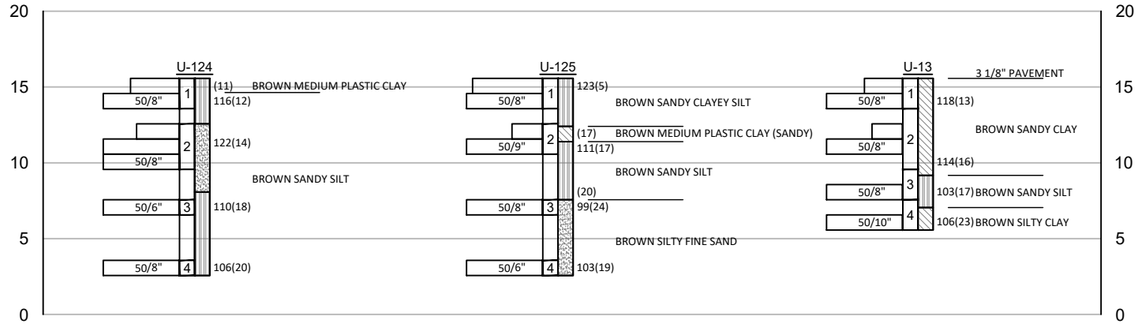
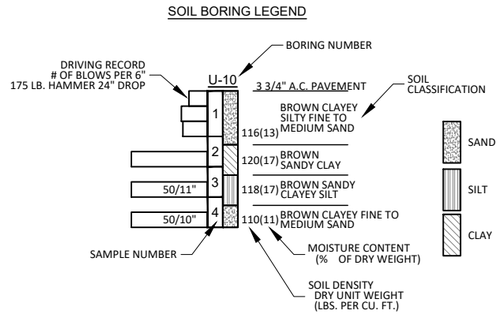
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN

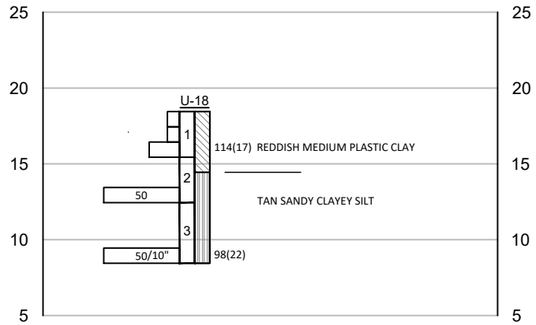
SOIL PROFILES - B-B THRU F-F

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A6



SECTION G-G





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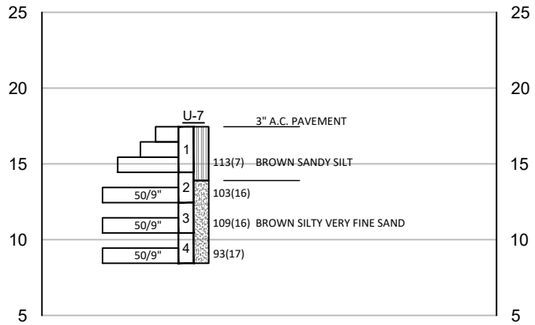

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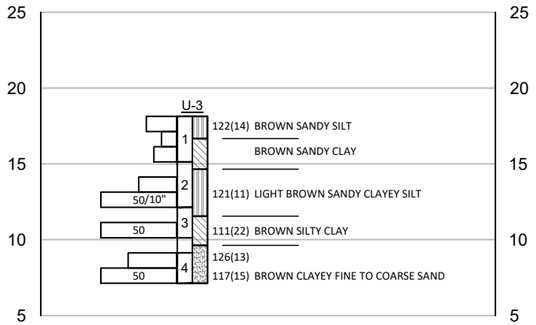

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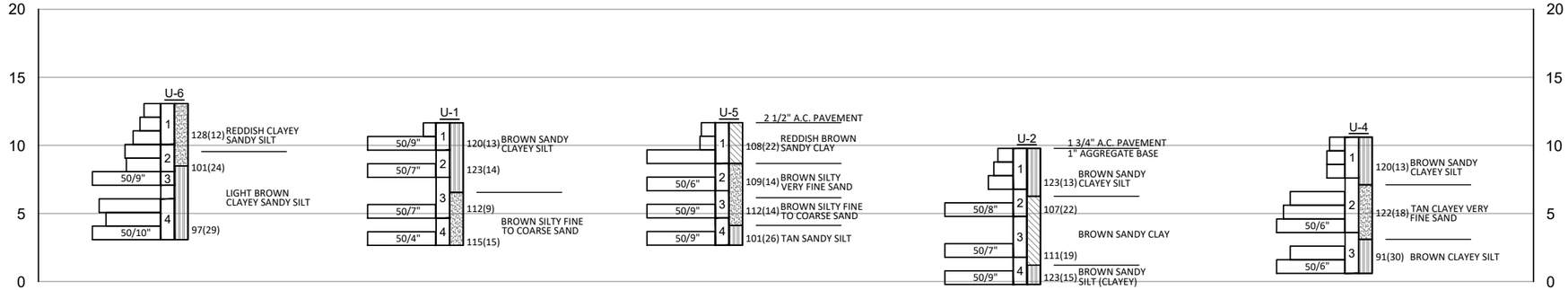

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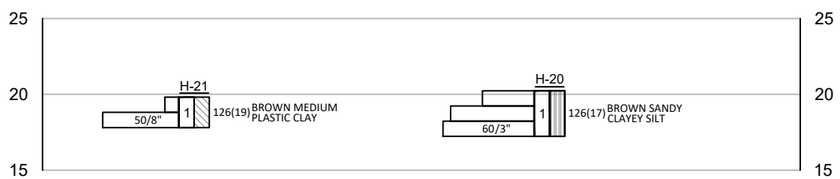

SECTION M-M

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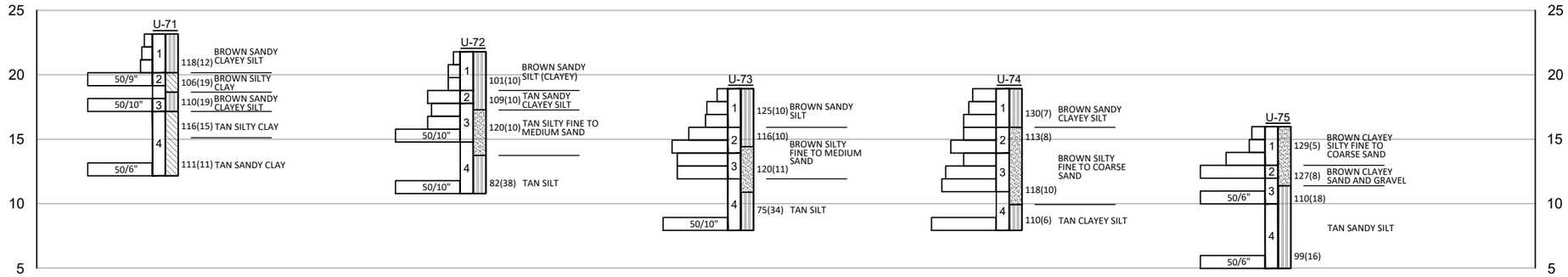
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

SOIL PROFILES - G-G THRU M-M

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A7



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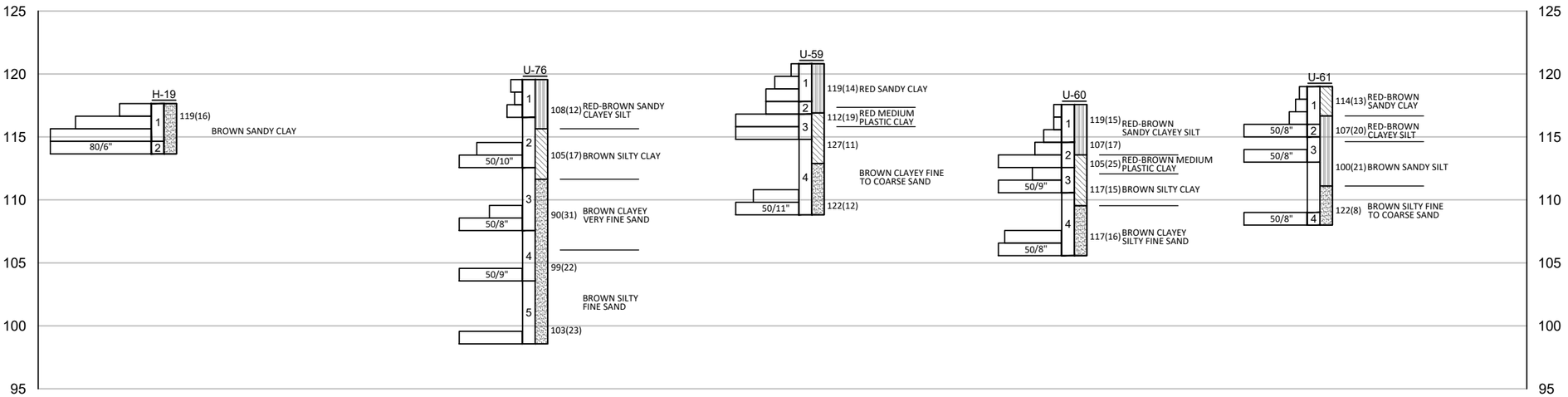

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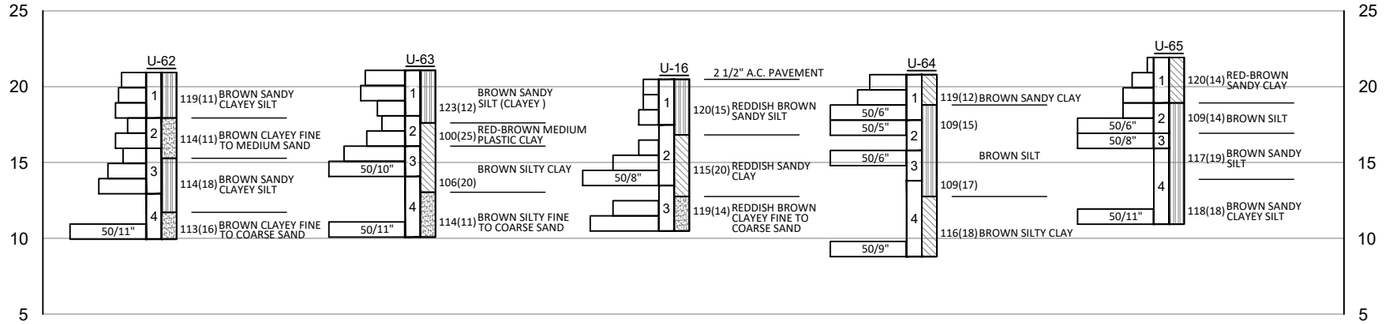

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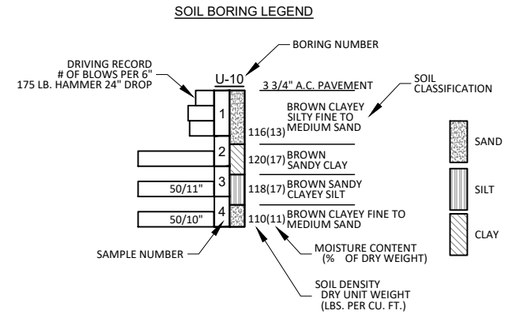

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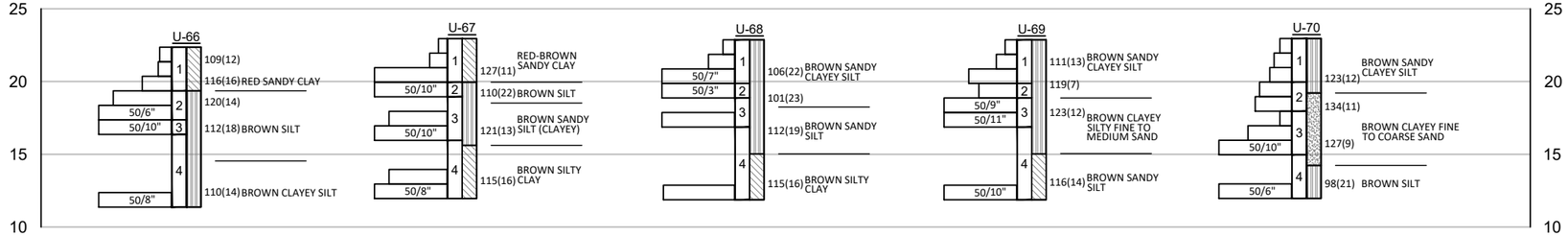
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

SOIL PROFILES - N-N THRU P-P

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A8



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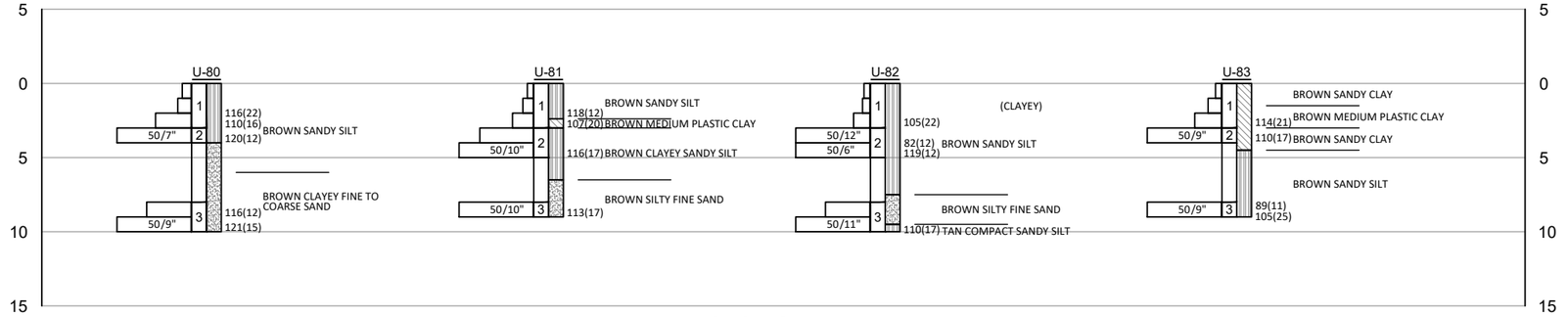

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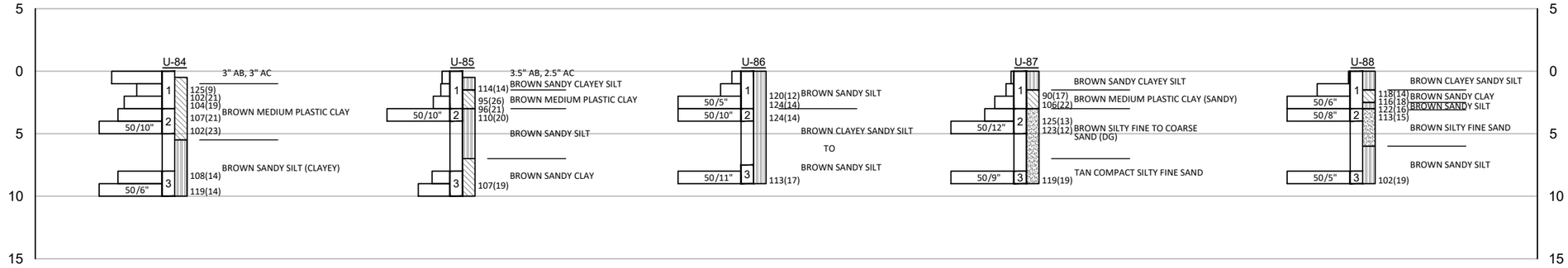

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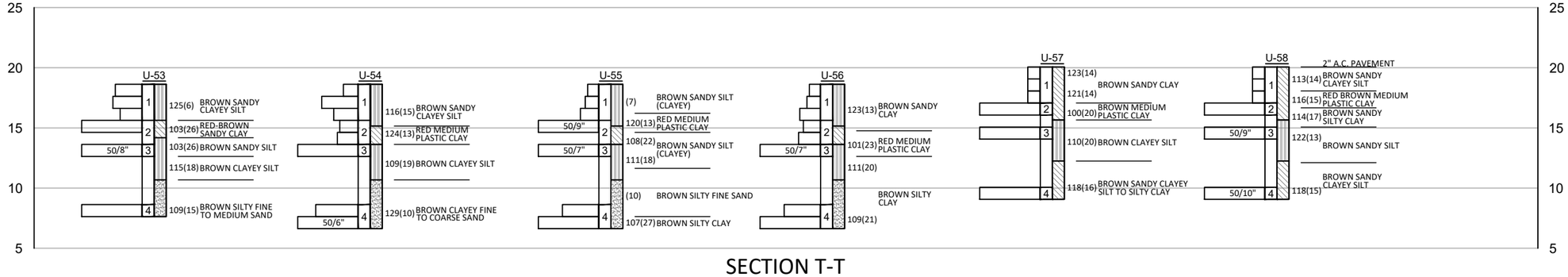
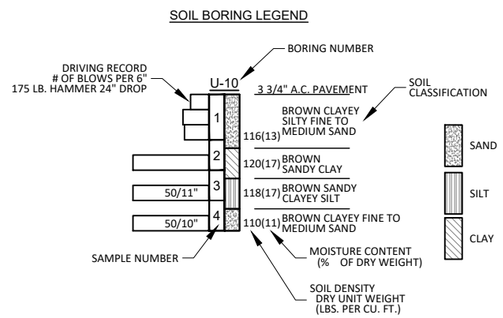


SECTION T-T



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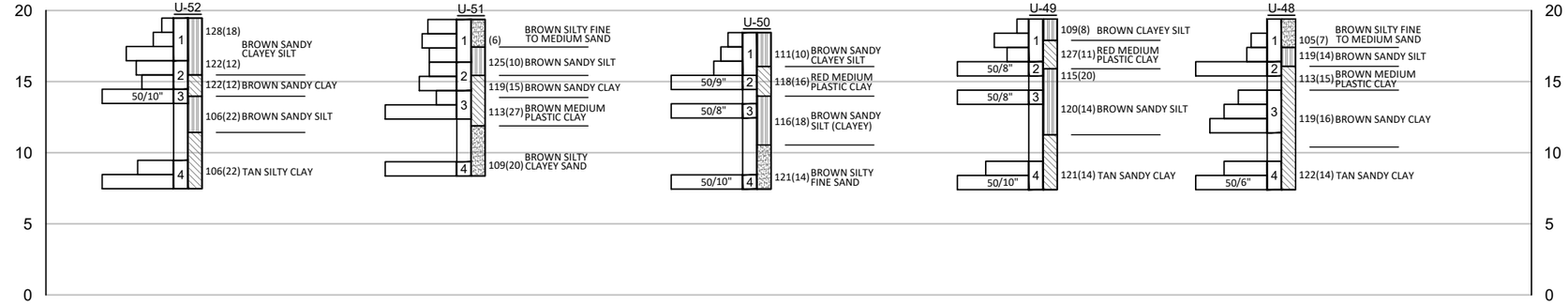
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
SOIL PROFILES - Q-Q THRU T-T

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A9



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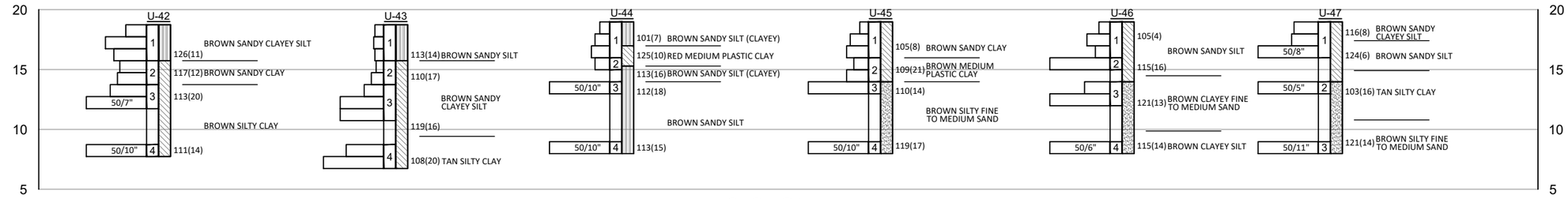

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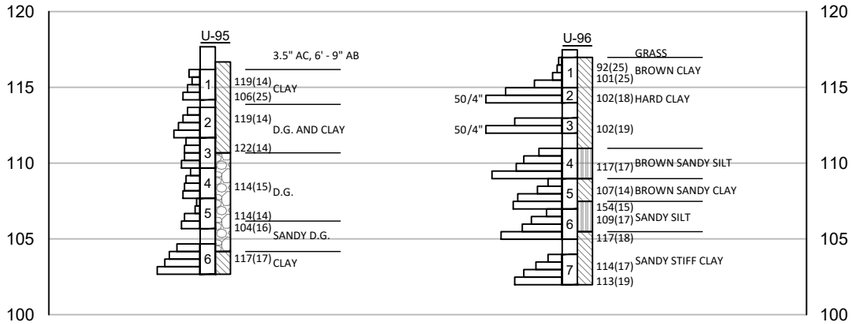

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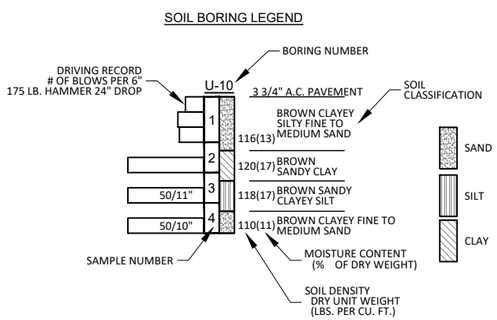

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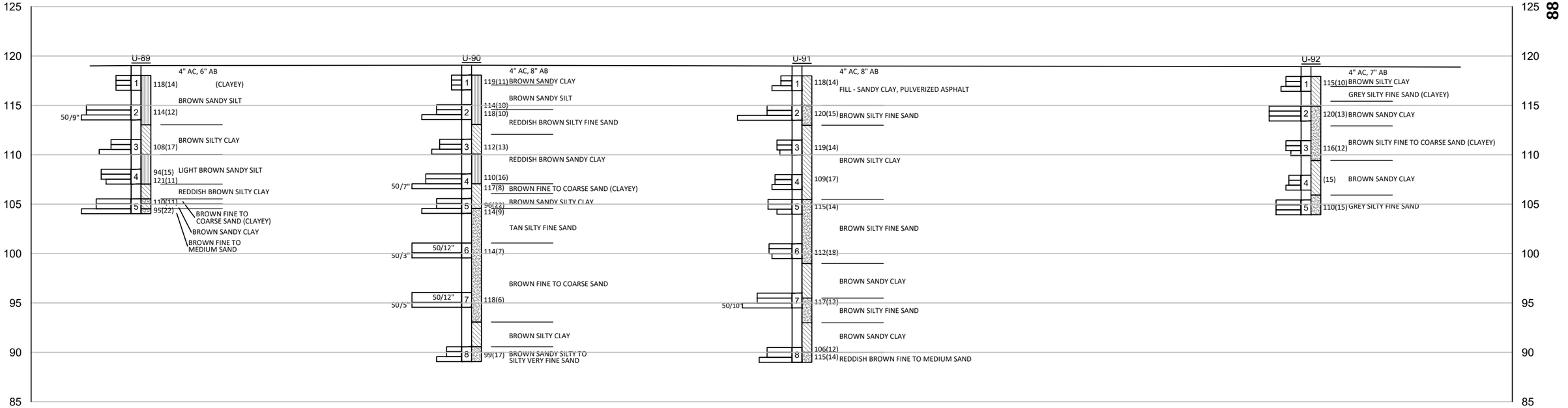
2026 PAVEMENT MANAGEMENT PLAN

SOIL PROFILES - U-U THRU W-W

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A10



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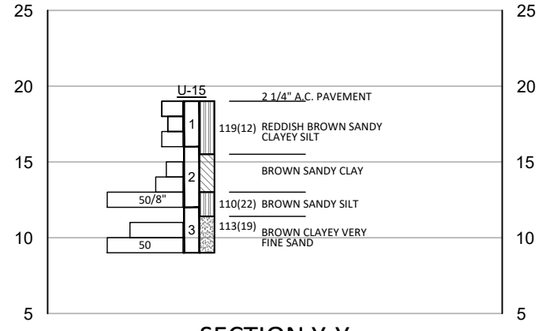

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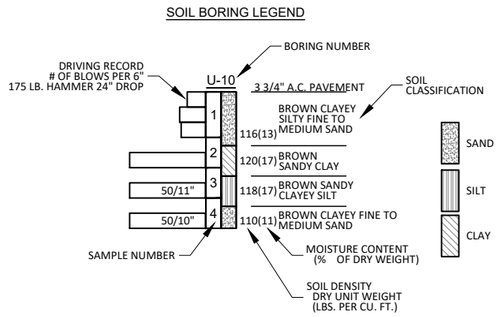

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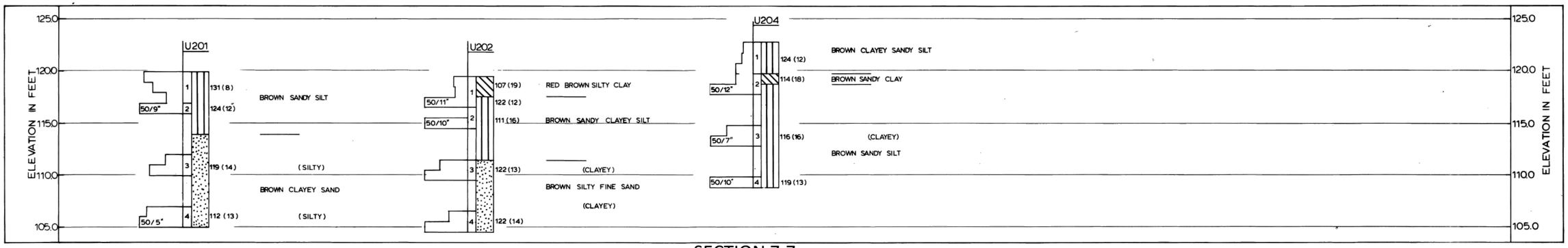
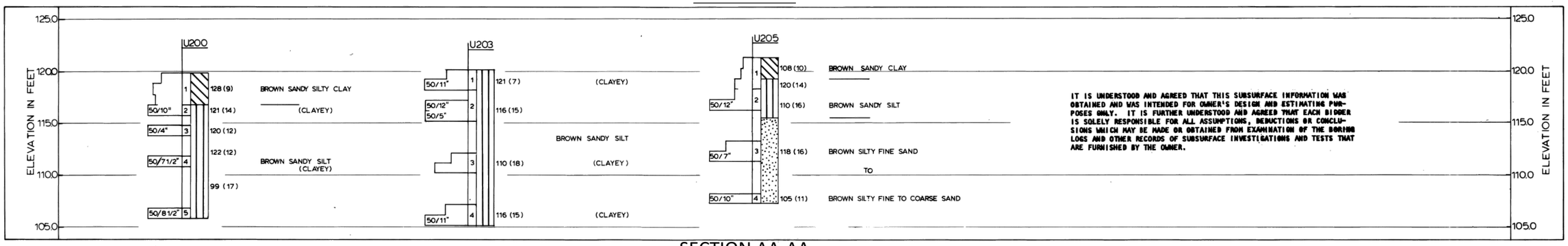
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN

SOIL PROFILES - X-X THRU Y-Y

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A11



SECTION Z-Z



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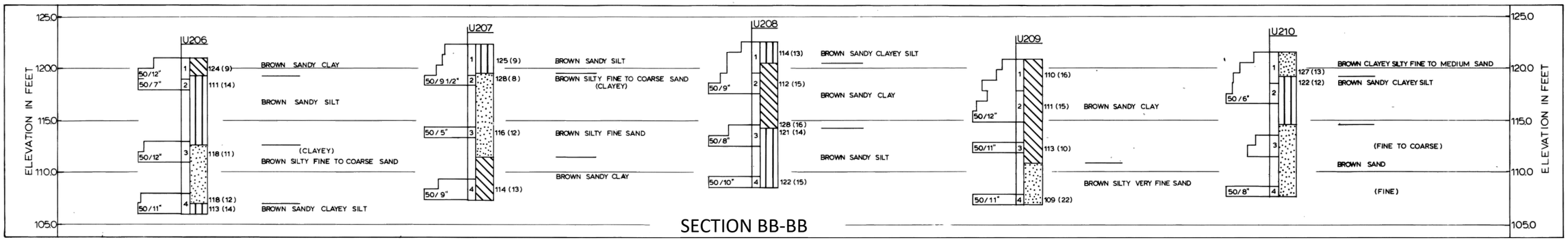
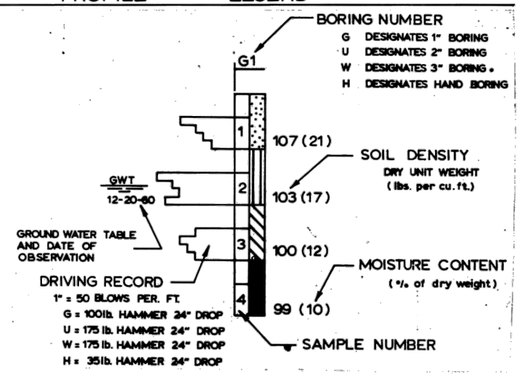


SECTION BB-BB

SOIL PROFILE LEGEND

CLASSIFICATION OF SYMBOLS

- SAND
- SILT
- CLAY
- ORGANIC MATERIAL AND DEBRIS
- PAVEMENT



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LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
SOIL PROFILES - Z-Z THRU BB-BB

DATE	8/3/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.A.Soils
PLATE No.	A12

Appendix B
Falling Weight Deflectometer Test Data

B1 Falling Weight Deflectometer (FWD) Test Program

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

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

B2 FWD Test Data

The FWD tests were generally conducted in the wheel path on the runway, taxiways, and aprons. Tests were conducted at intervals of 100 to 200 feet on the runway and all taxiways and on a 100 foot by 100-foot grid on the aprons. FWD tests were conducted on all segments of pavement at the Lincoln Regional Airport. The results of these tests are included in this appendix. On Plates B1 thru B7 the location of each FWD test is identified and, on these plates, the measured deflections of the center of the plate under loads of 7, 9, 11, 13, 17 and/or 28 kips are tabulated.

The profiles of the deflections measured under each load along each element of pavement have been plotted and are shown on Plates No. B8 through B77.

Appendix B
Falling Weight Deflectometer Test Data

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

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

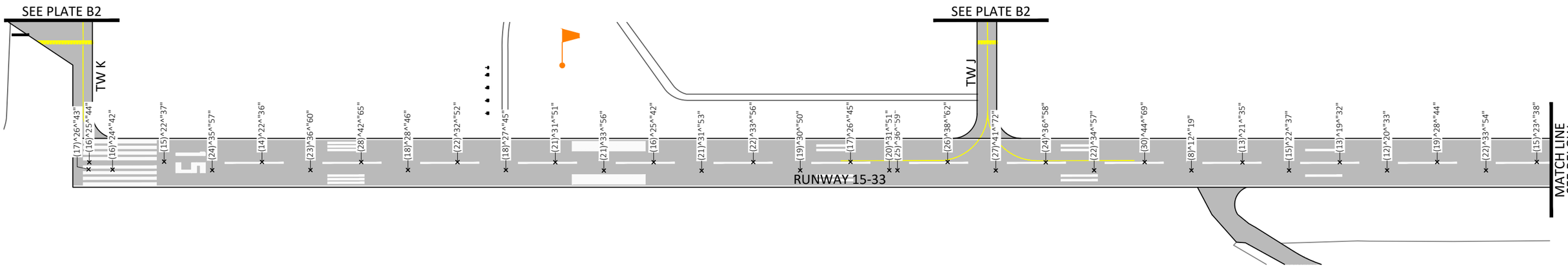
Plates

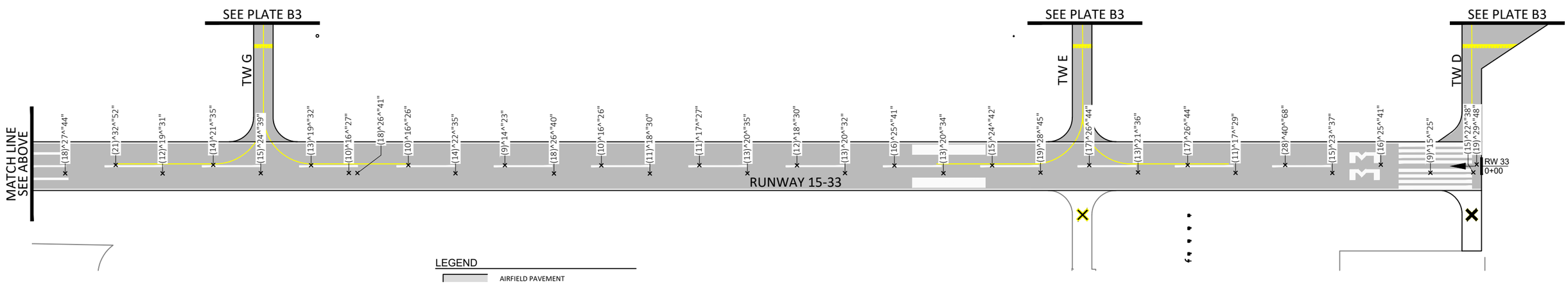
Plates B1 through B7 – Falling Weight Deflectometer Test Data Summary

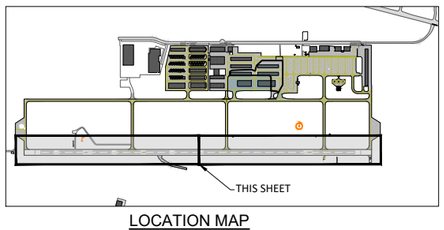
Plate B1 – FWD Test Data – Runway 15-33
Plate B2 – FWD Test Data – Taxiways A (North), J & K
Plate B3 – FWD Test Data – Taxiways A (South), B, D, E, & G
Plate B4 – FWD Test Data – North Hangars & Box Hangars
Plate B5 – FWD Test Data – Green Hangars & North Apron
Plate B6 – FWD Test Data – South Apron & South Hangars
Plate B7 – FWD Test Data – Helipad & Flightline Drive

Plates B8 through B77 – FWD Deflection Data Profiles

Plates B8 thru B18	Runway 15-33, Taxiway A, & Taxiways D, E, G, J, & K
Plates B19 thru B35	Aprons
Plates B36 thru B39	Helipad & Helicopter Parking
Plates B40 thru B45	Taxiway B & South Hangars
Plates B46 thru B58	Green Hangars & Box Hangars
Plates B59 thru B74	North Hangars
Plates B75 thru B76	FBO Aprons
Plate B77	Flightline Drive







LOCATION MAP

LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)

7 *9* (11) <13> ^17^ "28" CENTER OF PLATE DEFLECTION (0.001 INCH)
28 KIP LOAD
17 KIP LOAD
13 KIP LOAD
11 KIP LOAD
9 KIP LOAD
7 KIP LOAD
TEST LOCATION

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

N

0 100 200

SCALE: 1"=200'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - RUNWAY 15-33

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B1

SEE PLATE B4

MATCH LINE
SEE PLATE B3

TAXIWAY A

(23)^35^"64" (29)^43^"68" (21)^31^"51" (41)^63^"98" (26)^42^"70" (17)^27^"48" (23)^36^"61" (19)^30^"50" (20)^32^"55" (29)^44^"71" (20)^29^"47" (22)^34^"58" (17)^27^"47" (26)^41^"69" (22)^35^"60" (18)^27^"46"

TW K

(15)^24^"40"
(25)^37^"59"
(24)^38^"64"
(21)^32^"55"
(18)^29^"49"
(19)^29^"53"
(24)^37^"67"
(34)^50^"83"
(33)^51^"83"
(16)^25^"47"
(22)^34^"66"
(25)^39^"75"
(49)^71^"109"
(25)^38^"76"
20)^33^"63"
(22)^34^"62"
(26)^41^"71"
(23)^34^"57"
(40)^60^"97"

TW K RNUP 2 0+00

TW K RNUP 1 0+00

TW K 0+00

TW J

(31)^45^"78"
(22)^35^"60"
(23)^35^"62"
(22)^32^"56"
(24)^36^"62"
(18)^29^"50"
(20)^31^"54"
(21)^32^"55"
(24)^37^"66"
(18)^27^"48"

TW J 0+00

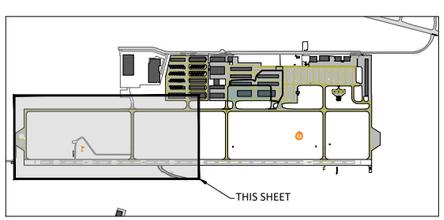
RUNWAY 15-33 - SEE PLATE B1

LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)

7 *9* (11) <13> ^17^ "28" CENTER OF PLATE DEFLECTION (0.001 INCH)
28 KIP LOAD
17 KIP LOAD
13 KIP LOAD
11 KIP LOAD
9 KIP LOAD
7 KIP LOAD
TEST LOCATION

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



LOCATION MAP

N

0 100 200

SCALE: 1"=200'

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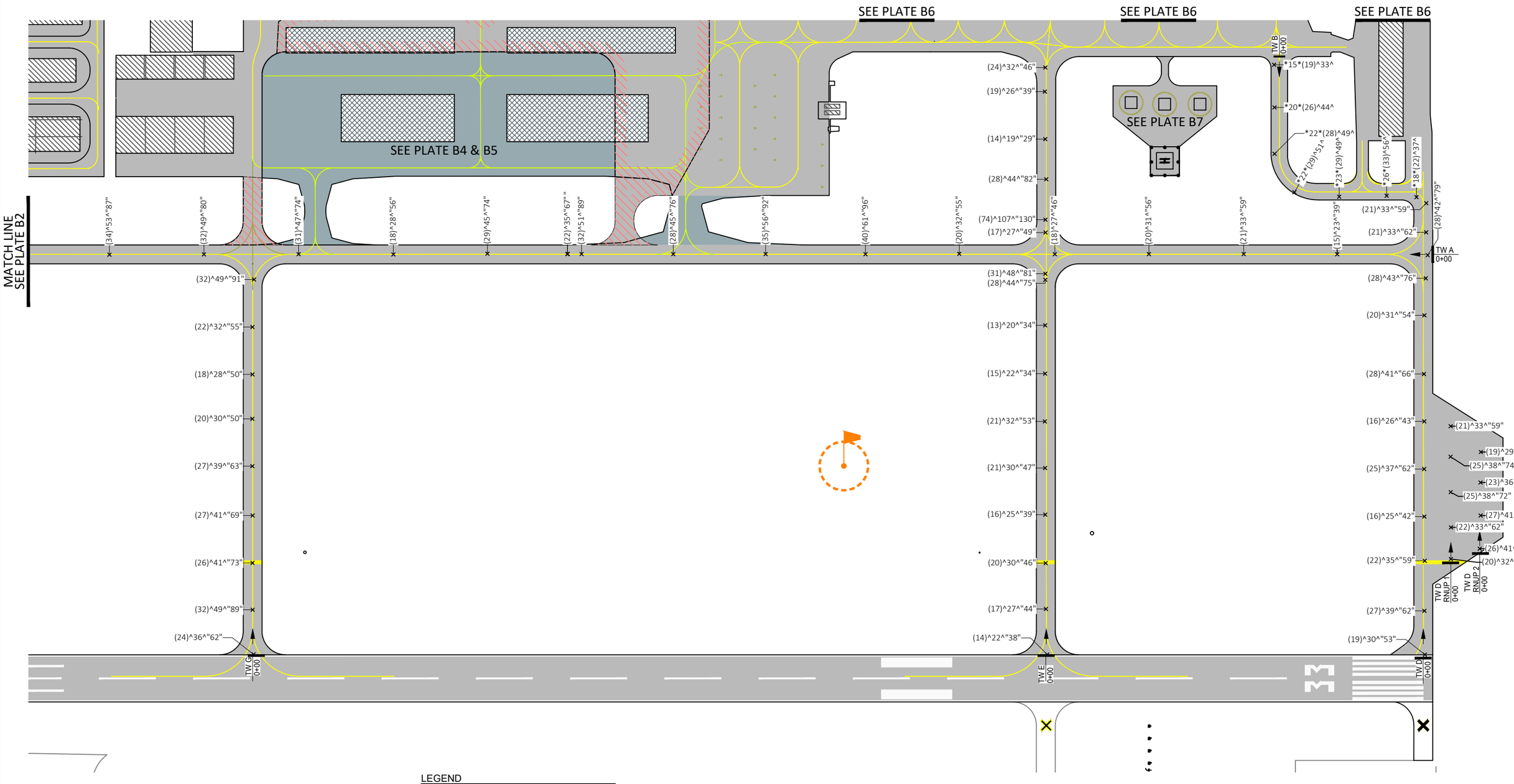
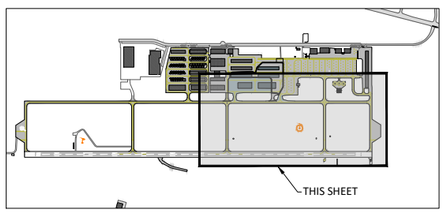
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - TAXIWAY A (NORTH), J & K

DATE	8/31/2026
DRAWN	TS
CHECKED	DMB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B2





LOCATION MAP

LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- 7 *9* (11) <13> ^17^ "28" CENTER OF PLATE DEFLECTION (0.001 INCH)
  - 28 KIP LOAD
  - 17 KIP LOAD
  - 13 KIP LOAD
  - 11 KIP LOAD
  - 9 KIP LOAD
  - 7 KIP LOAD
  - TEST LOCATION
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

N

0 100 200

SCALE: 1"=200'

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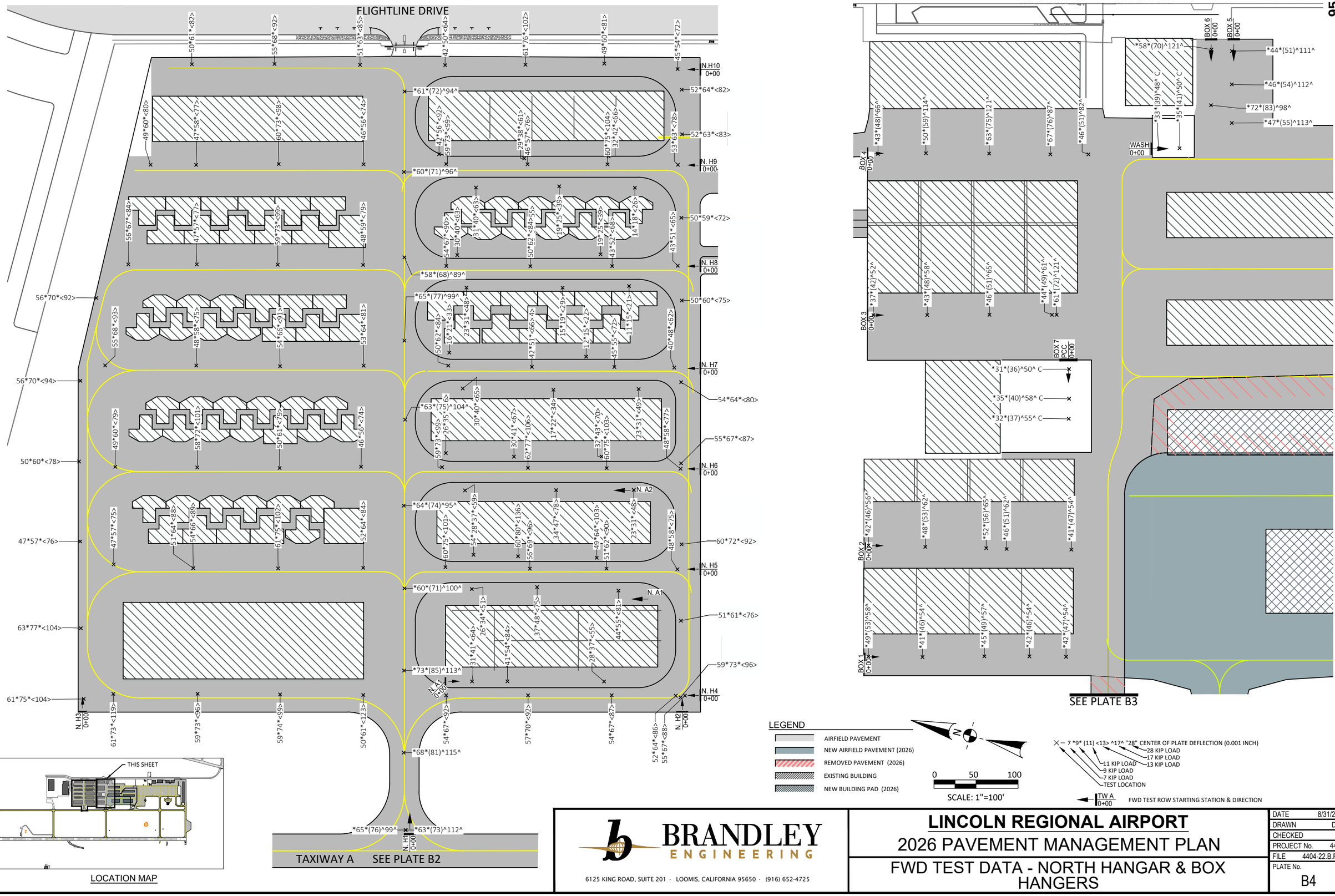
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - TAXIWAY B, D, E & G

DATE	8/31/2026
DRAWN	KDC
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B3



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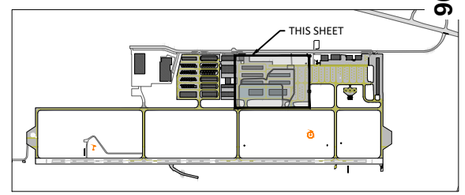
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - NORTH HANGAR & BOX HANGERS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B4



LOCATION MAP

SEE PLATE B4

MATCH LINE SEE SHEET B6

TAXIWAY A

SEE PLATE B2-B3

0 50 100

SCALE: 1"=100'

LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- 7 *9* (11) <13> ^17^ "28" CENTER OF PLATE DEFLECTION (0.001 INCH)
  - 28 KIP LOAD
  - 17 KIP LOAD
  - 13 KIP LOAD
  - 11 KIP LOAD
  - 9 KIP LOAD
  - 7 KIP LOAD
  - TEST LOCATION
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

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

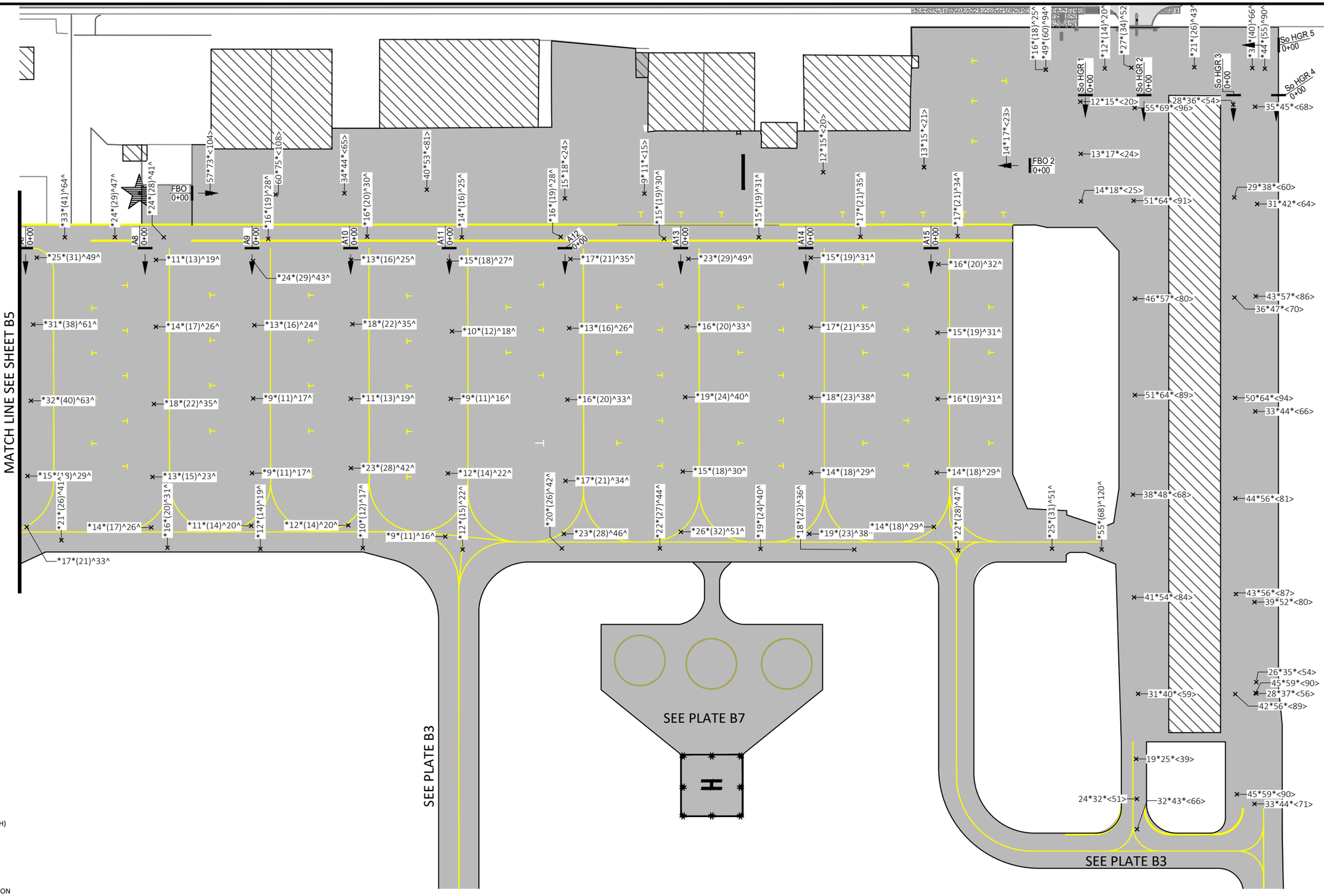
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - GREEN HANGARS & NORTH APRON

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B5

MATCH LINE SEE SHEET B5



50 100

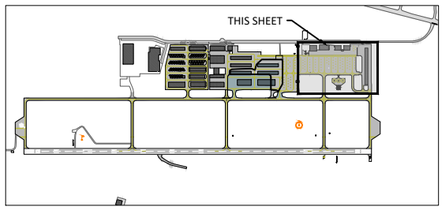
SCALE: 1"=100'

LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)

7 *9* (11) <13> ^17^ "28" CENTER OF PLATE DEFLECTION (0.001 INCH)
28 KIP LOAD
17 KIP LOAD
13 KIP LOAD
11 KIP LOAD
9 KIP LOAD
7 KIP LOAD
TEST LOCATION

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



LOCATION MAP

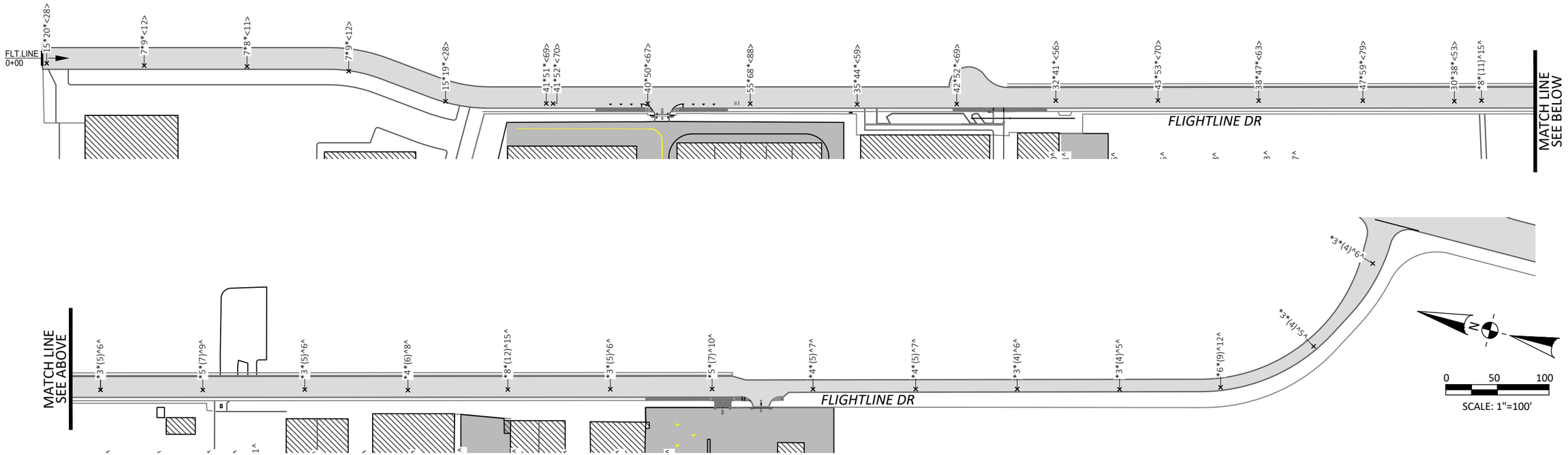
BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

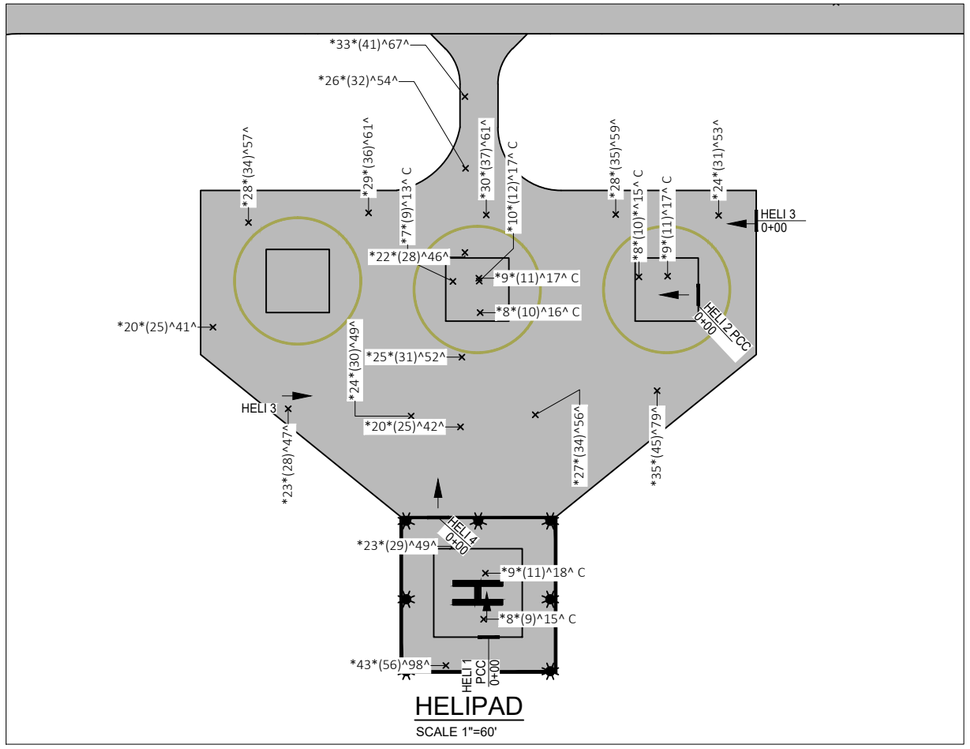
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

FWD TEST DATA - SOUTH APRONS AND SOUTH HANGARS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B6



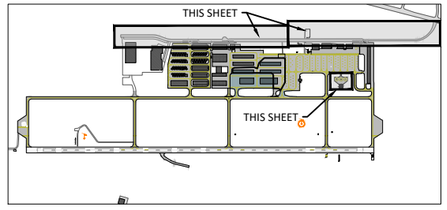


LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)

7 *9* (11) <13> ^17^ "28" CENTER OF PLATE DEFLECTION (0.001 INCH)
28 KIP LOAD
17 KIP LOAD
13 KIP LOAD
11 KIP LOAD
9 KIP LOAD
7 KIP LOAD
TEST LOCATION

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



LOCATION MAP

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

LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
FWD TEST DATA - HELIPAD & FLIGHTLINE DRIVE

