STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Avon Park Executive Airport– AVO
(General Aviation)
Avon Park, 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 Avon Park Executive 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 Avon Park Executive Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During February 2011, the PCI survey was performed at Avon Park Executive 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 76, representing a Satisfactory 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	76	Satisfactory	60	65	
Northeast Apron	87	Good	60	65	
South Apron	42	Poor	60	65	X
Southeast Apron	61	Fair	60	65	X
Runway 10-28	87	Good	75	65	
Runway 5-23	79	Satisfactory	75	65	
Taxiway 605	74	Satisfactory	65	65	
Taxiway 705	73	Satisfactory	65	65	
Taxiway Alpha	71	Satisfactory	65	65	
Taxiway Bravo	42	Poor	65	65	X
Taxiway Charlie	74	Satisfactory	65	65	
Taxiway Delta	49	Poor	65	65	X
Taxiway Echo	75	Satisfactory	65	65	

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	82	Satisfactory
Taxiway	71	Satisfactory
Apron	65	Fair
All (Weighted)	**76**	**Satisfactory**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	74	Satisfactory
Secondary	87	Good
Tertiary	69	Fair
All (Weighted)	**76**	**Satisfactory**

*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 Avon Park Executive Airport, include: NE Apron, South Apron, SE Apron, Runway 5-23 (Shoulder), Taxiway Alpha, Taxiway Bravo and Taxiway Delta. The pavement distressed exhibited in these specified sections justifies either mill and overlay rehabilitation or full pavement reconstruction activity. 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
NE Apron	4205	AC	3,000	$17,148.00	52	Mill and Overlay	100
NE Apron	4210	AC	12,330	$104,669.40	37	Reconstruction	100
South Apron	4305	AC	58,230	$366,266.73	41	Mill and Overlay	100
SE Apron	4405	AC	78,450	$268,299.19	60	Mill and Overlay	100
Runway 5-23 (Shoulder)	6107	AC	14,250	$65,094.03	56	Mill and Overlay	100
Taxiway Alpha	107	AAC	5,890	$50,000.22	37	Reconstruction	100
Taxiway Alpha	115	AC	6,890	$23,563.82	60	Mill and Overlay	100
Taxiway Bravo	205	AAC	6,920	$94,250.43	21	Reconstruction	100
Taxiway Delta	405	AAC	22,320	$173,113.96	38	Reconstruction	100
			Total	**$1,162,405.78**	**45**		**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	$163,045.19	$1,162,405.78	$1,325,450.97
2012	$146,420.32	$20,657.40	$167,077.72
2013	$168,746.01	$0.00	$168,746.01
2014	$139,238.07	$547,660.77	$686,898.84
2015	$152,998.01	$8,987.24	$161,985.25
2016	$124,972.05	$502,993.81	$627,965.86
2017	$118,621.30	$235,056.36	$353,677.66
2018	$139,944.21	$0.00	$139,944.21
2019	$158,671.50	$28,074.89	$186,746.39
2020	$152,458.33	$311,887.60	$464,345.93
Total	**$1,465,114.99**	**$2,817,723.85**	**$4,282,838.84**

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 76 in 2011 to 83 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 Avon Park Executive Airport pavements in 2020 may remain near 83. 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 Avon Park Executive 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.

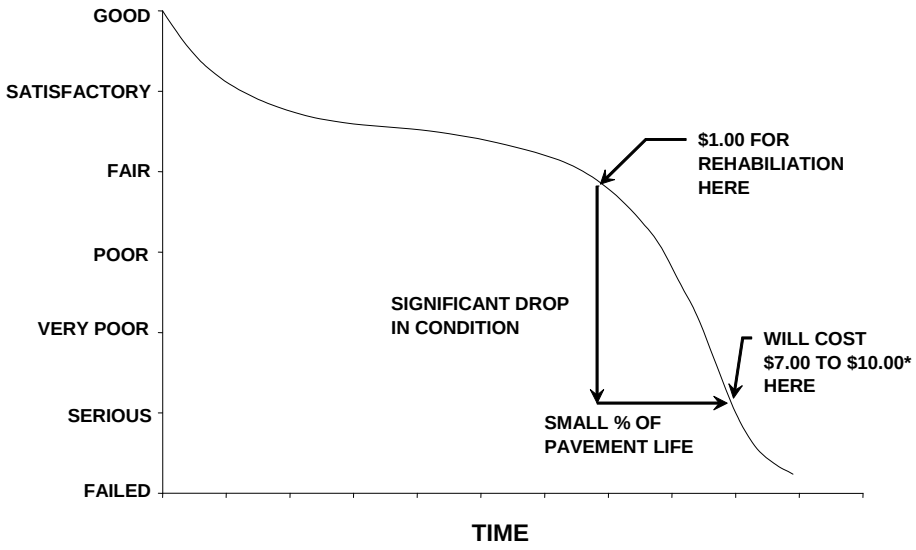
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Avon Park Executive Airport (AVO) consists of two runways; RW 5-23, formerly known as RW 4-22, which is 100-ft wide by 5,374-ft long and RW 10-28, formerly known as RW 9-27, which is 75-ft wide by 3,844-ft long. RW 5-23 is served by a parallel taxiway, TW Echo, which is 35-ft wide. Taxiways Bravo and Delta are used to direct traffic to and from the apron, while taxiways Alpha and 605 are used to bring traffic to and from the T-Hangars. Currently the airport has multiple T-Hangar facilities located on either side of RW 5-23 and tie-down spaces located on the apron. All of the pavement for the runway, taxiways, apron and hangars is constructed with Asphalt 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.

Avon Park Executive Airport is publicly owned, operated and maintained by the City of Avon Park. Avon Park Executive Airport, at the time Avon Park Municipal Airport, was opened as a civil airport in 1940. In 1941 the United States Army Corps took over the airport, where it became a training airfield for flying cadets under contract with Lodwick Aviation Military Academy and assigned as a primary pilot training facility. The airport was inactivated in 1944 due to a drawdown of the pilot training program and turned over to the Army Corps of Engineers in 1945. Ultimately the airfield was discharged to the War Assets Administration and returned to its previous classification as a civil airport. Currently, the primary traffic is general aviation.

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 Avon Park Executive 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
No recent activity information provided		

As indicated by the airport, no recent construction projects have occurred on the airfield pavement since the previous update.

2.2 Pavement Inventory

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

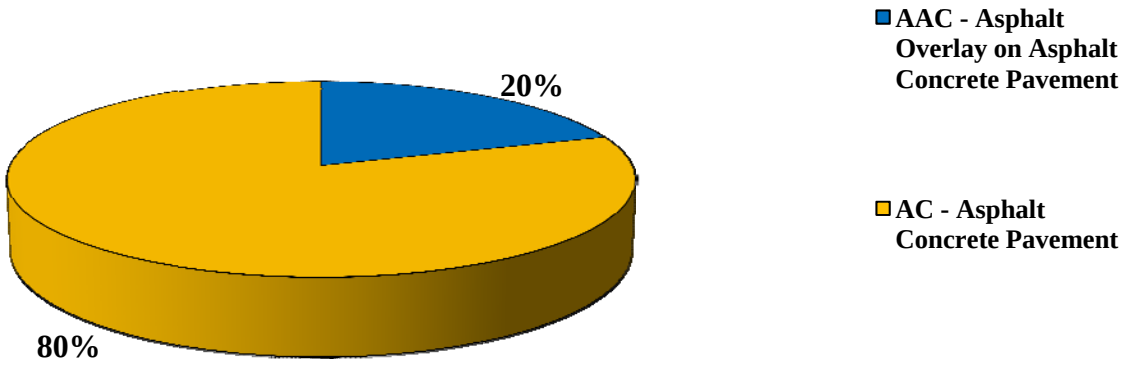
The total airfield pavement area in 2011 at Avon Park Executive Airport is 1,429,350 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	821,760	57%
Taxiway	392,730	27%
Apron	214,860	15%
All (Weighted)	**1,429,350**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Avon Park Executive 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	Total Samples
East Apron	AP E	4505	9,520	P	AC	1/1/2003	1	4
NE Apron	AP NE	4210	12,330	P	AC	1/1/1969	1	3
NE Apron	AP NE	4205	3,000	P	AC	1/1/1992	1	1
NE Apron	AP NE	4215	53,330	P	AC	1/1/2007	1	11
South Apron	AP S	4305	58,230	P	AC	1/1/2000	2	14
SE Apron	AP SE	4405	78,450	P	AC	1/1/2000	3	17
Runway 10-28	RW 10-28	6205	217,500	S	AC	12/1/2006	11	58
Runway 10-28	RW 10-28	6210	23,250	S	AC	12/1/2006	2	6
Runway 10-28	RW 10-28	6215	37,125	S	AAC	12/1/2006	2	10
Runway 10-28	RW 10-28	6220	2,550	S	AC	12/1/2006	1	1
Runway 5-23	RW 5-23	6102	108,750	P	AC	1/1/2001	5	29
Runway 5-23	RW 5-23	6104	123,960	P	AC	1/1/2001	5	25
Runway 5-23	RW 5-23	6105	215,625	P	AAC	1/1/2001	11	57
Runway 5-23	RW 5-23	6107	14,250	P	AC	1/1/2001	1	6
Runway 5-23	RW 5-23	6110	78,750	P	AC	1/1/2001	7	21
Taxiway 605	TW 605	605	28,725	P	AC	1/1/2003	1	8
Taxiway 705	TW 705	705	35,880	P	AC	1/1/2003	2	12
Taxiway Alpha	TW A	115	6,890	P	AC	1/1/1960	1	2
Taxiway Alpha	TW A	107	5,890	P	AAC	1/1/1969	1	1
Taxiway Alpha	TW A	110	15,170	P	AC	1/1/1985	1	4
Taxiway Alpha	TW A	130	14,510	P	AC	1/1/2000	1	4
Taxiway Alpha	TW A	105	24,870	T	AC	12/1/2006	2	8
Taxiway Alpha	TW A	120	22,300	P	AC	1/1/2007	2	6
Taxiway Bravo	TW B	205	6,920	P	AAC	1/1/1969	1	2
Taxiway Bravo	TW B	202	4,710	P	AC	1/1/1985	1	1
Taxiway Charlie	TW C	305	10,980	P	AC	1/1/1997	1	3
Taxiway Delta	TW D	405	22,320	P	AAC	1/1/1980	2	7
Taxiway Delta	TW D	415	8,615	P	AC	1/1/1985	1	2
Taxiway Delta	TW D	402	3,430	T	AC	1/1/1985	1	1
Taxiway Echo	TW E	505	120,320	P	AC	1/1/1985	4	34
Taxiway Echo	TW E	502	61,200	P	AC	1/1/1997	2	18

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. Table 3-1 below lists the pavement distress types and related causes for asphalt concrete (AC).

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

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 Avon Park Executive were performed in February 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 Avon Park Executive Airport is 76, representing a Satisfactory overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distress. Asphalt Concrete pavement distresses include; weathering, raveling, longitudinal and transverse cracking, and block cracking distresses of which are common of pavements of similar age.

Runway 5-23 exhibited low and medium severity weathering and raveling in addition to longitudinal cracks primarily located along the paving joints. This is a common distress due to the pavement being weakest at the joint locations. Isolated instances of low severity block cracking distresses were also observed along the runway pavement section.

Runway 10-28 exhibited very similar distress characteristics to RW 5-23, with low and medium severity weathering and raveling in addition to longitudinal cracks primarily located along the paving joints.

Pavement distresses throughout the taxiways, apron and hangars consisted mostly of low to medium severity longitudinal and transverse cracking, block cracking, patching, weathering and raveling. These are all distresses that are common of Asphalt Concrete pavement of this age.

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 Avon Park Executive Airport.

