STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

AirGlades Airport– 2IS
(General Aviation)
Clewiston, Florida
(District 1)

May 2011

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EXECUTIVE SUMMARY

In 2010, the Florida Department of Transportation (FDOT) Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, MACTEC Engineering and Consulting and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal years 2011 and 2012.

The tasks required to achieve this objective at AirGlades Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at AirGlades Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During March 2011, the PCI survey was performed at AirGlades Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2011 is 68, representing a Fair overall network condition.

Table I below summarizes the overall condition summary by network branch.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
East Apron	41	Poor	60	65	X
Concrete Apron at Hangar	56	Fair	60	65	X
Northwest Apron	39	Very Poor	60	65	X
South Ramp	31	Very Poor	60	65	X
West Apron at T-Hangars	48	Poor	60	65	X
Runway 13-31	100	Good	75	65	
Taxiway to East Apron	70	Fair	65	65	
Taxiway to Hangar	41	Poor	65	65	X
Taxiway A	69	Fair	65	65	
Taxiway Connect to South Apron	28	Very Poor	65	65	X
Taxiway S	58	Fair	65	65	X
Taxiway to Turf Runway	49	Poor	65	65	X
Taxiway Connector to West Apron	33	Very Poor	65	65	X

Tables II and III below illustrate the area-weighted PCI computed individually for each pavement use and rank, respectively.

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	100	Good
Taxiway	59	Fair
Apron	43	Poor
All (Weighted)	**68**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	68	Fair
Tertiary	72	Satisfactory
All (Weighted)	**68**	**Fair**

*The pavement rank for the airport pavement network is listed on Table 2-3.

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at AirGlades Airport, are shown below. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
East Apron	4505	AC	102,940	$647,492.65	41	Mill and Overlay	100
Concrete Apron at Hangar	4205	PCC	8,136	$110,812.36	23	Reconstruction	100
Fuel Ramp	4210	AC	14,280	$37,142.30	63	Mill and Overlay	100
Northwest Apron	4405	AC	56,020	$393,428.53	39	Reconstruction	100
South Ramp	4305	AAC	42,420	$546,666.70	31	Reconstruction	100
West Apron at T-Hangars	4105	AAC	90,580	$569,748.31	40	Mill and Overlay	100
West Apron at T-Hangars	4115	AC	23,590	$121,299.81	54	Mill and Overlay	100
Taxiway to Hangar	405	AAC	31,570	$429,983.54	13	Reconstruction	100
Taxiway to Hangar	407	AC	5,075	$69,121.52	26	Reconstruction	100
Taxiway A	120	AAC	16,640	$52,366.12	61	Mill and Overlay	100
Taxiway Connect to South Apron	505	AAC	8,350	$113,727.04	28	Reconstruction	100
Taxiway S	605	AC	45,015	$179,790.01	58	Mill and Overlay	100
Taxiway to Turf Runway	210	AAC	35,380	$222,540.22	47	Mill and Overlay	100
Taxiway to Turf Runway	215	AC	50,550	$317,959.52	46	Mill and Overlay	100
Taxiway Connector to West Apron	305	AAC	4,275	$48,824.79	33	Reconstruction	100
			Total	**$3,860,903.42**	**40**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2011, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

Table V: 10-Year M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2011	$99,635.14	$3,860,903.41	$3,960,538.55
2012	$52,222.00	$221,373.64	$273,595.64
2013	$50,705.80	$88,813.17	$139,518.97
2014	$28,653.89	$268,658.12	$297,312.01
2015	$32,351.60	$0.00	$32,351.60
2016	$18,593.02	$218,391.46	$236,984.48
2017	$25,716.14	$46,533.11	$72,249.25
2018	$41,400.63	$0.00	$41,400.63
2019	$65,900.81	$0.00	$65,900.81
2020	$87,793.86	$44,408.45	$132,202.31
Total	**$502,972.89**	**$4,749,081.36**	**$5,252,054.25**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year major M&R plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 68 in 2011 to 85 in 2020. Appendix F lists the major M&R for the 10-Year program. Appendix G graphically depicts the activity.

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 AirGlades Airport pavements in 2020 may remain near 85. 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 AirGlades 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. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports 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 based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, MACTEC Engineering and Consulting and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

This report discusses the work performed, a summary of the findings, results, and recommendations for M&R planning associated with the update to the SAPMP. It also describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented during the performance of the SAPMP.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the SAPMP and the roles and responsibilities of the program's participants;
- Provide background information on pavement management principles, objectives, and benefits to this airport;
- Outline the procedures used to collect, evaluate and report pavement inspection results at this airport;
- Present the findings from the pavement inspection;
- Analyze and discuss the needs for Maintenance and Rehabilitation (M&R) activities and associated costs for this airport.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP 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 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, 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, AIRPAV, was implemented, and initial condition surveys were

performed in 1992 and 1993. The SAPMP was updated with additional surveys in 1998 and 1999.

In 2004, the FDOT Aviation Office undertook a project to update the pavement management system software utilized for the SAPMP. This project involved a review of the AIRPAV software and other available pavement management system software. As a result of this review, MicroPAVER was selected as the software for the update project. Data from the 1998/1999 condition surveys were converted to the MicroPAVER system, and the inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999. The pavements were inspected between 2006 and 2008, and an updated M&R program was developed based on the new condition of the airfield pavements. As part of the update, procedures for the inspection and collection of pavement data were developed, and a website (www.floridaairportpavement.com) was created for the input of data under secure procedures.

Currently, airports using the AIP Grant Program are required by the Federal Aviation Administration (FAA) to develop a pavement maintenance program (FAA/AC 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements") using trained personnel to perform a detailed inspection of airfield pavements. The inspections are required to be performed at least once a year or every 3 years if pavement inspection is characterized in the form of a Pavement Condition Index (PCI) survey (such as ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys", (2004 edition)). The 2004 edition was utilized in lieu of the 2010 edition to maintain database integrity and benefit of pavement performance curves from the previous inspections.

In 2010, the FDOT Aviation Office selected a team consisting of the Consultant and their Subconsultants to provided services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

The Consultant (Kimley-Horn and Associates, Inc.) and their Subconsultants (MACTEC Engineering and Consulting and All About Pavements, Inc.) provide technical and administrative assistance to the AO-PM during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the SAPMP based upon procedures outlined in FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

1.3.3 *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 AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

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 an asphalt concrete (AC) surface, and
- Rigid pavement composed of a 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 natural 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, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

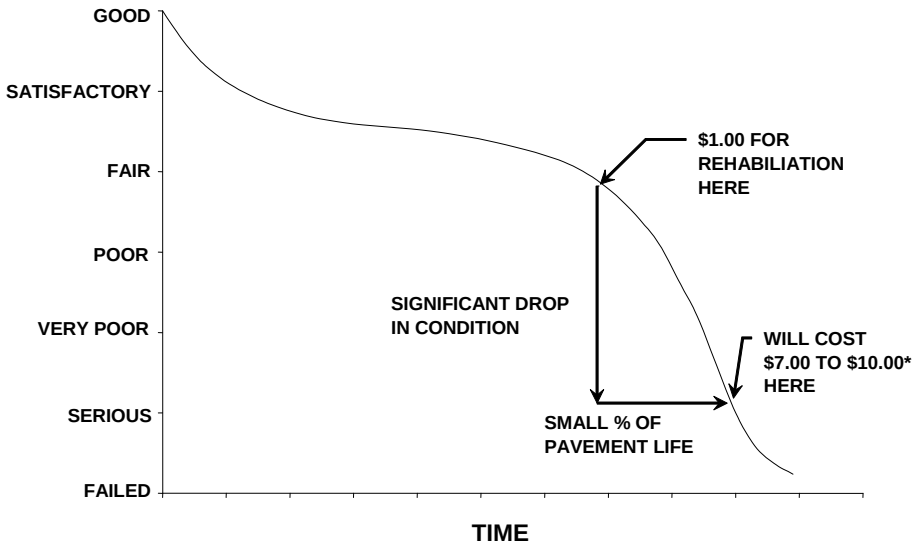
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the 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*

The SAPMP utilized a Pavement Management System (PMS) to develop the M&R recommendations discussed in this report. A 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 below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, 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 “good” condition depends on how well it is maintained. As 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.

Figure 1-1: Pavement Life Cycle



Source: FAA/AC 150/5380-7A "Airport Pavement Management Program"
**Modified to reflect current construction costs.*

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 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.

1.4.3 *Pavement Inspection Methodology for the SAPMP*

Pavement condition assessment is one of the primary decision variables in any airport PMS. 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.

For the Statewide Aviation Pavement Management Program update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine the appropriate rehabilitation methods during the design process.

In preparation of the PCI surveys, the airfield pavements are divided into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Further discussion of how the airport pavements are divided and subdivided into units by construction and use can be found in Section 2 "Network Definition and Pavement Inventory" of this report.

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting 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 the FDOT Statewide Airfield 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

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 nonrepresentive 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. As Figure 1-2 below indicates, MicroPAVER provides a rating scale that relates PCI to pavement condition. A PCI between 0 and 10 is considered 'Failed' pavement, and a PCI between 86 and 100 is considered 'Good' pavement, with five other conditions for PCI values between 11 and 85.

Figure 1-2: PCI Rating Scale

	PCI	Condition Rating
	86 – 100	Good
	71 – 85	Satisfactory
	56 – 70	Fair
	41 – 55	Poor
	26 – 40	Very Poor
	11 – 25	Serious
	0 – 10	Failed

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 Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

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 - A Branch designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron.

Branch ID - A short form identification for the pavement Branch. In this report, Branch 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 (certified under Part 139 requirements).

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.

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.

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.

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.

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 program requirements described by the 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.

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. 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 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 a specific point 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, 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 System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type - The surface of pavement is identified as one of four types:

- AC – for asphalt surface pavements;
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt pavement.

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 - 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.

Statewide Airfield Pavement Management Program (SAPMP) – The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities

necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory - A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection. The System Inventory for the airport is included in Appendix A.

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 AND PAVEMENT INVENTORY

AirGlades Airport (2IS) consists of one runway, RW 13-31 which is 75-ft wide by 5,903-ft long. RW 13-31 was under construction at the time of pavement inspections and is undergoing a complete pavement section reconstruction. RW 13-31 is served by parallel taxiway Alpha and multiple taxiway connectors. Currently the airport has hangar facilities and tie down spots located throughout the apron areas towards the north side of the runway. The airport runway, taxiway and apron is constructed of Asphalt Concrete pavement, with exception to a few apron sections being constructed of Portland Cement Concrete.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric dimensions may vary slightly from the geometry used in the condition and M&R analysis based on field measurements.

AirGlades Airport was established as Riddle Field in 1942 by the United States Army Air Force and used by Riddle-McKay Aero College to conduct contract basic flight training. The airfield was inactivated in 1945, but was given to the War Assets Administration and eventually turned over to Hendry County.

This airport is designated as a General Aviation airport and is located in District 1 of the Florida Department of Transportation.

2.1 Network Definition

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.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further 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. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

As discussed in Section 1.4.3 “Pavement Inspection Methodology for the SAPMP”, the sections are sub-divided into sample units, which are the smallest subdivision in a pavement network, only for the purpose of conducting the pavement condition survey.

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2011 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent

construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. 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 previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

The updated System Inventory and Network Definition drawings for AirGlades Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity

Construction Year	Location	Work Type / Pavement Section
2011	Runway 13-31	Reconstruction

2.2 Pavement Inventory

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

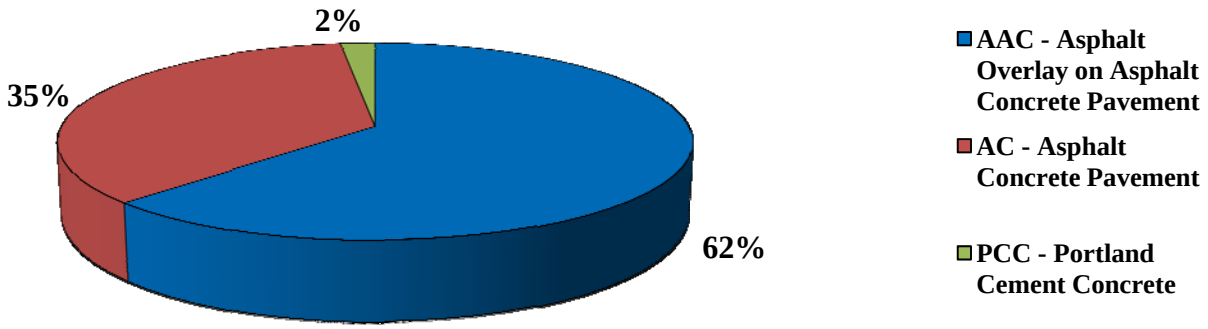
The total airfield pavement area in 2011 at AirGlades Airport is 1,325,566 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	442,500	33%
Taxiway	525,730	40%
Apron	357,336	27%
All (Weighted)	**1,325,566**	**100%**

Figure 2-1 presents the breakdown of the pavement area at AirGlades Airport by surface type.

Figure 2-1: Pavement Area by Surface Type



Details of pavement Branch and Section information including Branch name (which indicates pavement use), Branch ID, Section ID, section area, rank, surface type, last construction date, number of samples inspected, and number of samples in each Section are given in Table 2-3 below. A more detailed Pavement Inventory Table may be found in Appendix A of this report.

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
East Apron	AP E	4505	102,940	P	AC	8/5/2005	3	23
Concrete Apron at Hangar	AP HANG	4205	8,136	P	PCC	1/1/1982	1	1
Fuel Ramp	AP HANG	4210	14,280	P	AC	12/25/1999	1	3
Fuel Ramp	AP HANG	4215	4,750	P	PCC	12/25/1999	1	2
Northwest Apron	AP NW	4405	56,020	P	AC	12/25/1999	2	14
South Ramp	AP S	4305	42,420	P	AAC	1/1/1984	1	9
West Apron at T-Hangars	AP W	4105	90,580	P	AAC	1/1/1996	3	27
West Apron at T-Hangars	AP W	4110	14,620	P	PCC	12/25/1999	1	3
West Apron at T-Hangars	AP W	4115	23,590	P	AC	7/31/2008	1	5
Runway 13-31	RW 13-31	6103	112,500	P	AAC	2/1/2011	0	30
Runway 13-31	RW 13-31	6105	225,000	P	AAC	2/1/2011	0	60
Runway 13-31	RW 13-31	6110	105,000	P	AAC	2/1/2011	0	28
Taxiway to East Apron	TW E AP	705	14,770	P	AC	12/25/1999	1	4
Taxiway to East Apron	TW E AP	710	16,740	P	AC	12/25/1999	1	5
Taxiway to Hangar	TW HANG	405	31,570	P	AAC	1/1/1984	2	7
Taxiway to Hangar	TW HANG	407	5,075	P	AC	1/1/1996	1	1
Taxiway Connector A3	TW HANG	410	35,960	P	AC	1/1/1996	3	10
Taxiway A	TW PARALL	103	75,820	P	AAC	1/1/1996	5	22
Taxiway Connector A1	TW PARALL	105	71,900	P	AAC	1/1/1996	3	20
Taxiway A	TW PARALL	120	16,640	P	AAC	1/1/1996	1	4
Taxiway A	TW PARALL	125	105,610	P	AC	1/1/1996	6	30
Taxiway Connect to South Apron	TW S AP	505	8,350	P	AAC	1/1/1984	1	2
Taxiway S	TW SUGAR	605	45,015	P	AC	1/1/1996	3	13
Taxiway to Turf Runway	TW TURF RW	215	50,550	P	AC	1/1/1984	2	10
Taxiway to Turf Runway	TW TURF RW	210	35,380	P	AAC	1/1/1996	2	9
Taxiway Connector A2	TW TURF RW	205	8,075	T	AAC	1/1/1996	1	1
Taxiway Connector to West Apron	TW W AP	305	4,275	P	AAC	1/1/1984	1	1

Note: If a 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.

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "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).

3.1 Inspection Methodology

A PCI survey is performed by measuring the amount and severity of pavement distresses, which are caused by traffic load, climate, and other factors, observed within a sample unit. This data is imported into MicroPAVER, which calculates PCI values for the pavement sections. Tables 3-1 and 3-2 below list the pavement distress types and related causes for asphalt concrete (AC) and Portland Cement Concrete (PCC), respectively.

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

Code	Distress	Mechanism
41	Alligator Cracking	Load
42	Bleeding	Construction Quality /Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Load
52	Weathering/Raveling	Climate / Load
53	Rutting	Load
54	Shoving	Pavement Growth
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Table 3-2: Pavement Distresses for Portland Cement Concrete Surfaces

Code	Distress	Mechanism
61	Blow-up	Climate
62	Corner Break	Load
63	Linear Cracking	Load
64	Durability Cracking	Climate
65	Joint Seal Damage	Climate
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Climate
69	Pumping	Load
70	Scaling/Crazing	Construction Quality
71	Faulting	Subgrade Quality
72	Shattered Slab	Load
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load
75	Corner Spalling	Load
Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual		

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD 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 a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at AirGlades Airport were performed in March 2011. Data were recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at AirGlades Airport is 68, representing a Fair overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distresses. Asphalt Concrete pavement distresses include; weathering, raveling, block cracking, and longitudinal and transverse cracking and swelling. Portland Cement Concrete pavement distresses include; corner break, LTD cracking, joint seal damage, scaling/map cracking, shattered slabs, shrinkage cracks joint and corner spalling.

The pavement throughout the hangars and apron exhibited low and medium severity weathering and raveling along with low to medium severity longitudinal and transverse cracking. Low

severity block cracking was also observed. These areas of pavement seemed to be the oldest pavement throughout the airport and showed the most distress due to its age.

Taxiway Alpha and the associated taxiway connectors appeared to be in good overall condition, with exception to a few isolated instances of low severity swelling distresses and low severity block cracking located along the main taxiway Alpha. Most of the other distresses consisted of low severity weathering and raveling along with low severity longitudinal cracking mainly along the paving joints. This is a common distress due to the pavement being weakest at this location.

Runway 13-31 was undergoing full pavement reconstruction at the time of inspection. This pavement section was assumed to have a PCI of 100.

Appendix B contains a table and a Condition Map which depicts the PCI results by Section, and Appendix C contains a table of PCI results by Branch. Appendix I includes detailed distress data generated by MicroPAVER for each inspected sample unit.

Figure 3-1 provides the PCI distribution by rating category for AirGlades Airport.

Figure 3-1: Network PCI Distribution by Rating Category

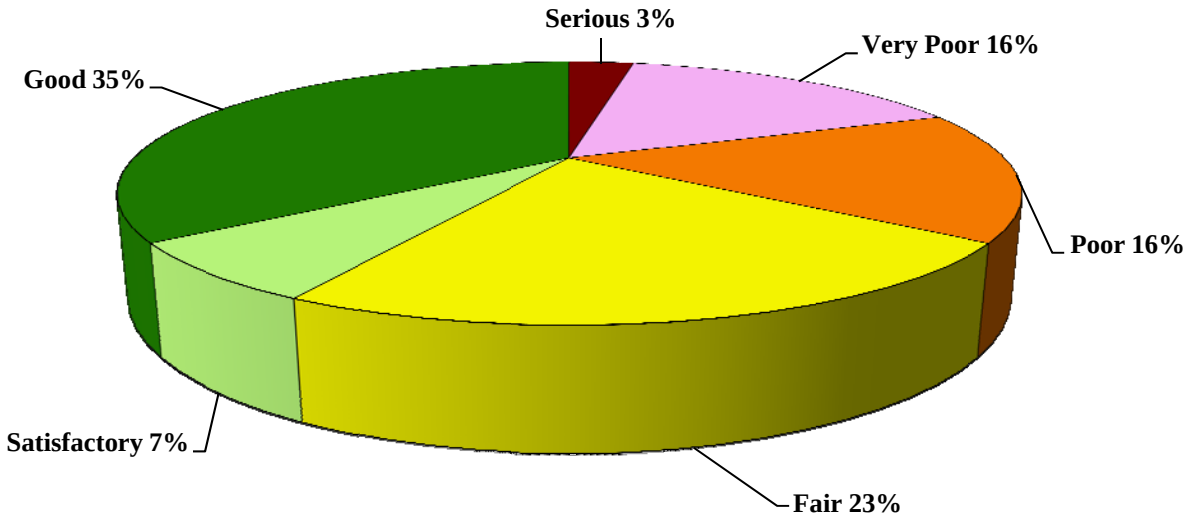


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	461,870	35%
Satisfactory	96,715	7%
Fair	308,095	23%
Poor	212,460	16%
Very Poor	206,720	16%
Serious	39,706	3%
Failed	0	0%

Approximately 42% of the network is in Good and Satisfactory condition while 19% of the network is in Very Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

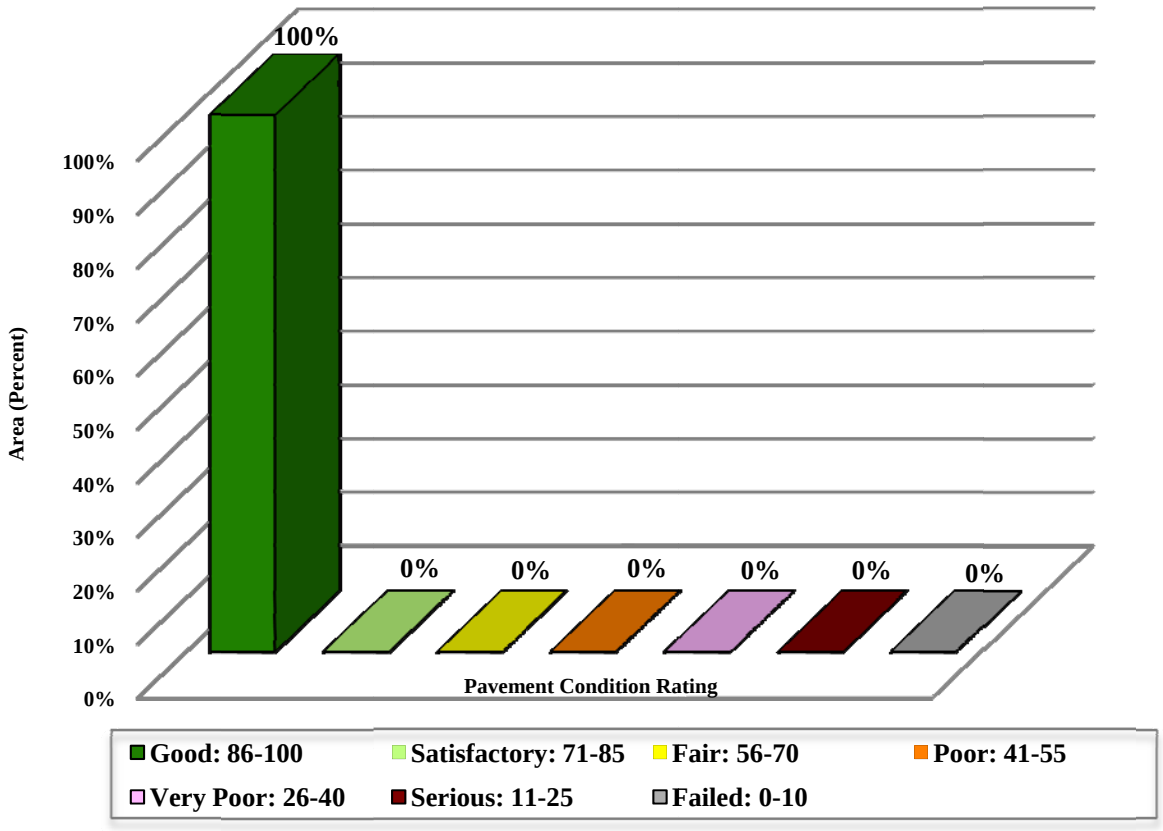
Table 3-3: Condition by Pavement Use

Use	Area-Weighted PCI	Condition Rating
Runway	100	Good
Taxiway	59	Fair
Apron	43	Poor
All (Weighted)	**68**	**Fair**

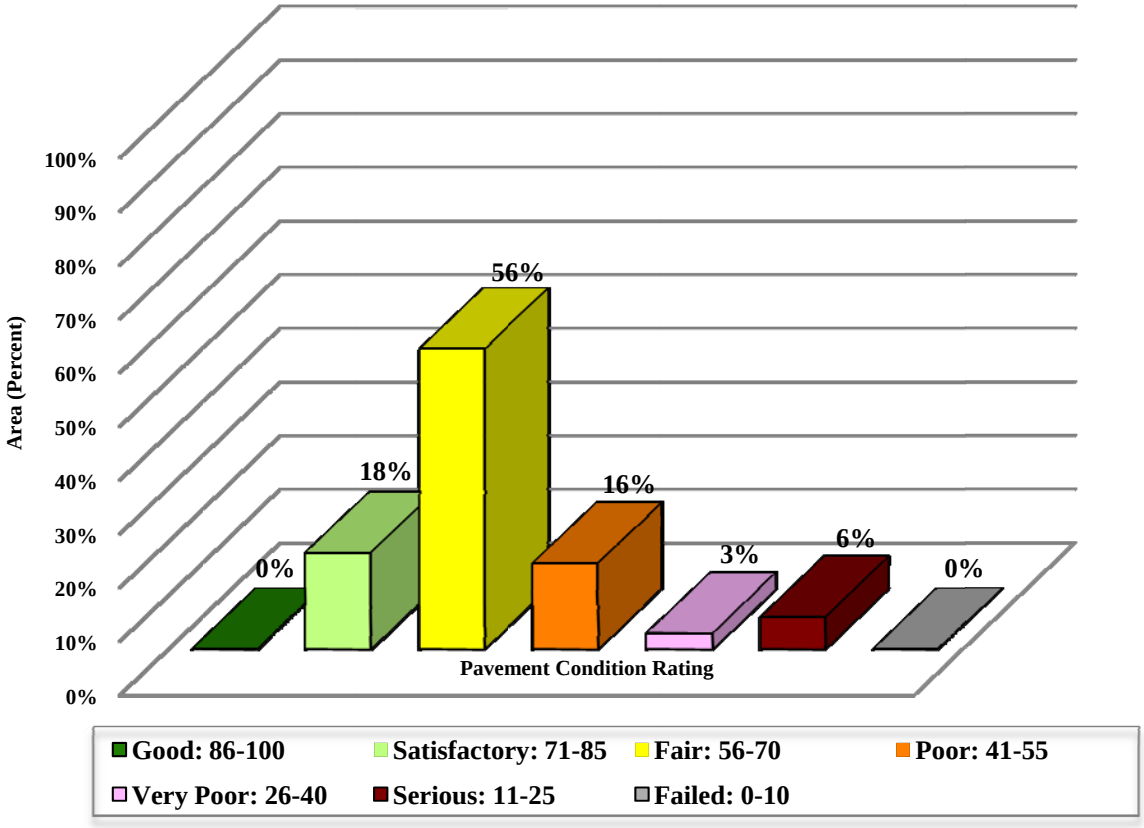
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use

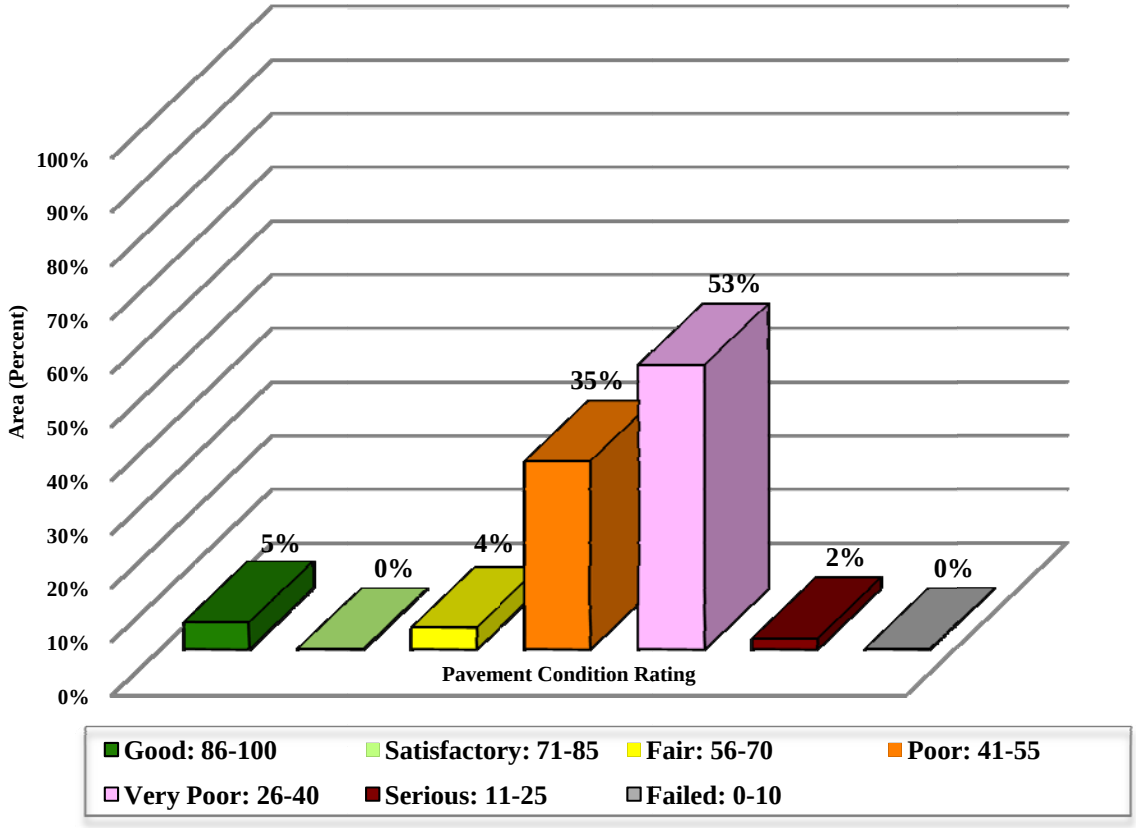
(a) Runway



(b) Taxiway


Area (Percent)
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
0%
18%
56%
16%
3%
6%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

