

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE**

**Statewide Airfield Pavement Management Program
Sebring Regional Airport
(General Aviation)
Sebring, Florida
(District 1)**

February 8, 2008



Prepared for:
**Florida Department of Transportation
Aviation Office**

by:
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Planning Technology, Inc. / ASC Geosciences, Inc.**



**PLANNING
TECHNOLOGY, INC.**

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EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Sebring Regional Airport, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Sebring Regional Airport is 2,628,305 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	970,900	37
Taxiway	438,763	17
Apron	1,218,642	46
Total	2,628,305	100

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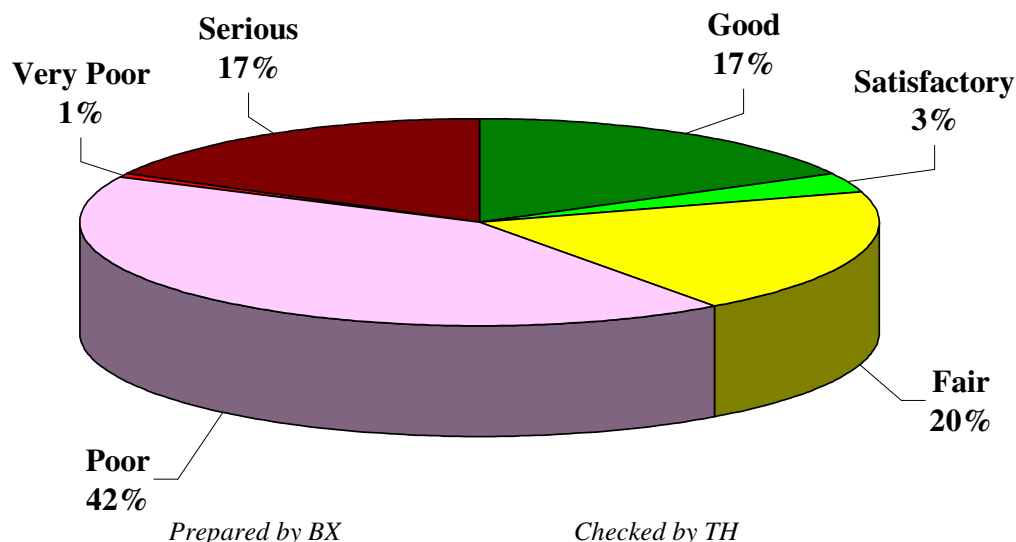
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The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 54, representing a Poor overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 20% of the network is in Good and Satisfactory condition while 60% of the network is in Poor to Serious condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each use. On average, the runways, taxiways, and aprons are in Poor, Satisfactory, and Poor condition, respectively.

Network PCI Distribution by Rating Category



Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	46
Taxiway	80
Apron	52
All	54

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The immediate M&R needs include part of Runway 14-32 and one large area of West Apron. The apron may not be the highest priority for funding but would need to be programmed over several years. These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP W	4105	1,105,646	\$6,954,514	46	Major M&R < Critical	100
RW 14-32	6205	400,000	\$5,448,002	11	Major M&R < Critical	100
RW 14-32	6215	3,600	\$49,032	25	Major M&R < Critical	100
TW C	305	21,600	\$294,192	5	Major M&R < Critical	100
TW C	310	14,400	\$143,352	35	Major M&R < Critical	100
TW C	315	29,000	\$394,980	10	Major M&R < Critical	100
		Total	\$13,284,072	54*	← Network Avg. PCI →	92*

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Sebring Regional Airport, including those sections not shown in this table.

** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R ≥ Critical	Major M&R < Critical	Total
2008	\$8,208	\$0	\$13,284,072	\$13,292,280
2009	\$148,383	\$0	\$2,947	\$151,330
2010	\$34,545	\$0	\$1,442,340	\$1,476,885
2011	\$44,876	\$0	\$0	\$44,876
2012	\$43,245	\$0	\$140,710	\$183,955
2013	\$56,744	\$0	\$0	\$56,744
2014	\$62,768	\$0	\$87,243	\$150,011
2015	\$88,498	\$0	\$0	\$88,498
2016	\$120,072	\$0	\$0	\$120,072
2017	\$151,190	\$0	\$0	\$151,190
Total	\$758,529	\$0	\$14,957,311	\$15,715,841

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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The 10 year analysis suggests an annual budget on the order of \$1.6 million would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 54 in 2007 to 87 in 2017. However, as stated above, one large project on West Apron exists that would need to be programmed over multiple years.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Sebring Regional Airport pavements in 2017 may remain near 87. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Sebring Regional Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time. In order to support the planning, scheduling, and design of the M&R activities, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

The FDOT Aviation Office manages the day-to-day details of the Statewide PMS and the updates. The Aviation Office Airport Engineering Manager serves as the Program Manager (PM) monitoring the work of the Consultant. The Aviation Office has review and approval authority for each program task.

1.3.1 Consultant Role

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridairportpavement.com).

1.3.2 Airport Role

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 Pavement basics

A pavement is a prepared surface designed to provide a continuous smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

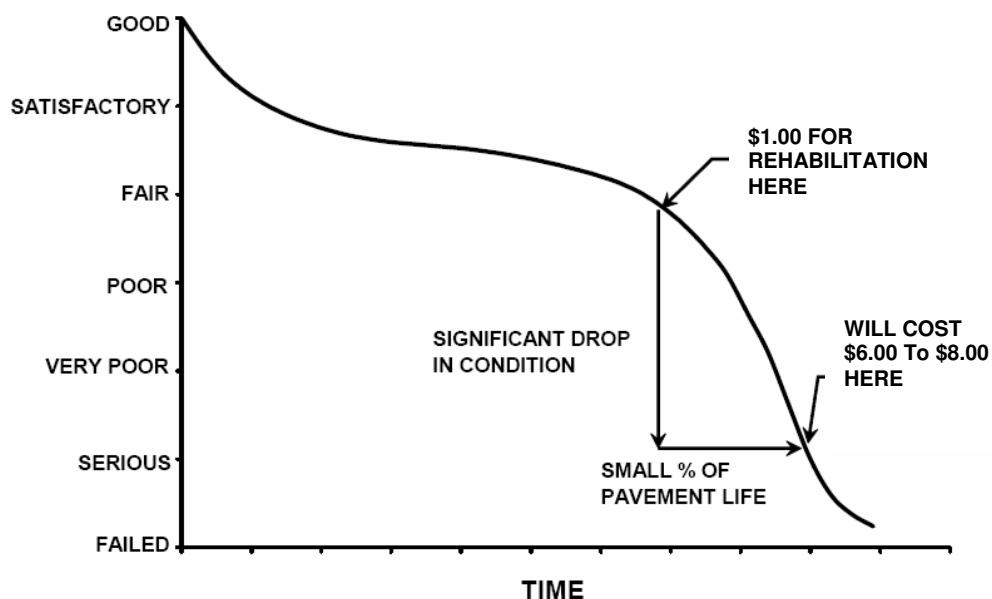
1.4.2 Pavement Management System Concept

A pavement management system (PMS) is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1, taken from FAA/AC 5380-7A Pavement Management System, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in "Satisfactory" condition depends on how well it is maintained. The illustration demonstrates the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements deteriorate at an accelerated rate with increasing traffic and limited M&R resources. Planned maintenance and rehabilitation, essentially preventing pavements from reaching deteriorated conditions, helps managers/owners/agencies stretch and maximize the use of their budgets and prolong the life of the pavements. A PMS provides a tool to schedule and plan maintenance and rehabilitation based on engineering information and existing and predicted conditions of pavements.

There are several components or elements that are essential to a PMS. The first steps in the implementation of a PMS are to know and clearly identify what needs to be managed, the limits of the managing agency's responsibilities and the condition of the existing pavements. Once the cause and the extent of pavement problems are known, the appropriate maintenance and/or rehabilitation can be planned. By using local unit costs and expected yearly budgets, a multi year M&R plan can be determined.

Figure 1-1: Pavement Life Cycle



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Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 Pavement Inspection Methodology for PMS

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

accordance with ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys* and structural evaluation. Pavement condition surveys assess the functional condition of the pavement surface. Typically, most problems within a pavement structure will eventually reflect to the pavement surface. The structural condition and relative support of the pavement layers can be assessed utilizing non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

AC Pavements			PCC Pavements		
N	n		N	n	
	Runway	Others		Runway	Others
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where N = total number of sample units in section
 n = number of sample units to inspect

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The sample units to inspect are determined by a systematic random sampling technique. This means that the locations are determined such that they are distributed evenly throughout the section. In the case when nonrepresentative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from the sample units are used to compute the PCI value for each section. PCI values range from 0 to 100. MicroPAVER provides a rating scale that relates PCI to pavement condition, with a PCI between 0 and 10 considered 'Failed' pavement and a PCI between 86 and 100 considered 'Good' pavement, with five other conditions for PCI values between 11 and 85. Figure 1-2 shows the PCI scale.

Figure 1-2: PCI Rating Scale



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1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

Base Course - Base Course is a layer of manufactured material, usually crushed rock (aggregate) or stabilized material (asphalt or concrete or Florida Limerock), immediately beneath the surface course of a pavement, which provides support to the surface course.

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports
- RL – for regional relievers or small hubs
- PR – for primary

Critical PCI – The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland cement concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

Localized M&R (Maintenance and Repair) – Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Global M&R- Global M&R is defined as activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration. These activities are primary for asphalt surfaced pavements, e.g. surface treatments.

MicroPAVER – A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that if properly implemented, maintained and operated it meets the pavement management system requirements described by FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Major M&R (e.g. Rehabilitation) – Activities performed over the entire area of a pavement section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. This drawing also includes the PCI sample units and is used to identify

those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport in this report is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) – The Pavement Condition Index is a number which represents the condition of a pavement segment at an instant in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340-04, “Standard Test Method for Airport Pavement Condition Index Surveys,” published by ASTM International.

Pavement Evaluation – A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Rank – Pavement rank in MicroPAVER determines the priority to be assigned to a pavement section when developing an M&R plan. Pavement sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons
- T – for Tertiary pavements such as “T” hangars and slightly used aprons

Reconstruction – Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new, or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation – Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement, and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit – Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section – (Feature in prior system) - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Section ID – A short form identification for the pavement Section that maintains the original AirPAV identification where 100 series through 3000 series sections are taxiways, 4000 and 5000 series sections are aprons (the 5000 series represent run-up aprons and turnarounds), and 6000 series sections are runways.

Use – In MicroPAVER use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

2. NETWORK DEFINITION

Sebring Regional Airport (SEF) is located approximately 6 miles southeast of Sebring, Florida. Overseen by a board appointed by the Sebring City Council, this airport focuses primarily on serving the community and generating economic activity. The airport facility includes two intersecting runways: Runway 14-32 and Runway 18-36. Both runways are served by parallel taxiways. Sebring Regional Airport is designated as a General Aviation (GA) airport and is located in District 1 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Sebring Regional Airport are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of **Rank** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Sebring Regional Airport Network Definition

Branch Name	Section ID	Rank
RUN UP APRON	5110	T
WEST APRON	4105	P
	4115	P
	4120	P
	4125	P
RUNWAY 14-32	6205	S
	6210	S
	6215	S
RUNWAY 18-36	6105	P
	6107	P
TAXIWAY A	105	P
TAXIWAY B	202	P
	205	P

Table 2-1: Sebring Regional Airport Network Definition

Branch Name	Section ID	Rank
TAXIWAY C	305	P
	310	P
	315	P
TAXIWAY PARALLEL TO RW 18-36	405	P
	415	P
	420	P
TAXIWAY T-HANGARS	505	P

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3. PAVEMENT INVENTORY

The detailed pavement inventory was updated to reflect the network definition update and field inspection results.

The total pavement area in 2007 at Sebring Regional Airport is 2,628,305 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

Table 3-1: Pavement Area by Pavement Use

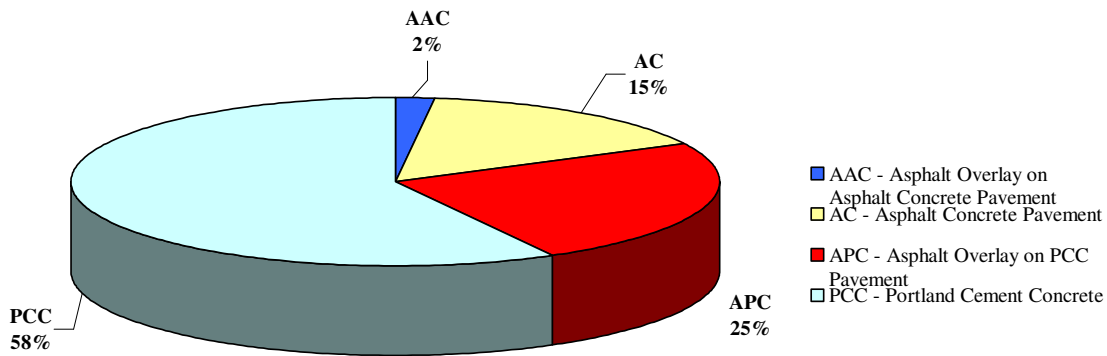
Use	Area, SqFt	% of Total Area
Runway	970,900	37
Taxiway	438,763	17
Apron	1,218,642	46
Total	2,628,305	100

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Figure 3-1 presents the breakdown of the pavement area at Sebring Regional Airport by surface type.

Figure 3-1: Pavement Area by Surface Type



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Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340 “Standard Practice for Airport Pavement Condition Index Surveys.” These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

Pavement condition inspections at Sebring Regional Airport were performed in September 2007. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

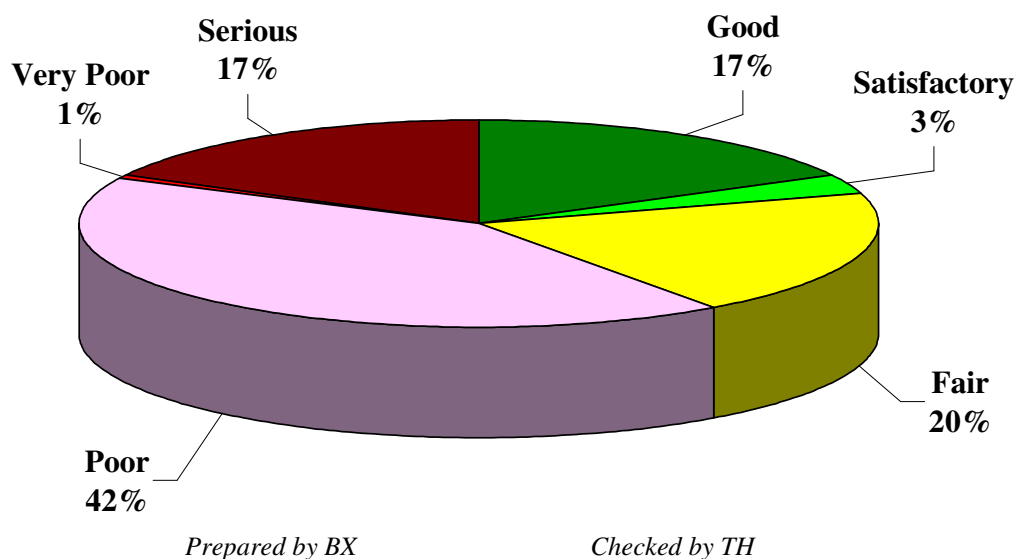
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Sebring Regional Airport is 54, representing a Poor overall network condition.

Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



Approximately 20% of the network is in Good and Satisfactory condition while 60% of the network is in Poor to Serious condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

Use	Area-Weighted PCI
Runway	46
Taxiway	80
Apron	52
All	54

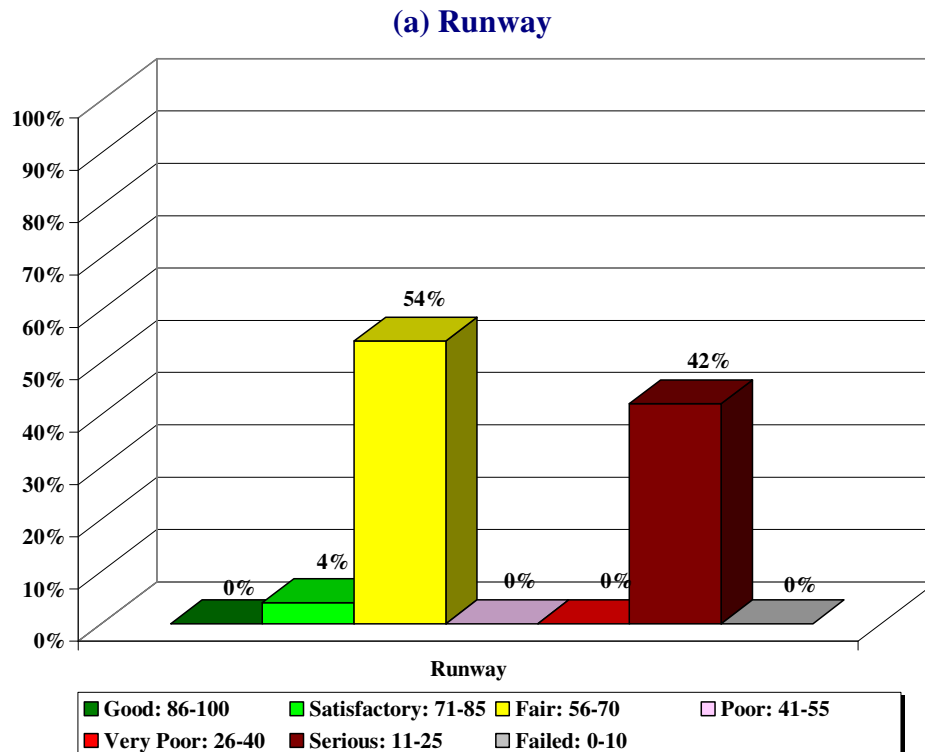
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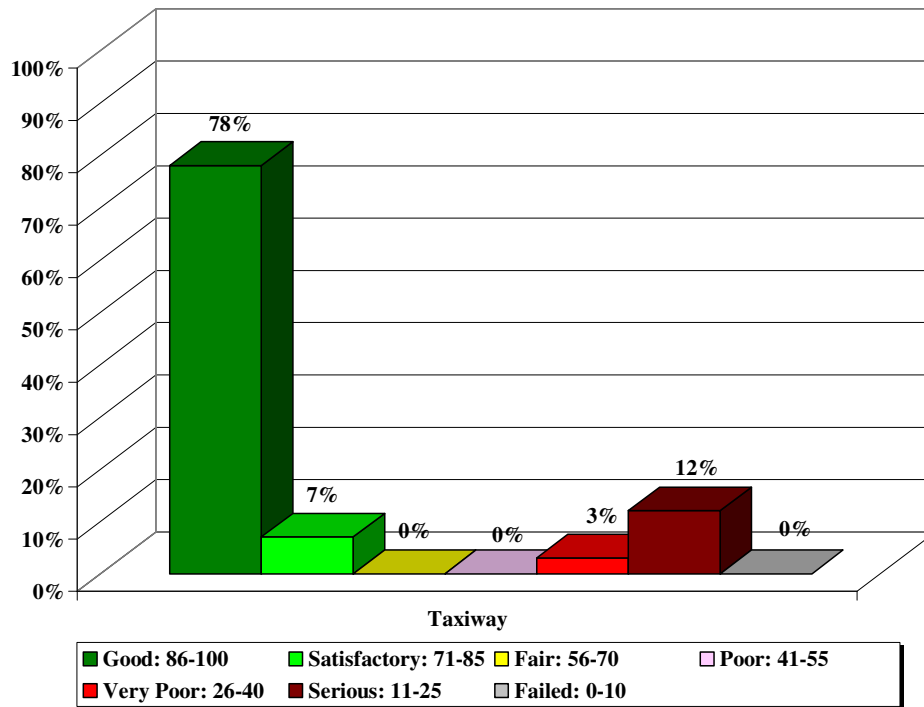
On average, the runways, taxiways, and aprons are in Poor, Satisfactory, and Poor condition, respectively.