Figure 3-1: Network PCI Distribution by Rating Category

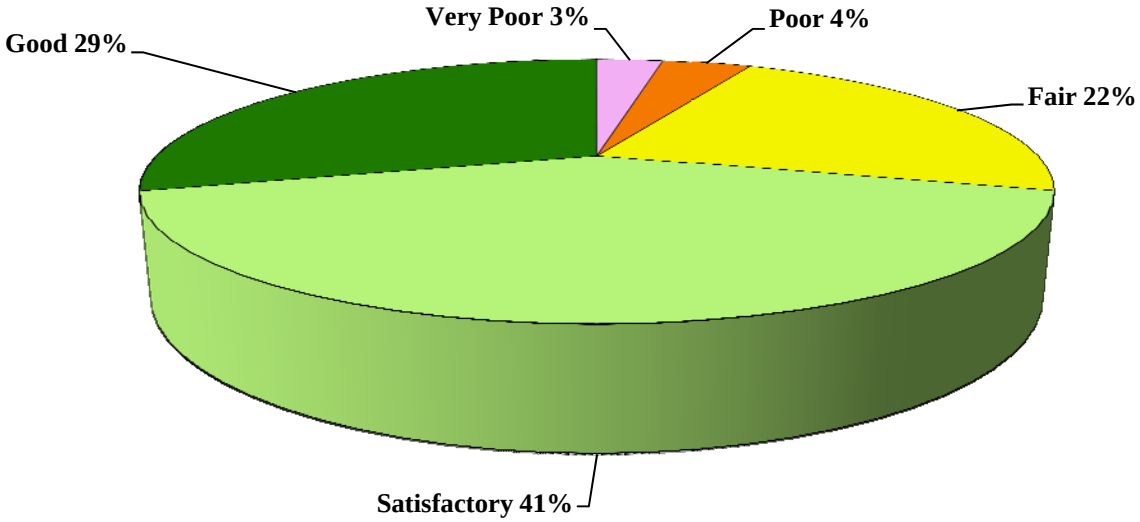


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	409,300	29%
Satisfactory	590,785	41%
Fair	320,575	22%
Poor	61,230	4%
Very Poor	40,540	3%
Serious	6,920	0%
Failed	0	0%

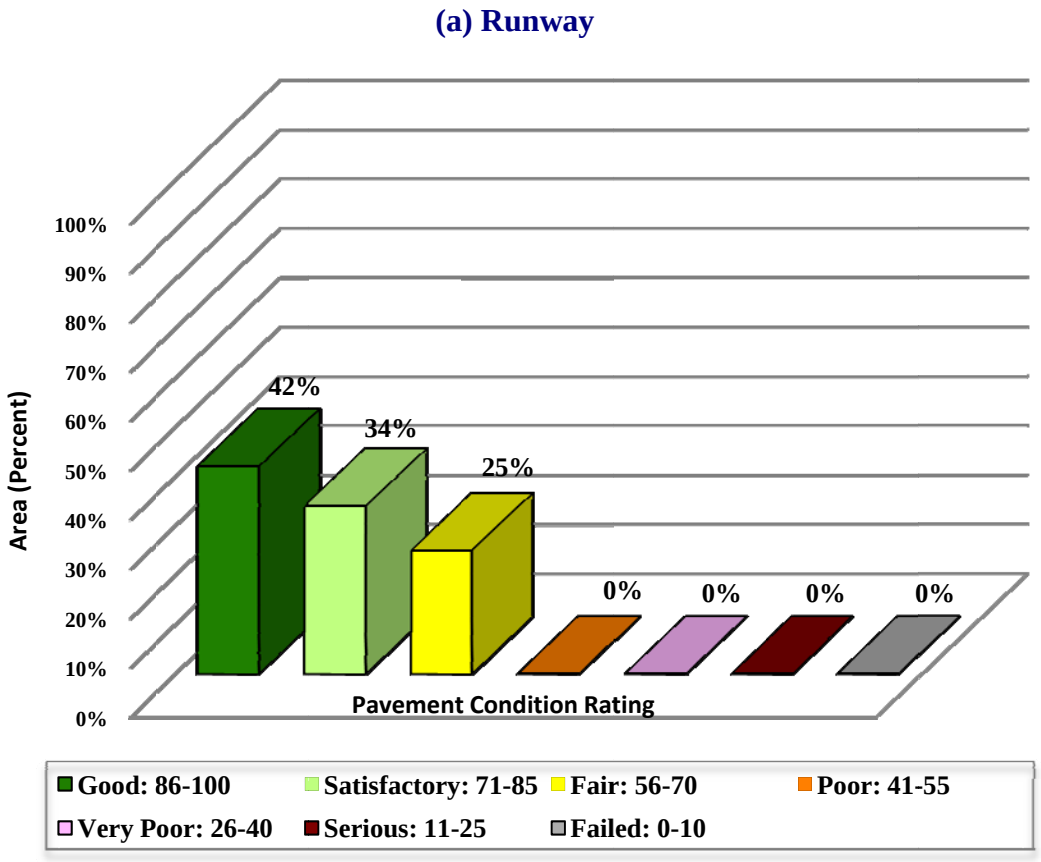
Approximately 70% of the network is in Good and Satisfactory condition while 7% of the network is in Poor and Very Poor condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-2: Condition by Pavement Use

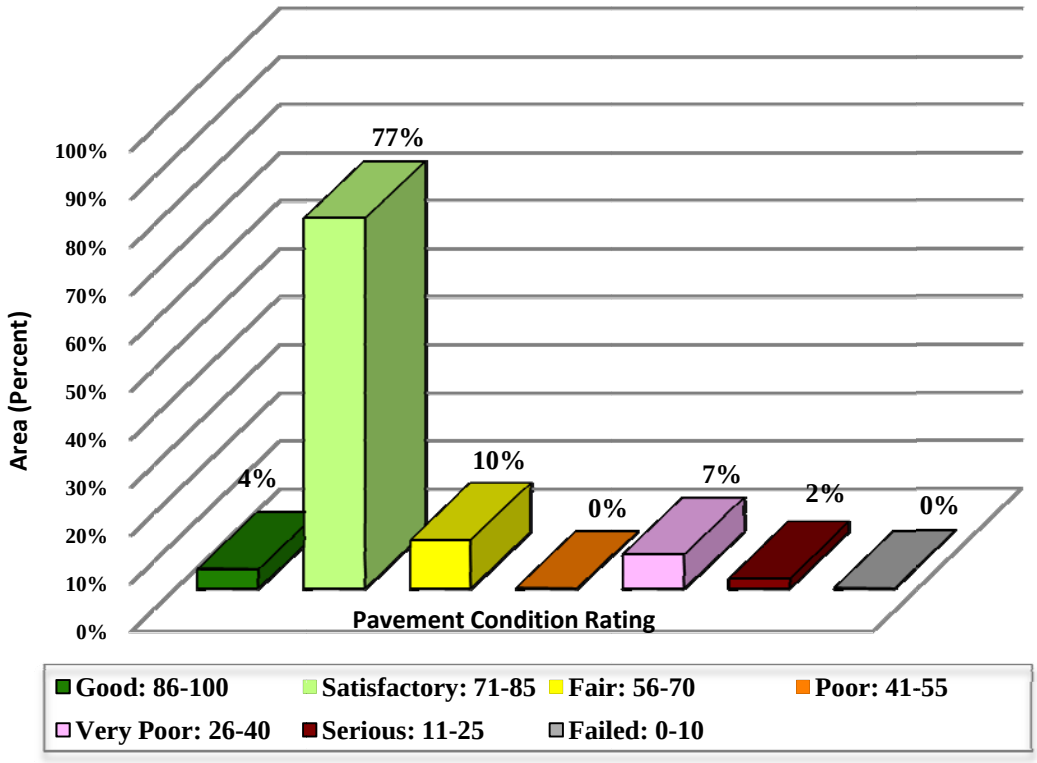
Use	Area-Weighted PCI	Condition Rating
Runway	82	Satisfactory
Taxiway	71	Satisfactory
Apron	65	Fair
All (Weighted)	**76**	**Satisfactory**

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

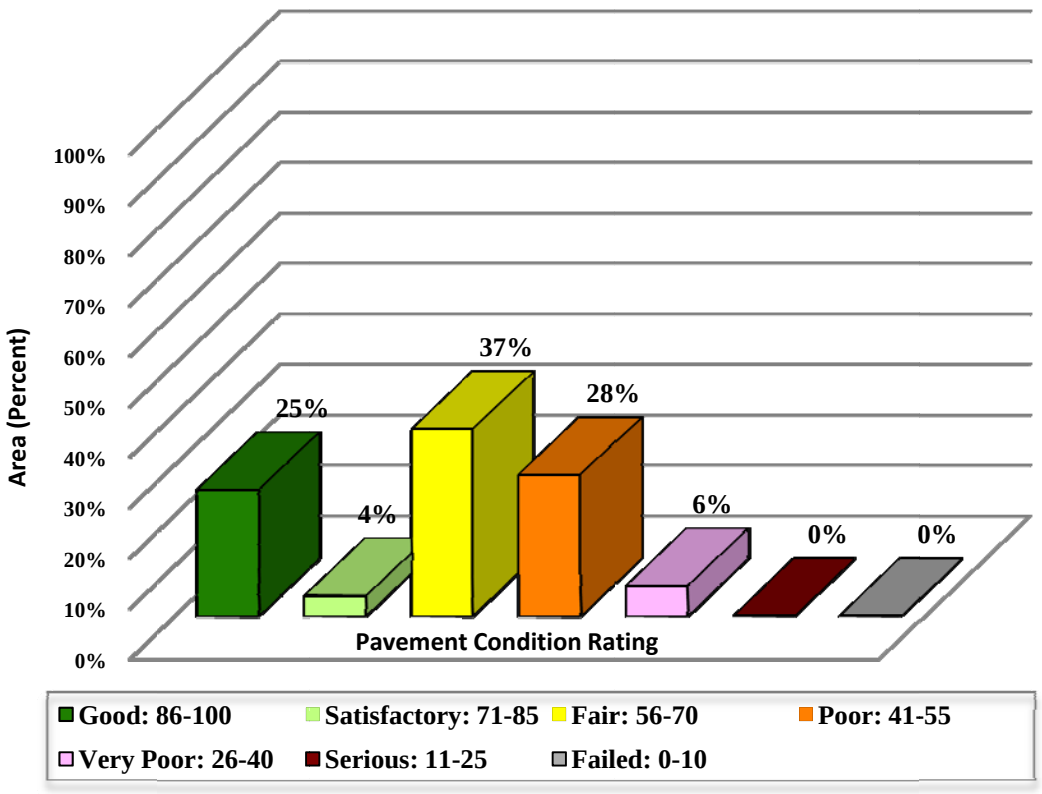
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
4%
77%
10%
0%
7%
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