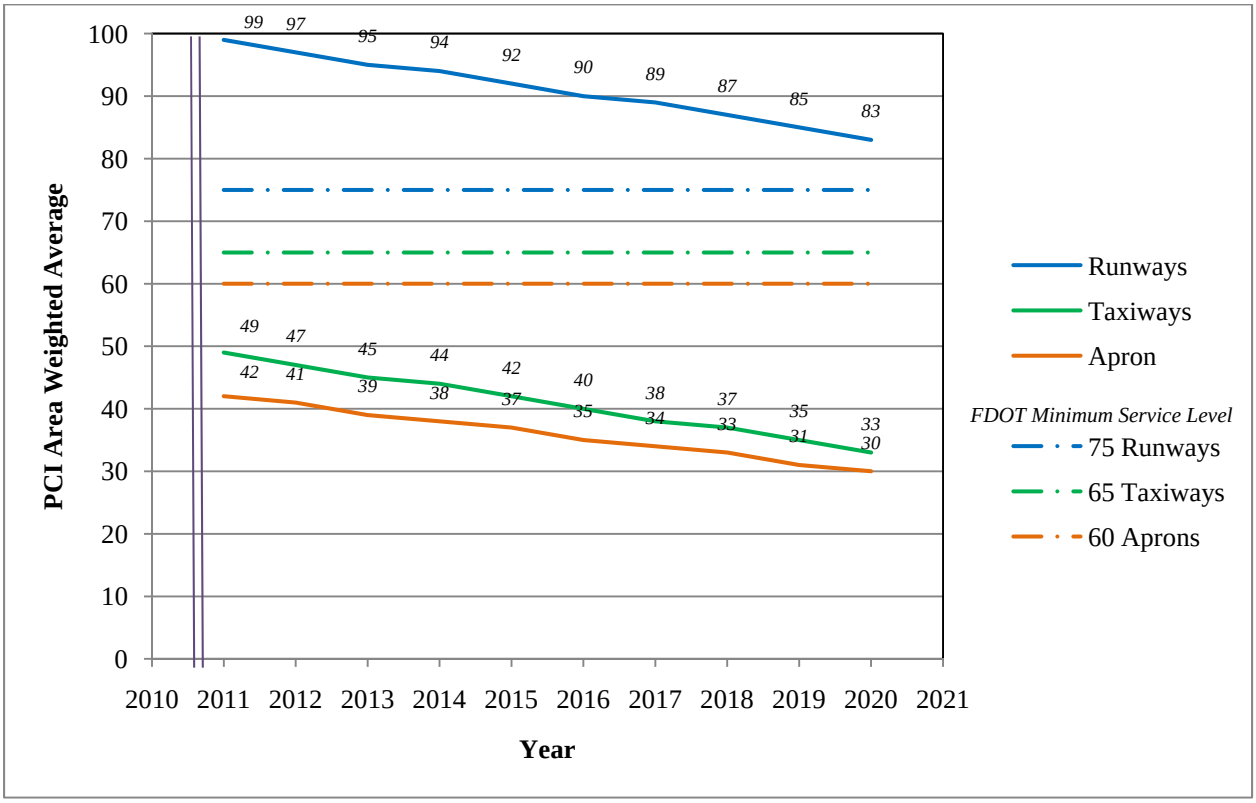
(c) Apron


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
5%
0%
4%
35%
53%
2%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

4. 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 4-1 illustrates the predicted performance of pavements at AirGlades 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 service level for General Aviation (GA) airports.

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2011 to 2020.

5. MAINTENANCE POLICIES AND COSTS

5.1 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 5-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules. These repairs are used only in the first year of an analysis.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the 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 the previous SAPMP update were used in this update for the 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 5-2 gives the critical PCI levels for General Aviation Airports.

The maintenance rehabilitation policy and activity costs have been updated based on the study of readily available construction cost data at the time of this study. The costs depicted in this report are intended for planning purposes.

Table 5-1: 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	N/A
	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	N/A
	Raveling and Weathering	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	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	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	N/A
	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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of General Aviation Airports.

Table 5-3: DOT Minimum Service Level PCI for General Aviation Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	60

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 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.

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 5-4 summarizes the M&R activities for General Aviation Airports based on PCI value.

Table 5-4: M&R Activities for General Aviation Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	40 to 79
	Reconstruction	39 and less

5.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were updated from the previous SAPMP study based on current construction cost trends in order to determine meaningful costs for the program. Table 5-5 presents the unit costs summary.

5.3 M&R Activities

FDOT recognizes that although Mill and Overlay work is recommended for asphalt pavements within a PCI range from 40 to 79, it is conceivable that airports may not have adequate funding to perform this type of rehabilitation. Microsurfacing treatment is a maintenance/rehabilitation measure that can be used in lieu of asphalt pavement mill and overlay; however it should be understood that this measure is intended for short term pavement life extension. While the cost of microsurfacing is significantly lower than that of pavement mill and overlay, it is not intended to be a full rehabilitative measure for long term benefit.

Table 5-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
GR-LL	Grinding (Localized for AC)	$2.10	SqFt
PA-AL	Patching – AC Leveling	$2.30	SqFt
PA-AS	Patching – AC Shallow	$2.90	SqFt
PA-PF	Patching – PCC Full Depth	$38.11	SqFt
PA-PP	Patching – PCC Partial Depth	$19.06	SqFt
SL-PC	Slab Replacement – PCC	$39.11	SqFt
CS-PC	Crack Sealing – PCC	$4.24	Ft
UN-PC	Undersealing – PCC	$3.40	Ft
CS-AC	Crack Sealing – AC	$2.25	Ft
GR-PP	Grinding (Localized for PCC)	$22.51	Ft
JS-LC	Joint Seal (Localized)	$2.00	Ft
SH-LE	Shoulder Leveling	$2.81	Ft
JS-SI	Joint Seal – Silicon	$2.81	Ft
PA-AD	Patching – AC Deep	$4.90	SqFt
OL-AT	Overlay – AC Thin	$2.80	SqFt
SS-CT	Surface Seal – Coal Tar	$0.40	SqFt
SS-FS	Surface Seal – Fog Seal	$0.40	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.40	SqFt
ST-SB	Surface Treatment – Single Bitum.	$0.30	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.55	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.28	SqFt
MI-AC	Microsurfacing - AC	$0.65	SqFt

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently 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 PCIs. 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 5-6. 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 5-6: 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	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$3.00
		60	$3.42
		50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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

6. 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, starting from 2011. 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 6-1 presents the M&R 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.

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
East Apron	4505	AC	102,940	$647,492.65	41	Mill and Overlay	100
Concrete Apron at Hangar	4205	PCC	8,136	$110,812.36	23	Reconstruction	100
Fuel Ramp	4210	AC	14,280	$37,142.30	63	Mill and Overlay	100
Northwest Apron	4405	AC	56,020	$393,428.53	39	Reconstruction	100
South Ramp	4305	AAC	42,420	$546,666.70	31	Reconstruction	100
West Apron at T-Hangars	4105	AAC	90,580	$569,748.31	40	Mill and Overlay	100
West Apron at T-Hangars	4115	AC	23,590	$121,299.81	54	Mill and Overlay	100
Taxiway to Hangar	405	AAC	31,570	$429,983.54	13	Reconstruction	100
Taxiway to Hangar	407	AC	5,075	$69,121.52	26	Reconstruction	100
Taxiway A	120	AAC	16,640	$52,366.12	61	Mill and Overlay	100
Taxiway Connect to South Apron	505	AAC	8,350	$113,727.04	28	Reconstruction	100
Taxiway S	605	AC	45,015	$179,790.01	58	Mill and Overlay	100
Taxiway to Turf Runway	210	AAC	35,380	$222,540.22	47	Mill and Overlay	100
Taxiway to Turf Runway	215	AC	50,550	$317,959.52	46	Mill and Overlay	100
Taxiway Connector to West Apron	305	AAC	4,275	$48,824.79	33	Reconstruction	100
			Total	**$3,860,903.42**	**40**		**100**

* Costs are adjusted for inflation.

FDOT recognizes that the costs attributed to the aforementioned 'Major Activity' of performing a pavement 'Mill and Overlay' may conflict with budgetary constraints. Table 6-2 presents an alternative minor rehabilitative activity to the mid-range performing pavements. The alternative activity is performing a 'Microsurfacing/Slurry Seal' to the pavement to retard the degradation of the facility until funding is available for a 'Mill and Overlay' activity.

Table 6-2: Summary of Immediate Major M&R Needs Option No. 2

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
East Apron	4505	AC	102,940	$66,911.00	41	Microsurfacing	100
Concrete Apron at Hangar	4205	PCC	8,136	$110,812.36	23	Reconstruction	100
Fuel Ramp	4210	AC	14,280	$9,282.00	63	Microsurfacing	100
Northwest Apron	4405	AC	56,020	$393,428.53	39	Reconstruction	100
South Ramp	4305	AAC	42,420	$546,666.70	31	Reconstruction	100
West Apron at T-Hangars	4105	AAC	90,580	$58,877.00	40	Microsurfacing	100
West Apron at T-Hangars	4115	AC	23,590	$15,333.50	54	Microsurfacing	100
Taxiway to Hangar	405	AAC	31,570	$429,983.54	13	Reconstruction	100
Taxiway to Hangar	407	AC	5,075	$69,121.52	26	Reconstruction	100
Taxiway A	120	AAC	16,640	$10,816.00	61	Microsurfacing	100
Taxiway Connect to South Apron	505	AAC	8,350	$113,727.04	28	Reconstruction	100
Taxiway S	605	AC	45,015	$29,259.75	58	Microsurfacing	100
Taxiway to Turf Runway	210	AAC	35,380	$22,997.00	47	Microsurfacing	100
Taxiway to Turf Runway	215	AC	50,550	$32,857.50	46	Microsurfacing	100
Taxiway Connector to West Apron	305	AAC	4,275	$48,824.79	33	Reconstruction	100
			Total	**$1,958,898.23**	**40**		**100**

* Costs are adjusted for inflation.

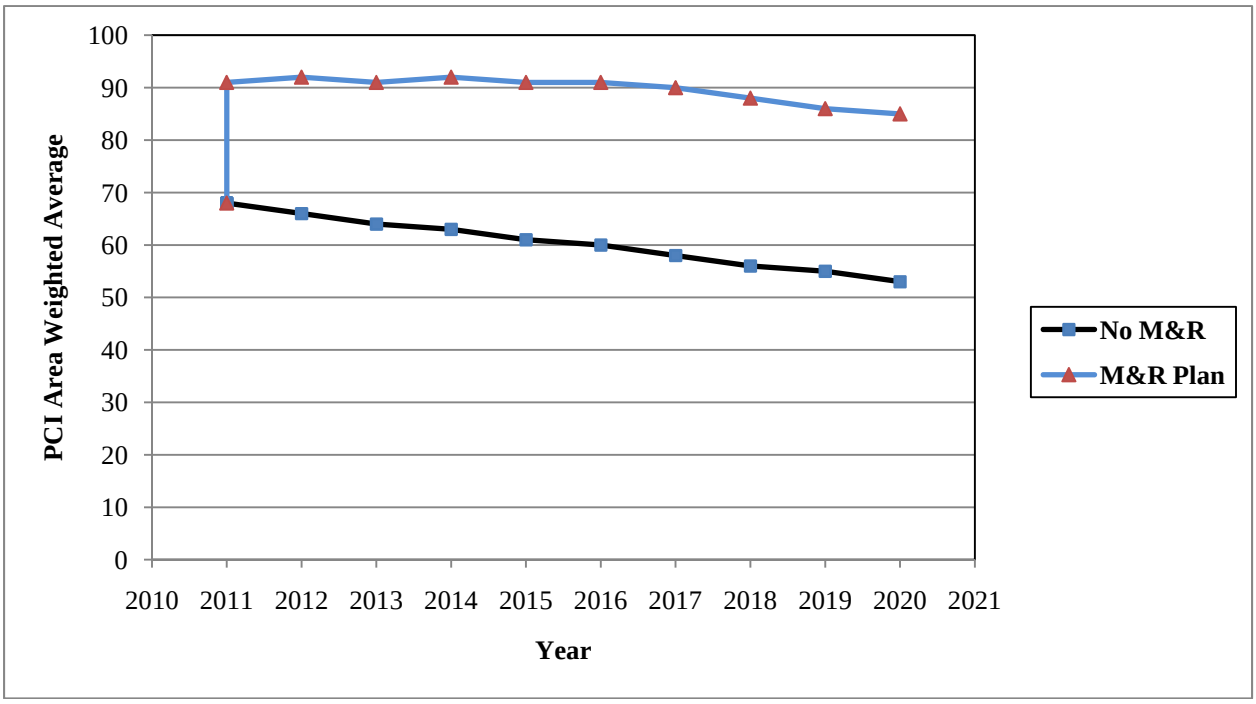
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway to East Apron	TW E AP	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,370.00	SqFt	$0.40	$3,348.02
Taxiway to East Apron	TW E AP	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,293.00	SqFt	$0.40	$5,317.24
Taxiway to East Apron	TW E AP	705	WEATH/RAVEL	M	Surface Seal - Coat Tar	147.70	SqFt	$0.40	$59.08
Taxiway Connector A3	TW HANG	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	26,596.70	SqFt	$0.40	$10,638.77
Taxiway Connector A3	TW HANG	410	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,830.80	SqFt	$0.40	$1,132.32
Taxiway Connector A2	TW TURF RW	205	OIL SPILLAGE	N	Patching - AC Shallow	13.50	SqFt	$2.90	$39.26
Taxiway Connector A2	TW TURF RW	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,961.70	SqFt	$0.40	$1,584.67
Taxiway A	TW PARALL	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	73,927.00	SqFt	$0.40	$29,571.04
Taxiway A	TW PARALL	125	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,280.50	SqFt	$0.40	$2,112.20
Taxiway Connector A1	TW PARALL	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	53,924.40	SqFt	$0.40	$21,569.96
Taxiway A	TW PARALL	103	WEATH/RAVEL	L	Surface Seal - Rejuvenating	60,655.90	SqFt	$0.40	$24,262.58
								Total =	$75,372.56

The 10 year forecast results are shown in Figure 6-1, 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.

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from 68 in 2011 to 53 in ten years if no M&R activities are performed.
- The PCI will remain at or above 85 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 85 with this scenario is 32 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $4.7 million.

7. 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 PCIs 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 7-1 provides the summary results under the critical PCI unlimited funding scenario.

Table 7-1: M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2011	$99,635.14	$3,860,903.41	$3,960,538.55
2012	$52,222.00	$221,373.64	$273,595.64
2013	$50,705.80	$88,813.17	$139,518.97
2014	$28,653.89	$268,658.12	$297,312.01
2015	$32,351.60	$0.00	$32,351.60
2016	$18,593.02	$218,391.46	$236,984.48
2017	$25,716.14	$46,533.11	$72,249.25
2018	$41,400.63	$0.00	$41,400.63
2019	$65,900.81	$0.00	$65,900.81
2020	$87,793.86	$44,408.45	$132,202.31
Total	**$502,972.89**	**$4,749,081.36**	**$5,252,054.25**

Note: Costs are adjusted for inflation.

Approximately 81% of the total Major M&R cost is required in the first year (2011). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **East Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Concrete Apron at Hangar** – Portland Cement Concrete reconstruction activity per the FAA P-501 Specification.
- **Fuel Ramp** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Northwest Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **South Ramp** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.

- **West Apron at T-Hangars** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway to Hangar** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway A** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Connect to South Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway S** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway to Turf Runway** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Connector to West Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.

The unlimited budget scenario provides the basis for estimating the total repair cost.

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

The System Inventory and Network Definition CADD drawings, which show the airport pavement outline with Branch and Section boundaries and identify changes in the network pavement since the last inspection and the sampling plan, respectively, are included in Appendix A of this report.

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map 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.

8.3 10-Year M&R Map

A 10-Year M&R Map that shows the summary of the M&R plan is attached in Appendix G.

8.4 Photographs

Selected digital photographs taken during the pavement inspection are provided in Appendix H to provide visual support to special pavement conditions or distress observed during the inspection of the airport.

9. RECOMMENDATIONS

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

The following recommendations were made based on the 2011 condition inspection and M&R analysis results:

- **East Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Concrete Apron at Hangar** – Portland Cement Concrete reconstruction activity per the FAA P-501 Specification.
- **Fuel Ramp** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Northwest Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **South Ramp** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **West Apron at T-Hangars** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway to Hangar** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway A** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Connect to South Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway S** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway to Turf Runway** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Connector to West Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.

Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets since these needs cannot be addressed with typical annual expenditures.

APPENDIX A

NETWORK DEFINITION MAP

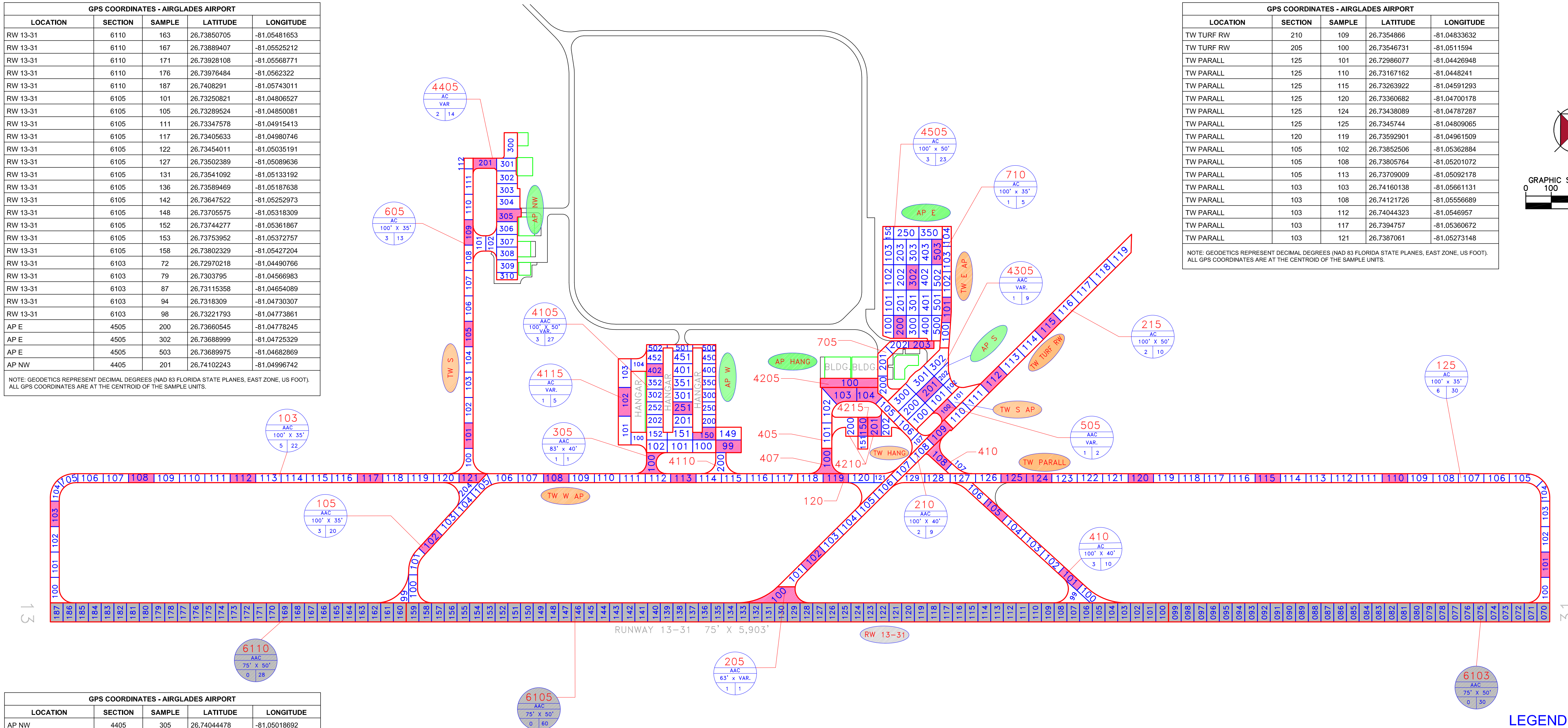
SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

GPS COORDINATES - AIRGLADES AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 13-31	6110	163	26.73850705	-81.05481653
RW 13-31	6110	167	26.73889407	-81.05525212
RW 13-31	6110	171	26.73928108	-81.05568771
RW 13-31	6110	176	26.73976484	-81.0562322
RW 13-31	6110	187	26.7408291	-81.05743011
RW 13-31	6105	101	26.73250821	-81.04806527
RW 13-31	6105	105	26.73289524	-81.04850081
RW 13-31	6105	111	26.73347578	-81.04915413
RW 13-31	6105	117	26.73405633	-81.04980746
RW 13-31	6105	122	26.73454011	-81.05035191
RW 13-31	6105	127	26.73502389	-81.05089636
RW 13-31	6105	131	26.73541092	-81.05133192
RW 13-31	6105	136	26.73589469	-81.05187638
RW 13-31	6105	142	26.73647522	-81.05252973
RW 13-31	6105	148	26.73705575	-81.05318309
RW 13-31	6105	152	26.73744277	-81.05361867
RW 13-31	6105	153	26.73753952	-81.05372757
RW 13-31	6105	158	26.73802329	-81.05427204
RW 13-31	6103	72	26.72970218	-81.04490766
RW 13-31	6103	79	26.7303795	-81.04566983
RW 13-31	6103	87	26.73115358	-81.04654089
RW 13-31	6103	94	26.7318309	-81.04730307
RW 13-31	6103	98	26.73221793	-81.04773861
AP E	4505	200	26.73660545	-81.04778245
AP E	4505	302	26.73688999	-81.04725329
AP E	4505	503	26.73689975	-81.04682869
AP NW	4405	201	26.74102243	-81.04996742

NOTE: GEODETICS REPRESENT DECIMAL DEGREES (NAD 83 FLORIDA STATE PLANES, EAST ZONE, US FOOT). ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.



GPS COORDINATES - AIRGLADES AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW TURF RW	210	109	26.7354866	-81.04833632
TW TURF RW	205	100	26.73546731	-81.0511594
TW PARALL	125	101	26.72986077	-81.04426948
TW PARALL	125	110	26.73167162	-81.0448241
TW PARALL	125	115	26.73263922	-81.04591293
TW PARALL	125	120	26.73360682	-81.04700178
TW PARALL	125	124	26.73438089	-81.04787287
TW PARALL	125	125	26.7345744	-81.04809065
TW PARALL	120	119	26.73592901	-81.04961509
TW PARALL	105	102	26.73852506	-81.05362884
TW PARALL	105	108	26.73805764	-81.05201072
TW PARALL	105	113	26.73709009	-81.05092178
TW PARALL	103	103	26.74160138	-81.05661131
TW PARALL	103	108	26.74121726	-81.05556689
TW PARALL	103	112	26.74044323	-81.0546957
TW PARALL	103	117	26.7394757	-81.05360672
TW PARALL	103	121	26.7387061	-81.05273148

NOTE: GEODETICS REPRESENT DECIMAL DEGREES (NAD 83 FLORIDA STATE PLANES, EAST ZONE, US FOOT). ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.

GPS COORDINATES - AIRGLADES AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP NW	4405	305	26.74044478	-81.05018692
AP S	4305	201	26.73589801	-81.04805908
AP HANG	4210	201	26.7360676	-81.04887823
AP HANG	4205	100	26.73656131	-81.04869324
AP W	4115	102	26.73812436	-81.05077683
AP W	4110	99	26.73699166	-81.05026435
AP W	4105	150	26.73726375	-81.05036451
AP W	4105	251	26.7376333	-81.05033307
AP W	4105	402	26.73813899	-81.05024881
TW E AP	710	101	26.73638096	-81.04723814
TW E AP	705	203	26.73630616	-81.04775055
TW SUGAR	605	101	26.73905244	-81.0524007
TW SUGAR	605	105	26.73983463	-81.05153861
TW SUGAR	605	109	26.74061681	-81.0506765
TW S AP	505	100	26.73562608	-81.04811463
TW HANG	410	101	26.73336834	-81.04845582
TW HANG	410	105	26.73446736	-81.04851783
TW HANG	410	108	26.73532924	-81.04852395
TW HANG	407	100	26.73609676	-81.0495846
TW HANG	405	103	26.73653812	-81.04885508
TW HANG	405	104	26.73632022	-81.04862823
TW W AP	305	100	26.73742642	-81.05107089
TW TURF RW	215	112	26.73548543	-81.047424
TW TURF RW	215	115	26.73548553	-81.04650482
TW TURF RW	210	102	26.73548504	-81.05048793

NOTE: GEODETICS REPRESENT DECIMAL DEGREES (NAD 83 FLORIDA STATE PLANES, EAST ZONE, US FOOT). ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
- AC — PAVEMENT TYPE
- 100' x 50' — TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 5 — NUMBER OF SAMPLE UNITS IN SECTION
- 14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 46

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

NUMBER	DATE	REVISIONS					
DESIGNED:	ELT	DRAWN:	ALB	CHECKED:	DRB	DATE:	

K:\WPB_Aviation\142179005\CADD\PLANSHEETS\2IS\EXHIBITS\001-2IS-DEFINITION.dwg PLOTTED: July 12, 2011 - 3:51 PM, BY: Stanford, Rex

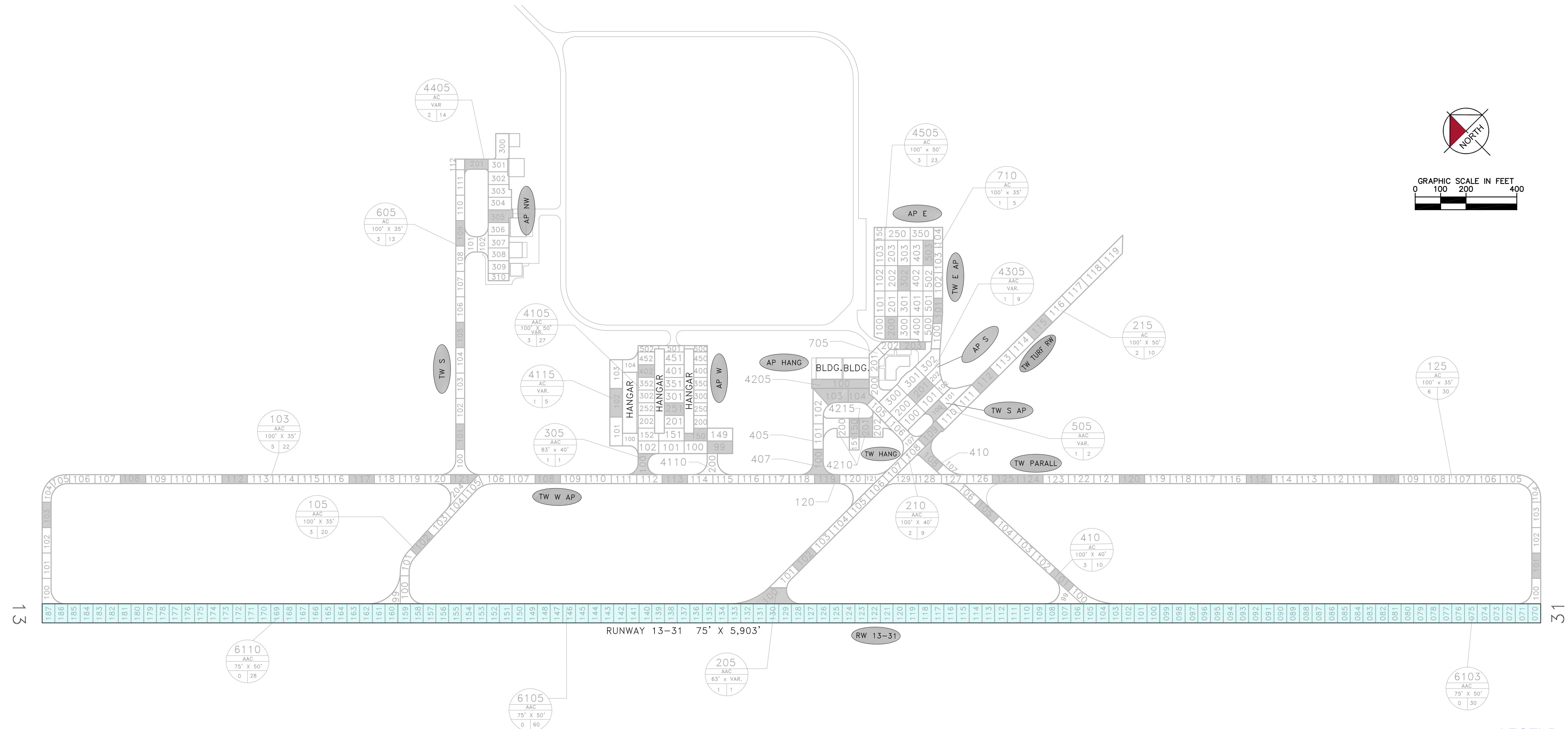
NETWORK DEFINITION MAP

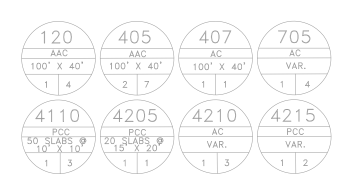
AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: 2IS

FDOT DISTRICT: 1





LEGEND

- PROJECTS YEAR 2006
- PROJECTS YEAR 2007
- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	RW 13–31	RECONSTRUCTION

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT DRAWN: ALB CHECKED: DRB DATE:

SYSTEM INVENTORY MAP

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER 2IS

FDOT DISTRICT 1

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
East Apron	AP E	APRON	4505	440	230	102,940	P	AC	8/5/2005	3/23/2011	23
Concrete Apron at Hangar	AP HANG	APRON	4205	36	226	8,136	P	PCC	1/1/1982	3/23/2011	1
Fuel Ramp	AP HANG	APRON	4210	200	75	14,280	P	AC	12/25/1999	3/23/2011	3
Fuel Ramp	AP HANG	APRON	4215	125	38	4,750	P	PCC	12/25/1999	3/24/2011	2
Northwest Apron	AP NW	APRON	4405	500	100	56,020	P	AC	12/25/1999	3/23/2011	14
South Ramp	AP S	APRON	4305	250	165	42,420	P	AAC	1/1/1984	3/23/2011	9
West Apron at T-Hangars	AP W	APRON	4105	425	200	90,580	P	AAC	1/1/1996	3/23/2011	27
West Apron at T-Hangars	AP W	APRON	4110	150	100	14,620	P	PCC	12/25/1999	3/23/2011	3
West Apron at T-Hangars	AP W	APRON	4115	50	465	23,590	P	AC	7/31/2008	3/23/2011	5
Runway 13-31	RW 13-31	RUNWAY	6103	1,500	75	112,500	P	AAC	2/1/2011	2/1/2011	30
Runway 13-31	RW 13-31	RUNWAY	6105	3,000	75	225,000	P	AAC	2/1/2011	2/1/2011	60
Runway 13-31	RW 13-31	RUNWAY	6110	1,400	75	105,000	P	AAC	2/1/2011	2/1/2011	28
Taxiway to East Apron	TW E AP	TAXIWAY	705	400	38	14,770	P	AC	12/25/1999	3/23/2011	4
Taxiway to East Apron	TW E AP	TAXIWAY	710	480	35	16,740	P	AC	12/25/1999	3/23/2011	5
Taxiway to Hangar	TW HANG	TAXIWAY	405	655	40	31,570	P	AAC	1/1/1984	3/23/2011	7
Taxiway to Hangar	TW HANG	TAXIWAY	407	100	40	5,075	P	AC	1/1/1996	3/23/2011	1
Taxiway Connector A3	TW HANG	TAXIWAY	410	840	35	35,960	P	AC	1/1/1996	3/23/2011	10
Taxiway A	TW PARALL	TAXIWAY	103	2,140	35	75,820	P	AAC	1/1/1996	3/23/2011	22
Taxiway Connector A1	TW PARALL	TAXIWAY	105	1,820	35	71,900	P	AAC	1/1/1996	3/23/2011	20
Taxiway A	TW PARALL	TAXIWAY	120	320	35	16,640	P	AAC	1/1/1996	3/23/2011	4
Taxiway A	TW PARALL	TAXIWAY	125	3,000	35	105,610	P	AC	1/1/1996	3/23/2011	30
Taxiway Connect to South Apron	TW S AP	TAXIWAY	505	150	50	8,350	P	AAC	1/1/1984	3/23/2011	2
Taxiway S	TW SUGAR	TAXIWAY	605	1,241	35	45,015	P	AC	1/1/1996	3/23/2011	13

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway to Turf Runway	TW TURF RW	TAXIWAY	215	1,011	50	50,550	P	AC	1/1/1984	3/23/2011	10
Taxiway to Turf Runway	TW TURF RW	TAXIWAY	210	900	40	35,380	P	AAC	1/1/1996	3/23/2011	9
Taxiway Connector A2	TW TURF RW	TAXIWAY	205	110	63	8,075	T	AAC	1/1/1996	3/23/2011	1
Taxiway Connector to West Apron	TW W AP	TAXIWAY	305	83	40	4,275	P	AAC	1/1/1984	3/23/2011	1

Note: If a 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.

Work History Report

Pavement Database:

Network: 2IS **Branch:** AP E (EAST APRON) **Section:** 4505 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 440.00 Ft **Width:** 230.00 Ft **True Area:** 102.940.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/05/2005	MI-SF	Micro Surfacing	$0	1.50	False	This is a test
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** AP HANG (CONC APRON AT HANGAR) **Section:** 4205 **Surface:** PCC
L.C.D.: 01/01/1982 **Use:** APRON **Rank:** P **Length:** 36.00 Ft **Width:** 226.00 Ft **True Area:** 8.136.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	BUILT			True	EST 1982 PCC

Network: 2IS **Branch:** AP HANG (CONC APRON AT HANGAR) **Section:** 4210 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 14.280.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** AP HANG (CONC APRON AT HANGAR) **Section:** 4215 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 125.00 Ft **Width:** 38.00 Ft **True Area:** 4.750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** AP NW (NORTHWEST APRON) **Section:** 4405 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 500.00 Ft **Width:** 100.00 Ft **True Area:** 56.020.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** AP S (SOUTH RAMP) **Section:** 4305 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** APRON **Rank:** P **Length:** 250.00 Ft **Width:** 165.00 Ft **True Area:** 42.420.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	1984 BIT OL

Network: 2IS **Branch:** AP W (WEST APRON AT T-HANGARS) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** APRON **Rank:** P **Length:** 425.00 Ft **Width:** 200.00 Ft **True Area:** 90.580.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 AC OVERLAY

Network: 2IS **Branch:** AP W (WEST APRON AT T-HANGARS) **Section:** 4110 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 14.620.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** AP W (WEST APRON AT T-HANGARS) **Section:** 4115 **Surface:** AC
L.C.D.: 07/31/2008 **Use:** APRON **Rank:** P **Length:** 50.00 Ft **Width:** 465.00 Ft **True Area:** 23.590.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/31/2008	SU-AC	Surface Course - AC	$0	0.00	True	
09/01/2005	NC-PC	New Construction - PCC	$0	0.00	True	

Network: 2IS **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6103 **Surface:** AAC
L.C.D.: 02/01/2011 **Use:** RUNWAY **Rank:** P **Length:** 1,500.00 Ft **Width:** 75.00 Ft **True Area:** 112,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: 2IS **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6105 **Surface:** AAC
L.C.D.: 02/01/2011 **Use:** RUNWAY **Rank:** P **Length:** 3,000.00 Ft **Width:** 75.00 Ft **True Area:** 225,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011
01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 BIT OL

Network: 2IS **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6110 **Surface:** AAC
L.C.D.: 02/01/2011 **Use:** RUNWAY **Rank:** P **Length:** 1,400.00 Ft **Width:** 75.00 Ft **True Area:** 105,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: 2IS **Branch:** TW E AP (TAXIWAY TO EAST APRON) **Section:** 705 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 Ft **Width:** 38.00 Ft **True Area:** 14,770.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** TW E AP (TAXIWAY TO EAST APRON) **Section:** 710 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank:** P **Length:** 480.00 Ft **Width:** 35.00 Ft **True Area:** 16,740.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: 2IS **Branch:** TW HANG (TAXIWAY TO HANGAR) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 655.00 Ft **Width:** 40.00 Ft **True Area:** 31,570.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	1984 AC OVERLAY

Network: 2IS **Branch:** TW HANG (TAXIWAY TO HANGAR) **Section:** 407 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 5,075.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: 2IS **Branch:** TW HANG (TAXIWAY TO HANGAR) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 840.00 Ft **Width:** 35.00 Ft **True Area:** 35,960.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC OVERLAY

Network: 2IS **Branch:** TW PARALL (PARALLEL TAXIWAY) **Section:** 103 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 2,140.00 Ft **Width:** 35.00 Ft **True Area:** 75,820.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 AC OVERLAY

Network: 2IS **Branch:** TW PARALL (PARALLEL TAXIWAY) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 1.820.00 Ft **Width:** 35.00 Ft **True Area:** 71.900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 BIT OL

Network: 2IS **Branch:** TW PARALL (PARALLEL TAXIWAY) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 320.00 Ft **Width:** 35.00 Ft **True Area:** 16.640.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 BIT OL

Network: 2IS **Branch:** TW PARALL (PARALLEL TAXIWAY) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 3.000.00 Ft **Width:** 35.00 Ft **True Area:** 105.610.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: 2IS **Branch:** TW S AP (TAXIWAY CONNECT TO SOUTH **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 Ft **Width:** 50.00 Ft **True Area:** 8,350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	1984 BIT OL

Network: 2IS **Branch:** TW SUGAR (US SUGAR TAXIWAY) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 1.241.00 Ft **Width:** 35.00 Ft **True Area:** 45.015.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: 2IS **Branch:** TW TURF RW (TAXIWAY TO TURF RW) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** T **Length:** 110.00 Ft **Width:** 63.00 Ft **True Area:** 8.075.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 AC OVERLAY

Network: 2IS **Branch:** TW TURF RW (TAXIWAY TO TURF RW) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 900.00 Ft **Width:** 40.00 Ft **True Area:** 35.380.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY			True	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 AC OVERLAY

Network: 2IS **Branch:** TW TURF RW (TAXIWAY TO TURF RW) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 1.011.00 Ft **Width:** 50.00 Ft **True Area:** 50.550.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	1984 AC PAVEMENT

Work History Report

Pavement Database:

Network: 2IS **Branch:** TW W AP (TAXIWAY CONNECT TO W APRON) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 83.00 Ft **Width:** 40.00 Ft **True Area:** 4,275.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	REPAIR			False	1996 AC OVERLAY
01/01/1984	IMPORTED	BUILT			True	1984 BIT OL

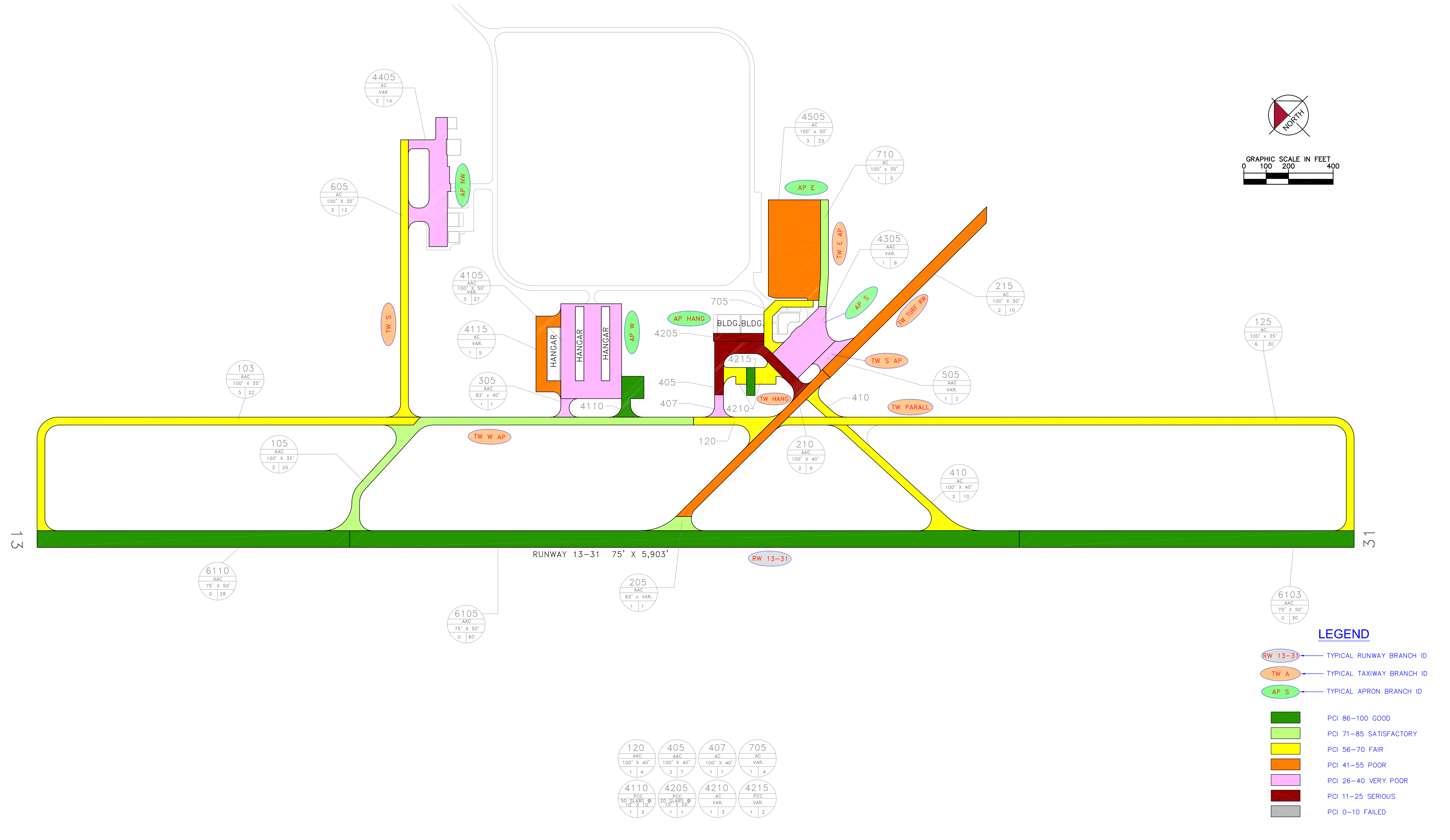
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	19	1,077,856.00		
Initial Construction	7	224,120.00	.00	.00
Micro Surfacing	1	102,940.00	1.50	
Mill and Overlay	3	442,500.00	.00	.00
New Construction - PCC	1	23,590.00	.00	
OVERLAY	7	523,395.00		
REPAIR	1	4,275.00		
Surface Course - AC	1	23,590.00	.00	

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



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

NUMBER	DATE	REVISIONS

DESIGNED: ELT DRAWN: ALB CHECKED: DRB DATE:

2011 CONDITION MAP

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **2IS**

FDOT DISTRICT 1

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
East Apron	AP E	APRON	4505	102,940	P	AC	3	23	41	Poor
Concrete Apron at Hangar	AP HANG	APRON	4205	8,136	P	PCC	1	1	24	Serious
Fuel Ramp	AP HANG	APRON	4210	14,280	P	AC	1	3	63	Fair
Fuel Ramp	AP HANG	APRON	4215	4,750	P	PCC	1	2	91	Good
Northwest Apron	AP NW	APRON	4405	56,020	P	AC	2	14	39	Very Poor
South Ramp	AP S	APRON	4305	42,420	P	AAC	1	9	31	Very Poor
West Apron at T-Hangars	AP W	APRON	4105	90,580	P	AAC	3	27	40	Very Poor
West Apron at T-Hangars	AP W	APRON	4110	14,620	P	PCC	1	3	88	Good
West Apron at T-Hangars	AP W	APRON	4115	23,590	P	AC	1	5	55	Poor
Runway 13-31	RW 13-31	RUNWAY	6103	112,500	P	AAC	0	30	100	Good
Runway 13-31	RW 13-31	RUNWAY	6105	225,000	P	AAC	0	60	100	Good
Runway 13-31	RW 13-31	RUNWAY	6110	105,000	P	AAC	0	28	100	Good
Taxiway to East Apron	TW E AP	TAXIWAY	705	14,770	P	AC	1	4	65	Fair
Taxiway to East Apron	TW E AP	TAXIWAY	710	16,740	P	AC	1	5	75	Satisfactory
Taxiway to Hangar	TW HANG	TAXIWAY	405	31,570	P	AAC	2	7	13	Serious
Taxiway to Hangar	TW HANG	TAXIWAY	407	5,075	P	AC	1	1	26	Very Poor
Taxiway Connector A3	TW HANG	TAXIWAY	410	35,960	P	AC	3	10	68	Fair
Taxiway A	TW PARALL	TAXIWAY	103	75,820	P	AAC	5	22	66	Fair
Taxiway Connector A1	TW PARALL	TAXIWAY	105	71,900	P	AAC	3	20	73	Satisfactory
Taxiway A	TW PARALL	TAXIWAY	120	16,640	P	AAC	1	4	61	Fair
Taxiway A	TW PARALL	TAXIWAY	125	105,610	P	AC	6	30	70	Fair
Taxiway Connect to South Apron	TW S AP	TAXIWAY	505	8,350	P	AAC	1	2	28	Very Poor
Taxiway S	TW SUGAR	TAXIWAY	605	45,015	P	AC	3	13	58	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway to Turf Runway	TW TURF RW	TAXIWAY	215	50,550	P	AC	2	10	46	Poor
Taxiway to Turf Runway	TW TURF RW	TAXIWAY	210	35,380	P	AAC	2	9	47	Poor
Taxiway Connector A2	TW TURF RW	TAXIWAY	205	8,075	T	AAC	1	1	72	Satisfactory
Taxiway Connector to West Apron	TW W AP	TAXIWAY	305	4,275	P	AAC	1	1	33	Very Poor

Note: If a 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.

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 5 /10/2011

Branch Condition Report

Pavement Database: NetworkID: 2IS

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP E (EAST APRON)	1	440.00	230.00	102,940.00	APRON	41.00	0.00	41.00
AP HANG (CONC APRON AT HANGAR)	3	361.00	113.00	27,166.00	APRON	59.33	27.48	56.22
AP NW (NORTHWEST APRON)	1	500.00	100.00	56,020.00	APRON	39.00	0.00	39.00
AP S (SOUTH RAMP)	1	250.00	165.00	42,420.00	APRON	31.00	0.00	31.00
AP W (WEST APRON AT T-HANGARS)	3	625.00	255.00	128,790.00	APRON	61.00	20.05	48.20
RW 13-31 (RUNWAY 13-31)	3	5,900.00	75.00	442,500.00	RUNWAY	100.00	0.00	100.00
TW E AP (TAXIWAY TO EAST APRON)	2	880.00	36.50	31,510.00	TAXIWAY	70.00	5.00	70.31
TW HANG (TAXIWAY TO HANGAR)	3	1,595.00	38.33	72,605.00	TAXIWAY	35.67	23.47	41.15
TW PARALL (PARALLEL TAXIWAY)	4	7,280.00	35.00	269,970.00	TAXIWAY	67.50	4.50	69.12
TW S AP (TAXIWAY CONNECT TO SOUTH APRON)	1	150.00	50.00	8,350.00	TAXIWAY	28.00	0.00	28.00
TW SUGAR (US SUGAR TAXIWAY)	1	1,241.00	35.00	45,015.00	TAXIWAY	58.00	0.00	58.00
TW TURF RW (TAXIWAY TO TURF RW)	3	2,021.00	51.00	94,005.00	TAXIWAY	55.00	12.03	48.61
TW W AP (TAXIWAY CONNECT TO W APRON)	1	83.00	40.00	4,275.00	TAXIWAY	33.00	0.00	33.00

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	9	357,336.00	52.44	22.62	43.25
RUNWAY	3	442,500.00	100.00	0.00	100.00
TAXIWAY	15	525,730.00	53.40	19.32	59.76
All	27	1,325,566.00	58.26	24.41	68.74

STD = Standard Deviation

Section Condition Report

Pavement Database: *NetworkID: 2IS*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4505	12/25/1999	AC	APRON	P	0	102,940.00	03/23/2011	12	41.00
AP HANG (CONC APRON AT HANGAR)	4205	01/01/1982	PCC	APRON	P	0	8,136.00	03/23/2011	29	24.00
AP HANG (CONC APRON AT HANGAR)	4210	12/25/1999	AC	APRON	P	0	14,280.00	03/23/2011	12	63.00
AP HANG (CONC APRON AT HANGAR)	4215	12/25/1999	PCC	APRON	P	0	4,750.00	03/24/2011	12	91.00
AP NW (NORTHWEST APRON)	4405	12/25/1999	AC	APRON	P	0	56,020.00	03/23/2011	12	39.00
AP S (SOUTH RAMP)	4305	01/01/1984	AAC	APRON	P	0	42,420.00	03/23/2011	27	31.00
AP W (WEST APRON AT T-HANGARS)	4105	01/01/1996	AAC	APRON	P	0	90,580.00	03/23/2011	15	40.00
AP W (WEST APRON AT T-HANGARS)	4110	12/25/1999	PCC	APRON	P	0	14,620.00	03/23/2011	12	88.00
AP W (WEST APRON AT T-HANGARS)	4115	07/31/2008	AC	APRON	P	0	23,590.00	03/23/2011	3	55.00
RW 13-31 (RUNWAY 13-31)	6103	02/01/2011	AAC	RUNWAY	P	0	112,500.00	02/01/2011	0	100.00
RW 13-31 (RUNWAY 13-31)	6105	02/01/2011	AAC	RUNWAY	P	0	225,000.00	02/01/2011	0	100.00
RW 13-31 (RUNWAY 13-31)	6110	02/01/2011	AAC	RUNWAY	P	0	105,000.00	02/01/2011	0	100.00
TW E AP (TAXIWAY TO EAST APRON)	705	12/25/1999	AC	TAXIWAY	P	0	14,770.00	03/23/2011	12	65.00
TW E AP (TAXIWAY TO EAST APRON)	710	12/25/1999	AC	TAXIWAY	P	0	16,740.00	03/23/2011	12	75.00
TW HANG (TAXIWAY TO HANGAR)	405	01/01/1984	AAC	TAXIWAY	P	0	31,570.00	03/23/2011	27	13.00
TW HANG (TAXIWAY TO HANGAR)	407	01/01/1996	AC	TAXIWAY	P	0	5,075.00	03/23/2011	15	26.00
TW HANG (TAXIWAY TO HANGAR)	410	01/01/1996	AC	TAXIWAY	P	0	35,960.00	03/23/2011	15	68.00
TW PARALL (PARALLEL TAXIWAY)	103	01/01/1996	AAC	TAXIWAY	P	0	75,820.00	03/23/2011	15	66.00
TW PARALL (PARALLEL TAXIWAY)	105	01/01/1996	AAC	TAXIWAY	P	0	71,900.00	03/23/2011	15	73.00
TW PARALL (PARALLEL TAXIWAY)	120	01/01/1996	AAC	TAXIWAY	P	0	16,640.00	03/23/2011	15	61.00
TW PARALL (PARALLEL TAXIWAY)	125	01/01/1996	AC	TAXIWAY	P	0	105,610.00	03/23/2011	15	70.00
TW S AP (TAXIWAY CONNECT TO SOUTH APRON)	505	01/01/1984	AAC	TAXIWAY	P	0	8,350.00	03/23/2011	27	28.00
TW SUGAR (US SUGAR TAXIWAY)	605	01/01/1996	AC	TAXIWAY	P	0	45,015.00	03/23/2011	15	58.00

Section Condition Report

Pavement Database: *NetworkID: 2IS*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW TURF RW (TAXIWAY TO TURF RW)	205	01/01/1996	AAC	TAXIWAY	T	0	8,075.00	03/23/2011	15	72.00
TW TURF RW (TAXIWAY TO TURF RW)	210	01/01/1996	AAC	TAXIWAY	P	0	35,380.00	03/23/2011	15	47.00
TW TURF RW (TAXIWAY TO TURF RW)	215	01/01/1984	AC	TAXIWAY	P	0	50,550.00	03/23/2011	27	46.00
TW W AP (TAXIWAY CONNECT TO W APRON)	305	01/01/1984	AAC	TAXIWAY	P	0	4,275.00	03/23/2011	27	33.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	442,500.00	3	100.00	0.00	100.00
03-05	3.00	23,590.00	1	55.00	0.00	55.00
11-15	13.76	714,175.00	17	61.35	17.18	57.35
26-30	27.33	145,301.00	6	29.17	9.92	31.80
All	14.85	1,325,566.00	27	58.26	24.41	68.74

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

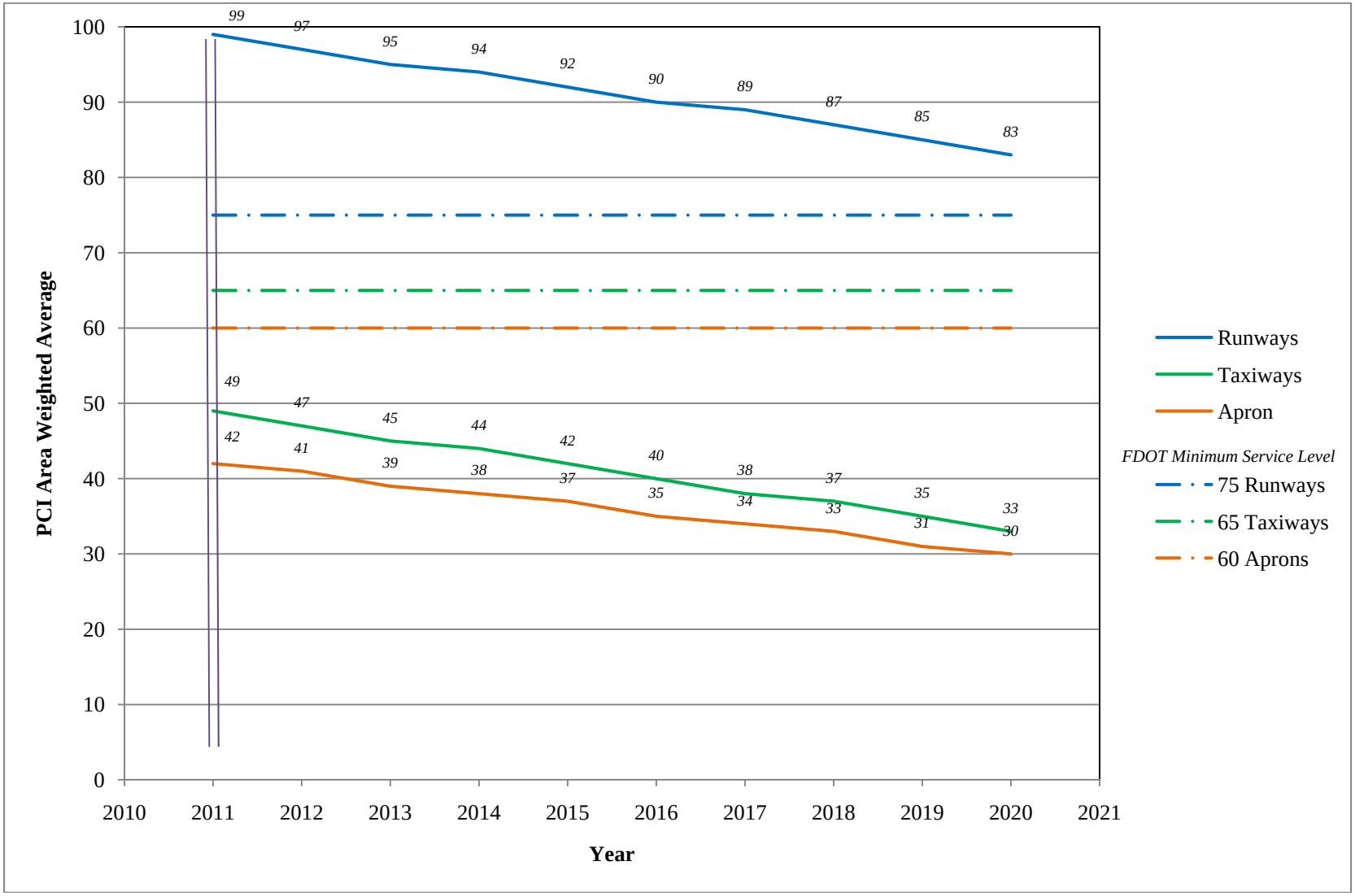
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
East Apron	AP E	4505	41	41	39	38	36	35	33	32	30	29	28
Concrete Apron at Hangar	AP HANG	4205	24	23	21	18	16	13	10	8	5	3	0
Fuel Ramp	AP HANG	4210	63	63	61	60	58	57	55	54	52	51	50
Fuel Ramp	AP HANG	4215	91	91	90	89	88	88	87	86	85	84	84
Northwest Apron	AP NW	4405	39	39	37	36	34	33	31	30	28	27	26
South Ramp	AP S	4305	31	31	30	29	28	28	27	26	26	25	25
West Apron at T-Hangars	AP W	4105	40	40	39	38	36	35	35	34	33	32	31
West Apron at T-Hangars	AP W	4110	88	87	85	82	80	77	74	72	69	67	64
West Apron at T-Hangars	AP W	4115	55	54	52	49	47	44	41	39	36	34	31
Runway 13-31	RW 13-31	6103	100	99	98	96	95	94	92	91	89	88	86
Runway 13-31	RW 13-31	6105	100	99	97	95	93	91	89	87	86	84	82
Runway 13-31	RW 13-31	6110	100	99	98	96	95	94	92	91	89	88	86
Taxiway to East Apron	TW E AP	705	65	65	63	61	59	58	56	54	53	51	49
Taxiway to East Apron	TW E AP	710	75	75	73	71	69	68	66	64	63	61	59
Taxiway to Hangar	TW HANG	405	13	13	11	9	7	6	4	2	0	0	0
Taxiway to Hangar	TW HANG	407	26	26	24	22	20	19	17	15	14	12	10
Taxiway Connector A3	TW HANG	410	68	68	66	64	62	61	59	57	56	54	52
Taxiway A	TW PARALL	103	66	66	64	62	60	59	57	55	53	52	50
Taxiway Connector A1	TW PARALL	105	73	73	71	69	67	66	64	62	60	59	57
Taxiway A	TW PARALL	120	61	61	59	57	55	54	52	50	48	47	45
Taxiway A	TW PARALL	125	70	70	68	66	64	63	61	59	58	56	54
Taxiway Connect to South Apron	TW S AP	505	28	28	26	24	22	21	19	17	15	14	12
Taxiway S	TW SUGAR	605	58	58	56	54	52	51	49	47	46	44	42
Taxiway to Turf Runway	TW TURF RW	205	72	72	70	68	66	65	63	61	59	58	56