Figure 4-2 presents the breakdown of PCI by range for each pavement use.

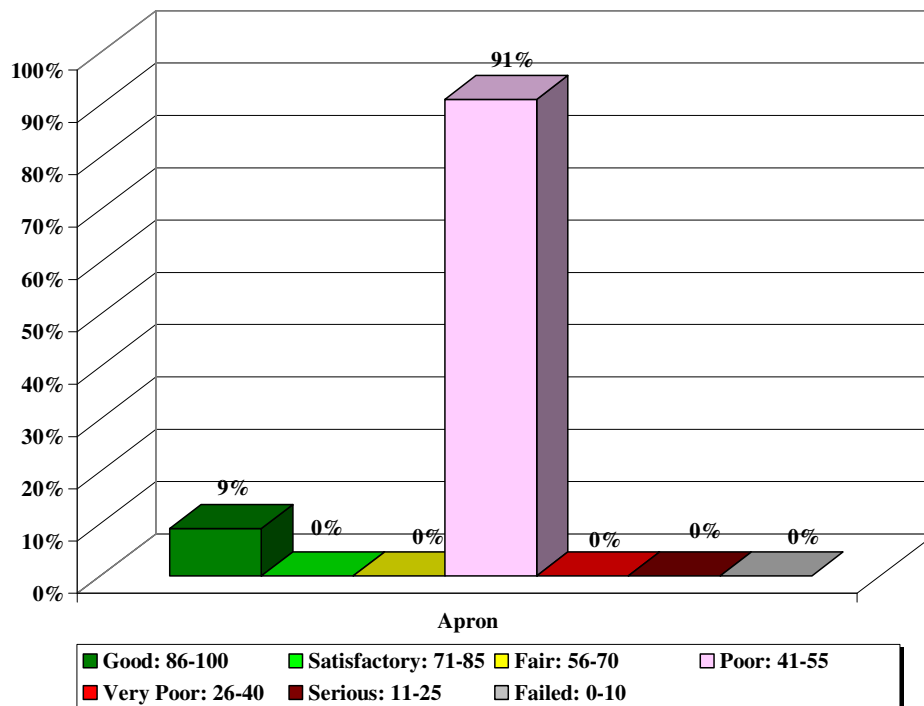
Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



(c) Apron



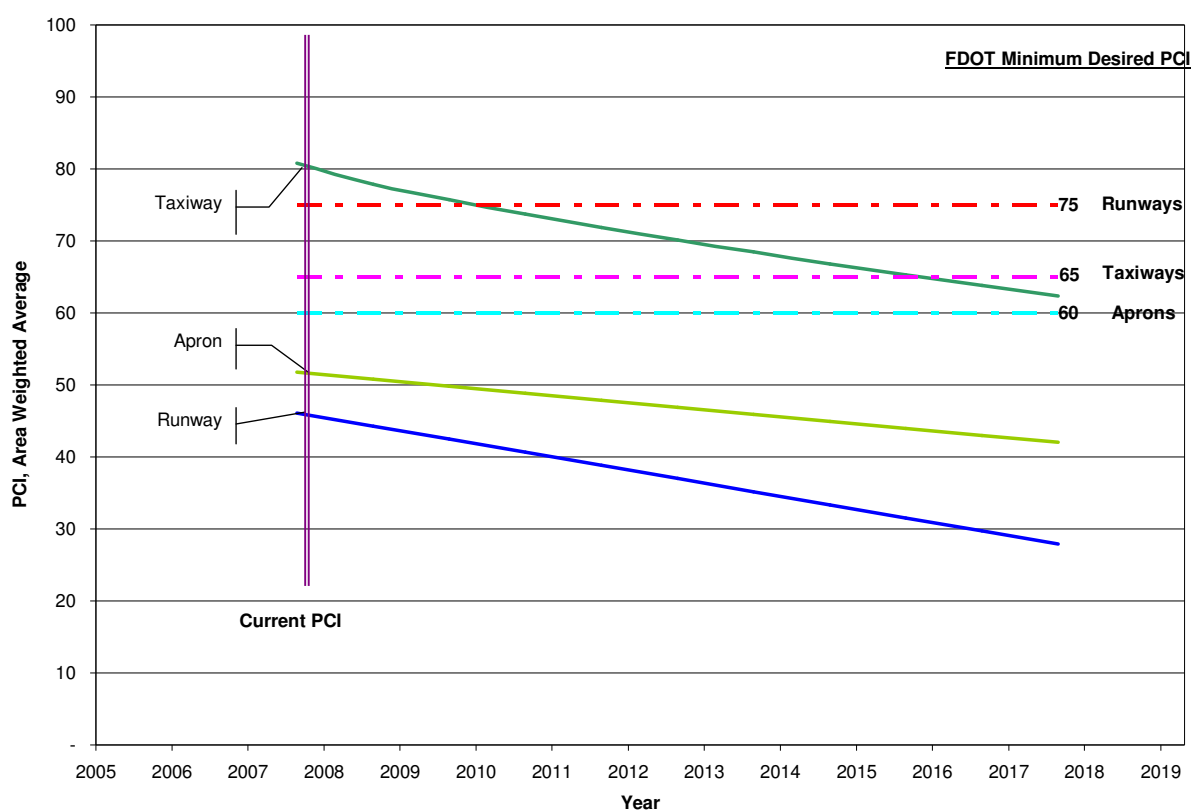
Prepared by BX

Checked by TH

5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Sebring Regional Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for General Aviation (GA) airports.

Figure 5-1: Predicted PCI by Pavement Use



Prepared by BX

Checked by TH

Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

Maintenance and rehabilitation (M&R) policies are sets of rules used to develop repair recommendations for distresses encountered during the visual inspections.

Maintenance refers to repair-type activities that are applied to specific distress types on the pavement. These activities are preventative and/or corrective in nature, and are recommended to help achieve the performance goal.

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called “Critical PCI.” The critical PCI levels for different pavement and branch types established in Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 6-2 gives the critical PCI levels for General Aviation Airports.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

Surface	Distress	Severity*	Work Type	Code	Work Unit
AC	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	SqFt
	Block Crack	M, H	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	M, H	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	SqFt
	Raveling	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	SqFt
	Pumping	N/A	No Localized M&R	NONE	SqFt
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	Ft
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

*L = Low, M = Medium, H = High

Prepared by BX

Checked by TH

Table 6-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

Prepared by BX

Checked by TH

It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of General Aviation Airports.

Table 6-3: Desired Minimum PCI for General Aviation Airports

Minimum PCI		
Runway	Taxiway	Apron
75	65	60

Prepared by BX

Checked by TH

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for General Aviation Airports based on PCI value.

Table 6-4: M&R Activities for General Aviation Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

Prepared by BX

Checked by TH

6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Management Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	\$2.00	SqFt
PA-AS	Patching – AC Shallow	\$4.00	SqFt
PA-PF	Patching – PCC Full Depth	\$50.00	SqFt
PA-PP	Patching – Partial Depth	\$35.00	SqFt
SL-PC	Slab Replacement	\$15.00	SqFt
CS-PC	Crack Sealing – PCC	\$2.00	Ft
UN-PC	Undersealing – PCC	\$3.00	Ft
CS-AC	Crack Sealing – AC	\$2.00	Ft
GR-PP	Grinding (Localized for PCC)	\$20.00	Ft
GR-LL	Grinding (Localized for AC)	\$6.00	SqFt
JS-LC	Joint Seal (Localized)	\$1.75	Ft
JS-SI	Joint Seal – Silicon	\$2.50	Ft
PA-AD	Patching – AC Deep	\$7.00	SqFt
OL-AT	Overlay – AC Thin	\$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	\$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	\$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	\$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	\$0.25	SqFt
MI-AC	Microsurfacing	\$0.90	SqFt

Prepared by BX

Checked by TH

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 6-6: M&R Activities and Unit Costs by Condition for General Aviation Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	\$0.06
		80	\$0.24
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	\$0.69
		60	\$3.42
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	\$6.29
		40	\$6.29
	Reconstruction	30	\$13.62
		20	\$13.62

Prepared by BX

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A 3% inflation rate per year was applied to the unit costs during the M&R analysis.

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

Maintenance and Rehabilitation (M&R) analyses were performed after the condition data were calculated and MicroPAVER was customized with the maintenance policies and cost settings described in the previous section.

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP W	4105	1,105,646	\$6,954,514	46	Major M&R < Critical	100
RW 14-32	6205	400,000	\$5,448,002	11	Major M&R < Critical	100
RW 14-32	6215	3,600	\$49,032	25	Major M&R < Critical	100
TW C	305	21,600	\$294,192	5	Major M&R < Critical	100
TW C	310	14,400	\$143,352	35	Major M&R < Critical	100
TW C	315	29,000	\$394,980	10	Major M&R < Critical	100
		Total	\$13,284,072	54*	← Network Avg. PCI →	92*

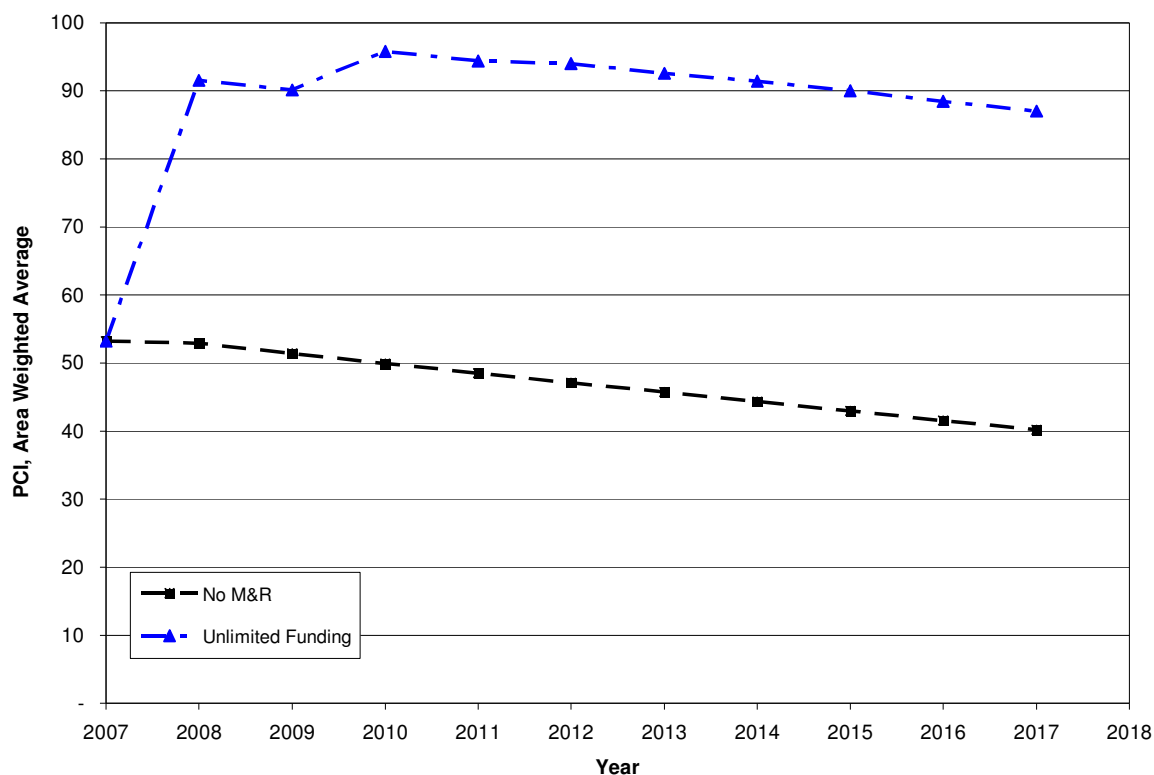
* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Sebring Regional Airport, including those sections not shown in this table.

** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX

Checked by TH

Figure 7-1: Budget Scenario Analysis



Prepared by BX

Checked by TH

The following network level observations can be made from the figure above:

- The PCI will deteriorate from 54 to 40 in ten years if no M&R activities are performed.
- The PCI will remain at or above 87 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 87 with this scenario is 47 PCI points higher than a “No M&R” scenario. The total cost for Major M&R over this 10-year period is about \$15 million.

8. MAINTENANCE AND REHABILITATION PLAN

The M&R analysis results include activities that likely exceed a typical annual budget level. These activities would need to be evaluated for feasibility and desirability based on the airport's future plans. In an effort to identify appropriate budget levels the 10 year M&R analysis was evaluated to determine levels needed to address several specific areas: preventive maintenance, major activities for pavements in poor condition (Major M&R for PCI less than Critical), and activities that would be desirable to preserve good pavement conditions where they exist (Major M&R for PCI greater than or equal to Critical).

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R ≥ Critical	Major M&R < Critical	Total
2008	\$8,208	\$0	\$13,284,072	\$13,292,280
2009	\$148,383	\$0	\$2,947	\$151,330
2010	\$34,545	\$0	\$1,442,340	\$1,476,885
2011	\$44,876	\$0	\$0	\$44,876
2012	\$43,245	\$0	\$140,710	\$183,955
2013	\$56,744	\$0	\$0	\$56,744
2014	\$62,768	\$0	\$87,243	\$150,011
2015	\$88,498	\$0	\$0	\$88,498
2016	\$120,072	\$0	\$0	\$120,072
2017	\$151,190	\$0	\$0	\$151,190
Total	\$758,529	\$0	\$14,957,311	\$15,715,841

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX

Checked by TH

Approximately 89% of the total Major M&R cost is required in the first year (2008). This is a consequence of part of Runway 14-32 and one very large area of West Apron being below Critical PCI.

Runway 18-36 is currently in Fair condition with an average PCI value of 70. This runway has no immediate need for major repair, but would need some repair in 2009 and 2010. Runway 14-32 is currently in Serious condition with an average PCI value of 18. This runway has immediate need for major repair. In addition, one large area of West Apron needs further evaluation to identify capital project(s) that may be funded separately. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

Appendix E provides details of M&R plan by year under the unlimited funding scenario and the map of the 10-year M&R plan was provided in Appendix F. It is important to understand that a PMS is a network level tool and the M&R costs provided in this report are only for planning purposes.

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

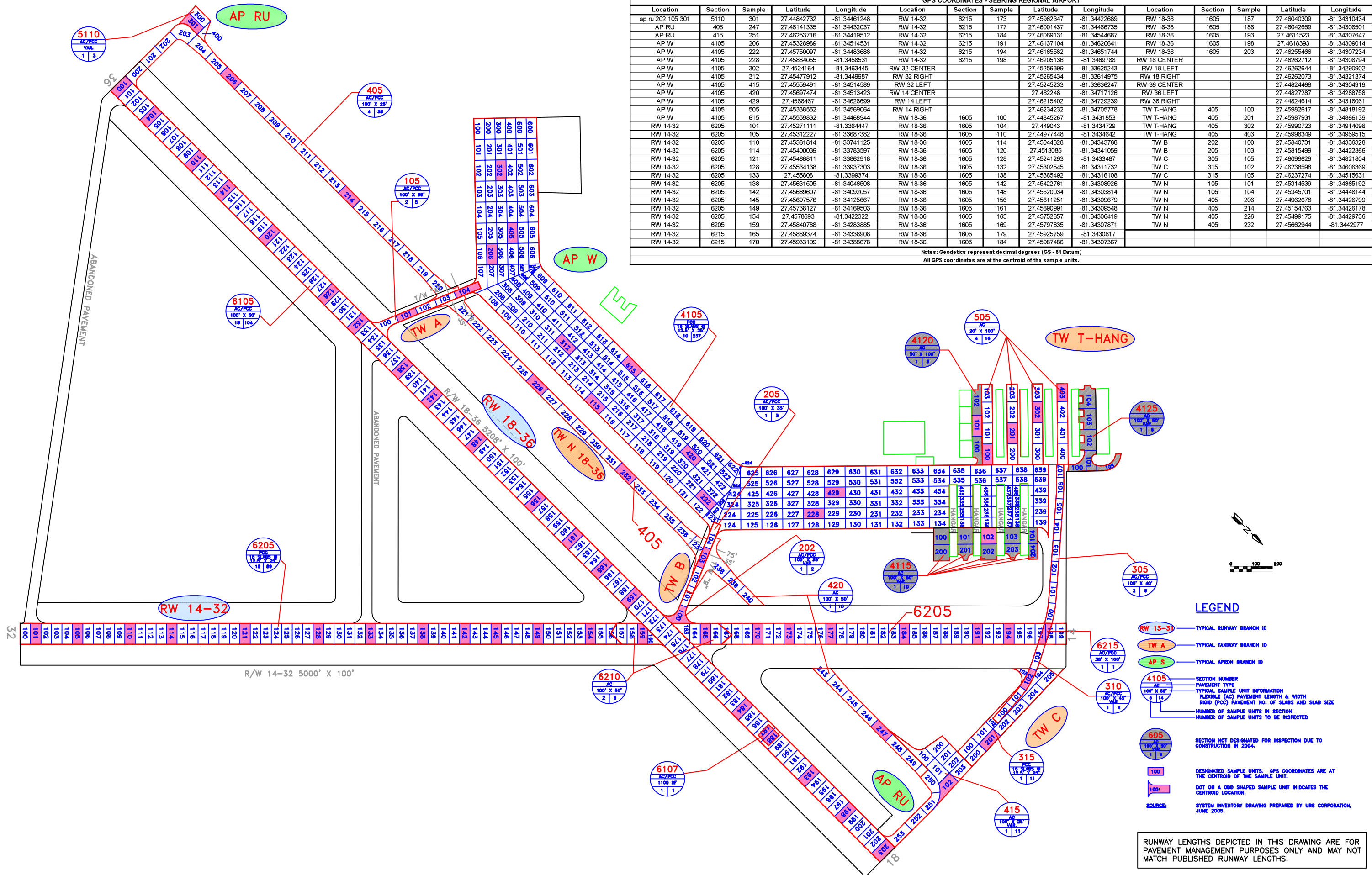
Pavement condition inspections were performed at Sebring Regional Airport and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 18-36 is in Fair condition while Runway 14-32 is in Serious condition. Some immediate repair is needed for Runway 14-32. Runway 18-36 does not have immediate need for repair, but would need some repair in 2009 and 2010.
- One large area of West Apron was identified that will require significant funding to improve it above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets. These needs can not be addressed with typical annual expenditures as they amount to several million dollars.

APPENDIX A

**NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE**



GPS COORDINATES - SEEBRING REGIONAL AIRPORT														
Location	Section	Sample	Latitude	Longitude	Location	Section	Sample	Latitude	Longitude	Location	Section	Sample	Latitude	Longitude
ap ru 202 105 301	5110	301	27.44842732	-81.34461248	RW 14-32	6215	173	27.45962347	-81.34422689	RW 18-36	1605	187	27.46040309	-81.34310434
AP RU	405	247	27.46141335	-81.34432037	RW 14-32	6215	177	27.46001437	-81.34466735	RW 18-36	1605	188	27.46042659	-81.34308501
AP RU	415	251	27.46253716	-81.34419512	RW 14-32	6215	184	27.46069131	-81.34544687	RW 18-36	1605	193	27.46115523	-81.34307647
AP W	4105	206	27.45328989	-81.34514531	RW 14-32	6215	191	27.46137104	-81.34620841	RW 18-36	1605	198	27.4618393	-81.34309014
AP W	4105	222	27.45750097	-81.34483688	RW 14-32	6215	194	27.46165582	-81.34651744	RW 18-36	1605	203	27.46255466	-81.34307234
AP W	4105	228	27.45884055	-81.3458531	RW 14-32	6215	198	27.46205136	-81.3469788	RW 18 CENTER			27.46262712	-81.34308794
AP W	4105	302	27.4524164	-81.3463445	RW 32 CENTER			27.45256399	-81.33625243	RW 18 LEFT			27.46262644	-81.34290902
AP W	4105	312	27.45477912	-81.3449887	RW 32 RIGHT			27.45265434	-81.33614875	RW 18 RIGHT			27.46262073	-81.34321374
AP W	4105	415	27.45559491	-81.34514589	RW 32 LEFT			27.45245233	-81.33636247	RW 36 CENTER			27.44824468	-81.34304919
AP W	4105	420	27.45697474	-81.34513423	RW 14 CENTER			27.4622248	-81.34771726	RW 36 LEFT			27.44827287	-81.34288758
AP W	4105	429	27.4568467	-81.34628699	RW 14 LEFT			27.46215402	-81.34729239	RW 36 RIGHT			27.44824614	-81.34318061
AP W	4105	505	27.45338552	-81.34569064	RW 14 RIGHT			27.46234232	-81.34705778	TW T-HANG	405	100	27.45982617	-81.34818192
AP W	4105	615	27.45559632	-81.34468944	RW 18-36	1605	100	27.44845267	-81.3431853	TW T-HANG	405	201	27.45987931	-81.34866139
RW 14-32	6205	101	27.45271111	-81.3364443	RW 18-36	1605	104	27.449043	-81.3434729	TW T-HANG	405	302	27.45990723	-81.34914096
RW 14-32	6205	105	27.45312227	-81.33687382	RW 18-36	1605	110	27.44977448	-81.3434642	TW T-HANG	405	403	27.45998349	-81.34959515
RW 14-32	6205	110	27.45361814	-81.33741125	RW 18-36	1605	114	27.45044328	-81.34343768	TW T-HANG	202	100	27.45840731	-81.34336328
RW 14-32	6205	114	27.45400039	-81.33735957	RW 18-36	1605	120	27.4513085	-81.34341059	TW B	205	103	27.45815499	-81.34422366
RW 14-32	6205	121	27.45466811	-81.33362918	RW 18-36	1605	128	27.45241283	-81.3433467	TW C	305	105	27.46099629	-81.34821804
RW 14-32	6205	128	27.45534138	-81.33937303	RW 18-36	1605	132	27.45302545	-81.34311732	TW C	315	102	27.46238598	-81.34606369
RW 14-32	6205	133	27.455808	-81.3399374	RW 18-36	1605	138	27.45385492	-81.34316108	TW C	315	105	27.46237274	-81.34515631
RW 14-32	6205	138	27.45631505	-81.34046508	RW 18-36	1605	142	27.45422761	-81.34308926	TW N	105	101	27.45314539	-81.34385192
RW 14-32	6205	142	27.45696907	-81.34092057	RW 18-36	1605	148	27.45520034	-81.34303814	TW N	105	104	27.45345701	-81.34484114
RW 14-32	6205	145	27.45697576	-81.34125667	RW 18-36	1605	156	27.45611251	-81.34309679	TW N	405	206	27.44962678	-81.34426799
RW 14-32	6205	149	27.45738127	-81.34169503	RW 18-36	1605	161	27.45690991	-81.34309548	TW N	405	214	27.45154763	-81.34426178
RW 14-32	6205	154	27.4578693	-81.3422322	RW 18-36	1605	165	27.45752857	-81.34306419	TW N	405	226	27.45499175	-81.34429736
RW 14-32	6205	159	27.45840788	-81.34283885	RW 18-36	1605	169	27.45797635	-81.3430871	TW N	405	232	27.45662944	-81.3442977
RW 14-32	6215	165	27.45889374	-81.34338908	RW 18-36	1605	179	27.45925759	-81.3430881					
RW 14-32	6215	170	27.45933109	-81.34386878	RW 18-36	1605	184	27.45987486	-81.34307367					
Notes: Geodetics represent decimal degrees (GS - 84 Datum)														
All GPS coordinates are at the centroid of the sample units.														



Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
SEBRING REGIONAL AIRPORT	SEF	RUN UP APRON	AP RU	5110	125	100	12,500	T	AC	1/1/2001	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4105	3,500	300	1,105,646	P	PCC	1/1/1942	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4115	345	157	50,950	P	AC	1/1/2007	1/1/2007*
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4120	47	385	16,811	P	AC	1/1/2007	1/1/2007*
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4125	410	82	32,735	P	AC	1/1/2007	1/1/2007*
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 14-32	RW 14-32	6205	4,000	100	400,000	S	PCC	1/1/1942	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 14-32	RW 14-32	6210	435	100	43,500	S	APC	1/1/1987	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 14-32	RW 14-32	6215	36	100	3,600	S	APC	1/1/1975	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 18-36	RW 18-36	6105	5,200	100	522,700	P	APC	1/1/1987	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 18-36	RW 18-36	6107	11	100	1,100	P	APC	1/1/1987	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY A	TW A	105	500	35	19,612	P	APC	1/1/1987	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY B	TW B	202	200	35	8,046	P	APC	1/1/1987	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY B	TW B	205	360	35	12,950	P	APC	1/1/1987	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY C	TW C	305	600	36	21,600	P	APC	1/1/1975	11/21/1998*
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY C	TW C	310	400	36	14,400	P	APC	1/1/1975	9/17/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY C	TW C	315	725	40	29,000	P	PCC	1/1/1942	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY PARALLEL TO RW 18-36	TW N 18-36	405	3,730	50	201,770	P	AC	1/1/2001	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY PARALLEL TO RW 18-36	TW N 18-36	415	410	55	39,050	P	AAC	1/1/2003	9/17/2007
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY PARALLEL TO RW 18-36	TW N 18-36	420	1,110	50	60,950	P	AC	1/1/2003	1/1/2003*
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY T-HANGAR	TW T-HANG	505	1,600	20	31,385	P	AC	1/1/1995	9/12/2007

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP RU Name: RUN UP APRON Use: APRON Area: 12,500.00 SqFt

Section: 5110 of 1 From: To: Last Const.: 1/1/2001

Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T

Area: 12,500.00 SqFt Length: 125.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:94.00 I

Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00 SqFt PCI = 94

Sample Comments:

52 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,206,142.00 SqFt

Section: 4105 of 4 From: - To: - Last Const.: 1/1/1942

Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P

Area: 1,105,646.00 SqFt Length: 3,500.00 Ft Width: 300.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 231 Surveyed: 10

Date:

Conditions: PCI:47.00 I

Inspection Comments:

Sample Number: 115 Type: R Area: 16.00 Count PCI = 16

Sample Comments:

63 H 63 M 67 L 63 L 65 L 72 L 72 M 67 H

Sample Number: 206 Type: R Area: 16.00 Count PCI = 54

Sample Comments:

74 L 62 M 75 L 62 L 65 L 67 L 63 L

Sample Number: 222 Type: R Area: 16.00 Count PCI = 66

Sample Comments:

65 L 72 L 63 L 67 L

Sample Number: 228 Type: R Area: 16.00 Count PCI = 33

Sample Comments:

63 M 74 M 63 H 67 L 74 L 63 L 65 L

Sample Number: 302 Type: R Area: 16.00 Count PCI = 72

Sample Comments:

74 L 65 L 63 L

Sample Number: 312 Type: R Area: 16.00 Count PCI = 39

Sample Comments:

67 L 72 L 63 L 65 L 72 M 75 L

Sample Number: 415 Type: R Area: 16.00 Count PCI = 74

Sample Comments:

63 L 66 L 65 L

Sample Number: 420 Type: R Area: 16.00 Count PCI = 23

Sample Comments:

63 M 63 L 63 H 65 L

Sample Number: 429 Type: R Area: 16.00 Count PCI = 33

Sample Comments:

74 M 63 L 65 L 67 L 72 L 75 L 63 M

Sample Number: 505 Type: R Area: 16.00 Count PCI = 63

Sample Comments:

63 L 65 L 67 L 73 L 74 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,206,142.00 SqFt

Section: 4115 of 4 From: - To: - Last Const.: 1/1/2007

Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P

Area: 50,950.00 SqFt Length: 345.00 Ft Width: 157.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 1/1/2007 Total Samples: 0 Surveyed: 0

Date:

Conditions: PCI:100.00 I

Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00

<NO SAMPLE RECORDS>

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,206,142.00 SqFt

Section: 4120 of 4 From: - To: - Last Const.: 1/1/2007

Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P

Area: 16,811.00 SqFt Length: 47.00 Ft Width: 385.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 1/1/2007 Total Samples: 0 Surveyed: 0

Date:

Conditions: PCI:100.00 I

Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00

<NO SAMPLE RECORDS>

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,206,142.00 SqFt

Section: 4125 of 4 From: - To: - Last Const.: 1/1/2007

Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P

Area: 32,735.00 SqFt Length: 410.00 Ft Width: 82.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 1/1/2007 Total Samples: 0 Surveyed: 0

Date:

Conditions: PCI:100.00 I

Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00

<NO SAMPLE RECORDS>

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 447,100.00 SqFt

Section: 6205 of 3 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: s
Area: 400,000.00 SqFt Length: 4,000.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. 9/17/2007 Total Samples: 80 Surveyed: 18
Date:
Conditions: PCI:12.00 I
Inspection Comments:

Sample Number: 101 Type: R Area: 16.00 Count PCI = 3
Sample Comments:
62 H 75 L 72 H 63 H 62 M 63 M 75 M 75 H 73 L 63 L
62 L 65 H

Sample Number: 105 Type: R Area: 16.00 Count PCI = 1
Sample Comments:
63 H 75 M 63 M 65 H 72 H 74 H

Sample Number: 110 Type: R Area: 16.00 Count PCI = 12
Sample Comments:
63 M 62 L 73 L 62 H 63 H 65 H

Sample Number: 114 Type: R Area: 16.00 Count PCI = 18
Sample Comments:
75 M 63 L 73 L 63 M 63 H 65 H 74 H 62 H

Sample Number: 121 Type: R Area: 16.00 Count PCI = 1
Sample Comments:
74 M 72 H 65 H 63 H 63 M

Sample Number: 128 Type: R Area: 16.00 Count PCI = 8
Sample Comments:
63 M 63 H 65 H 72 M 73 L 63 L

Sample Number: 133 Type: R Area: 16.00 Count PCI = 38
Sample Comments:
62 H 65 H 63 H 66 L 75 M

Sample Number: 138 Type: R Area: 16.00 Count PCI = 13
Sample Comments:
63 H 72 L 66 L 75 L 65 H 63 M 63 L

Sample Number: 142 Type: R Area: 16.00 Count PCI = 6
Sample Comments:
72 H 62 L 63 H 63 M 74 H 63 L 65 H 74 M

Sample Number: 145 Type: R Area: 16.00 Count PCI = 15
Sample Comments:
75 L 65 L 63 M 62 L 63 H 63 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Sample Number: 149 Type: R Area: 16.00 Count PCI = 49

Sample Comments:

63 M 75 L 75 H 63 H 63 L 66 L

Sample Number: 154 Type: R Area: 16.00 Count PCI = 22

Sample Comments:

63 L 63 M 74 H 65 H 62 H

Sample Number: 170 Type: R Area: 16.00 Count PCI = 7

Sample Comments:

75 L 63 M 62 L 72 M 63 H 75 M 65 H 74 M

Sample Number: 173 Type: R Area: 16.00 Count PCI = 5

Sample Comments:

65 H 63 L 75 L 63 M 63 H 73 L

Sample Number: 177 Type: R Area: 16.00 Count PCI = 8

Sample Comments:

63 M 65 H 74 H 63 H

Sample Number: 184 Type: R Area: 16.00 Count PCI = 10

Sample Comments:

74 L 63 M 62 M 75 L 65 H 63 L 74 H 63 H

Sample Number: 191 Type: R Area: 16.00 Count PCI = 0

Sample Comments:

72 H 75 H 67 L 74 L 75 L 65 H 63 M 74 M 62 H 63 H

Sample Number: 194 Type: R Area: 16.00 Count PCI = 0

Sample Comments:

65 H 74 M 63 M 62 M 63 H 72 H 74 H 75 H 66 L 62 H

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 447,100.00 SqFt

Section: 6210 of 3 From: - To: - Last Const.: 1/1/1987

Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: s

Area: 43,500.00 SqFt Length: 435.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 11 Surveyed: 2

Date:

Conditions: PCI:74.00 |

Inspection Comments:

Sample Number: 159 Type: R Area: 5,000.00 SqFt PCI = 74

Sample Comments:

48 M 47 L 48 L

Sample Number: 165 Type: R Area: 5,000.00 SqFt PCI = 74

Sample Comments:

48 M 47 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 447,100.00 SqFt

Section: 6215 of 3 From: - To: - Last Const.: 1/1/1975

Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: s

Area: 3,600.00 SqFt Length: 36.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:27.00 I

Inspection Comments:

Sample Number: 198 Type: R Area: 3,600.00 SqFt PCI = 27

Sample Comments:

48 M 47 H 47 L 52 L 48 H

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 523,800.00 SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1987

Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P

Area: 522,700.00 SqFt Length: 5,200.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 131 Surveyed: 18

Date:

Conditions: PCI:70.00 I

Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 77

Sample Comments:

48 L 43 L 47 L

Sample Number: 104 Type: R Area: 5,000.00 SqFt PCI = 75

Sample Comments:

47 L 48 L 43 L

Sample Number: 110 Type: R Area: 6,000.00 SqFt PCI = 72

Sample Comments:

43 L 48 L

Sample Number: 114 Type: R Area: 5,000.00 SqFt PCI = 73

Sample Comments:

48 L 47 L 43 L

Sample Number: 120 Type: R Area: 5,000.00 SqFt PCI = 76

Sample Comments:

47 L 48 L 43 L

Sample Number: 128 Type: R Area: 6,000.00 SqFt PCI = 65

Sample Comments:

48 L 48 M 43 L

Sample Number: 132 Type: R Area: 5,000.00 SqFt PCI = 76

Sample Comments:

47 L 48 L 43 L

Sample Number: 138 Type: R Area: 6,000.00 SqFt PCI = 66

Sample Comments:

48 M 48 L

Sample Number: 142 Type: R Area: 5,000.00 SqFt PCI = 74

Sample Comments:

48 L 43 L 47 L

Sample Number: 148 Type: R Area: 6,000.00 SqFt PCI = 70

Sample Comments:

48 L 43 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Sample Number: 156	Type: R	Area: 5,000.00	SqFt	PCI = 69
Sample Comments: 48 L 47 L 43 L 47 M				
Sample Number: 161	Type: R	Area: 6,000.00	SqFt	PCI = 72
Sample Comments: 43 L 48 L				
Sample Number: 165	Type: R	Area: 5,000.00	SqFt	PCI = 67
Sample Comments: 43 L 47 L				
Sample Number: 169	Type: R	Area: 6,000.00	SqFt	PCI = 67
Sample Comments: 48 L 43 L				
Sample Number: 184	Type: R	Area: 6,000.00	SqFt	PCI = 55
Sample Comments: 43 L 48 M 43 M 48 L				
Sample Number: 193	Type: R	Area: 5,000.00	SqFt	PCI = 64
Sample Comments: 48 L 43 L				
Sample Number: 198	Type: R	Area: 6,000.00	SqFt	PCI = 74
Sample Comments: 43 L 48 L				
Sample Number: 203	Type: R	Area: 6,000.00	SqFt	PCI = 64
Sample Comments: 43 L				

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 523,800.00 SqFt

Section: 6107 of 2 From: - To: - Last Const.: 1/1/1987

Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P

Area: 1,100.00 SqFt Length: 11.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 1 Surveyed: 2

Date:

Conditions: PCI:67.00 I

Inspection Comments:

Sample Number: 187 Type: R Area: 2,450.00 SqFt PCI = 71

Sample Comments:

43 L 48 L

Sample Number: 188 Type: R Area: 2,450.00 SqFt PCI = 63

Sample Comments:

43 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 19,612.00 SqFt

Section: 105 of 1 From: - To: - Last Const.: 1/1/1987

Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P

Area: 19,612.00 SqFt Length: 500.00 Ft Width: 35.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 5 Surveyed: 2

Date:

Conditions: PCI:93.00 I

Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00 SqFt PCI = 98

Sample Comments:

50 L

Sample Number: 104 Type: R Area: 3,500.00 SqFt PCI = 89

Sample Comments:

48 M 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 20,996.00 SqFt

Section: 202 of 2 From: - To: - Last Const.: 1/1/1987

Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P

Area: 8,046.00 SqFt Length: 200.00 Ft Width: 35.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 2 Surveyed: 1

Date:

Conditions: PCI:87.00 I

Inspection Comments:

Sample Number: 100 Type: R Area: 8,000.00 SqFt PCI = 87

Sample Comments:

47 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 20,996.00 SqFt

Section: 205 of 2 From: - To: - Last Const.: 1/1/1987

Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P

Area: 12,950.00 SqFt Length: 360.00 Ft Width: 35.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 3 Surveyed: 1

Date:

Conditions: PCI:98.00 I

Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00 SqFt PCI = 98

Sample Comments:

50 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 65,000.00 SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/1975

Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P

Area: 21,600.00 SqFt Length: 600.00 Ft Width: 36.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 11/21/1998 Total Samples: 6 Surveyed: 2

Date:

Conditions: PCI:23.00 I

Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 100 Type: R Area: 3,600.00 SqFt PCI = 23

Sample Comments:

47 H 47 M 47 L 48 M 48 L 52 M 56 L

Sample Number: 105 Type: R Area: 3,600.00 SqFt PCI = 23

Sample Comments:

47 H 47 M 47 L 48 M 48 L 52 M 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 65,000.00 SqFt

Section: 310 of 3 From: - To: - Last Const.: 1/1/1975

Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P

Area: 14,400.00 SqFt Length: 400.00 Ft Width: 36.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 4 Surveyed: 1

Date:

Conditions: PCI:36.00 I

Inspection Comments:

Sample Number: 102 Type: R Area: 4,500.00 SqFt PCI = 36

Sample Comments:

48 H 48 M 47 M 47 H 48 L 47 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 65,000.00 SqFt

Section: 315 of 3 From: - To: - Last Const.: 1/1/1942

Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P

Area: 29,000.00 SqFt Length: 725.00 Ft Width: 40.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 6 Surveyed: 1

Date:

Conditions: PCI:11.00 I

Inspection Comments:

Sample Number: 105 Type: R Area: 16.00 Count PCI = 11

Sample Comments:

66 M 63 M 72 L 65 L 63 H 74 M 62 L 63 L 74 H 72 H

62 H

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW N 18-36 Name: TAXIWAY PARALLEL TO RW 18 Use: TAXIWAY Area: 301,770.00 SqFt

Section: 405 of 3 From: To: Last Const.: 1/1/2001

Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P

Area: 201,770.00 SqFt Length: 3,730.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 5 Surveyed: 5

Date:

Conditions: PCI:94.00 I

Inspection Comments:

Sample Number: 206 Type: R Area: 5,000.00 SqFt PCI = 90

Sample Comments:

52 L

Sample Number: 214 Type: R Area: 5,000.00 SqFt PCI = 90

Sample Comments:

52 L

Sample Number: 226 Type: R Area: 2,500.00 SqFt PCI = 97

Sample Comments:

50 L 52 L

Sample Number: 232 Type: R Area: 5,000.00 SqFt PCI = 98

Sample Comments:

50 L

Sample Number: 247 Type: R Area: 5,000.00 SqFt PCI = 96

Sample Comments:

52 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW N 18-36 Name: TAXIWAY PARALLEL TO RW 18 Use: TAXIWAY Area: 301,770.00 SqFt

Section: 415 of 3 From: RW 18 To: PARALLEL TW Last Const.: 1/1/2003

Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P

Area: 39,050.00 SqFt Length: 410.00 Ft Width: 55.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/17/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:98.00 I

Inspection Comments:

Sample Number: 251 Type: R Area: 5,000.00 SqFt PCI = 98

Sample Comments:

50 L

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW N 18-36 Name: TAXIWAY PARALLEL TO RW 18 Use: TAXIWAY Area: 301,770.00 SqFt

Section: 420 of 3 From: - To: - Last Const.: 1/1/2003

Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P

Area: 60,950.00 SqFt Length: 1,110.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 1/1/2003 Total Samples: 0 Surveyed: 0

Date:

Conditions: PCI:100.00 I

Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00

<NO SAMPLE RECORDS>

Re-inspection Report

FDOT

Report Generated Date: 2/7/2008

Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 31,385.00 SqFt

Section: 505 of 1 From: - To: - Last Const.: 1/1/1995

Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P

Area: 31,385.00 SqFt Length: 1,600.00 Ft Width: 20.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 9/12/2007 Total Samples: 4 Surveyed: 4

Date:

Conditions: PCI:72.00 I

Inspection Comments:

Sample Number: 100 Type: R Area: 2,000.00 SqFt PCI = 69

Sample Comments:

43 L 52 L

Sample Number: 201 Type: R Area: 2,000.00 SqFt PCI = 69

Sample Comments:

48 L 52 L

Sample Number: 302 Type: R Area: 2,000.00 SqFt PCI = 69

Sample Comments:

48 L 52 L

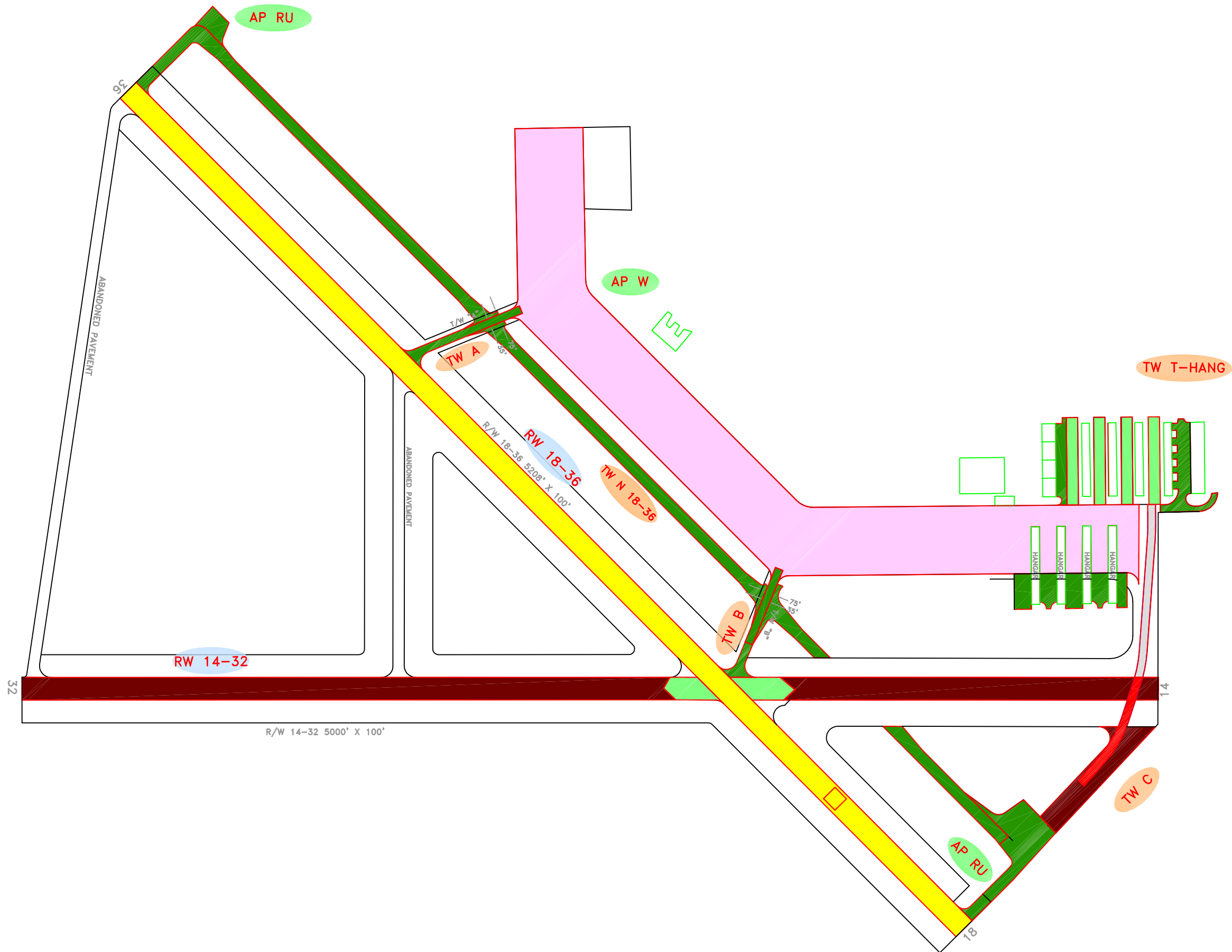
Sample Number: 403 Type: R Area: 1,700.00 SqFt PCI = 85

Sample Comments:

48 L 50 L

APPENDIX C

2007 CONDITION MAP AND TABLES



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

Good
Satisfactory
Fair
Poor
Very Poor
Serious
Failed

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS
1	Feb-08	Draft Report
0	Feb-06	Initial Submittal
DESIGNED:	JOB	DRAWN: JOB
CHECKED:		DATE: 2-22-2008



2007 Condition Map
SEBRING REGIONAL AIRPORT
SEBRING, HIGHLANDS, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
SEF
 FOOT DISTRICT
1

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
SEBRING REGIONAL AIRPORT	SEF	RUN UP APRON	AP RU	5110	125	100	12,500	T	AC	1/1/2001	9/17/2007	94
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4105	3,500	300	1,105,646	P	PCC	1/1/1942	9/17/2007	47
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4115	345	157	50,950	P	AC	1/1/2007	1/1/2007*	99
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4120	47	385	16,811	P	AC	1/1/2007	1/1/2007*	99
SEBRING REGIONAL AIRPORT	SEF	WEST APRON	AP W	4125	410	82	32,735	P	AC	1/1/2007	1/1/2007*	99
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 14-32	RW 14-32	6205	4,000	100	400,000	S	PCC	1/1/1942	9/17/2007	12
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 14-32	RW 14-32	6210	435	100	43,500	S	APC	1/1/1987	9/17/2007	74
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 14-32	RW 14-32	6215	36	100	3,600	S	APC	1/1/1975	9/17/2007	27
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 18-36	RW 18-36	6105	5,200	100	522,700	P	APC	1/1/1987	9/17/2007	70
SEBRING REGIONAL AIRPORT	SEF	RUNWAY 18-36	RW 18-36	6107	11	100	1,100	P	APC	1/1/1987	9/17/2007	67
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY A	TW A	105	500	35	19,612	P	APC	1/1/1987	9/17/2007	93
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY B	TW B	202	200	35	8,046	P	APC	1/1/1987	9/17/2007	87
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY B	TW B	205	360	35	12,950	P	APC	1/1/1987	9/17/2007	98
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY C	TW C	305	600	36	21,600	P	APC	1/1/1975	11/21/1998*	6
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY C	TW C	310	400	36	14,400	P	APC	1/1/1975	9/17/2007	36

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY C	TW C	315	725	40	29,000	P	PCC	1/1/1942	9/17/2007	11
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY PARALLEL TO RW 18-36	TW N 18-36	405	3,730	50	201,770	P	AC	1/1/2001	9/17/2007	94
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY PARALLEL TO RW 18-36	TW N 18-36	415	410	55	39,050	P	AAC	1/1/2003	9/17/2007	98
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY PARALLEL TO RW 18-36	TW N 18-36	420	1,110	50	60,950	P	AC	1/1/2003	1/1/2003*	87
SEBRING REGIONAL AIRPORT	SEF	TAXIWAY T-HANGAR	TW T-HANG	505	1,600	20	31,385	P	AC	1/1/1995	9/12/2007	72

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
SEF	AP RU	5110	94	92	90	88	86	84	82	80	78	76	74
SEF	AP W	4105	47	46	45	44	44	43	42	41	40	39	38
SEF	AP W	4115	99	97	95	93	91	89	87	85	83	81	79
SEF	AP W	4120	99	97	95	93	91	89	87	85	83	81	79
SEF	AP W	4125	99	97	95	93	91	89	87	85	83	81	79
SEF	RW 14-32	6205	12	11	10	9	9	8	7	6	5	4	3
SEF	RW 14-32	6210	74	72	69	67	64	62	59	57	54	52	49
SEF	RW 14-32	6215	27	25	22	20	17	15	12	10	7	5	2
SEF	RW 18-36	6105	70	68	65	63	60	58	55	53	50	48	45
SEF	RW 18-36	6107	67	65	62	60	57	55	52	50	47	45	42
SEF	TW A	105	93	91	89	87	85	83	81	80	78	76	74
SEF	TW B	202	87	85	83	81	79	77	75	74	72	70	68
SEF	TW B	205	98	96	94	92	90	88	86	85	83	81	79
SEF	TW C	305	6	4	2	0	0	0	0	0	0	0	0
SEF	TW C	310	36	34	32	30	28	26	24	23	21	19	17
SEF	TW C	315	11	10	9	8	8	7	6	5	4	3	2
SEF	TW N 18-36	405	94	91	89	86	84	82	80	78	77	75	74
SEF	TW N 18-36	415	98	96	94	92	90	88	86	85	83	81	79
SEF	TW N 18-36	420	87	85	83	81	79	77	76	74	73	71	70
SEF	TW T-HANG	505	72	71	69	68	67	66	64	63	62	61	60

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

APPENDIX D

**AREA-WEIGHTED PCI RESULTS
BY BRANCH**

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
SEBRING REGIONAL AIRPORT	RUN UP APRON	94
SEBRING REGIONAL AIRPORT	WEST APRON	51
SEBRING REGIONAL AIRPORT	RUNWAY 14-32	18
SEBRING REGIONAL AIRPORT	RUNWAY 18-36	70
SEBRING REGIONAL AIRPORT	TAXIWAY A	93
SEBRING REGIONAL AIRPORT	TAXIWAY B	94
SEBRING REGIONAL AIRPORT	TAXIWAY C	17
SEBRING REGIONAL AIRPORT	TAXIWAY PARALLEL TO RW 18-36	94
SEBRING REGIONAL AIRPORT	TW T-HANG	72

APPENDIX E

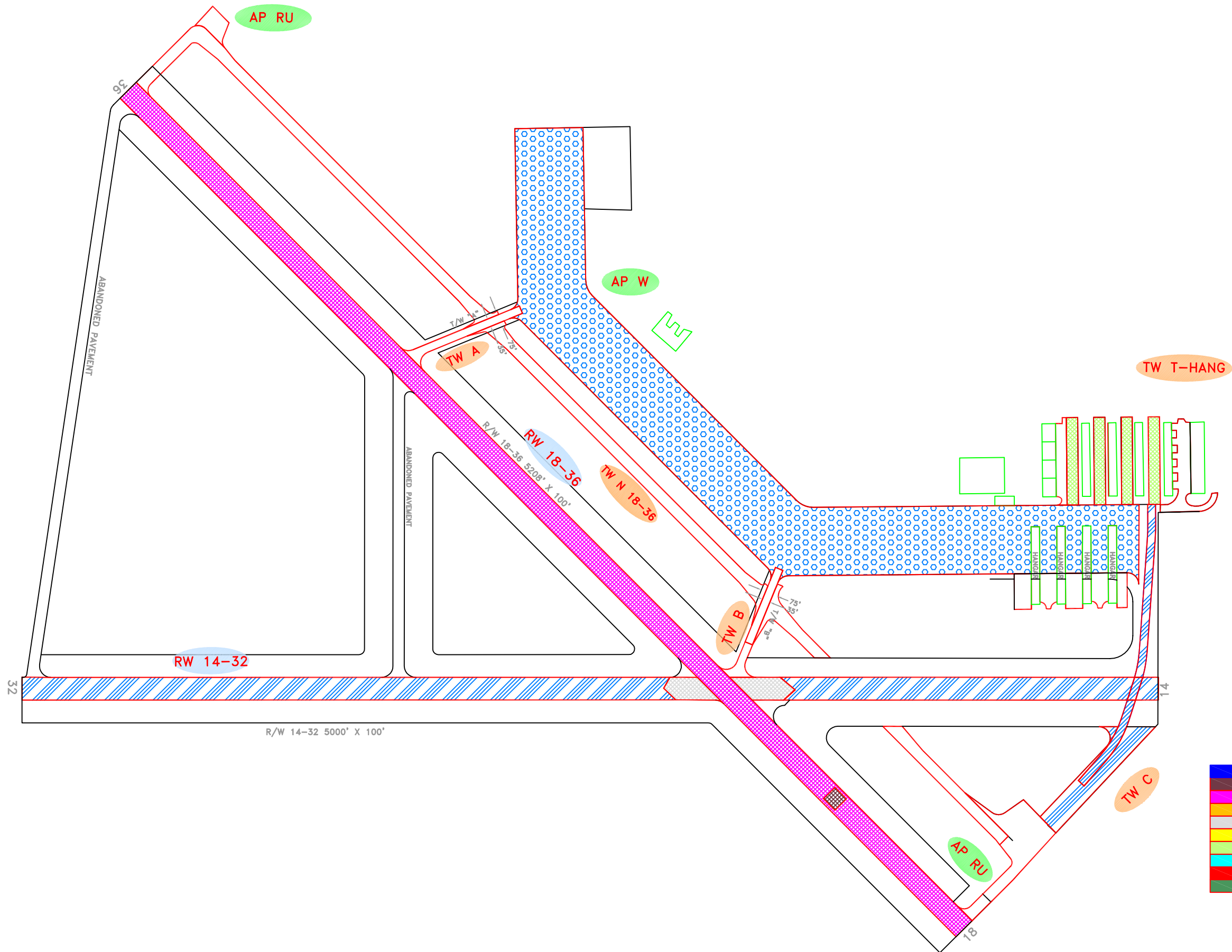
MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
SEF	APRON	AP W	4105	PCC	1,105,646	2008	46	PCC Restoration	100	\$6,954,514
SEF	RUNWAY	RW 14-32	6205	PCC	400,000	2008	11	Reconstruction	100	\$5,448,002
SEF	RUNWAY	RW 14-32	6215	APC	3,600	2008	25	Reconstruction	100	\$49,032
SEF	TAXIWAY	TW C	305	APC	21,600	2008	5	Reconstruction	100	\$294,192
SEF	TAXIWAY	TW C	310	APC	14,400	2008	35	Mill & Overlay	100	\$143,352
SEF	TAXIWAY	TW C	315	PCC	29,000	2008	10	Reconstruction	100	\$394,980
SEF	RUNWAY	RW 18-36	6107	APC	1,100	2009	63	Microsurfacing	100	\$2,947
SEF	RUNWAY	RW 18-36	6105	APC	522,700	2010	63	Microsurfacing	100	\$1,442,340
SEF	RUNWAY	RW 14-32	6210	APC	43,500	2012	62	Microsurfacing	100	\$140,710
SEF	TAXIWAY	TW T-HANG	505	AC	31,385	2014	64	Microsurfacing	100	\$87,243

APPENDIX F

10-YEAR M&R MAP



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

Year	Activity
2008	Microsurfacing
2009	Mill & Overlay
2010	Mill & Overlay
2011	Reconstruction
2012	Reconstruction
2013	Reconstruction
2014	Concrete Pavement Restoration
2015	Concrete Pavement Restoration
2016	Concrete Pavement Restoration
2017	Concrete Pavement Restoration

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS
1	Feb-08	Draft Report
0	Feb-06	Initial Submittal
DESIGNED:	JOB	DRAWN: JOB
CHECKED:		DATE: 2-22-2008



10-Year M&R Map

SEBRING REGIONAL AIRPORT

SEBRING, HIGHLANDS, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER

SEF

FOOT DISTANCE

1

APPENDIX G
PHOTOGRAPHS



RW 14-32 Section 6205 SU 101: Low Severity Linear Cracking,
High Severity Joint Seal Damage (September 17, 2007)



RW 14-32 Section 6205 SU 101: High Severity Linear Cracking (September 17, 2007)



RW 14-32 Section 6205 SU 101: High Severity Corner Break (September 17, 2007)



RW 14-32 Section 6205 SU 101: High Severity Corner Spall (September 17, 2007)



RW 14-32 Section 6205 SU 105: High Severity Joint Spall (September 17, 2007)



RW 14-32 Section 6205 SU 121: High Severity Shattered Slab (September 17, 2007)



RW 14-32 Section 6205 SU 128: Shrinkage Cracking (Sept. 17, 2007)



RW 14-32 Section 6205 SU 128: Section Overview (September 17, 2007)



RW 14-32 Section 6210 SU 159: Medium Severity L/T Cracking (September 17, 2007)



RW 14-32 Section 6215 SU 198: Medium Severity L/T Cracking,
Low Severity Weathering (September 17, 2007)



RW 18-36 Section 6105 SU 203: Low Severity Block Cracking (September 17, 2007)



RW 18-36 Section 6105 SU 138: Low Severity L/T Cracking (September 17, 2007)



TW M Section 405 SU 206: Section Overview (September 17, 2007)



AP-RU Section 5110 SU 301: Section Overview (September 17, 2007)



AP W Section 4105 SU 302: Low Severity Joint Seal Damage (September 17, 2007)



AP W Section 4105 SU 302: Medium Severity Linear Cracking (September 17, 2007)