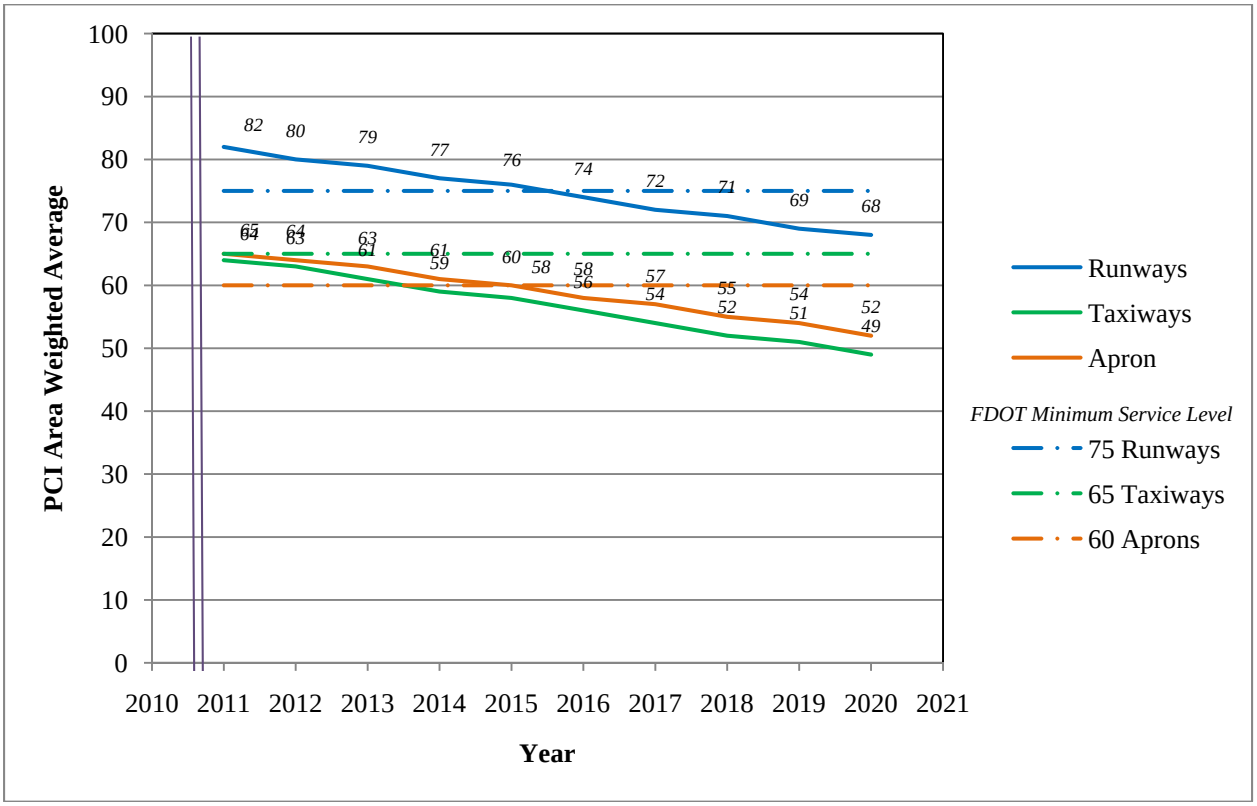
(c) Apron


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
25%
4%
37%
28%
6%
0%
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 Avon Park Executive 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: FDOT 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
NE Apron	4205	AC	3,000	$17,148.00	52	Mill and Overlay	100
NE Apron	4210	AC	12,330	$104,669.40	37	Reconstruction	100
South Apron	4305	AC	58,230	$366,266.73	41	Mill and Overlay	100
SE Apron	4405	AC	78,450	$268,299.19	60	Mill and Overlay	100
Runway 5-23 (Shoulder)	6107	AC	14,250	$65,094.03	56	Mill and Overlay	100
Taxiway Alpha	107	AAC	5,890	$50,000.22	37	Reconstruction	100
Taxiway Alpha	115	AC	6,890	$23,563.82	60	Mill and Overlay	100
Taxiway Bravo	205	AAC	6,920	$94,250.43	21	Reconstruction	100
Taxiway Delta	405	AAC	22,320	$173,113.96	38	Reconstruction	100
			Total	**$1,162,405.78**	**45**		**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
NE Apron	4205	AC	3,000	$1,950.00	52	Microsurfacing	100
NE Apron	4210	AC	12,330	$104,669.40	37	Reconstruction	100
South Apron	4305	AC	58,230	$37,849.50	41	Microsurfacing	100
SE Apron	4405	AC	78,450	$50,992.50	60	Microsurfacing	100
Runway 5-23 (Shoulder)	6107	AC	14,250	$9,262.50	56	Microsurfacing	100
Taxiway Alpha	107	AAC	5,890	$50,000.22	37	Reconstruction	100
Taxiway Alpha	115	AC	6,890	$4,478.50	60	Microsurfacing	100
Taxiway Bravo	205	AAC	6,920	$94,250.43	21	Reconstruction	100
Taxiway Delta	405	AAC	22,320	$173,113.96	38	Reconstruction	100
			Total	**$526,567.01**	**45**		**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

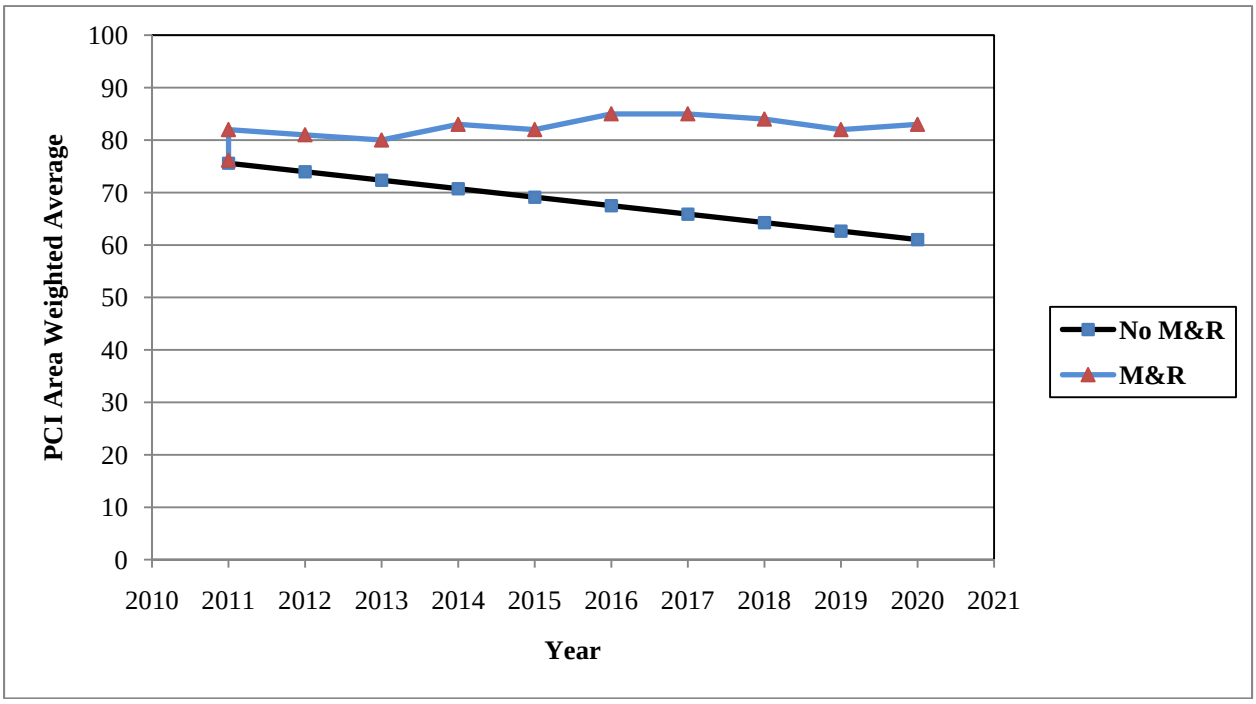
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
East Apron	AP E	4505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,068.40	SqFt	$0.40	$1,627.37
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,120.80	SqFt	$0.40	$2,048.33
Runway 10-28	RW 10-28	6210	WEATH/RAVEL	M	Surface Seal - Coat Tar	83.50	SqFt	$0.40	$33.41
Runway 10-28	RW 10-28	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,285.30	SqFt	$0.40	$4,514.15
Runway 10-28	RW 10-28	6215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,950.00	SqFt	$0.40	$1,980.00
Runway 10-28	RW 10-28	6220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	500.00	SqFt	$0.40	$200.00
Runway 5-23	RW 5-23	6102	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,205.00	SqFt	$0.40	$1,682.00
Runway 5-23	RW 5-23	6102	WEATH/RAVEL	H	Microsurfacing - AC	11.60	SqFt	$0.65	$7.54
Runway 5-23	RW 5-23	6102	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,640.10	SqFt	$0.40	$25,056.23
Runway 5-23	RW 5-23	6104	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,834.10	SqFt	$0.40	$9,133.72
Runway 5-23	RW 5-23	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	55,931.80	SqFt	$0.40	$22,372.92
Runway 5-23	RW 5-23	6110	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,500.00	SqFt	$0.40	$600.00
Runway 5-23	RW 5-23	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	56,999.90	SqFt	$0.40	$22,800.17
Taxiway 605	TW 605	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,207.20	SqFt	$0.40	$3,282.89
Taxiway 705	TW 705	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,970.00	SqFt	$0.40	$3,588.02
Taxiway 705	TW 705	705	WEATH/RAVEL	M	Surface Seal - Coat Tar	239.20	SqFt	$0.40	$95.68
Taxiway Alpha	TW A	105	L & T CR	M	Crack Sealing - AC	191.90	Ft	$2.25	$431.70
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,211.50	SqFt	$0.40	$5,684.63
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,668.60	SqFt	$0.40	$3,467.46
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,831.30	SqFt	$0.40	$4,332.57
Taxiway Alpha	TW A	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,072.80	SqFt	$0.40	$829.14
Taxiway Bravo	TW B	202	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,300.00	SqFt	$0.40	$1,320.01
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,274.30	SqFt	$0.40	$2,509.74
Taxiway Delta	TW D	402	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,000.00	SqFt	$0.40	$1,200.01

Table 6-3: Summary of Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Delta	TW D	415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,892.00	SqFt	$0.40	$2,756.82
Taxiway Echo	TW E	502	WEATH/RAVEL	L	Surface Seal - Rejuvenating	34,971.40	SqFt	$0.40	$13,988.68
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	68,754.40	SqFt	$0.40	$27,501.99
								Total =	$163,045.18

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 76 in 2011 to 61 in ten years if no M&R activities are performed.
- The PCI will remain at or above 83 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 83 with this scenario is 22 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $2.8 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	$163,045.19	$1,162,405.78	$1,325,450.97
2012	$146,420.32	$20,657.40	$167,077.72
2013	$168,746.01	$0.00	$168,746.01
2014	$139,238.07	$547,660.77	$686,898.84
2015	$152,998.01	$8,987.24	$161,985.25
2016	$124,972.05	$502,993.81	$627,965.86
2017	$118,621.30	$235,056.36	$353,677.66
2018	$139,944.21	$0.00	$139,944.21
2019	$158,671.50	$28,074.89	$186,746.39
2020	$152,458.33	$311,887.60	$464,345.93
Total	**$1,465,114.99**	**$2,817,723.85**	**$4,282,838.84**

Note: Costs are adjusted for inflation.

Approximately 41% 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:

- **NE Apron** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **South Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **SE Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Runway 5-23 (Shoulder)** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.

- **Taxiway Bravo** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Delta** – 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 Avon Park Executive 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:

- **NE Apron** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **South Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **SE Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Runway 5-23 (Shoulder)** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Bravo** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Delta** – 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