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Taxiway to Turf Runway	TW TURF RW	210	47	47	45	43	41	40	38	36	34	33	31
Taxiway Connector A2	TW TURF RW	215	46	46	44	42	40	39	37	35	34	32	30
Taxiway Connector to West Apron	TW W AP	305	33	33	31	29	27	26	24	22	20	19	17

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway to East Apron	TW E AP	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,370.00	SqFt	$0.40	$3,348.02
Taxiway to East Apron	TW E AP	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,293.00	SqFt	$0.40	$5,317.24
Taxiway to East Apron	TW E AP	705	WEATH/RAVEL	M	Surface Seal - Coat Tar	147.70	SqFt	$0.40	$59.08
Taxiway Connector A3	TW HANG	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	26,596.70	SqFt	$0.40	$10,638.77
Taxiway Connector A3	TW HANG	410	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,830.80	SqFt	$0.40	$1,132.32
Taxiway Connector A2	TW TURF RW	205	OIL SPILLAGE	N	Patching - AC Shallow	13.50	SqFt	$2.90	$39.26
Taxiway Connector A2	TW TURF RW	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,961.70	SqFt	$0.40	$1,584.67
Taxiway A	TW PARALL	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	73,927.00	SqFt	$0.40	$29,571.04
Taxiway A	TW PARALL	125	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,280.50	SqFt	$0.40	$2,112.20
Taxiway Connector A1	TW PARALL	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	53,924.40	SqFt	$0.40	$21,569.96
Taxiway A	TW PARALL	103	WEATH/RAVEL	L	Surface Seal - Rejuvenating	60,655.90	SqFt	$0.40	$24,262.58
								Total =	$75,372.56

APPENDIX F

MAJOR M&R PLAN BY YEAR UNDER UNLIMITED FUNDING SCENARIO TABLE

Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	East Apron	4505	AC	102,940	$647,492.65	41	Mill and Overlay	100
2011	Concrete Apron at Hangar	4205	PCC	8,136	$110,812.36	23	Reconstruction	100
2011	Fuel Ramp	4210	AC	14,280	$37,142.30	63	Mill and Overlay	100
2011	Northwest Apron	4405	AC	56,020	$393,428.53	39	Reconstruction	100
2011	South Ramp	4305	AAC	42,420	$546,666.70	31	Reconstruction	100
2011	West Apron at T-Hangars	4105	AAC	90,580	$569,748.31	40	Mill and Overlay	100
2011	West Apron at T-Hangars	4115	AC	23,590	$121,299.81	54	Mill and Overlay	100
2011	Taxiway to Hangar	405	AAC	31,570	$429,983.54	13	Reconstruction	100
2011	Taxiway to Hangar	407	AC	5,075	$69,121.52	26	Reconstruction	100
2011	Taxiway A	120	AAC	16,640	$52,366.12	61	Mill and Overlay	100
2011	Taxiway Connector to South Apron	505	AAC	8,350	$113,727.04	28	Reconstruction	100
2011	Taxiway S	605	AC	45,015	$179,790.01	58	Mill and Overlay	100
2011	Taxiway to Turf Runway	210	AAC	35,380	$222,540.22	47	Mill and Overlay	100
2011	Taxiway to Turf Runway	215	AC	50,550	$317,959.52	46	Mill and Overlay	100
2011	Taxiway Connector to West Apron	305	AAC	4,275	$48,824.79	33	Reconstruction	100
2012	Taxiway to East Apron	705	AC	14,770	$39,569.30	63	Mill and Overlay	100
2012	Taxiway A	103	AAC	75,820	$181,804.34	64	Mill and Overlay	100
2013	Taxiway Connector A3	410	AC	35,960	$88,813.17	64	Mill and Overlay	100
2014	Taxiway A	125	AC	105,610	$268,658.12	64	Mill and Overlay	100
2016	Taxiway Connector A1	105	AAC	71,900	$194,043.13	64	Mill and Overlay	100
2016	Taxiway Connector A2	205	AAC	8,075	$24,348.34	63	Mill and Overlay	100

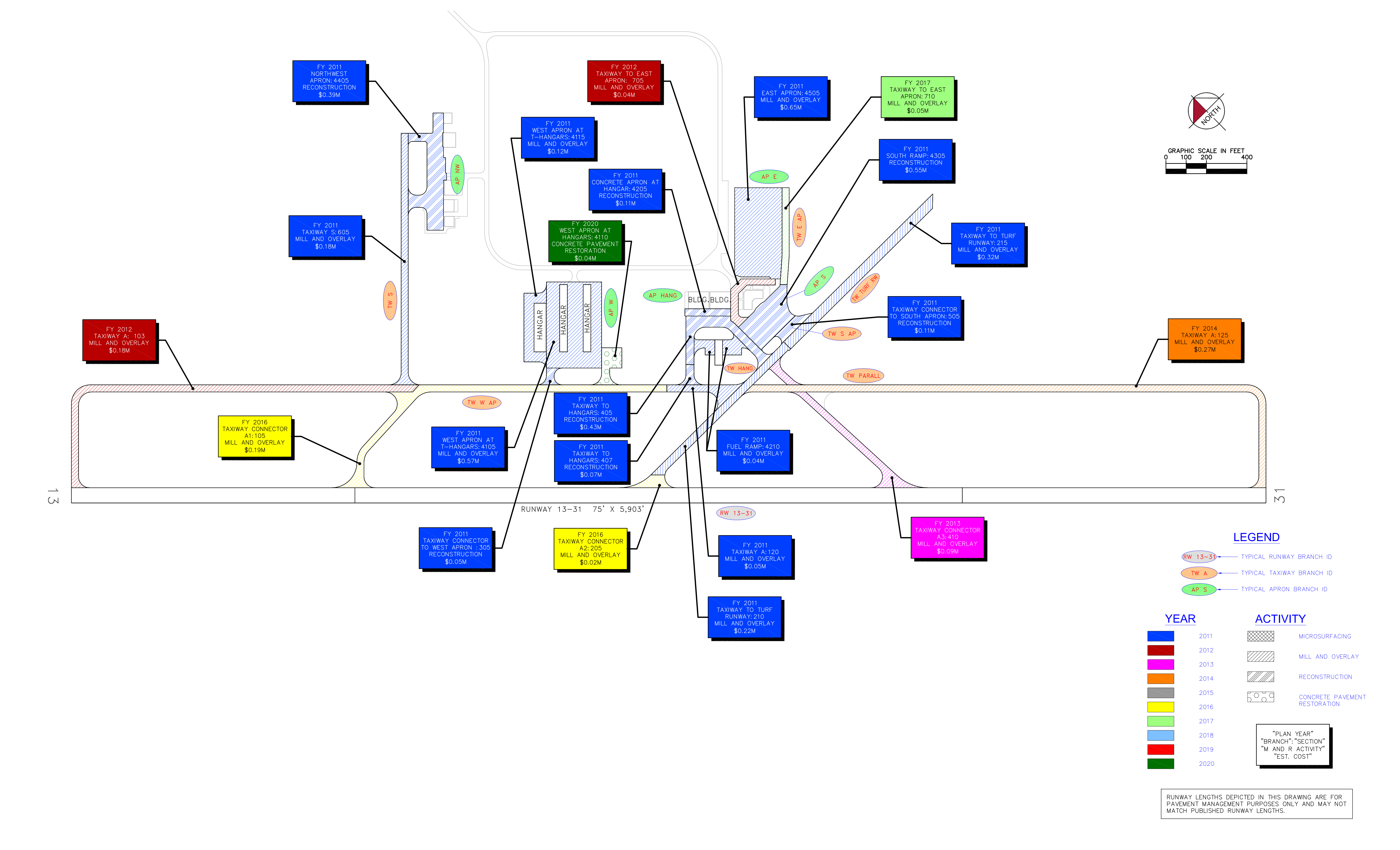
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2017	Taxiway to East Apron	710	AC	16,740	$46,533.11	64	Mill and Overlay	100
2020	West Apron at T-Hangars	4110	PCC	14,620	$44,408.45	64	Concrete Pavement Restoration	100
				Total	**$4,749,081.38**	**48**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



FY 2011 NORTHWEST APRON: 4405 RECONSTRUCTION $0.39M
FY 2012 TAXIWAY TO EAST APRON: 705 MILL AND OVERLAY $0.04M
FY 2011 EAST APRON: 4505 MILL AND OVERLAY $0.65M
FY 2017 TAXIWAY TO EAST APRON: 710 MILL AND OVERLAY $0.05M
FY 2011 WEST APRON AT T-HANGARS: 4115 MILL AND OVERLAY $0.12M
FY 2011 SOUTH RAMP: 4305 RECONSTRUCTION $0.55M
FY 2011 CONCRETE APRON AT HANGAR: 4205 RECONSTRUCTION $0.11M
FY 2011 TAXIWAY S: 605 MILL AND OVERLAY $0.18M
FY 2020 WEST APRON AT HANGARS: 4110 CONCRETE PAVEMENT RESTORATION $0.04M
FY 2011 TAXIWAY TO TURF RUNWAY: 215 MILL AND OVERLAY $0.32M
FY 2011 TAXIWAY CONNECTOR TO SOUTH APRON: 505 RECONSTRUCTION $0.11M
FY 2012 TAXIWAY A: 103 MILL AND OVERLAY $0.18M
FY 2014 TAXIWAY A: 125 MILL AND OVERLAY $0.27M
FY 2016 TAXIWAY CONNECTOR A1: 105 MILL AND OVERLAY $0.19M
FY 2011 TAXIWAY TO HANGARS: 405 RECONSTRUCTION $0.43M
FY 2011 WEST APRON AT T-HANGARS: 4105 MILL AND OVERLAY $0.57M
FY 2011 TAXIWAY TO HANGARS: 407 RECONSTRUCTION $0.07M
FY 2011 FUEL RAMP: 4210 MILL AND OVERLAY $0.04M
FY 2011 TAXIWAY CONNECTOR TO WEST APRON: 305 RECONSTRUCTION $0.05M
FY 2016 TAXIWAY CONNECTOR A2: 205 MILL AND OVERLAY $0.02M
FY 2011 TAXIWAY A: 120 MILL AND OVERLAY $0.05M
FY 2013 TAXIWAY CONNECTOR A3: 410 MILL AND OVERLAY $0.09M
FY 2011 TAXIWAY TO TURF RUNWAY: 210 MILL AND OVERLAY $0.22M
AP NW
AP E
TW E AP
AP S
TW TURF RW
TW S
AP HANG
AP W
HANGAR
HANGAR
HANGAR
BLDG.
BLDG.
TW S AP
TW HANG
TW PARALL
TW W AP
RW 13-31
13
31
RUNWAY 13-31 75' X 5,903'
NORTH
GRAPHIC SCALE IN FEET
0 100 200 400
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
YEAR
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
ACTIVITY
MICROSURFACING
MILL AND OVERLAY
RECONSTRUCTION
CONCRETE PAVEMENT RESTORATION
"PLAN YEAR"
"BRANCH":"SECTION"
"M AND R ACTIVITY"
"EST. COST"

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

10-YEAR M & R MAP

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: 2IS

FDOT DISTRICT: 1

APPENDIX H

PHOTOGRAPHS

Taxiway Connector A2, Section 210, Sample Unit 100 – Low severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, low severity (52) Weathering and Raveling

Taxiway Connector A2, Section 210, Sample Unit 100 – Low severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 120, Sample Unit 119 – Low severity (43) Block Cracking, low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 120, Sample Unit 119 – Low severity (43) Block Cracking, low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Connector A1, Section 105, Sample Unit 102 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 103, Sample Unit 121 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

Taxiway Alpha, Section 103, Sample Unit 121 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

Apron NW, Section 4405, Sample Unit 305 – Low severity (43) Block Cracking, medium severity (45) Depression, low and medium severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Apron NW, Section 4405, Sample Unit 305 – Low severity (43) Block Cracking, medium severity (45) Depression, low and medium severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Apron, Section 4105, Sample Unit 402 – Low severity (50) Patch, low and medium severity (52) Weathering and Raveling

Apron, Section 4105, Sample Unit 402 – Low severity (50) Patch, low and medium severity (52) Weathering and Raveling

Apron, Section 4105, Sample Unit 150 – Low severity (43) Block Cracking, (49) Oil Spillage, low and medium severity (52) Weathering and Raveling

Apron, Section 4105, Sample Unit 150 – Low severity (43) Block Cracking, (49) Oil Spillage, low and medium severity (52) Weathering and Raveling

Apron, Section 405, Sample Unit 103 – Low and medium severity (43) Block Cracking, medium and high severity (52) Weathering and Raveling

Apron, Section 405, Sample Unit 103 – Low and medium severity (43) Block Cracking, medium and high severity (52) Weathering and Raveling

Apron, Section 4205, Sample Unit 100 – Low and medium severity (62) Corner Break, (63) LTD Cracking, (65) Joint Seal Damage, (70) Scaling/Map Cracking, (72) Shattered Slabs, (73) Shrinkage Cracks, (74) Joint Spalling, (75) Corner Spalling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 102,940.00SqFt

Section: 4505 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 102,940.00SqFt Length: 440.00Ft Width: 230.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 23 Surveyed: 3
Conditions: PCI:41.00 |
Inspection Comments: KHA

Sample Number: 200 Type: R Area: 4,500.00SqFt PCI = 43
Sample Comments:

52 WEATHERING/RAVELING	L	4,499.96	SqFt	Comments:
43 BLOCK CRACKING	L	2,700.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,350.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:
50 PATCHING	L	3.00	SqFt	Comments:

Sample Number: 503 Type: R Area: 4,200.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	L	1,680.00	SqFt	Comments:
43 BLOCK CRACKING	M	2,100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,199.97	SqFt	Comments:
50 PATCHING	L	2.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP HANG Name: CONC APRON AT HANGAR Use: APRON Area: 27,166.00SqFt

Section: 4205 of 3 From: - To: - Last Const.: 1/1/1982
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 8,136.00SqFt Length: 36.00Ft Width: 226.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:24.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 20.00Slabs PCI = 24
Sample Comments:

63	LINEAR CRACKING	L	10.00 Slabs	Comments:
70	SCALING/CRAZING	L	15.00 Slabs	Comments:
62	CORNER BREAK	L	5.00 Slabs	Comments:
72	SHATTERED SLAB	L	7.00 Slabs	Comments:
74	JOINT SPALLING	L	2.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	9.00 Slabs	Comments:
62	CORNER BREAK	M	1.00 Slabs	Comments:
72	SHATTERED SLAB	M	1.00 Slabs	Comments:
70	SCALING/CRAZING	M	1.00 Slabs	Comments:
65	JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP HANG Name: CONC APRON AT HANGAR Use: APRON Area: 27,166.00SqFt

Section: 4210 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 14,280.00SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments: KHA

Sample Number: 201 Type: R Area: 4,135.00SqFt PCI = 63
Sample Comments:

49 OIL SPILLAGE	N	8.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:
52 WEATHERING/RAVELING	L	4,115.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP HANG Name: CONC APRON AT HANGAR Use: APRON Area: 27,166.00SqFt

Section: 4215 of 3 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 4,750.00SqFt Length: 125.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/24/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments: KHA

Sample Number: 150 Type: R Area: 18.00Slabs PCI = 91
Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 56,020.00SqFt

Section: 4405 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 56,020.00SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI:39.00 |
Inspection Comments: KHA

Sample Number: 201 Type: R Area: 3,820.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
52	WEATHERING/RAVELING	M	3,819.97	SqFt	Comments:

Sample Number: 305 Type: R Area: 4,570.00SqFt PCI = 39
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	217.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	76.00	Ft	Comments:
52	WEATHERING/RAVELING	L	3,200.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	1,370.00	SqFt	Comments:
43	BLOCK CRACKING	L	500.00	SqFt	Comments:
45	DEPRESSION	M	64.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP S Name: SOUTH RAMP Use: APRON Area: 42,420.00SqFt

Section: 4305 of 1 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 42,420.00SqFt Length: 250.00Ft Width: 165.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:31.00 |
Inspection Comments: KHA

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

52 WEATHERING/RAVELING	H	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	67.00	Ft	Comments:
43 BLOCK CRACKING	L	549.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP W Name: WEST APRON AT T-HANGARS Use: APRON Area: 128,790.00SqFt

Section: 4105 of 3 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 90,580.00SqFt Length: 425.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 27 Surveyed: 3
Conditions: PCI:40.00 |
Inspection Comments: KHA

Sample Number: 150 Type: R Area: 3,790.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	L	3,032.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,137.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,653.00 SqFt	Comments:
49 OIL SPILLAGE	N	17.00 SqFt	Comments:

Sample Number: 251 Type: R Area: 3,900.00SqFt PCI = 41
Sample Comments:

52 WEATHERING/RAVELING	M	2,730.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,170.00 SqFt	Comments:
43 BLOCK CRACKING	L	300.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 3,275.00SqFt PCI = 41
Sample Comments:

50 PATCHING	L	684.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,292.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	983.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP W Name: WEST APRON AT T-HANGARS Use: APRON Area: 128,790.00SqFt

Section: 4110 of 3 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 14,620.00SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments: KHA

Sample Number: 99 Type: R Area: 50.00Slabs PCI = 88
Sample Comments:

74 JOINT SPALLING	L	13.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	50.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: AP W Name: WEST APRON AT T-HANGARS Use: APRON Area: 128,790.00SqFt

Section: 4115 of 3 From: - To: - Last Const.: 7/31/2008
Surface: AC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 23,590.00SqFt Length: 50.00Ft Width: 465.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:55.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 5,650.00SqFt PCI = 55
Sample Comments:

49 OIL SPILLAGE	N	3.00	SqFt	Comments:
50 PATCHING	L	16.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,955.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,695.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 442,500.00SqFt

Section: 6103 of 3 From: - To: - Last Const.: 2/1/2011
Surface: AAC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 112,500.00SqFt Length: 1,500.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 12/11/2006 Total Samples: 29 Surveyed: 5
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 73 Type: R Area: 3,750.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 80 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

52 WEATH/RAVEL	L	50.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
48 L & T CR	L	17.00 Ft	Comments:

Sample Number: 88 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

48 L & T CR	L	12.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	59.00 SqFt	Comments:

Sample Number: 95 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	125.00 SqFt	Comments:
48 L & T CR	L	27.00 Ft	Comments:

Sample Number: 99 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 L & T CR	L	27.00 Ft	Comments:
52 WEATH/RAVEL	L	725.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 442,500.00SqFt

Section: 6105 of 3 From: - To: - Last Const.: 2/1/2011
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 225,000.00SqFt Length: 3,000.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 12/11/2006 Total Samples: 64 Surveyed: 13
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48 L & T CR	L	25.00	Ft	Comments:
48 L & T CR	M	7.50	Ft	Comments:
56 SWELLING	L	2.00	SqFt	Comments:
52 WEATH/RAVEL	L	750.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

52 WEATH/RAVEL	L	850.00	SqFt	Comments:
48 L & T CR	L	24.00	Ft	Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48 L & T CR	L	56.00	Ft	Comments:
56 SWELLING	L	0.50	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATHERING/RAVELING	L	9.00	SqFt	Comments:
45 DEPRESSION	L	1.00	SqFt	Comments:
52 WEATH/RAVEL	L	600.00	SqFt	Comments:

Sample Number: 118 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

56 SWELLING	L	26.00	SqFt	Comments:
52 WEATH/RAVEL	L	950.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	122.00	Ft	Comments:
52 WEATHERING/RAVELING	L	60.00	SqFt	Comments:

Sample Number: 123 Type: R Area: 3,750.00SqFt PCI = 77
Sample Comments:

50 PATCHING	L	0.50	SqFt	Comments:
48 L & T CR	M	45.00	Ft	Comments:
48 L & T CR	L	15.00	Ft	Comments:
52 WEATH/RAVEL	L	535.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 3,750.00SqFt PCI = 80
Sample Comments:

56 SWELLING	L	15.00	SqFt	Comments:
50 PATCHING	L	0.75	SqFt	Comments:
48 L & T CR	L	9.00	Ft	Comments:
52 WEATH/RAVEL	L	625.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Sample Number: 131 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

52 WEATH/RAVEL	L	1,250.00	SqFt	Comments:
56 SWELLING	L	8.00	SqFt	Comments:
48 L & T CR	M	13.00	Ft	Comments:
48 L & T CR	L	34.00	Ft	Comments:

Sample Number: 136 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 L & T CR	L	55.00	Ft	Comments:
50 PATCHING	L	85.50	SqFt	Comments:
52 WEATH/RAVEL	L	550.00	SqFt	Comments:

Sample Number: 142 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	350.00	SqFt	Comments:
48 L & T CR	L	34.50	Ft	Comments:

Sample Number: 148 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 L & T CR	L	71.00	Ft	Comments:
52 WEATH/RAVEL	L	550.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 152 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

41 ALLIGATOR CR	L	22.00	SqFt	Comments:
48 L & T CR	L	142.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
53 RUTTING	L	46.00	SqFt	Comments:
56 SWELLING	L	33.00	SqFt	Comments:

Sample Number: 153 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

56 SWELLING	L	22.00	SqFt	Comments:
48 L & T CR	L	153.00	Ft	Comments:
52 WEATH/RAVEL	L	200.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 55
Sample Comments:

41 ALLIGATOR CR	L	225.00	SqFt	Comments:
56 SWELLING	L	27.00	SqFt	Comments:
48 L & T CR	L	47.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 442,500.00SqFt

Section: 6110 of 3 From: - To: - Last Const.: 2/1/2011
Surface: AAC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 105,000.00SqFt Length: 1,400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 12/11/2006 Total Samples: 28 Surveyed: 5
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 163 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 L & T CR	L	43.00 Ft	Comments:
52 WEATH/RAVEL	L	535.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 167 Type: R Area: 3,750.00SqFt PCI = 77
Sample Comments:

50 PATCHING	L	53.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,530.00 SqFt	Comments:

Sample Number: 171 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

52 WEATH/RAVEL	L	550.00 SqFt	Comments:
48 L & T CR	L	13.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 176 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

52 WEATH/RAVEL	L	950.00 SqFt	Comments:
48 L & T CR	L	11.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 187 Type: R Area: 3,975.00SqFt PCI = 76
Sample Comments:

48 L & T CR	L	24.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	1,496.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW E AP Name: TAXIWAY TO EAST APRON Use: TAXIWAY Area: 31,510.00SqFt

Section: 705 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,770.00SqFt Length: 400.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments: KHA

Sample Number: 203 Type: R Area: 3,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft	Comments:
52	WEATHERING/RAVELING	L	2,700.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	30.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW E AP Name: TAXIWAY TO EAST APRON Use: TAXIWAY Area: 31,510.00SqFt

Section: 710 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,740.00SqFt Length: 480.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	242.00 Ft	Comments:
52	WEATHERING/RAVELING	L	1,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW HANG Name: TAXIWAY TO HANGAR Use: TAXIWAY Area: 72,605.00SqFt

Section: 405 of 3 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 31,570.00SqFt Length: 655.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 7 Surveyed: 2
Conditions: PCI:13.00 |
Inspection Comments: KHA

Sample Number: 103 Type: R Area: 6,465.00SqFt PCI = 6
Sample Comments:

43 BLOCK CRACKING	L	1,940.00 SqFt	Comments:
43 BLOCK CRACKING	M	5,819.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5,172.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	1,293.00 SqFt	Comments:

Sample Number: 104 Type: R Area: 5,045.00SqFt PCI = 23
Sample Comments:

49 OIL SPILLAGE	N	91.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	5,044.96 SqFt	Comments:
43 BLOCK CRACKING	L	1,009.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,523.00 SqFt	Comments:
50 PATCHING	M	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW HANG Name: TAXIWAY TO HANGAR Use: TAXIWAY Area: 72,605.00SqFt

Section: 407 of 3 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 5,075.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 5,075.00SqFt PCI = 26
Sample Comments:

50	PATCHING	L	585.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	308.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
43	BLOCK CRACKING	L	2,500.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	5,074.96	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW HANG Name: TAXIWAY TO HANGAR Use: TAXIWAY Area: 72,605.00SqFt

Section: 410 of 3 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 35,960.00SqFt Length: 840.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 10 Surveyed: 3
Conditions: PCI:68.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 4,560.00SqFt PCI = 55
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft	Comments:
50 PATCHING	L	480.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,650.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	910.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW PARALL Name: PARALLEL TAXIWAY Use: TAXIWAY Area: 269,970.00SqFt

Section: 103 of 4 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 75,820.00SqFt Length: 2,140.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 22 Surveyed: 5
Conditions: PCI:66.00 |
Inspection Comments: KHA

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,500.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	116.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 3,500.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:
56 SWELLING	L	48.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:
56 SWELLING	L	34.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 3,270.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	189.00	Ft	Comments:
56 SWELLING	L	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,616.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW PARALL Name: PARALLEL TAXIWAY Use: TAXIWAY Area: 269,970.00SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 71,900.00SqFt Length: 1,820.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 20 Surveyed: 3
Conditions: PCI:73.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 3,500.10SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,975.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW PARALL Name: PARALLEL TAXIWAY Use: TAXIWAY Area: 269,970.00SqFt

Section: 120 of 4 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 16,640.00SqFt Length: 320.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments: KHA

Sample Number: 119 Type: R Area: 3,500.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	71.00	Ft	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW PARALL Name: PARALLEL TAXIWAY Use: TAXIWAY Area: 269,970.00SqFt

Section: 125 of 4 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 105,610.00SqFt Length: 3,000.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 30 Surveyed: 6
Conditions: PCI:70.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	175.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	175.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 3,500.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft	Comments:
52 WEATHERING/RAVELING	M	175.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	175.00	SqFt	Comments:

Sample Number: 124 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	175.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	175.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW S AP Name: TAXIWAY CONNECT TO SOUTH Use: TAXIWAY Area: 8,350.00SqFt

Section: 505 of 1 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 8,350.00SqFt Length: 150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:28.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 3,565.00SqFt PCI = 28
Sample Comments:

50	PATCHING	L	2,227.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00 Ft	Comments:
43	BLOCK CRACKING	L	16.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	3,564.97 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW SUGAR Name: US SUGAR TAXIWAY Use: TAXIWAY Area: 45,015.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 45,015.00SqFt Length: 1,241.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 13 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 47
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	117.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,100.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,400.00	SqFt	Comments:
56 SWELLING	L	296.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	35.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 3,500.00SqFt PCI = 61
Sample Comments:

50 PATCHING	L	252.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	65.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW TURF RW Name: TAXIWAY TO TURF RW Use: TAXIWAY Area: 94,005.00SqFt

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Section: 205 of 3 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: T
Area: 8,075.00SqFt Length: 110.00Ft Width: 63.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 8,075.00SqFt PCI = 72
Sample Comments:

49 OIL SPILLAGE	N	4.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	5,656.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW TURF RW Name: TAXIWAY TO TURF RW Use: TAXIWAY Area: 94,005.00SqFt

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Section: 210 of 3 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 35,380.00SqFt Length: 900.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 9 Surveyed: 2
Conditions: PCI:47.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 3,800.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
52	WEATHERING/RAVELING	L	2,660.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 4,290.00SqFt PCI = 23
Sample Comments:

50	PATCHING	L	154.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	93.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	58.00 Ft	Comments:
52	WEATHERING/RAVELING	M	4,289.96 SqFt	Comments:
52	WEATHERING/RAVELING	H	32.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW TURF RW Name: TAXIWAY TO TURF RW Use: TAXIWAY Area: 94,005.00SqFt

Section: 215 of 3 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 50,550.00SqFt Length: 1,011.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 10 Surveyed: 2
Conditions: PCI:46.00 |
Inspection Comments: KHA

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	117.00 Ft	Comments:
52	WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:
50	PATCHING	L	320.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	207.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	49.00 Ft	Comments:
52	WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/10/2011
Site Name:

Network: 2IS Name: AIRGLADES AIRPORT

Branch: TW W AP Name: TAXIWAY CONNECT TO W APRO Use: TAXIWAY Area: 4,275.00SqFt

Section: 305 of 1 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,275.00SqFt Length: 83.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 4,275.00SqFt PCI = 33
Sample Comments:

52	WEATHERING/RAVELING	M	2,138.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	2,137.00	SqFt	Comments:
50	PATCHING	L	528.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	77.00	Ft	Comments:
45	DEPRESSION	M	15.00	SqFt	Comments: