

# **AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES**

PAUL YINGLING AE SENIOR THESIS 2009



## *Executive Summary*

This portion of the thesis submission is to analyze the key features of the project that affect project execution. These concepts will be explored through important schedule attributes and the cost of key building systems with respect to the construction management aspect of architectural engineering. Particular attention will be given to the site layout, as well as, start up estimates of the general conditions and main structural system.

The detailed schedule will reflect how the project was built and the two distinct phases. The building was erected in phases as not to disturb the airport customers. To accommodate the customers of the facility, any and all disturbances of normal operation were conducted at night when there is very limited traffic in the airport (12am-5am).

Included in this report are two detailed estimates. The structural steel estimate came out to be \$7,105,937. And the general conditions estimate came out to be \$2,586,169. Also, included will be a justification of why the estimates may seem high or low.

To conclude the paper there will be an evaluation of the SPACE (The Student Chapter of Achieving Construction Excellence) that was recently held at the Penn Stater in State College Pennsylvania. The theme for this year's meeting was *Investing in People*. Topics discussed ranged from Energy & Economy, Sustainability, and Building Information Modeling.

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## Detailed Project Schedule

Scheduling was a concern for the project team. The owner requested that customers would not have to exit the terminals while the new connector building was being constructed. This not only affected the schedule but also the design. The previous connector building was constructed from cast in place concrete columns. To accommodate customer travel a temporary enclosure was built on the existing columns. The schedule was affected, due to the fact that there were limited night shutdowns of the bridge to erect steel.

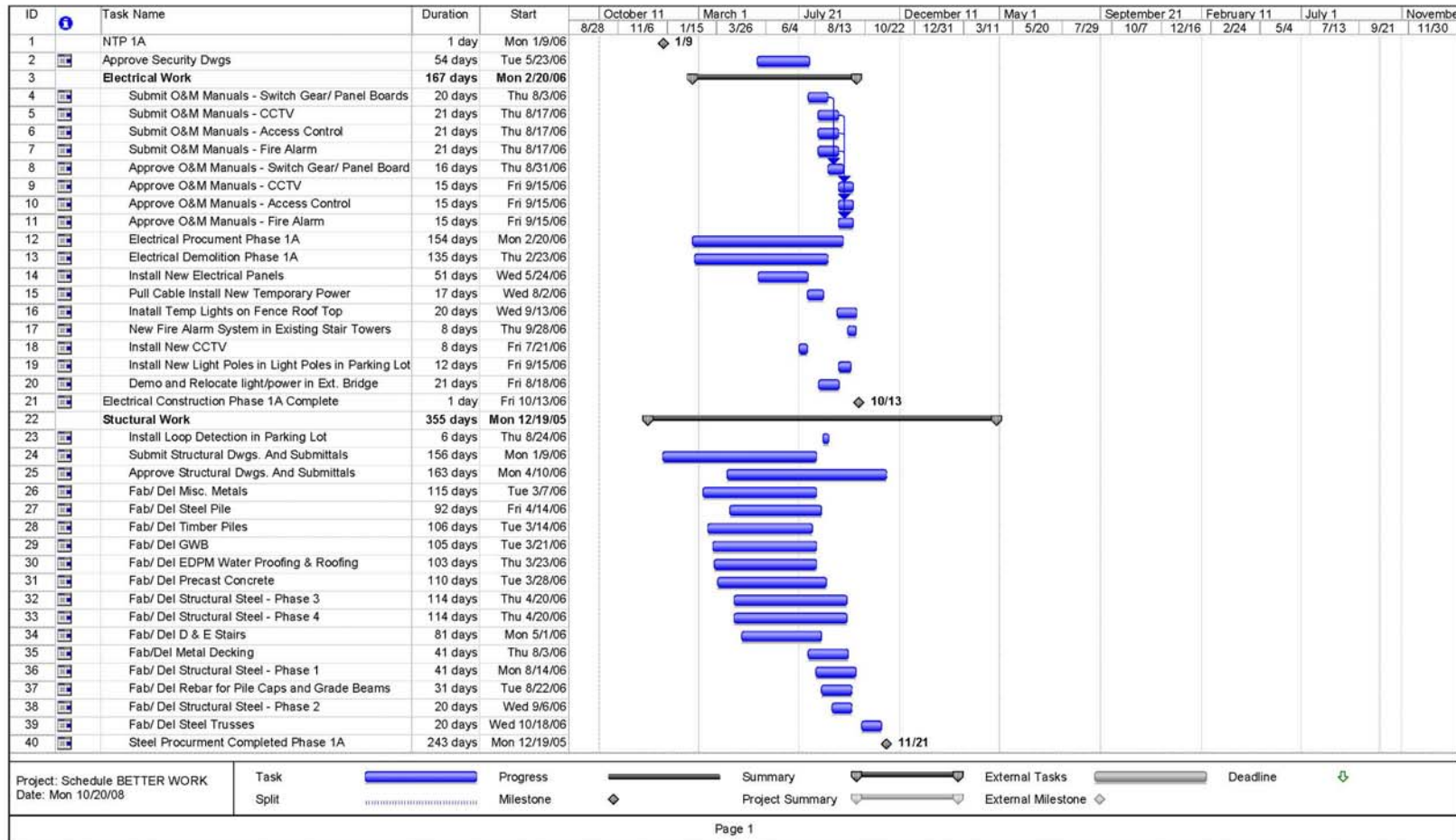


Also, the building was to be occupied in phases. One milestone was to transfer part of the second floor over to a separate contractor to construct retail space. After the transfer over of the second floor the third floor was to be partially completed for the Department of Aviation occupation. The grand opening is slated for Thanksgiving of 2009 and the first floor baggage handling system will still be under construction until early 2010.

A detailed schedule is illustrated in the following pages.

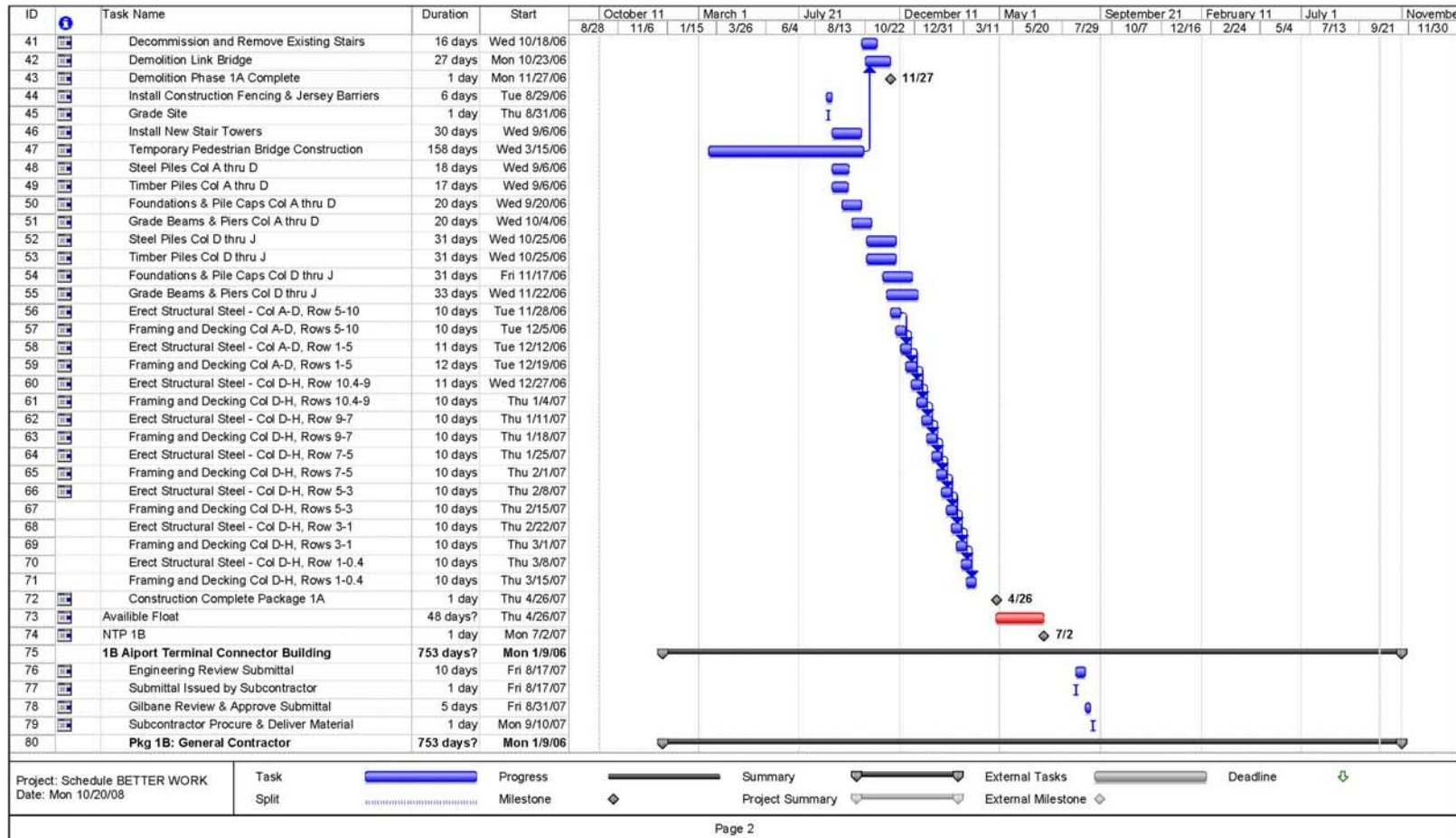
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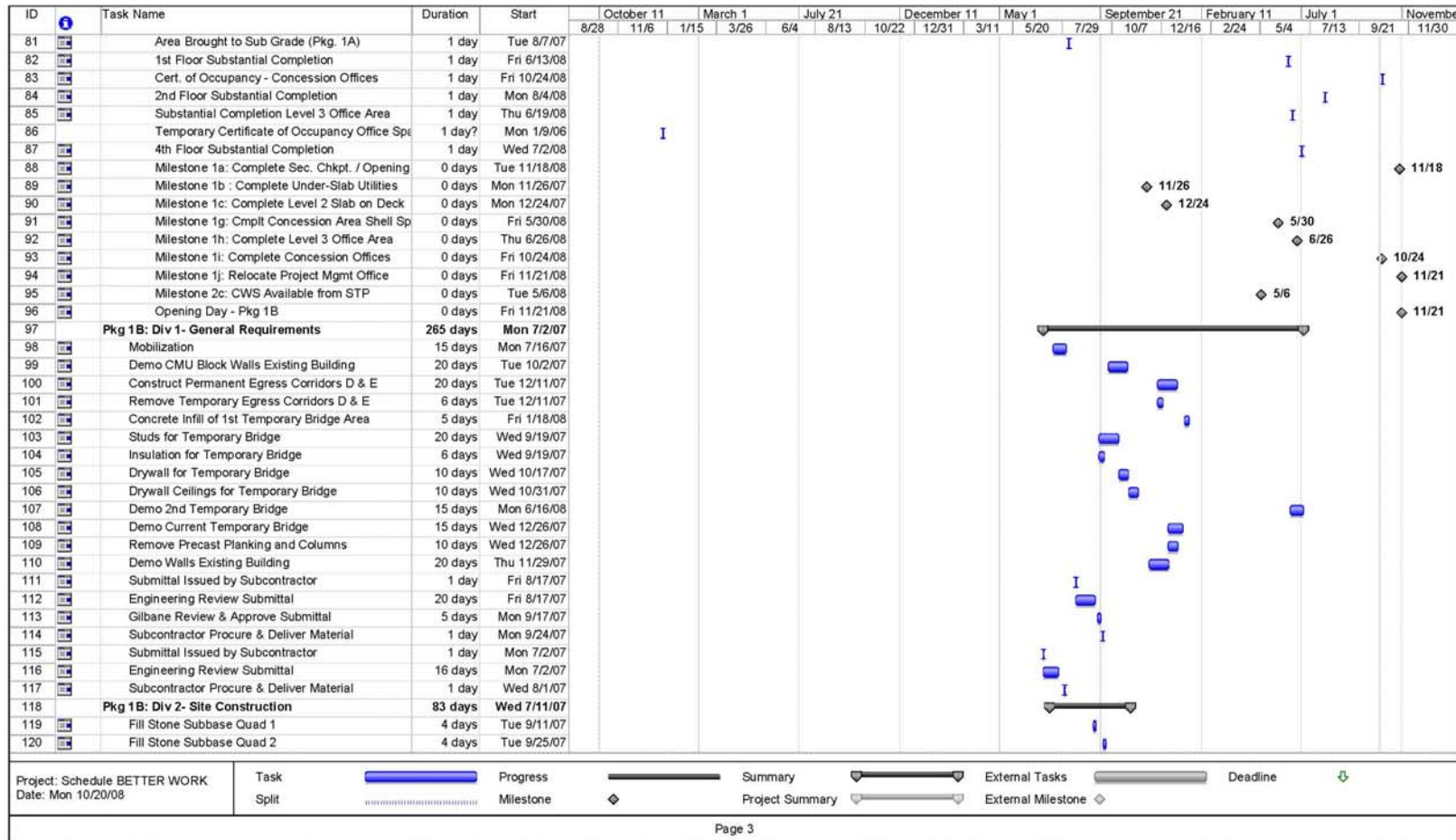
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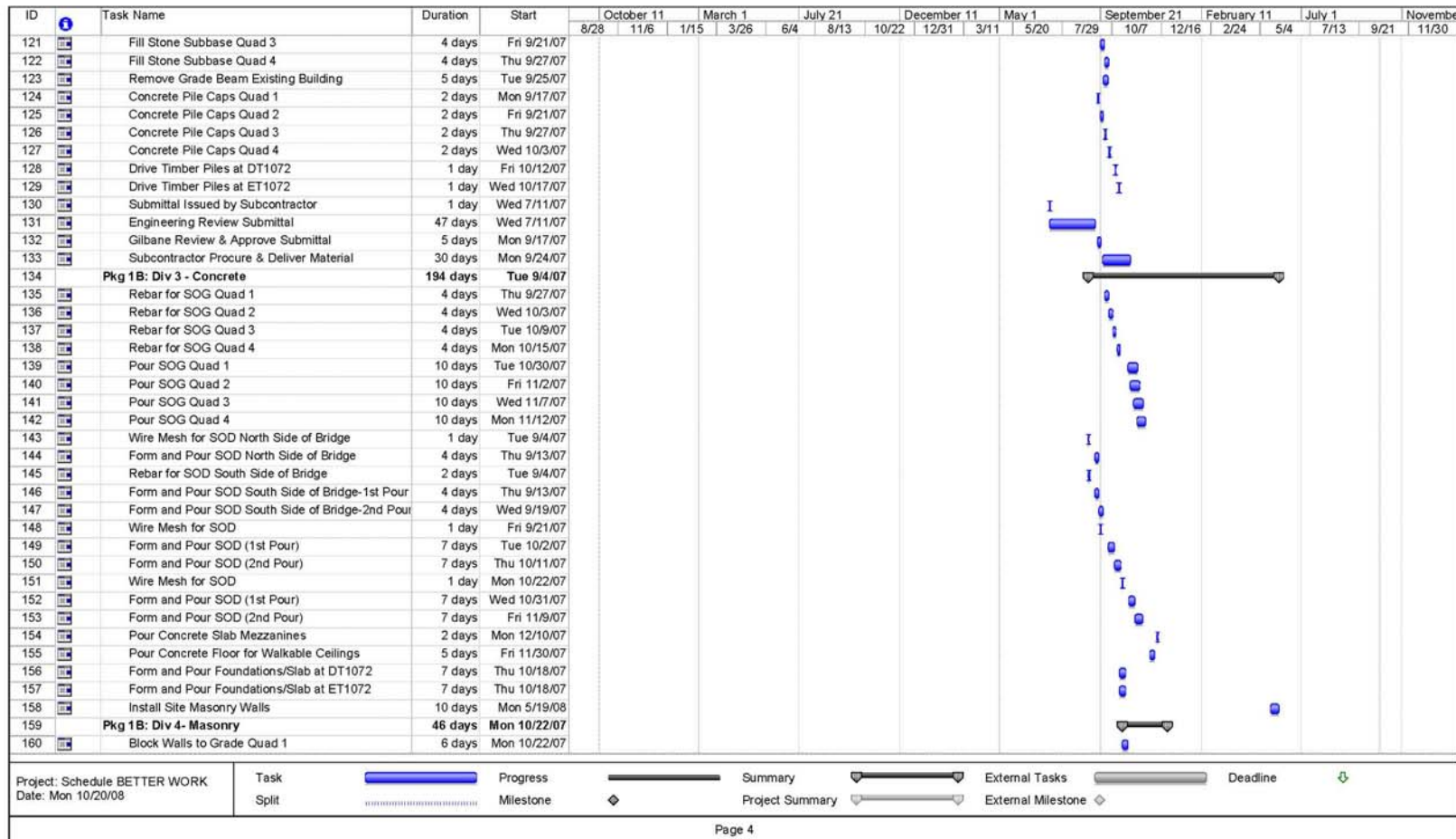
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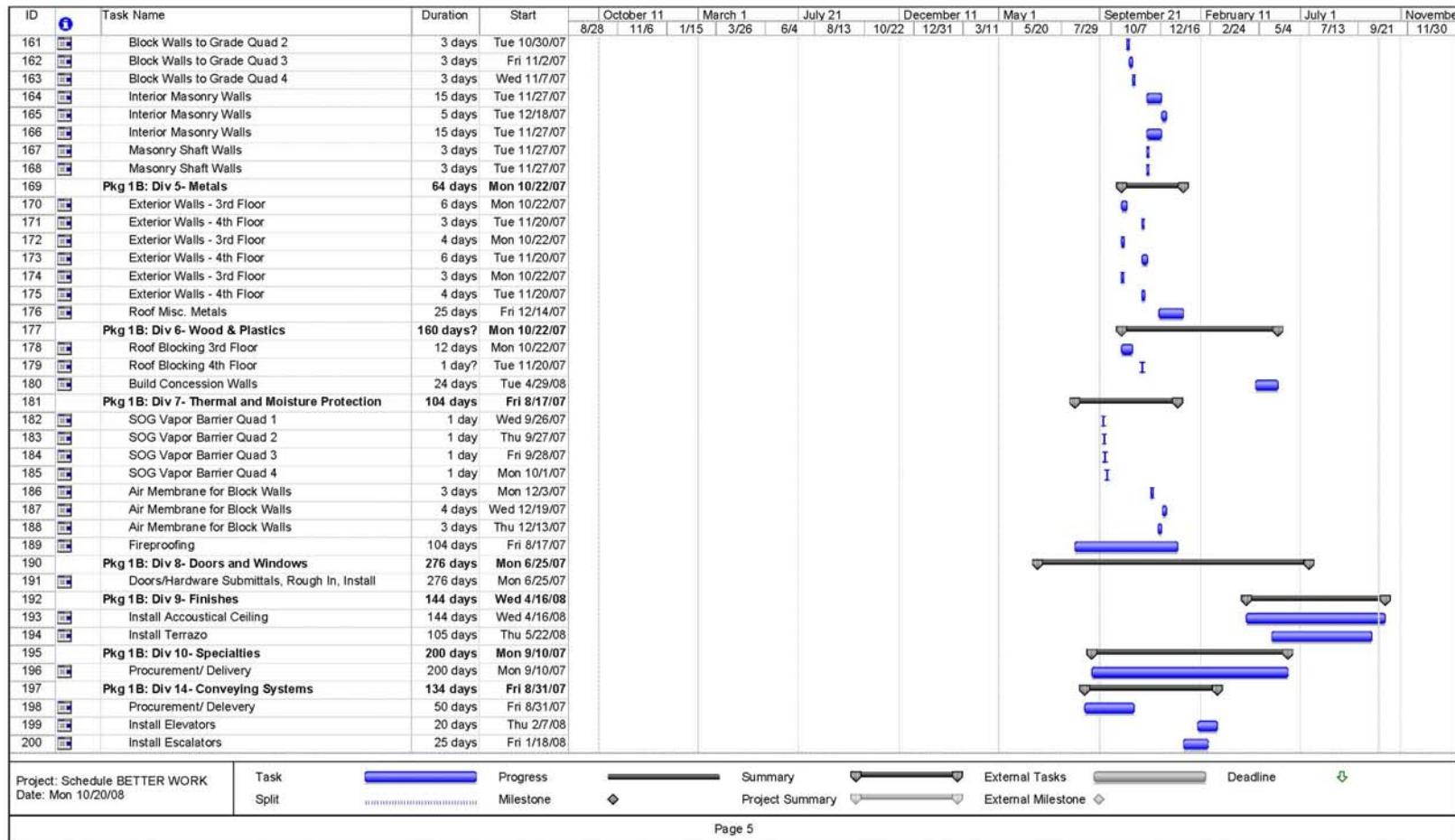
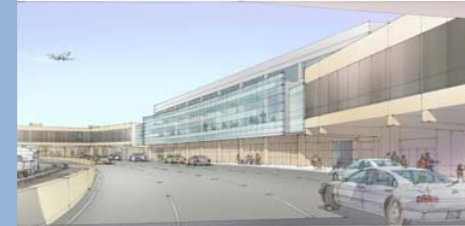
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ID	Task Name	Duration	Start	October 11		March 1		July 21		December 11		May 1		September 21		February 11		July 1		November		
				8/28	11/6	1/15	3/26	6/4	8/13	10/22	12/31	3/11	5/20	7/29	10/7	12/16	2/24	5/4	7/13	9/21	11/30	
201	<b>Pkg 1B: Div 16- Electrical</b>	371 days	Mon 4/30/07	[Task bar spanning from 4/30/07 to 7/13/08]																		
202	Submittals, Rough In, Install	371 days	Mon 4/30/07	[Task bar spanning from 4/30/07 to 7/13/08]																		
203	<b>Pkg 1B: Div 15- Mechanical</b>	257 days	Mon 7/2/07	[Task bar spanning from 7/2/07 to 7/13/08]																		
204	Submittals, Rough In, Install	257 days	Mon 7/2/07	[Task bar spanning from 7/2/07 to 7/13/08]																		
205	<b>Pkg 1B: Div- Plumbing and Fire Protection</b>	245 days	Tue 7/10/07	[Task bar spanning from 7/10/07 to 7/13/08]																		
206	Submittals, Rough In, Install	245 days	Tue 7/10/07	[Task bar spanning from 7/10/07 to 7/13/08]																		
207	<b>Pkg 1B: Special Systems</b>	362 days	Mon 7/2/07	[Task bar spanning from 7/2/07 to 7/13/08]																		
208	Submittals, Rough In, Install	362 days	Mon 7/2/07	[Task bar spanning from 7/2/07 to 7/13/08]																		

Project: Schedule BETTER WORK Date: Mon 10/20/08	Task Split	Progress Milestone	Summary Project Summary	External Tasks External Milestone	Deadline
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## Site Layout Planning

With the foundation system of slab on grade there was little excavation. Also, the building incorporated existing piles and grade beams from the previous structure. An additional 650 piles were driven to support the new building. New grade beams and elevator pits were the only other subsurface components of the building (shown on *Excavation Site Plan* in Appendix A).



Due to the fact that the construction site is in a high traffic area the building was constructed similarly to buildings in a downtown setting. Steel deliveries were closely monitored and coordinated by the General Inspector. There was limited to no lay down areas for steel onsite; however there was a satellite staging area for short haul if schedule delays occurred. General flow of steel erection was from the landside of the temporary bridge north toward the main road. The crane was a mobile hydraulic crane considering the congestion of the site. A second hydraulic crane was later brought to pick from the airside and work from the temporary bridge outward. With a main thoroughfare on one side and a federally secured airside there was no opportunity or space for a stationary crane.

Structural Steel Sequencing drawing is located in Appendix B.

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## Detailed Structural Systems Estimate

The main system is steel with a composite slab on deck floor system. The building is symmetrical and the takeoff was done for only half the building and then duplicated. Possible errors occurred in the rounding of values, as well as, the inconsistencies with RSMMeans. For example, the slab on grade was calculated originally by a square foot estimate which is presented in Appendix C. Then another estimate for the same system was determined from a cubic yard method, which is presented in the following slab on grade chart. The two values differ by \$36,369. Below is a summary of the structural costs, a more detailed takeoff can be found in Appendix C.

### Piles

	QTY.	VLF	MATERIAL	LABOR	EQUIPMENT	UNIT COST	COST
Steel	210	75	\$215,618	\$67,725	\$47,250	\$21	\$330,593
Wood	440	45	\$228,096	\$84,546	\$59,202	\$18	\$371,844
<b>Totals:</b>			<b>\$443,714</b>	<b>\$152,271</b>	<b>\$595,985</b>		<b>\$702,437</b>

### Concrete and Rebar

	CY	MATERIAL	LABOR	EQUIPMENT	UNIT COST	COST
Concrete For Piers (4000psi)	11	\$1,310	\$289	\$5	\$146	\$1,606
Concrete For Pile Caps (4000 psi)	172	\$20,417	\$4,508	\$81	\$146	\$25,152
Concrete For Grade Beams (4000 psi)	390	\$46,376	\$6,379	\$2,405	\$142	\$55,159
SOG (Includes Forming & WWM)*	1801	\$214,341	\$19,363	\$7,313	\$129	\$267,861
Slab on Deck	3104	\$353,871	\$57,426	\$21,729	\$137	\$433,027
Reinforcing Rebar (Tons)	24	\$27,924	\$12,948	N/A	\$1,700	\$40,872
<b>Totals:</b>		<b>\$664,239</b>	<b>\$100,913</b>	<b>\$31,532</b>		<b>\$823,676</b>

\*Forming and WWM added to final number

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## Metal Decking

	Square Feet	Material	Labor	Equipment	UNIT COST	COST
2nd Floor 6 1/4" LW 3" Deck	48632	\$126,443	\$21,884	\$1,945	\$3	\$150,273
3rd Floor 6 1/4" LW 3" Deck	46426	\$120,708	\$20,892	\$1,857	\$3	\$143,456
4th Floor 6 1/4" LW 3" Deck	31221	\$81,175	\$14,050	\$1,249	\$3	\$96,474
Roof 6 1/2" LW 1 1/2" Deck	48632	\$91,914	\$17,994	\$1,945	\$2	\$111,854
<b>Totals:</b>		<b>\$420,240</b>	<b>\$74,819</b>	<b>\$6,996</b>		<b>\$502,056</b>

## Structural Steel

	LBS	TONS	MATERIAL	LABOR	EQUIPMENT	UNIT COST	TOTAL COST
Mezzanine & 2nd Floor Framing	1,218,717	609	\$1,498,047	\$169,779	\$175,483	\$3,025	\$1,843,310
Third Floor Framing	387,089	194	\$475,810	\$53,925	\$55,737	\$3,025	\$585,473
Fourth Floor Framing	638,754	319	\$785,156	\$88,985	\$91,974	\$3,025	\$966,115
Roof Framing	673,742	337	\$828,164	\$93,859	\$97,012	\$3,025	\$1,019,035
Columns	438,900	219	\$539,496	\$61,143	\$63,197	\$3,025	\$663,836
<b>Totals:</b>	<b>3,357,202</b>	<b>1,679</b>	<b>\$4,126,673</b>	<b>\$467,691</b>	<b>\$483,403</b>	<b>\$15,125</b>	<b>\$5,077,768</b>

**Total Structural Cost: \$7,105,937**

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## General Conditions Estimate

A general conditions was performed using RSMeans. Unfortunately, some components are left out of the cost index. For example Means excludes corporate involvement, and only seems to include onsite personnel. Therefore the estimate that has been generated will be lower than the actual estimate, as well as, Gilbane was working as a CM Agency and did not have as much risk involved as when they perform work as a GC.

CODE	NAME	UNIT	COST	DURATION	TOTAL
01 11 31.20 (0010)	Construction Management Fees	1%			\$185,000.00
01 31 13.20 (0020)	Clerk	Week	\$590.00	58	\$34,220.00
01 31 13.20 (0180)	Project Manager	Week	\$2,975.00	58	\$172,550.00
01 31 13.20 (0100)	Project Engineer 1A	Week	\$2,100.00	40	\$84,000.00
01 31 13.20 (0100)	Project Engineer 1A	Week	\$1,375.00	40	\$55,000.00
01 31 13.20 (0100)	Project Engineer 1B	Week	\$2,100.00	16	\$33,600.00
01 31 13.20 (0100)	Project Engineer 1B	Week	\$1,375.00	16	\$22,000.00
01 31 13.20 (0240)	General Superintendent	Week	\$3,125.00	58	\$181,250.00
01 31 13.20 (0240)	Superintendent 1A	Week	\$2,750.00	40	\$110,000.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	8	\$22,000.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	8	\$22,000.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0240)	Superintendent 1B	Week	\$2,750.00	18	\$49,500.00
01 31 13.20 (0290)	Scheduler	Week	\$1,600.00	80	\$128,000.00
01 32 13.50 (0650)	Scheduling Large Job	0.03%			\$55,000.00
01 52 13.40 (0100)	Office Equipment	Month	\$171.00	14.5	\$2,479.50
01 52 13.40 (0120)	Office Supplies	Month	\$93.50	14.5	\$1,355.75
01 52 13.40 (0140)	Telephone Bill	Month	\$88.00	14.5	\$1,276.00
<b>SUBTOTAL</b>					\$ 1,456,231.25
Allowances (16.15%)					\$ 1,691,412.60
Labor Burden (39%)					\$ 2,351,063.51
Fee:					\$ 2,586,169.86
<b>TOTAL</b>					<b>\$ 2,586,169.86</b>

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## *Critical Industry Issues*

The information session that I attended at the SPACE Roundtable Meeting dealt with the topic of Energy and the Economy. I felt that this is of particular concern due to recent market fluctuations and the current unpredictable oil prices. Below is a summary of topics discussed by both students and industry professionals.

### **Energy**

Material price was the first topic of discussion with regard to energy. A possible solution was to decrease transportation cost by utilizing materials that are locally manufactured. This solution is also recognized as credit in the LEED Certification process (Leadership in Energy Efficient Design). Also, the general public will take notice of the GC's commitment to the community, hence, free advertising and potential long term construction in the area.

With the main thermal losses occurring at the glazing of a building, dual facades have become increasingly popular. This concept has been standard in residential construction for a number of years and I found it intriguing that commercial owners are being educated to the potential benefits. A common theme through the discussion was the idea that the contractors have the ability to convince the owner to have higher upfront costs in exchange for long term savings. This however is compromised by the inability or unwillingness of the owner to seek out the needed financing.

### **Power Systems**

A main concern, with respect to power systems, is the competitive advantage of saving the owner money. To accomplish this, contractors need to be aware and have personally evaluate the federal, state, and local government rebates offered. Lighting loads need to be properly calculated and not over engineered for the designed use of occupied space. Also, wire sizing calculations can be improved to minimize cost if the owner does not anticipate future expansion.

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## **Economy**

With the economy slowing and new construction declining an emerging market is retro fitting existing buildings. This can be sold to the owner as a long term savings in an uncertain world. Also, old or partially completed building can turn a profit; however, much lower return and a greater need for budget focus. Lastly, industrial professionals informed the students that with the current market new construction will focus on data centers, federal work, PPP, healthcare, and education.

## **Industry Interaction**

The first activity to encourage communication between the students and professional was an exercise to evaluate a potential mentoring program suggested by the Department Head, Dr. Anumba. We split into groups of three students and one professional. The discussion was productive and thought provoking. After the session we came back as a whole to express our views and opinions of how to have the mentoring program come to fruition. The meeting was relaxed and less intimidating since the students were not competing for a job, but collaborating as a whole to better the entire architectural engineering program at Penn State.

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**APPENDIX A**

*Excavation Site Plan*



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**APPENDIX B**

*Structural Steel Sequencing Plan*

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**APPENDIX C**

*Detailed Takeoff*

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<b>Mezzanine and Second Floor Framing</b>				
<b>Beams and Girders</b>				
Mezzanine				
W	x ###	L	LBS	LBS
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	82	10	820	
14	109	29.41667	3206.417	
14	109	29.41667	3206.417	
14	109	29.41667	3206.417	
14	109	29.41667	3206.417	
14	82	29.41667	2412.167	
14	82	29.41667	2412.167	
14	82	29.41667	2412.167	
14	82	29.41667	2412.167	
14	82	29.41667	2412.167	
14	82	29.41667	2412.167	
14	82	30.41667	2494.167	
14	82	30.41667	2494.167	
14	82	30.41667	2494.167	
14	109	30.41667	3315.417	
14	109	30.41667	3315.417	
14	82	13.33333	1093.333	
14	82	13.33333	1093.333	
14	82	13.33333	1093.333	
14	82	13.33333	1093.333	

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14	82	13.33333	1093.333	
14	82	13.33333	1093.333	
14	22	9.416667	207.1667	
14	22	9.416667	207.1667	
14	22	9.416667	207.1667	
			58433.5	116867
<b>Second Floor</b>				
<b>Beams</b>				
<b>5.5 to6</b>				
12	68	15.16667	1031.333	
16	26	15.16667	394.3333	
21	44	15.16667	667.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
8	67	15.16667	1016.167	
18	40	15.16667	606.6667	
30	116	15.16667	1759.333	
30	116	15.16667	1759.333	

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16	31	15.16667	470.1667	
16	45	15.16667	682.5	
10	22	10.16667	223.6667	
36	359	42	15078	
36	359	42	15078	
36	359	42	15078	
36	359	42	15078	
			86137	172274
<b>6 to 7</b>				
12	68	30.41667	2068.333	
16	26	30.41667	790.8333	
21	44	30.41667	1338.333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
8	67	30.41667	2037.917	
18	40	30.41667	1216.667	
21	44	30.41667	1338.333	
16	45	30.41667	1368.75	
16	45	30.41667	1368.75	
16	45	30.41667	1368.75	

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16	45	30.41667	1368.75	
			44712.5	89425
<b>7 to 8</b>				
12	68	29.41667	2000.333	
16	26	29.41667	764.8333	
21	44	29.41667	1294.333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
18	40	29.41667	1176.667	
21	44	29.41667	1294.333	
16	45	29.41667	1323.75	
16	45	29.41667	1323.75	
16	45	29.41667	1323.75	
16	45	29.41667	1323.75	
			43242.5	86485
<b>8 to 9</b>				
12	68	29.41667	2000.333	
16	26	29.41667	764.8333	



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21	44	29.41667	1294.333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
8	67	16.41667	1099.917	
8	67	16.41667	1099.917	
8	67	16.41667	1099.917	
8	67	16.41667	1099.917	
8	67	16.41667	1099.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
8	67	29.41667	1970.917	
21	44	29.41667	1294.333	
16	45	29.41667	1323.75	
16	45	29.41667	1323.75	
16	45	29.41667	1323.75	
16	45	29.41667	1323.75	
			37710.83	75421
<b>9 Line Over</b>				
16	40	38	1520	
21	44	34	1496	
16	26	32	832	
14	22	5	110	
14	22	5	110	
14	22	5	110	
10	22	5	110	
14	68	11	748	
10	22	5	110	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



14	68	26	1768
14	68	16	1088
14	22	9	198
14	22	9	198
36	359	27	9693
21	44	27	1188
18	35	27	945
36	359	29	10411
21	44	30	1320
18	35	30	1050
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
16	45	29.25	1316.25
21	44	29.25	1287
16	45	20	900
16	45	29.25	1316.25
14	22	6	132
14	22	6	132
14	22	6	132
14	22	6	132
14	22	6	132
14	22	6	132
14	22	6	132
16	31	24	744
16	31	26	806
16	31	27	837
16	31	29	899
18	40	30	1200
18	40	32	1280
27	94	34	3196
16	31	17	527
16	31	19	589

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



21	44	21	924	
21	44	23	1012	
16	26	24	624	
12	14	19.25	269.5	
16	26	19.25	500.5	
16	26	19.25	500.5	
16	26	19.25	500.5	
18	40	19.25	770	
			63141.25	126282
<b>Girders</b>				
<b>5 Line (Count Once)</b>				
27	94	11	1034	
27	94	17	1598	
33	118	29	3422	
16	31	15	465	
			6519	6519
<b>6 Line</b>				
27	94	11	1034	
27	94	29	2726	
24	68	16	1088	
16	31	15	465	
			5313	10626
<b>7 Line</b>				
27	94	11	1034	
27	94	29	2726	
24	68	16	1088	
16	31	12	372	
			5220	10440
<b>8 Line</b>				
27	94	11	1034	
27	94	29	2726	
24	68	16	1088	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



	16	31	11	341	
				5189	10378
<b>9 Line</b>					
	27	94	15	1410	
	27	94	17	1598	
	33	118	30	3540	
	16	31	10	310	
	12	65	38	2470	
				9328	18656
<b>10 Line over</b>					
	24	55	31	1705	
	24	55	23	1265	
	30	141	40	5640	
	14	22	10	220	
	14	22	10	220	
	10	12	11	132	
	16	31	17	527	
	14	68	15	1020	
	14	22	15	330	
	21	44	25	1100	
	18	40	33	1320	
	6	15	32	480	
	6	15	27	405	
	10	12	11	132	
	6	15	30	450	
	6	15	14	210	
	21	44	32	1408	
	21	44	14	616	
	24	55	5	275	
	24	68	34	2312	
	21	44	29	1276	
				21043	42086
<b>Truss T1 (Eight Total)</b>					

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



14	283	90	25470	
14	283	70	19810	
14	120	16	1920	
14	120	16	1920	
12	72	17	1224	
12	72	17	1224	
12	72	17	1224	
12	72	17	1224	
12	96	18	1728	
12	96	18	1728	
			57472	459776
			Pounds (lb)	1218717
			Ton	609.3585833
		Cost (\$3,025 per ton)		\$1,843,309

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



<b>Third Floor Framing</b>				
<b>Beams</b>				
<b>5.5 to 6</b>				
W	x ###	L	LBS	LBS
12	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	89	15.16667	1349.833	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
21	44	15.16667	667.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
16	26	15.16667	394.3333	
21	44	15.16667	667.3333	
8	10	2.5	25	
8	10	2.5	25	
12	30	20	600	
16	26	15.16667	394.3333	
			10826.83	21653
<b>6 to 7</b>				
12	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	89	30.41667	2707.083	
16	26	30.41667	790.8333	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
21	44	30.41667	1338.333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
16	89	30.41667	2707.083	
16	26	30.41667	790.8333	
16	26	30.41667	790.8333	
18	40	30.41667	1216.667	
16	26	30.41667	790.8333	
			24576.67	49153
<b>7 to 8</b>				
12	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	89	29.41667	2618.083	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
21	44	29.41667	1294.333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
21	44	29.41667	1294.333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
			21268.25	42536
<b>8 to 9</b>				
12	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	89	29.41667	2618.083	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
21	44	29.41667	1294.333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
21	44	29.41667	1294.333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	



# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



	16	26	29.41667	764.8333	
				21268.25	42536
	<b>9 to 10</b>				
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	16	26	29.25	760.5	
	21	44	29.25	1287	
	16	26	24	624	
	16	26	31	806	
	16	40	37	1480	
	24	55	39	2145	
	16	40	30	1200	
	12	14	10	140	
	27	94	31	2914	
	27	94	10	940	
	16	26	24	624	
	16	26	33	858	
	14	22	10	220	
	16	26	34	884	
	24	94	36	3384	
	24	94	10	940	
	16	31	10	310	
	24	94	32	3008	
	24	94	8	752	
	14	22	11	242	
	14	22	12	264	
	16	26	30	780	
	14	22	8	176	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



16	26	27	702	
21	44	16	704	
21	44	8	352	
16	40	23	920	
14	22	11	242	
18	40	24	960	
18	40	7	280	
16	31	19	589	
16	31	19	589	
14	22	5	110	
14	22	5	110	
14	22	5	110	
14	22	5	110	
14	22	5	110	
24	62	5	310	
16	31	28	868	
21	44	30	1320	
18	40	32	1280	
27	94	34	3196	
10	12	7	84	
10	12	7	84	
10	12	7	84	
14	22	5	110	
16	26	19	494	
16	26	21	546	
21	44	23	1012	
16	26	24	624	
24	55	5	275	
21	44	5	220	
			48738.5	97477
<b>Girders</b>				
<b>Column Line 5</b>				
<b>Column Line 6</b>				
16	31	2	62	
16	31	15	465	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



24	62	26.79167	1661.083	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
16	26	13.79167	358.5833	
27	94	33.79167	3176.417	
27	94	11	1034	
			11177.71	22355
<b>Column Line 7</b>				
16	31	2	62	
16	31	14	434	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
16	26	13.79167	358.5833	
27	94	33.79167	3176.417	
27	94	11	1034	
			10959.17	21918
<b>Column Line 8</b>				
16	31	2	62	
16	31	11	341	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
16	26	13.79167	358.5833	
27	94	33.79167	3176.417	
27	94	13	1222	
			11054.17	22108
<b>Column Line 9</b>				
16	31	2	62	
16	31	8	248	
24	55	26.79167	1473.542	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
24	55	26.79167	1473.542	
16	26	13.79167	358.5833	
24	68	33.79167	2297.833	
24	68	15	1020	
			9880.583	19761
<b>Column Line 10 and over</b>				
24	55	26.79167	1473.542	
24	62	33	2046	
24	55	28	1540	
24	55	19	1045	
16	31	24	744	
24	55	34	1870	
18	40	20	800	
30	108	43	4644	
16	26	19	494	
14	22	9	198	
14	22	9	198	
14	22	19	418	
14	68	19	1292	
24	55	16	880	
21	44	45	1980	
16	26	27	702	
16	26	15	390	
18	40	17	680	
18	65	8	520	
30	90	18	1620	
16	26	10	260	
			23794.54	47589
			Pounds (lb)	387089
			Ton	194
		Cost (\$3,025 per ton)		\$ 585,472





# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



	18	40	30.41667	1216.667	
				58886.67	117773
	<b>7 to 8</b>				
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	14	82	29.41667	2412.167	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	26	29.41667	764.8333	
	16	40	29.41667	1176.667	
				56185.83	112371





# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



8	18	9	162
8	18	9	162
12	14	4	56
12	14	4	56
12	14	4	56
12	14	4	56
12	14	4	56
12	14	4	56
12	14	4	56
12	19	7	133
12	19	7	133
12	19	7	133
12	19	7	133
12	19	7	133
12	19	7	133
12	19	7	133
12	44	31	1364
14	22	15	330
14	22	15	330
14	22	15	330
14	22	23	506
14	22	23	506
14	22	23	506
14	22	23	506
14	22	23	506
14	22	23	506
14	22	23	506
14	22	23	506
14	22	9	198
14	22	10	220
14	22	11	242
14	22	12	264
14	22	13	286
14	22	14	308
14	22	15	330
14	22	5	110
14	22	13	286
14	22	17	374
14	58	11	638



# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



18	40	7	280	
18	40	23	920	
18	40	23	920	
18	40	23	920	
18	40	4	160	
18	40	4	160	
18	40	4	160	
21	44	29.25	1287	
21	44	10	440	
21	44	39	1716	
21	44	40	1760	
21	44	7	308	
21	44	41	1804	
24	55	25	1375	
			86730	173460
<b>Girders</b>				
<b>5 count only once</b>				
16	26	22.5	585	
24	55	42.5	2337.5	
			2922.5	2922
<b>Column Line 6</b>				
16	26	22.5	585	
24	55	42.5	2337.5	
			2922.5	5845
<b>Column Line 7</b>				
16	26	22.5	585	
24	55	42.5	2337.5	
			2922.5	5845
<b>Column Line 8</b>				
16	26	22.5	585	
24	55	42.5	2337.5	
			2922.5	5845
<b>Column Line 9</b>				

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



	16	26	22.5	585	
	24	55	42.5	2337.5	
				2922.5	5845
	<b>Column Line 10 and over</b>				
	12	19	5	95	
	12	44	28	1232	
	14	22	9	198	
	14	22	9	198	
	16	26	16	416	
	18	40	22	880	
	18	40	27	1080	
	18	40	16	640	
	18	40	26	1040	
	18	40	27.83333	1113.333	
	18	40	4	160	
	21	44	22.41667	986.3333	
	21	44	34	1496	
	21	44	28	1232	
	21	44	36	1584	
	21	44	19	836	
	24	55	30	1650	
	24	55	14	770	
	24	76	43	3268	
				18874.67	37749
				Pounds (lb)	638753
				Ton	319
			Cost (\$3,025 per ton)		\$ 966,115





# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
			17650	35300
<b>9 to 10</b>				
16	40	29.41667	1176.667	
18	40	29.41667	1176.667	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
16	26	29.41667	764.8333	
			17650	35300
<b>10 over</b>				
16	26	20		
16	26	10.25	266.5	
16	26	10.25	266.5	
16	26	10.25	266.5	

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



16	26	10.25	266.5	
16	26	10.25	266.5	
16	26	4	104	
16	26	5	130	
16	26	6	156	
16	26	8	208	
16	26	9	234	
16	26	10	260	
16	26	12	312	
16	26	13	338	
16	26	14	364	
16	26	15	390	
16	26	17	442	
16	26	18	468	
16	26	20	520	
16	26	21	546	
16	26	22	572	
16	57	2	114	
			6490.5	12981
<b>Girders</b>				
21	44	22.41667	986.3333	
21	44	34	1496	
21	44	28	1232	
18	40	18	720	
18	40	27	1080	
27	84	36	3024	
21	44	20	880	
16	45	23	1035	
			10453.33	20906
<b>Truss T1 (Eight Total)</b>				
14	193	107	20651	
14	193	108	20844	
14	120	19	2280	
12	96	19	1824	



# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



12	72	19	1368	
12	72	19	1368	
12	72	19	1368	
12	72	19	1368	
12	96	19	1824	
14	120	19	2280	
14	176	14	2464	
14	176	14	2464	
12	40	14	560	
12	40	14	560	
12	40	14	560	
12	40	14	560	
12	40	14	560	
12	40	14	560	
12	40	14	560	
			64023	512184
			Pounds (lb)	673742
			Ton	336
		Cost (\$3,025 per ton)		<b>\$1,019,034</b>

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



W	x###	L	LBS	LBS	QTY	TOTAL LBS	TONS	COST (\$3025 PER TON)
<b>C1</b>								
14	193	42.5	8202.5					
14	193	36	6948					
				<b>15150.5</b>	8	121204	60.602	\$183,321
<b>C2</b>								
12	72	42.5	3060					
12	72	24	1728					
				<b>4788</b>	8	38304	19.152	\$57,934
<b>C3</b>								
12	96	42.5	4080					
12	96	24	2304					
				<b>6384</b>	12	76608	38.304	\$115,869
<b>C4</b>								
10	45	14	630					
				<b>630</b>	2	1260	0.63	\$1,905
<b>C5</b>								
10	54	38.5	2079					
10	54	10	540					
				<b>2619</b>	12	31428	15.714	\$47,534
<b>C6</b>								
12	96	38.5	3696					
				<b>3696</b>	10	36960	18.48	\$55,902
<b>C7</b>								
12	96	20	1920					
12	96	26	2496					
				<b>4416</b>	2	8832	4.416	\$13,358
<b>PU1</b>								
14	193	40	7720					

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



				<b>7720</b>	8	61760	30.88	\$93,412
<b>PU2</b>								
12	72	28	2016					
				<b>2016</b>	12	24192	12.096	\$3,6590
<b>PU4</b>								
12	96	40	3840					
				<b>3840</b>	6	23040	11.52	\$34,848
<b>PU6</b>								
10	33	12	396					
				<b>396</b>	6	2376	1.188	\$3,593
<b>HANGERS</b>								
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
10	33	14	462					
				<b>6468</b>	2	12936	6.468	\$19,565
						438900	219.45	<b>\$663,836</b>

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



P1 - (12) #8 VERT w/ #4 TIES @ 16"								
P2 - (8) #8 VERT w/ #4 TIES @ 16"								
P3 - (8) #7 VERT w/ #4 TIES @ 16"								
<b>Concrete and Rebar for Piers 4000psi</b>								
	DIM	CY	COST	LBS OF REBAR	TONS	COST	QTY	TOTAL
P1	32x32x24	0.526749	\$56.89	67.64	0.03382	\$57.49	8	\$915
P2	26x26x24	0.173868	\$18.78	46.28	0.02314	\$39.34	22	\$1,278
P3	22x22x24	0.24897	\$26.89	36.27	0.018135	\$30.83	12	\$692
								<b>\$2,886</b>

<b>Concrete and Rebar for Pile Caps 4000psi</b>								
	DIM	CY	COST	LBS OF REBAR	TONS	COST	QTY	TOTAL
PC2	4.5'x7.75'x2.5'	3.229167	377.8125	19.774	0.009887	16.8079	36	\$14,206
PC4	7.75'x7.75'x2.5'	5.561343	650.6771	19.526	0.009763	16.5971	10	\$6,672
								<b>\$20,879</b>

<b>SOG (12")</b>						
SQFT	UNIT COST (SF)	COST	FORMING (FT)	UNIT COST	COST(3 POURS)	TOTAL COST
48632	5.65	\$274,770.80	311.872	4.21	\$3,938.94	<b>\$278,709</b>

<b>Mesh for Slab on Grade 6x6-W2.9 x W2.9 (4x4) 58 lb. per CSF</b>			
AREA	UNIT	UNIT COST	COST
48632	CSF	52.5	<b>\$25,531</b>

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



	Square Feet	Material	Labor	Equipment	UNIT COST (SF)	Cost
<b>2nd Floor 6 1/4" LW 3" Deck</b>						
	48632	126443.2	21884.4	1945.28	3.09	\$150,272
<b>3rd Floor 6 1/4" LW 3" Deck</b>						
	46426	120707.6	20891.7	1857.04	3.09	\$143,456
<b>4th Floor 6 1/4" LW 3" Deck</b>						
	31221.2	81175.12	14049.54	1248.848	3.09	\$96,473
<b>Roof 6 1/2" LW 1 1/2" Deck</b>						
	48632	126443.2	21884.4	1945.28	2.29	\$111,367
						<b>\$501,570.01</b>

<b>Material and Pour for Slab on Deck 3000psi</b>				
	Area	CY	Unit Cost	Total
5.75"	126279.2	2241.06605	114	<b>\$255,481</b>
6"	48632	863.067901	114	<b>\$98,389</b>

# AIRPORT TERMINAL EXPANSION - EASTERN UNITED STATES

PAUL YINGLING AE SENIOR THESIS 2009



Grade Beams						
	LNF	CY	UNIT COST	POUR COST	TOTAL UNIT COST	COST
<b>GB1</b>						
	314.3333	77.6053	117	22.5	139.5	\$10,825
<b>GB2</b>						
	30	8.14815	117	22.5	139.5	\$1,136
<b>GB3</b>						
	68	11.75	117	22.5	139.5	\$1,639
<b>GB4</b>						
	270	50	117	22.5	139.5	\$6,975
<b>GB5</b>						
	263.1667	35.33	117	22.5	139.5	\$4,928
<b>GB6</b>						
	59.4	12.35	117	22.5	139.5	\$1,722
					<b>Total:</b>	<b>\$54,456</b>

Rebar For Grade Beams			
		LNF	LBS
<b>GB1 - (4) #8 (4)#8 (4)#5 [25.532 lb/ft</b>			
		314.333333	8025
<b>GB2 - (4) #8 (6) #9 (2) #5 [33.166 lb/ft]</b>			
		30	994
<b>GB3 - (5) #8 (5) #8 [26.7 lb/ft]</b>			
		68	1815
<b>GB4 - (4) #6 (4) #6 (2) #5 [14.102]</b>			
		270	3807
<b>GB5 - (6) #6 (6) #6 (2) #5 [20.11]</b>			
		263.166667	5292
<b>GB6 - (4) #8 (4) #8 (2) #5 [23.446 lb/ft]</b>			
		59.4	1392
		Total LBS	21328
		Tons	10
		Cost(\$1,700 per ton)	<b>\$18,129</b>