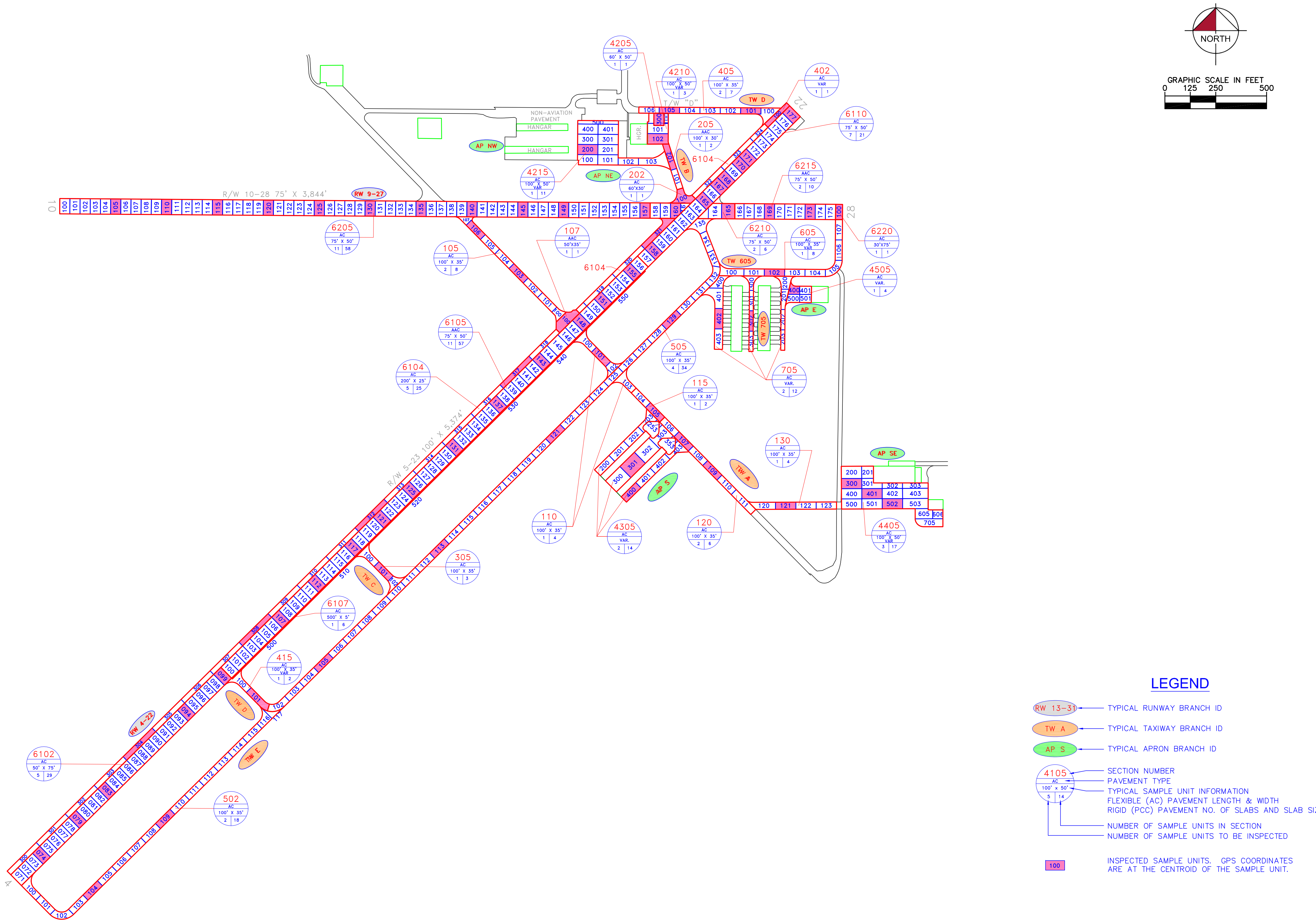
NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 10-28	6220	100	27.59352699	-81.52267394
RW 10-28	6215	169	27.59353001	-81.52372973
RW 10-28	6215	173	27.59352825	-81.52311226
RW 10-28	6210	160	27.59354178	-81.5251594
RW 10-28	6210	165	27.5935318	-81.52435491
RW 10-28	6205	105	27.593558	-81.53364328
RW 10-28	6205	110	27.59355585	-81.53287145
RW 10-28	6205	115	27.59355369	-81.53209962
RW 10-28	6205	120	27.59355153	-81.53132779
RW 10-28	6205	125	27.59354936	-81.53055596
RW 10-28	6205	130	27.59354719	-81.52978413
RW 10-28	6205	135	27.59354501	-81.5290123
RW 10-28	6205	140	27.59354284	-81.52824046
RW 10-28	6205	145	27.59354065	-81.52746863
RW 10-28	6205	149	27.5935389	-81.52685117
RW 10-28	6205	157	27.59353539	-81.52561624
RW 5-23	6110	158	27.59299289	-81.52548142
RW 5-23	6110	165	27.59367201	-81.52471552
RW 5-23	6110	167	27.59386605	-81.52449669
RW 5-23	6110	168	27.59396307	-81.52438727
RW 5-23	6110	170	27.5941571	-81.52416844
RW 5-23	6110	171	27.59425412	-81.52405902
RW 5-23	6110	177	27.59483622	-81.52340252
RW 5-23	6107	530	27.59058645	-81.52802018
RW 5-23	6105	107	27.58799635	-81.53111596
RW 5-23	6105	112	27.58848146	-81.53056894
RW 5-23	6105	117	27.58896657	-81.53002192
RW 5-23	6105	121	27.58935465	-81.52958429
RW 5-23	6105	125	27.58974274	-81.52914667
RW 5-23	6105	131	27.59032486	-81.52849022
RW 5-23	6105	137	27.59090698	-81.52783377
RW 5-23	6105	143	27.5914891	-81.52717731
RW 5-23	6105	148	27.5920227	-81.52657554
RW 5-23	6105	151	27.59231376	-81.52624731
RW 5-23	6105	155	27.59270183	-81.52580966
RW 5-23	6104	304	27.58629889	-81.53324879
RW 5-23	6104	308	27.58785127	-81.53149837
RW 5-23	6104	312	27.58940362	-81.52974789
RW 5-23	6104	317	27.59134403	-81.52755972
RW 5-23	6104	321	27.59325878	-81.52541552
RW 5-23	6102	74	27.58479456	-81.53472618
RW 5-23	6102	79	27.58527968	-81.53417919
RW 5-23	6102	83	27.58566778	-81.5337416
RW 5-23	6102	94	27.58673505	-81.5325382
RW 5-23	6102	99	27.58722016	-81.53199119
AP E	4505	400	27.59248611	-81.52335837
AP SE	4405	300	27.5898598	-81.52246694
AP SE	4405	401	27.58972476	-81.52215682
AP SE	4405	502	27.5895897	-81.52184671
AP S	4305	301	27.59009914	-81.52578787
AP S	4305	400	27.58972859	-81.5258095
AP NE	4215	200	27.59435621	-81.52648956
AP NE	4210	102	27.59450321	-81.52542714
AP NE	4205	300	27.59476748	-81.52541065
TW 705	705	302	27.59205017	-81.52399938
TW 705	705	402	27.59207815	-81.5244913
TW 605	605	102	27.5927043	-81.52364951
TW E	505	105	27.58740685	-81.53046397
TW E	505	113	27.58895844	-81.52871265
TW E	505	121	27.59051001	-81.52696128
TW E	505	129	27.59206156	-81.52520986
TW E	502	104	27.58432072	-81.53394716
TW E	502	109	27.5852905	-81.53285265
TW D	415	101	27.58690957	-81.53145074
TW D	405	101	27.5948873	-81.5240188
TW D	405	105	27.59489082	-81.52525374
TW D	402	100	27.59483373	-81.52361965
TW C	305	101	27.58864616	-81.52955647
TW B	205	102	27.59424505	-81.52521819
TW B	202	100	27.59370448	-81.52506169
TW A	130	121	27.58955592	-81.5234651
TW A	120	107	27.59042036	-81.52501549
TW A	120	109	27.59003024	-81.52458015
TW A	115	105	27.59081048	-81.52545084
TW A	110	101	27.59155477	-81.52627413
TW A	107	100	27.59205187	-81.52679936
TW A	105	103	27.59268012	-81.52753001
TW A	105	106	27.59326426	-81.52818192



LEGEND

- TYPICAL RUNWAY BRANCH ID (RW 13-31)
- TYPICAL TAXIWAY BRANCH ID (TW A)
- TYPICAL APRON BRANCH ID (AP S)
- 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
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 78

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:

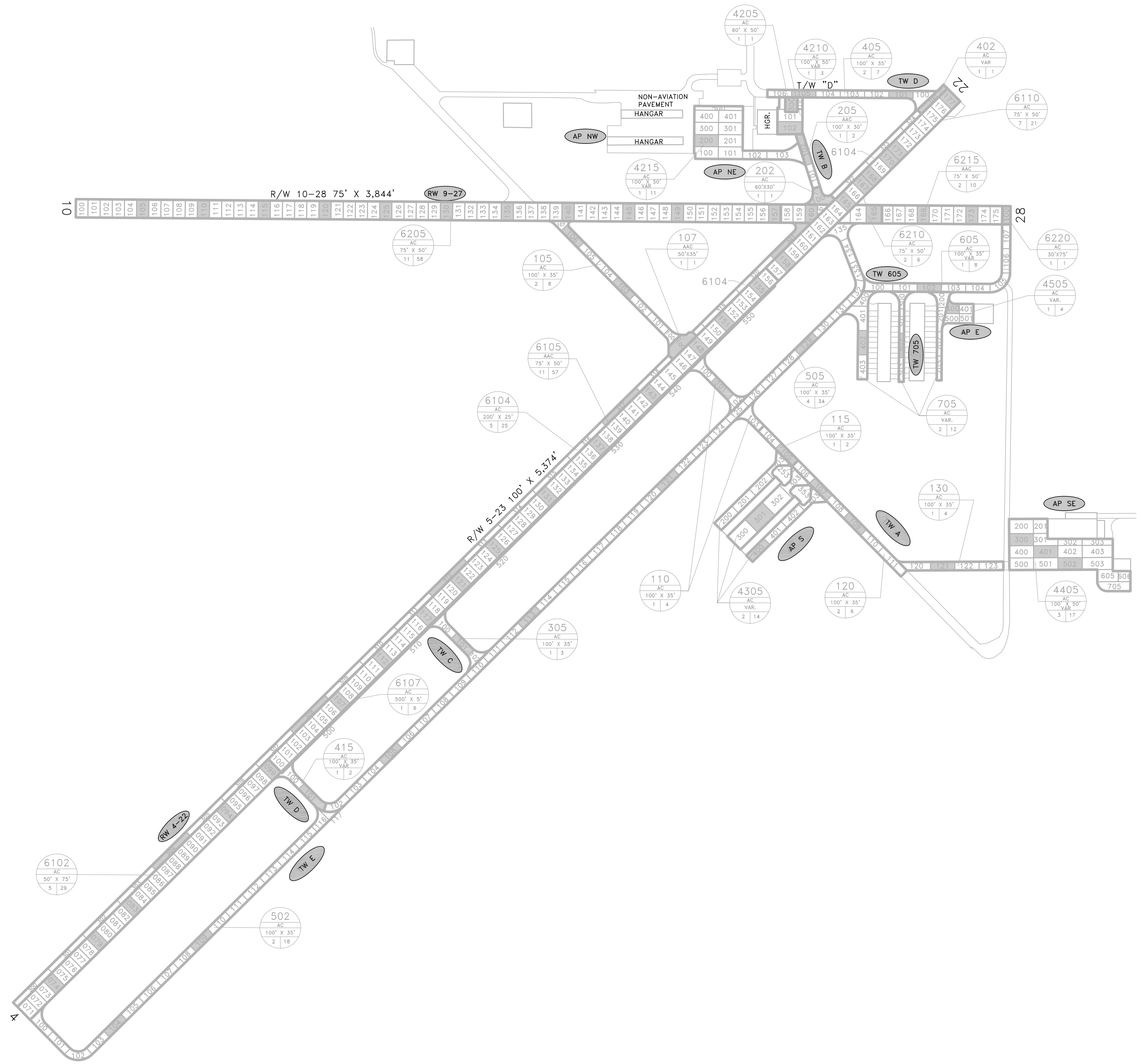
NETWORK DEFINITION MAP

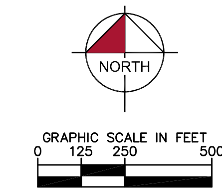
AVON PARK EXECUTIVE AIRPORT
AVON PARK, HIGHLANDS, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: AVO

FDOT DISTRICT: 1





CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
		NO INFORMATION PROVIDED

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

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

AVON PARK EXECUTIVE AIRPORT
AVON PARK, HIGHLANDS, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **AVO**

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	115	80	9,520	P	AC	1/1/2003	2/24/2011	4
NE Apron	AP NE	APRON	4210	150	95	12,330	P	AC	1/1/1969	2/24/2011	3
NE Apron	AP NE	APRON	4205	60	50	3,000	P	AC	1/1/1992	2/24/2011	1
NE Apron	AP NE	APRON	4215	220	200	53,330	P	AC	1/1/2007	2/24/2011	11
South Apron	AP S	APRON	4305	390	160	58,230	P	AC	1/1/2000	2/24/2011	14
SE Apron	AP SE	APRON	4405	425	175	78,450	P	AC	1/1/2000	2/24/2011	17
Runway 10-28	RW 10-28	RUNWAY	6205	2,900.00	75	217,500	S	AC	12/1/2006	2/24/2011	58
Runway 10-28	RW 10-28	RUNWAY	6210	300	75	23,250	S	AC	12/1/2006	2/24/2011	6
Runway 10-28	RW 10-28	RUNWAY	6215	495	75	37,125	S	AAC	12/1/2006	2/24/2011	10
Runway 10-28	RW 10-28	RUNWAY	6220	34	75	2,550	S	AC	12/1/2006	2/24/2011	1
Runway 5-23	RW 5-23	RUNWAY	6102	1,450.00	75	108,750	P	AC	1/1/2001	2/24/2011	29
Runway 5-23	RW 5-23	RUNWAY	6104	4,920.00	25	123,960	P	AC	1/1/2001	2/24/2011	25
Runway 5-23	RW 5-23	RUNWAY	6105	2,875.00	75	215,625	P	AAC	1/1/2001	2/24/2011	57
Runway 5-23	RW 5-23	RUNWAY	6107	2,850.00	5	14,250	P	AC	1/1/2001	2/24/2011	6
Runway 5-23	RW 5-23	RUNWAY	6110	1,050.00	75	78,750	P	AC	1/1/2001	2/24/2011	21
Taxiway 605	TW 605	TAXIWAY	605	815	35	28,725	P	AC	1/1/2003	2/24/2011	8
Taxiway 705	TW 705	TAXIWAY	705	370	80	35,880	P	AC	1/1/2003	2/24/2011	12
Taxiway Alpha	TW A	TAXIWAY	115	200	35	6,890	P	AC	1/1/1960	2/24/2011	2
Taxiway Alpha	TW A	TAXIWAY	107	100	50	5,890	P	AAC	1/1/1969	2/24/2011	1
Taxiway Alpha	TW A	TAXIWAY	110	340	35	15,170	P	AC	1/1/1985	2/24/2011	4
Taxiway Alpha	TW A	TAXIWAY	130	410	35	14,510	P	AC	1/1/2000	2/24/2011	4
Taxiway Alpha	TW A	TAXIWAY	105	740	35	24,870	T	AC	12/1/2006	2/24/2011	8
Taxiway Alpha	TW A	TAXIWAY	120	640	35	22,300	P	AC	1/1/2007	2/24/2011	6

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 Bravo	TW B	TAXIWAY	205	230	30	6,920	P	AAC	1/1/1969	2/24/2011	2
Taxiway Bravo	TW B	TAXIWAY	202	60	75	4,710	P	AC	1/1/1985	2/24/2011	1
Taxiway Charlie	TW C	TAXIWAY	305	250	35	10,980	P	AC	1/1/1997	2/24/2011	3
Taxiway Delta	TW D	TAXIWAY	405	680	30	22,320	P	AAC	1/1/1980	2/24/2011	7
Taxiway Delta	TW D	TAXIWAY	415	230	34	8,615	P	AC	1/1/1985	2/24/2011	2
Taxiway Delta	TW D	TAXIWAY	402	150	23	3,430	T	AC	1/1/1985	2/24/2011	1
Taxiway Echo	TW E	TAXIWAY	505	3,350.00	35	120,320	P	AC	1/1/1985	2/24/2011	34
Taxiway Echo	TW E	TAXIWAY	502	1,720.00	35	61,200	P	AC	1/1/1997	2/24/2011	18

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.