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.B.FWD
PLATE No.	B7

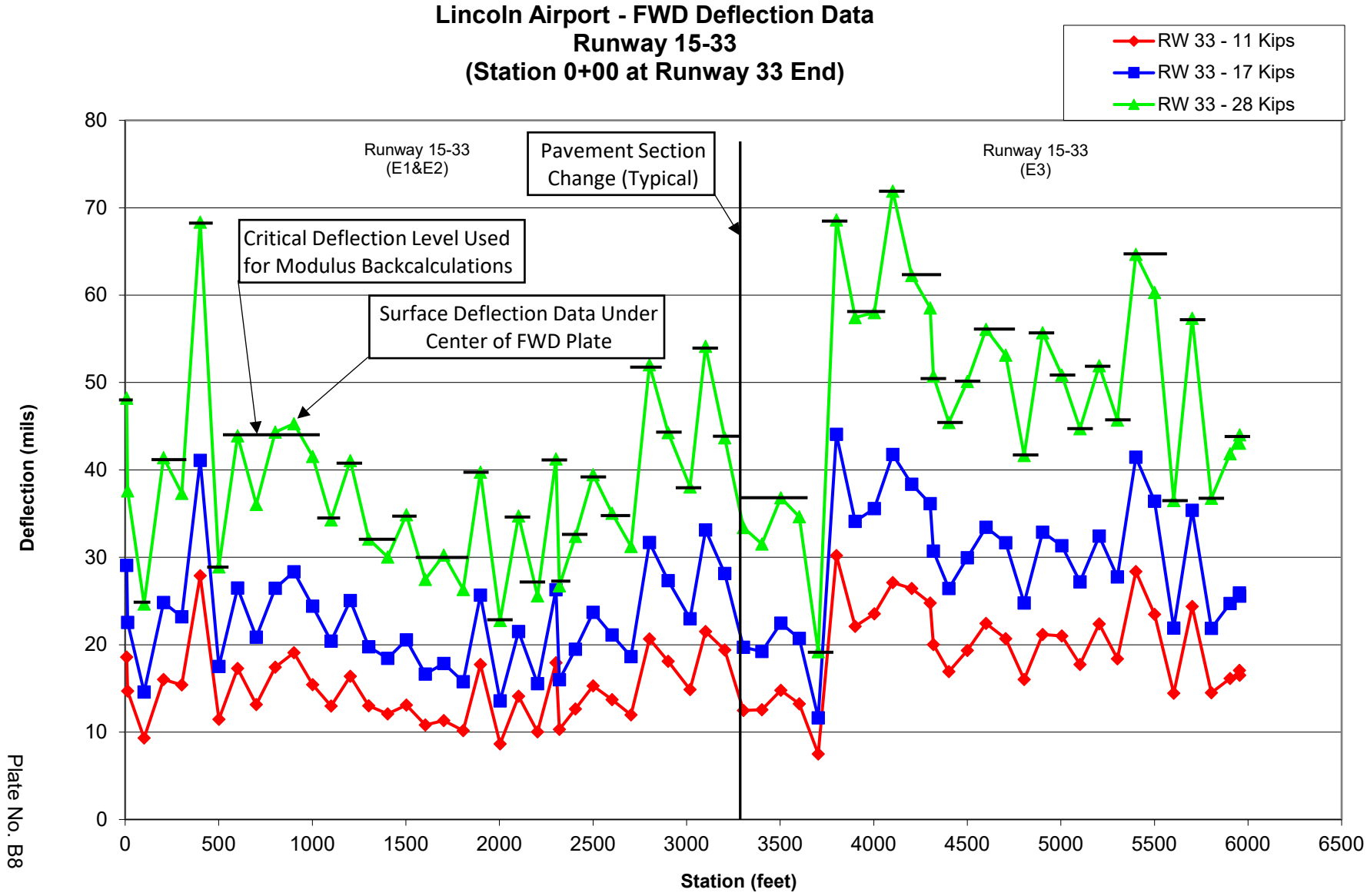

Lincoln Airport - FWD Deflection Data
Runway 15-33
(Station 0+00 at Runway 33 End)
RW 33 - 11 Kips
RW 33 - 17 Kips
RW 33 - 28 Kips
Runway 15-33
(E1&E2)
Pavement Section
Change (Typical)
Runway 15-33
(E3)
Critical Deflection Level Used
for Modulus Backcalculations
Surface Deflection Data Under
Center of FWD Plate
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
6500

Plate No. B8

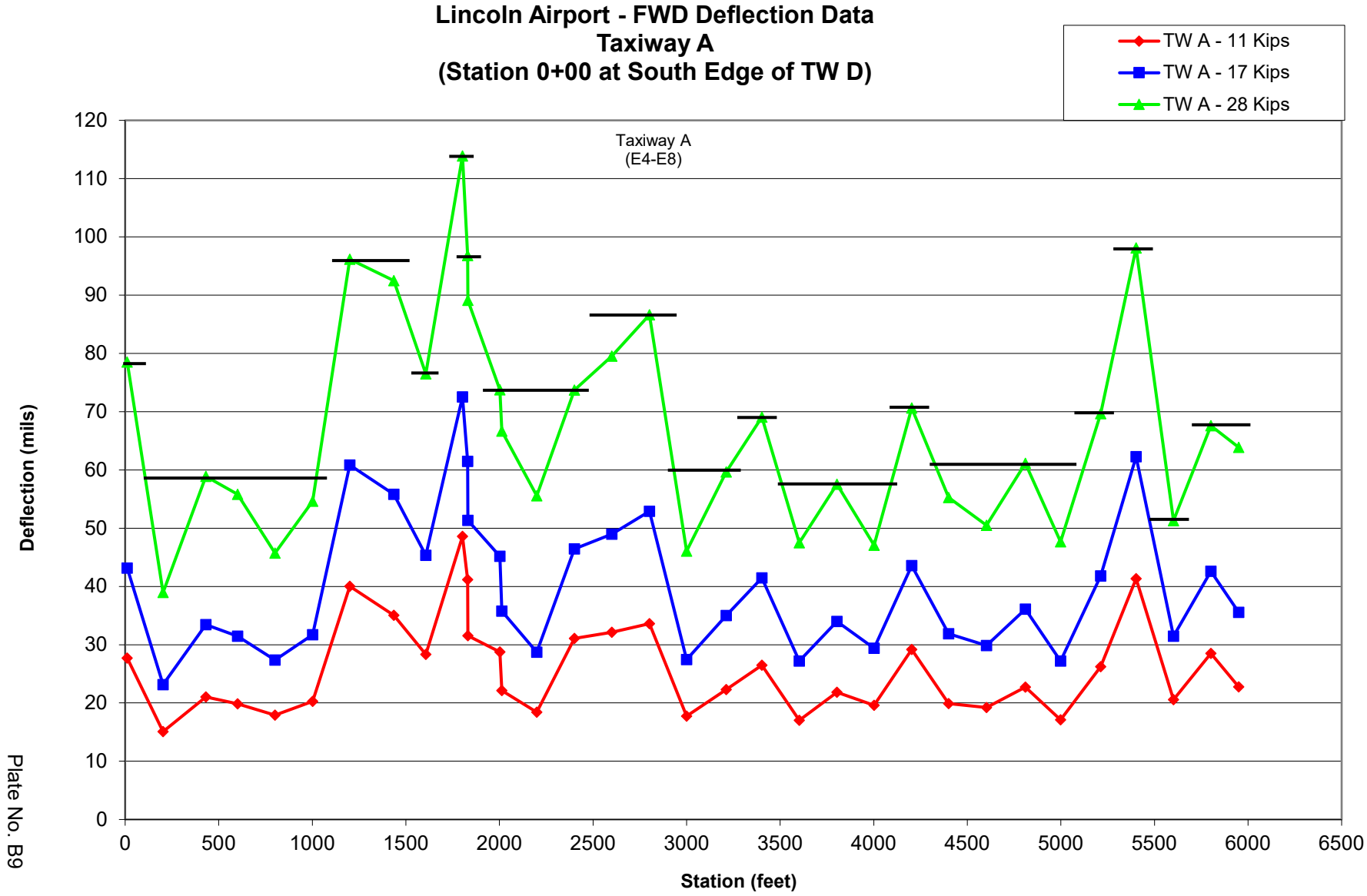

Lincoln Airport - FWD Deflection Data
Taxiway A
(Station 0+00 at South Edge of TW D)
TW A - 11 Kips
TW A - 17 Kips
TW A - 28 Kips
Taxiway A
(E4-E8)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
6500

Plate No. B9

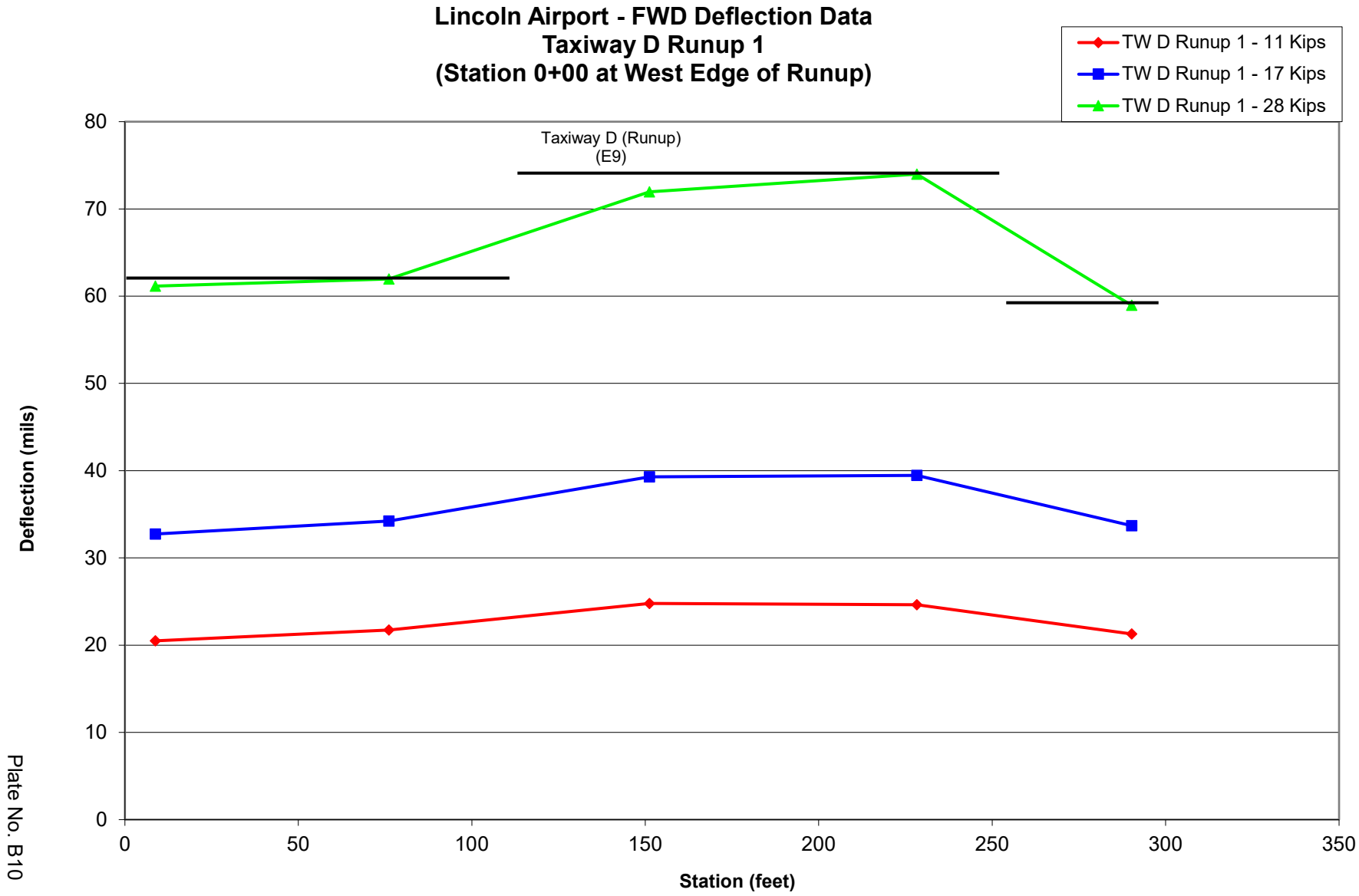

Lincoln Airport - FWD Deflection Data
Taxiway D Runup 1
(Station 0+00 at West Edge of Runup)
TW D Runup 1 - 11 Kips
TW D Runup 1 - 17 Kips
TW D Runup 1 - 28 Kips
Taxiway D (Runup)
(E9)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
250
300
350

Plate No. B10

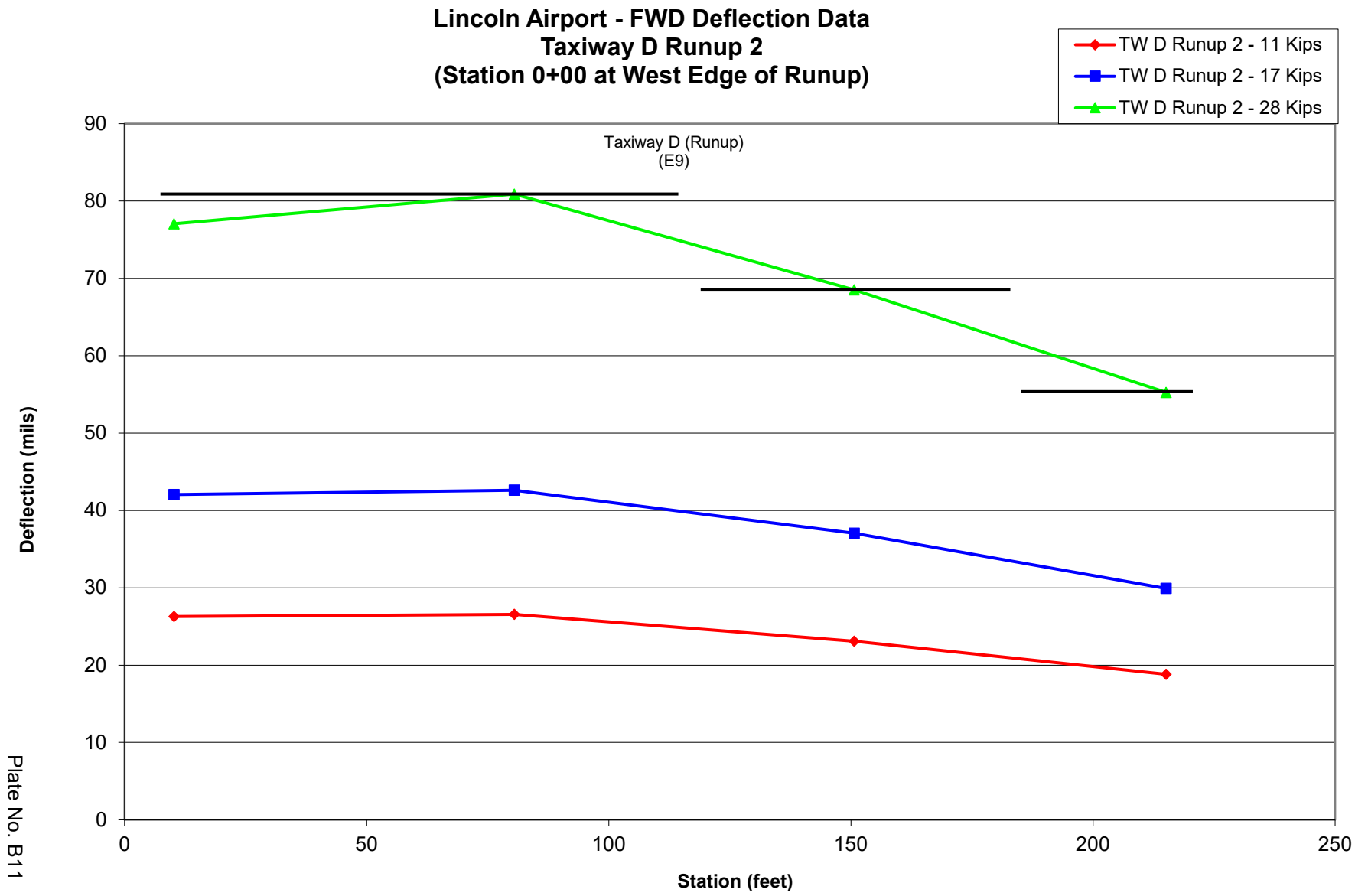

Lincoln Airport - FWD Deflection Data
Taxiway D Runup 2
(Station 0+00 at West Edge of Runup)
TW D Runup 2 - 11 Kips
TW D Runup 2 - 17 Kips
TW D Runup 2 - 28 Kips
Taxiway D (Runup)
(E9)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
0
50
100
150
200
250

Plate No. B11

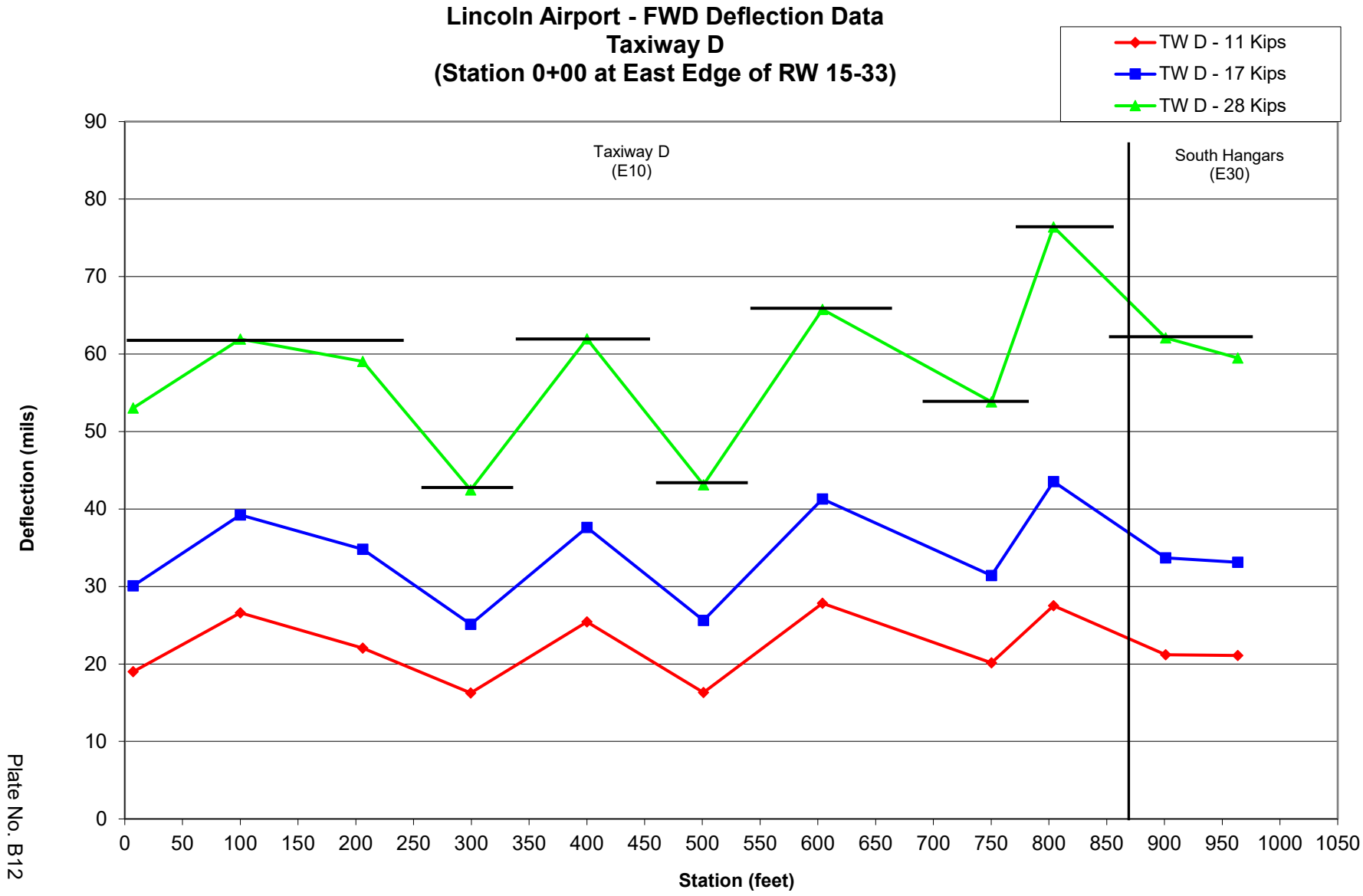

Lincoln Airport - FWD Deflection Data
Taxiway D
(Station 0+00 at East Edge of RW 15-33)
TW D - 11 Kips
TW D - 17 Kips
TW D - 28 Kips
Taxiway D
(E10)
South Hangars
(E30)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800
850
900
950
1000
1050

Plate No. B12

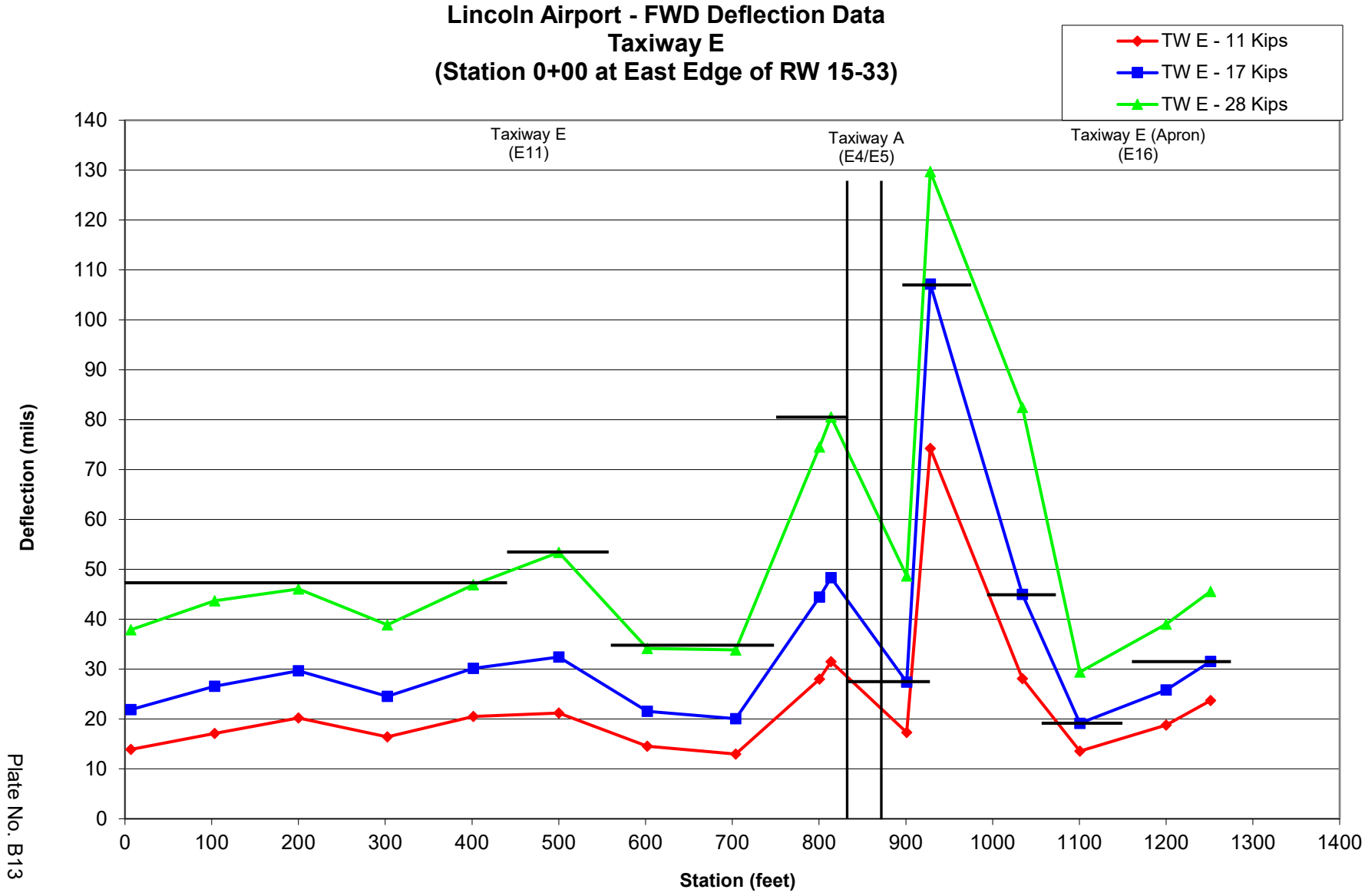

Lincoln Airport - FWD Deflection Data
Taxiway E
(Station 0+00 at East Edge of RW 15-33)
TW E - 11 Kips
TW E - 17 Kips
TW E - 28 Kips
Taxiway E
(E11)
Taxiway A
(E4/E5)
Taxiway E (Apron)
(E16)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
0
100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400

Plate No. B13

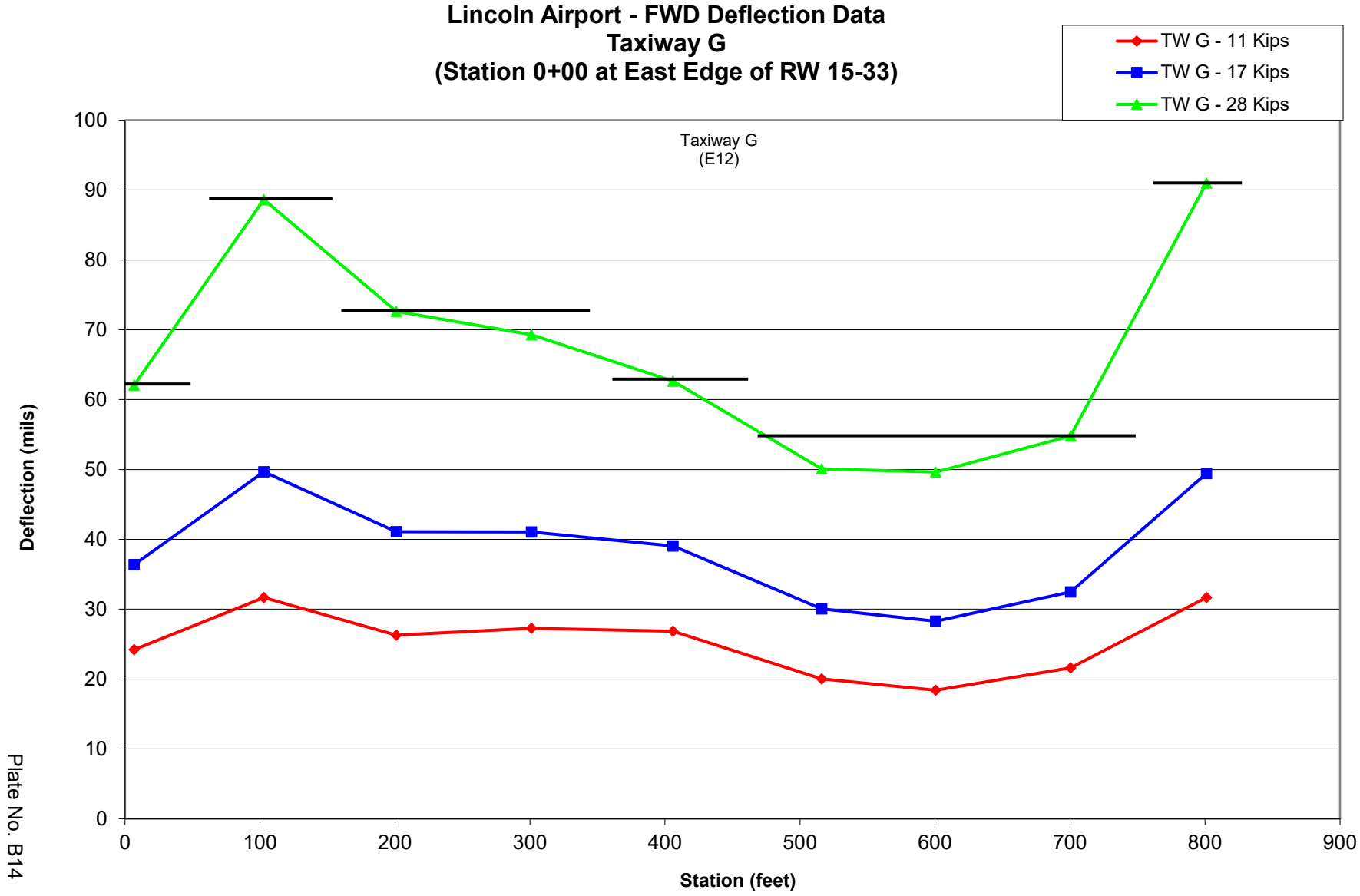

Lincoln Airport - FWD Deflection Data
Taxiway G
(Station 0+00 at East Edge of RW 15-33)
TW G - 11 Kips
TW G - 17 Kips
TW G - 28 Kips
Taxiway G
(E12)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
100
200
300
400
500
600
700
800
900

Plate No. B14

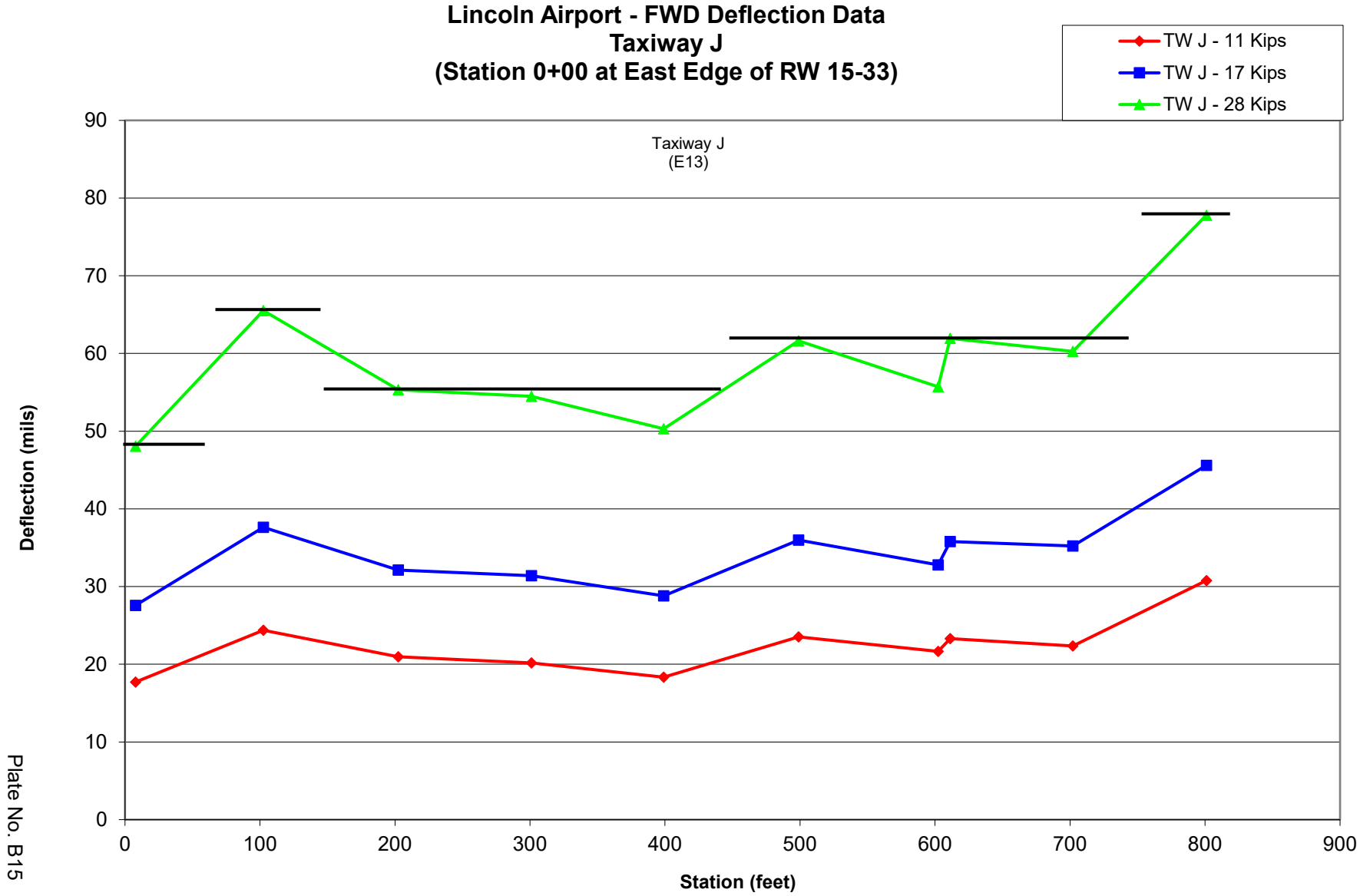

Lincoln Airport - FWD Deflection Data
Taxiway J
(Station 0+00 at East Edge of RW 15-33)
TW J - 11 Kips
TW J - 17 Kips
TW J - 28 Kips
Taxiway J
(E13)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
0
100
200
300
400
500
600
700
800
900

Plate No. B15

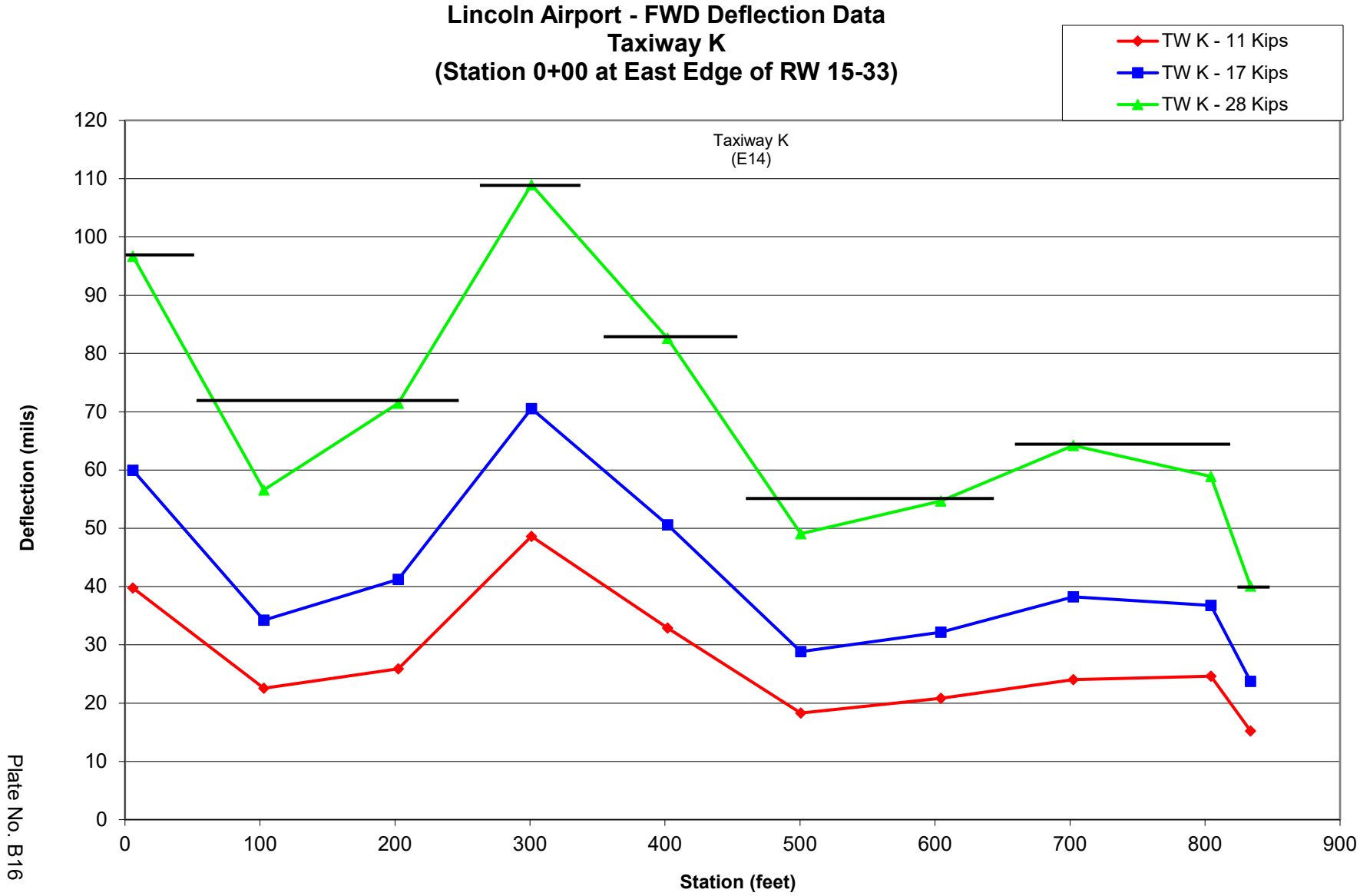

Lincoln Airport - FWD Deflection Data
Taxiway K
(Station 0+00 at East Edge of RW 15-33)
TW K - 11 Kips
TW K - 17 Kips
TW K - 28 Kips
Taxiway K
(E14)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
0
100
200
300
400
500
600
700
800
900

Plate No. B16

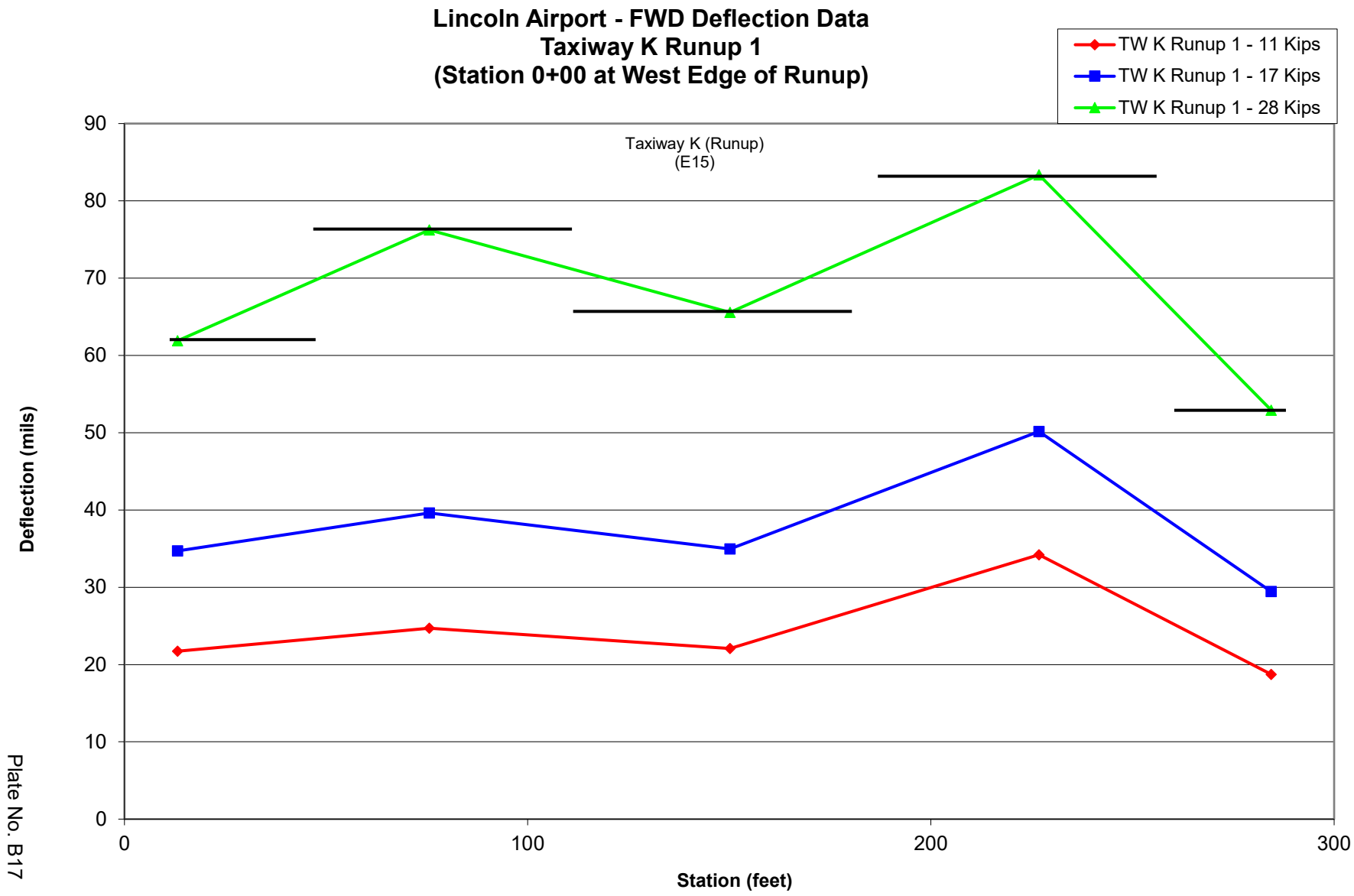

Lincoln Airport - FWD Deflection Data
Taxiway K Runup 1
(Station 0+00 at West Edge of Runup)
TW K Runup 1 - 11 Kips
TW K Runup 1 - 17 Kips
TW K Runup 1 - 28 Kips
Taxiway K (Runup)
(E15)
Deflection (mils)
0
10
20
30
40
50
60
70
80
90
0
100
200
300
Station (feet)

Plate No. B17

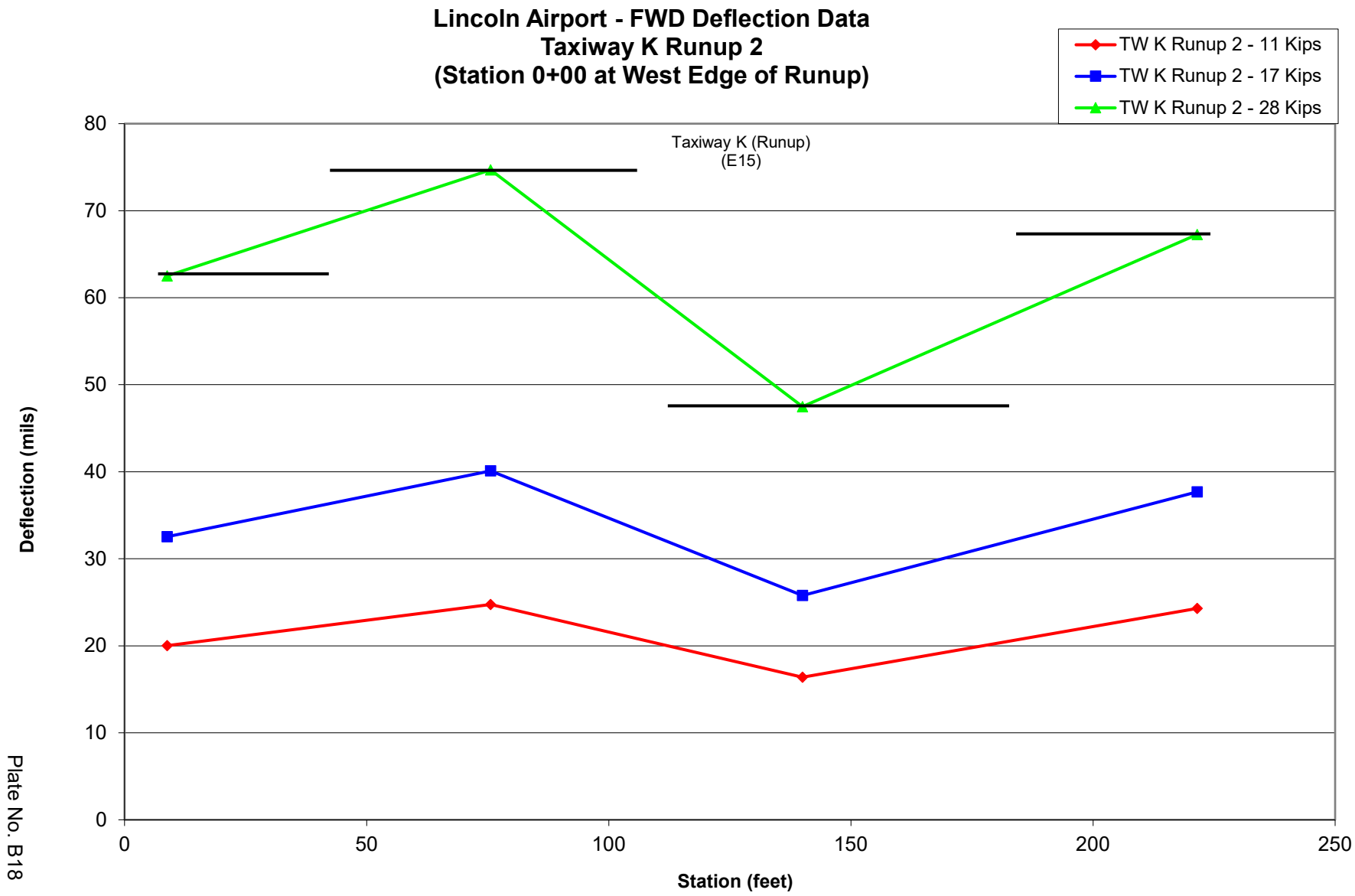

Lincoln Airport - FWD Deflection Data
Taxiway K Runup 2
(Station 0+00 at West Edge of Runup)
TW K Runup 2 - 11 Kips
TW K Runup 2 - 17 Kips
TW K Runup 2 - 28 Kips
Taxiway K (Runup)
(E15)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
250

Plate No. B18

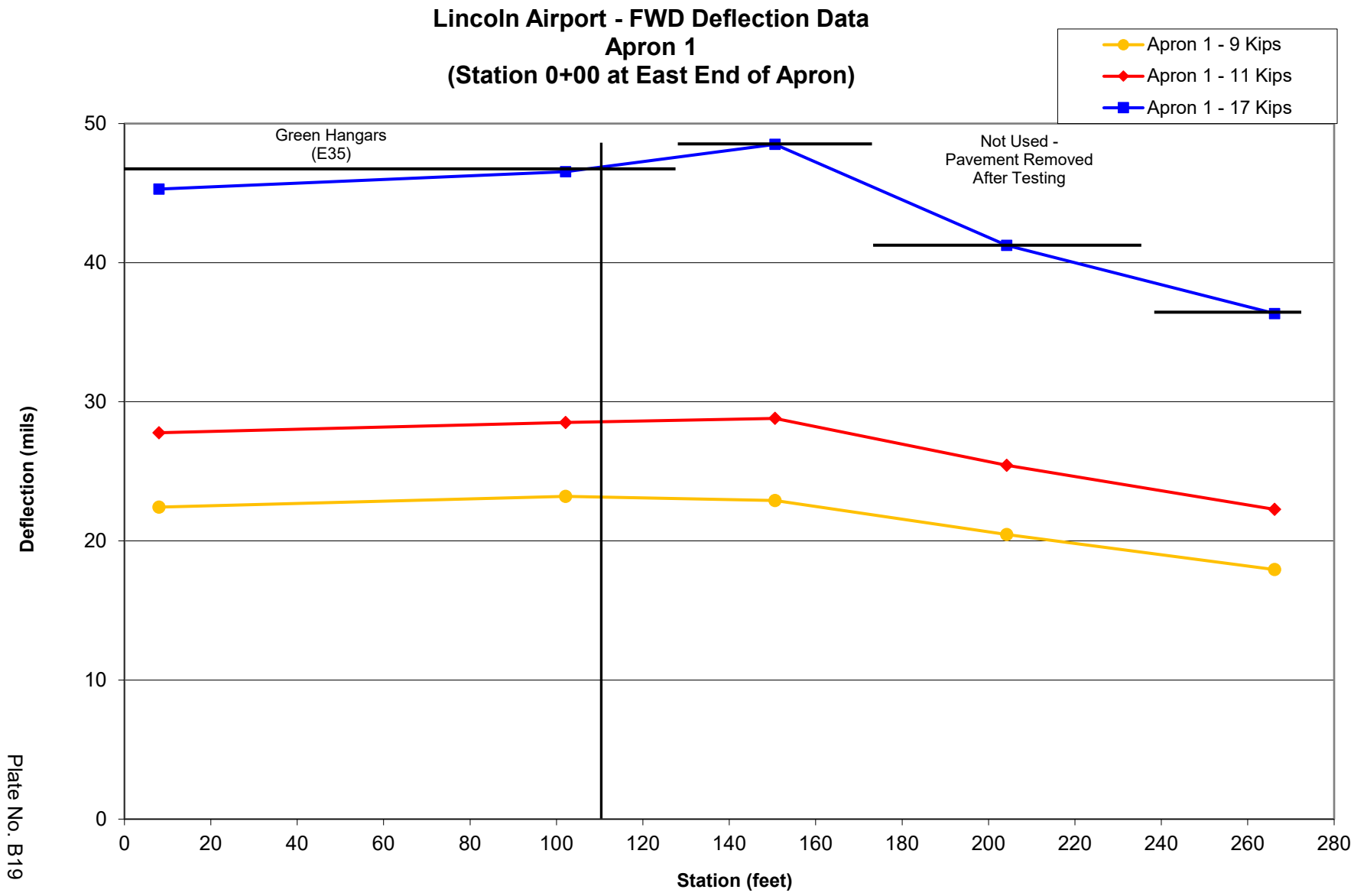

Lincoln Airport - FWD Deflection Data
Apron 1
(Station 0+00 at East End of Apron)
Apron 1 - 9 Kips
Apron 1 - 11 Kips
Apron 1 - 17 Kips
Green Hangars
(E35)
Not Used -
Pavement Removed
After Testing
Deflection (mils)
Station (feet)
0
10
20
30
40
50
0
20
40
60
80
100
120
140
160
180
200
220
240
260
280

Plate No. B19

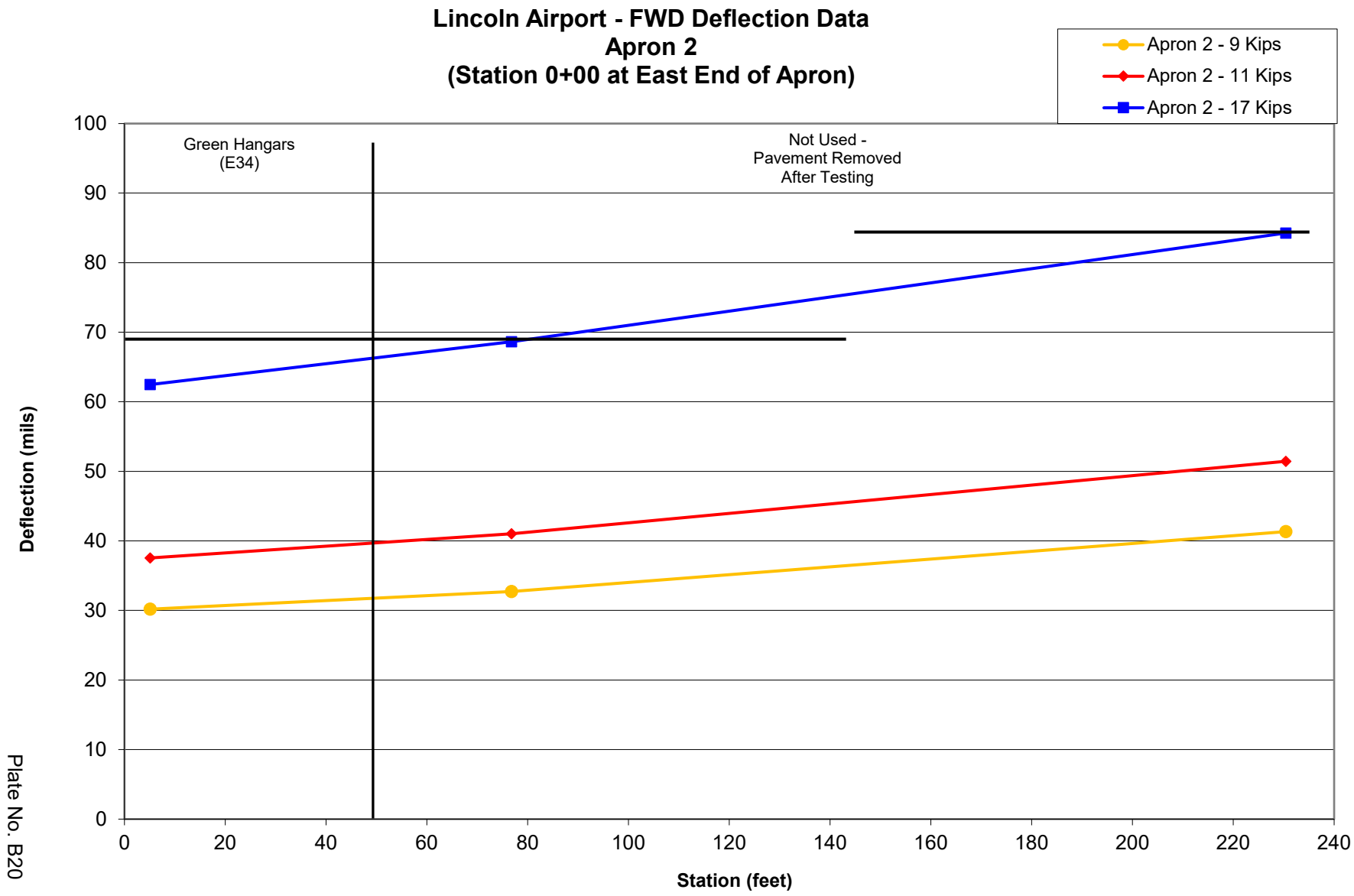

Lincoln Airport - FWD Deflection Data
Apron 2
(Station 0+00 at East End of Apron)
Apron 2 - 9 Kips
Apron 2 - 11 Kips
Apron 2 - 17 Kips
Green Hangars
(E34)
Not Used -
Pavement Removed
After Testing
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
20
40
60
80
100
120
140
160
180
200
220
240

Plate No. B20

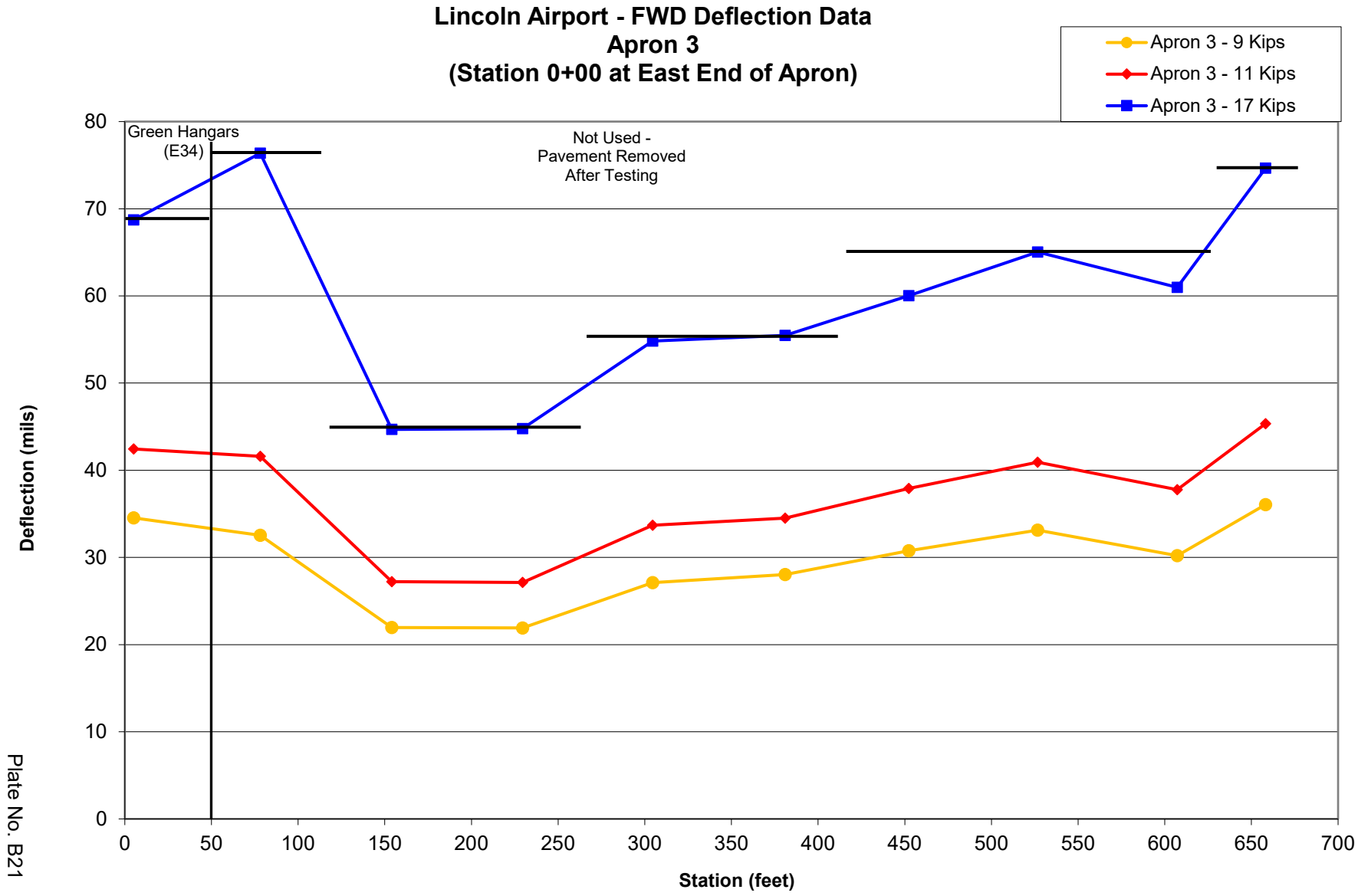

Lincoln Airport - FWD Deflection Data
Apron 3
(Station 0+00 at East End of Apron)
Apron 3 - 9 Kips
Apron 3 - 11 Kips
Apron 3 - 17 Kips
Green Hangars
(E34)
Not Used -
Pavement Removed
After Testing
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700

Plate No. B21

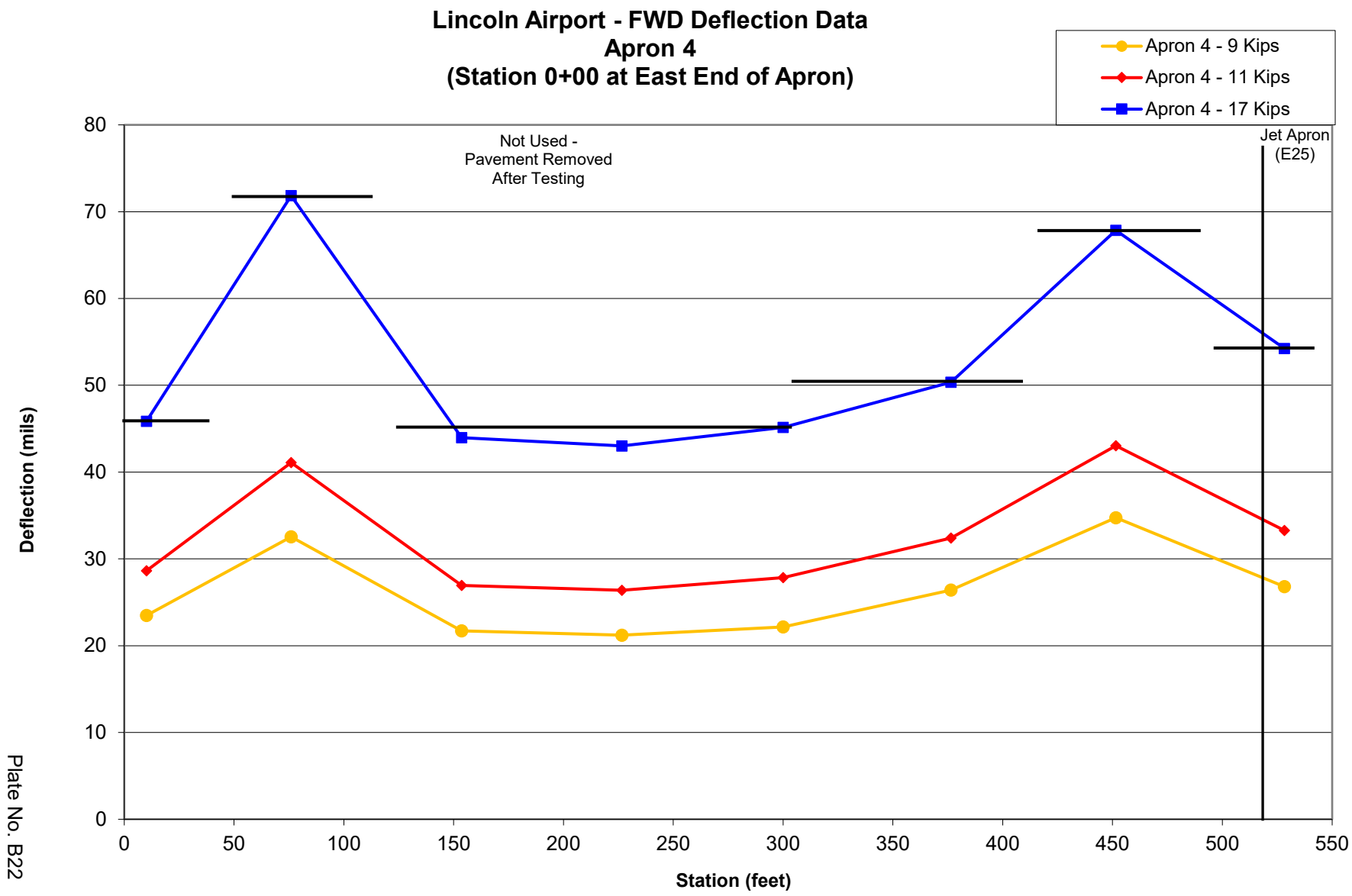

Lincoln Airport - FWD Deflection Data
Apron 4
(Station 0+00 at East End of Apron)
Apron 4 - 9 Kips
Apron 4 - 11 Kips
Apron 4 - 17 Kips
Not Used -
Pavement Removed
After Testing
Jet Apron
(E25)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
250
300
350
400
450
500
550

Plate No. B22

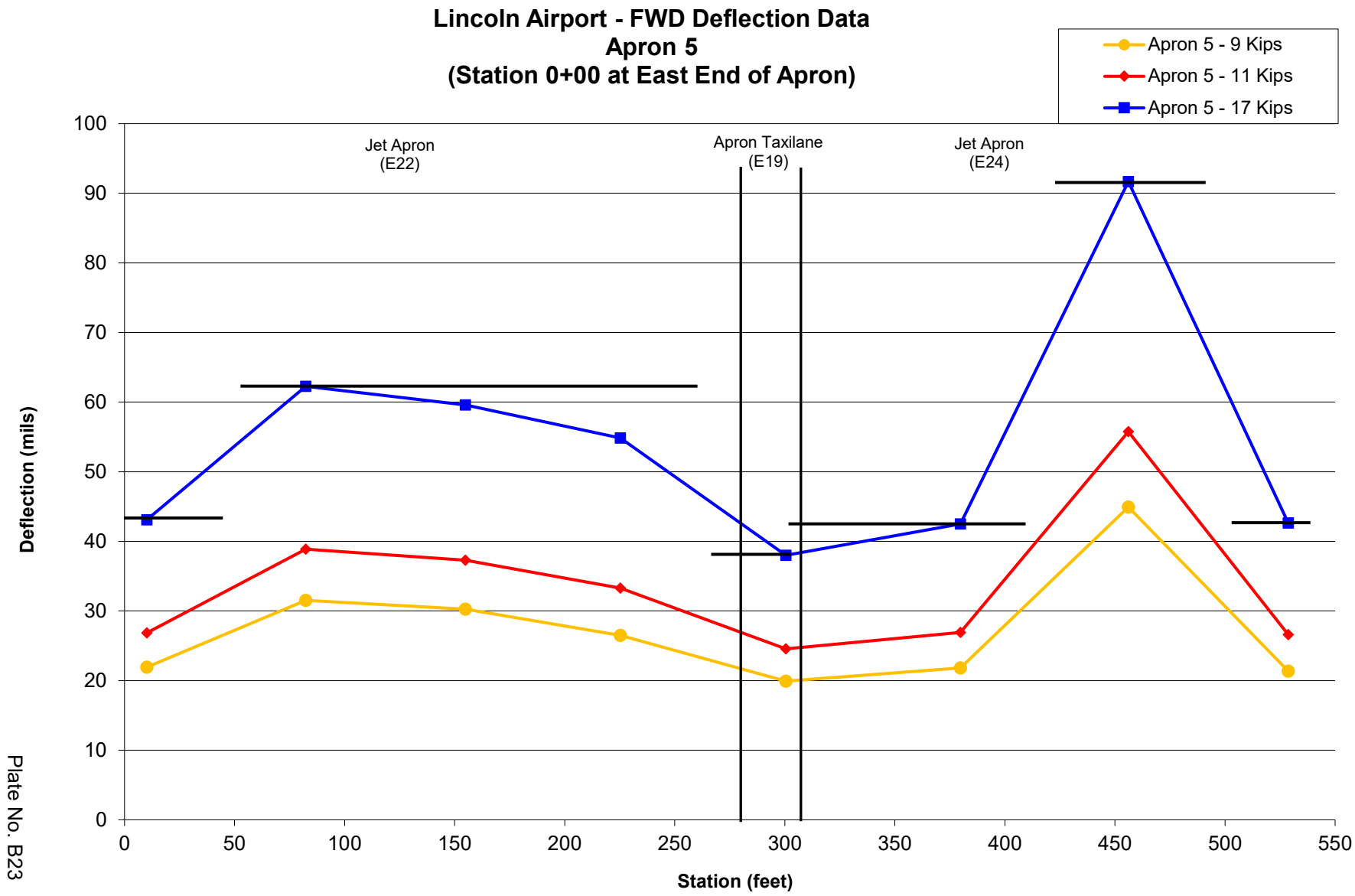

Lincoln Airport - FWD Deflection Data
Apron 5
(Station 0+00 at East End of Apron)
Apron 5 - 9 Kips
Apron 5 - 11 Kips
Apron 5 - 17 Kips
Jet Apron
(E22)
Apron Taxilane
(E19)
Jet Apron
(E24)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250
300
350
400
450
500
550

Plate No. B23

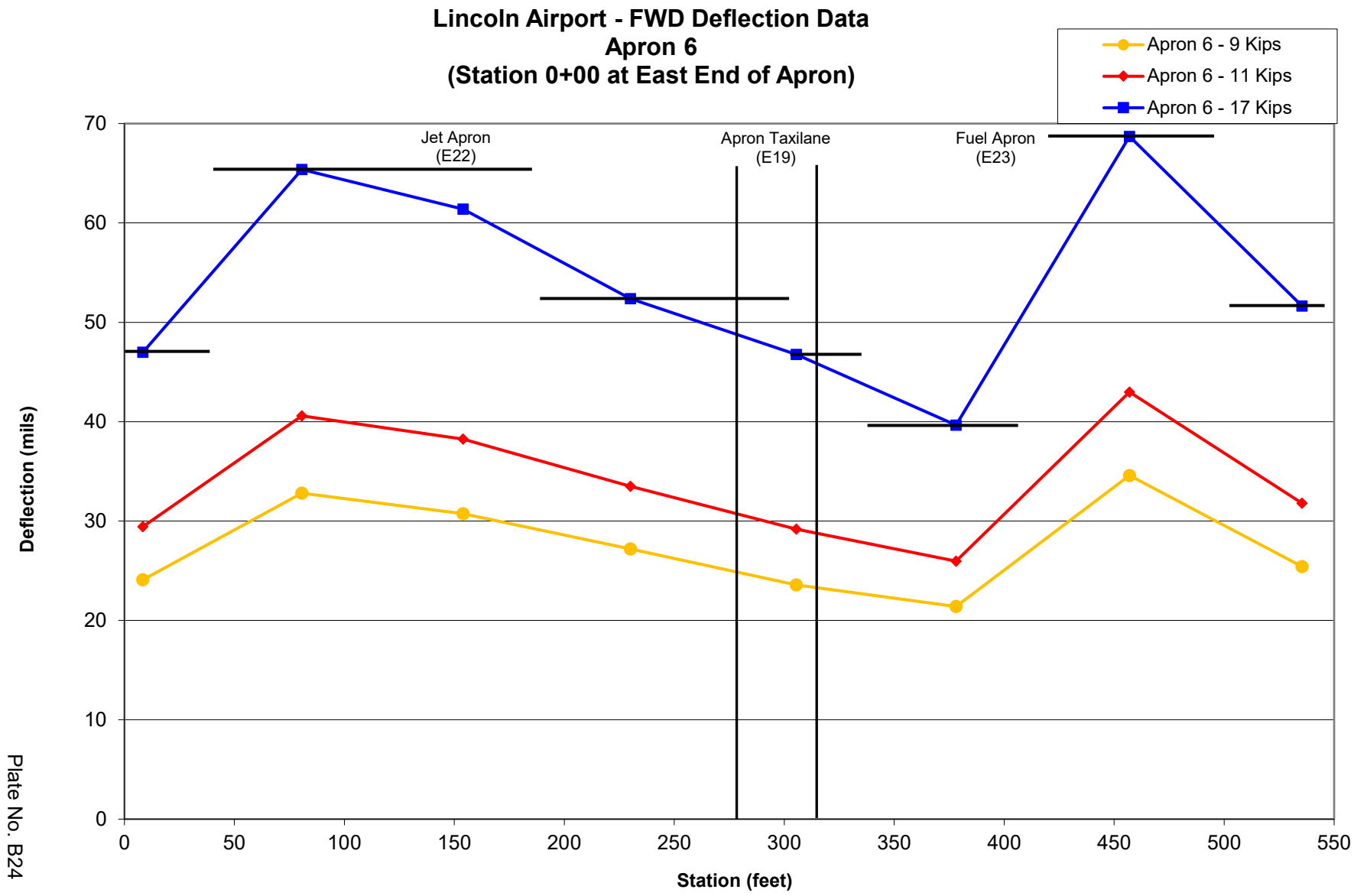

Lincoln Airport - FWD Deflection Data
Apron 6
(Station 0+00 at East End of Apron)
Apron 6 - 9 Kips
Apron 6 - 11 Kips
Apron 6 - 17 Kips
Jet Apron
(E22)
Apron Taxilane
(E19)
Fuel Apron
(E23)
Deflection (mils)
0
10
20
30
40
50
60
70
0
50
100
150
200
250
300
350
400
450
500
550
Station (feet)

Plate No. B24

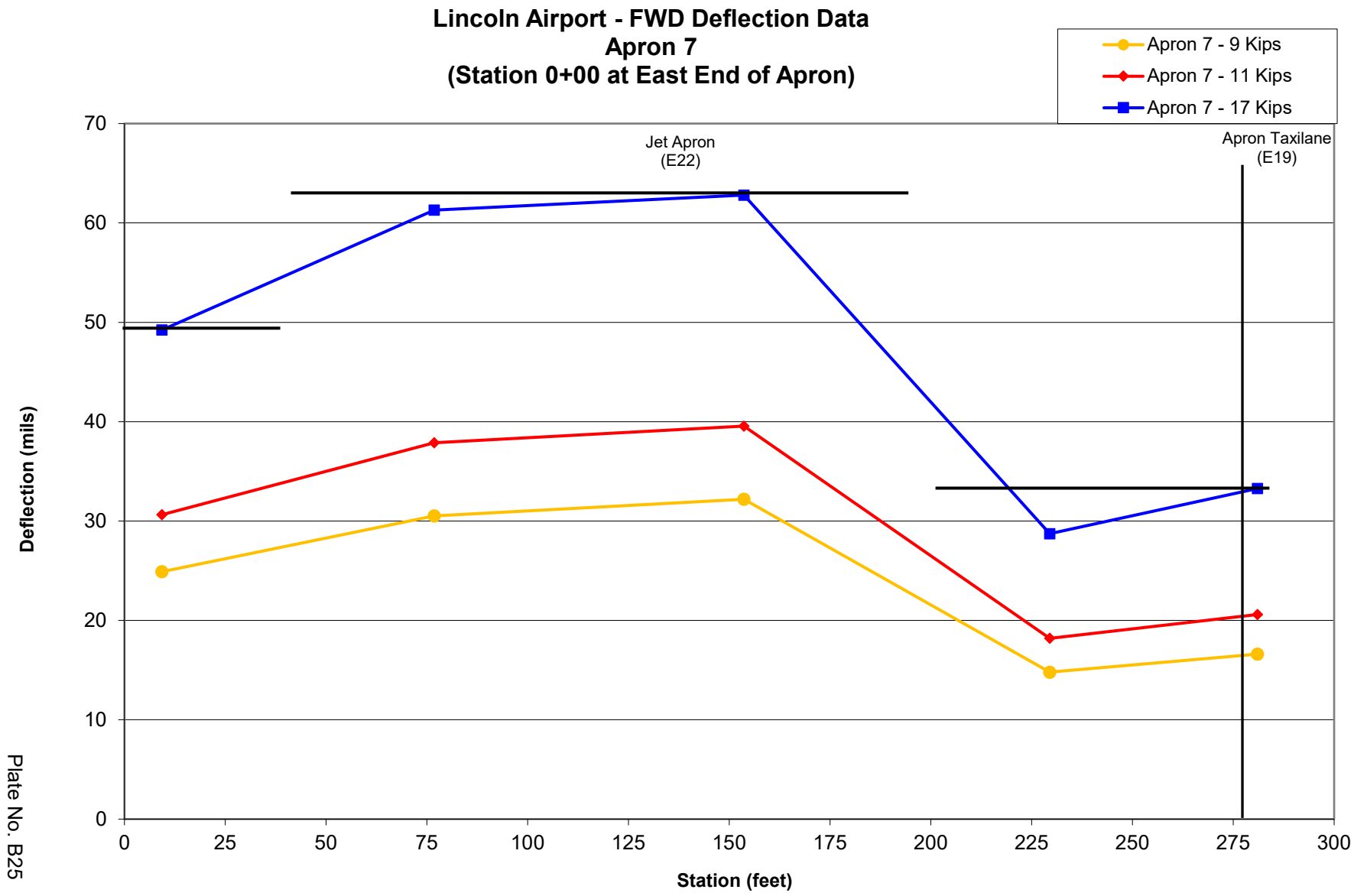

Lincoln Airport - FWD Deflection Data
Apron 7
(Station 0+00 at East End of Apron)
Apron 7 - 9 Kips
Apron 7 - 11 Kips
Apron 7 - 17 Kips
Jet Apron
(E22)
Apron Taxilane
(E19)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B25

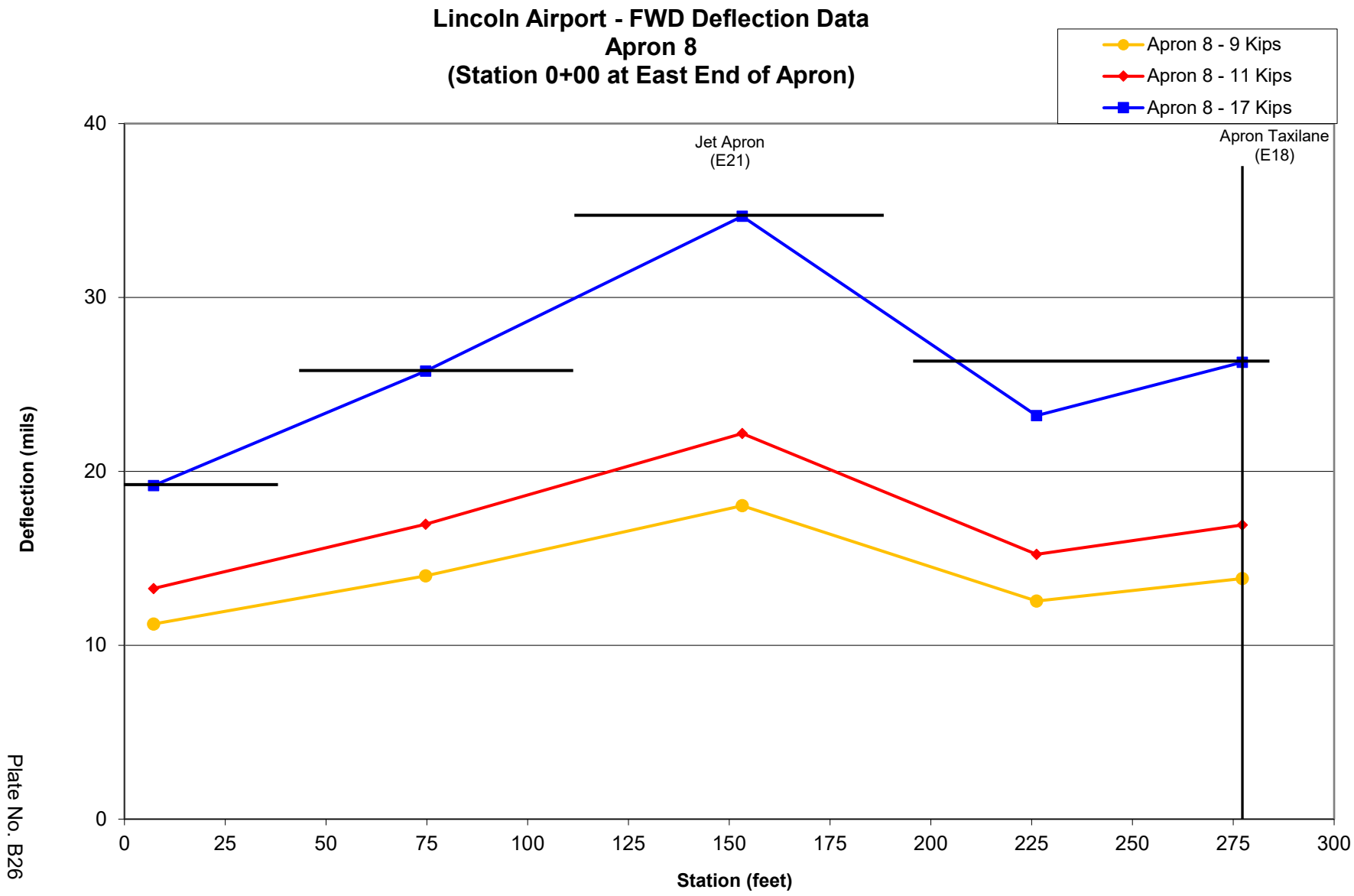

Lincoln Airport - FWD Deflection Data
Apron 8
(Station 0+00 at East End of Apron)
Apron 8 - 9 Kips
Apron 8 - 11 Kips
Apron 8 - 17 Kips
Jet Apron
(E21)
Apron Taxilane
(E18)
Deflection (mils)
Station (feet)
0
10
20
30
40
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B26

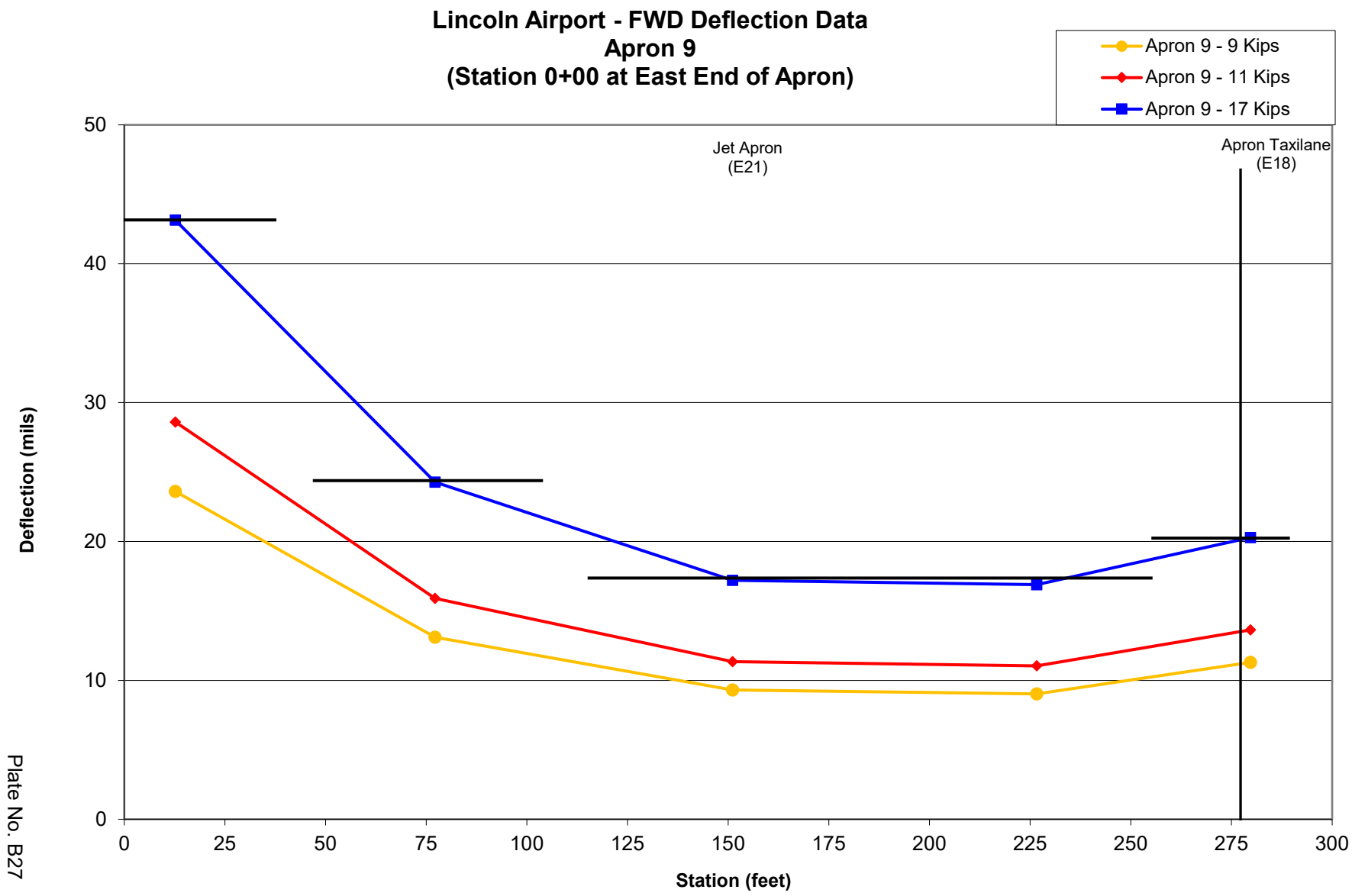

Lincoln Airport - FWD Deflection Data
Apron 9
(Station 0+00 at East End of Apron)
Apron 9 - 9 Kips
Apron 9 - 11 Kips
Apron 9 - 17 Kips
Jet Apron
(E21)
Apron Taxilane
(E18)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B27

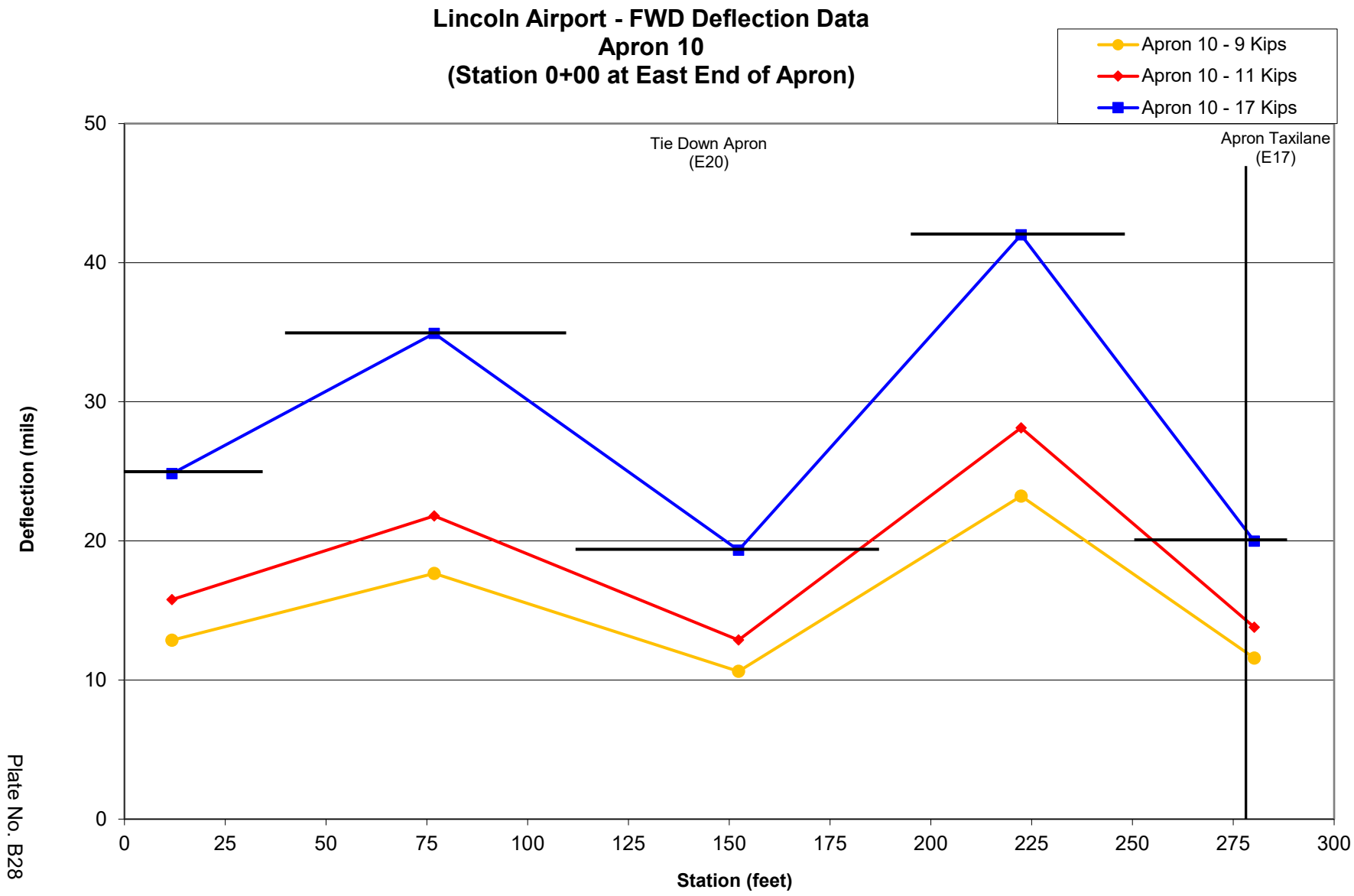

Lincoln Airport - FWD Deflection Data
Apron 10
(Station 0+00 at East End of Apron)
Apron 10 - 9 Kips
Apron 10 - 11 Kips
Apron 10 - 17 Kips
Tie Down Apron
(E20)
Apron Taxilane
(E17)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B28

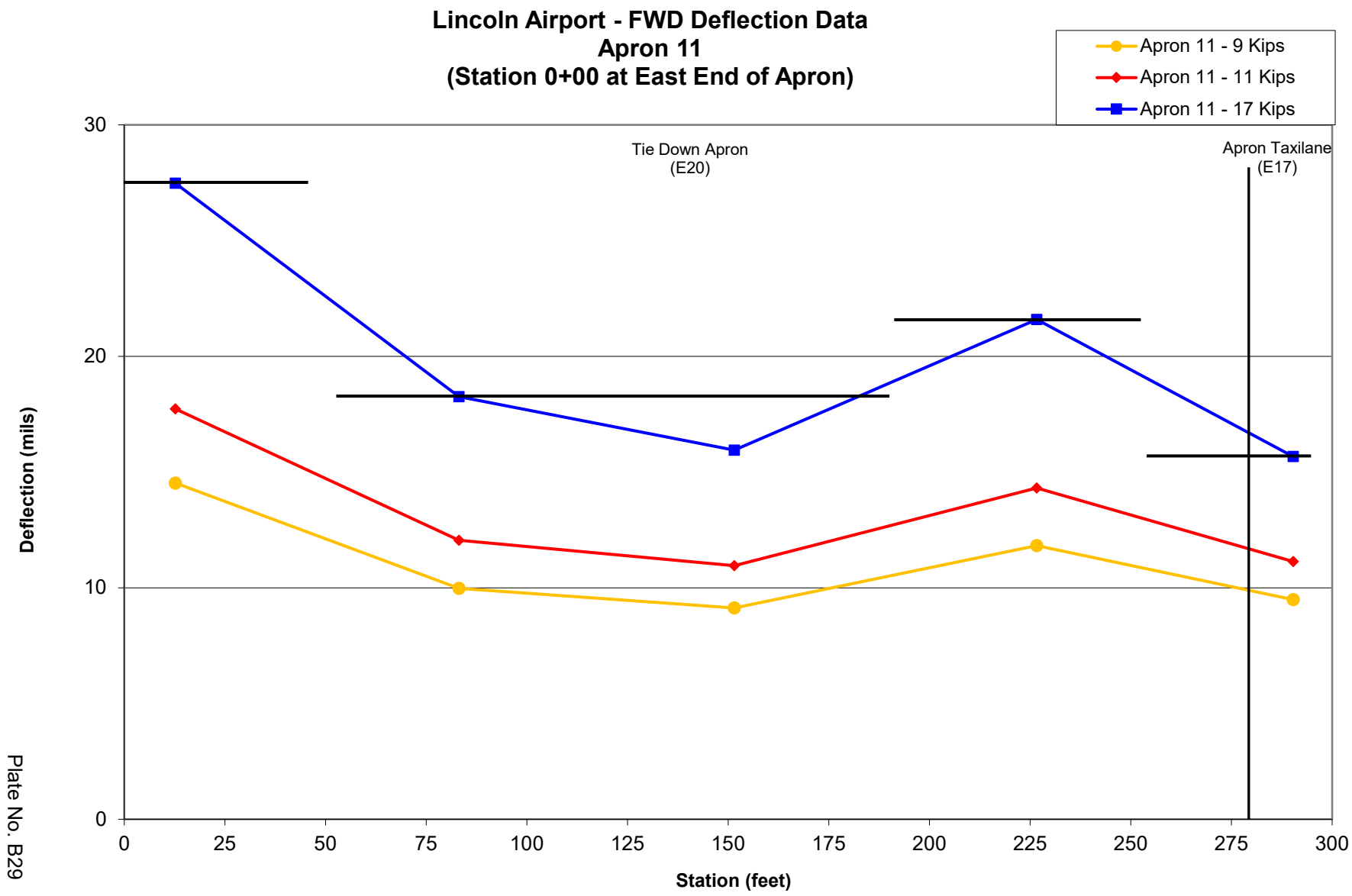

Lincoln Airport - FWD Deflection Data
Apron 11
(Station 0+00 at East End of Apron)
Apron 11 - 9 Kips
Apron 11 - 11 Kips
Apron 11 - 17 Kips
Tie Down Apron
(E20)
Apron Taxilane
(E17)
Deflection (mils)
30
20
10
0
0
25
50
75
100
125
150
175
200
225
250
275
300
Station (feet)

Plate No. B29

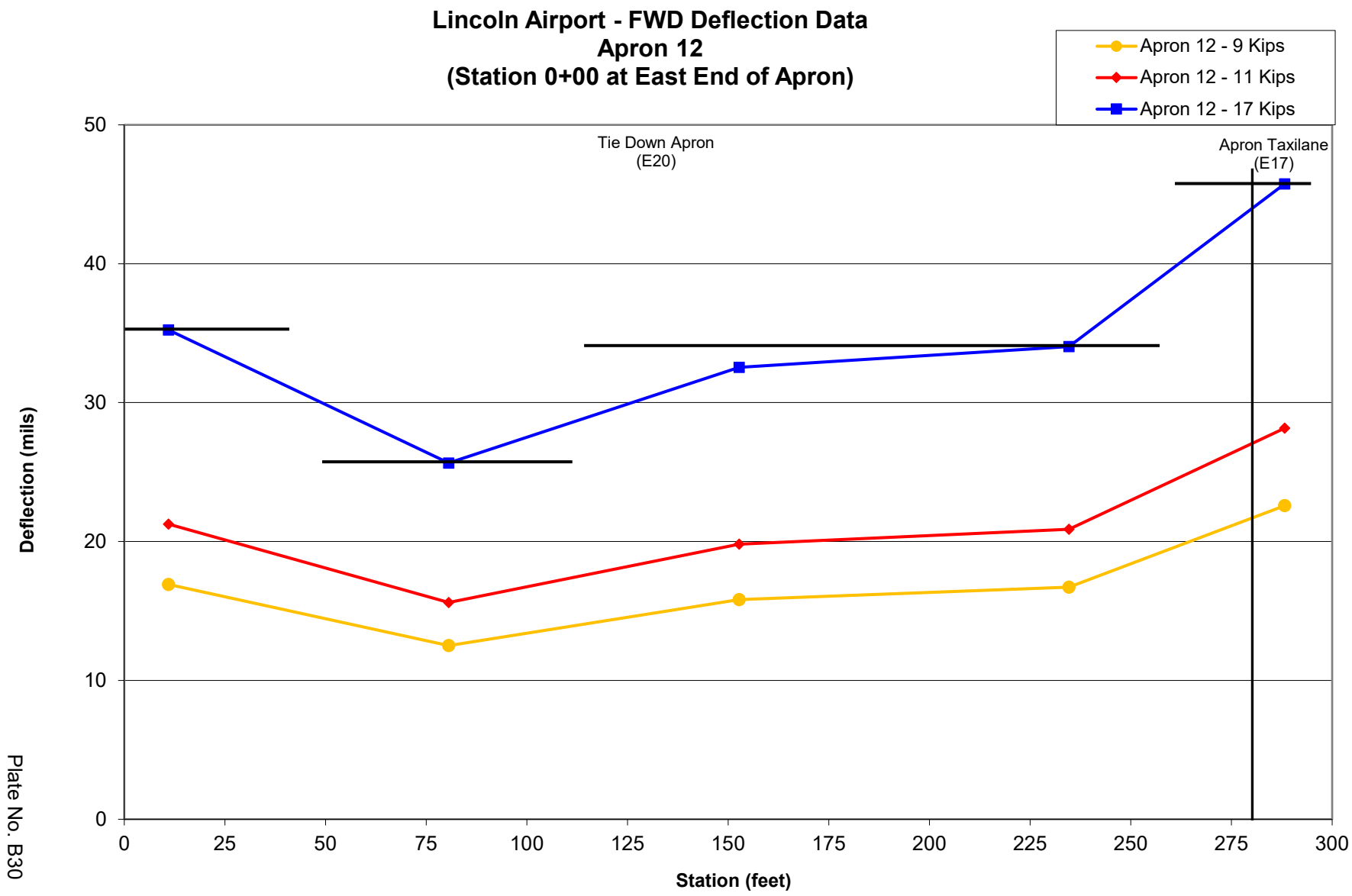

Lincoln Airport - FWD Deflection Data
Apron 12
(Station 0+00 at East End of Apron)
Apron 12 - 9 Kips
Apron 12 - 11 Kips
Apron 12 - 17 Kips
Tie Down Apron
(E20)
Apron Taxilane
(E17)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B30

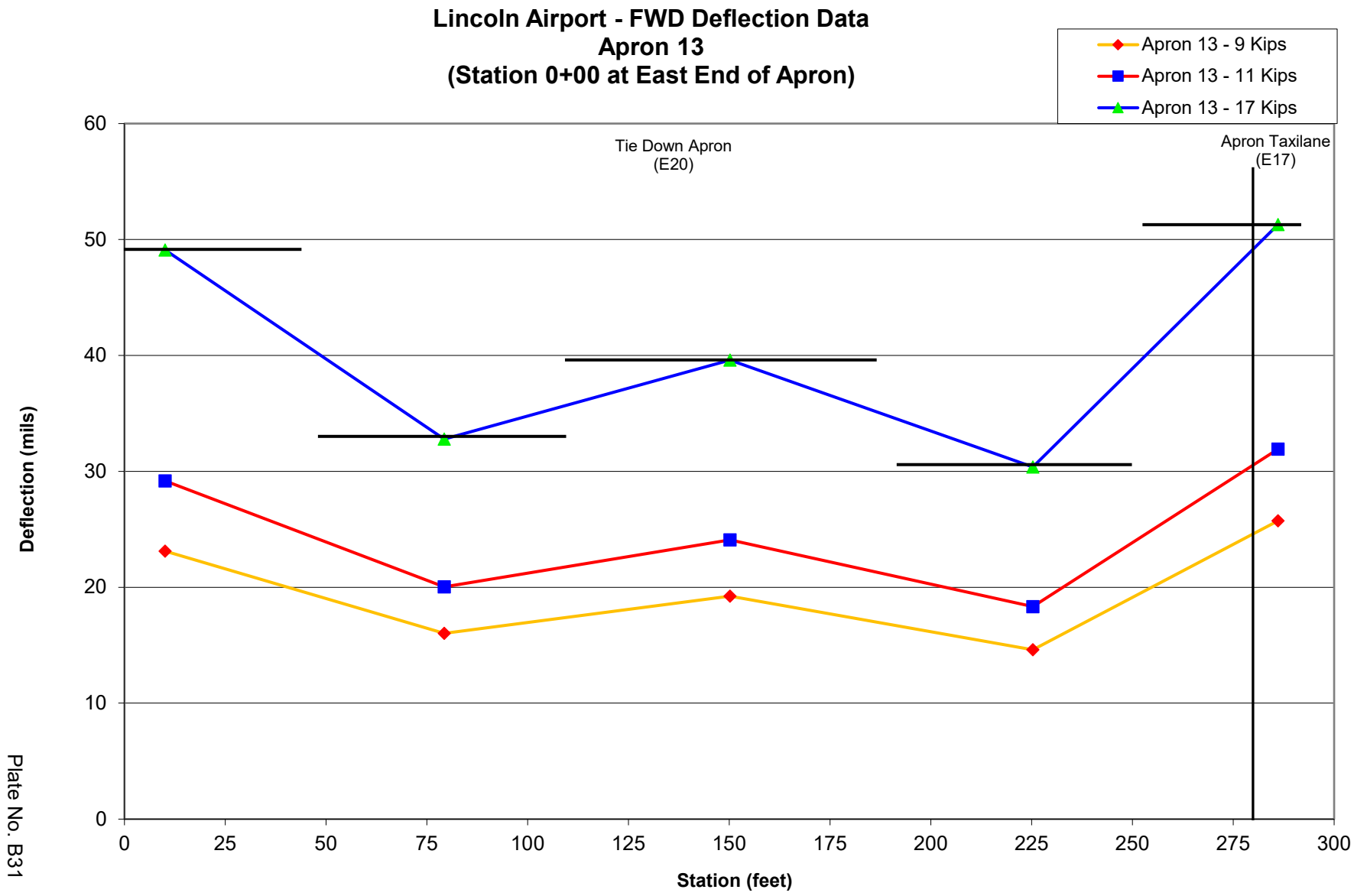

Lincoln Airport - FWD Deflection Data
Apron 13
(Station 0+00 at East End of Apron)
Apron 13 - 9 Kips
Apron 13 - 11 Kips
Apron 13 - 17 Kips
Tie Down Apron
(E20)
Apron Taxilane
(E17)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B31

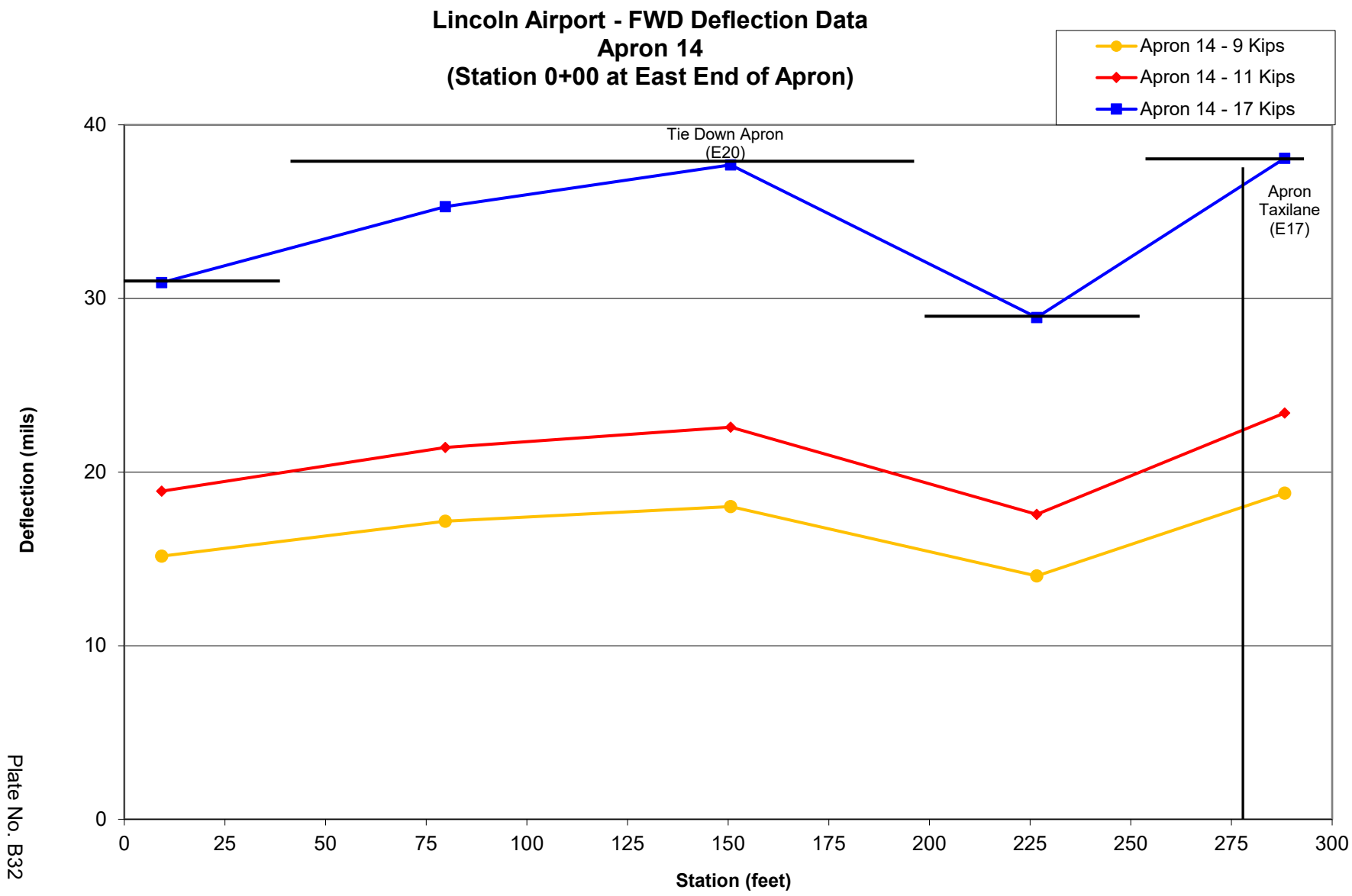

Lincoln Airport - FWD Deflection Data
Apron 14
(Station 0+00 at East End of Apron)
Apron 14 - 9 Kips
Apron 14 - 11 Kips
Apron 14 - 17 Kips
Tie Down Apron
(E20)
Apron
Taxilane
(E17)
Deflection (mils)
Station (feet)
0
10
20
30
40
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B32

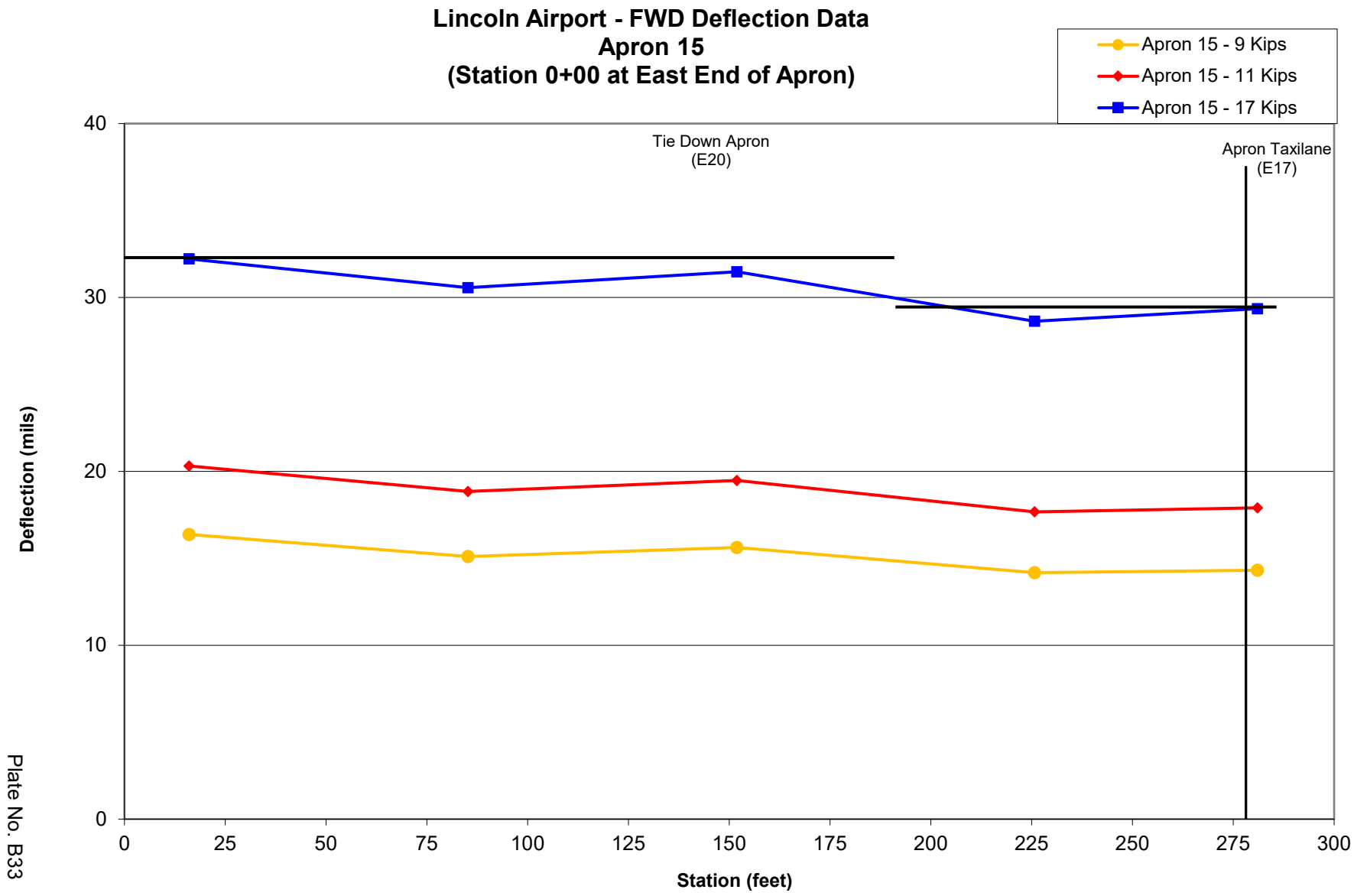

Lincoln Airport - FWD Deflection Data
Apron 15
(Station 0+00 at East End of Apron)
Apron 15 - 9 Kips
Apron 15 - 11 Kips
Apron 15 - 17 Kips
Tie Down Apron
(E20)
Apron Taxilane
(E17)
Deflection (mils)
Station (feet)
0
10
20
30
40
0
25
50
75
100
125
150
175
200
225
250
275
300

Plate No. B33

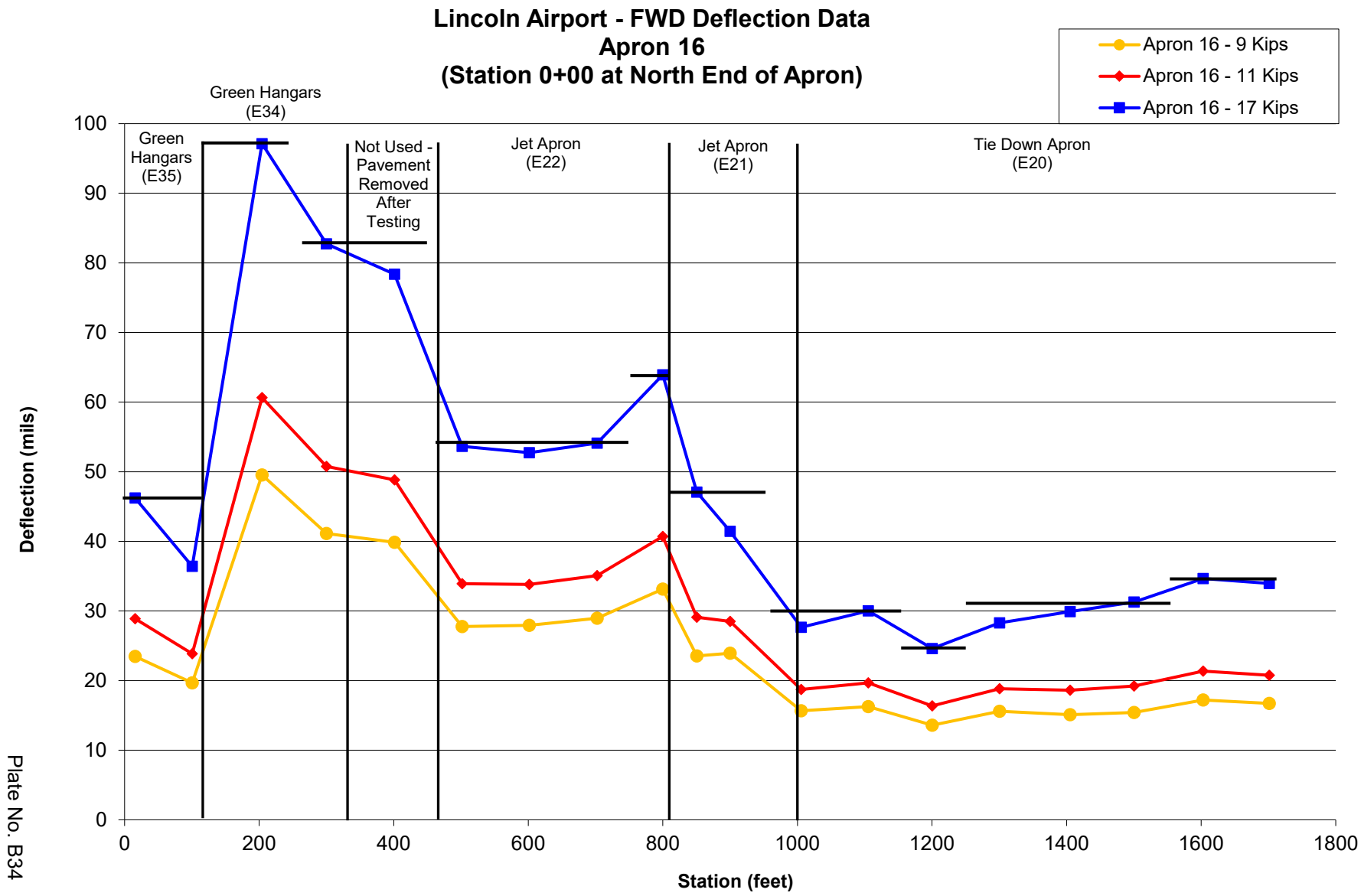

Lincoln Airport - FWD Deflection Data
Apron 16
(Station 0+00 at North End of Apron)
Apron 16 - 9 Kips
Apron 16 - 11 Kips
Apron 16 - 17 Kips
Green Hangars (E34)
Green Hangars (E35)
Not Used - Pavement Removed After Testing
Jet Apron (E22)
Jet Apron (E21)
Tie Down Apron (E20)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
200
400
600
800
1000
1200
1400
1600
1800

Plate No. B34

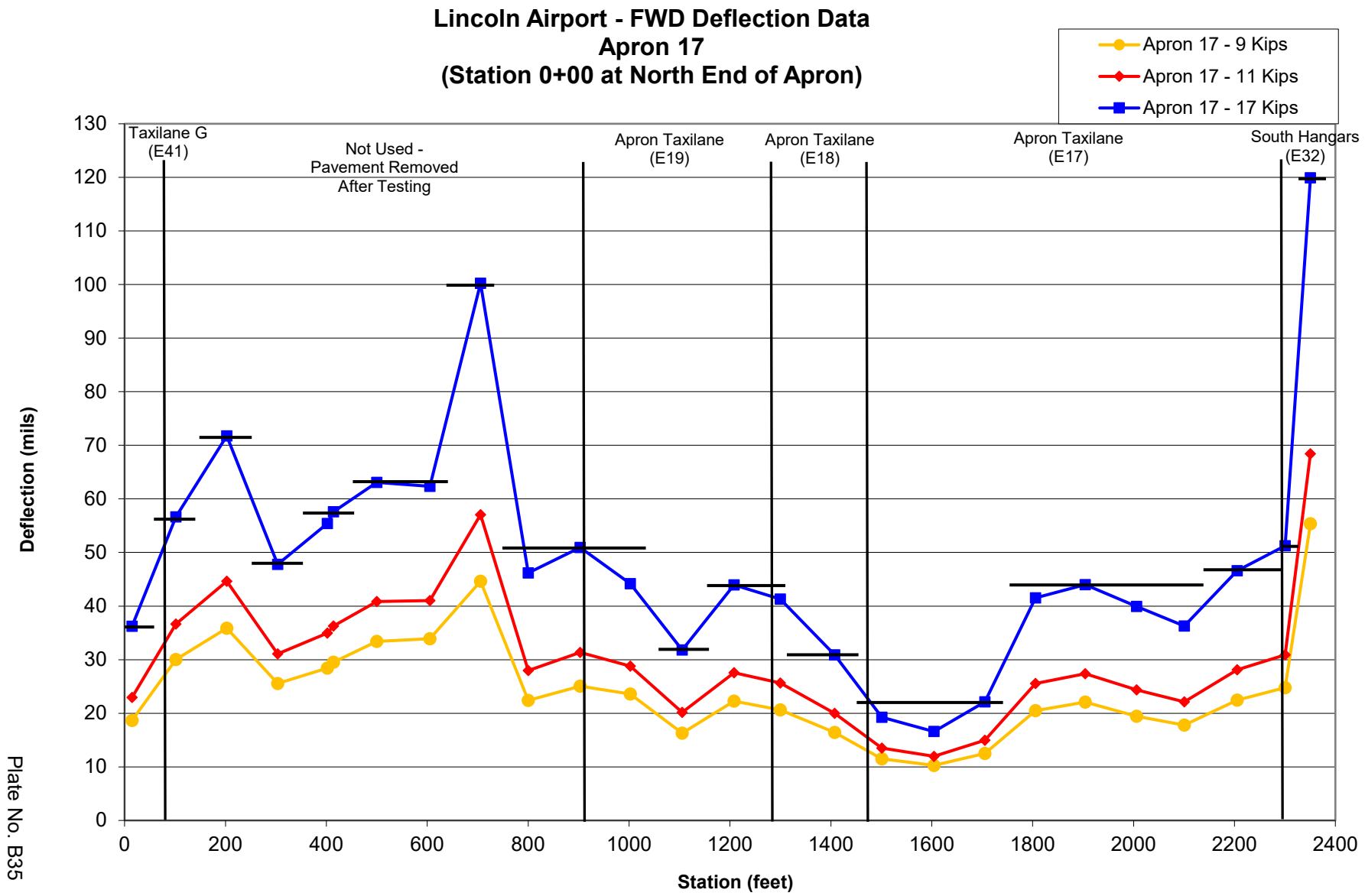

Lincoln Airport - FWD Deflection Data
Apron 17
(Station 0+00 at North End of Apron)
Apron 17 - 9 Kips
Apron 17 - 11 Kips
Apron 17 - 17 Kips
Taxilane G (E41)
Not Used - Pavement Removed After Testing
Apron Taxilane (E19)
Apron Taxilane (E18)
Apron Taxilane (E17)
South Hangars (E32)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
0
200
400
600
800
1000
1200
1400
1600
1800
2000
2200
2400

Plate No. B35

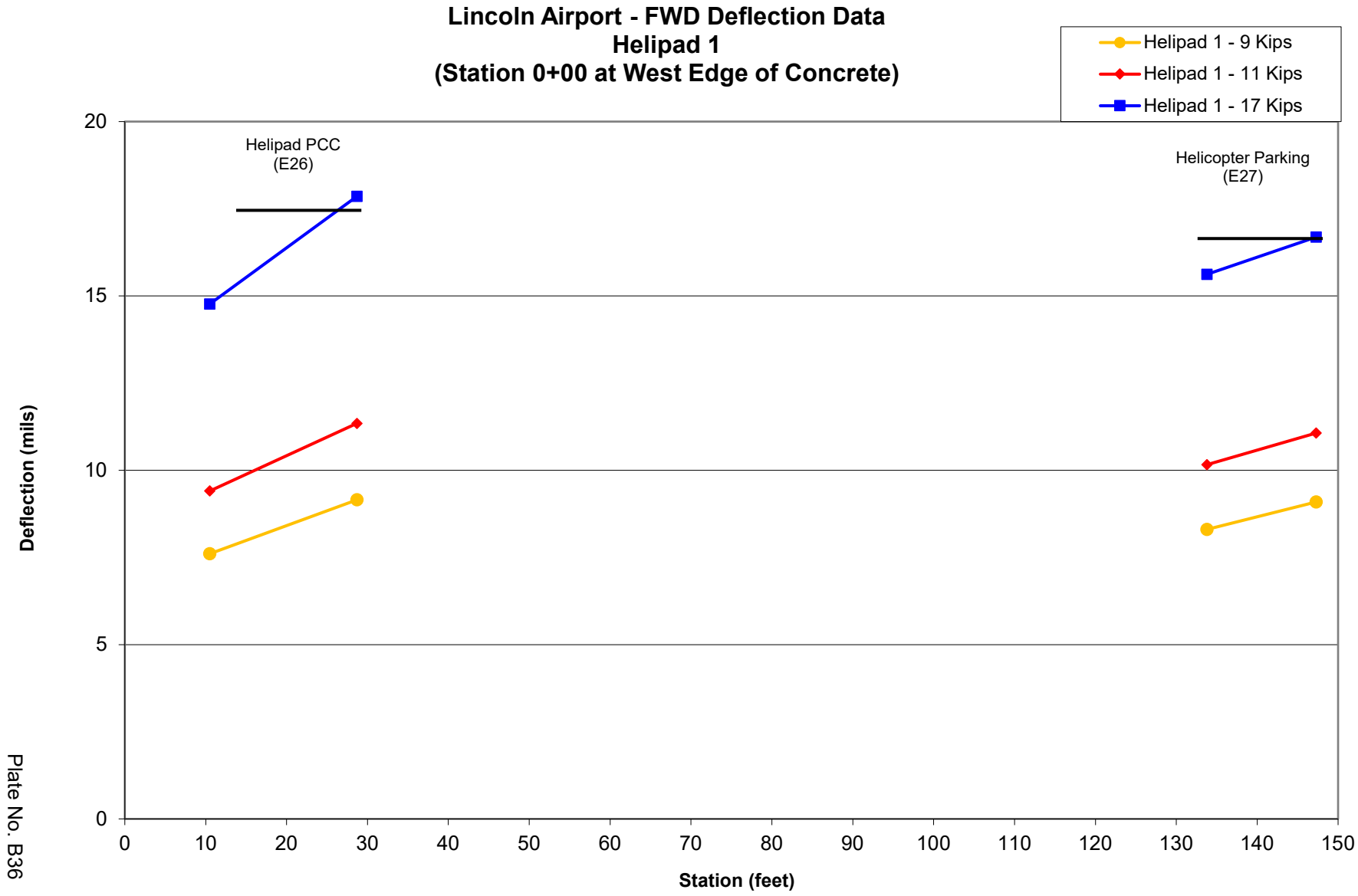

Lincoln Airport - FWD Deflection Data
Helipad 1
(Station 0+00 at West Edge of Concrete)
Helipad 1 - 9 Kips
Helipad 1 - 11 Kips
Helipad 1 - 17 Kips
Helipad PCC
(E26)
Helicopter Parking
(E27)
Deflection (mils)
Station (feet)
0
5
10
15
20
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150

Plate No. B36

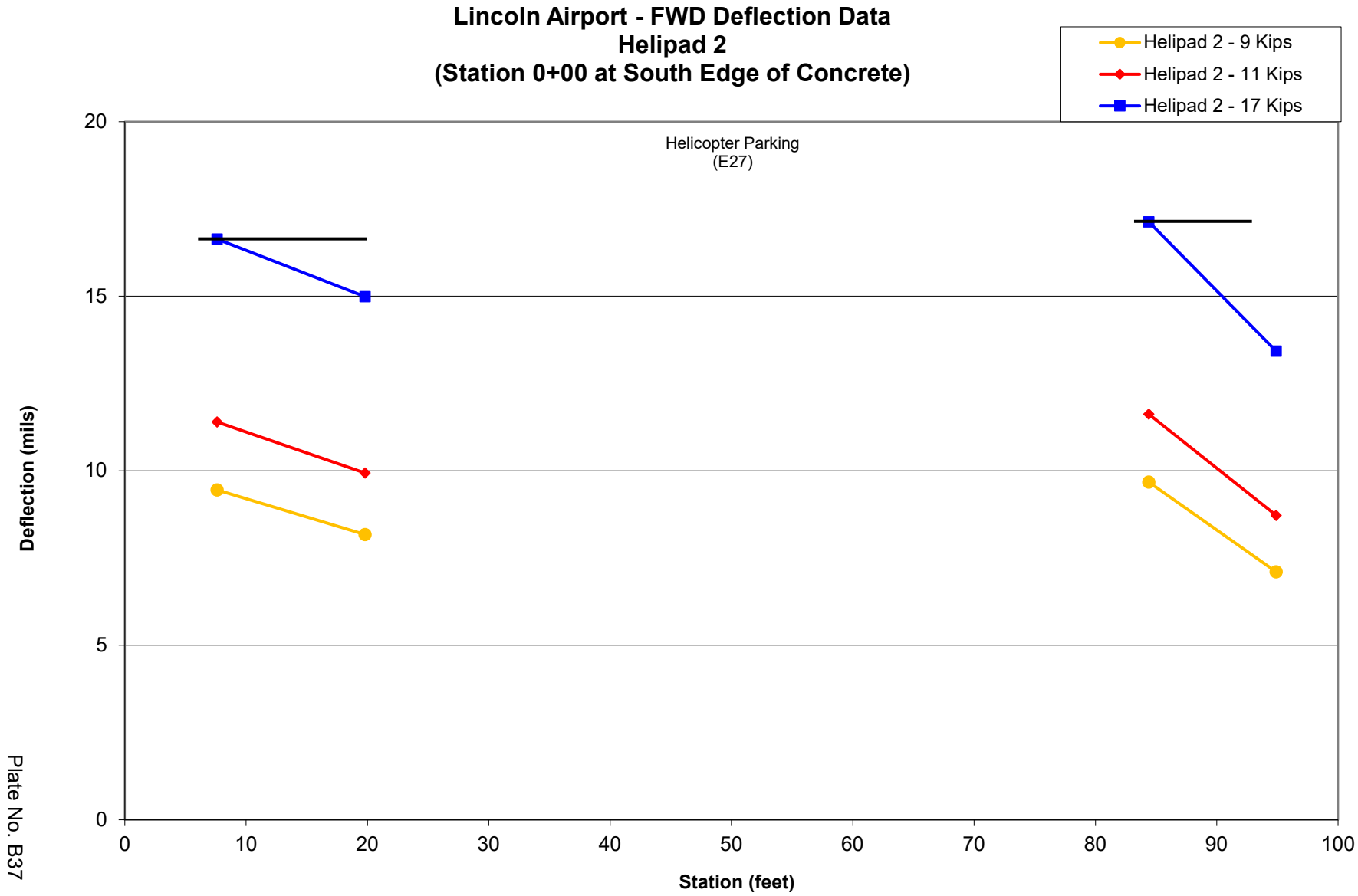

Lincoln Airport - FWD Deflection Data
Helipad 2
(Station 0+00 at South Edge of Concrete)
Helipad 2 - 9 Kips
Helipad 2 - 11 Kips
Helipad 2 - 17 Kips
Helicopter Parking
(E27)
Deflection (mils)
Station (feet)
0
5
10
15
20
0
10
20
30
40
50
60
70
80
90
100

Plate No. B37

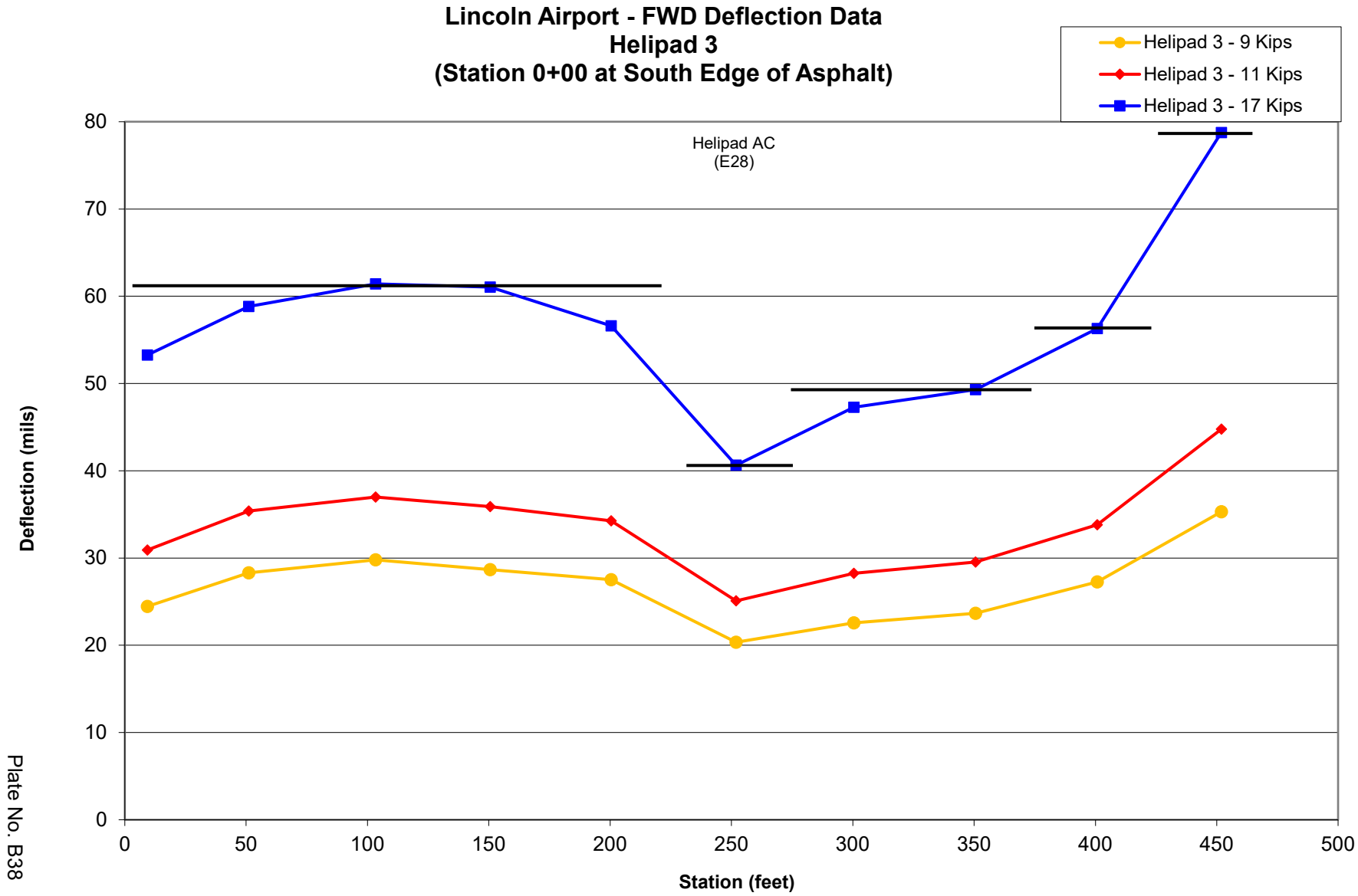

Lincoln Airport - FWD Deflection Data
Helipad 3
(Station 0+00 at South Edge of Asphalt)
Helipad 3 - 9 Kips
Helipad 3 - 11 Kips
Helipad 3 - 17 Kips
Helipad AC
(E28)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
250
300
350
400
450
500

Plate No. B38

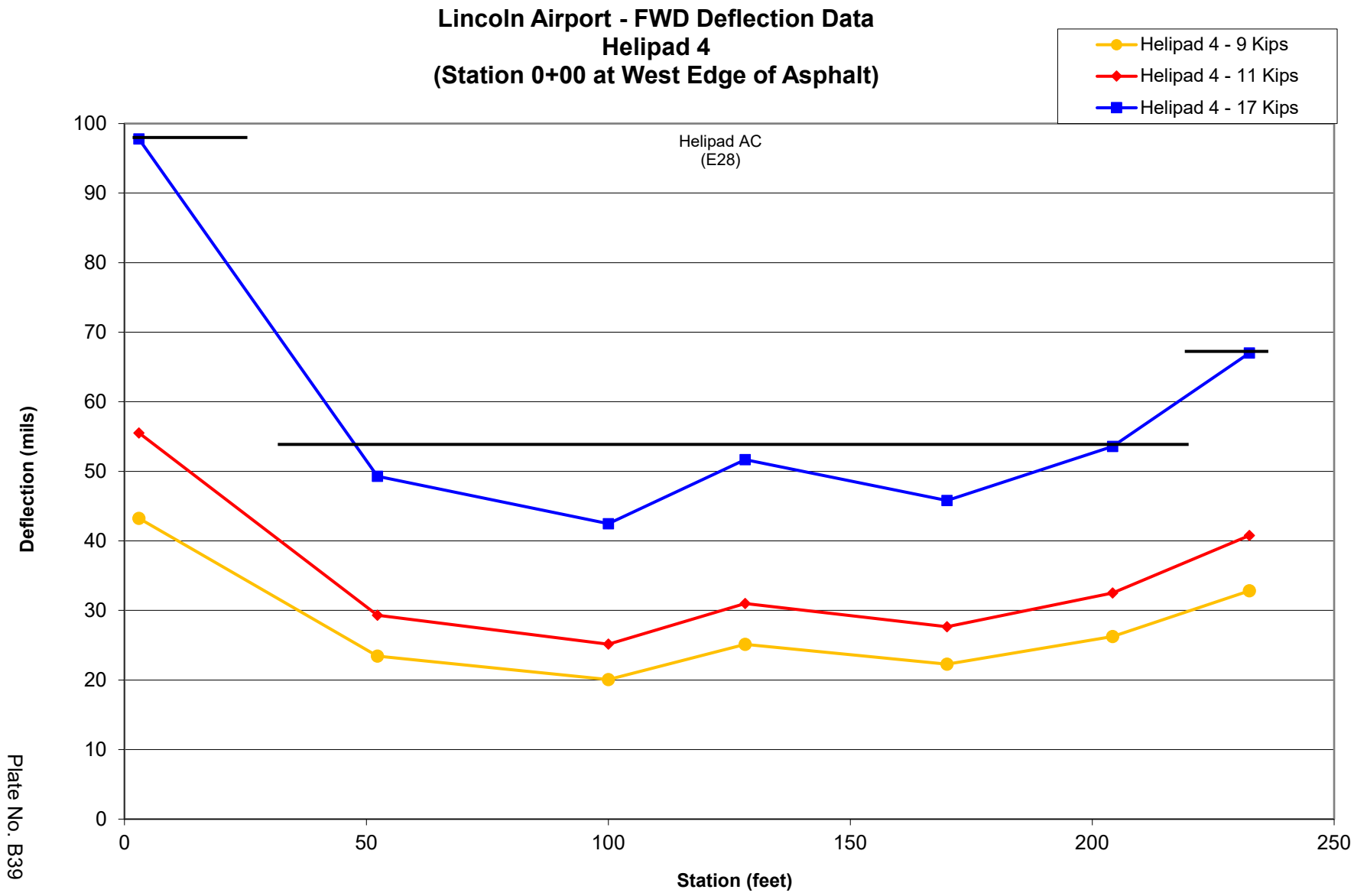

Lincoln Airport - FWD Deflection Data
Helipad 4
(Station 0+00 at West Edge of Asphalt)
Helipad 4 - 9 Kips
Helipad 4 - 11 Kips
Helipad 4 - 17 Kips
Helipad AC
(E28)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250

Plate No. B39

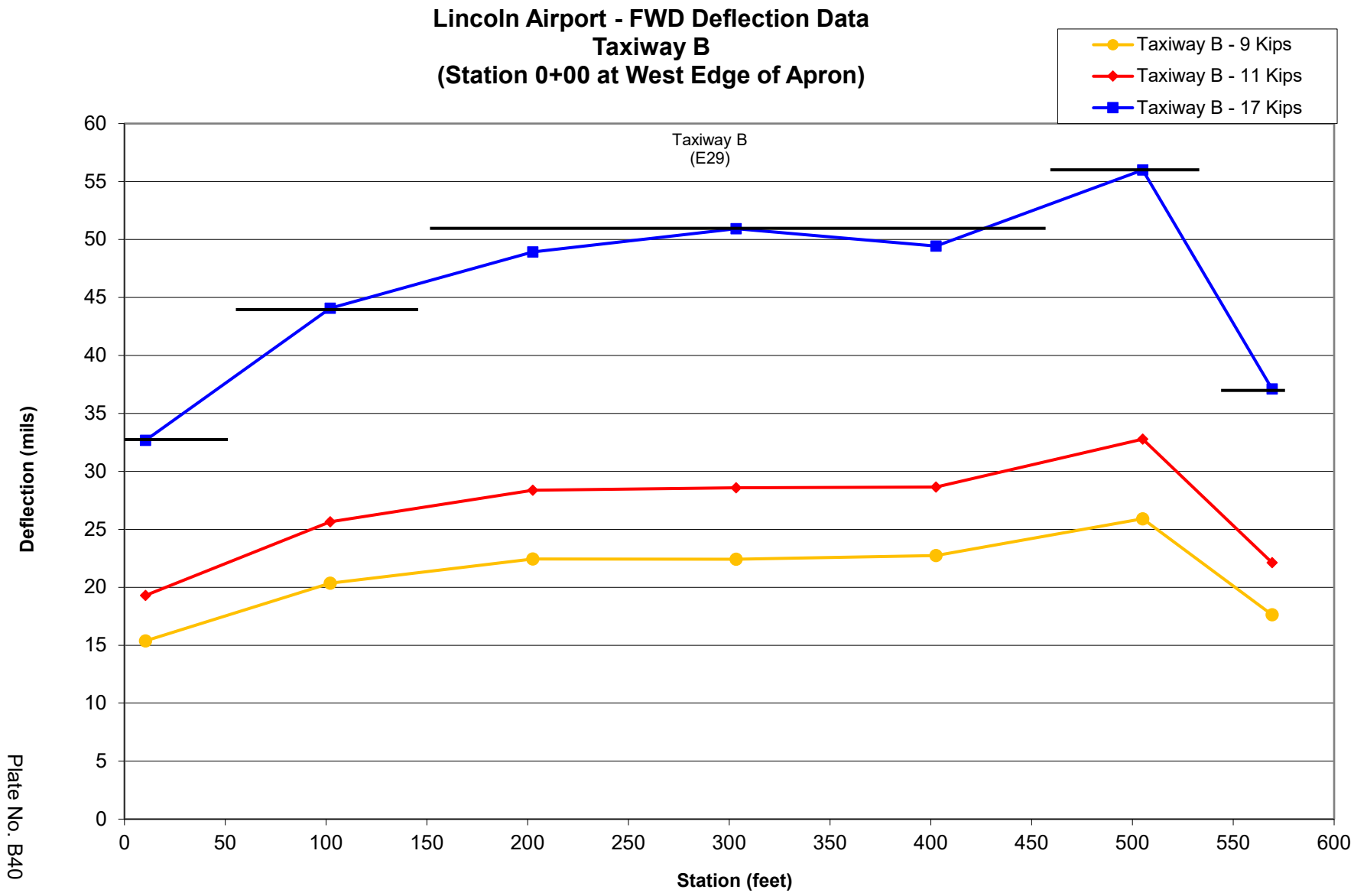

Lincoln Airport - FWD Deflection Data
Taxiway B
(Station 0+00 at West Edge of Apron)
Taxiway B - 9 Kips
Taxiway B - 11 Kips
Taxiway B - 17 Kips
Taxiway B
(E29)
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
35
40
45
50
55
60
0
50
100
150
200
250
300
350
400
450
500
550
600

Plate No. B40

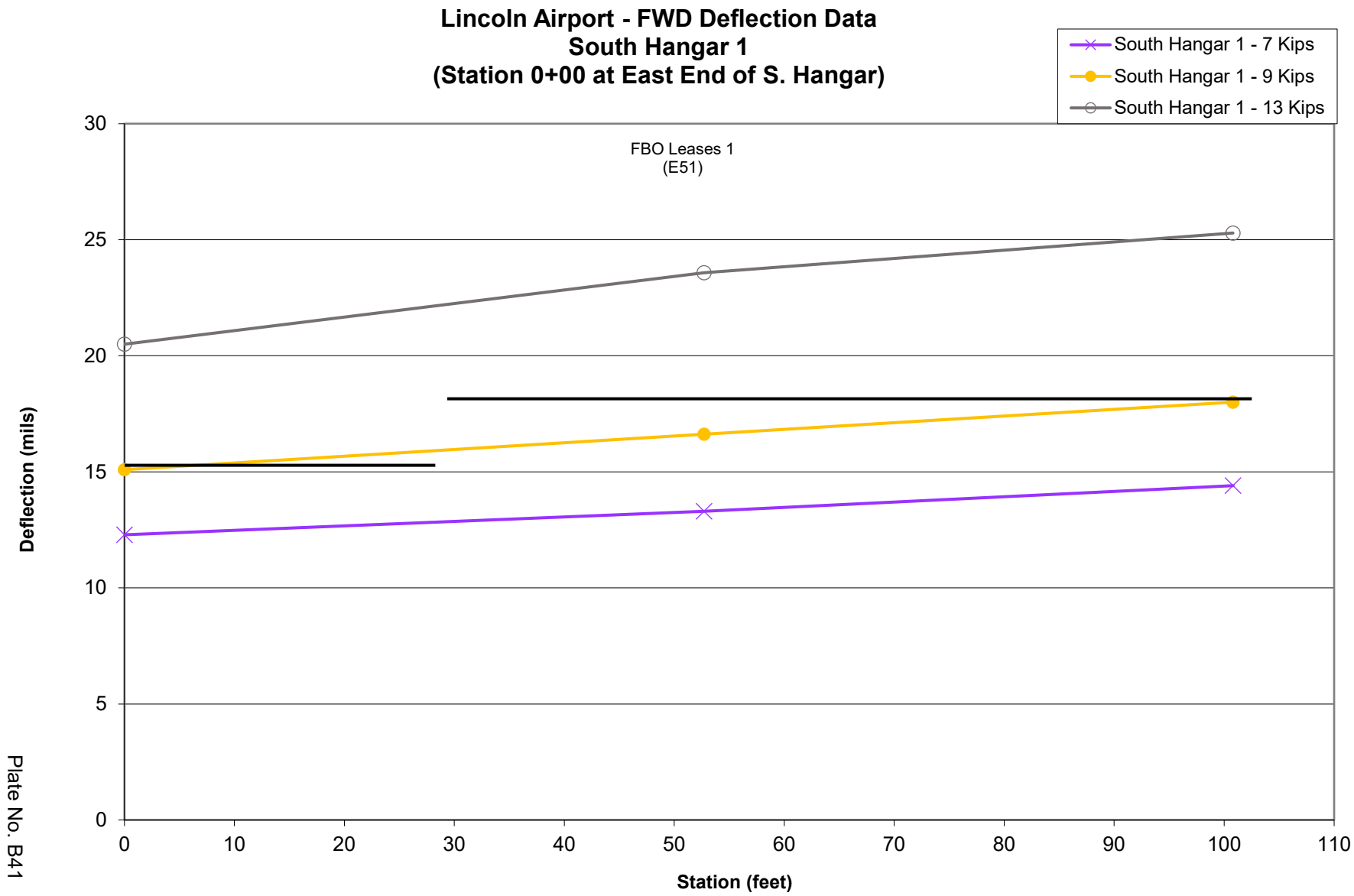

Lincoln Airport - FWD Deflection Data
South Hangar 1
(Station 0+00 at East End of S. Hangar)
South Hangar 1 - 7 Kips
South Hangar 1 - 9 Kips
South Hangar 1 - 13 Kips
FBO Leases 1
(E51)
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
0
10
20
30
40
50
60
70
80
90
100
110

Plate No. B41

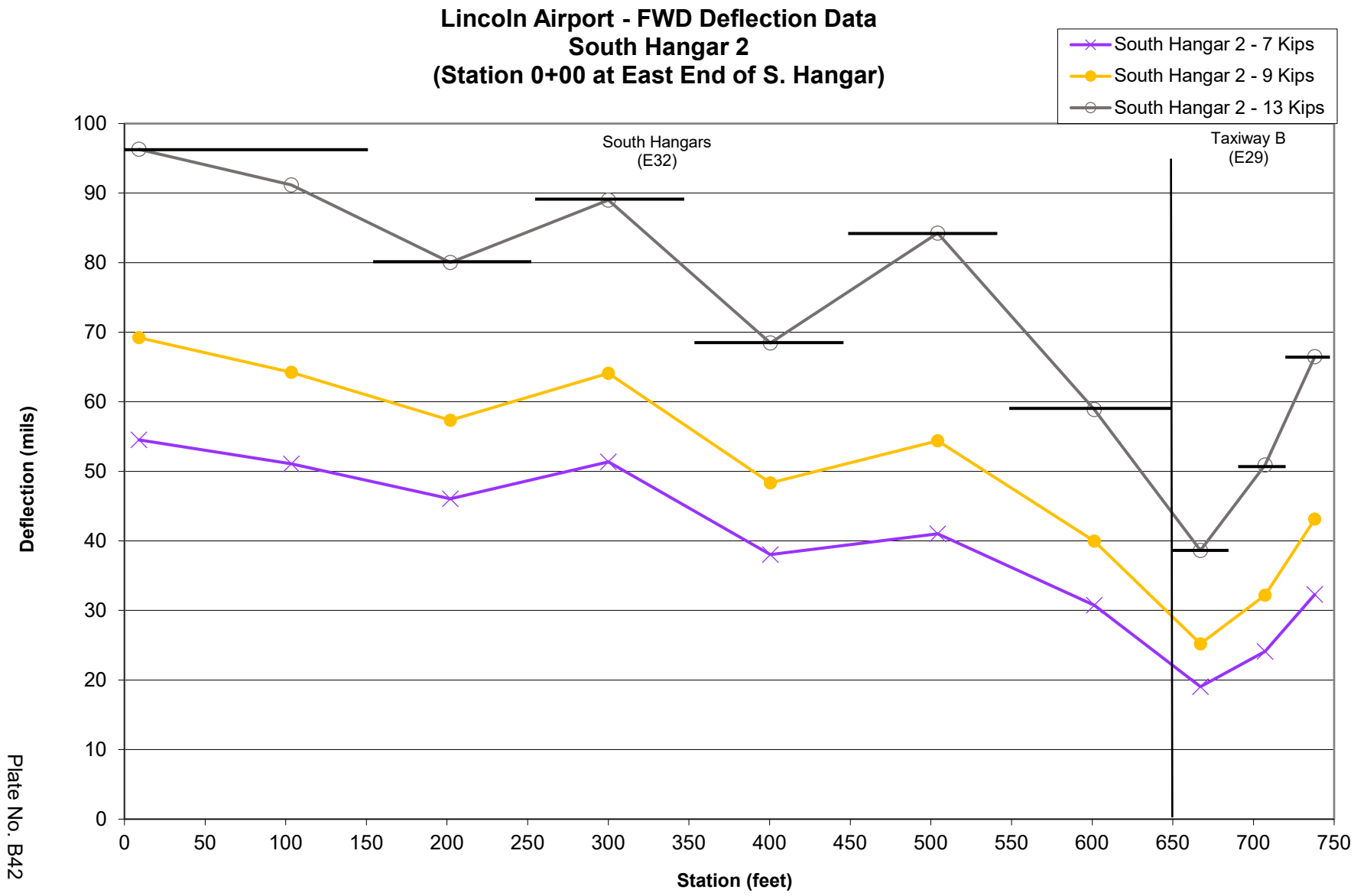

Lincoln Airport - FWD Deflection Data
South Hangar 2
(Station 0+00 at East End of S. Hangar)
South Hangar 2 - 7 Kips
South Hangar 2 - 9 Kips
South Hangar 2 - 13 Kips
South Hangars
(E32)
Taxiway B
(E29)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B42

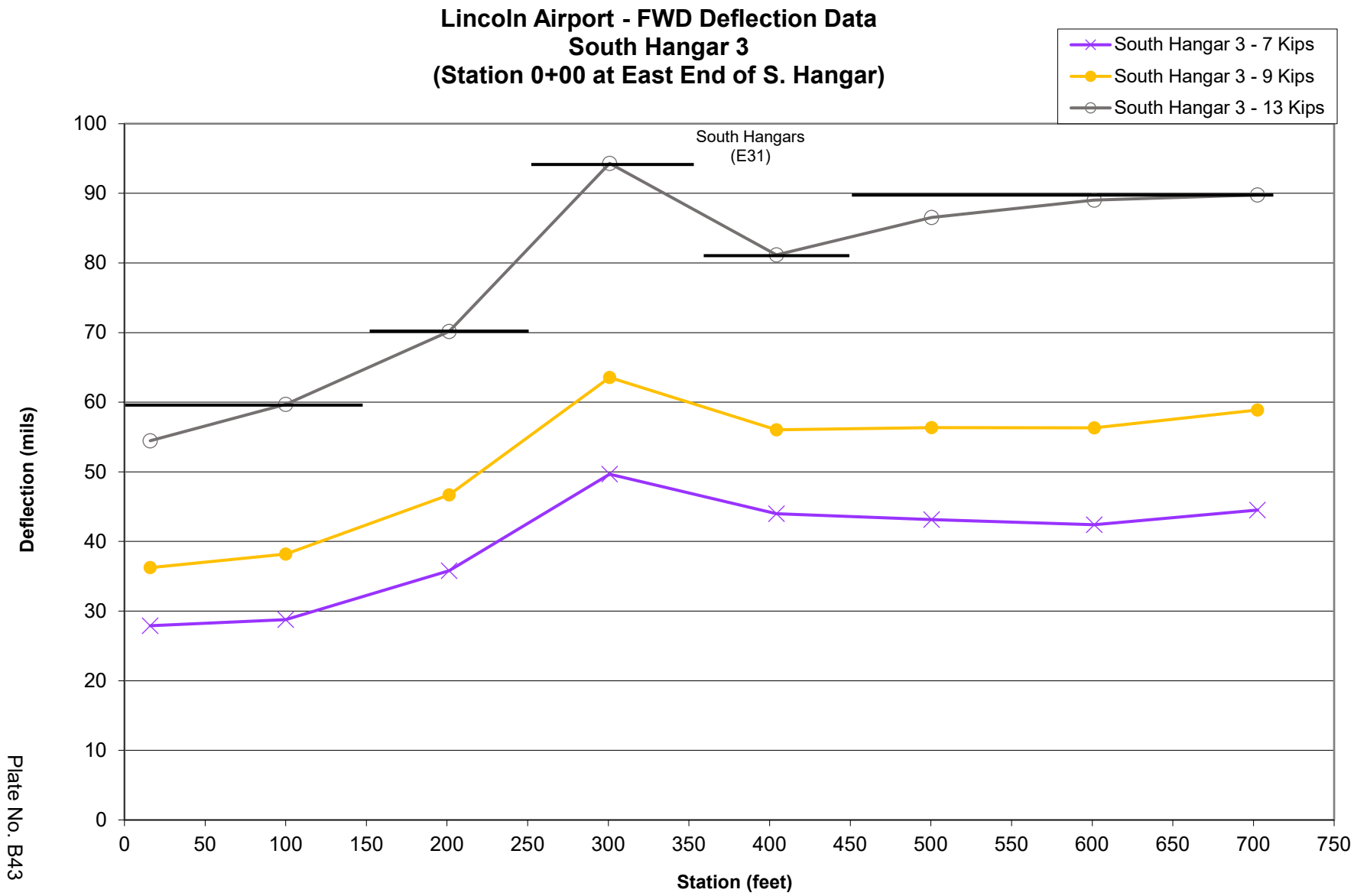

Lincoln Airport - FWD Deflection Data
South Hangar 3
(Station 0+00 at East End of S. Hangar)
South Hangar 3 - 7 Kips
South Hangar 3 - 9 Kips
South Hangar 3 - 13 Kips
South Hangars
(E31)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B43

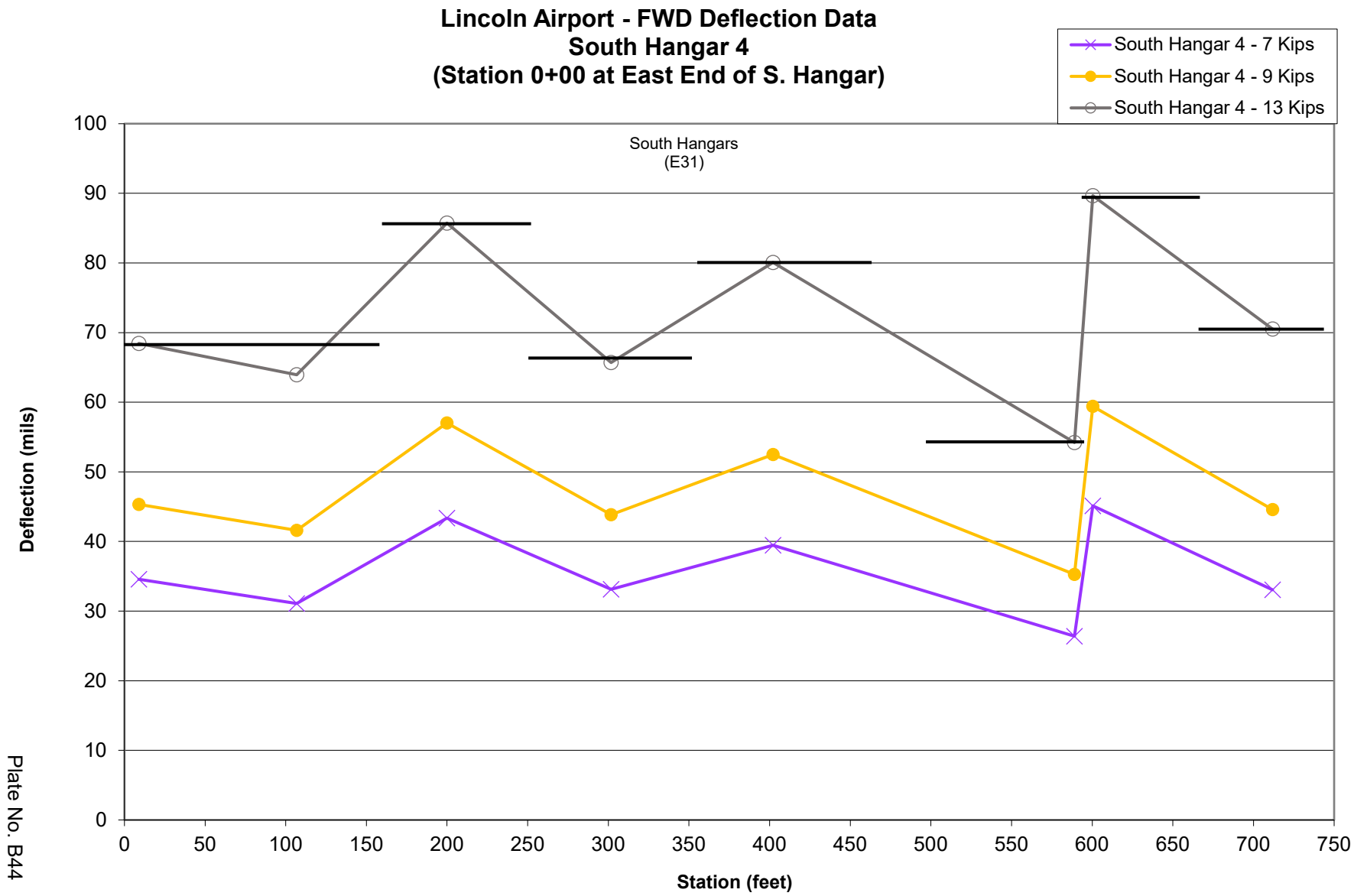

Lincoln Airport - FWD Deflection Data
South Hangar 4
(Station 0+00 at East End of S. Hangar)
South Hangar 4 - 7 Kips
South Hangar 4 - 9 Kips
South Hangar 4 - 13 Kips
South Hangars
(E31)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B44

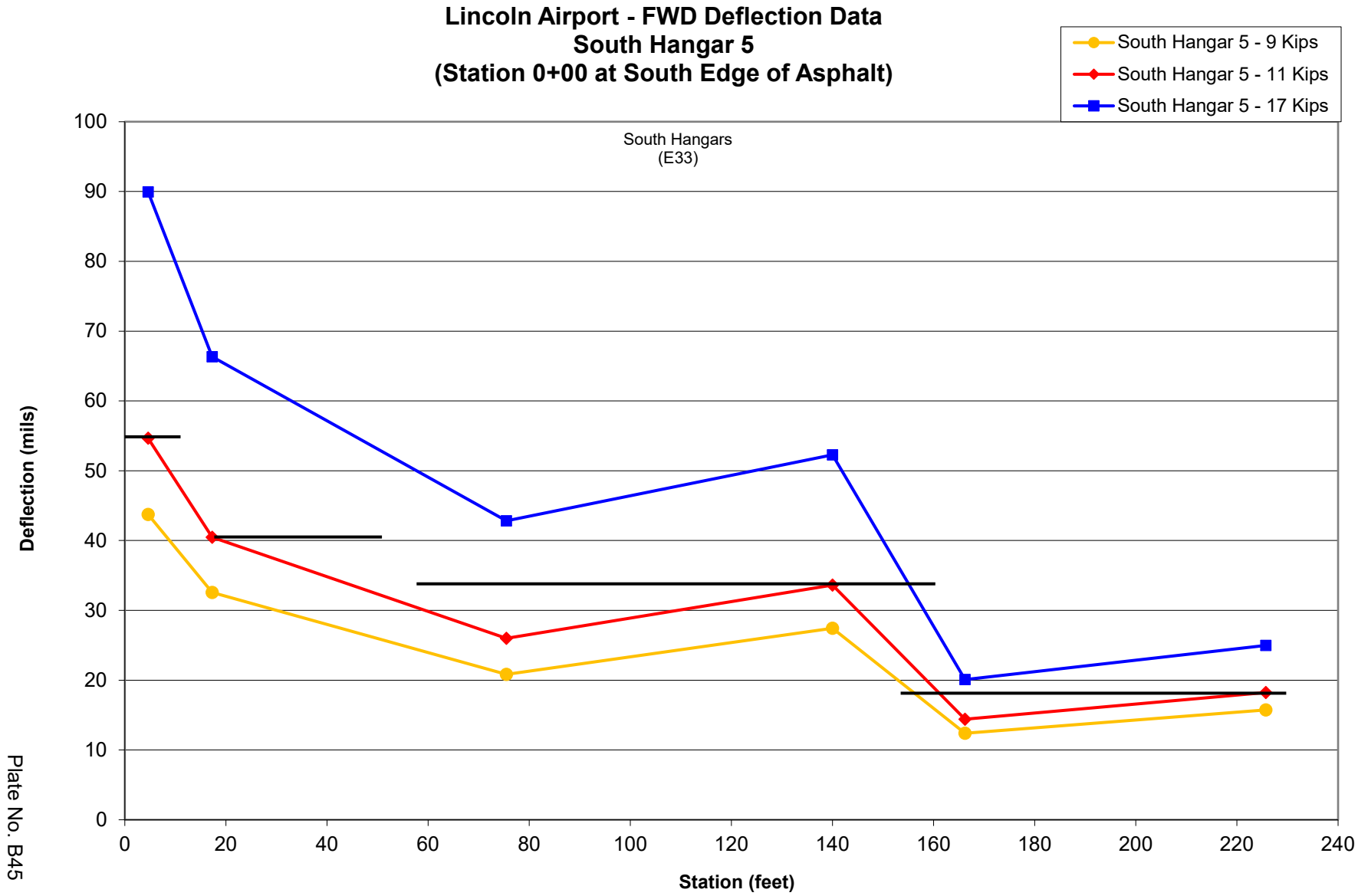

Lincoln Airport - FWD Deflection Data
South Hangar 5
(Station 0+00 at South Edge of Asphalt)
South Hangar 5 - 9 Kips
South Hangar 5 - 11 Kips
South Hangar 5 - 17 Kips
South Hangars
(E33)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
20
40
60
80
100
120
140
160
180
200
220
240

Plate No. B45

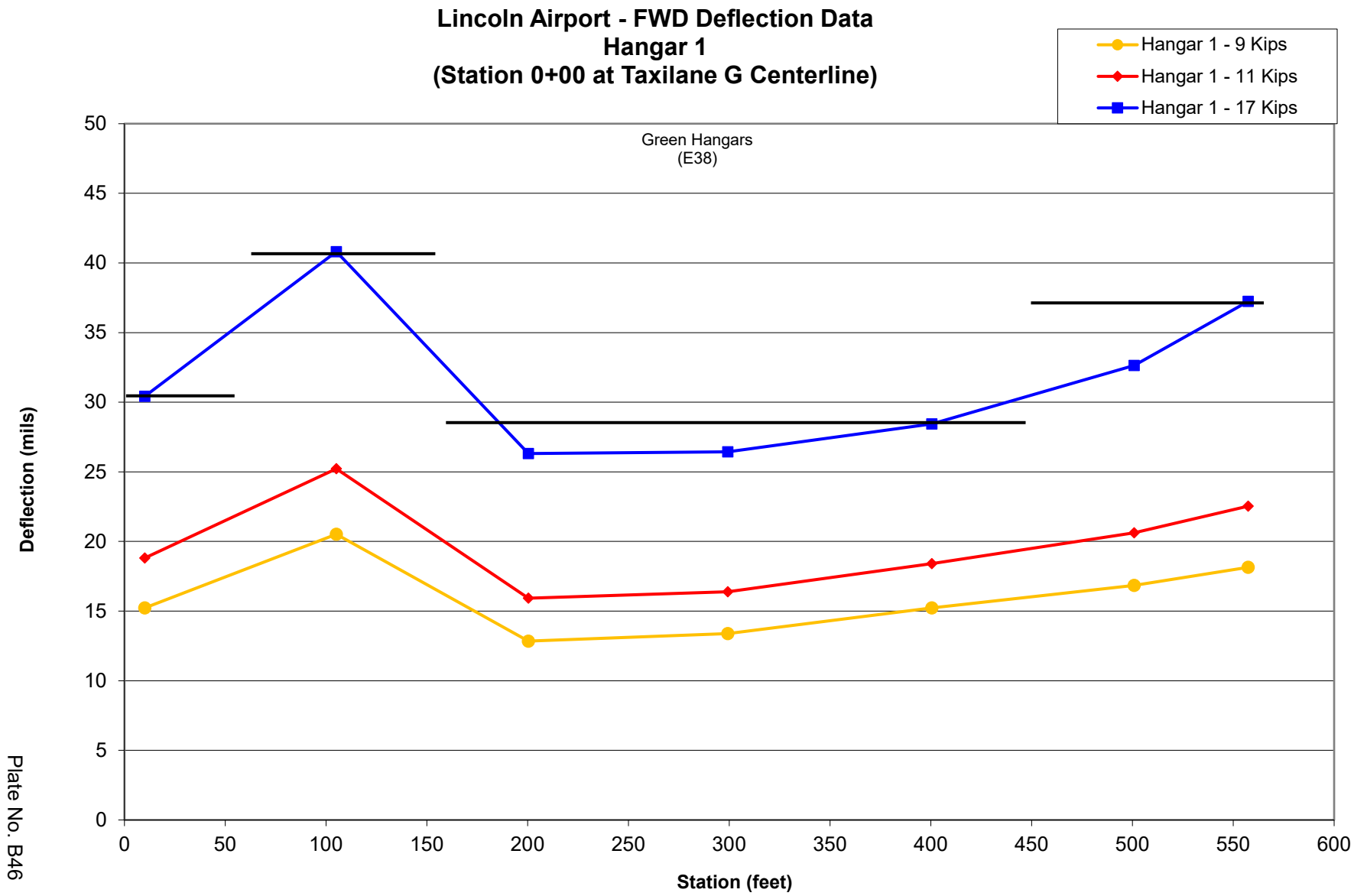

Lincoln Airport - FWD Deflection Data
Hangar 1
(Station 0+00 at Taxilane G Centerline)
Hangar 1 - 9 Kips
Hangar 1 - 11 Kips
Hangar 1 - 17 Kips
Green Hangars
(E38)
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
35
40
45
50
0
50
100
150
200
250
300
350
400
450
500
550
600

Plate No. B46

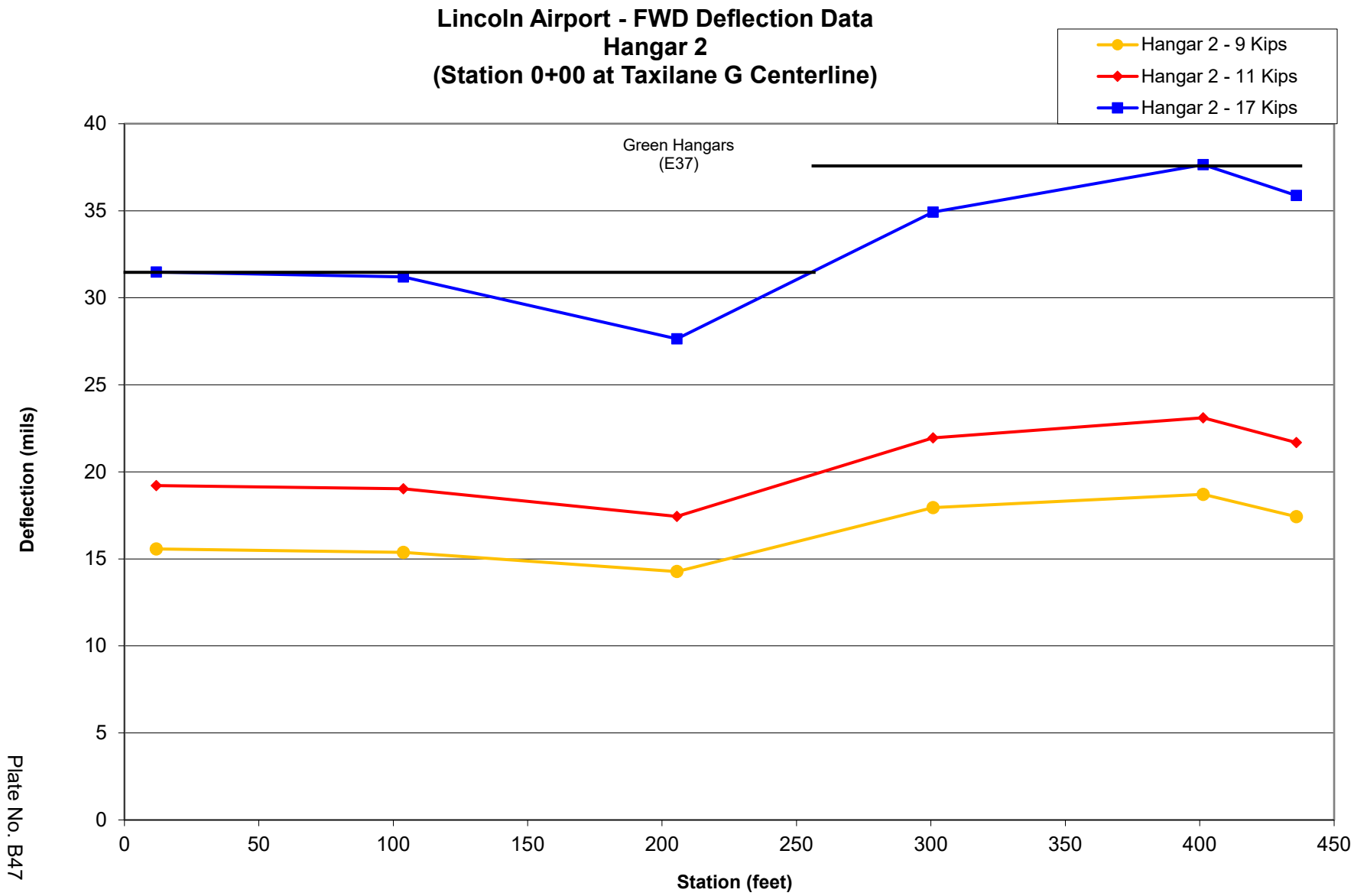

Lincoln Airport - FWD Deflection Data
Hangar 2
(Station 0+00 at Taxilane G Centerline)
Hangar 2 - 9 Kips
Hangar 2 - 11 Kips
Hangar 2 - 17 Kips
Green Hangars
(E37)
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
35
40
0
50
100
150
200
250
300
350
400
450

Plate No. B47

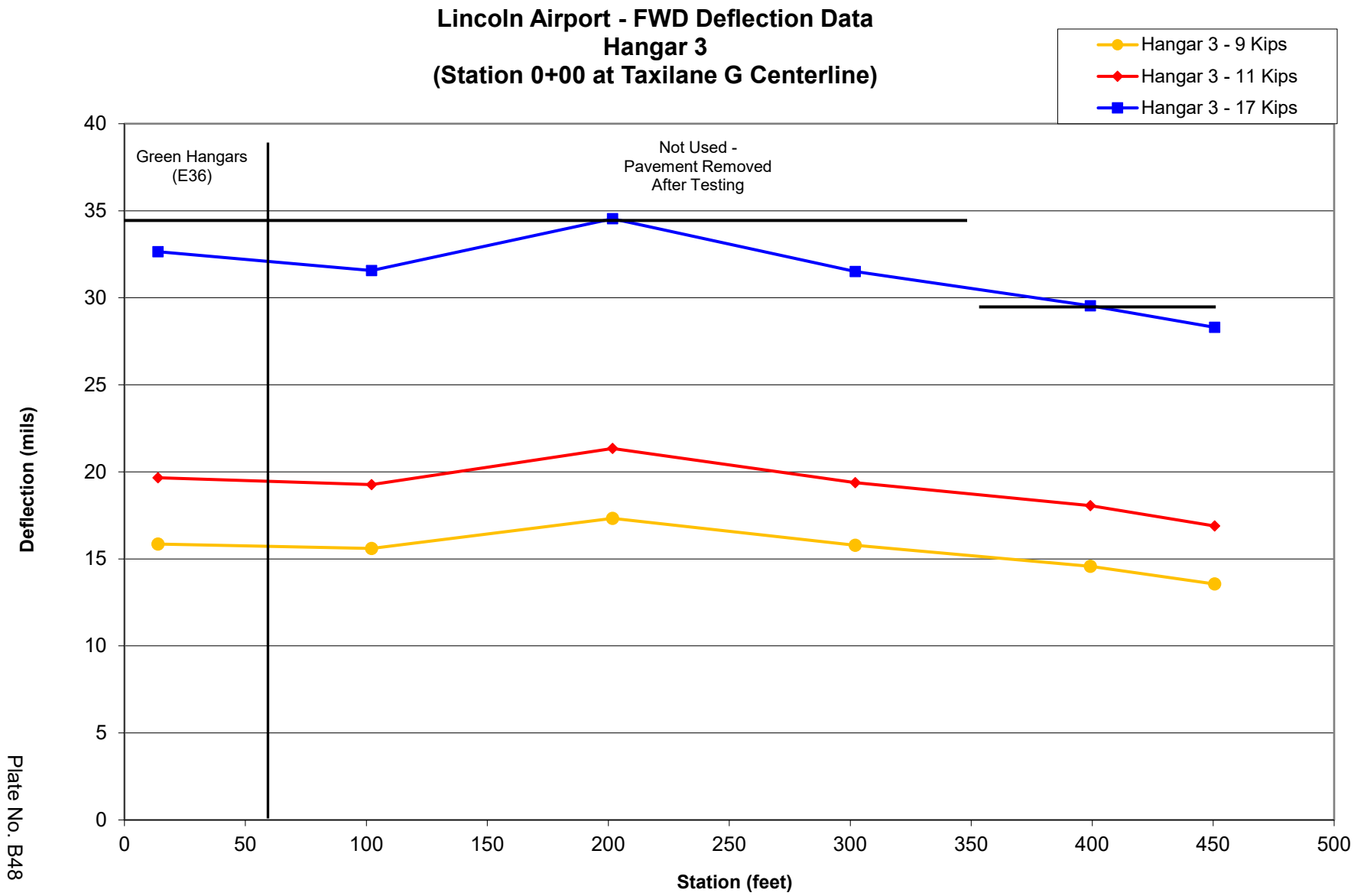

Lincoln Airport - FWD Deflection Data
Hangar 3
(Station 0+00 at Taxilane G Centerline)
Hangar 3 - 9 Kips
Hangar 3 - 11 Kips
Hangar 3 - 17 Kips
Green Hangars
(E36)
Not Used -
Pavement Removed
After Testing
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
35
40
0
50
100
150
200
250
300
350
400
450
500

Plate No. B48

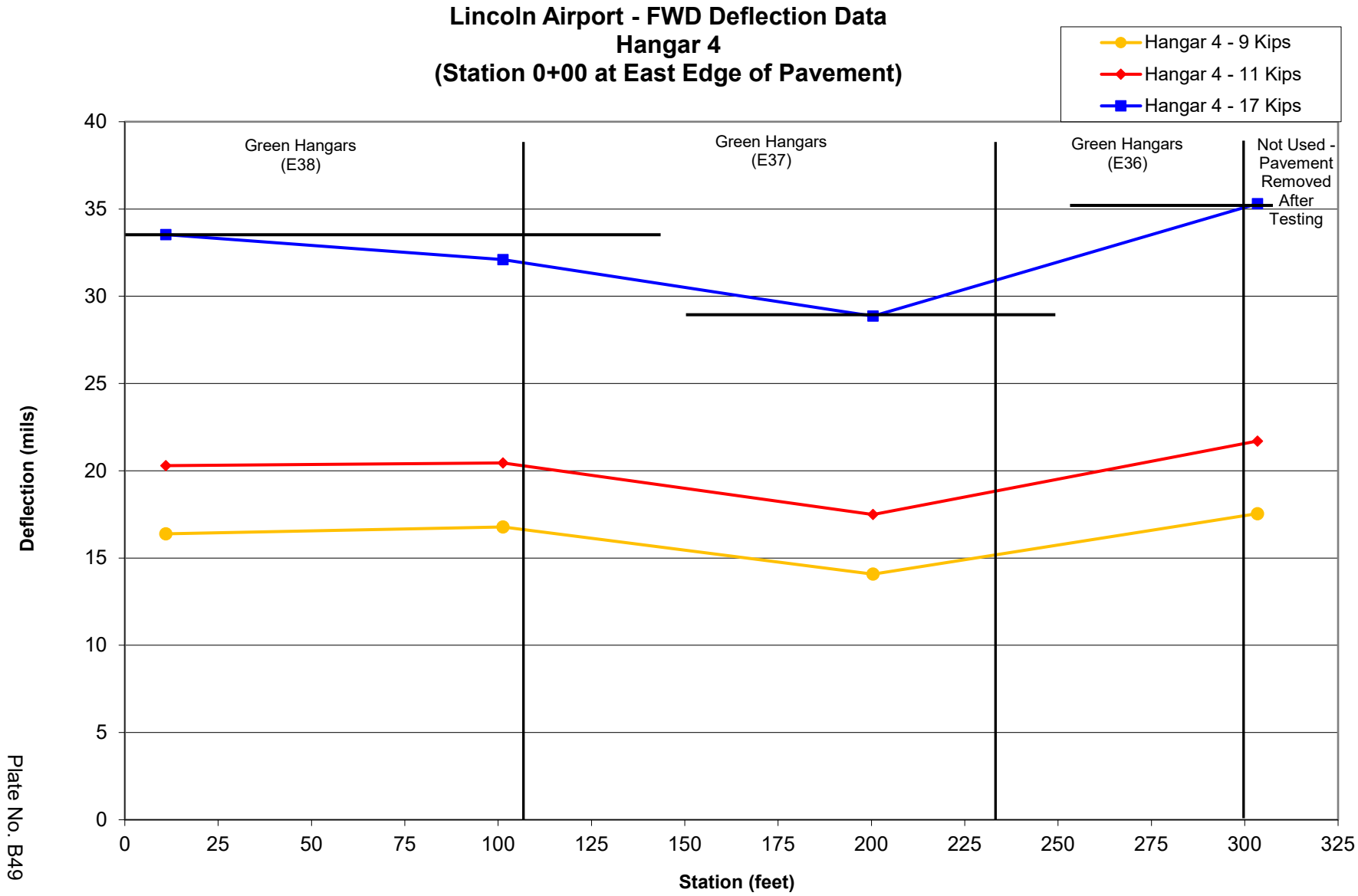

Lincoln Airport - FWD Deflection Data
Hangar 4
(Station 0+00 at East Edge of Pavement)
Hangar 4 - 9 Kips
Hangar 4 - 11 Kips
Hangar 4 - 17 Kips
Green Hangars (E38)
Green Hangars (E37)
Green Hangars (E36)
Not Used - Pavement Removed After Testing
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
35
40
0
25
50
75
100
125
150
175
200
225
250
275
300
325

Plate No. B49

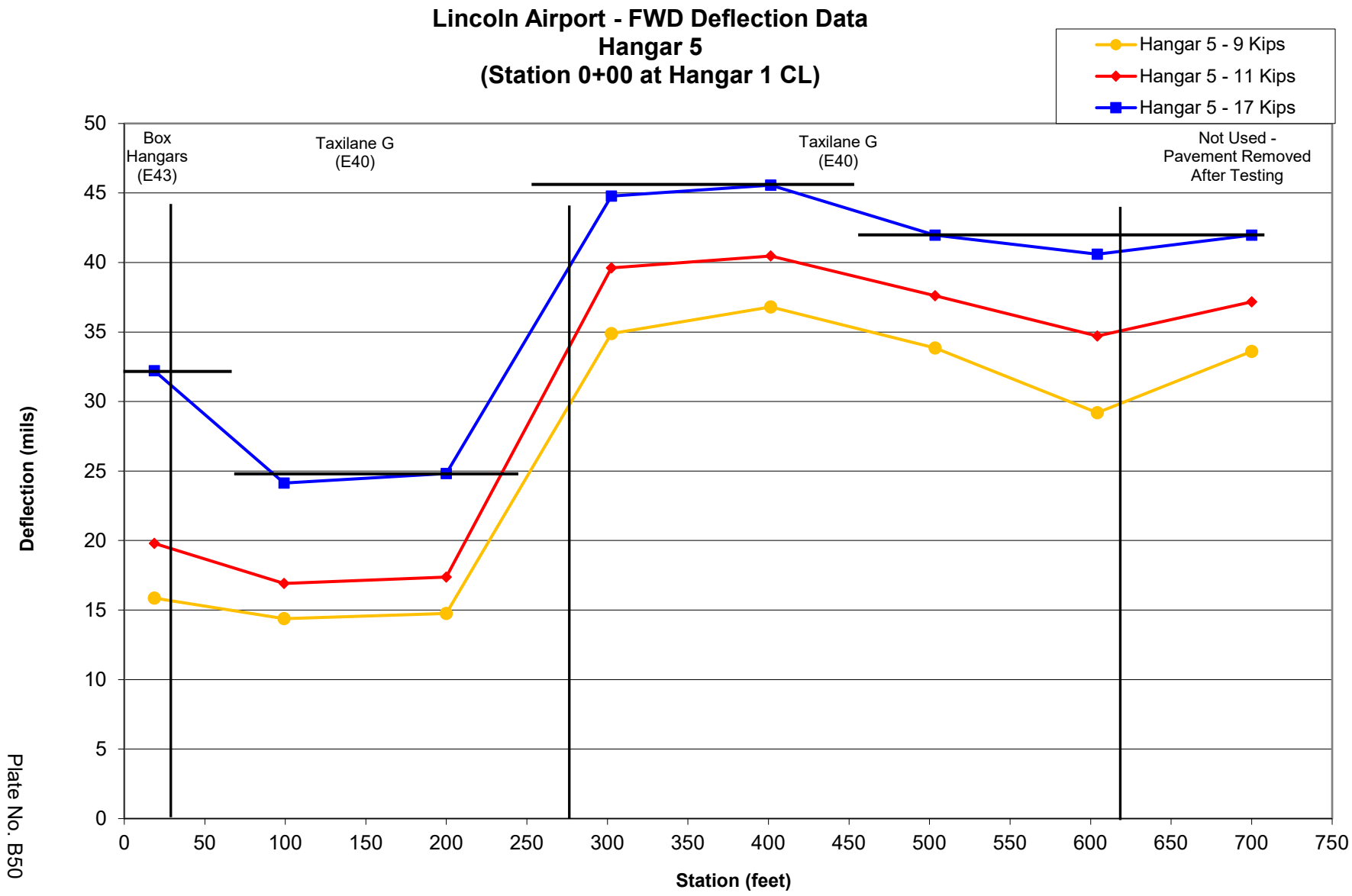

Lincoln Airport - FWD Deflection Data
Hangar 5
(Station 0+00 at Hangar 1 CL)
Hangar 5 - 9 Kips
Hangar 5 - 11 Kips
Hangar 5 - 17 Kips
Box Hangars (E43)
Taxilane G (E40)
Taxilane G (E40)
Not Used - Pavement Removed After Testing
Deflection (mils)
Station (feet)
0
5
10
15
20
25
30
35
40
45
50
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B50

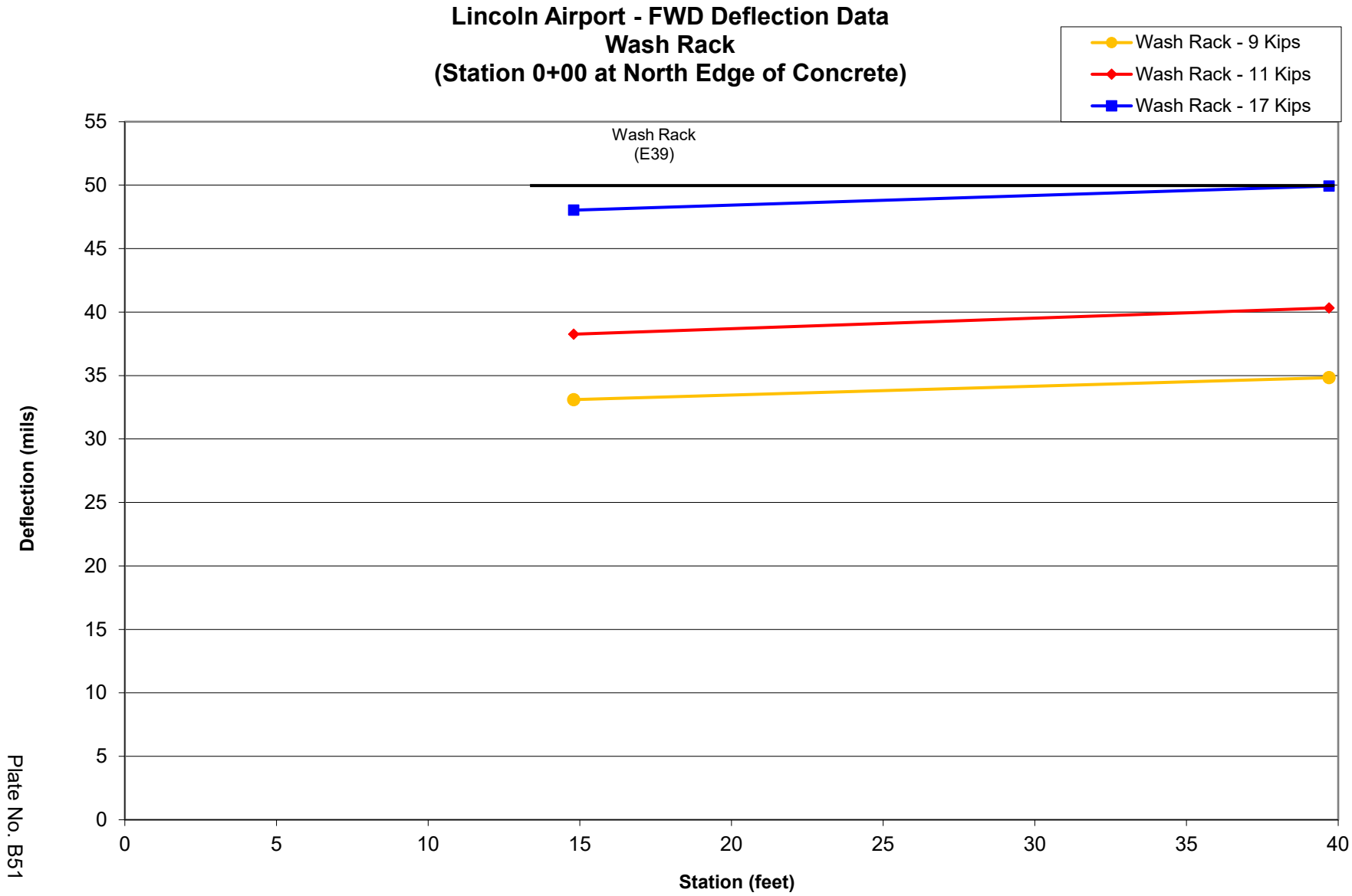

Lincoln Airport - FWD Deflection Data
Wash Rack
(Station 0+00 at North Edge of Concrete)
Wash Rack - 9 Kips
Wash Rack - 11 Kips
Wash Rack - 17 Kips
Wash Rack
(E39)
Deflection (mils)
55
50
45
40
35
30
25
20
15
10
5
0
0
5
10
15
20
25
30
35
40
Station (feet)

Plate No. B51

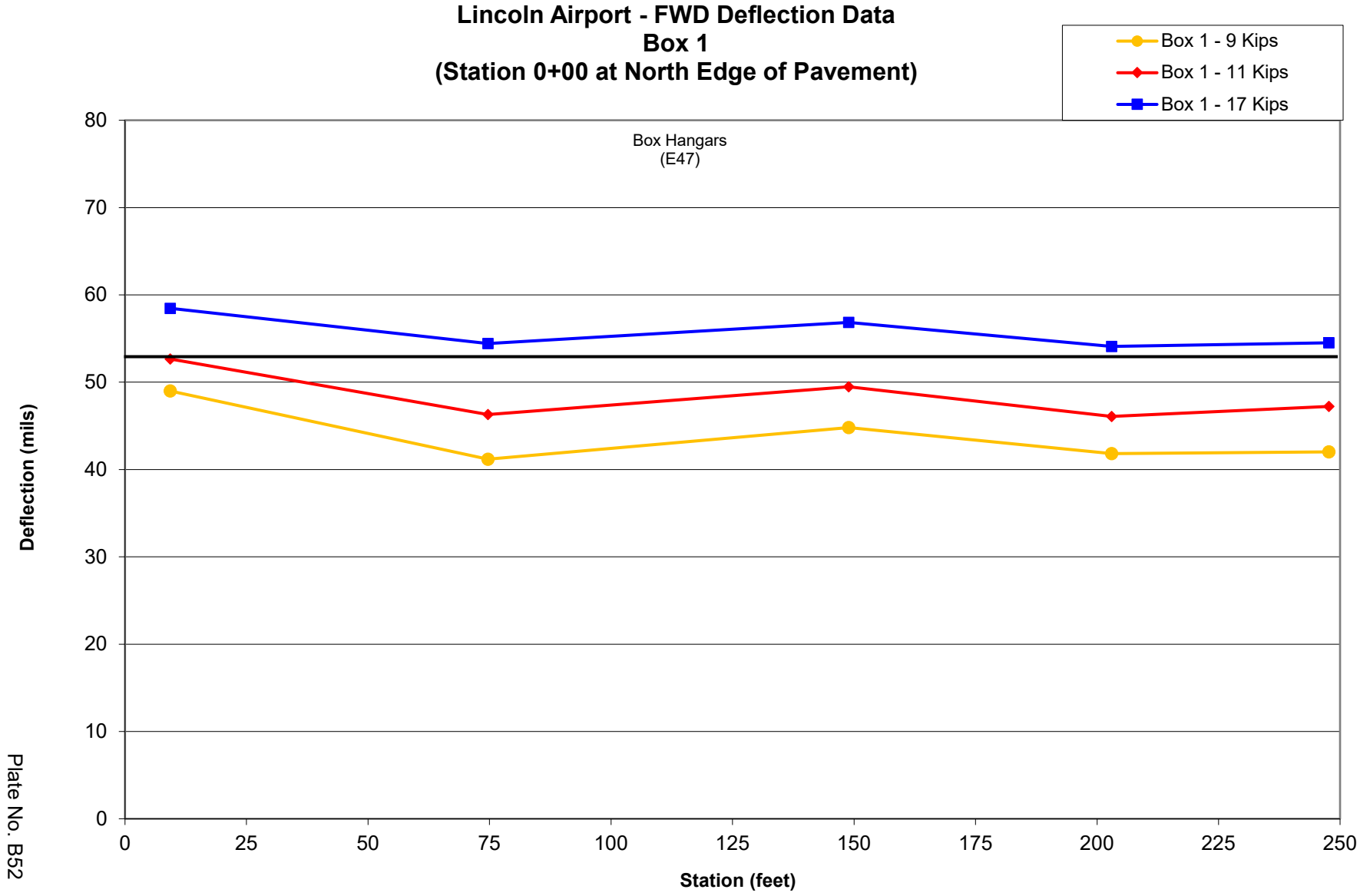

Lincoln Airport - FWD Deflection Data
Box 1
(Station 0+00 at North Edge of Pavement)
Box 1 - 9 Kips
Box 1 - 11 Kips
Box 1 - 17 Kips
Box Hangars
(E47)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
25
50
75
100
125
150
175
200
225
250

Plate No. B52

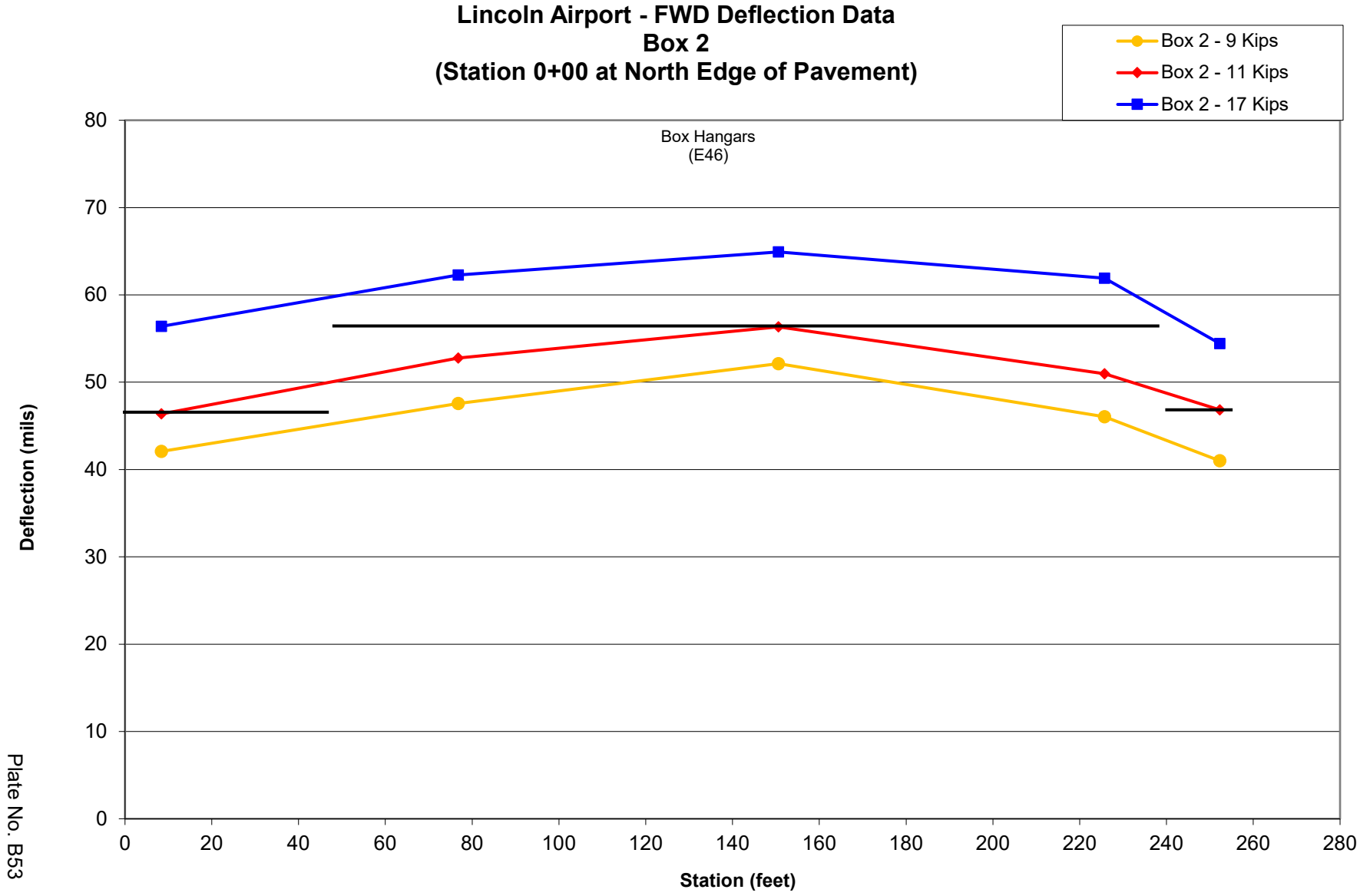

Lincoln Airport - FWD Deflection Data
Box 2
(Station 0+00 at North Edge of Pavement)
Box 2 - 9 Kips
Box 2 - 11 Kips
Box 2 - 17 Kips
Box Hangars
(E46)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
20
40
60
80
100
120
140
160
180
200
220
240
260
280

Plate No. B53

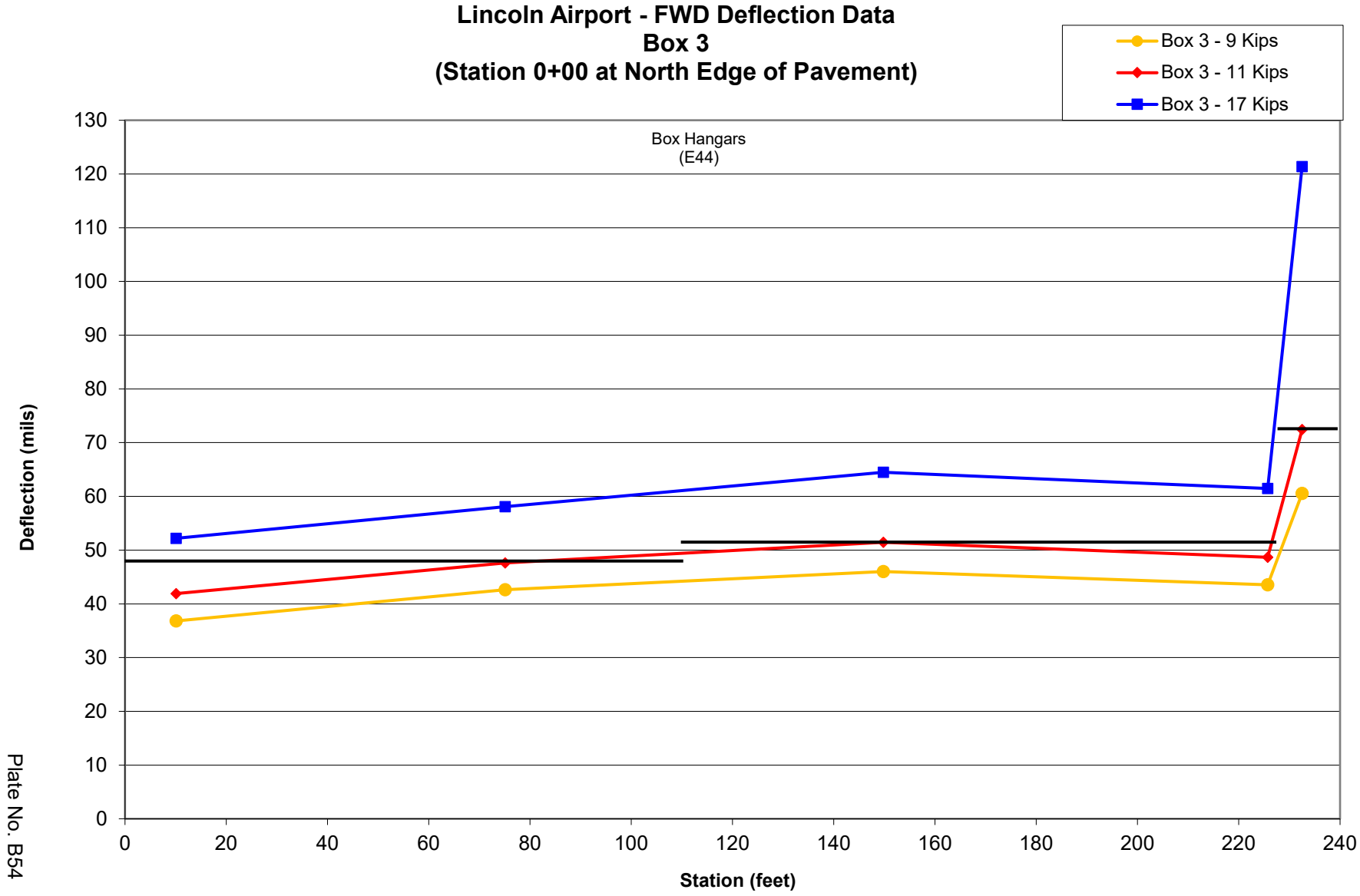

Lincoln Airport - FWD Deflection Data
Box 3
(Station 0+00 at North Edge of Pavement)
Box 3 - 9 Kips
Box 3 - 11 Kips
Box 3 - 17 Kips
Box Hangars
(E44)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
0
20
40
60
80
100
120
140
160
180
200
220
240

Plate No. B54

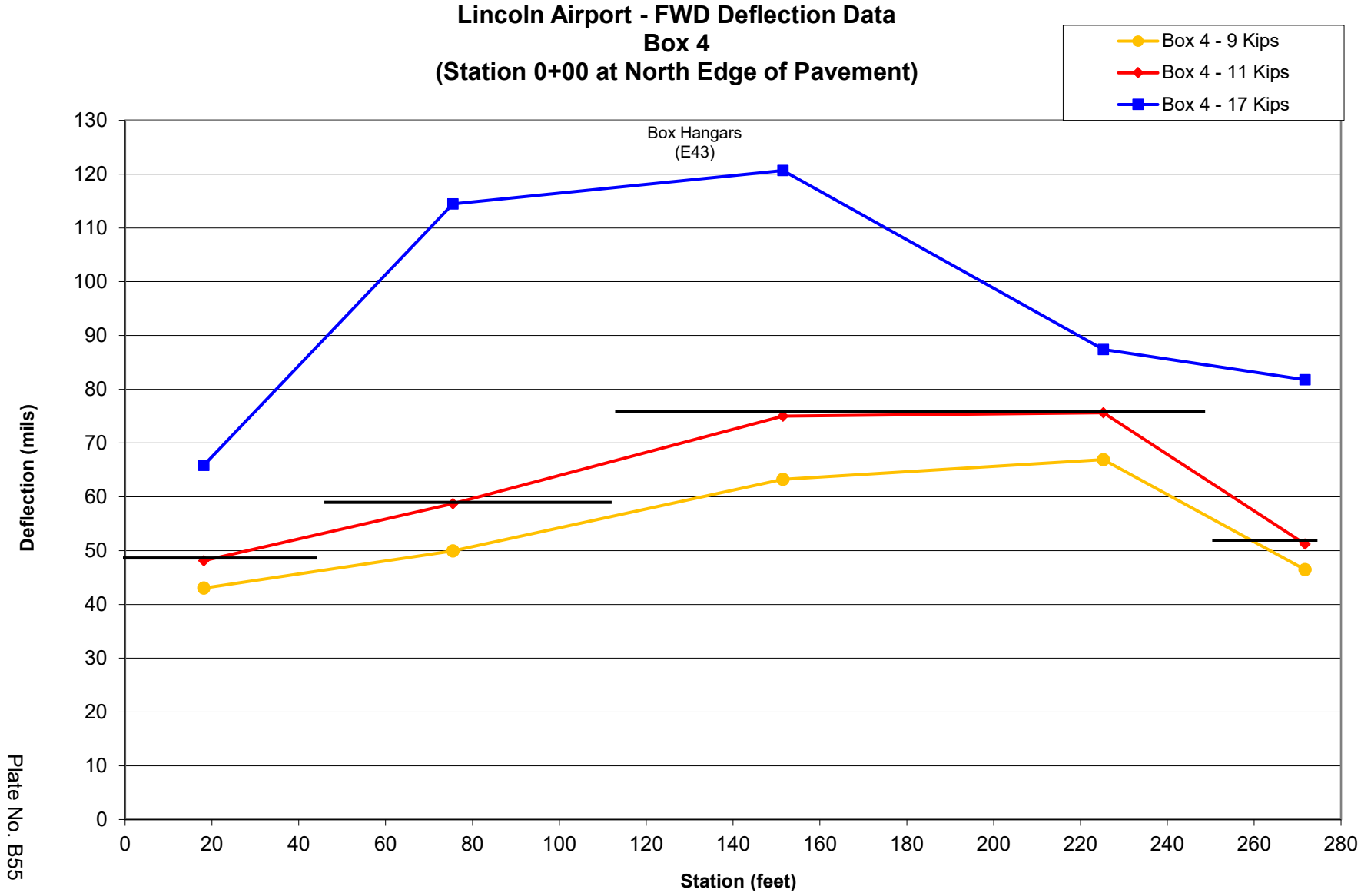

Lincoln Airport - FWD Deflection Data
Box 4
(Station 0+00 at North Edge of Pavement)
Box 4 - 9 Kips
Box 4 - 11 Kips
Box 4 - 17 Kips
Box Hangars
(E43)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
0
20
40
60
80
100
120
140
160
180
200
220
240
260
280

Plate No. B55

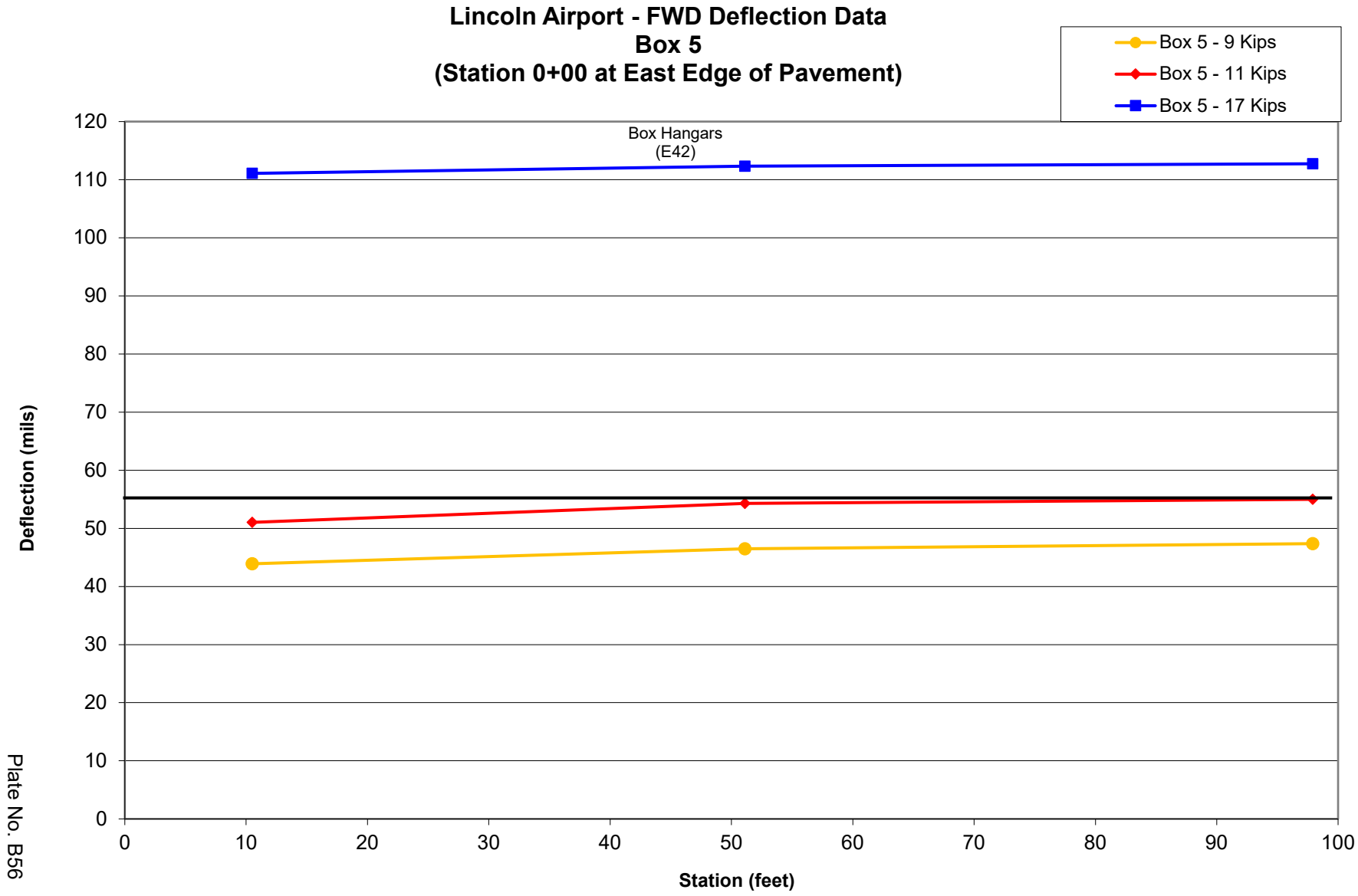

Lincoln Airport - FWD Deflection Data
Box 5
(Station 0+00 at East Edge of Pavement)
Box 5 - 9 Kips
Box 5 - 11 Kips
Box 5 - 17 Kips
Box Hangars
(E42)
Deflection (mils)
120
110
100
90
80
70
60
50
40
30
20
10
0
0
10
20
30
40
50
60
70
80
90
100
Station (feet)

Plate No. B56

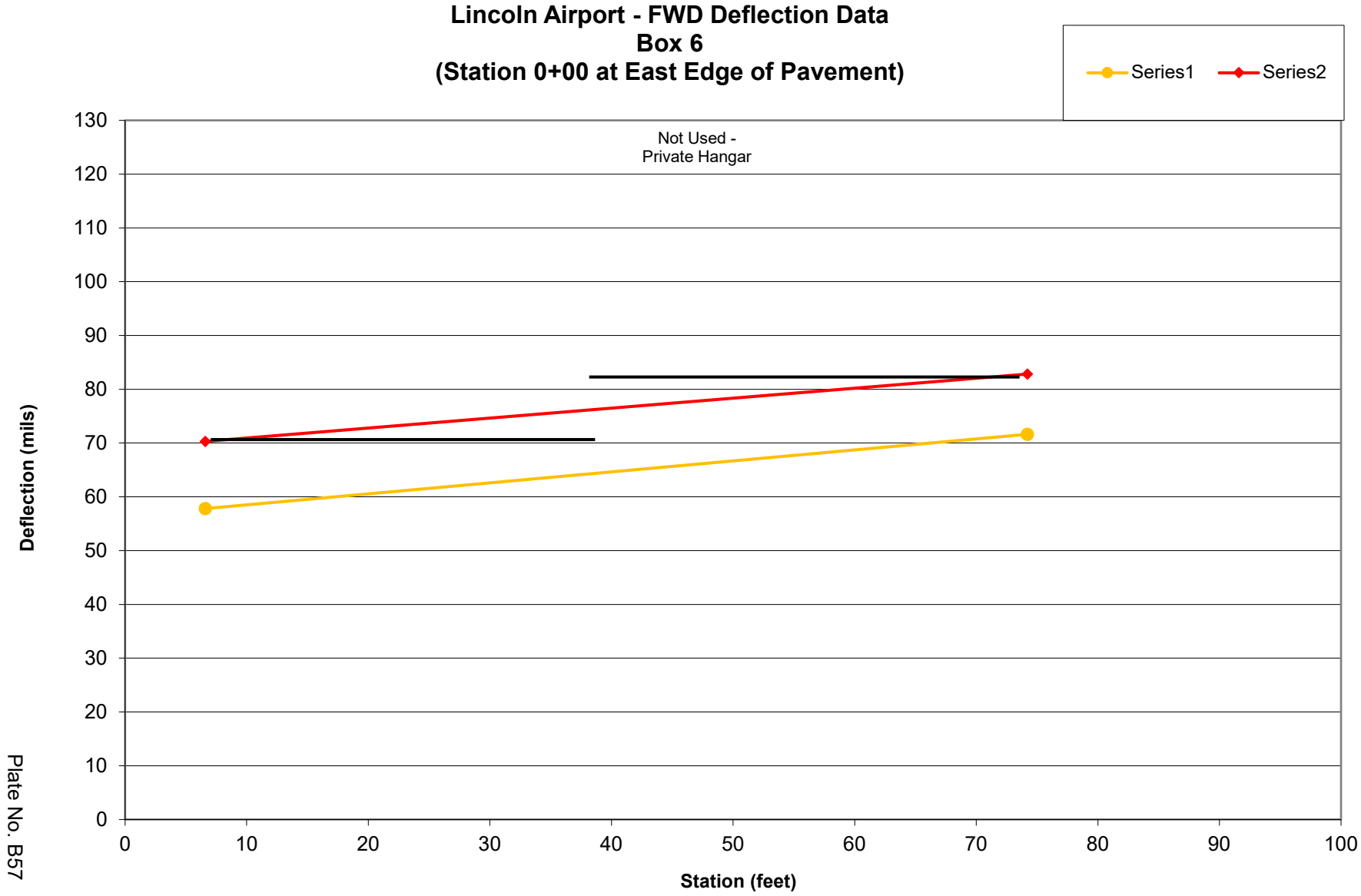

Lincoln Airport - FWD Deflection Data
Box 6
(Station 0+00 at East Edge of Pavement)
Series1
Series2
Not Used -
Private Hangar
Deflection (mils)
130
120
110
100
90
80
70
60
50
40
30
20
10
0
0
10
20
30
40
50
60
70
80
90
100
Station (feet)

Plate No. B57

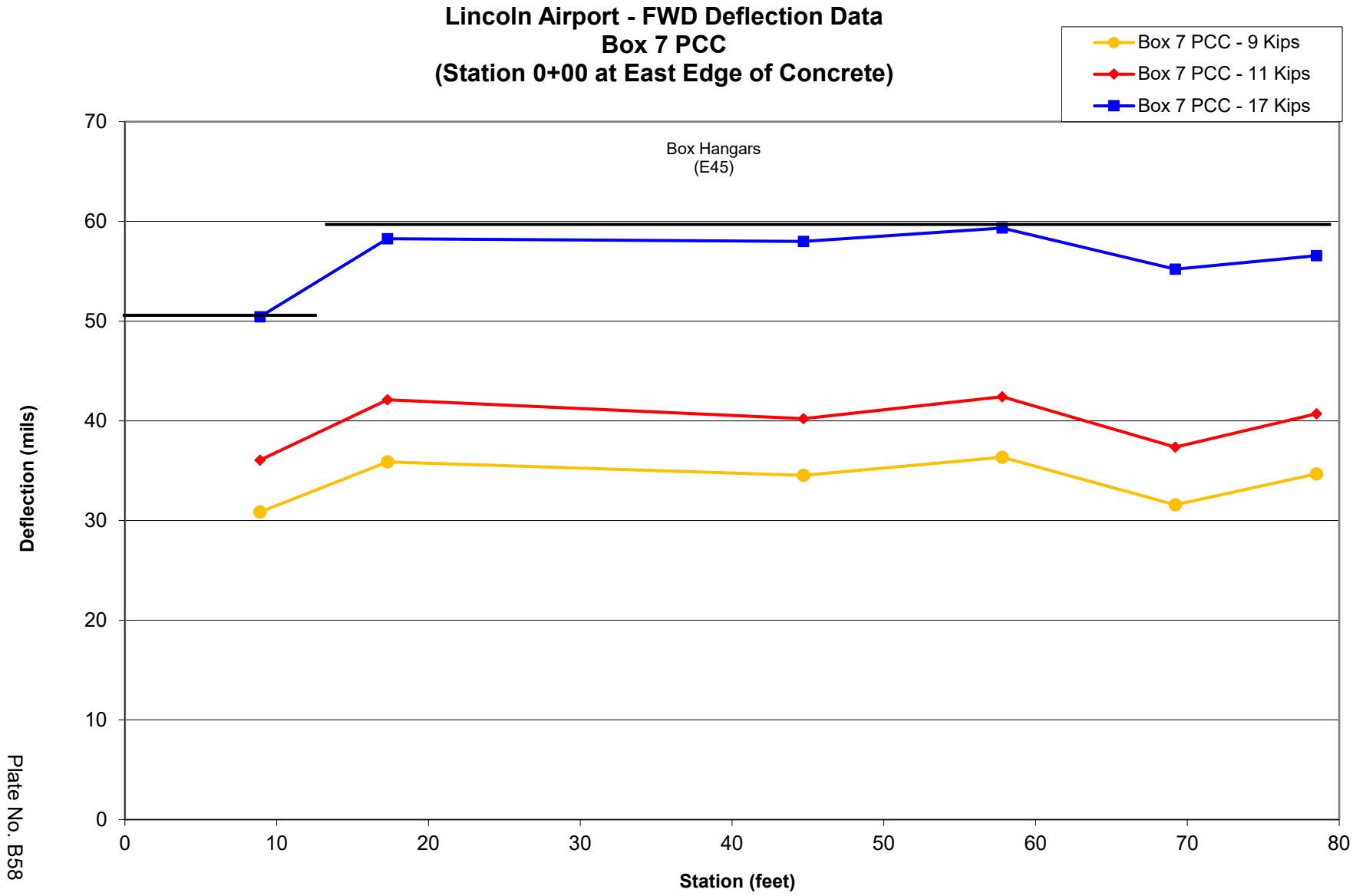

Lincoln Airport - FWD Deflection Data
Box 7 PCC
(Station 0+00 at East Edge of Concrete)
Box 7 PCC - 9 Kips
Box 7 PCC - 11 Kips
Box 7 PCC - 17 Kips
Box Hangars
(E45)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80

Plate No. B58

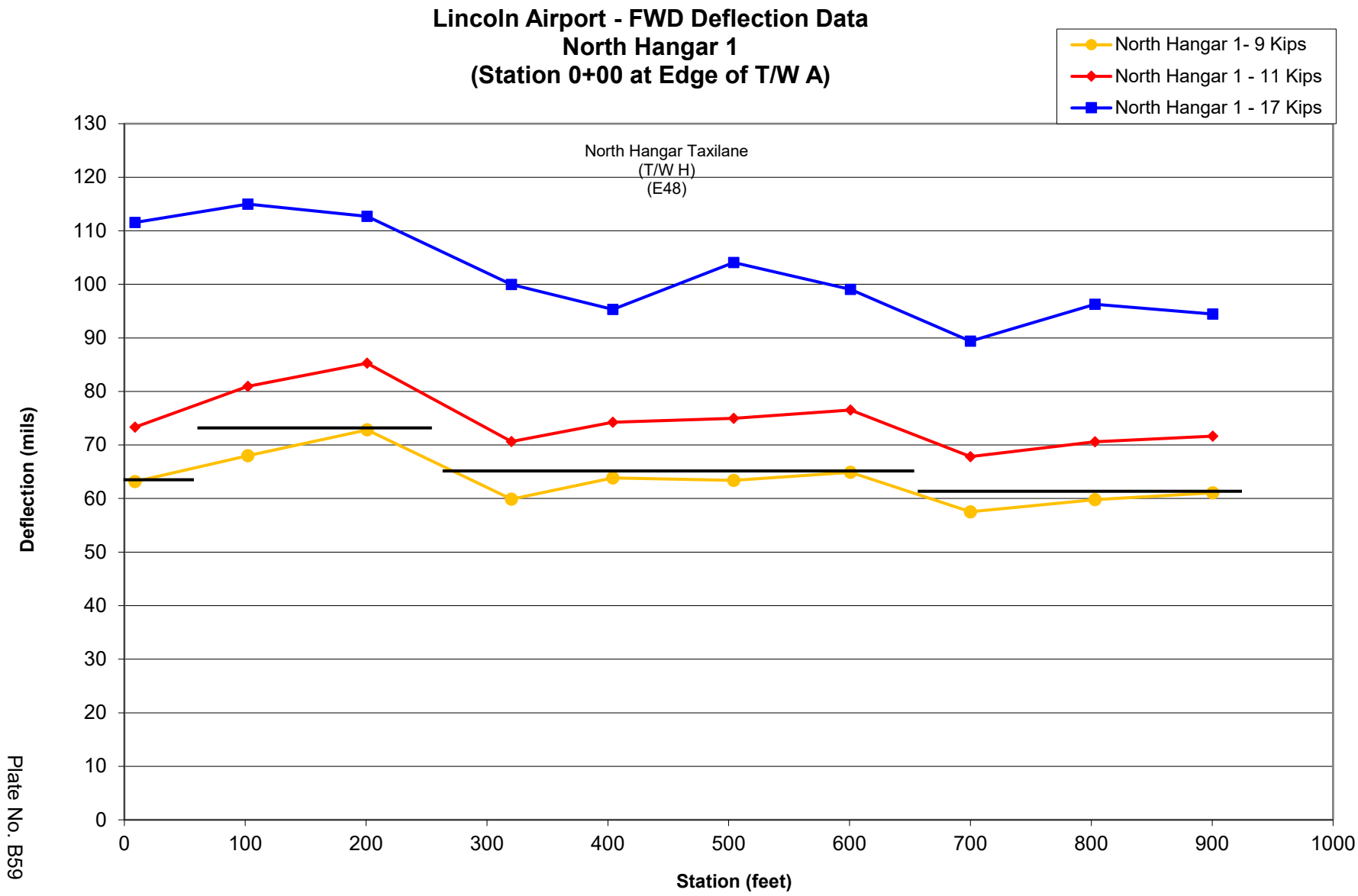

Lincoln Airport - FWD Deflection Data
North Hangar 1
(Station 0+00 at Edge of T/W A)
North Hangar 1- 9 Kips
North Hangar 1 - 11 Kips
North Hangar 1 - 17 Kips
North Hangar Taxilane
(T/W H)
(E48)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
0
100
200
300
400
500
600
700
800
900
1000

Plate No. B59

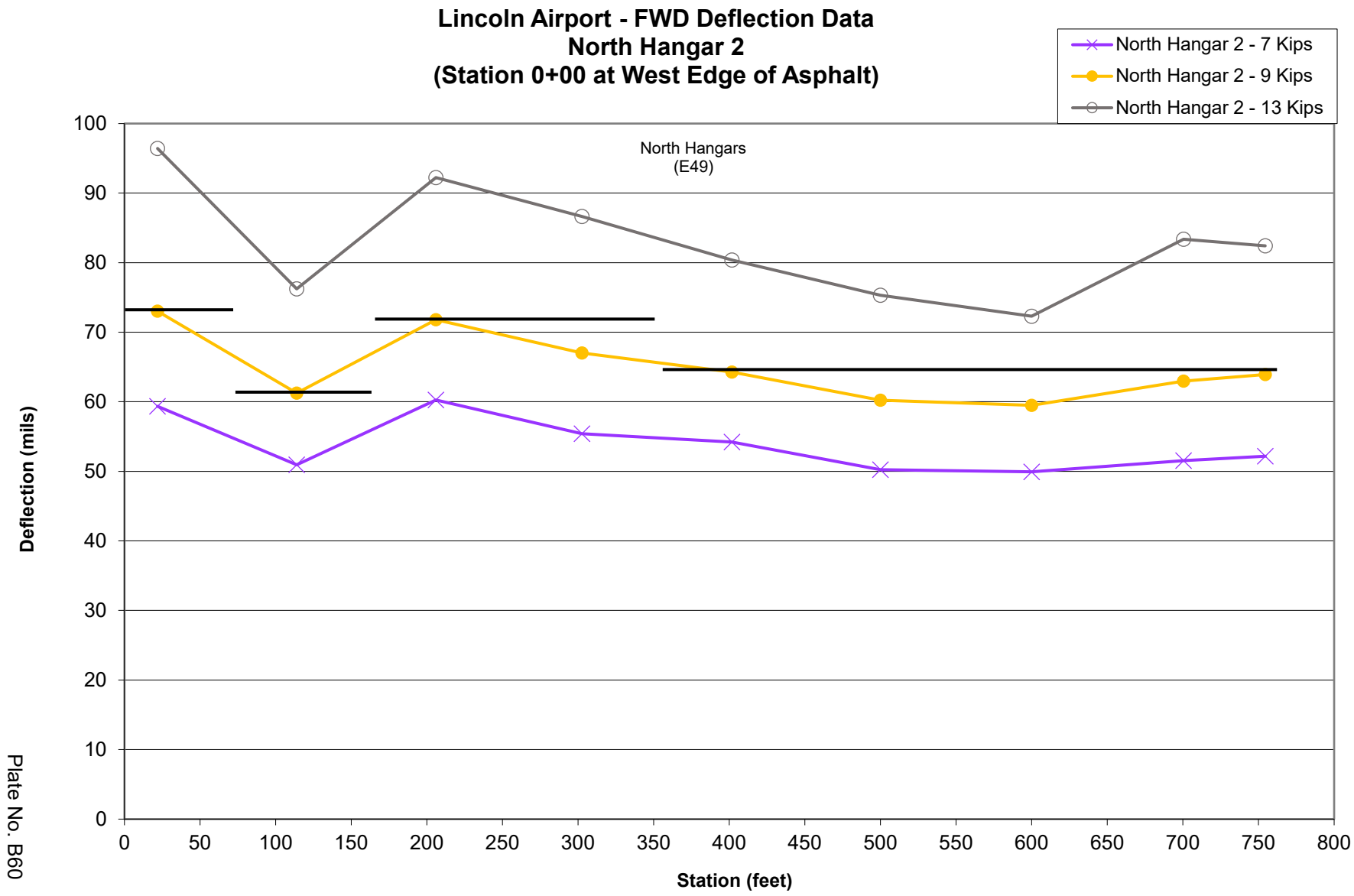

Lincoln Airport - FWD Deflection Data
North Hangar 2
(Station 0+00 at West Edge of Asphalt)
North Hangar 2 - 7 Kips
North Hangar 2 - 9 Kips
North Hangar 2 - 13 Kips
North Hangars
(E49)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750
800

Plate No. B60

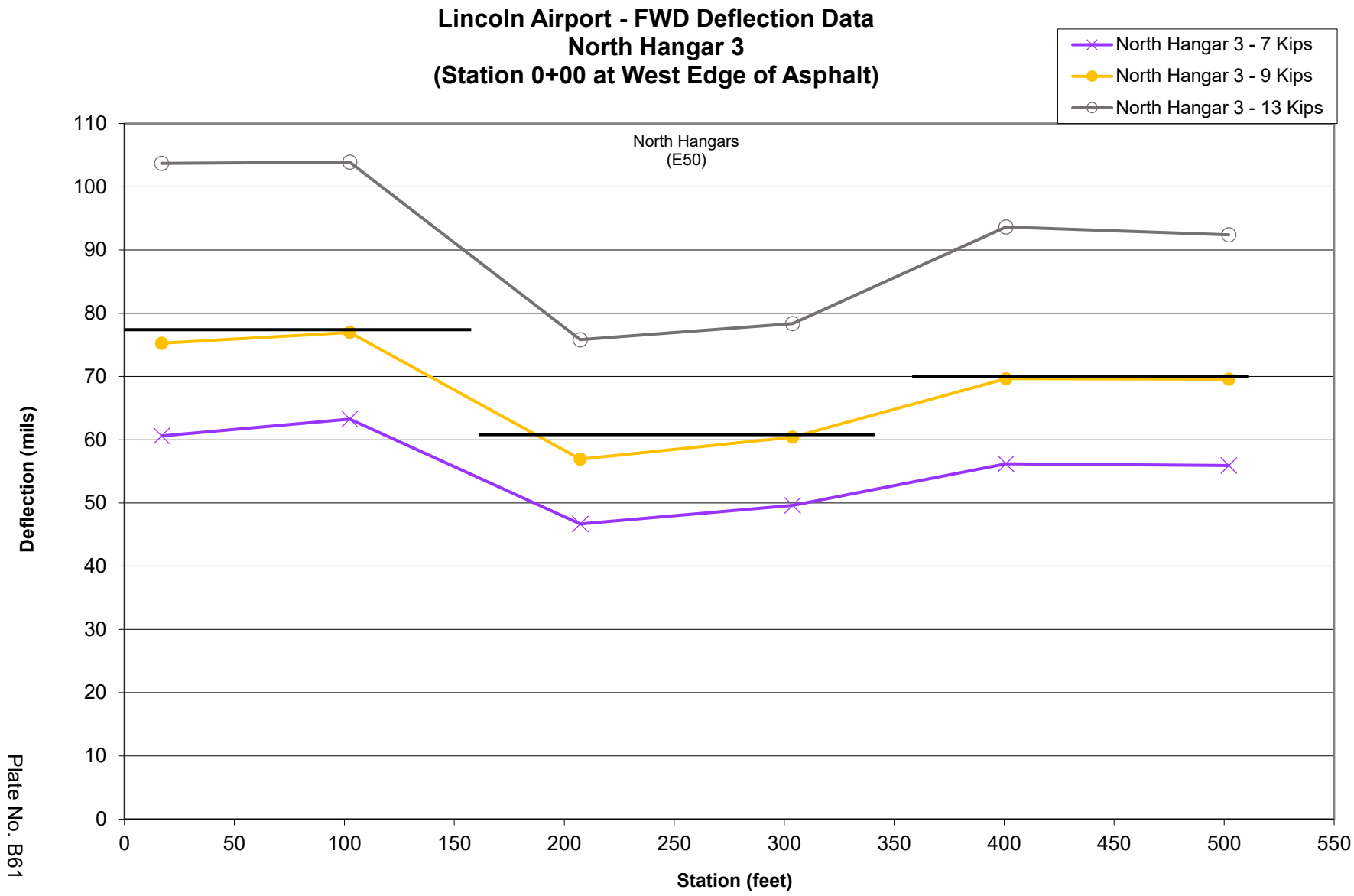

Lincoln Airport - FWD Deflection Data
North Hangar 3
(Station 0+00 at West Edge of Asphalt)
North Hangar 3 - 7 Kips
North Hangar 3 - 9 Kips
North Hangar 3 - 13 Kips
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500
550

Plate No. B61

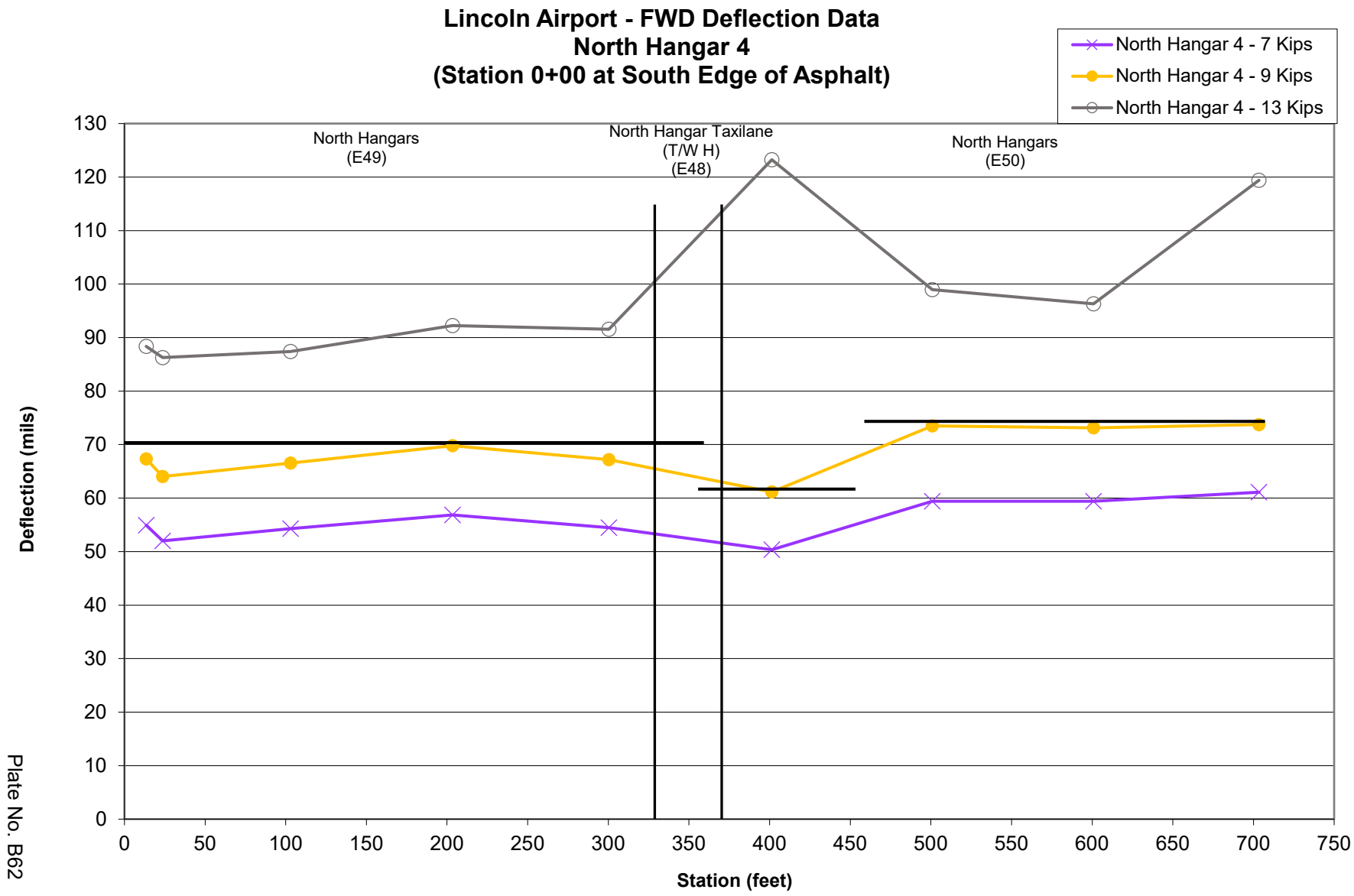

Lincoln Airport - FWD Deflection Data
North Hangar 4
(Station 0+00 at South Edge of Asphalt)
North Hangar 4 - 7 Kips
North Hangar 4 - 9 Kips
North Hangar 4 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B62

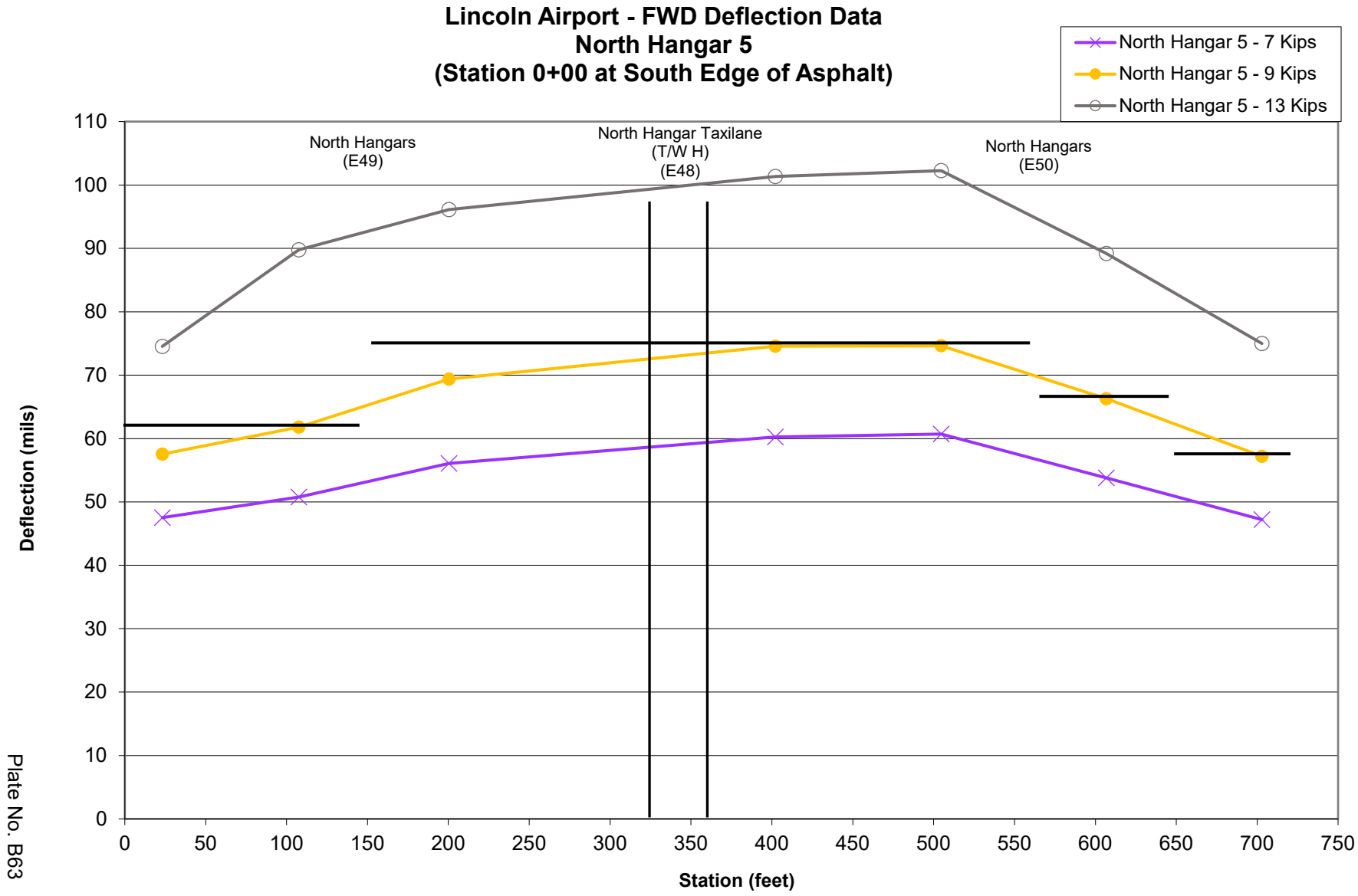

Lincoln Airport - FWD Deflection Data
North Hangar 5
(Station 0+00 at South Edge of Asphalt)
North Hangar 5 - 7 Kips
North Hangar 5 - 9 Kips
North Hangar 5 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B63

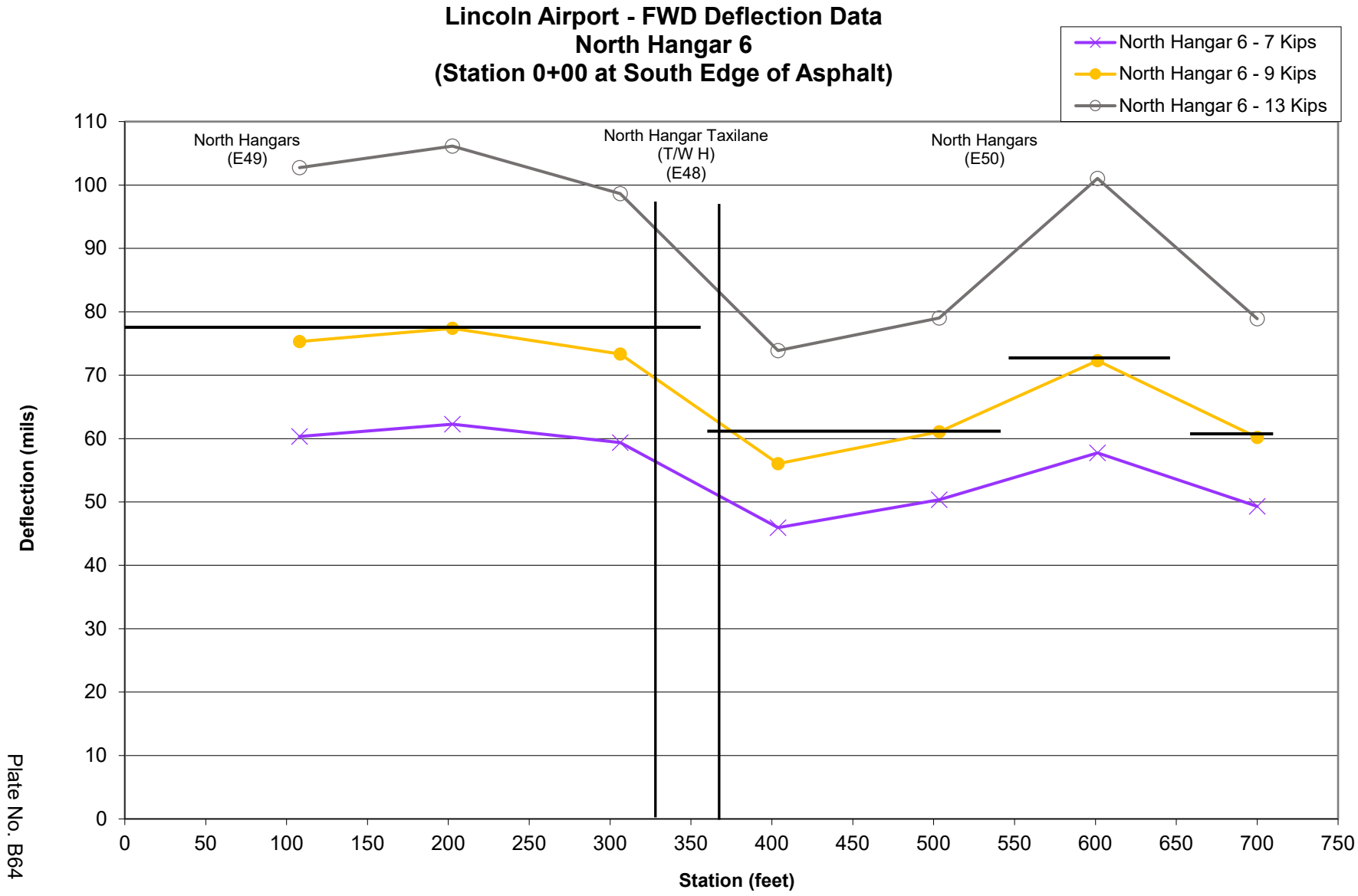

Lincoln Airport - FWD Deflection Data
North Hangar 6
(Station 0+00 at South Edge of Asphalt)
North Hangar 6 - 7 Kips
North Hangar 6 - 9 Kips
North Hangar 6 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B64

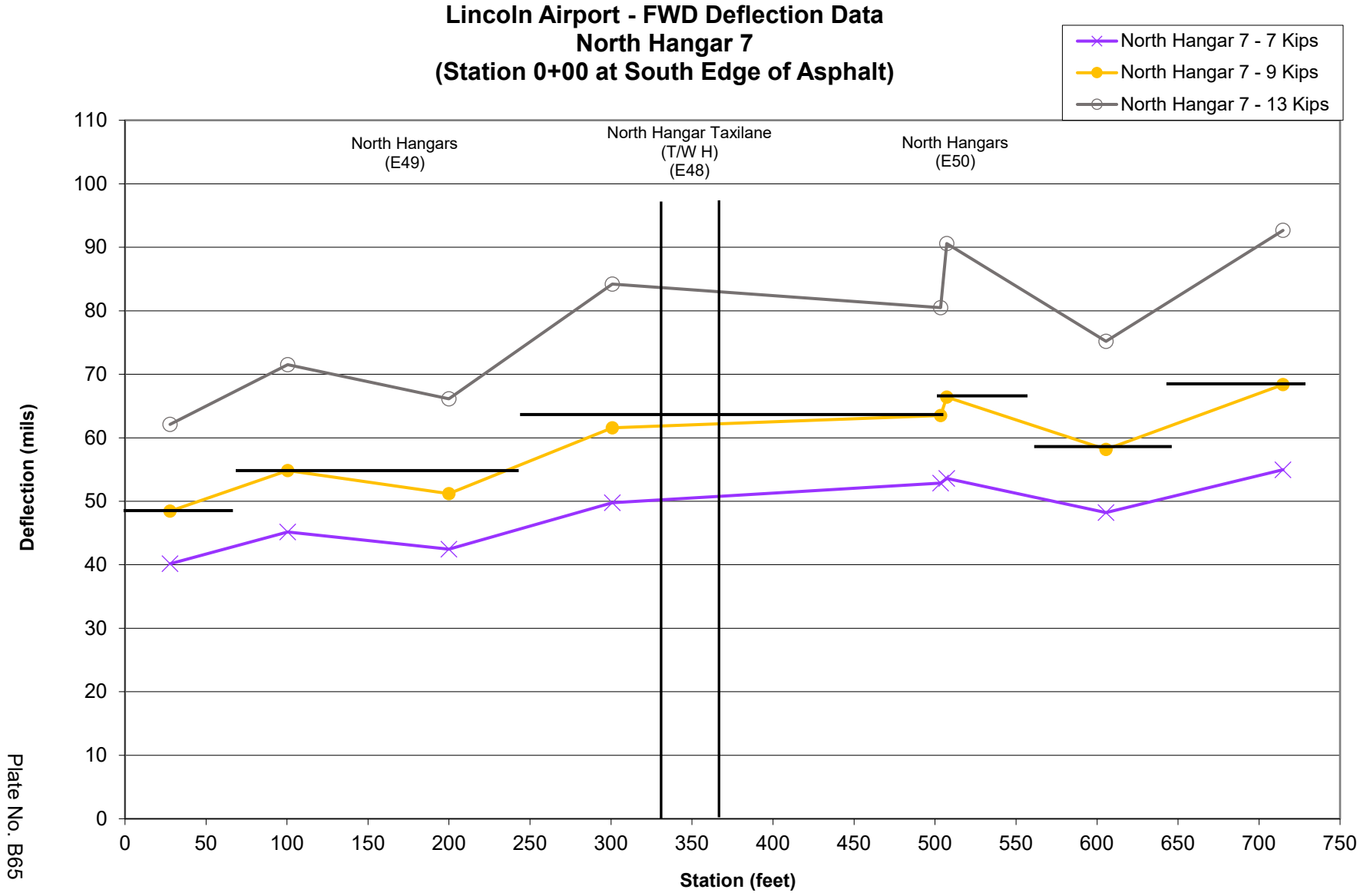

Lincoln Airport - FWD Deflection Data
North Hangar 7
(Station 0+00 at South Edge of Asphalt)
North Hangar 7 - 7 Kips
North Hangar 7 - 9 Kips
North Hangar 7 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700
750

Plate No. B65

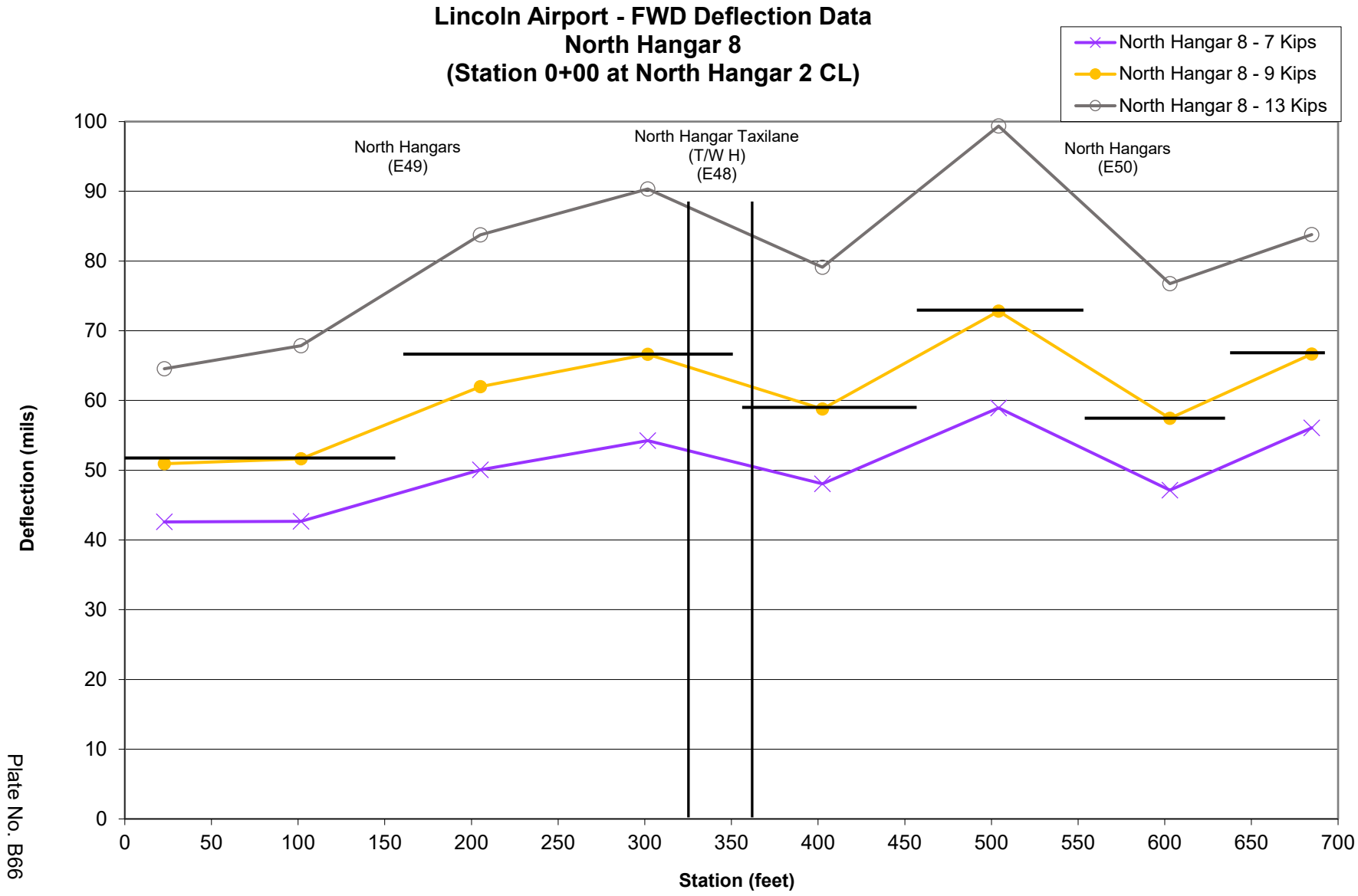

Lincoln Airport - FWD Deflection Data
North Hangar 8
(Station 0+00 at North Hangar 2 CL)
North Hangar 8 - 7 Kips
North Hangar 8 - 9 Kips
North Hangar 8 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700

Plate No. B66

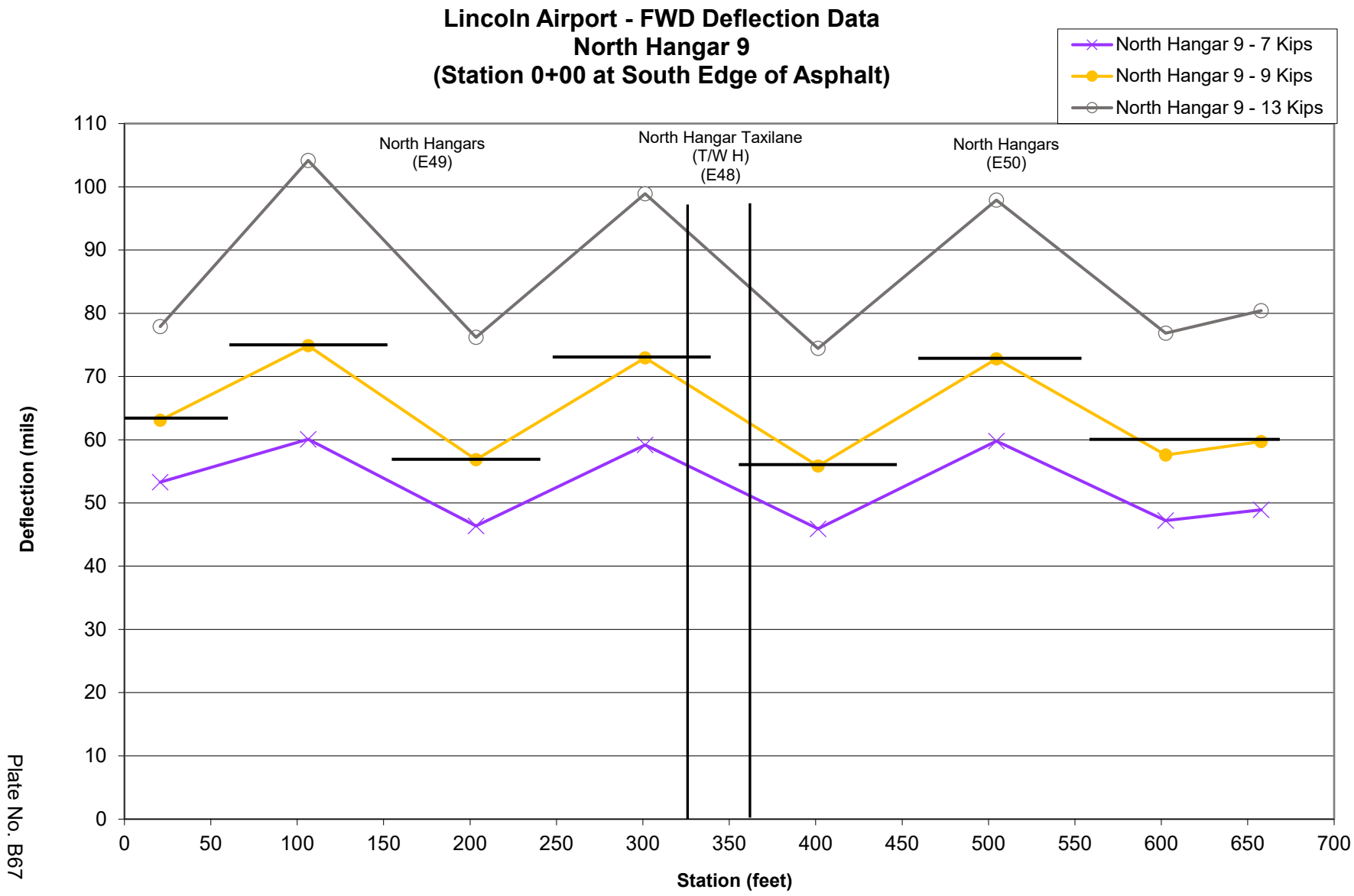

Lincoln Airport - FWD Deflection Data
North Hangar 9
(Station 0+00 at South Edge of Asphalt)
North Hangar 9 - 7 Kips
North Hangar 9 - 9 Kips
North Hangar 9 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500
550
600
650
700

Plate No. B67

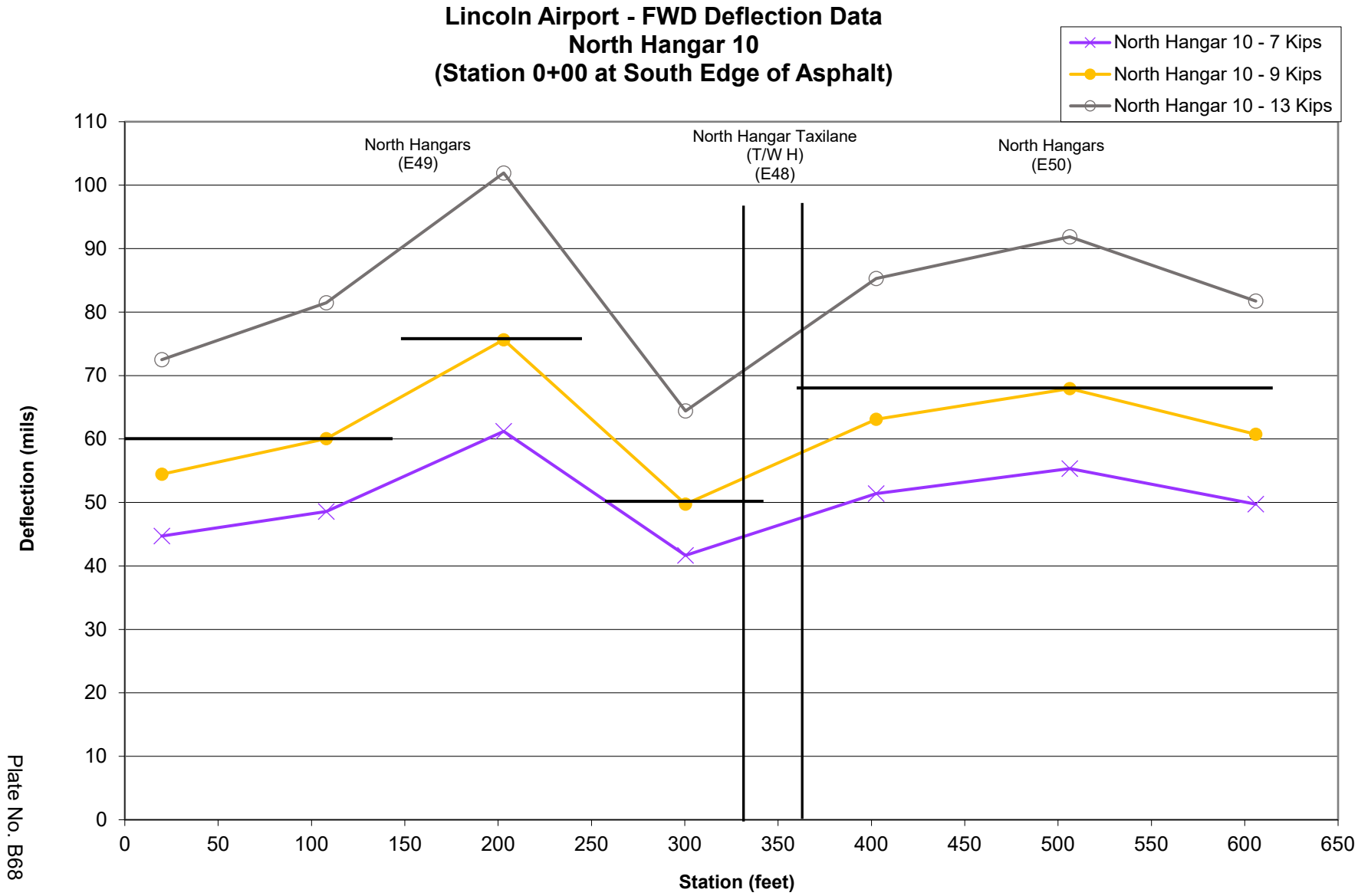

Lincoln Airport - FWD Deflection Data
North Hangar 10
(Station 0+00 at South Edge of Asphalt)
North Hangar 10 - 7 Kips
North Hangar 10 - 9 Kips
North Hangar 10 - 13 Kips
North Hangars
(E49)
North Hangar Taxilane
(T/W H)
(E48)
North Hangars
(E50)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500
550
600
650

Plate No. B68

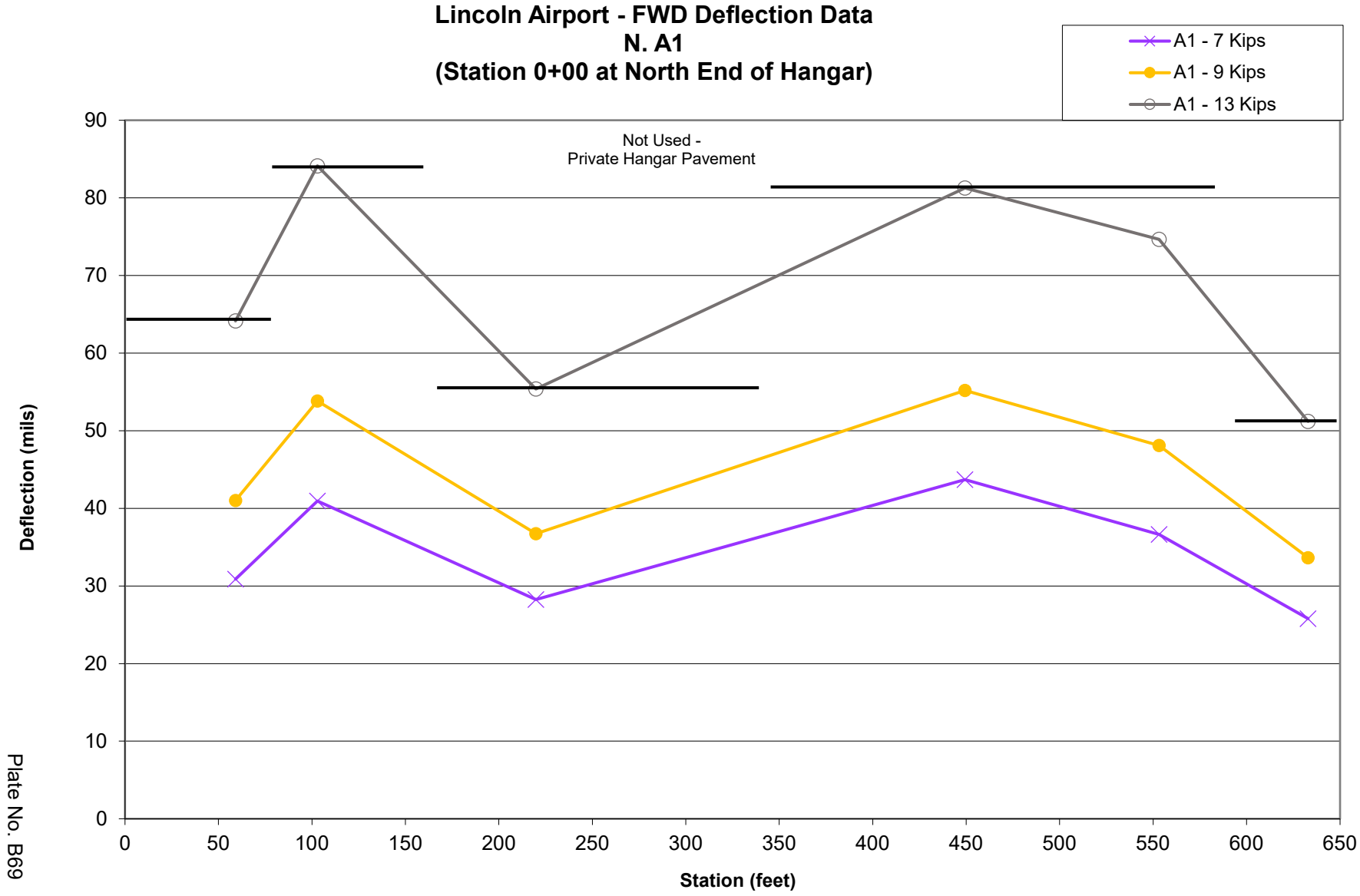

Lincoln Airport - FWD Deflection Data
N. A1
(Station 0+00 at North End of Hangar)
A1 - 7 Kips
A1 - 9 Kips
A1 - 13 Kips
Not Used -
Private Hangar Pavement
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
0
50
100
150
200
250
300
350
400
450
500
550
600
650

Plate No. B69

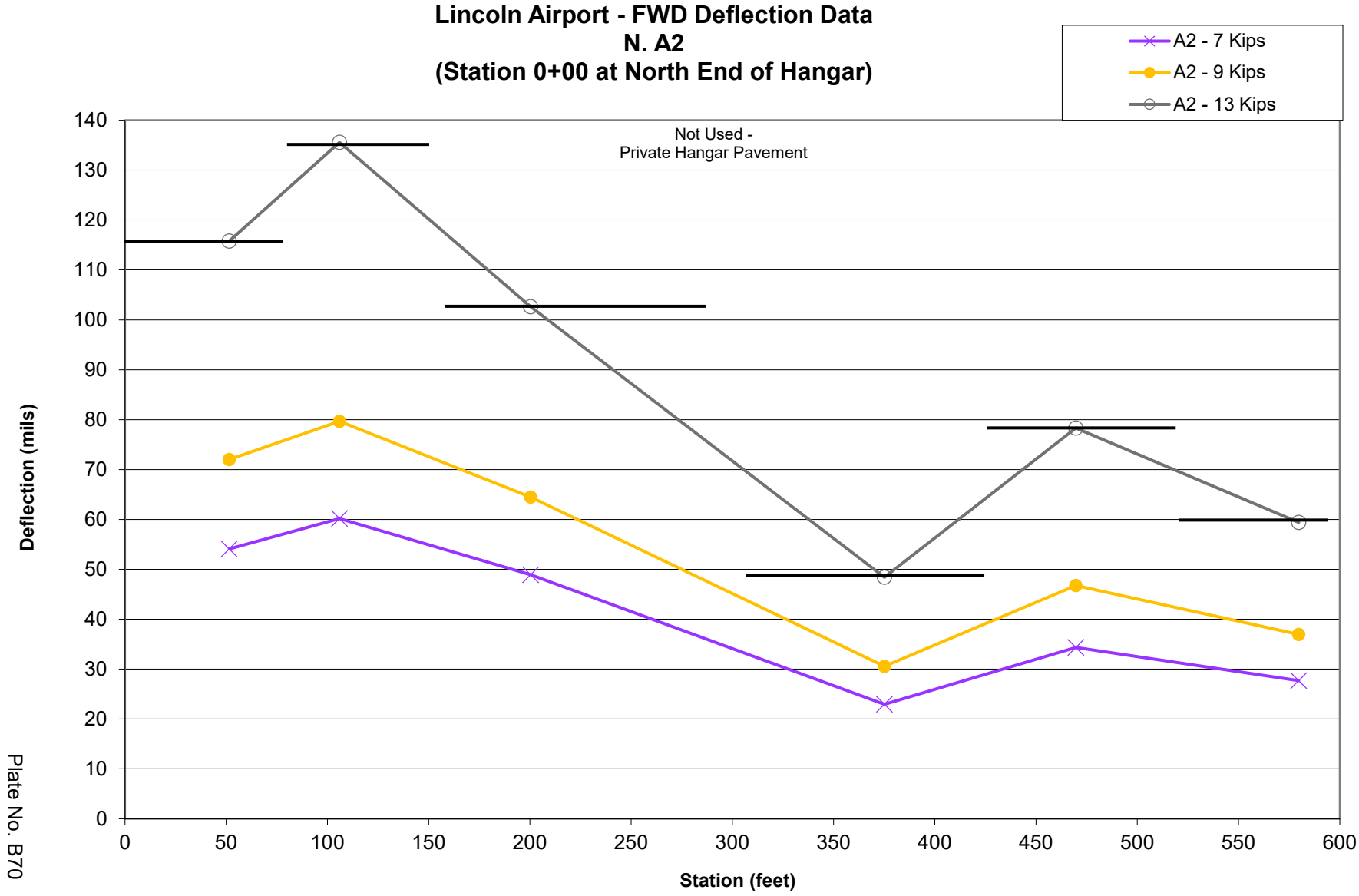

Lincoln Airport - FWD Deflection Data
N. A2
(Station 0+00 at North End of Hangar)
A2 - 7 Kips
A2 - 9 Kips
A2 - 13 Kips
Not Used -
Private Hangar Pavement
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
0
50
100
150
200
250
300
350
400
450
500
550
600

Plate No. B70

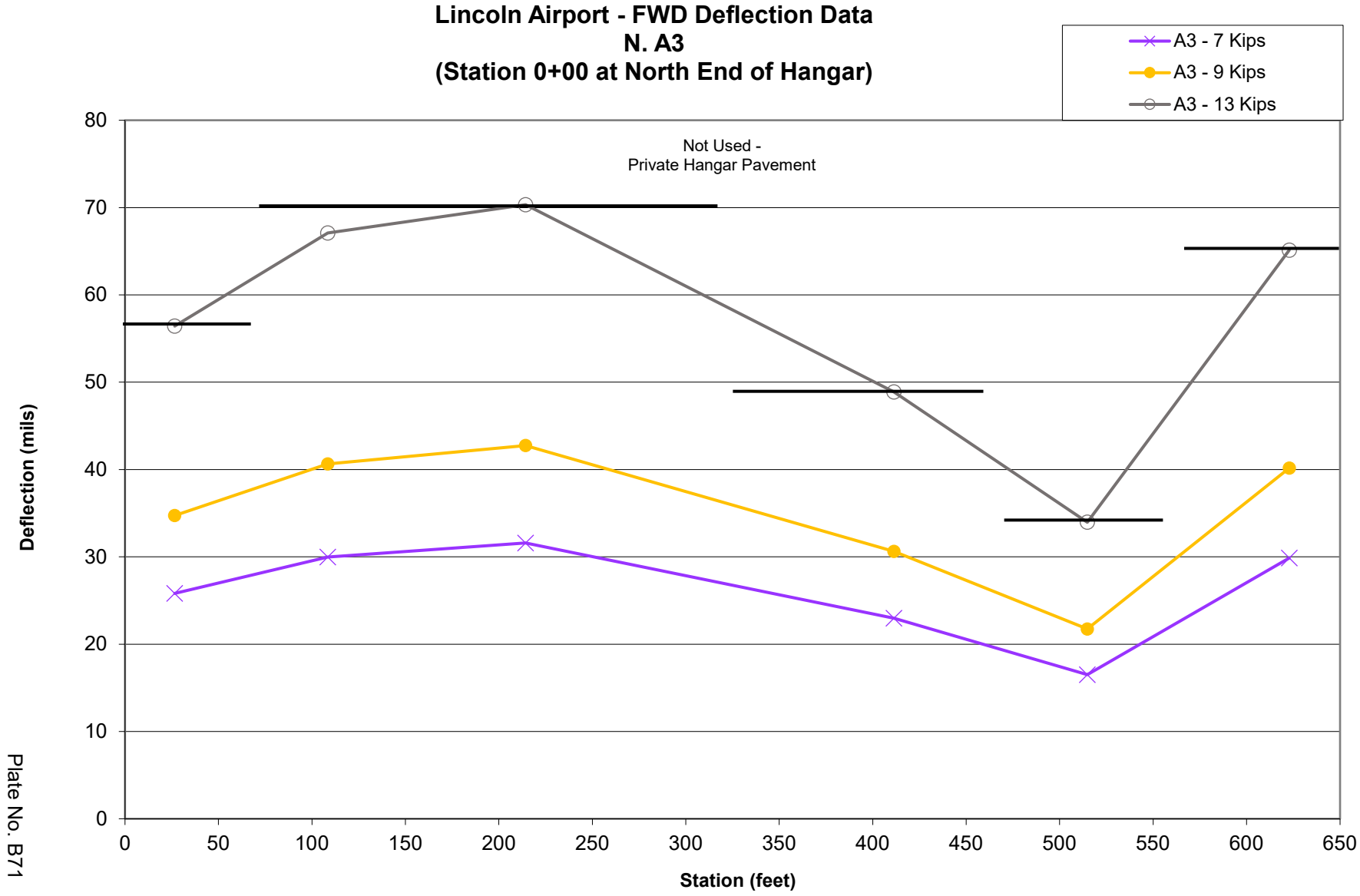

Lincoln Airport - FWD Deflection Data
N. A3
(Station 0+00 at North End of Hangar)
A3 - 7 Kips
A3 - 9 Kips
A3 - 13 Kips
Not Used -
Private Hangar Pavement
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
0
50
100
150
200
250
300
350
400
450
500
550
600
650

Plate No. B71

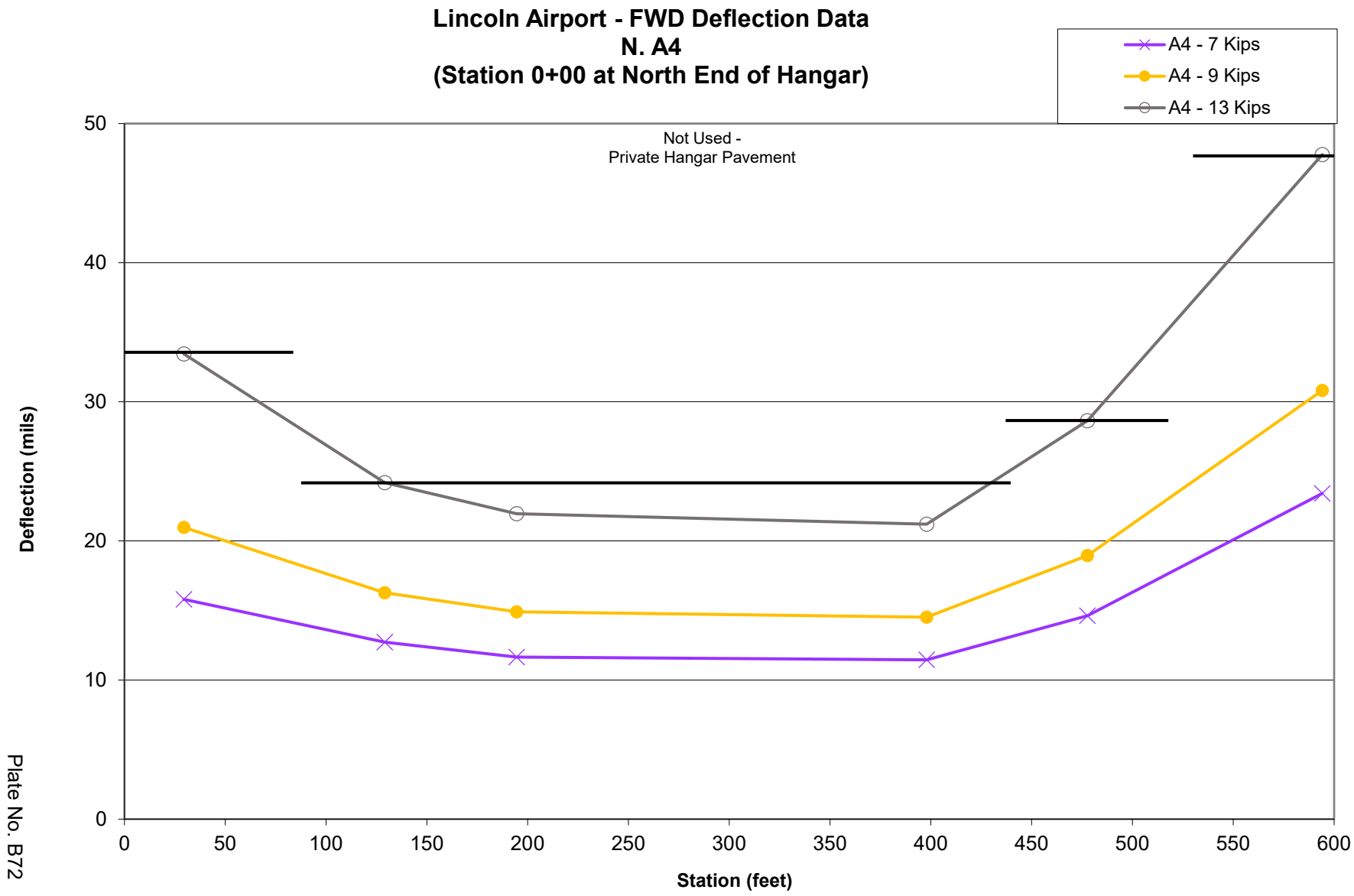

Lincoln Airport - FWD Deflection Data
N. A4
(Station 0+00 at North End of Hangar)
A4 - 7 Kips
A4 - 9 Kips
A4 - 13 Kips
Not Used -
Private Hangar Pavement
Deflection (mils)
Station (feet)
0
10
20
30
40
50
0
50
100
150
200
250
300
350
400
450
500
550
600

Plate No. B72

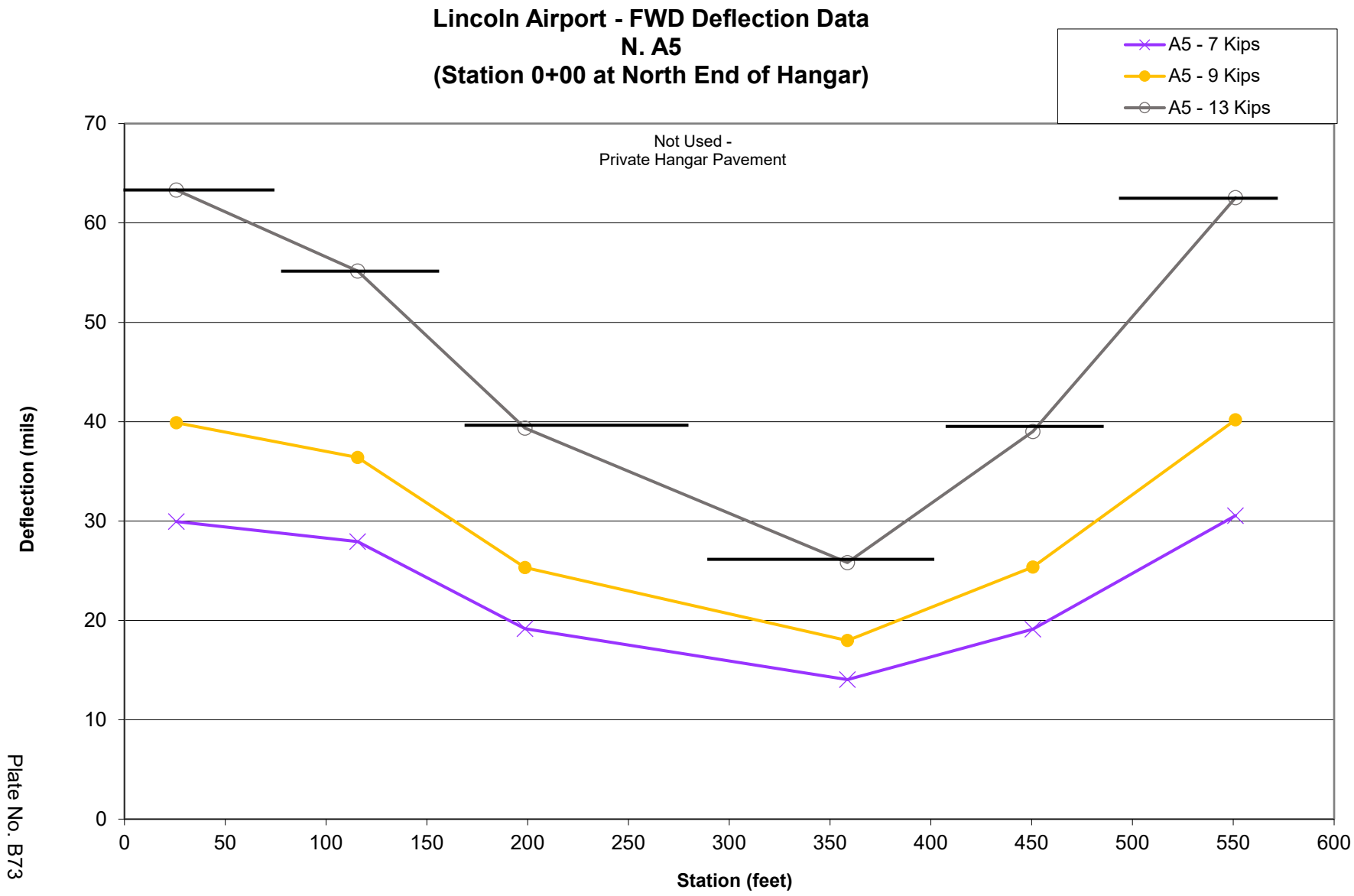

Lincoln Airport - FWD Deflection Data
N. A5
(Station 0+00 at North End of Hangar)
A5 - 7 Kips
A5 - 9 Kips
A5 - 13 Kips
Not Used -
Private Hangar Pavement
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
0
50
100
150
200
250
300
350
400
450
500
550
600

Plate No. B73

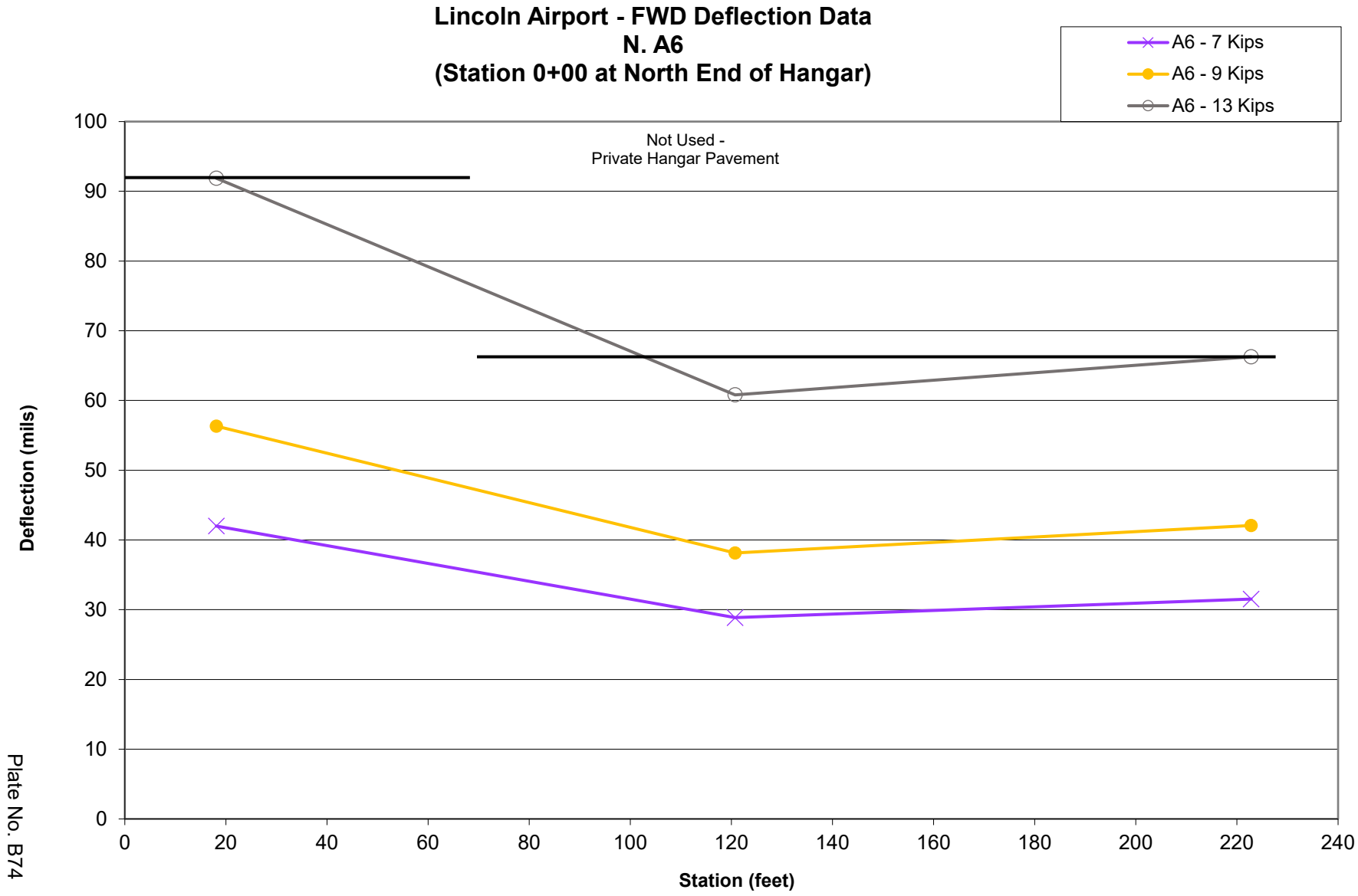

Lincoln Airport - FWD Deflection Data
N. A6
(Station 0+00 at North End of Hangar)
A6 - 7 Kips
A6 - 9 Kips
A6 - 13 Kips
Not Used -
Private Hangar Pavement
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
0
20
40
60
80
100
120
140
160
180
200
220
240

Plate No. B74

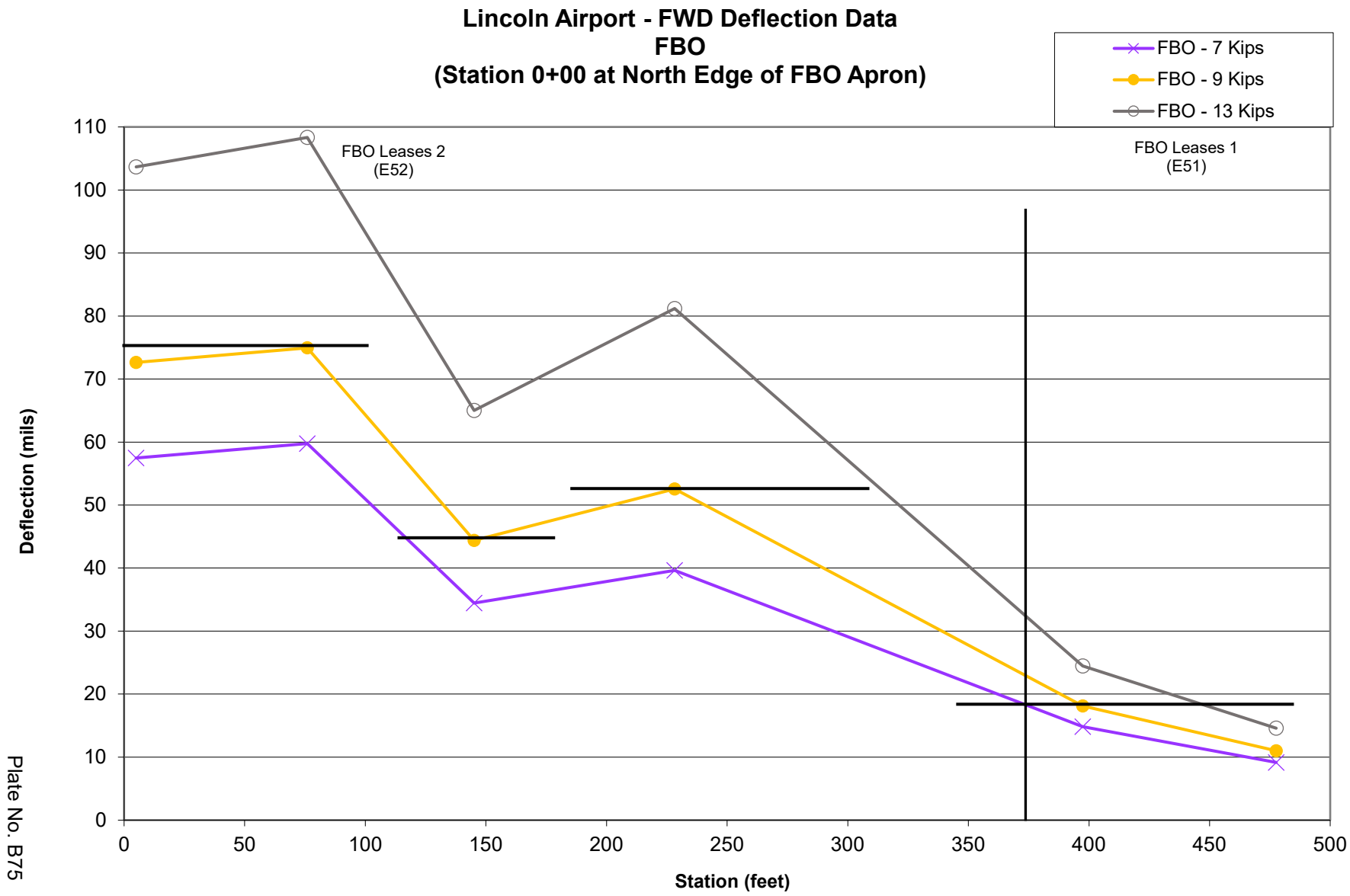

Lincoln Airport - FWD Deflection Data
FBO
(Station 0+00 at North Edge of FBO Apron)
FBO - 7 Kips
FBO - 9 Kips
FBO - 13 Kips
FBO Leases 2
(E52)
FBO Leases 1
(E51)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
100
110
0
50
100
150
200
250
300
350
400
450
500

Plate No. B75

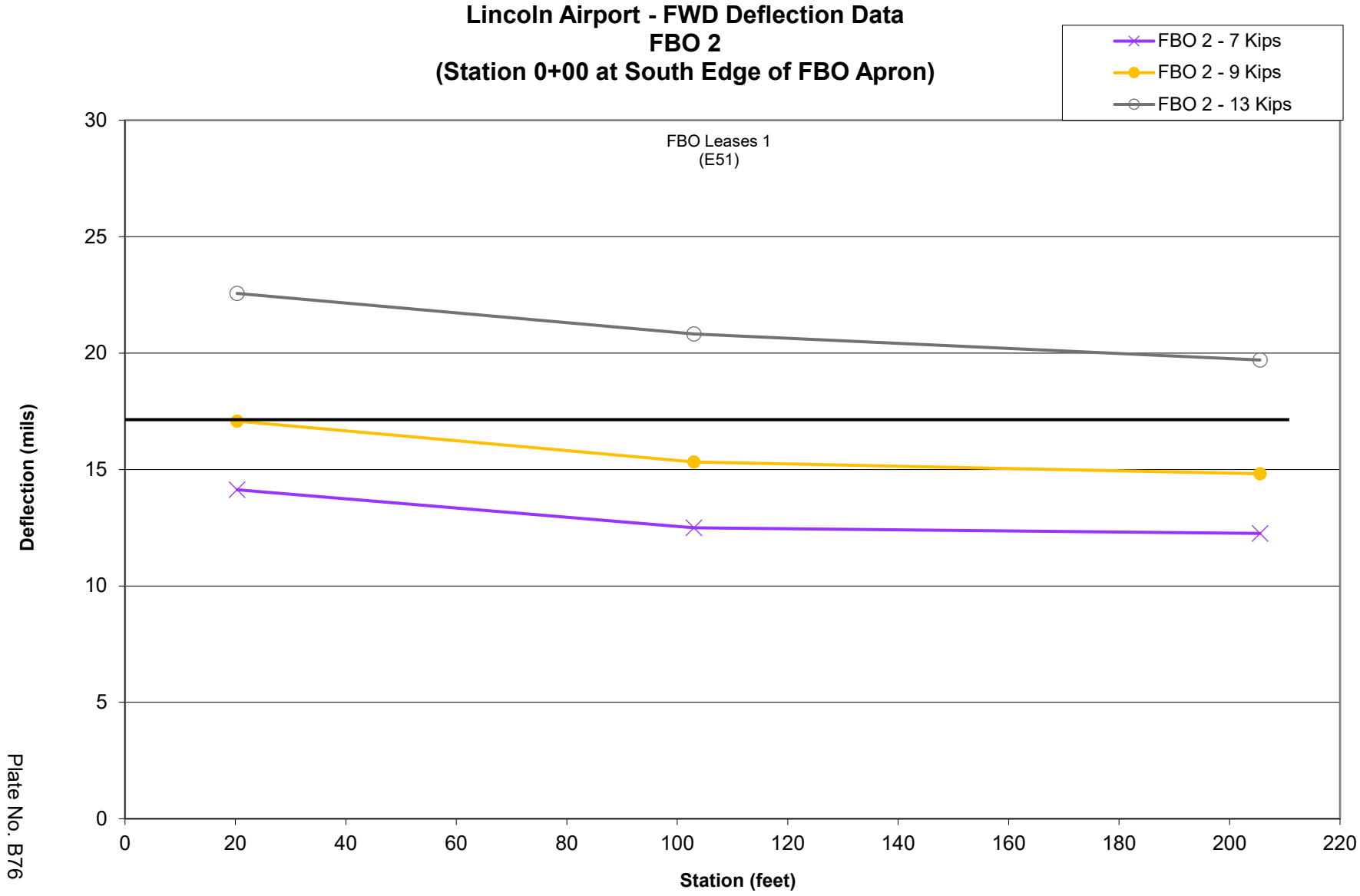

Lincoln Airport - FWD Deflection Data
FBO 2
(Station 0+00 at South Edge of FBO Apron)
FBO 2 - 7 Kips
FBO 2 - 9 Kips
FBO 2 - 13 Kips
FBO Leases 1
(E51)
Deflection (mils)
30
25
20
15
10
5
0
0
20
40
60
80
100
120
140
160
180
200
220
Station (feet)

Plate No. B76

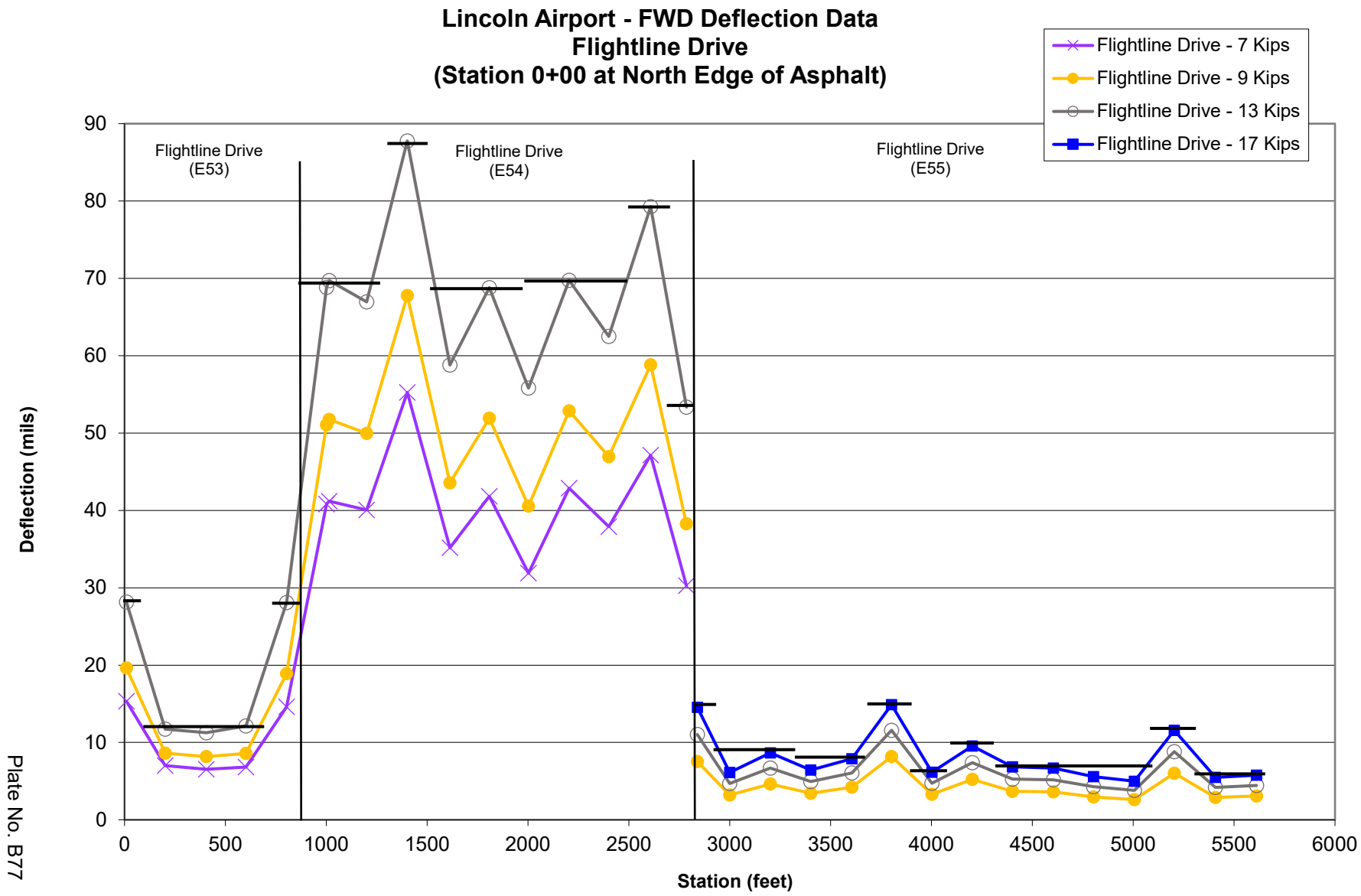

Lincoln Airport - FWD Deflection Data
Flightline Drive
(Station 0+00 at North Edge of Asphalt)
Flightline Drive - 7 Kips
Flightline Drive - 9 Kips
Flightline Drive - 13 Kips
Flightline Drive - 17 Kips
Flightline Drive (E53)
Flightline Drive (E54)
Flightline Drive (E55)
Deflection (mils)
Station (feet)
0
10
20
30
40
50
60
70
80
90
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000

Plate No. B77

Appendix C
Pavement Condition Survey (Surface Distress)

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

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

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

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

Appendix C
Pavement Condition Survey (Surface Distress)

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

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

The ASTM Standard provides a relationship between PCI and visual pavement rating. On Plate No. C3 the rating system is indicated as a color legend and the rating of each segment of pavement is indicated by color. The PCI of each segment is also indicated adjacent to each segment of the pavement. It will be noted that in 2023 most pavements show a “fair” to “good” condition, yet some show “poor” conditions. These “poor” pavements are showing considerable distresses on the surface including weathering, raveling, and alligator cracking. As a result of the surface conditions on some of the pavements, some rehabilitation may be recommended earlier than the forecast remaining life of the pavement. The Pavement Condition Index is based solely on the surface condition and surface distresses and does not necessarily reflect the condition or life of the pavement from a deep-seated failure basis.

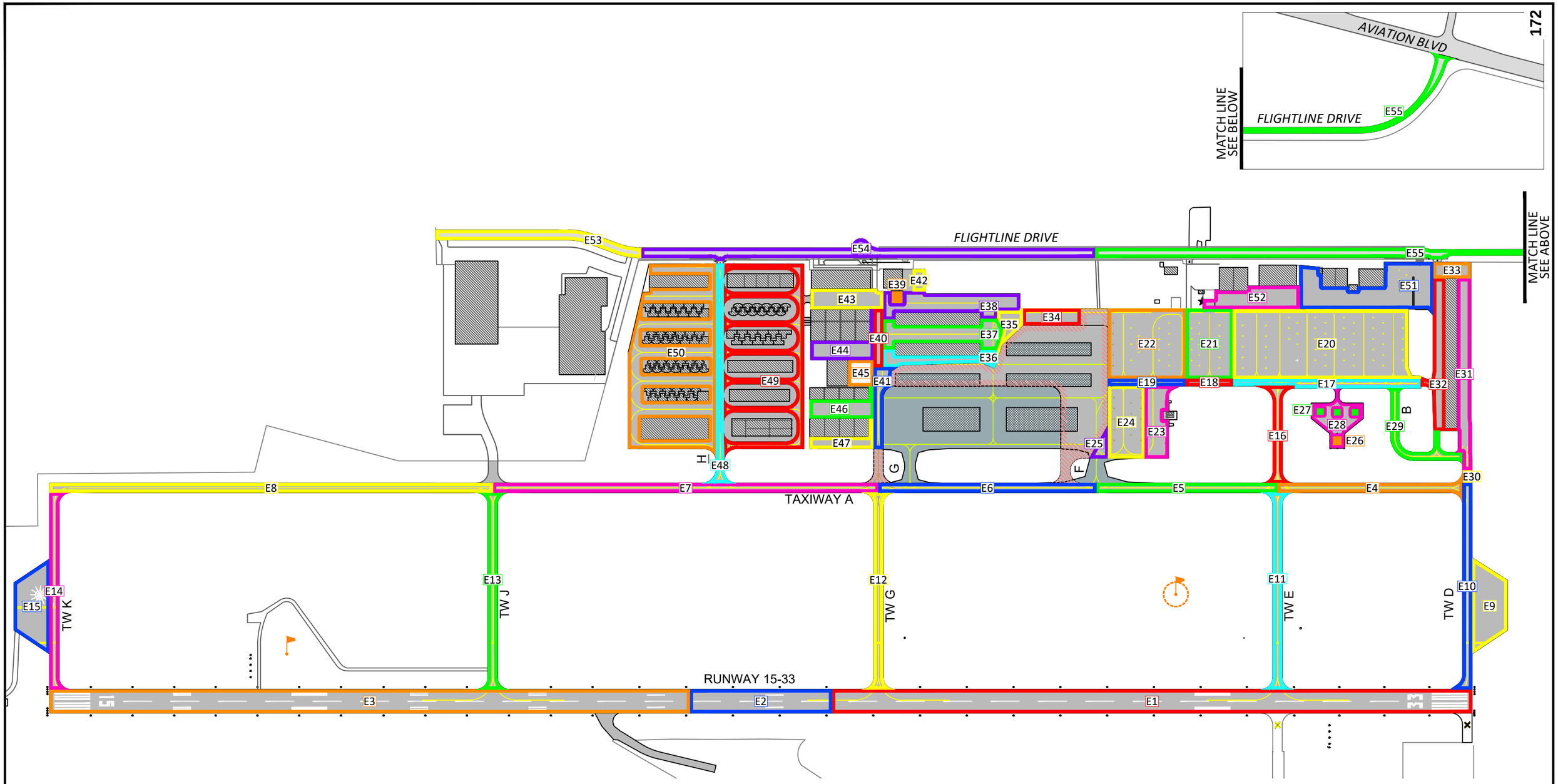
Plates

Plate No. C1	Pavement Segment Identification
Plate No. C2	Station Control Plan – FWD Tests – Runway/Taxiways
Plate No. C3	Station Control Plan – FWD Tests – Aprons/Hangars
Plate No. C4	Surface Distress – Pavement Condition Index (PCI) - 2023

Appendix C
Pavement Condition Survey (Surface Distress)

Tables C1 through C38 – Pavement Condition Index Survey and Data Forms

Tables C1 thru C8	Runway 15-33, Taxiway A, & Taxiways D, E, G, J, & K
Tables C9 thru C12	Aprons
Tables C13 thru C14	Helipad & Helicopter Parking
Tables C15 thru C18	Taxiway B & South Hangars
Tables C19 thru C28	Green Hangars & Box Hangars
Tables C29 thru C31	North Hangars
Tables C32 thru C35	FBO Aprons
Tables C36 thru C38	Flightline Drive



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- E2 — PAVEMENT SEGMENT ID REFERRED TO IN PAVEMENT CONDITION SURVEY SEE TABLES 3-1, 5-2 AND TABLES E1 TO E55

0 150 300

SCALE: 1"=300'

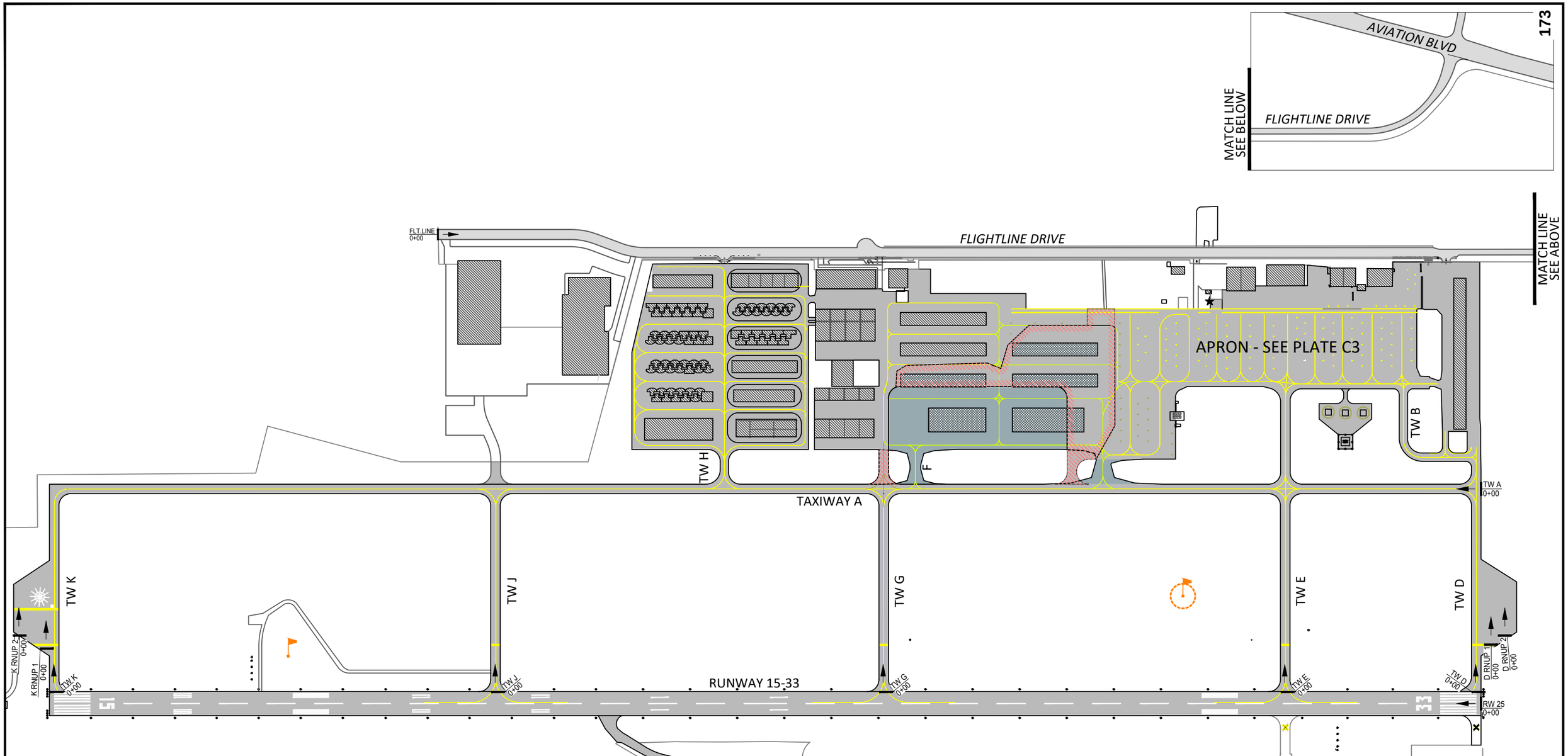
BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

PAVEMENT SEGMENT IDENTIFICATION

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Areas
PLATE No.	C1



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

N

0 200 400

SCALE: 1"=400'

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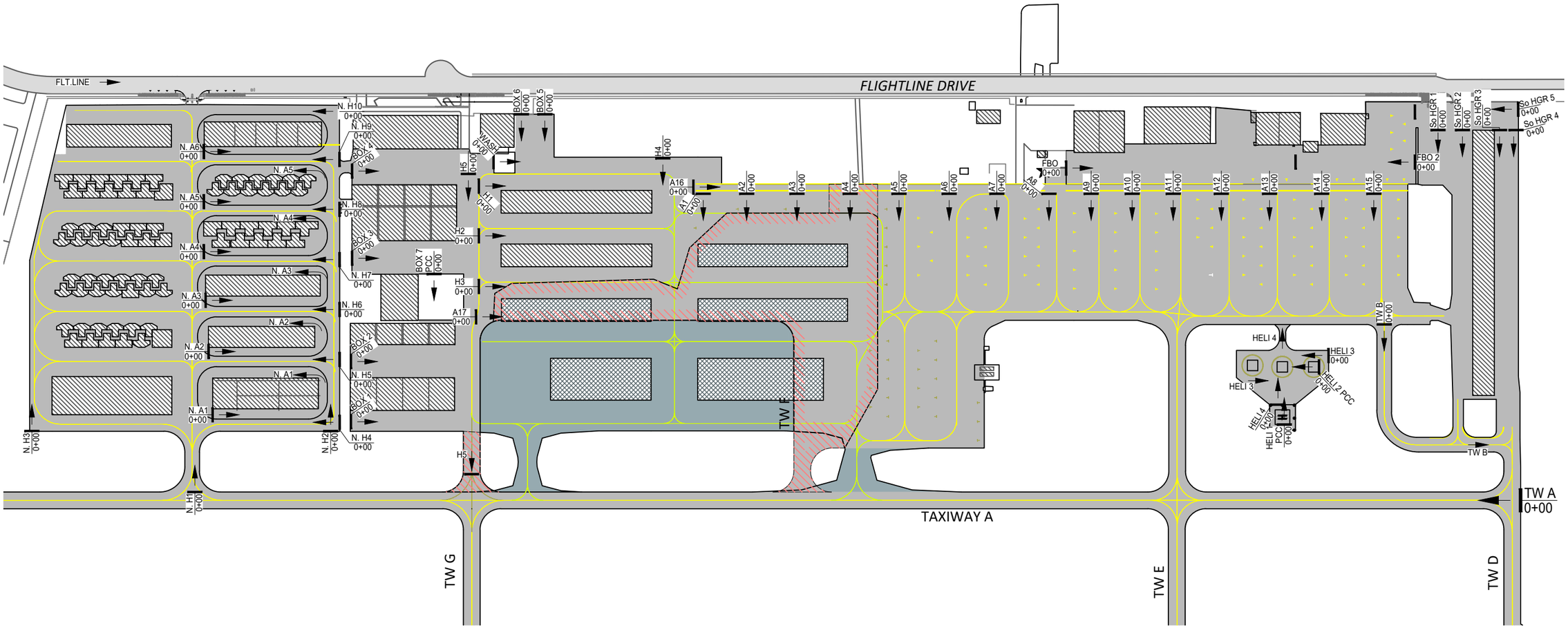
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

STATIONING CONTROL PLAN - FWD TESTS - RUNWAY & TAXIWAYS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.5-2.STA
PLATE No.	C2



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

N

0 125 250

SCALE: 1"=250'

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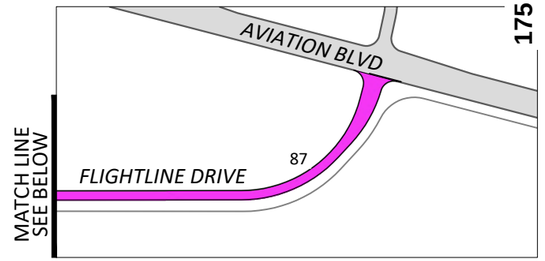
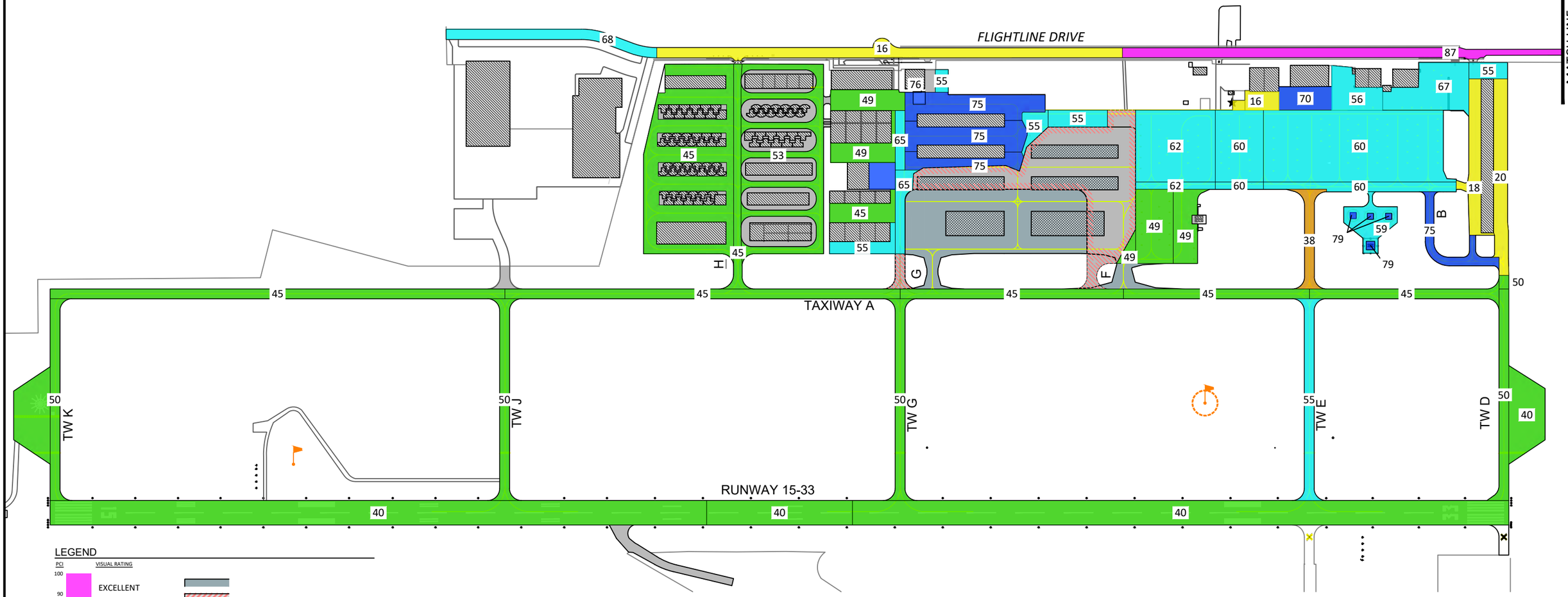
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

STATION CONTROL PLAN - FWD TESTS - APRONS & HANGARS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.5-2.STA
PLATE No.	C3





LEGEND

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

0 150 300

SCALE: 1"=300'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

SURFACE DISTRESS - PAVEMENT CONDITION INDEX (PCI) - 2023

DATE	8/31/2026
DRAWN	JB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.PCI
PLATE No.	C4

Table No. C1 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)													
Airport:	Lincoln Regional Airport							**Date of Survey:**	June 14 & October 25, 2023				
Pavement Segment Element ID:	E1-E3												
Element:	Runway 15-33												
Station:	0+00 to 60+00												
Dimensions:	6,000' x 100'												
Distress Types													
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting										
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC										
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking										
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell										
Distress	**Severity**	**Quantity**							**Total**	**Density (%)**	**Deduct Value**		
3	Mod									100%	55		
12	Low									100%	25		
Pavement Condition Index (PCI) =											40		
Visual Pavement Rating =											Fair		

Table No. C2 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)													
Airport:	Lincoln Regional Airport							**Date of Survey:**	June 14 & October 25, 2023				
Pavement Segment Element ID:	E4-E8												
Element:	Taxiway A												
Station:	0+00 to 60+00												
Dimensions:	6,000' x 40'												
Distress Types													
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting										
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC										
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking										
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell										
Distress	**Severity**	**Quantity**							**Total**	**Density (%)**	**Deduct Value**		
3	Lt-Mod									100%	50		
12	Low									100%	25		
Pavement Condition Index (PCI) =											45		
Visual Pavement Rating =											Fair		

Table No. C3 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E9		
Element:	Taxiway D Runup		
Station:	See Plates		
Dimensions:	400' x 140'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low-Mod							100%	55
12	Low							100%	25
							Pavement Condition Index (PCI) =		40
							Visual Pavement Rating =		Fair

Table No. C4 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E10 & E30		
Element:	Taxiway D		
Station:	0+00 to 8+70		
Dimensions:	870' x 40'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	45
12	Low							100%	25
							Pavement Condition Index (PCI) =		50
							Visual Pavement Rating =		Fair

Table No. C5 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E11		
Element:	Taxiway E		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low							100%	25
							Pavement Condition Index (PCI) =		55
							Visual Pavement Rating =		Good

Table No. C6 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E12 & E13		
Element:	Taxiways G & J		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	45
12	Low							100%	25
							Pavement Condition Index (PCI) =		50
							Visual Pavement Rating =		Fair

Table No. C7 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E14		
Element:	Taxiway K		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	45
12	Low							100%	25
							Pavement Condition Index (PCI) =		50
							Visual Pavement Rating =		Fair

Table No. C8 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E15		
Element:	Taxiway K (Runup)		
Station:	See Plates		
Dimensions:	400' x 140'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	45
12	Low							100%	25
							Pavement Condition Index (PCI) =		50
							Visual Pavement Rating =		Fair

Table No. C9 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Lincoln Regional Airport						**Date of Survey:**	June 14 & October 25, 2023		
Pavement Segment Element ID:	E16									
Element:	Taxiway E (Apron)									
Station:	8+70 to 12+80									
Dimensions:	410' x 40'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
1	Low	1,440					1,440	9%	40	
3	Low							91%	35	
12	Low							100%	25	
Pavement Condition Index (PCI) =									38	
Visual Pavement Rating =									Poor	

Table No. C10 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Lincoln Regional Airport						**Date of Survey:**	June 14 & October 25, 2023		
Pavement Segment Element ID:	E17-E18 & E20-E21									
Element:	Tie Down Apron and Taxilane (South)									
Station:	See Plates									
Dimensions:	1,000' x 300'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
3	Low							100%	35	
12	Low							100%	25	
Pavement Condition Index (PCI) =									60	
Visual Pavement Rating =									Good	

Table No. C11 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E19 & E22		
Element:	Jet Apron & Taxilane		
Station:	See Plates		
Dimensions:	330' x 300'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	32
12	Low							100%	25
							Pavement Condition Index (PCI) =		62
							Visual Pavement Rating =		Good

Table No. C12 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E23-E25		
Element:	Fuel Apron & Jet Apron		
Station:	See Plates		
Dimensions:	300' x 250'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low-Mod							100%	40
12	Low-Mod							100%	35
							Pavement Condition Index (PCI) =		49
							Visual Pavement Rating =		Fair

Table No. C13 - Airfield Concrete Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E26-E27		
Element:	Helipad and Helicopter Parking		
Station:	See Plates		
Dimensions:	35'x35' & 3 @25'x25'		

Distress Types

1. Blow Up	5. Joint Seal Damage	9. Pumping	13. Shrinkage Crack
2. Corner Break	6. Patching, 5 sf	10. Scaling/Map Crack/Crazing	14. Spalling-Joints
3. Long/Trans/Diag. Crack	7. Patching/Utility Cut	11. Settlement/Fault	15. Spalling-Corner
4. Durability Crack	8. Popouts	12. Shattered Slab	

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low	4 of 16 slabs						25%	15
10	Low							10%	4
5	Low								2
							Pavement Condition Index (PCI) =		79
							Visual Pavement Rating =		Very Good

Table No. C14 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E28		
Element:	Helipad AC		
Station:	See Plates		
Dimensions:	220' x 130'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	32
12	Low							100%	25
2	Low							0.5%	4
							Pavement Condition Index (PCI) =		59
							Visual Pavement Rating =		Good

Table No. C15 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E29		
Element:	Taxiway B		
Station:	0+00 to 5+70		
Dimensions:	570' x 35'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							100%	20
8	Low							1%	6
							Pavement Condition Index (PCI) =		75
							Visual Pavement Rating =		Very Good

Table No. C16 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E31		
Element:	South Hangars		
Station:	See Plates		
Dimensions:	800' x 55'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Mod							100%	55
1	Low							7%	40
3	Low							93%	40
							Pavement Condition Index (PCI) =		20
							Visual Pavement Rating =		Very Poor

Table No. C17 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E32		
Element:	South Hangars		
Station:	See Plates		
Dimensions:	640' x 50'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Mod							100%	60
1	Mod							20%	43
3	Low							80%	35
							Pavement Condition Index (PCI) =		18
							Visual Pavement Rating =		Very Poor

Table No. C18 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E33		
Element:	South Hangars		
Station:	See Plates		
Dimensions:	160' x 65'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low							100%	25
							Pavement Condition Index (PCI) =		55
							Visual Pavement Rating =		Good

Table No. C19 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E34-E35		
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	240'x70' & 130'x100'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low							100%	25
							Pavement Condition Index (PCI) =		55
							Visual Pavement Rating =		Good

Table No. C20 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E36-E38		
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	470'x40', 500'x75', & 580'x80'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							100%	20
8	Low							5%	14
							Pavement Condition Index (PCI) =		75
							Visual Pavement Rating =		Very Good

Table No. C21 - Airfield Concrete Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E39		
Element:	Wash Rack		
Station:	See Plates		
Dimensions:	50' x 50'		

Distress Types

1. Blow Up	5. Joint Seal Damage	9. Pumping	13. Shrinkage Crack
2. Corner Break	6. Patching, 5 sf	10. Scaling/Map Crack/Crazing	14. Spalling-Joints
3. Long/Trans/Diag. Crack	7. Patching/Utility Cut	11. Settlement/Fault	15. Spalling-Corner
4. Durability Crack	8. Popouts	12. Shattered Slab	

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	22
5	Low							100%	2
							Pavement Condition Index (PCI) =		76
							Visual Pavement Rating =		Very Good

Table No. C22 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E40-E41		
Element:	Taxilane G		
Station:	See Plates		
Dimensions:	585' x 40'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							100%	25
2	Low							3%	15
8	Low							4%	10
							Pavement Condition Index (PCI) =		65
							Visual Pavement Rating =		Good

Table No. C23 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E42		
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	90' x 55'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low							100%	25
							Pavement Condition Index (PCI) =		55
							Visual Pavement Rating =		Good

Table No. C24 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E43		
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	300' x 85'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low-Mod							100%	35
							Pavement Condition Index (PCI) =		49
							Visual Pavement Rating =		Fair

Table No. C25 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E44		
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	260' x 80'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low-Mod							100%	35
							Pavement Condition Index (PCI) =		49
							Visual Pavement Rating =		Fair

Table No. C26 - Airfield Concrete Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E45		
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	110' x 110'		

Distress Types

1. Blow Up	5. Joint Seal Damage	9. Pumping	13. Shrinkage Crack
2. Corner Break	6. Patching, 5 sf	10. Scaling/Map Crack/Crazing	14. Spalling-Joints
3. Long/Trans/Diag. Crack	7. Patching/Utility Cut	11. Settlement/Fault	15. Spalling-Corner
4. Durability Crack	8. Popouts	12. Shattered Slab	

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	22
5	Low							100%	2
							Pavement Condition Index (PCI) =		76
							Visual Pavement Rating =		Very Good

Table No. C27 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E46		
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	270' x 80'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low-Mod							100%	35
10	Low							2%	6
							Pavement Condition Index (PCI) =		45
							Visual Pavement Rating =		Fair

Table No. C28 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E47		
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	270' x 50'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	40
12	Low							100%	25
							Pavement Condition Index (PCI) =		55
							Visual Pavement Rating =		Good

Table No. C29 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E48		
Element:	North Hangar Taxilane (T/W H)		
Station:	See Plates		
Dimensions:	920' x 35'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	45
12	Low-Mod							100%	35
							Pavement Condition Index (PCI) =		45
							Visual Pavement Rating =		Fair

Table No. C30 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E49		
Element:	North Hangars		
Station:	See Plates		
Dimensions:	Varies - 780' x 340'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	42
12	Low							100%	20
							Pavement Condition Index (PCI) =		53
							Visual Pavement Rating =		Fair

Table No. C31 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E50		
Element:	North Hangars		
Station:	See Plates		
Dimensions:	Varies - 780' x 360'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	45
12	Low-Mod							100%	35
							Pavement Condition Index (PCI) =		45
							Visual Pavement Rating =		Fair

Table No. C32 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E51 (South)		
Element:	FBO Leases 1		
Station:	See Plates (South Portion)		
Dimensions:	Varies - 280' x 190'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
3	Low							100%	28
12	Low							100%	20
							Pavement Condition Index (PCI) =		67
							Visual Pavement Rating =		Good

Table No. C33 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E51 (North)		
Element:	FBO Leases 1		
Station:	See Plates (North Portion)		
Dimensions:	Varies - 200' x 190'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low-Mod							100%	35
3	Low							100%	30
							Pavement Condition Index (PCI) =		56
							Visual Pavement Rating =		Good

Table No. C34 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E52 (South)		
Element:	FBO Leases 2		
Station:	See Plates (South Portion)		
Dimensions:	Varies - 220' x 90'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							100%	25
8	Low							100%	7
							Pavement Condition Index (PCI) =		70
							Visual Pavement Rating =		Very Good

Table No. C35 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E52 (North)		
Element:	FBO Leases 2		
Station:	See Plates (North Portion)		
Dimensions:	Varies - 140' x 90'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
1	Low							80%	72
12	Mod							100%	55
							Pavement Condition Index (PCI) =		16
							Visual Pavement Rating =		Very Poor

Table No. C36 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)			
Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14 & October 25, 2023
Pavement Segment Element ID:	E53		
Element:	Flightline Drive		
Station:	0+00 to 9+00		
Dimensions:	900' x 42'		

Distress Types

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

Distress	Severity	Quantity					Total	Density (%)	Deduct Value
12	Low							100%	27
8	Low	1,600					1,600	4%	12
							Pavement Condition Index (PCI) =		68
							Visual Pavement Rating =		Good

Table No. C37 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Lincoln Regional Airport						**Date of Survey:**	June 14 & October 25, 2023		
Pavement Segment Element ID:	E54									
Element:	Flightline Drive									
Station:	9+00 to 28+40									
Dimensions:	1,940' x 40'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
1	Low							100%	74	
12	Low-Mod							100%	35	
13	Low-Mod	3880					3,880	5%	25	
								Pavement Condition Index (PCI) =	16	
								Visual Pavement Rating =	Very Poor	

Table No. C38 - Airfield Asphalt Pavement Condition Survey Data Sheet (ASTM D5340)										
Airport:	Lincoln Regional Airport						**Date of Survey:**	June 14 & October 25, 2023		
Pavement Segment Element ID:	E55									
Element:	Flightline Drive									
Station:	28+40 to 57+00									
Dimensions:	1,400' x 40' & 1,460' x 24'									
Distress Types										
1. Alligator Cracking	5. Depression	9. Oil Spillage	13. Rutting							
2. Bleeding	6. Jet Blast	10. Patching	14. Shoving from PCC							
3. Block Cracking	7. Jt. Reflection (PCC)	11. Polished Aggretage	15. Slippage Cracking							
4. Corrugation	8. Long. & Trans. Cracking	12. Ravelling/Weathering	16. Swell							
Distress	**Severity**	**Quantity**					**Total**	**Density (%)**	**Deduct Value**	
12	Very Low							100%	10	
8	Low							1%	3	
								Pavement Condition Index (PCI) =	87	
								Visual Pavement Rating =	Excellent	

Appendix D
Traffic Summary

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

Traffic forecasts for the runway, taxiway complex, aprons, taxilanes, and road were furnished by the City, airport users, the current Airport Layout Plan, FAA TAF forecasts, and FAA TFMSC records. These were used to evaluate the distribution of traffic at this airport. This data included the type aircraft currently operating at the airport, along with the annual number of operations of each aircraft type. Growth rates for each type of aircraft were derived from historical data. The growth rates used were 2% for piston aircraft, and 3% for larger aircraft with dual gear configuration and maximum takeoff weights of 10,000 lbs. and higher.

Table No. D1 lists the 2026 annual operations for aircraft utilizing the airport and includes their maximum loading weight and gear configuration. These aircraft have been grouped into 19 aircraft groups. Each group represents the average aircraft characteristics of maximum loading weight and gear type for the different classifications of aircraft that utilize the airport pavements.

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

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

Appendix D
Traffic Summary

For this evaluation, data was taken from the ALP windrose to identify how many operations utilized each of the 2 runway ends at the airport. The runway utilized by each aircraft is a function of the size and weight of the aircraft, wind direction, destination of the aircraft on the airfield, and pilot preferences.

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

Based on the aircraft characteristics, the runway use dictated by wind direction, and the destination of aircraft on the airport, the current annual operations of each aircraft have been evaluated to best represent the actual traffic that occurs on each segment of pavement. The traffic forecast to occur on each segment is defined as “Traffic Index.” A total of 18 traffic indexes were evaluated and used for this study. On several pavement sections, the entire amount of traffic from a pavement complex was initially utilized even though the actual traffic experienced on these pavements will likely be lower. This higher level of traffic was not further reduced in some areas if the pavement life on these pavements exceeded 20 years even with the higher than expected traffic levels. All pavements that showed less than 20 years of remaining life were further analyzed with a traffic index that better represented their actual forecast traffic. The number of annual operations and estimated average annual growth rates for each aircraft group and each traffic index are indicated in Table No. D1. These traffic indexes were utilized in the evaluation of all pavements for deep-seated distress.

Appendix D
Traffic Summary

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

The traffic index used for various segments of each pavement is indicated on Plate No. D1. It will be noted that some aircraft groups are indicated as being included for "enhanced traffic" analysis. During the remaining life analysis, these groups had an additional analysis performed for remaining pavement life with their operations doubled. This sensitivity analysis provides insight as to what changes could occur to the pavement life if more operations than the forecast traffic occur for these particular aircraft.

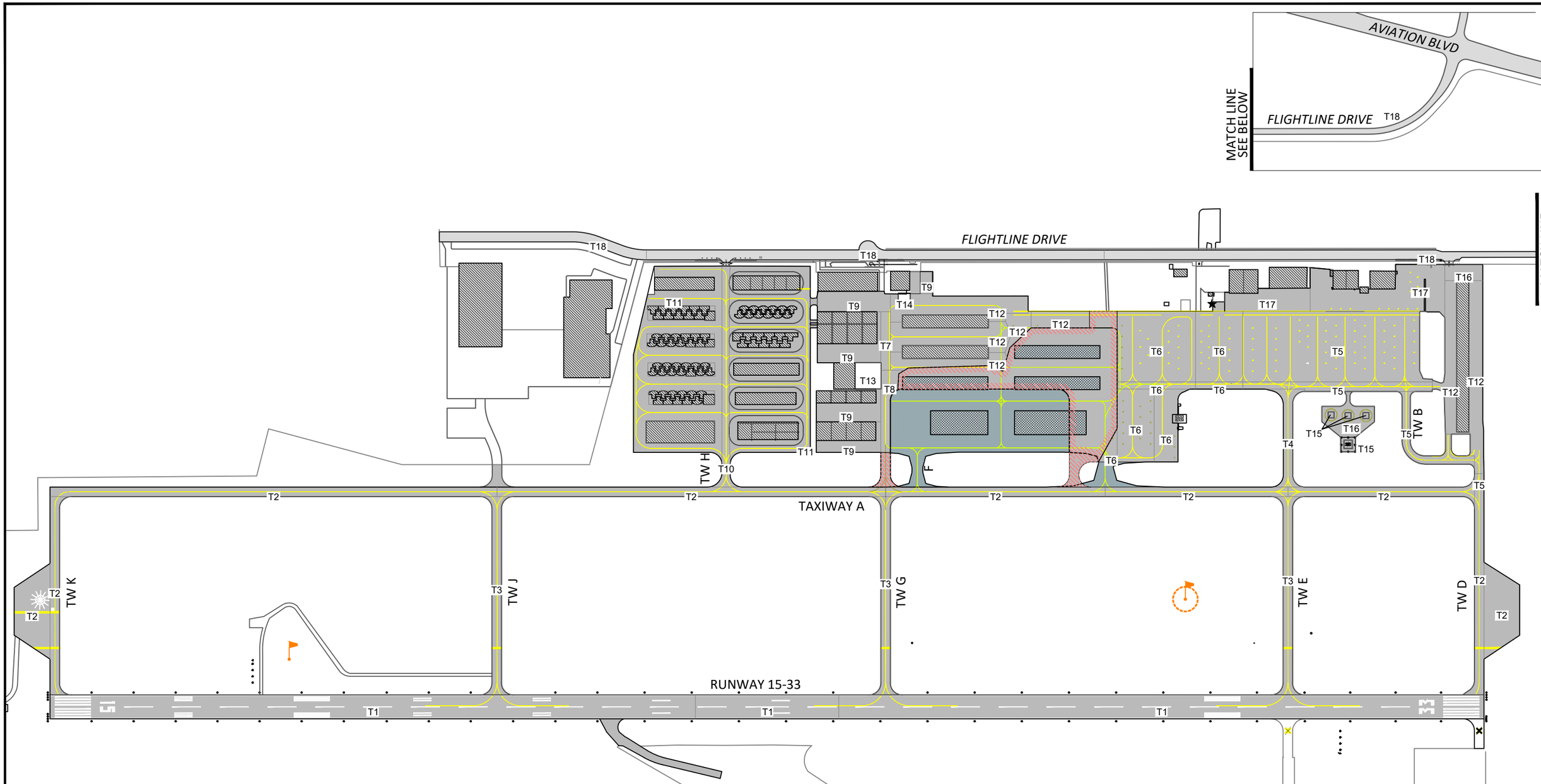
A table of contents of this appendix is shown below:

Plates:

Plate No. D1 Traffic Distribution Index

Tables

Table No. D1 Traffic Index Summary



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- T1 TRAFFIC INDEX, SEE TABLE 2-2 OR D1

N

0 150 300

SCALE: 1"=300'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

TRAFFIC DISTRIBUTION INDEX

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.TRAFFIC
PLATE No.	D1

TABLE No. D1 - Traffic Index Summary - Lincoln Regional Airport

				Traffic Index (Forecast Annual Aircraft Operations in 2026)										
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2026 Annual Operations	Annual Growth Rate	T1	T2	T3	T4	T5	T6	T7	T8	T9
1	Single GA	3,000	Single	40,000	2%	40,000	20,000	20,000	18,600	18,600	20,000	4,800	4,800	-
2	Beech 58	6,000	Single	28,000	2%	28,000	14,000	14,000	6,000	6,000	1,400	2,200	4,600	800
3	Twin GA	8,000	Single	6,000	2%	6,000	3,000	3,000	1,000	1,000	3,000	1,400	3,500	700
4	Pilatus PC-12	10,500	Single	150	3%	150	75	75	50	-	150	10	25	5
5	Citation II	15,000	Single	80	3%	80	40	40	20	-	80	-	-	-
6	Embraer Phenom 300	18,000	Single	80	3%	80	40	40	5	-	80	-	-	-
7	Cessna Excel	20,000	Single	20	3%	20	10	10	-	-	20	-	-	-
8	Super King Air 300/350	16,600	Dual	150	3%	150	75	75	50	-	150	10	25	5
9	Learjet 45	21,500	Dual	30	3%	30	15	15	-	-	30	-	-	-
10	Gulfstream G150	26,100	Dual	10	3%	10	5	5	-	-	10	-	-	-
11	Hawker 800/900	28,000	Dual	10	3%	10	5	-	-	-	10	-	-	-
12 **	Citation X	36,000	Dual	50	3%	50	25	-	-	-	50	-	-	-
13 **	Challenger 300	39,000	Dual	80	3%	80	40	-	-	-	80	-	-	-
14 **	Challenger 600	48,000	Dual	24	3%	24	12	-	-	-	24	-	-	-
15 **	Gulstream G400	73,000	Dual	40	3%	40	20	-	-	-	40	-	-	-
16 **	Gulfstream G500	90,000	Dual	8	3%	8	4	-	-	-	8	-	-	-
17 **	Global Express	99,000	Dual	4	3%	4	2	-	-	-	4	-	-	-
18	Automobile	4,000	Single	87,600	2%	-	-	-	-	12,800	12,550	21,400	13,000	1,500
19	Fuel / Delivery Truck	38,000	Dual Axle	2,600	2%	-	-	-	-	-	50	-	-	-

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

				Traffic Index (Forecast Annual Aircraft Operations in 2026)										
Aircraft Group	Typical Aircraft Type	Aircraft Max Loading (lbs)	Gear Configuration	2026 Annual Operations	Annual Growth Rate	T10	T11	T12	T13	T14	T15	T16	T17	T18
1	Single GA	3,000	Single	40,000	2%	18,000	9,000	1,600	-	-	-	-	2,500	-
2	Beech 58	6,000	Single	28,000	2%	4,000	2,000	200	-	200	4,000	-	500	-
3	Twin GA	8,000	Single	6,000	2%	-	-	-	-	-	-	-	-	-
4	Pilatus PC-12	10,500	Single	150	3%	-	-	-	20	-	-	-	-	-
5	Citation II	15,000	Single	80	3%	-	-	-	-	-	-	-	-	-
6	Embraer Phenom 300	18,000	Single	80	3%	-	-	-	-	-	-	-	-	-
7	Cessna Excel	20,000	Single	20	3%	-	-	-	-	-	-	-	-	-
8	Super King Air 300/350	16,600	Dual	150	3%	-	-	-	20	-	-	-	-	-
9	Learjet 45	21,500	Dual	30	3%	-	-	-	-	-	-	-	-	-
10	Gulfstream G150	26,100	Dual	10	3%	-	-	-	-	-	-	-	-	-
11	Hawker 800/900	28,000	Dual	10	3%	-	-	-	-	-	-	-	-	-
12 **	Citation X	36,000	Dual	50	3%	-	-	-	-	-	-	-	-	-
13 **	Challenger 300	39,000	Dual	80	3%	-	-	-	-	-	-	-	-	-
14 **	Challenger 600	48,000	Dual	24	3%	-	-	-	-	-	-	-	-	-
15 **	Gulstream G400	73,000	Dual	40	3%	-	-	-	-	-	-	-	-	-
16 **	Gulfstream G500	90,000	Dual	8	3%	-	-	-	-	-	-	-	-	-
17 **	Global Express	99,000	Dual	4	3%	-	-	-	-	-	-	-	-	-
18	Automobile	4,000	Single	87,600	2%	11,000	11,000	1,800	-	-	-	1,500	-	87,600
19	Fuel / Delivery Truck	38,000	Dual Axle	2,600	2%	-	-	-	-	-	-	-	-	2,600

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

Appendix E
Pavement Data and Rehabilitation Schedule

In this appendix, a summary of the pavement data acquired in this study for each element of the airport, such as runway, taxiway, or apron, and each segment of that element have been collected and summarized in the Pavement Data and Rehabilitation tables, Tables E1 through E55. In these tables, the following data are summarized for each section:

- Existing Pavement Section
- Modulus of Elasticity and Poisson's Ratio of each material in the existing pavement sections and the subgrade and subsoils below the section
- Construction Record
- Pavement Condition Survey Data including PCI 2023
- Pavement Classification Rating (PCR)
- Pavement Remaining Life
- Recommended Rehabilitation Schedule

Routine remarking of the pavements is necessary every 8 to 10 years. The scheduled remarking is not shown separately in Appendix E or Table 5-2, but it is included in each of the rehabilitation and maintenance project cost estimates.

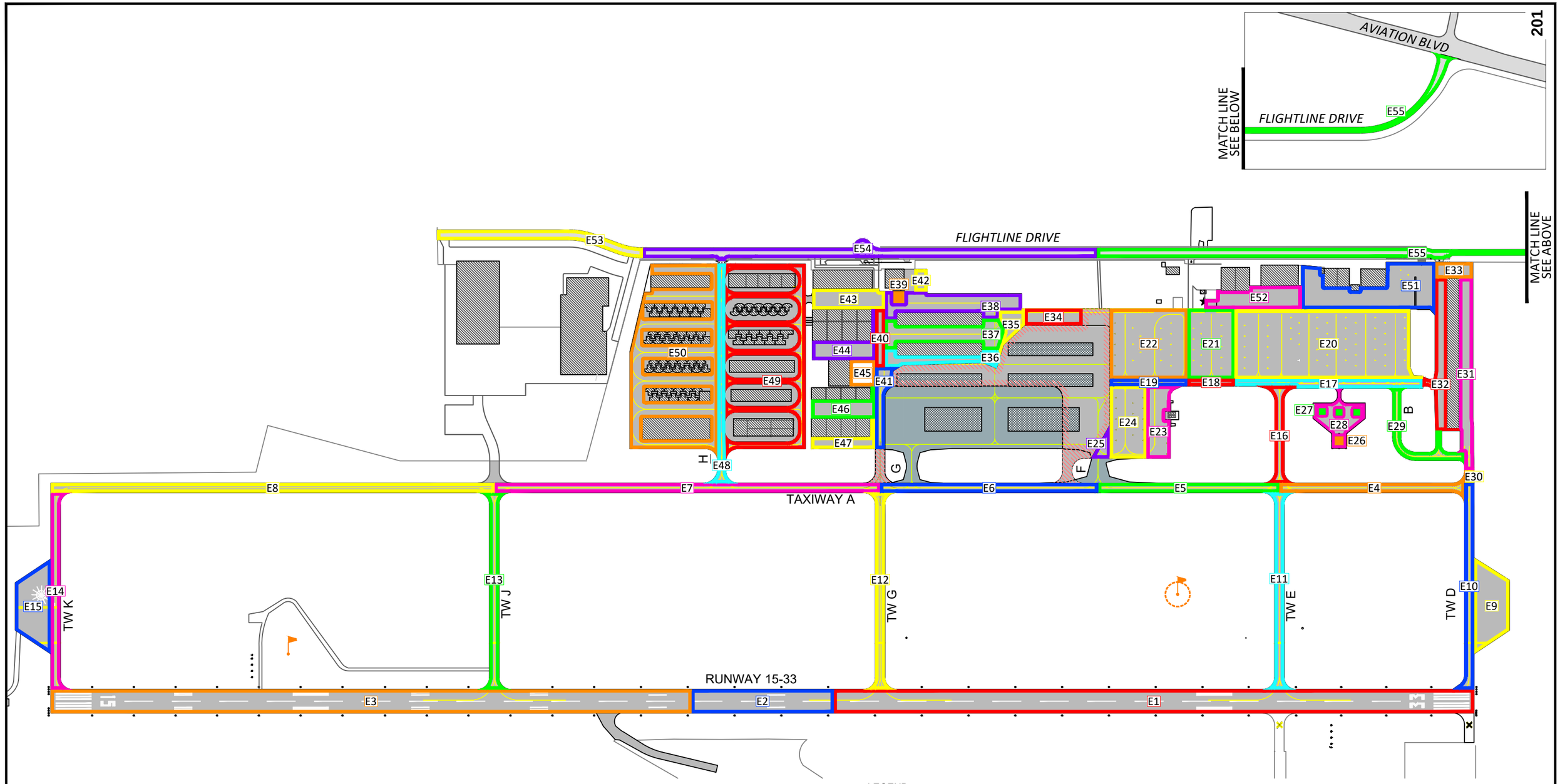
The table of contents of this appendix is shown below:

Plates

Plate No. E1	Pavement Segment Identification
Plate No. E2	Station Control Plan – FWD Tests Runway/Taxiways
Plate No. E3	Station Control Plan – FWD Tests – Aprons/Hangars

Tables E1 through E55 – Pavement Data and Rehabilitation Schedule

Tables E1 thru E16	Runway 15-33, Taxiway A, & Taxiways D, E, G, J, & K
Tables E17 thru E25	Aprons
Tables E26 thru E28	Helipad & Helicopter Parking
Tables E29 thru E33	Taxiway B & South Hangars
Tables E34 thru E47	Green Hangars & Box Hangars
Tables E48 thru E50	North Hangars
Tables E51 thru E52	FBO Aprons
Tables E53 thru E55	Flightline Drive



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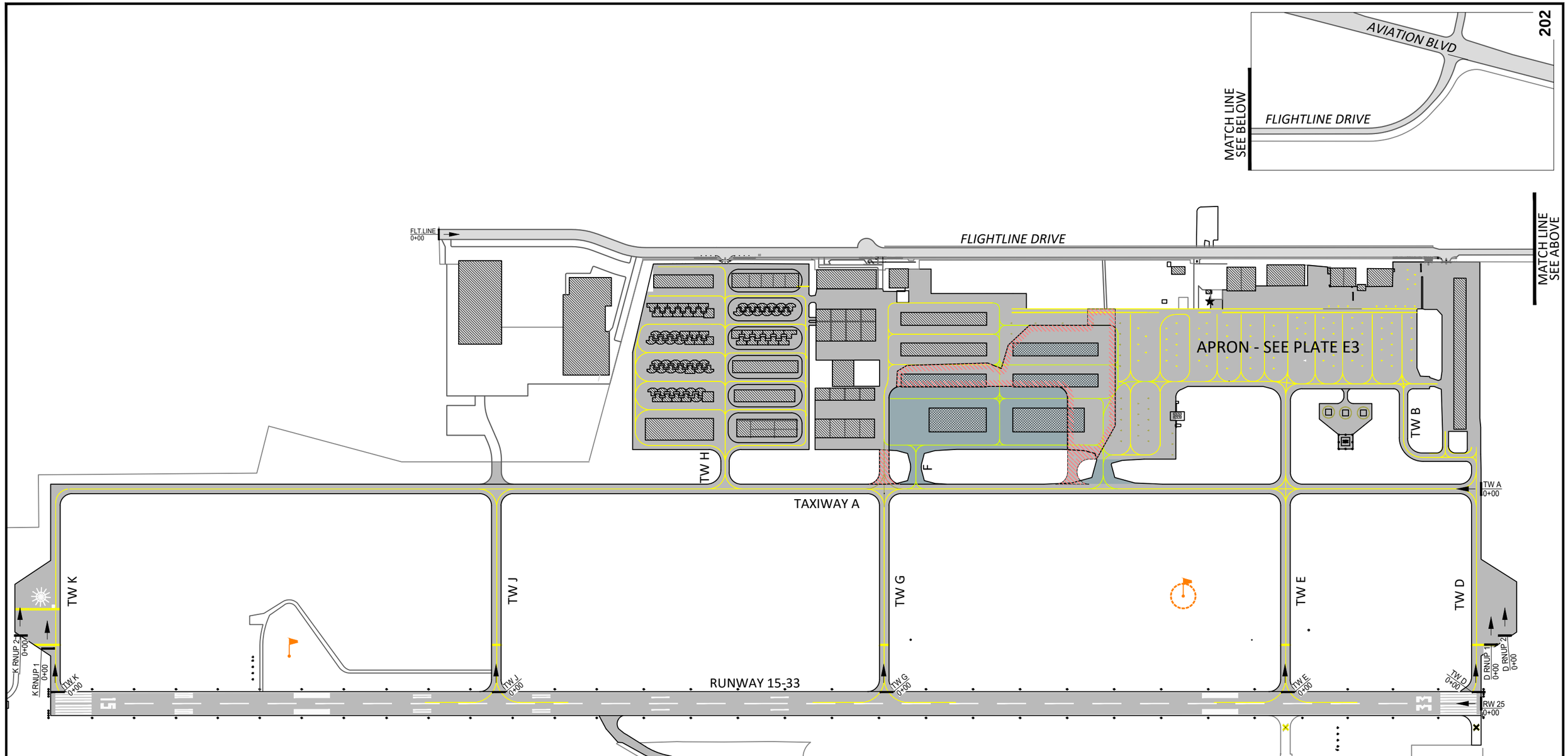
LINCOLN REGIONAL AIRPORT
2026 PAVEMENT MANAGEMENT PLAN
PAVEMENT SEGMENT IDENTIFICATION

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404.Areas
PLATE No.	E1



LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- TW A 0+00 FWD TEST ROW STARTING STATION & DIRECTION

N

0 200 400

SCALE: 1"=400'

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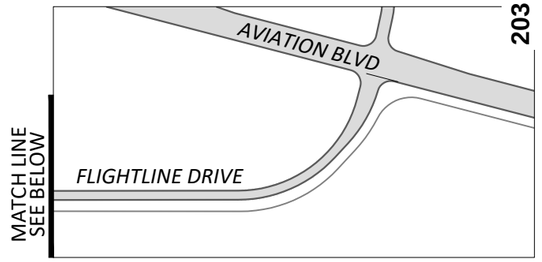
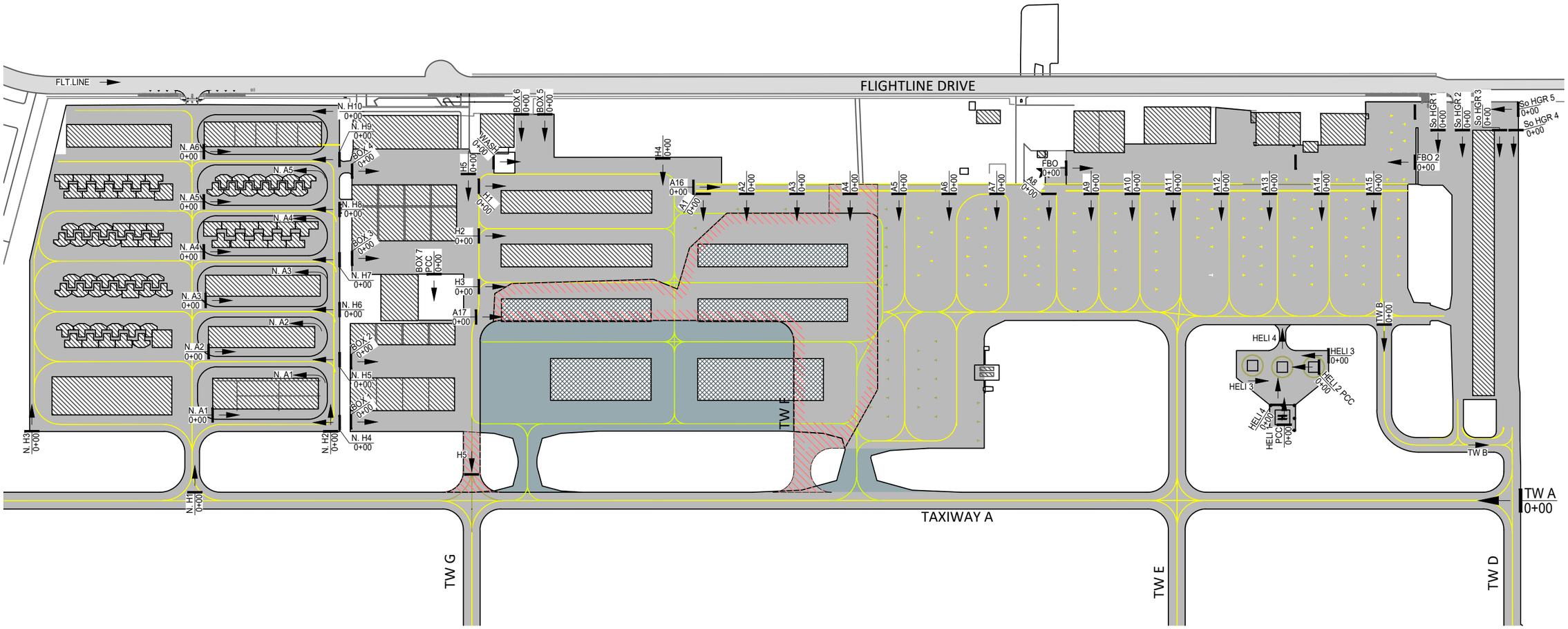
LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

STATIONING CONTROL PLAN - FWD TESTS - RUNWAYS & TAXIWAYS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.5-2.STA
PLATE No.	E2





LEGEND

- AIRFIELD PAVEMENT
- NEW AIRFIELD PAVEMENT (2026)
- REMOVED PAVEMENT (2026)
- EXISTING BUILDING
- NEW BUILDING PAD (2026)
- TW A 0+00 — FWD TEST ROW STARTING STATION & DIRECTION

N

0 125 250

SCALE: 1"=250'

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LINCOLN REGIONAL AIRPORT

2026 PAVEMENT MANAGEMENT PLAN

STATION CONTOL PLAN - FWD TESTS - APRONS & HAGARS

DATE	8/31/2026
DRAWN	DMB
CHECKED	DB
PROJECT No.	44.04
FILE	4404-22.5-2.STA
PLATE No.	E3

TABLE No. E1 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Runway 15-33		
Station:	0+00 to 27+00		
Dimensions:	2,700' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	65	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	1983	AC Overlay
	2007	Slurry Seal

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (30%-50% worn off in wheel paths). Lt-mod block cracks @ 5'-10 spacing, some areas 3'-5'. 20% of cracks sealed (seal opening up).

PCI (2005) = 81	PCI (2015) = 48	PCI (2023) = 40
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 270 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 28 K Load	55 (23-68)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	B1	2029 - Reconstruct Section
2031-2035		None Scheduled
2036-2040		None Scheduled
2041-2045	E	2044 - Crack Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E2 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Runway 15-33		
Station:	27+00 to 33+00		
Dimensions:	600' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	65	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	1983	AC Overlay
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (50%-70% worn off in center of runway). Lt-mod block cracks @ 5'-10 spacing, some areas 3'-5'. 20% of cracks sealed (seal opening up).

PCI (2005) = 81	PCI (2015) = 48	PCI (2023) = 40
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 270 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 28 K Load	55 (32-55)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	B1	2029 - Reconstruct Section
2031-2035		None Scheduled
2036-2040		None Scheduled
2041-2045	E	2044 - Crack Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E3 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Runway 15-33		
Station:	33+00 to 60+00		
Dimensions:	2,700' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	275	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	45	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (50%-70% worn off in center of runway). Lt-mod block cracks @ 5'-10 spacing, some areas 3'-5'. 20% of cracks sealed (seal opening up). Lt. longitudinal cracks in wheelpath 42+00 to 52+00. 52+00 to 60+00 has less cracking (block cracked 10'-20' spacing).

PCI (2005) = 81	PCI (2015) = 48	PCI (2023) = 40
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 210 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T1	
FWD Critical Center Plate Deflection (Range) - 28 K Load	70 (18-72)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	B1	2029 - Reconstruct Section
2031-2035		None Scheduled
2036-2040		None Scheduled
2041-2045	E	2044 - Crack Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E4 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway A		
Station:	0+00 to 8+00		
Dimensions:	800' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (beginning to wear off in wheelpaths). Lt-mod block cracks @ 5'-10' spacing. Cracks at edges of taxiway (1'-3' from edge). Edge cracks intermittent, but 40%-50% of edges are cracked. Some cracks sealed, but cracks have opened up.

PCI (2005) = 80	PCI (2015) = 55	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 260 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	60 (38-78)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E5 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway A		
Station:	8+00 to 16+00		
Dimensions:	800' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	10	20	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (beginning to wear off in wheelpaths). Lt-mod block cracks @ 5'-10' spacing. Cracks at edges of taxiway (1'-3' from edge). Edge cracks intermittent, but 40%-50% of edges are cracked. Some cracks sealed, but cracks have opened up.

PCI (2005) = 80	PCI (2015) = 55	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 150 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	95 (50-95)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E6 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway A		
Station:	16+00 to 25+00		
Dimensions:	900' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	10	20	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (beginning to wear off in wheelpaths). Lt-mod block cracks @ 5'-10' spacing. Cracks at edges of taxiway (1'-3' from edge). Edge cracks intermittent, but 40%-50% of edges are cracked. Some cracks sealed, but cracks have opened up.

PCI (2005) = 80	PCI (2015) = 55	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 150 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	90 (58-115)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E7 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway A		
Station:	25+00 to 41+50		
Dimensions:	1,650' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (beginning to wear off in wheelpaths). Lt-mod block cracks @ 5'-10' spacing. Cracks at edges of taxiway (1'-3' from edge). Edge cracks intermittent, but 40%-50% of edges are cracked. Some cracks sealed, but cracks have opened up.

PCI (2005) = 80	PCI (2015) = 55	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 260 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	70 (47-87)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E8 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway A		
Station:	41+50 to 60+00		
Dimensions:	1,850' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (beginning to wear off in wheelpaths). Lt-mod block cracks @ 5'-10' spacing. Cracks at edges of taxiway (1'-3' from edge). Edge cracks intermittent, but 40%-50% of edges are cracked. Some cracks sealed, but cracks have opened up.

PCI (2005) = 80	PCI (2015) = 55	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 260 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	70 (47-98)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E9 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway D (Runup)		
Station:	See Plates		
Dimensions:	400' x 140'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	175	0.35	-	
	CTB	-	-	-	-	
	AB	10	15	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	10	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (5% worn off). Lt.-mod block cracks @ 10'-20' spacing (1/2"-1" wide). Crack seal is separate in larger cracks.

PCI (2005) = 80	PCI (2015) = 41	PCI (2023) = 40
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 230 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	81 (56-81)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	D5	2033 - Remove & Replace 5" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E10 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway D		
Station:	0+00 to 8+70		
Dimensions:	870' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	200	0.35	-	
	CTB	-	-	-	-	
	AB	10	30	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal. Lt. block cracks @ 10'-20' spacing. Cracks at edges of taxiway (1'-2' from edge).

PCI (2005) = 80	PCI (2015) = 55	PCI (2023) = 50
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 270 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	68 (43-76)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D5	2033 - Remove & Replace 5" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E11 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway E		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	350	0.35	-	
	CTB	-	-	-	-	
	AB	7	65	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	45	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal. Lt. block cracks @ 20'-30' spacing.

PCI (2005) = 92	PCI (2015) = 55	PCI (2023) = 55
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 320 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 28 K Load	52 (33-80)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D5	2033 - Remove & Replace 5" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E12 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway G		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	10	20	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal. Lt.-mod. block cracks @ 10'-20' spacing. Cracks at edges of taxiway (1'-2' from edge). Cracks 1/4"-1" wide, most 1/2"

PCI (2005) = 86	PCI (2015) = 55	PCI (2023) = 50
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 140 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 28 K Load	90 (50-90)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E13 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway J		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal. Lt.-mod. block cracks @ 10'-20' spacing. Cracks at edges of taxiway (1'-2' from edge). Cracks 1/4"-1" wide, most 1/2"

PCI (2005) = 91	PCI (2015) = 41	PCI (2023) = 50
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 270 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T3	
FWD Critical Center Plate Deflection (Range) - 28 K Load	68 (49-78)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E14 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway K		
Station:	0+00 to 8+30		
Dimensions:	830' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	10	20	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (starting to wear off). Lt.-mod. block cracks @ 10'-20' spacing. Cracks at edges of taxiway (3'-4' from edge). Cracks 1/4"-1" wide, most 1/2"

PCI (2005) = 93	PCI (2015) = 41	PCI (2023) = 50
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 150 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	95 (40-110)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E15 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway K (Runup)		
Station:	See Plates		
Dimensions:	400' x 140'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	375	0.35	-	
	CTB	-	-	-	-	
	AB	10	30	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal (starting to wear off). Lt.-mod. block cracks @ 10'-20' spacing. Cracks at edges of taxiway (3'-4' from edge). Cracks 1/4"-1" wide, most 1/2"

PCI (2005) = 80	PCI (2015) = 41	PCI (2023) = 50
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 210 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T2	
FWD Critical Center Plate Deflection (Range) - 28 K Load	78 (48-82)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	D4	2033 - Remove & Replace 4" AC
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E16 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway E (Apron)		
Station:	8+70 to 12+80		
Dimensions:	410' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	225	0.35	-	
	CTB	-	-	-	-	
	AB	10	6	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal. Lt. block cracks @ 20'-30' spacing. Approx 6 areas with alligator cracking starting in wheelpaths (6'x40' each area).

PCI (2005) = 92	PCI (2015) = 55	PCI (2023) = 38
Visual Pavement Rating (PCI 2023) = Poor		PCR (2023) = 120 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T4	
FWD Critical Center Plate Deflection (Range) - 17 K Load	108 (20-108)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	B2	2033 - Reconstruct Section
2036-2040		None Scheduled
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E17 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Apron Taxilane		
Station:	See Plates		
Dimensions:	800' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	325	0.35	-	
	CTB	-	-	-	-	
	AB	7	60	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	27	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal wearing off. Lt. block cracks @ 20'-40' spacing.

PCI (2005) = 100	PCI (2015) = 68	PCI (2023) = 60
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 80 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 17 K Load	48 (17-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	E, F	2034 - Crack Repair, Seal Coat
2036-2040	D4	2039 - Remove & Replace 4" AC
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E18 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Apron Taxilane		
Station:	See Plates		
Dimensions:	200' x 30'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	5	45	0.35	-	
	ASB	5	15	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	9	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal wearing off. Lt. block cracks @ 20'-40' spacing.

PCI (2005) = 100	PCI (2015) = 68	PCI (2023) = 60
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 150 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	40 (20-41)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	18

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	B3	2037 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E19 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Apron Taxilane		
Station:	See Plates		
Dimensions:	330' x 30'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	350	0.35	-	
	CTB	-	-	-	-	
	AB	10	25	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	10	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Slurry, old oil seal on surface. Longitudinal joints have moderate cracking. Transverse cracking at 20'-40'. Starting to show block cracking pattern.

PCI (2005) = 86	PCI (2015) = 63	PCI (2023) = 62
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 170 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	48 (34-48)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	18

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	B3	2037 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E20 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Tie Down Apron		
Station:	See Plates		
Dimensions:	730' x 295'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	35	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal wearing off. Lt. block cracks @ 20'-40' spacing.

PCI (2005) = 100	PCI (2015) = 68	PCI (2023) = 60
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 110 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 17 K Load	43 (20-50)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035	E, F	2034 - Crack Repair, Seal Coat
2036-2040	D4	2039 - Remove & Replace 4" AC
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E21 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Jet Apron		
Station:	See Plates		
Dimensions:	200' x 295'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	8	35	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2007	

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal wearing off. Lt. block cracks @ 20'-40' spacing.

PCI (2005) = 100	PCI (2015) = 68	PCI (2023) = 60
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 170 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	43 (20-48)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	14

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	A1	2037 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E22 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Jet Apron		
Station:	See Plates		
Dimensions:	330' x 295'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	300	0.35	-	
	CTB	-	-	-	-	
	AB	10	15	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1983	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Slurry, old oil seal on surface. Longitudinal joints have moderate cracking. Transverse cracking at 20'-40'. Starting to show block cracking pattern.

PCI (2005) = 86	PCI (2015) = 63	PCI (2023) = 62
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 140 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	66 (28-66)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	16	10

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	A1	2037 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E23 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Fuel Apron		
Station:	See Plates		
Dimensions:	300' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	5	35	0.35	-	
	ASB	5	5	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	1987	Original Construction
	2007	

Pavement Condition Survey Data:

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

AC Pavement. Slurry Seal slightly wearing off. Loose slurry sand on surface Lt.-mod. block cracks @ 10'-20' spacing.

PCI (2005) = 89	PCI (2015) = 63	PCI (2023) = 49
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 140 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	68 (40-68)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	D4	2037 - Remove & Replace 4" AC
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E24 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Jet Apron		
Station:	See Plates		
Dimensions:	300' x 150'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	5	15	0.35	-	
	ASB	5	5	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	6	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1987	Original Construction
	2007	

Pavement Condition Survey Data:

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

AC Pavement. Slurry Seal slightly wearing off. Loose slurry sand on surface Lt.-mod. block cracks @ 10'-20' spacing.

PCI (2005) = 89	PCI (2015) = 63	PCI (2023) = 49
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 90 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	92 (42-92)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	14

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	B3	2037 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E25 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Jet Apron		
Station:	See Plates		
Dimensions:	130' x 70'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	5	40	0.35	-	
	ASB	5	10	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	1987	Original Construction
	2007	

Pavement Condition Survey Data:

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

AC Pavement. Slurry Seal slightly wearing off. Loose slurry sand on surface Lt.-mod. block cracks @ 10'-20' spacing.

PCI (2005) = 89	PCI (2015) = 63	PCI (2023) = 49
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 160 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T6	
FWD Critical Center Plate Deflection (Range) - 17 K Load	55 (55)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20	12

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	E, F	2026 - Crack Repair, Seal Coat
2031-2035		None Scheduled
2036-2040	A1	2037 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E26 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Helipad PCC		
Station:	See Plates		
Dimensions:	35' x 35'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	5.5	2000	0.35	-	
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	8	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: N/A	Raveling: N/A	Rutting: N/A

PCC Pavement. 17.5' x 17.5' slabs. Joints (1/2" wide) are sealed and in good condition. Good surface with only a few small spalls. Hairline crack in center of each slab.

PCI (2005) = -	PCI (2015) = 88	PCI (2023) = 79
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 350 /R/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T15	
FWD Critical Center Plate Deflection (Range) - 17 K Load	17 (14-17)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	G	2031 - PCC Joint Seal & Spall Repair
2036-2040		None Scheduled
2041-2045	G	2041 - PCC Joint Seal & Spall Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E27 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Helicopter Parking		
Station:	See Plates		
Dimensions:	3 @ 25' x 25'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	5.5	2000	0.35	-	
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	8	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	12	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: N/A	Raveling: N/A	Rutting: N/A

PCC Pavement. 12.5' x 12.5' slabs. Joints (1/2" wide) are sealed and in good condition. Good surface, no spalls. One slab has very minor surface crazing starting.

PCI (2005) = -	PCI (2015) = 88	PCI (2023) = 79
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 350 /R/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T15	
FWD Critical Center Plate Deflection (Range) - 17 K Load	17 (14-17)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	G	2031 - PCC Joint Seal & Spall Repair
2036-2040		None Scheduled
2041-2045	G	2041 - PCC Joint Seal & Spall Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E28 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Helipad AC		
Station:	See Plates		
Dimensions:	220' x 130'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	12	13	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	9	0.35	-	
	Subsoil	Semi-Infinite	45	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Block cracks @ 20' spacing, some sealed. Some light bleeding. 5% has very light alligator cracking on the top surface.

PCI (2005) = -	PCI (2015) = 55	PCI (2023) = 59
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = N/A

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T16	
FWD Critical Center Plate Deflection (Range) - 17 K Load	60 (40-98)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E29 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxiway B		
Station:	0+00 to 5+70		
Dimensions:	570' x 35'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	200	0.35	-	
	CTB	-	-	-	-	
	AB	5	15	0.35	-	
	ASB	4	5	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	2007	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Crack @ centerline. 2 small cracks at edges.

PCI (2005) = -	PCI (2015) = 85	PCI (2023) = 75
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 70 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 17 K Load	56 (33-56)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E30 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	South Hangars		
Station:	See Plates		
Dimensions:	55' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	5	200	0.35	-	
	CTB	-	-	-	-	
	AB	10	30	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. Slurry Seal. Lt. block cracks @ 10'-20' spacing. Cracks at edges of taxiway (1'-2' from edge).

PCI (2005) = -	PCI (2015) = 45	PCI (2023) = 50
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 140 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T5	
FWD Critical Center Plate Deflection (Range) - 28 K Load	62 (59-62)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D5	2042 - Remove & Replace 5" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E31 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	South Hangars		
Station:	See Plates		
Dimensions:	800' x 55'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2.5	200	0.35	-	
	CTB	-	-	-	-	
	AB	2	10	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	6	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Raveling: None	Rutting: None

AC Pavement. Old slurry mostly worn off. Lt-Mod block cracking at 1'-3' (beginning to be alligator cracking). 5%-10% starting light alligator cracking

PCI (2005) = -	PCI (2015) = 33	PCI (2023) = 20
Visual Pavement Rating (PCI 2023) = Very Poor		PCR (2023) = 30 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 13 K Load	90 (55-95)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	6	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	A2	2028 - Reconstruct Section
2031-2035		None Scheduled
2036-2040		None Scheduled
2041-2045	E	2043 - Crack Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E32 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	South Hangars		
Station:	See Plates		
Dimensions:	640' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2.5	200	0.35	-	
	CTB	-	-	-	-	
	AB	2	10	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	6	0.35	-	
	Subsoil	Semi-Infinite	15	0.35	-	

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

Pavement Condition Survey Data:

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

AC Pavement. No seal coat. Moderate alligator cracking @ 6"-12" 50% of area, other 50% has lt. block cracking @ 40' spacing.

PCI (2005) = -	PCI (2015) = 33	PCI (2023) = 18
Visual Pavement Rating (PCI 2023) = Very Poor		PCR (2023) = 30 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 13 K Load	90 (58-98)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	6	6

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	A2	2028 - Reconstruct Section
2031-2035		None Scheduled
2036-2040		None Scheduled
2041-2045	E	2043 - Crack Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E33 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	South Hangars *		
Station:	See Plates		
Dimensions:	160' x 65'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	* - Assumed Pavement Section, No Data Available from Airport
	AC	2	100	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	13	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Block cracking @ 20'-40' spacing.

PCI (2005) = -	PCI (2015) = 33	PCI (2023) = 55
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = N/A

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T16	
FWD Critical Center Plate Deflection (Range) - 11 K Load	59 (20-55)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E34 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	240' x 70'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	10	10	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	30	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Block cracking @ 20'-40' spacing.

PCI (2005) = 89	PCI (2015) = 63	PCI (2023) = 55
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 80 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 17 K Load	85 (62-98)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E35 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	130' x 100'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	5	45	0.35	-	
	ASB	5	15	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	9	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Block cracking @ 20'-40' spacing.

PCI (2005) = 89	PCI (2015) = 63	PCI (2023) = 55
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 120 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 17 K Load	46 (38-46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E36 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	470' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	4	40	0.35	-	
	ASB	12	30	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	20	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	2007	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Paving Joints have light cracks. Some transverse / block cracking starting in isolated areas.

PCI (2005) = -	PCI (2015) = 82	PCI (2023) = 75
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 480 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 17 K Load	37 (28-37)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E37 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	500' x 75'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	4	40	0.35	-	
	ASB	12	30	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	20	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

Construction Record:	**Date**	**Type**
	2007	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Paving Joints have light cracks. Some transverse / block cracking starting in isolated areas.

PCI (2005) = -	PCI (2015) = 82	PCI (2023) = 75
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 480 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 17 K Load	37 (28-37)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E38 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Green Hangars		
Station:	See Plates		
Dimensions:	580' x 80'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	250	0.35	-	
	CTB	-	-	-	-	
	AB	4	40	0.35	-	
	ASB	12	25	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	15	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	2007	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Paving Joints have light cracks. Some transverse / block cracking starting in isolated areas.

PCI (2005) = -	PCI (2015) = 82	PCI (2023) = 75
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 290 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T12	
FWD Critical Center Plate Deflection (Range) - 17 K Load	41 (26-41)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E39 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Wash Rack *		
Station:	See Plates		
Dimensions:	50' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	6	2000	0.35	-	* - Assumed Pavement Section, No Data Available from Airport
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	15	0.35	-	
	Subsoil	Semi-Infinite	25	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: N/A	Raveling: N/A	Rutting: N/A

PCC Pavement. 25' x 25' slabs. Each slab has hairline cracks splitting it into 4 sections. Good surface, no spalling. Joints 1/8" wide, sealed.

PCI (2005) = -	PCI (2015) = -	PCI (2023) = 76
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 700 /R/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T14	
FWD Critical Center Plate Deflection (Range) - 17 K Load	50 (48-50)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	G	2031 - PCC Joint Seal & Spall Repair
2036-2040		None Scheduled
2041-2045	G	2041 - PCC Joint Seal & Spall Repair

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E40 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxilane G		
Station:	See Plates		
Dimensions:	245' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	7	20	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	15	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Bleeding in wheelpath. Lt. Longitutinal cracks. 2 Utility Trenches

PCI (2005) =	PCI (2015) = 63	PCI (2023) = 65
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 240 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T7	
FWD Critical Center Plate Deflection (Range) - 17 K Load	25 (24-25)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D4	2042 - Remove & Replace 4" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E41 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Taxilane G		
Station:	See Plates		
Dimensions:	340' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	100	0.35	-	
	CTB	-	-	-	-	
	AB	7	25	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	30	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt. Bleeding in wheelpath. Lt. Longitutinal cracks. 2 Utility Trenches

PCI (2005) =	PCI (2015) = 63	PCI (2023) = 65
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 310 /F/A/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T8	
FWD Critical Center Plate Deflection (Range) - 17 K Load	46 (37-46)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D4	2042 - Remove & Replace 4" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E42 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	90' x 55'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	125	0.35	-	
	CTB	-	-	-	-	
	AB	4	30	0.35	-	
	ASB	12	20	0.35	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	20	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt-Mod Block Cracks @ 20'.

PCI (2005) = -	PCI (2015) = 63	PCI (2023) = 55
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 590 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 11 K Load	55 (50-55)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		N/A
2031-2035		N/A
2036-2040		N/A
2041-2045		N/A

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E43 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	300' x 85'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	300	0.35	-	
	CTB	-	-	-	-	
	AB	7	20	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	15	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Raveling: Slight	Rutting: None

AC Pavement. No Seal Coat. Lt-Mod Block Cracks @ 20'. Slight Ravelling. Some surface staining.

PCI (2005) = -	PCI (2015) = 63	PCI (2023) = 49
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 260 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 11 K Load	76 (49-76)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D4	2042 - Remove & Replace 4" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E44 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	260' x 80'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	125	0.35	-	
	CTB	-	-	-	-	
	AB	4	35	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Raveling: Slight	Rutting: None

AC Pavement. No Seal Coat. Lt-Mod Block Cracks @ 20'. Slight Ravelling.

PCI (2005) = -	PCI (2015) = 63	PCI (2023) = 49
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 80 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 11 K Load	72 (41-72)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E45 - PAVEMENT DATA AND REHABILITATION SCHEDULE						
Airport:	Lincoln Regional Airport				**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Box Hangars *					
Station:	See Plates					
Dimensions:	110' x 110'					

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	6	1500	0.35	-	* - Assumed Pavement Section, No Data Available from Airport
	AC	-	-	-	-	
	CTB	-	-	-	-	
	AB	6	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	12	0.35	-	
	Subsoil	Semi-Infinite	20	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: N/A	Raveling: N/A	Rutting: N/A

PCC Pavement. 20' x 25' slabs. Good surface, multiple lt. cracks in each slab (4-8 cracks per slab). No spalling. Joints 1/8" wide, sealed.

PCI (2005) = -	PCI (2015) = -	PCI (2023) = 76
Visual Pavement Rating (PCI 2023) = Very Good		PCR (2023) = 700 /R/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T13	
FWD Critical Center Plate Deflection (Range) - 17 K Load	60 (50-60)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		N/A
2031-2035		N/A
2036-2040		N/A
2041-2045		N/A

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E46 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	270' x 80'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	6	9	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	10	0.35	-	
	Subsoil	Semi-Infinite	45	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light-Moderate	Raveling: Slight	Rutting: None

AC Pavement. No Seal Coat. Lt-Mod Block Cracks @ 20'. Slight Ravelling. 3' utility trench north-south.

PCI (2005) = -	PCI (2015) = 63	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 100 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 11 K Load	56 (48-56)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E47 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Box Hangars		
Station:	See Plates		
Dimensions:	270' x 50'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	150	0.35	-	
	CTB	-	-	-	-	
	AB	9	15	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	15	0.35	-	
	Subsoil	Semi-Infinite	40	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt-Mod Block Cracks @ 20'.

PCI (2005) = -	PCI (2015) = 63	PCI (2023) = 55
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 210 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T9	
FWD Critical Center Plate Deflection (Range) - 11 K Load	51 (48-51)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	E	2038 - Crack Repair
2041-2045	D3	2042 - Remove & Replace 3" AC

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E48 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	North Hangar Taxilane (T/W H)		
Station:	See Plates		
Dimensions:	920' x 35'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	75	0.35	-	
	CTB	-	-	-	-	
	AB	7	15	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

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

AC Pavement. No Seal Coat. Lt Block Cracks @ 10'-30' (not sealed).

PCI (2005) = 81	PCI (2015) = 47	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 30 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T10	
FWD Critical Center Plate Deflection (Range) - 9 K Load	70 (58-72)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	19	19

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	A4	2040 - Reconstruct Section
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E49 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	North Hangars		
Station:	See Plates		
Dimensions:	Varies - 780' x 340'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	50	0.35	-	
	CTB	-	-	-	-	
	AB	7	15	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	7	0.35	-	
	Subsoil	Semi-Infinite	45	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Light	Raveling: None	Rutting: None

AC Pavement. No Seal Coat. Lt Block Cracks @ 20'-30' (most cracks sealed).

PCI (2005) = 85	PCI (2015) = 68	PCI (2023) = 53
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 20 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T11	
FWD Critical Center Plate Deflection (Range) - 9 K Load	76 (49-76)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	D3	2040 - Remove & Replace 3" AC
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E50 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	North Hangars		
Station:	See Plates		
Dimensions:	Varies - 780' x 360'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	75	0.35	-	
	CTB	-	-	-	-	
	AB	7	15	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	8	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction

Pavement Condition Survey Data:

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

AC Pavement. No Seal Coat. Lt Block Cracks @ 10'-30' (not sealed).

PCI (2005) = 81	PCI (2015) = 47	PCI (2023) = 45
Visual Pavement Rating (PCI 2023) = Fair		PCR (2023) = 30 /F/D/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T11	
FWD Critical Center Plate Deflection (Range) - 9 K Load	72 (56-78)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E, F	2031 - Crack Repair, Seal Coat
2036-2040	D3	2040 - Remove & Replace 3" AC
2041-2045		None Scheduled

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E51 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	FBO Leases 1		
Station:	See Plates		
Dimensions:	Varies - 550' x 190'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	250	0.35	-	
	CTB	-	-	-	-	
	AB	7	50	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	20	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: See Below	Raveling: See Below	Rutting: None

North Half - AC Pavement. No Seal Coat. Lt-Moderate weathering. Very light ravelling. Lt-Mod. Block Cracks @ 20'.
South Half - AC Pavement with a Seal Coat. Light weathering. Lt-Mod. Block Cracks @ 20'

PCI (2005) = -	PCI (2015) = 68	PCI (2023) = 67/56
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = 140 /F/B/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 9 K Load	19 (15-19)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		N/A
2031-2035		N/A
2036-2040		N/A
2041-2045		N/A

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E52 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	FBO Leases 2		
Station:	See Plates		
Dimensions:	Varies - 400' x 90'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	3	50	0.35	-	
	CTB	-	-	-	-	
	AB	4	5	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	10	0.35	-	
	Subsoil	Semi-Infinite	35	0.35	-	

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

Pavement Condition Survey Data:

Surface Condition:	Weathering: See Below	Raveling: See Below	Rutting: None

North Half - AC Pavement. No Seal Coat. Moderate weathering. Lt-Moderate Ravelling. Lt. Alligator cracking for 80% of area.
South Half - AC Pavement with a Seal Coat. Light weathering. Few minor cracks. Surface is good.

PCI (2005) = -	PCI (2015) = 14	PCI (2023) = 70/16
Visual Pavement Rating (PCI 2023) = V. Good /V. Poor		PCR (2023) = 30 /F/C/X/T

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T17	
FWD Critical Center Plate Deflection (Range) - 9 K Load	75 (45-75)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		N/A
2031-2035		N/A
2036-2040		N/A
2041-2045		N/A

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E53 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Flightline Drive		
Station:	0+00 to 9+00		
Dimensions:	900' x 42'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	350	0.35	-	
	CTB	-	-	-	-	
	AB	7	100	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	12	35	0.35	-	
	Subgrade	36	20	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1985	Original Construction
	2013	Reconstruction

Pavement Condition Survey Data:

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

South Half - AC Pavement with a Seal Coat. Light weathering. Lt-Mod. Block Cracks @ 20'

PCI (2005) = 80	PCI (2015) = 95	PCI (2023) = 68
Visual Pavement Rating (PCI 2023) = Good		PCR (2023) = N/A

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T18	
FWD Critical Center Plate Deflection (Range) - 13 K Load	15 (11-29)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E	2031 - Crack Repair
2036-2040	E, F	2038 - Crack Repair, Seal Coat
2041-2045	E, F	2041 - Crack Repair, Seal Coat

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E54 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Flightline Drive		
Station:	9+00 to 28+40		
Dimensions:	1,940' x 40'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	2	150	0.35	-	
	CTB	-	-	-	-	
	AB	7	10	0.35	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	5	0.35	-	
	Subsoil	Semi-Infinite	50	0.35	-	

Construction Record:	**Date**	**Type**
	1983/1985	Original Construction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Moderate	Raveling: None	Rutting: Moderate

AC Pavement. No Seal Coat. Significant alligator cracking on entire road with rutting in wheelpaths & center of road @ 2"-6" patterns. Ruts are noticable when driven across, approximately 1/2" deep.

PCI (2005) = 40	PCI (2015) = 15	PCI (2023) = 16
Visual Pavement Rating (PCI 2023) = Very Poor		PCR (2023) = N/A

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T18	
FWD Critical Center Plate Deflection (Range) - 13 K Load	70 (55-88)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	1	1

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030	A3	2026 - Reconstruct Section
2031-2035		None Scheduled
2036-2040		None Scheduled
2041-2045	E, F	2041 - Crack Repair, Seal Coat

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

TABLE No. E55 - PAVEMENT DATA AND REHABILITATION SCHEDULE

Airport:	Lincoln Regional Airport	**Date of Survey:**	June 14, 2023 & October 25, 2023
Element:	Flightline Drive		
Station:	28+40 to 57+00		
Dimensions:	1,400' x 40' & 1,460' x 24'		

	Layer	Thickness (inches)	E (ksi)	μ	K (pci)	Remarks
Existing Pavement Section:	**PCC**	-	-	-	-	
	AC	4	200	0.35	-	
	CTB	14	275	0.35	-	
	AB	-	-	-	-	
	ASB	-	-	-	-	
	-	-	-	-	-	
	Lime	-	-	-	-	
	Subgrade	36	15	0.35	-	
	Subsoil	Semi-Infinite	45	0.35	-	

Construction Record:	**Date**	**Type**
	1975	Original Construction
	2013	Reconstruction

Pavement Condition Survey Data:

Surface Condition:	Weathering: Very Light	Raveling: None	Rutting: None

AC Pavement. Recently reconstructed. Only few minor cracks.

PCI (2005) = 40	PCI (2015) = 95	PCI (2023) = 87
Visual Pavement Rating (PCI 2023) = Excellent		PCR (2023) = N/A

Pavement Remaining Life Analysis	Brandley - Fatigue Analysis	
Traffic Index Used	T18	
FWD Critical Center Plate Deflection (Range) - 17 K Load	15 (5-15)	
Pavement Layer Analyzed (Forecast/Enhanced Traffic)	Subgrade (Forecast Traffic)	Subgrade (Enhanced Traffic)
Pavement Structure Layer Remaining Life - Years	20+	20+

Recommended Pavement Rehabilitation Schedule:

Time Period	Rehab. Code	Date and Description
2026-2030		None Scheduled
2031-2035	E	2031 - Crack Repair
2036-2040	E, F	2038 - Crack Repair, Seal Coat
2041-2045	E, F	2041 - Crack Repair, Seal Coat

Remarks: See Plates B1 thru B7 for FWD test data and locations.
FWD deflection used is the critical value for section - See FWD Graphs, Plates B8 thru B77.
See Plates E1 & E2 for Location and Station of this Section. For Traffic Index see Table D1.
Enhanced Traffic Analysis doubles the operations of aircraft Groups 12 through 17.

STAFF REPORT

Item Number 6.E

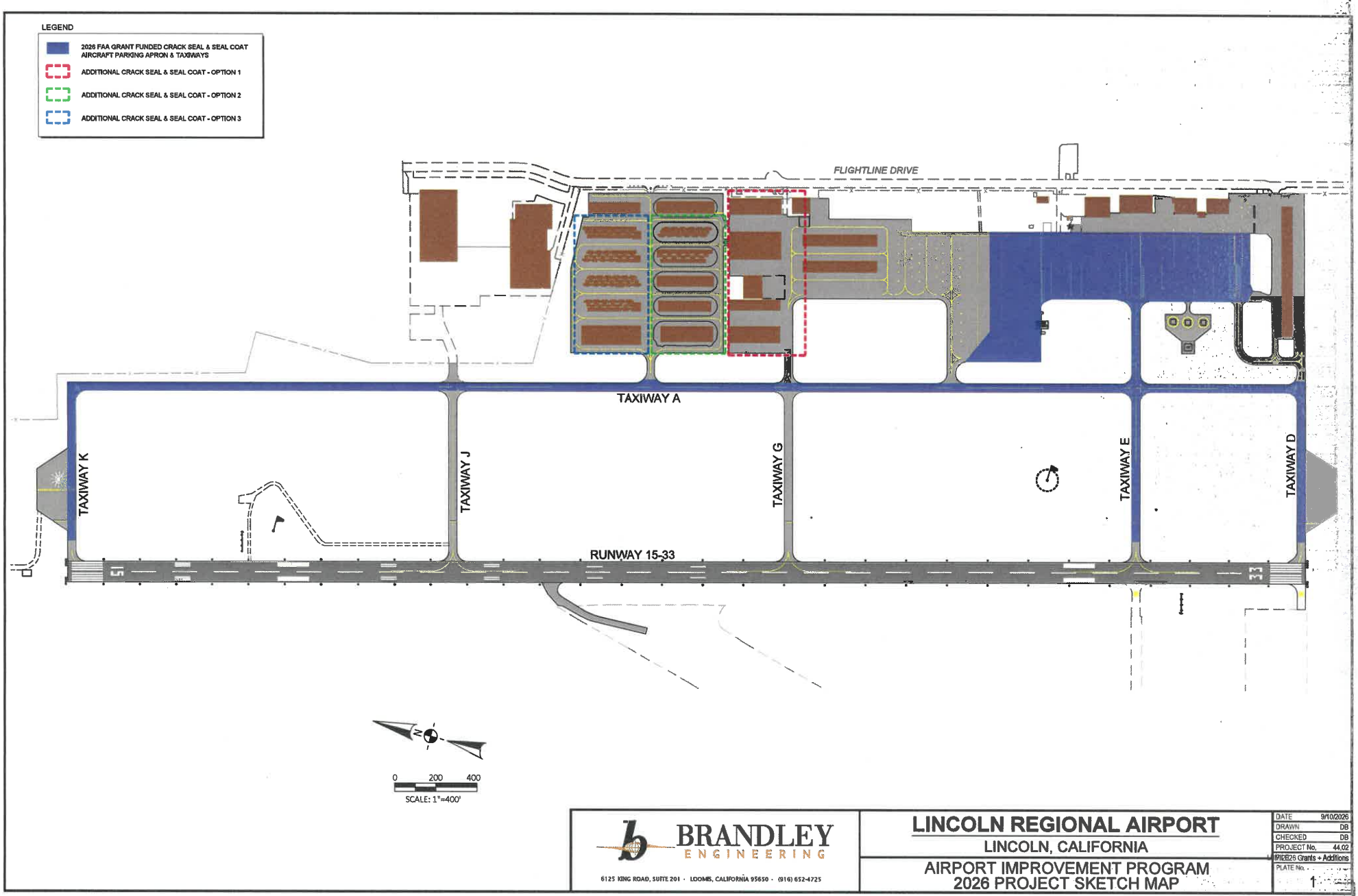
SUBJECT: 2027 Crack and Seal Coat Project. (Matt Medill)

SUBMITTED BY: City Clerk

DEPARTMENT: City Clerk's Office

DATE: September 16, 2026

ATTACHMENTS:
SKM_C45826091113491.pdf


LEGEND
2026 FAA GRANT FUNDED CRACK SEAL & SEAL COAT AIRCRAFT PARKING APRON & TAXIWAYS
ADDITIONAL CRACK SEAL & SEAL COAT - OPTION 1
ADDITIONAL CRACK SEAL & SEAL COAT - OPTION 2
ADDITIONAL CRACK SEAL & SEAL COAT - OPTION 3
FLIGHTLINE DRIVE
TAXIWAY A
TAXIWAY K
TAXIWAY J
TAXIWAY G
TAXIWAY E
TAXIWAY D
RUNWAY 15-33
15
33
N
0
200
400
SCALE: 1"=400'
BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725
LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA
AIRPORT IMPROVEMENT PROGRAM
2026 PROJECT SKETCH MAP
DATE 9/10/2026
DRAWN DB
CHECKED DB
PROJECT No. 44.02
FY26 Grants + Additions
PLATE No. 1

STAFF REPORT

Item Number 6.F

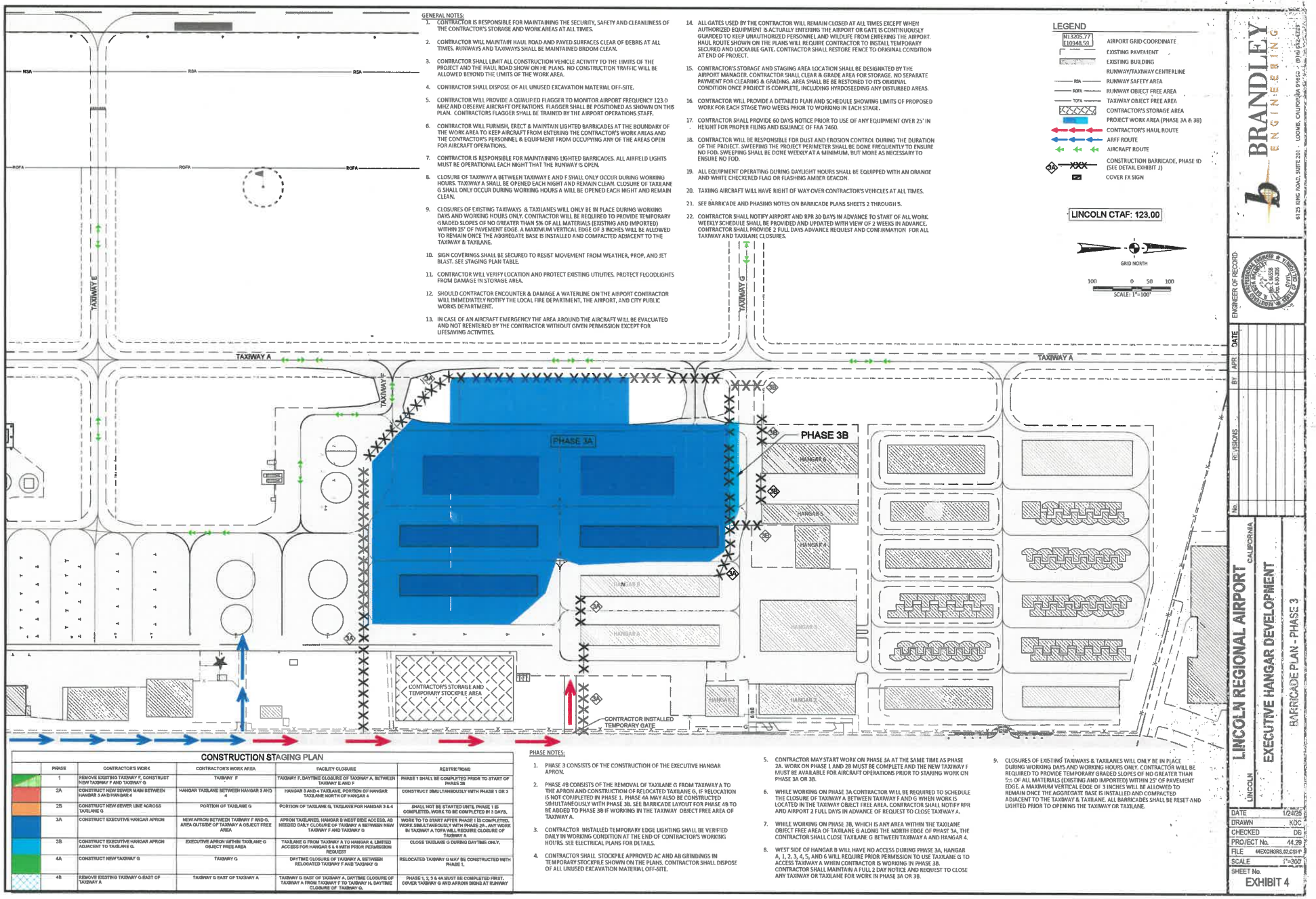
SUBJECT: Executive Hangar Development Tentative Paving Schedule 9/18-9/25. (Matt Medill)

SUBMITTED BY: City Clerk

DEPARTMENT: City Clerk's Office

DATE: September 16, 2026

ATTACHMENTS:
SKM_C45826091113520.pdf



GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE SECURITY, SAFETY AND CLEANLINESS OF THE CONTRACTOR'S STORAGE AND WORK AREAS AT ALL TIMES.
2. CONTRACTOR WILL MAINTAIN HAUL ROAD AND PAVED SURFACES CLEAR OF DEBRIS AT ALL TIMES. RUNWAYS AND TAXIWAYS SHALL BE MAINTAINED BROOM CLEAN.
3. CONTRACTOR SHALL LIMIT ALL CONSTRUCTION VEHICLE ACTIVITY TO THE LIMITS OF THE PROJECT AND THE HAUL ROAD SHOW ON HE PLANS. NO CONSTRUCTION TRAFFIC WILL BE ALLOWED BEYOND THE LIMITS OF THE WORK AREA.
4. CONTRACTOR SHALL DISPOSE OF ALL UNUSED EXCAVATION MATERIAL OFF-SITE.
5. CONTRACTOR WILL PROVIDE A QUALIFIED FLAGGER TO MONITOR AIRPORT FREQUENCY 123.0 MHZ AND OBSERVE AIRCRAFT OPERATIONS. FLAGGER SHALL BE POSITIONED AS SHOWN ON THIS PLAN. CONTRACTORS FLAGGER SHALL BE TRAINED BY THE AIRPORT OPERATIONS STAFF.
6. CONTRACTOR WILL FURNISH, ERECT & MAINTAIN LIGHTED BARRICADES AT THE BOUNDARY OF THE WORK AREA TO KEEP AIRCRAFT FROM ENTERING THE CONTRACTOR'S WORK AREAS AND THE CONTRACTOR'S PERSONNEL & EQUIPMENT FROM OCCUPYING ANY OF THE AREAS OPEN FOR AIRCRAFT OPERATIONS.
7. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING LIGHTED BARRICADES. ALL AIRFIELD LIGHTS MUST BE OPERATIONAL EACH NIGHT THAT THE RUNWAY IS OPEN.
8. CLOSURE OF TAXIWAY A BETWEEN TAXIWAY E AND F SHALL ONLY OCCUR DURING WORKING HOURS. TAXIWAY A SHALL BE OPENED EACH NIGHT AND REMAIN CLEAN. CLOSURE OF TAXILANE G SHALL ONLY OCCUR DURING WORKING HOURS A WILL BE OPENED EACH NIGHT AND REMAIN CLEAN.
9. CLOSURES OF EXISTING TAXIWAYS & TAXILANES WILL ONLY BE IN PLACE DURING WORKING DAYS AND WORKING HOURS ONLY. CONTRACTOR WILL BE REQUIRED TO PROVIDE TEMPORARY GRADED SLOPES OF NO GREATER THAN 5% OF ALL MATERIALS (EXISTING AND IMPORTED) WITHIN 25' OF PAVEMENT EDGE. A MAXIMUM VERTICAL EDGE OF 3 INCHES WILL BE ALLOWED TO REMAIN ONCE THE AGGREGATE BASE IS INSTALLED AND COMPACTED ADJACENT TO THE TAXIWAY & TAXILANE.
10. SIGN COVERINGS SHALL BE SECURED TO RESIST MOVEMENT FROM WEATHER, PROP, AND JET BLAST. SEE STAGING PLAN TABLE.
11. CONTRACTOR WILL VERIFY LOCATION AND PROTECT EXISTING UTILITIES. PROTECT FLOODLIGHTS FROM DAMAGE IN STORAGE AREA.
12. SHOULD CONTRACTOR ENCOUNTER & DAMAGE A WATERLINE ON THE AIRPORT CONTRACTOR WILL IMMEDIATELY NOTIFY THE LOCAL FIRE DEPARTMENT, THE AIRPORT, AND CITY PUBLIC WORKS DEPARTMENT.
13. IN CASE OF AN AIRCRAFT EMERGENCY THE AREA AROUND THE AIRCRAFT WILL BE EVACUATED AND NOT REENTERED BY THE CONTRACTOR WITHOUT GIVEN PERMISSION EXCEPT FOR LIFESAVING ACTIVITIES.
14. ALL GATES USED BY THE CONTRACTOR WILL REMAIN CLOSED AT ALL TIMES EXCEPT WHEN AUTHORIZED EQUIPMENT IS ACTUALLY ENTERING THE AIRPORT OR GATE IS CONTINUOUSLY GUARDED TO KEEP UNAUTHORIZED PERSONNEL AND WILDLIFE FROM ENTERING THE AIRPORT. HAUL ROUTE SHOWN ON THE PLANS WILL REQUIRE CONTRACTOR TO INSTALL TEMPORARY SECURED AND LOCKABLE GATE. CONTRACTOR SHALL RESTORE FENCE TO ORIGINAL CONDITION AT END OF PROJECT.
15. CONTRACTOR'S STORAGE AND STAGING AREA LOCATION SHALL BE DESIGNATED BY THE AIRPORT MANAGER. CONTRACTOR SHALL CLEAR & GRADE AREA FOR STORAGE. NO SEPARATE PAYMENT FOR CLEARING & GRADING. AREA SHALL BE BE RESTORED TO ITS ORIGINAL CONDITION ONCE PROJECT IS COMPLETE, INCLUDING HYRDOSEEDING ANY DISTURBED AREAS.
16. CONTRACTOR WILL PROVIDE A DETAILED PLAN AND SCHEDULE SHOWING LIMITS OF PROPOSED WORK FOR EACH STAGE TWO WEEKS PRIOR TO WORKING IN EACH STAGE.
17. CONTRACTOR SHALL PROVIDE 60 DAYS NOTICE PRIOR TO USE OF ANY EQUIPMENT OVER 25' IN HEIGHT FOR PROPER FILING AND ISSUANCE OF FAA 7460.
18. CONTRACTOR WILL BE RESPONSIBLE FOR DUST AND EROSION CONTROL DURING THE DURATION OF THE PROJECT. SWEEPING THE PROJECT PERIMETER SHALL BE DONE FREQUENTLY TO ENSURE NO FOD. SWEEPING SHALL BE DONE WEEKLY AT A MINIMUM, BUT MORE AS NECESSARY TO ENSURE NO FOD.
19. ALL EQUIPMENT OPERATING DURING DAYLIGHT HOURS SHALL BE EQUIPPED WITH AN ORANGE AND WHITE CHECKERED FLAG OR FLASHING AMBER BEACON.
20. TAXIING AIRCRAFT WILL HAVE RIGHT OF WAY OVER CONTRACTOR'S VEHICLES AT ALL TIMES.
21. SEE BARRICADE AND PHASING NOTES ON BARRICADE PLANS SHEETS 2 THROUGH 5.
22. CONTRACTOR SHALL NOTIFY AIRPORT AND RPR 30 DAYS IN ADVANCE TO START OF ALL WORK. WEEKLY SCHEDULE SHALL BE PROVIDED AND UPDATED WITH VIEW OF 2 WEEKS IN ADVANCE. CONTRACTOR SHALL PROVIDE 2 FULL DAYS ADVANCE REQUEST AND CONFIRMATION FOR ALL TAXIWAY AND TAXILANE CLOSURES.

LEGEND

- N13205.77 E10948.59 — AIRPORT GRID COORDINATE
- EXISTING PAVEMENT
- EXISTING BUILDING
- RUNWAY/TAXIWAY CENTERLINE
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- CONTRACTOR'S STORAGE AREA
- PROJECT WORK AREA (PHASE 3A & 3B)
- CONTRACTOR'S HAUL ROUTE
- ARFF ROUTE
- AIRCRAFT ROUTE
- 3A XXX — CONSTRUCTION BARRICADE, PHASE ID (SEE DETAIL EXHIBIT 1)
- COVER FX SIGN

LINCOLN CTAF: 123.00

GRID NORTH

100 0 50 100
SCALE: 1"=100'

CONSTRUCTION STAGING PLAN

PHASE	CONTRACTOR'S WORK	CONTRACTOR'S WORK AREA	FACILITY CLOSURE	RESTRICTIONS
1	REMOVE EXISTING TAXIWAY F, CONSTRUCT NEW TAXIWAY F AND TAXIWAY G	TAXIWAY F	TAXIWAY F. DAYTIME CLOSURE OF TAXIWAY A, BETWEEN TAXIWAY E AND F	PHASE 1 SHALL BE COMPLETED PRIOR TO START OF PHASE 2B
2A	CONSTRUCT NEW SEWER MAIN BETWEEN HANGAR 3 AND HANGAR 4	HANGAR TAXILANE BETWEEN HANGAR 3 AND 4	HANGAR 3 AND 4 TAXILANE, PORTION OF HANGAR TAXILANE NORTH OF HANGAR 4	CONSTRUCT SIMULTANEOUSLY WITH PHASE 1 OR 3
2B	CONSTRUCT NEW SEWER LINE ACROSS TAXILANE G	PORTION OF TAXILANE G	PORTION OF TAXILANE G, TAXILANE FOR HANGAR 3 & 4	SHALL NOT BE STARTED UNTIL PHASE 1 IS COMPLETED, WORK TO BE COMPLETED IN 3 DAYS.
3A	CONSTRUCT EXECUTIVE HANGAR APRON	NEW APRON BETWEEN TAXIWAY F AND G, AREA OUTSIDE OF TAXIWAY A OBJECT FREE AREA	APRON TAXILANES, HANGAR B WEST SIDE ACCESS, AS NEEDED DAILY CLOSURE OF TAXIWAY A BETWEEN NEW TAXIWAY F AND TAXIWAY G	WORK TO TO START AFTER PHASE 1 IS COMPLETED, WORK SIMULTANEOUSLY WITH PHASE 2B , ANY WORK IN TAXIWAY A TOFA WILL REQUIRE CLOSURE OF TAXIWAY A
3B	CONSTRUCT EXECUTIVE HANGAR APRON ADJACENT TO TAXILANE G.	EXECUTIVE APRON WITHIN TAXILANE G OBJECT FREE AREA	TAXILANE G FROM TAXIWAY A TO HANGAR 4, LIMITED ACCESS FOR HANGAR 5 & 6 WITH PRIOR PERMISSION REQUEST	CLOSE TAXILANE G DURING DAYTIME ONLY.
4A	CONSTRUCT NEW TAXIWAY G	TAXIWAY G	DAYTIME CLOSURE OF TAXIWAY A, BETWEEN RELOCATED TAXIWAY F AND TAXIWAY G	RELOCATED TAXIWAY G MAY BE CONSTRUCTED WITH PHASE 1.
4B	REMOVE EXISTING TAXIWAY G EAST OF TAXIWAY A	TAXIWAY G EAST OF TAXIWAY A	TAXIWAY G EAST OF TAXIWAY A. DAYTIME CLOSURE OF TAXIWAY A FROM TAXIWAY F TO TAXIWAY H, DAYTIME CLOSURE OF TAXIWAY G.	PHASE 1, 2, 3 & 4A MUST BE COMPLETED FIRST. COVER TAXIWAY G AND AIRWAY SIGNS AT RUNWAY

PHASE NOTES:

1. PHASE 3 CONSISTS OF THE CONSTRUCTION OF THE EXECUTIVE HANGAR APRON.
2. PHASE 4B CONSISTS OF THE REMOVAL OF TAXILANE G FROM TAXIWAY A TO THE APRON AND CONSTRUCTION OF RELOCATED TAXILANE G, IF RELOCATION IS NOT COMPLETED IN PHASE 1. PHASE 4A MAY ALSO BE CONSTRUCTED SIMULTANEOUSLY WITH PHASE 3B. SEE BARRICADE LAYOUT FOR PHASE 4B TO BE ADDED TO PHASE 3B IF WORKING IN THE TAXIWAY OBJECT FREE AREA OF TAXIWAY A.
3. CONTRACTOR INSTALLED TEMPORARY EDGE LIGHTING SHALL BE VERIFIED DAILY IN WORKING CONDITION AT THE END OF CONTRACTOR'S WORKING HOURS. SEE ELECTRICAL PLANS FOR DETAILS.
4. CONTRACTOR SHALL STOCKPILE APPROVED AC AND AB GRINDINGS IN TEMPORARY STOCKPILE SHOWN ON THE PLANS. CONTRACTOR SHALL DISPOSE OF ALL UNUSED EXCAVATION MATERIAL OFF-SITE.
5. CONTRACTOR MAY START WORK ON PHASE 3A AT THE SAME TIME AS PHASE 2A. WORK ON PHASE 1 AND 2B MUST BE COMPLETE AND THE NEW TAXIWAY F MUST BE AVAILABLE FOR AIRCRAFT OPERATIONS PRIOR TO STARING WORK ON PHASE 3A OR 3B.
6. WHILE WORKING ON PHASE 3A CONTRACTOR WILL BE REQUIRED TO SCHEDULE THE CLOSURE OF TAXIWAY A BETWEEN TAXIWAY F AND G WHEN WORK IS LOCATED IN THE TAXIWAY OBJECT FREE AREA. CONTRACTOR SHALL NOTIFY RPR AND AIRPORT 2 FULL DAYS IN ADVANCE OF REQUEST TO CLOSE TAXIWAY A.
7. WHILE WORKING ON PHASE 3B, WHICH IS ANY AREA WITHIN THE TAXILANE OBJECT FREE AREA OF TAXILANE G ALONG THE NORTH EDGE OF PHASE 3A, THE CONTRACTOR SHALL CLOSE TAXILANE G BETWEEN TAXIWAY A AND HANGAR 4.
8. WEST SIDE OF HANGAR B WILL HAVE NO ACCESS DURING PHASE 3A, HANGAR A, 1, 2, 3, 4, 5, AND 6 WILL REQUIRE PRIOR PERMISSION TO USE TAXILANE G TO ACCESS TAXIWAY A WHEN CONTRACTOR IS WORKING IN PHASE 3B. CONTRACTOR SHALL MAINTAIN A FULL 2 DAY NOTICE AND REQUEST TO CLOSE ANY TAXIWAY OR TAXILANE FOR WORK IN PHASE 3A OR 3B.
9. CLOSURES OF EXISTING TAXIWAYS & TAXILANES WILL ONLY BE IN PLACE DURING WORKING DAYS AND WORKING HOURS ONLY. CONTRACTOR WILL BE REQUIRED TO PROVIDE TEMPORARY GRADED SLOPES OF NO GREATER THAN 5% OF ALL MATERIALS (EXISTING AND IMPORTED) WITHIN 25' OF PAVEMENT EDGE. A MAXIMUM VERTICAL EDGE OF 3 INCHES WILL BE ALLOWED TO REMAIN ONCE THE AGGREGATE BASE IS INSTALLED AND COMPACTED ADJACENT TO THE TAXIWAY & TAXILANE. ALL BARRICADES SHALL BE RESET AND LIGHTED PRIOR TO OPENING THE TAXIWAY OR TAXILANE.

BRADLEY ENGINEERING
6125 KING ROAD, SUITE 201 - LOOMIS, CALIFORNIA 95650 (916) 652-4229

ENGINEER OF RECORD

No.	REVISIONS	BY	APP'D	DATE

LINCOLN REGIONAL AIRPORT CALIFORNIA
EXECUTIVE HANGAR DEVELOPMENT
BARRICADE PLAN - PHASE 3

DATE	1/24/25
DRAWN	KOC
CHECKED	DB
PROJECT No.	44.29
FILE	44EXCHGRS.02.CSI-P
SCALE	1"=300'
SHEET No.	EXHIBIT 4

STAFF REPORT

Item Number 6.G

SUBJECT: Future Items: Hangar Waitlist Program, Hangar Reversion Deferral Program, Airport Master Plan Workshop. (Matt Medill)

SUBMITTED BY: City Clerk

DEPARTMENT: City Clerk's Office

DATE: September 16, 2026

STAFF REPORT

Item Number 6.H

SUBJECT: Flying Legends of Victory Tour - B-17G Bomber Rides and Tours & Benefit Dinner 9/15-9/20. (Richard Pearl)

SUBMITTED BY: City Clerk

DEPARTMENT: City Clerk's Office

DATE: September 16, 2026

ATTACHMENTS:
SKM_C45826091113560.pdf

6I2_LincolnAirport_B17_BenefitDinner_Invitation.pdf

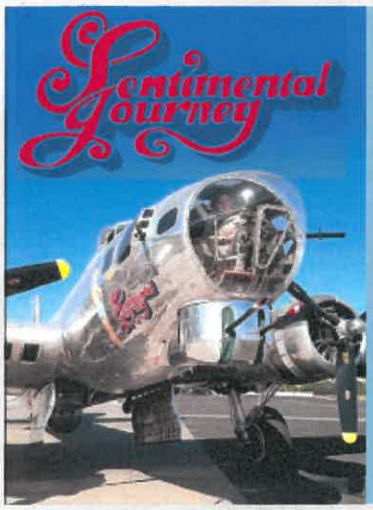




FLYING LEGENDS of Victory Tour

Lincoln Regional Airport
Tuesday Sept 15- Sunday Sept 20

Location: 1480 Flightline Drive, Lincoln, CA



B-17G Bomber Rides and Tours

Book a Ride

Rides on Fri - Sun
Book Online at www.FlyingLegendsTour.com
Seats are limited! Weather or other factors beyond our control may affect ride availability.

COST $850 Bombardier/Navigator Seat
$475 Radio Room/Waist Gunner Seat

Plane Tours

Tour the historic Sentimental Journey
Tue-Thu 9am-5pm, Fri-Sun 2-6pm
$10/person or $20/family up to 4 people

DONATIONS KEEP US FLYING!
Non-Profit 501(c)(3) educational organization.
Visit www.azcaf.org

AIRBASE ARIZONA CAF COMMEMORATIVE AIR FORCE

Thank You To Our Sponsors:

City of Lincoln

Educate - Inspire - Honor

www.FlyingLegendsTour.com

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Aviation Enthusiasts,

Sentimental Journey, the Commemorative Air Force's historic B-17G Flying Fortress, is coming to the Lincoln Regional Airport for six unforgettable days of tours, rides, and special events.

The WWII-era bomber, now based in Mesa, Arizona, was delivered to the U.S. Army Air Forces in 1945 for combat and later used for training, testing, and air-sea rescue. In 1978, it was donated to the CAF, fully restored, and is now part of the CAF's national 'Flying Legends of Victory' tour.

SCAN TO PURCHASE TICKETS

Celebrating the B-17 VIP Hangar Dinner & Private B-17 Experience
In addition to the tour stop's aircraft ground tour and aerial experience, join us on Saturday, September 19th, for *the B-17 Benefit Dinner* at a Lincoln Airport hangar. Seating is limited for this private event, so sign up now to reserve your seat. Scan the QR code on the right for your Saturday night dinner tickets.

The catered BBQ event will include a ground tour of the aircraft and talks by tour pilots and crew, as well as by Taigh Ramey, the technical consultant for the epic TV series *Masters of the Air,* produced by Steven Spielberg and Tom Hanks. We will screen sections from the series with Taigh's backstory commentary.

Dress the part: Make the evening even more memorable by arriving in your favorite WWII-era attire. Whether you go full 1940s or simply add a vintage touch, guests are encouraged to join the fun. Prizes will be awarded for the best dressed.



Air and Ground Tour Experiences
To book your aerial (Friday through Sunday) adventure, click on the following link. https://www.azcaf.org/location/sacramento-ca-tour-stop/

Ground tours are available at Lincoln Regional Airport, 1480 Flight Line Drive, Lincoln, CA 95648, Tuesday through Thursday, 9 am to 5 pm, and Friday through Sunday, 2 pm to 5 pm. Tickets can be purchased at the gate for $10 per adult or $20 for a family (up to four).

Net proceeds from the Celebrating the B-17 dinner will benefit the Commemorative Air Force, a 501(c)(3) nonprofit organization dedicated to preserving and sharing the history of America's military aviation heritage.

For additional information, contact Richard Pearl at penny99@gmail.com or 916.715.9666 (cell)

STAFF REPORT

Item Number 6.I

SUBJECT:	Wings and Wheels Debrief. (Richard Pearl)
SUBMITTED BY:	City Clerk
DEPARTMENT:	City Clerk's Office
DATE:	September 16, 2026