Network: AVO **Branch:** AP E (EAST APRON) **Section:** 4505 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** APRON **Rank:** P **Length:** 115.00 Ft **Width:** 80.00 Ft **True Area:** 9,520.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	2.00	True	2" AC/6" Limerock/12"Subgrade

Network: AVO **Branch:** AP NE (NE APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** APRON **Rank:** P **Length:** 60.00 Ft **Width:** 50.00 Ft **True Area:** 3,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT		2.00	True	1992: 2" P-401 ON 6" P-211

Network: AVO **Branch:** AP NE (NE APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 01/01/1969 **Use:** APRON **Rank:** P **Length:** 150.00 Ft **Width:** 95.00 Ft **True Area:** 12,330.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1969	IMPORTED	BUILT			True	ESTIMATE 1969 AC PAVEMENT
01/01/1969	IMPORTED	OVERLAY			True	SOIL: SP

Network: AVO **Branch:** AP NE (NE APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank:** P **Length:** 220.00 Ft **Width:** 200.00 Ft **True Area:** 53,330.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	

Network: AVO **Branch:** AP S (SOUTH APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** APRON **Rank:** P **Length:** 390.00 Ft **Width:** 160.00 Ft **True Area:** 58,230.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Network: AVO **Branch:** AP SE (SE APRON) **Section:** 4405 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** APRON **Rank:** P **Length:** 425.00 Ft **Width:** 175.00 Ft **True Area:** 78,450.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Network: AVO **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6205 **Surface:** AC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** S **Length:** 2,900.00 Ft **Width:** 75.00 Ft **True Area:** 217,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 5.5" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: AVO **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6210 **Surface:** AC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** S **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 23,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	BUILT		2.00	True	1985: 2" P-401B ON 5.5" P-211
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SP

Network: AVO **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6215 **Surface:** AAC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** S **Length:** 495.00 Ft **Width:** 75.00 Ft **True Area:** 37,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1969	IMPORTED	OVERLAY			True	ESTIMATE 1969 AC OVERLAY ON
01/01/1942	IMPORTED	BUILT			True	ASSUME 1942 AC PAVEMENT

Network: AVO **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6220 **Surface:** AC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** S **Length:** 34.00 Ft **Width:** 75.00 Ft **True Area:** 2,550.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT (SAME AS TAXIWAY FEATURE 125

Network: AVO **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6102 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,450.00 Ft **Width:** 75.00 Ft **True Area:** 108,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4"AC/7"Limerock Base/12"Subgrade
01/01/1997	IMPORTED	OVERLAY			True	75' WIDE RUNWAY
01/01/1997	IMPORTED	BUILT		4.00	True	1997: 4" P-401 ON 6" P-211

Network: AVO **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6104 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 4,920.00 Ft **Width:** 25.00 Ft **True Area:** 123,960.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/7" Limerock/12"Subgrade

Network: AVO **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 2,875.00 Ft **Width:** 75.00 Ft **True Area:** 215,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4"AC/7"Limerock Base/12"Subgrade
01/01/1969	IMPORTED	OVERLAY		1.00	True	1969: 1" P-401 OVERLAY
01/01/1969	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5.5" LIME ROCK BASE

Network: AVO **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6107 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 2,850.00 Ft **Width:** 5.00 Ft **True Area:** 14,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4"AC/7"Limerock Base/12"Subgrade
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	THIS PAVEMENT HAS A CHIP SEAL

Network: AVO **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6110 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,050.00 Ft **Width:** 75.00 Ft **True Area:** 78,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4"AC/7"Limerock Base/12"Subgrade
01/01/1985	IMPORTED	BUILT		2.00	True	1985: 2" P-401 B ON 5.5" P-211
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SP

Network: AVO **Branch:** TW 605 (TAXIWAY 605) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank:** P **Length:** 815.00 Ft **Width:** 35.00 Ft **True Area:** 28.725.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	2.00	True	2" AC/6" Limerock base/ 12" subgrade

Network: AVO **Branch:** TW 705 (TAXIWAY 705) **Section:** 705 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 Ft **Width:** 80.00 Ft **True Area:** 35.880.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	CR-AC	Complete Reconstruction - AC	$0	4.00	True	2"AC/6"Limerock Base/12"Subgrade
01/01/1900	INITIAL	Initial Construction	$0	0.00	True	

Network: AVO **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AC
L.C.D.: 12/01/2006 **Use:** TAXIWAY **Rank:** T **Length:** 740.00 Ft **Width:** 35.00 Ft **True Area:** 24.870.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1975	IMPORTED	BUILT			True	ESTIMATE 1975 AC

Network: AVO **Branch:** TW A (TAXIWAY A) **Section:** 107 **Surface:** AAC
L.C.D.: 01/01/1969 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5,890.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1969	IMPORTED	BUILT			True	ASSUME: 1969 AC OVERLAY ON EXISTING AC

Network: AVO **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 Ft **Width:** 35.00 Ft **True Area:** 15.170.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1985	IMPORTED	BUILT		2.00	True	1985: 2" P-401 ON 5.5" P-211

Network: AVO **Branch:** TW A (TAXIWAY A) **Section:** 115 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 6.890.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1960	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1960	IMPORTED	BUILT			True	ESTIMATE 1960 AC

Network: AVO **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 640.00 Ft **Width:** 35.00 Ft **True Area:** 22.300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1969	IMPORTED	BUILT			True	ESTIMATE 1969 AC

Network: AVO **Branch:** TW A (TAXIWAY A) **Section:** 130 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 410.00 Ft **Width:** 35.00 Ft **True Area:** 14.510.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	

Network: AVO **Branch:** TW B (TAXIWAY B) **Section:** 202 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 Ft **Width:** 75.00 Ft **True Area:** 4.710.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	BUILT			True	ASSUME: 1985 AC PAVEMENT

Network: AVO **Branch:** TW B (TAXIWAY B) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/1969 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 Ft **Width:** 30.00 Ft **True Area:** 6.920.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1969	IMPORTED	BUILT		1.00	True	1969: 1" P401 OVERLAY
01/01/1969	IMPORTED	OVERLAY			True	ASSUME OVERLAY IS ON AC PAVEMENT
01/01/1969	IMPORTED	OVERLAY			True	SOIL: SP

Network: AVO **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 Ft **Width:** 35.00 Ft **True Area:** 10.980.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT		4.00	True	1997: 4" P-401 ON 6" P-211

Network: AVO **Branch:** TW D (TAXIWAY D) **Section:** 402 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** T **Length:** 150.00 Ft **Width:** 23.00 Ft **True Area:** 3.430.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	BUILT			True	ASSUME: 1985 AC PAVEMENT

Network: AVO **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 680.00 Ft **Width:** 30.00 Ft **True Area:** 22.320.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	BUILT			True	ESTIMATE 1980 AC OVERLAY - ASSUME OVERLAY IS ON AC PAVEMENT
01/01/1980	IMPORTED	OVERLAY			True	SOIL: SP

Network: AVO **Branch:** TW D (TAXIWAY D) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 Ft **Width:** 34.00 Ft **True Area:** 8.615.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	INITIAL	Initial Construction	$0	0.00	True	

Network: AVO **Branch:** TW E (TAXIWAY E) **Section:** 502 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank:** P **Length:** 1.720.00 Ft **Width:** 35.00 Ft **True Area:** 61.200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT		4.00	True	1997: 4" P-401 ON 6" P-211

Network: AVO **Branch:** TW E (TAXIWAY E) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 3.350.00 Ft **Width:** 35.00 Ft **True Area:** 120.320.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	BUILT		2.00	True	1985: 2" P-401 ON 5.5" P-211
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SP

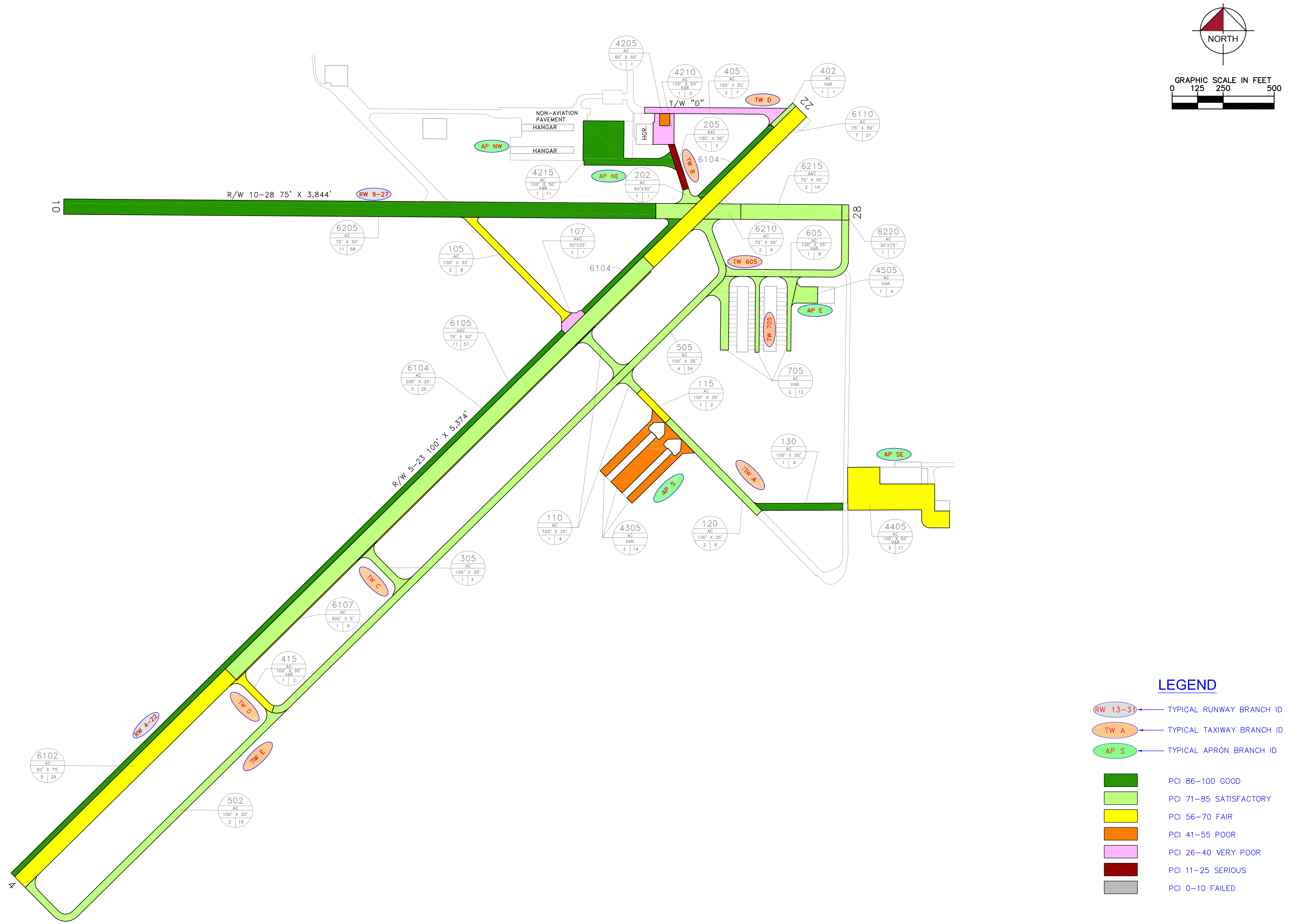
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	22	1,018,130.00	2.41	1.07
Complete Reconstruction - AC	5	453,255.00	4.00	.00
Initial Construction	7	343,380.00	1.14	1.57
Mill and Overlay	6	327,595.00	.00	.00
New Construction - AC	2	67,840.00	.00	.00
OVERLAY	16	1,126,615.00	1.00	

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:	

K:\WPB_Aviation\142179005\CADD\PLANSHEETS\AVO\EXHIBITS\003-AVO-CONDITION.dwg   PLOTTED: July 12, 2011 - 4:25 PM, BY: Stanford, Rex

2011 CONDITION MAP

AVON PARK EXECUTIVE AIRPORT
AVON PARK, HIGHLANDS, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **AVO**

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	9,520	P	AC	1	4	76	Satisfactory
NE Apron	AP NE	APRON	4210	12,330	P	AC	1	3	38	Very Poor
NE Apron	AP NE	APRON	4205	3,000	P	AC	1	1	53	Poor
NE Apron	AP NE	APRON	4215	53,330	P	AC	1	11	100	Good
South Apron	AP S	APRON	4305	58,230	P	AC	2	14	42	Poor
SE Apron	AP SE	APRON	4405	78,450	P	AC	3	17	61	Fair
Runway 10-28	RW 10-28	RUNWAY	6205	217,500	S	AC	11	58	90	Good
Runway 10-28	RW 10-28	RUNWAY	6210	23,250	S	AC	2	6	73	Satisfactory
Runway 10-28	RW 10-28	RUNWAY	6215	37,125	S	AAC	2	10	81	Satisfactory
Runway 10-28	RW 10-28	RUNWAY	6220	2,550	S	AC	1	1	81	Satisfactory
Runway 5-23	RW 5-23	RUNWAY	6102	108,750	P	AC	5	29	69	Fair
Runway 5-23	RW 5-23	RUNWAY	6104	123,960	P	AC	5	25	89	Good
Runway 5-23	RW 5-23	RUNWAY	6105	215,625	P	AAC	11	57	83	Satisfactory
Runway 5-23	RW 5-23	RUNWAY	6107	14,250	P	AC	1	6	57	Fair
Runway 5-23	RW 5-23	RUNWAY	6110	78,750	P	AC	7	21	69	Fair
Taxiway 605	TW 605	TAXIWAY	605	28,725	P	AC	1	8	74	Satisfactory
Taxiway 705	TW 705	TAXIWAY	705	35,880	P	AC	2	12	73	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	115	6,890	P	AC	1	2	61	Fair
Taxiway Alpha	TW A	TAXIWAY	107	5,890	P	AAC	1	1	38	Very Poor
Taxiway Alpha	TW A	TAXIWAY	110	15,170	P	AC	1	4	74	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	130	14,510	P	AC	1	4	88	Good
Taxiway Alpha	TW A	TAXIWAY	105	24,870	T	AC	2	8	69	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 Alpha	TW A	TAXIWAY	120	22,300	P	AC	2	6	72	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	205	6,920	P	AAC	1	2	22	Serious
Taxiway Bravo	TW B	TAXIWAY	202	4,710	P	AC	1	1	72	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	305	10,980	P	AC	1	3	74	Satisfactory
Taxiway Delta	TW D	TAXIWAY	405	22,320	P	AAC	2	7	39	Very Poor
Taxiway Delta	TW D	TAXIWAY	415	8,615	P	AC	1	2	66	Fair
Taxiway Delta	TW D	TAXIWAY	402	3,430	T	AC	1	1	71	Satisfactory
Taxiway Echo	TW E	TAXIWAY	505	120,320	P	AC	4	34	73	Satisfactory
Taxiway Echo	TW E	TAXIWAY	502	61,200	P	AC	2	18	80	Satisfactory

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: 6 /2/2011

Branch Condition Report

Pavement Database: NetworkID: AVO

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	115.00	80.00	9,520.00	APRON	76.00	0.00	76.00
AP NE (NE APRON)	3	430.00	115.00	68,660.00	APRON	63.67	26.41	86.81
AP S (SOUTH APRON)	1	390.00	160.00	58,230.00	APRON	42.00	0.00	42.00
AP SE (SE APRON)	1	425.00	175.00	78,450.00	APRON	61.00	0.00	61.00
RW 10-28 (RUNWAY 10-28)	4	3,729.00	75.00	280,425.00	RUNWAY	81.25	6.02	87.32
RW 5-23 (RUNWAY 5-23)	5	13,145.00	51.00	541,335.00	RUNWAY	73.40	11.34	78.84
TW 605 (TAXIWAY 605)	1	815.00	35.00	28,725.00	TAXIWAY	74.00	0.00	74.00
TW 705 (TAXIWAY 705)	1	370.00	80.00	35,880.00	TAXIWAY	73.00	0.00	73.00
TW A (TAXIWAY A)	6	2,430.00	37.50	89,630.00	TAXIWAY	67.00	15.25	71.02
TW B (TAXIWAY B)	2	290.00	52.50	11,630.00	TAXIWAY	47.00	25.00	42.25
TW C (TAXIWAY C)	1	250.00	35.00	10,980.00	TAXIWAY	74.00	0.00	74.00
TW D (TAXIWAY D)	3	1,060.00	29.00	34,365.00	TAXIWAY	58.67	14.06	48.96
TW E (TAXIWAY E)	2	5,070.00	35.00	181,520.00	TAXIWAY	76.50	3.50	75.36

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	6	214,860.00	61.67	21.20	64.76
RUNWAY	9	821,760.00	76.89	10.14	81.73
TAXIWAY	16	392,730.00	65.38	16.85	70.73
All	31	1,429,350.00	68.00	17.25	76.16

STD = Standard Deviation

Date: 6 /2/2011

Section Condition Report

Pavement Database: *NetworkID: AVO*

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	01/01/2003	AC	APRON	P	0	9,520.00	02/24/2011	8	76.00
AP NE (NE APRON)	4205	01/01/1992	AC	APRON	P	0	3,000.00	02/24/2011	19	53.00
AP NE (NE APRON)	4210	01/01/1969	AC	APRON	P	0	12,330.00	02/24/2011	42	38.00
AP NE (NE APRON)	4215	01/01/2007	AC	APRON	P	0	53,330.00	02/24/2011	4	100.00
AP S (SOUTH APRON)	4305	01/01/2000	AC	APRON	P	0	58,230.00	02/24/2011	11	42.00
AP SE (SE APRON)	4405	01/01/2000	AC	APRON	P	0	78,450.00	02/24/2011	11	61.00
RW 10-28 (RUNWAY 10-28)	6205	12/01/2006	AC	RUNWAY	S	0	217,500.00	02/24/2011	5	90.00
RW 10-28 (RUNWAY 10-28)	6210	12/01/2006	AC	RUNWAY	S	0	23,250.00	02/24/2011	5	73.00
RW 10-28 (RUNWAY 10-28)	6215	12/01/2006	AAC	RUNWAY	S	0	37,125.00	02/24/2011	5	81.00
RW 10-28 (RUNWAY 10-28)	6220	12/01/2006	AC	RUNWAY	S	0	2,550.00	02/24/2011	5	81.00
RW 5-23 (RUNWAY 5-23)	6102	01/01/2001	AC	RUNWAY	P	0	108,750.00	02/24/2011	10	69.00
RW 5-23 (RUNWAY 5-23)	6104	01/01/2001	AC	RUNWAY	P	0	123,960.00	02/24/2011	10	89.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/2001	AAC	RUNWAY	P	0	215,625.00	02/24/2011	10	83.00
RW 5-23 (RUNWAY 5-23)	6107	01/01/2001	AC	RUNWAY	P	0	14,250.00	02/24/2011	10	57.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2001	AC	RUNWAY	P	0	78,750.00	02/24/2011	10	69.00
TW 605 (TAXIWAY 605)	605	01/01/2003	AC	TAXIWAY	P	0	28,725.00	02/24/2011	8	74.00
TW 705 (TAXIWAY 705)	705	01/01/2003	AC	TAXIWAY	P	0	35,880.00	02/24/2011	8	73.00
TW A (TAXIWAY A)	105	12/01/2006	AC	TAXIWAY	T	0	24,870.00	02/24/2011	5	69.00
TW A (TAXIWAY A)	107	01/01/1969	AAC	TAXIWAY	P	0	5,890.00	02/24/2011	42	38.00
TW A (TAXIWAY A)	110	01/01/1985	AC	TAXIWAY	P	0	15,170.00	02/24/2011	26	74.00
TW A (TAXIWAY A)	115	01/01/1960	AC	TAXIWAY	P	0	6,890.00	02/24/2011	51	61.00
TW A (TAXIWAY A)	120	01/01/2007	AC	TAXIWAY	P	0	22,300.00	02/24/2011	4	72.00
TW A (TAXIWAY A)	130	01/01/2000	AC	TAXIWAY	P	0	14,510.00	02/24/2011	11	88.00
TW B (TAXIWAY B)	202	01/01/1985	AC	TAXIWAY	P	0	4,710.00	02/24/2011	26	72.00
TW B (TAXIWAY B)	205	01/01/1969	AAC	TAXIWAY	P	0	6,920.00	02/24/2011	42	22.00
TW C (TAXIWAY C)	305	01/01/1997	AC	TAXIWAY	P	0	10,980.00	02/24/2011	14	74.00

Section Condition Report

Pavement Database: *NetworkID: AVO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	402	01/01/1985	AC	TAXIWAY	T	0	3,430.00	02/24/2011	26	71.00
TW D (TAXIWAY D)	405	01/01/1980	AAC	TAXIWAY	P	0	22,320.00	02/24/2011	31	39.00
TW D (TAXIWAY D)	415	01/01/1985	AC	TAXIWAY	P	0	8,615.00	02/24/2011	26	66.00
TW E (TAXIWAY E)	502	01/01/1997	AC	TAXIWAY	P	0	61,200.00	02/24/2011	14	80.00
TW E (TAXIWAY E)	505	01/01/1985	AC	TAXIWAY	P	0	120,320.00	02/24/2011	26	73.00

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
03-05	4.71	380,925.00	7	80.86	10.22	87.00
06-10	9.25	615,460.00	8	73.75	9.01	78.23
11-15	12.20	223,370.00	5	69.00	16.12	63.65
16-20	19.00	3,000.00	1	53.00	0.00	53.00
26-30	26.00	152,245.00	5	71.20	2.79	72.63
31-35	31.00	22,320.00	1	39.00	0.00	39.00
over 40	44.25	32,030.00	4	39.75	13.90	39.49
All	16.94	1,429,350.00	31	68.00	17.25	76.16

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

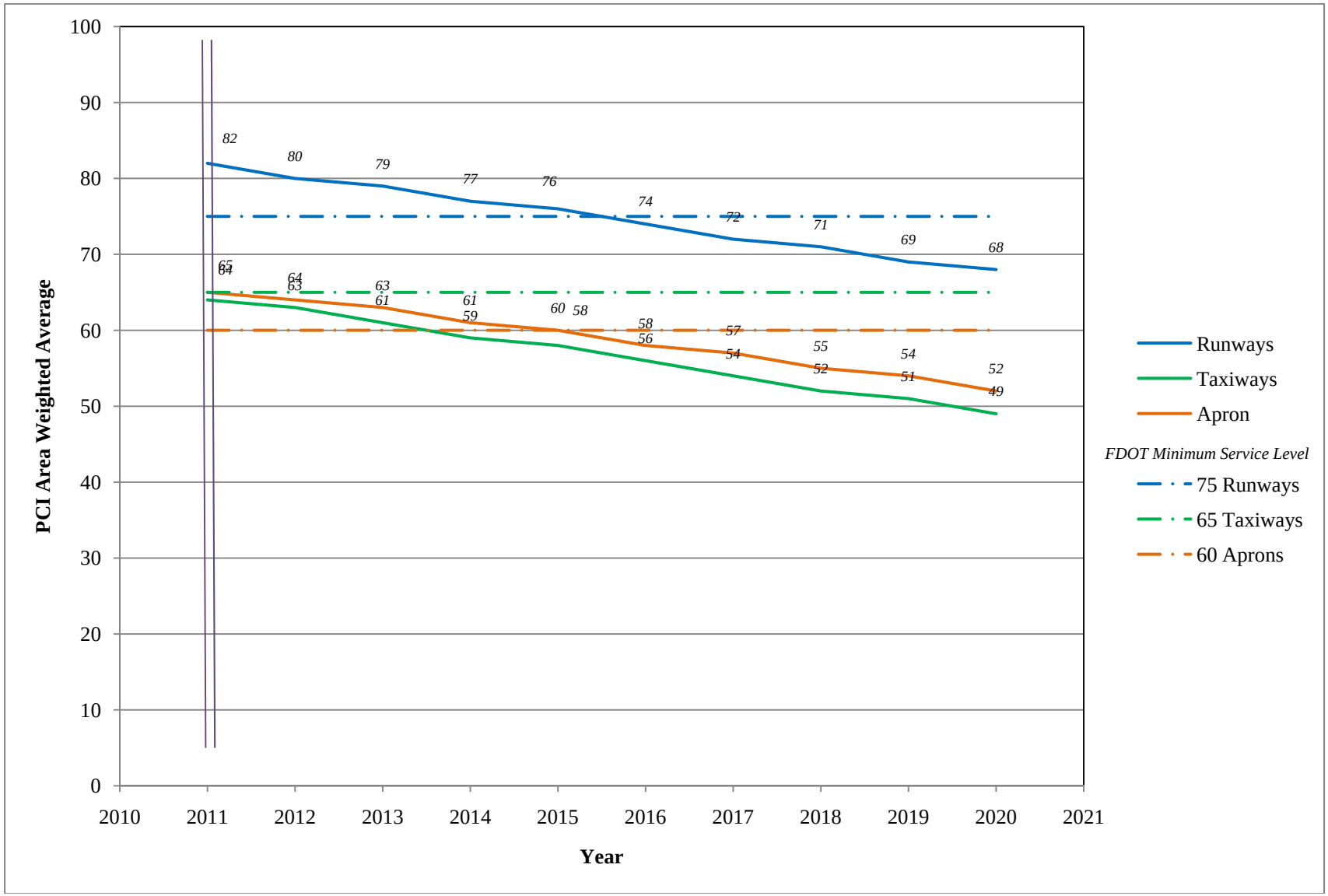
Table D-1: Pavement Condition Prediction

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	76	75	74	73	71	70	68	67	65	64	62
NE Apron	AP NE	4205	53	52	51	50	48	47	45	44	42	41	39
NE Apron	AP NE	4210	38	37	36	35	33	32	30	29	27	26	24
NE Apron	AP NE	4215	100	99	98	97	95	94	92	91	89	88	86
South Apron	AP S	4305	42	41	40	39	37	36	34	33	31	30	28
SE Apron	AP SE	4405	61	60	59	58	56	55	53	52	50	49	47
Runway 10-28	RW 10-28	6205	90	89	88	87	85	84	82	81	79	78	76
Runway 10-28	RW 10-28	6210	73	72	71	70	68	67	65	64	62	61	59
Runway 10-28	RW 10-28	6215	81	80	78	76	74	73	71	69	67	65	63
Runway 10-28	RW 10-28	6220	81	80	79	78	76	75	73	72	70	69	67
Runway 5-23	RW 5-23	6102	69	68	67	66	64	63	61	60	58	57	55
Runway 5-23	RW 5-23	6104	89	88	87	86	84	83	81	80	78	77	75
Runway 5-23	RW 5-23	6105	83	82	80	78	76	75	73	71	69	67	65
Runway 5-23	RW 5-23	6107	57	56	55	54	52	51	49	48	46	45	43
Runway 5-23	RW 5-23	6110	69	68	67	66	64	63	61	60	58	57	55
Taxiway 605	TW 605	605	74	73	72	70	68	67	65	63	61	60	58
Taxiway 705	TW 705	705	73	72	71	69	67	66	64	62	60	59	57
Taxiway Alpha	TW A	105	69	68	67	65	63	62	60	58	56	55	53
Taxiway Alpha	TW A	107	38	37	36	34	32	30	29	27	25	23	22
Taxiway Alpha	TW A	110	74	73	72	70	68	67	65	63	61	60	58
Taxiway Alpha	TW A	115	61	60	59	57	55	54	52	50	48	47	45
Taxiway Alpha	TW A	120	72	71	70	68	66	65	63	61	59	58	56
Taxiway Alpha	TW A	130	88	87	86	84	82	81	79	77	75	74	72
Taxiway Bravo	TW B	202	72	71	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 Bravo	TW B	205	22	21	20	18	16	14	13	11	9	7	6
Taxiway Charlie	TW C	305	74	73	72	70	68	67	65	63	61	60	58
Taxiway Delta	TW D	402	71	70	69	67	65	64	62	60	58	57	55
Taxiway Delta	TW D	405	39	38	37	35	33	31	30	28	26	24	23
Taxiway Delta	TW D	415	66	65	64	62	60	59	57	55	53	52	50
Taxiway Echo	TW E	502	80	79	78	76	74	73	71	69	67	66	64
Taxiway Echo	TW E	505	73	72	71	69	67	66	64	62	60	59	57

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
East Apron	AP E	4505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,068.40	SqFt	$0.40	$1,627.37
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,120.80	SqFt	$0.40	$2,048.33
Runway 10-28	RW 10-28	6210	WEATH/RAVEL	M	Surface Seal - Coat Tar	83.50	SqFt	$0.40	$33.41
Runway 10-28	RW 10-28	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,285.30	SqFt	$0.40	$4,514.15
Runway 10-28	RW 10-28	6215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,950.00	SqFt	$0.40	$1,980.00
Runway 10-28	RW 10-28	6220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	500.00	SqFt	$0.40	$200.00
Runway 5-23	RW 5-23	6102	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,205.00	SqFt	$0.40	$1,682.00
Runway 5-23	RW 5-23	6102	WEATH/RAVEL	H	Microsurfacing - AC	11.60	SqFt	$0.65	$7.54
Runway 5-23	RW 5-23	6102	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,640.10	SqFt	$0.40	$25,056.23
Runway 5-23	RW 5-23	6104	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,834.10	SqFt	$0.40	$9,133.72
Runway 5-23	RW 5-23	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	55,931.80	SqFt	$0.40	$22,372.92
Runway 5-23	RW 5-23	6110	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,500.00	SqFt	$0.40	$600.00
Runway 5-23	RW 5-23	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	56,999.90	SqFt	$0.40	$22,800.17
Taxiway 605	TW 605	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,207.20	SqFt	$0.40	$3,282.89
Taxiway 705	TW 705	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,970.00	SqFt	$0.40	$3,588.02
Taxiway 705	TW 705	705	WEATH/RAVEL	M	Surface Seal - Coat Tar	239.20	SqFt	$0.40	$95.68
Taxiway Alpha	TW A	105	L & T CR	M	Crack Sealing - AC	191.90	Ft	$2.25	$431.70
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,211.50	SqFt	$0.40	$5,684.63
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,668.60	SqFt	$0.40	$3,467.46
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,831.30	SqFt	$0.40	$4,332.57
Taxiway Alpha	TW A	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,072.80	SqFt	$0.40	$829.14
Taxiway Bravo	TW B	202	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,300.00	SqFt	$0.40	$1,320.01
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,274.30	SqFt	$0.40	$2,509.74
Taxiway Delta	TW D	402	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,000.00	SqFt	$0.40	$1,200.01

Table E-1: Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Delta	TW D	415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,892.00	SqFt	$0.40	$2,756.82
Taxiway Echo	TW E	502	WEATH/RAVEL	L	Surface Seal - Rejuvenating	34,971.40	SqFt	$0.40	$13,988.68
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	68,754.40	SqFt	$0.40	$27,501.99
								Total =	$163,045.18

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	NE Apron	4205	AC	3,000	$17,148.00	52	Mill and Overlay	100
2011	NE Apron	4210	AC	12,330	$104,669.40	37	Reconstruction	100
2011	South Apron	4305	AC	58,230	$366,266.73	41	Mill and Overlay	100
2011	SE Apron	4405	AC	78,450	$268,299.19	60	Mill and Overlay	100
2011	Runway 5-23	6107	AC	14,250	$65,094.03	56	Mill and Overlay	100
2011	Taxiway Alpha	107	AAC	5,890	$50,000.22	37	Reconstruction	100
2011	Taxiway Alpha	115	AC	6,890	$23,563.82	60	Mill and Overlay	100
2011	Taxiway Bravo	205	AAC	6,920	$94,250.43	21	Reconstruction	100
2011	Taxiway Delta	405	AAC	22,320	$173,113.96	38	Reconstruction	100
2012	Taxiway Delta	415	AC	8,615	$20,657.40	64	Mill and Overlay	100
2014	Runway 5-23	6102	AC	108,750	$276,645.87	64	Mill and Overlay	100
2014	Runway 5-23	6110	AC	78,750	$200,329.77	64	Mill and Overlay	100
2014	Taxiway Alpha	105	AC	24,870	$70,685.13	63	Mill and Overlay	100
2015	Taxiway Delta	402	AC	3,430	$8,987.24	64	Mill and Overlay	100
2016	Taxiway 705	705	AC	35,880	$96,832.65	64	Mill and Overlay	100
2016	Taxiway Alpha	120	AC	22,300	$67,240.60	63	Mill and Overlay	100
2016	Taxiway Bravo	202	AC	4,710	$14,201.94	63	Mill and Overlay	100
2016	Taxiway Echo	505	AC	120,320	$324,718.62	64	Mill and Overlay	100
2017	Runway 10-28	6210	AC	23,250	$64,629.32	64	Mill and Overlay	100
2017	Taxiway 605	605	AC	28,725	$89,212.15	63	Mill and Overlay	100
2017	Taxiway Alpha	110	AC	15,170	$47,113.95	63	Mill and Overlay	100
2017	Taxiway Charlie	305	AC	10,980	$34,100.94	63	Mill and Overlay	100
2019	East Apron	4505	AC	9,520	$28,074.89	64	Mill and Overlay	100

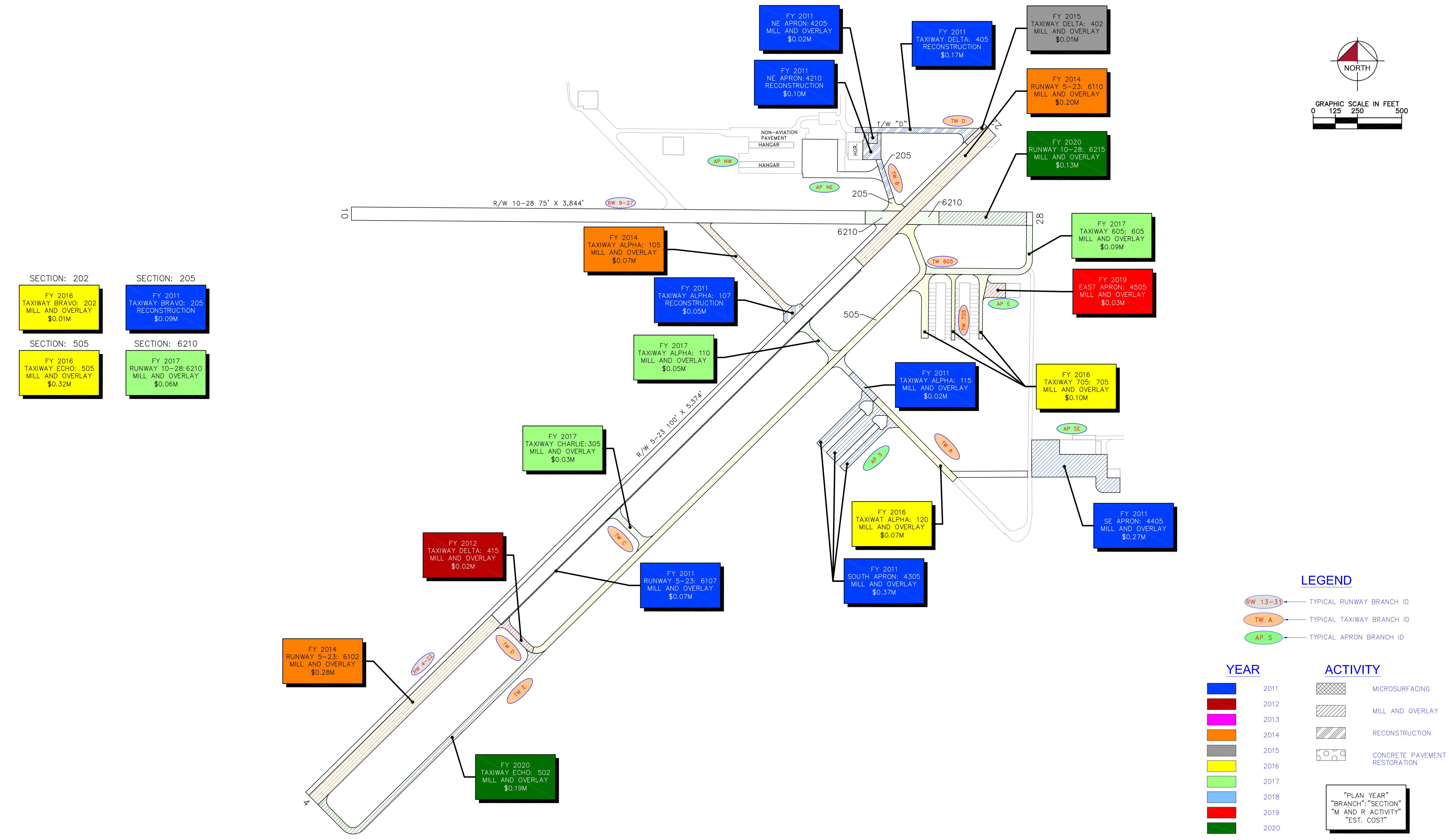
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

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
2020	Runway 10-28	6215	AAC	37,125	$125,991.75	63	Mill and Overlay	100
2020	Taxiway Echo	502	AC	61,200	$185,895.85	64	Mill and Overlay	100
				Total	**$2,817,723.85**	**57**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



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

AVON PARK EXECUTIVE AIRPORT
AVON PARK, HIGHLANDS, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **AVO**

FDOT DISTRICT 1

APPENDIX H

PHOTOGRAPHS

Apron, Section 4205, Sample Unit 300 – Low severity (43) Block Cracking, low severity (50) Patch, low and medium severity (52) Weathering and Raveling

Apron, Section 4205, Sample Unit 300 – Low severity (43) Block Cracking, low severity (50) Patch, low and medium severity (52) Weathering and Raveling

Apron, Section 4210, Sample Unit 102 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, medium severity (52) Weathering and Raveling

Apron, Section 4405, Sample Unit 300 – Low severity (43) Block Cracking, low severity (50) Patch, low severity (52) Weathering and Raveling

Runway 5-23, Section 6102, Sample Unit 99 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Runway 5-23, Section 6102, Sample Unit 99 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Runway 5-23, Section 6110, Sample Unit 158 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Runway 10-28, Section 6220, Sample Unit 100 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Connector Delta, Section 415, Sample Unit 101 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 115, Sample Unit 105 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway 605, Section 605, Sample Unit 102 – Low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patch, low severity (52) Weathering and Raveling

Taxiway Delta, Section 405, Sample Unit 101 – Medium severity (43) Block Cracking, low severity (50) Patch, low severity (52) Weathering and Raveling

Taxiway Delta, Section 405, Sample Unit 101 – Medium severity (43) Block Cracking, low severity (50) Patch, low severity (52) Weathering and Raveling

T-Hangar, Section 4305, Sample Unit 301 – Low severity Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patch, low and medium severity (52) Weathering and Raveling

T-Hangar, Section 4305, Sample Unit 301 – Low severity Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patch, low and medium severity (52) Weathering and Raveling

T-Hangar, Section 705, Sample Unit 402 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, medium severity (50) Patch, low severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 9,520.00SqFt

Section: 4505 of 1 From: - To: - Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 9,520.00SqFt Length: 115.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments: KHA

Sample Number: 400 Type: R Area: 2,340.00SqFt PCI = 76
Sample Comments:

52	WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 68,660.00SqFt

Section: 4205 of 3 From: - To: - Last Const.: 1/1/1992
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 3,000.00SqFt Length: 60.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments: KHA

Sample Number: 300 Type: R Area: 3,000.00SqFt PCI = 53
Sample Comments:

43 BLOCK CRACKING	L	84.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
50 PATCHING	L	2.00	SqFt	Comments:
50 PATCHING	L	60.00	SqFt	Comments:
43 BLOCK CRACKING	L	600.00	SqFt	Comments:
43 BLOCK CRACKING	L	300.00	SqFt	Comments:
50 PATCHING	L	38.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 68,660.00SqFt

Section: 4210 of 3 From: - To: - Last Const.: 1/1/1969
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 12,330.00SqFt Length: 150.00Ft Width: 95.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:38.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 5,330.00SqFt PCI = 38
Sample Comments:

43 BLOCK CRACKING	L	1,040.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,264.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00	Ft	Comments:
43 BLOCK CRACKING	L	220.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 68,660.00SqFt

Section: 4215 of 3 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 53,330.00SqFt Length: 220.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 11 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments: KHA

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 58,230.00SqFt

Section: 4305 of 1 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 58,230.00SqFt Length: 390.00Ft Width: 160.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI:42.00 |
Inspection Comments: KHA

Sample Number: 301 Type: R Area: 7,680.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	L	5,000.00	SqFt	Comments:
50 PATCHING	L	4.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:

Sample Number: 400 Type: R Area: 3,730.00SqFt PCI = 43
Sample Comments:

43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: AP SE Name: SE APRON Use: APRON Area: 78,450.00SqFt

Section: 4405 of 1 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 78,450.00SqFt Length: 425.00Ft Width: 175.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 17 Surveyed: 3
Conditions: PCI:61.00 |
Inspection Comments: KHA

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

50 PATCHING	L	6.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,500.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:

Sample Number: 401 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

43 BLOCK CRACKING	L	1,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,500.00 SqFt	Comments:

Sample Number: 502 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

43 BLOCK CRACKING	L	3,600.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	1,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 280,425.00SqFt

Section: 6205 of 4 From: - To: - Last Const.: 12/1/2006
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 217,500.00SqFt Length: 2,900.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/24/2011 Total Samples: 58 Surveyed: 11
Conditions: PCI:90.00 |
Inspection Comments: KHA

Sample Number: 105 Type: R Area: 3,750.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 3,750.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 130 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:

Sample Number: 135 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 140 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 145 Type: R Area: 3,750.00SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Sample Number: 149 Type: R Area: 3,750.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 2,850.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 280,425.00SqFt

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Section: 6210 of 4 From: - To: - Last Const.: 12/1/2006
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 23,250.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:73.00 |
Inspection Comments: KHA

Sample Number: 160 Type: R Area: 3,510.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:
52	WEATHERING/RAVELING	L	1,053.00 SqFt	Comments:

Sample Number: 165 Type: R Area: 4,840.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	122.00 Ft	Comments:
52	WEATHERING/RAVELING	M	30.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 280,425.00SqFt

Section: 6215 of 4 From: - To: - Last Const.: 12/1/2006
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 37,125.00SqFt Length: 495.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 10 Surveyed: 2
Conditions: PCI:81.00 |
Inspection Comments: KHA

Sample Number: 169 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	168.04 Ft	Comments:
52	WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 173 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	58.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52	WEATHERING/RAVELING	L	500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 280,425.00SqFt

Section: 6220 of 4 From: - To: - Last Const.: 12/1/2006
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 2,550.00SqFt Length: 34.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 2,550.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 541,335.00SqFt

Section: 6102 of 5 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 108,750.00SqFt Length: 1,450.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 29 Surveyed: 5
Conditions: PCI:69.00 |
Inspection Comments: KHA

Sample Number: 74 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 79 Type: R Area: 3,750.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	M	125.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 83 Type: R Area: 3,750.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:
52 WEATHERING/RAVELING	H	2.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00	SqFt	Comments:

Sample Number: 94 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 WEATHERING/RAVELING	M	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 99 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
52 WEATHERING/RAVELING	M	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 541,335.00SqFt

Section: 6104 of 5 From: To: Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 123,960.00SqFt Length: 4,920.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 25 Surveyed: 5
Conditions: PCI:89.00 |
Inspection Comments: KHA

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 321 Type: R Area: 5,515.00SqFt PCI = 82
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 541,335.00SqFt

Section: 6105 of 5 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 215,625.00SqFt Length: 2,875.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/24/2011 Total Samples: 57 Surveyed: 11
Conditions: PCI:83.00 |
Inspection Comments: KHA

Sample Number: 107 Type: R Area: 3,750.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:

Sample Number: 121 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:

Sample Number: 137 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 148 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 151 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:
52	WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 155 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

52	WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 541,335.00SqFt

Section: 6107 of 5 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 14,250.00SqFt Length: 2,850.00Ft Width: 5.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments: KHA

Sample Number: 530 Type: R Area: 1,500.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00 Ft	Comments:
43	BLOCK CRACKING	L	1,200.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	1,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 541,335.00SqFt

Section: 6110 of 5 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 78,750.00SqFt Length: 1,050.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/24/2011 Total Samples: 21 Surveyed: 7
Conditions: PCI:69.00 |
Inspection Comments: KHA

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	58.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00	SqFt	Comments:

Sample Number: 165 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 167 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 168 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 171 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:

Sample Number: 177 Type: R Area: 3,750.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	240.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW 605 Name: TAXIWAY 605 Use: TAXIWAY Area: 28,725.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 28,725.00SqFt Length: 815.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 8 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

50	PATCHING	L	64.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	92.00 Ft	Comments:
52	WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW 705 Name: TAXIWAY 705 Use: TAXIWAY Area: 35,880.00SqFt

Section: 705 of 1 From: - To: - Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 35,880.00SqFt Length: 370.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 12 Surveyed: 2
Conditions: PCI:73.00 |
Inspection Comments: KHA

Sample Number: 302 Type: R Area: 2,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00	Ft	Comments:
52	WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 402 Type: R Area: 4,000.00SqFt PCI = 70
Sample Comments:

52	WEATHERING/RAVELING	M	40.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00	Ft	Comments:
43	BLOCK CRACKING	L	114.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 89,630.00SqFt

Section: 105 of 6 From: - To: - Last Const.: 12/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 24,870.00SqFt Length: 740.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:69.00 |
Inspection Comments: KHA

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	54.00	Ft	Comments:
52	WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	368.00	Ft	Comments:
52	WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 89,630.00SqFt

Section: 107 of 6 From: - To: - Last Const.: 1/1/1969
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 5,890.00SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:38.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 5,890.00SqFt PCI = 38
Sample Comments:

52	WEATHERING/RAVELING	M	4,712.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 89,630.00SqFt

Section: 110 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 15,170.00SqFt Length: 340.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	95.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 89,630.00SqFt

Section: 115 of 6 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,890.00SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments: KHA

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 61
Sample Comments:

43	BLOCK CRACKING	L	2,200.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:
52	WEATHERING/RAVELING	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 89,630.00SqFt

Section: 120 of 6 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,300.00SqFt Length: 640.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:72.00 |
Inspection Comments: KHA

Sample Number: 107 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	209.05	Ft	Comments:
52	WEATHERING/RAVELING	L	1,199.99	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.03	Ft	Comments:
52	WEATHERING/RAVELING	L	999.99	SqFt	Comments:

Sample Number: 109 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.03	Ft	Comments:
52	WEATHERING/RAVELING	L	1,199.99	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.05	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 89,630.00SqFt

Section: 130 of 6 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,510.00SqFt Length: 410.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments: KHA

Sample Number: 121 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 11,630.00SqFt

Section: 202 of 2 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,710.00SqFt Length: 60.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 4,710.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	85.00 Ft	Comments:
52	WEATHERING/RAVELING	L	3,300.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 11,630.00SqFt

Section: 205 of 2 From: - To: - Last Const.: 1/1/1969
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 6,920.00SqFt Length: 230.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:22.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 3,925.00SqFt PCI = 22
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	172.00	Ft	Comments:
52	WEATHERING/RAVELING	H	1,000.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	1,500.00	SqFt	Comments:
43	BLOCK CRACKING	L	300.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 10,980.00SqFt

Section: 305 of 1 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,980.00SqFt Length: 250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:
52	WEATHERING/RAVELING	L	2,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 34,365.00SqFt

Section: 402 of 3 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 3,430.00SqFt Length: 150.00Ft Width: 23.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:71.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 3,430.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:
52	WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 34,365.00SqFt

Section: 405 of 3 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 22,320.00SqFt Length: 680.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 7 Surveyed: 2
Conditions: PCI:39.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,000.00SqFt PCI = 40
Sample Comments:

50 PATCHING	L	412.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,588.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,800.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 3,000.00SqFt PCI = 38
Sample Comments:

43 BLOCK CRACKING	M	2,895.00 SqFt	Comments:
50 PATCHING	L	105.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,800.00 SqFt	Comments:
50 PATCHING	L	70.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 34,365.00SqFt

Section: 415 of 3 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,615.00SqFt Length: 230.00Ft Width: 34.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 4,460.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	138.00 Ft	Comments:
43	BLOCK CRACKING	L	300.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,568.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 181,520.00SqFt

Section: 502 of 2 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 61,200.00SqFt Length: 1,720.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 18 Surveyed: 2
Conditions: PCI:80.00 |
Inspection Comments: KHA

Sample Number: 104 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	3,000.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 3,500.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/2/2011
Site Name:

Network: AVO Name: AVON PARK MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 181,520.00SqFt

Section: 505 of 2 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 120,320.00SqFt Length: 3,350.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/24/2011 Total Samples: 34 Surveyed: 4
Conditions: PCI:73.00 |
Inspection Comments: KHA

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

43 BLOCK CRACKING	L	125.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.00	Ft	Comments:

Sample Number: 121 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments: