STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Bartow Municipal Airport –BOW
(General Aviation)
Bartow, 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 Bartow Municipal 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 Bartow Municipal 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 Bartow Municipal 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 66, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Apron FBO	100	Good	60	65	
Hold Apron on TW A	54	Poor	60	65	X
North Apron	31	Very Poor	60	65	X
T-Hangar Apron	58	Fair	60	65	X
Runway 5-23	74	Satisfactory	75	65	X
Runway 9L-27R	92	Good	75	65	
Runway 9R-27L	53	Poor	75	65	X
Taxiway Alpha	58	Fair	65	65	X
Taxiway Charlie	68	Fair	65	65	
Taxiway Delta	100	Good	65	65	
Taxiway Echo	86	Good	65	65	
Taxiway Foxtrot	61	Fair	65	65	X
Taxiway Golf	46	Poor	65	65	X
Taxiway Hotel	42	Poor	65	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	74	Satisfactory
Taxiway	71	Satisfactory
Apron	44	Poor
All (Weighted)	**66**	Fair

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	69	Fair
Secondary	53	Poor
Tertiary	59	Fair
All (Weighted)	**66**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Bartow Municipal Airport, include: Hold Apron on TW A, North Apron, T-Hangar Apron, Runway 9R-27L, Taxiway Alpha, Taxiway Charlie, Taxiway Foxtrot, Taxiway Golf, and Taxiway Hotel. Asphalt pavement conditions in these areas justify either mill and overlay rehabilitation activity or full pavement reconstruction. Portland Cement Concrete pavement conditions in North Apron would benefit from PCC restoration or full pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Project 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	Hold Apron on TW A	5105	AC	25,000	$135,725.03	53	Mill and Overlay	100
2011	North Apron	4105	AAC	69,170	$435,079.33	50	Mill and Overlay	100
2011	North Apron	4110	PCC	316,232	$4,307,081.24	12	Reconstruction	100
2011	North Apron	4115	AAC	27,091	$170,402.40	43	Mill and Overlay	100
2011	North Apron	4120	AAC	5,228	$20,880.64	58	Mill and Overlay	100
2011	North Apron	4125	AC	33,500	$114,570.08	60	Mill and Overlay	100
2011	North Apron	4127	AC	6,000	$25,686.01	57	Mill and Overlay	100
2011	North Apron	4130	PCC	147,600	$801,320.58	53	PCC Restoration	100
2011	North Apron	4132	PCC	11,200	$152,544.05	7	Reconstruction	100
2011	T-Hangar Apron	4205	AC	150,745	$775,130.99	54	Mill and Overlay	100
2011	T-Hangar Apron	4210	PCC	3,125	$26,528.13	37	Reconstruction	100
2011	Runway 9R-27L	6205	AAC	346,869	$2,181,806.18	44	Mill and Overlay	100
2011	Runway 9R-27L	6210	AAC	176,321	$906,642.81	54	Mill and Overlay	100
2011	Taxiway Alpha	105	AAC	91,743	$313,761.28	60	Mill and Overlay	100
2011	Taxiway Alpha	110	AAC	32,943	$159,938.31	55	Mill and Overlay	100
2011	Taxiway Alpha	115	AAC	43,000	$221,106.06	54	Mill and Overlay	100
2011	Taxiway Alpha	117	AC	13,200	$83,028.02	40	Mill and Overlay	100
2011	Taxiway Charlie	310	AAC	30,600	$79,590.65	63	Mill and Overlay	100
2011	Taxiway Charlie	315	AAC	41,550	$130,757.94	61	Mill and Overlay	100
2011	Taxiway Charlie	320	AAC	4,800	$30,192.00	43	Mill and Overlay	100
2011	Taxiway Foxtrot	610	AAC	31,600	$198,764.02	50	Mill and Overlay	100
2011	Taxiway Foxtrot	615	AAC	40,000	$114,960.08	62	Mill and Overlay	100
2011	Taxiway Golf	705	AAC	31,500	$198,135.02	41	Mill and Overlay	100
2011	Taxiway Golf	710	AAC	32,400	$203,796.02	50	Mill and Overlay	100
2011	Taxiway Hotel	802	AC	3,500	$47,670.02	30	Reconstruction	100
2011	Taxiway Hotel	805	AC	25,000	$157,250.01	43	Mill and Overlay	100
				Total	**$11,992,346.90**	**47**		**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	$132,828.45	$11,992,346.89	$12,125,175.35
2012	$131,065.30	$178,284.31	$309,349.61
2013	$147,486.54	$151,767.14	$299,253.68
2014	$175,799.26	$94,214.98	$270,014.25
2015	$197,099.42	$39,302.79	$236,402.22
2016	$146,946.31	$1,072,985.16	$1,219,931.47
2017	$205,718.58	$0.00	$205,718.58
2018	$279,822.13	$0.00	$279,822.13
2019	$343,686.77	$185,674.67	$529,361.44
2020	$426,206.80	$0.00	$426,206.80
Total	**$2,186,659.56**	**$13,714,575.94**	**$15,901,235.53**

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 66 in 2011 to 81 in 2020. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program 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 Bartow Municipal Airport pavements in 2020 may remain near 81. 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 Bartow Municipal 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.

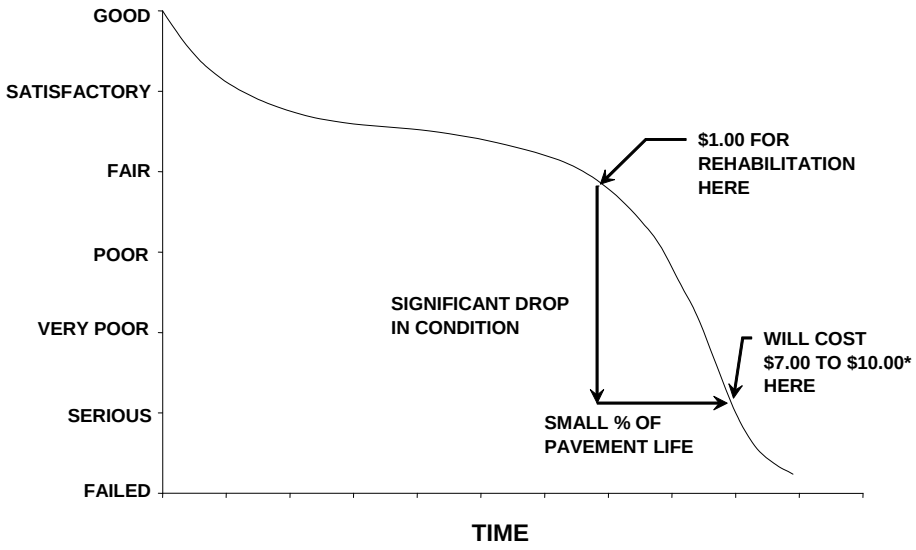
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Bartow Municipal Airport (BOW), located in Bartow, Florida, is controlled by the Bartow Municipal Airport Development Authority and focuses primarily on serving general aviation aircraft. The airport has three asphalt runways (two parallel and one cross-wind). These runways are Runway 9L-27R, Runway 5-23, and Runway 9R-27L. All runways are served by partial taxiways.

Based on field measurements, it is important to note that the runway data and other pavement facilities geometric dimensions may vary slightly from the geometry used in the condition and M&R analysis.

Land acquisition for the airport began under the supervision of the mayor of the city of Bartow in 1941. The airport construction was taken over by the US Government in 1942 and the airport served as a training station for the US Army Air Forces. The airfield was used to train on both bombardment aircraft and fighters throughout World War II. The airport was deactivated and returned to the city of Bartow in 1945. However, the US Department of Defense again took control of the airfield in 1950 and it served as a primary pilot training school. The city again regained control of the airport in 1960. In July 1967, a city ordinance was passed establishing an airport authority after the city had attained approval from the Federal Aviation Administration.

Bartow Municipal Airport is designated as a General Aviation (GA) 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 Bartow Municipal 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
2009	Taxiways Charlie and Delta	Pavement Overlay
2011	Taxiways Alpha, Hotel, and Apron N	Rehabilitate with Overlay and Crack Sealing
2011	T-Hangar area	New Taxiways and Drives connecting to a new T-Hangar storage building

2.2 Pavement Inventory

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

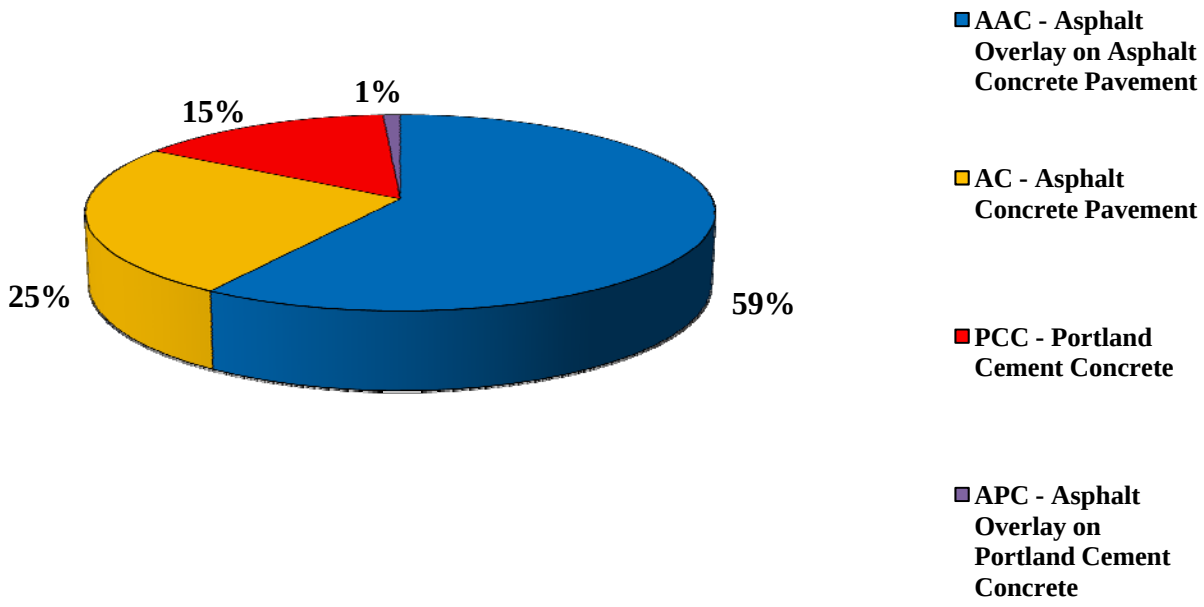
The total airfield pavement area in 2011 at Bartow Municipal Airport is 3,496,688 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,865,978	53%
Taxiway	720,626	21%
Apron	910,084	26%
All (Weighted)	**3,496,688**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Bartow Municipal 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
Apron FBO	AP FBO	4405	84,693	P	AC	1/1/2007	0	18
Hold Apron on TW A	AP H TW A	5105	25,000	P	AC	1/1/1942	1	5
North Apron	AP N	4105	69,170	P	AAC	1/1/1990	2	14
North Apron	AP N	4110	316,232	P	PCC	1/1/1942	6	63
North Apron	AP N	4115	27,091	P	AAC	1/1/1990	1	6
North Apron	AP N	4120	5,228	P	AAC	1/1/1987	1	1
North Apron	AP N	4125	33,500	P	AC	1/1/1942	1	6
North Apron	AP N	4127	6,000	P	AC	1/1/1998	1	1
North Apron	AP N	4130	147,600	P	PCC	1/1/1942	4	31
North Apron	AP N	4132	11,200	P	PCC	1/1/1942	1	2
Runway 5-23	RW 5-23	6305	29,427	P	AAC	1/1/2001	2	6
Runway 5-23	RW 5-23	6310	55,000	P	AAC	1/1/2001	3	11
Runway 5-23	RW 5-23	6315	355,850	P	AAC	1/1/2001	14	73
Runway 5-23	RW 5-23	6320	40,111	P	AAC	1/1/2001	0	9
Runway 9L-27R	RW 9L-27R	6105	30,000	P	AC	1/1/1998	2	6
Runway 9L-27R	RW 9L-27R	6110	15,000	P	AC	1/1/1998	2	4
Runway 9L-27R	RW 9L-27R	6115	440,000	P	AAC	1/1/1985	17	88
Runway 9L-27R	RW 9L-27R	6118	9,000	P	AAC	1/1/1985	1	1
Runway 9L-27R	RW 9L-27R	6120	183,125	P	AC	1/1/1942	5	35
Runway 9L-27R	RW 9L-27R	6124	27,500	P	AAC	1/1/1985	2	6
Runway 9L-27R	RW 9L-27R	6125	30,000	P	APC	1/1/1942	2	6
Runway 9L-27R	RW 9L-27R	6130	15,000	P	AC	1/1/1942	2	4
Runway 9R-27L	RW 9R-27L	6205	346,869	S	AAC	1/1/1942	14	71
Runway 9R-27L	RW 9R-27L	6210	176,321	S	AAC	1/1/1942	6	36
Runway 9R-27L	RW 9R-27L	6215	30,000	S	PCC	1/1/1942	4	12
Runway 9R-27L	RW 9R-27L	6220	15,000	S	PCC	1/1/1942	2	4
Runway 9R-27L	RW 9R-27L	6225	44,925	S	AAC	1/1/2001	1	12
Runway 9R-27L	RW 9R-27L	6230	22,850	S	AAC	1/1/2001	0	4
Taxiway Alpha	TW A	105	91,743	P	AAC	1/1/1987	3	19
Taxiway Alpha	TW A	110	32,943	P	AAC	1/1/1987	2	6
Taxiway Alpha	TW A	115	43,000	P	AAC	1/1/1987	3	11
Taxiway Alpha	TW A	117	13,200	P	AC	1/1/1942	0	4
Taxiway Charlie	TW C	305	17,250	P	AAC	7/1/2009	0	4

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway Charlie	TW C	310	30,600	P	AAC	1/1/1987	1	9
Taxiway Charlie	TW C	315	41,550	P	AAC	1/1/1987	1	12
Taxiway Charlie	TW C	320	4,800	P	AAC	1/1/1990	1	1
Taxiway Delta	TW D	405	100,750	P	AC	7/1/2009	0	19
Taxiway Delta	TW D	407	9,250	P	AAC	7/1/2009	0	3
Taxiway Echo	TW E	1005	132,740	P	AC	1/1/2003	3	23
Taxiway Echo	TW E	1010	30,000	P	AC	1/1/2003	1	13
Taxiway Foxtrot	TW F	605	8,800	P	AAC	1/1/1971	1	2
Taxiway Foxtrot	TW F	610	31,600	P	AAC	1/1/1971	2	7
Taxiway Foxtrot	TW F	615	40,000	P	AAC	1/1/1990	1	12
Taxiway Golf	TW G	705	31,500	P	AAC	1/1/1971	2	8
Taxiway Golf	TW G	710	32,400	P	AAC	1/1/1971	2	9
Taxiway Hotel	TW H	802	3,500	P	AC	1/1/1971	1	1
Taxiway Hotel	TW H	805	25,000	P	AC	1/1/1971	2	5
T-Hangar Apron	AP T-HANG	4205	150,745	T	AC	1/1/2004	5	51
T-Hangar Apron	AP T-HANG	4210	3,125	T	PCC	1/1/2004	1	8
T-Hangar Apron	AP T-HANG	4305	30,500	T	AC	1/1/2004	1	10

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

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

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

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

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD at the centroid of each sample unit. The centroid is usually the geometric center of the area, but in cases where sample units are irregular in shape, this is the center of mass. These data are presented in a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at Bartow Municipal Airport 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 Bartow Municipal Airport is 66, representing a Fair overall network condition.

The Asphalt Concrete pavement of all three Runways exhibited low to medium severity weathering and raveling along with low to medium severity longitudinal and transversal cracking. Block cracking of low to medium severity was also observed in RW 9R-27L. While RW 5-23 and RW 9L-27R exhibited low severity swelling in the asphalt pavement. The PCC pavement section of RW 9R-27L exhibited high severity joint seal damage, low severity scaling, and low to medium severity spalling.

Taxiways throughout the airfield exhibited low to medium severity longitudinal and transverse cracking, low to medium severity weathering and raveling, low to medium block cracking, and low to medium swelling. Taxiway Hotel exhibited the most distress, with evidence of alligator cracking, bleeding, and rutting.

The Asphalt pavement of the Aprons exhibited very similar distresses to the Taxiways with low to medium severity longitudinal and transverse cracking, low to high severity weathering and raveling, and low to high block cracking. The PCC pavement in the North Apron was the poorest condition, exhibiting low to high severity distresses such as spalling, joint seal damage, linear cracking, shattered slabs, scaling and patching in multiple slabs.

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 Bartow Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

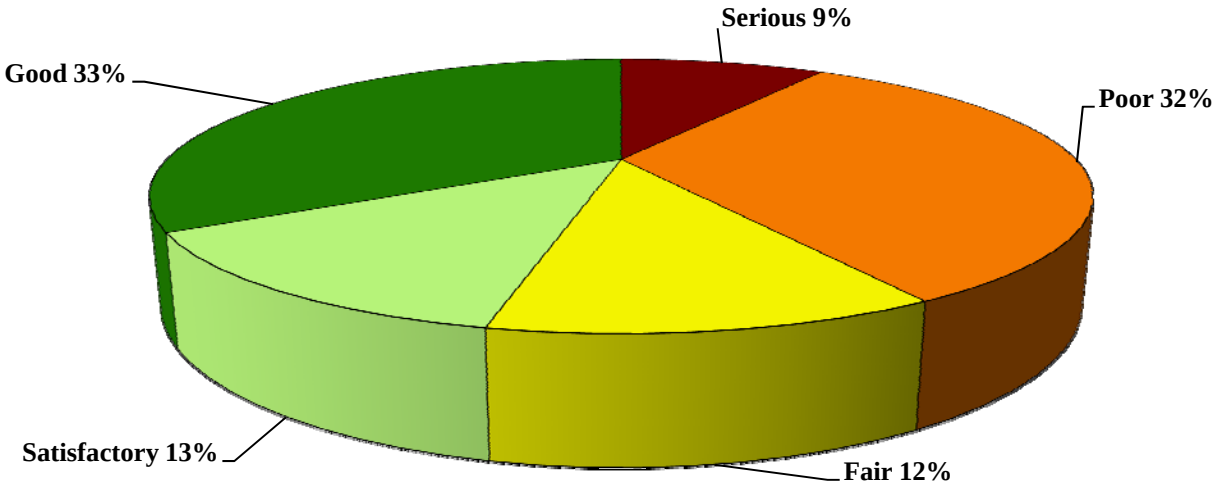


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	1,166,069	33%
Satisfactory	461,350	13%
Fair	424,116	12%
Poor	1,111,096	32%
Very Poor	6,625	0%
Serious	316,232	9%
Failed	11,200	0%

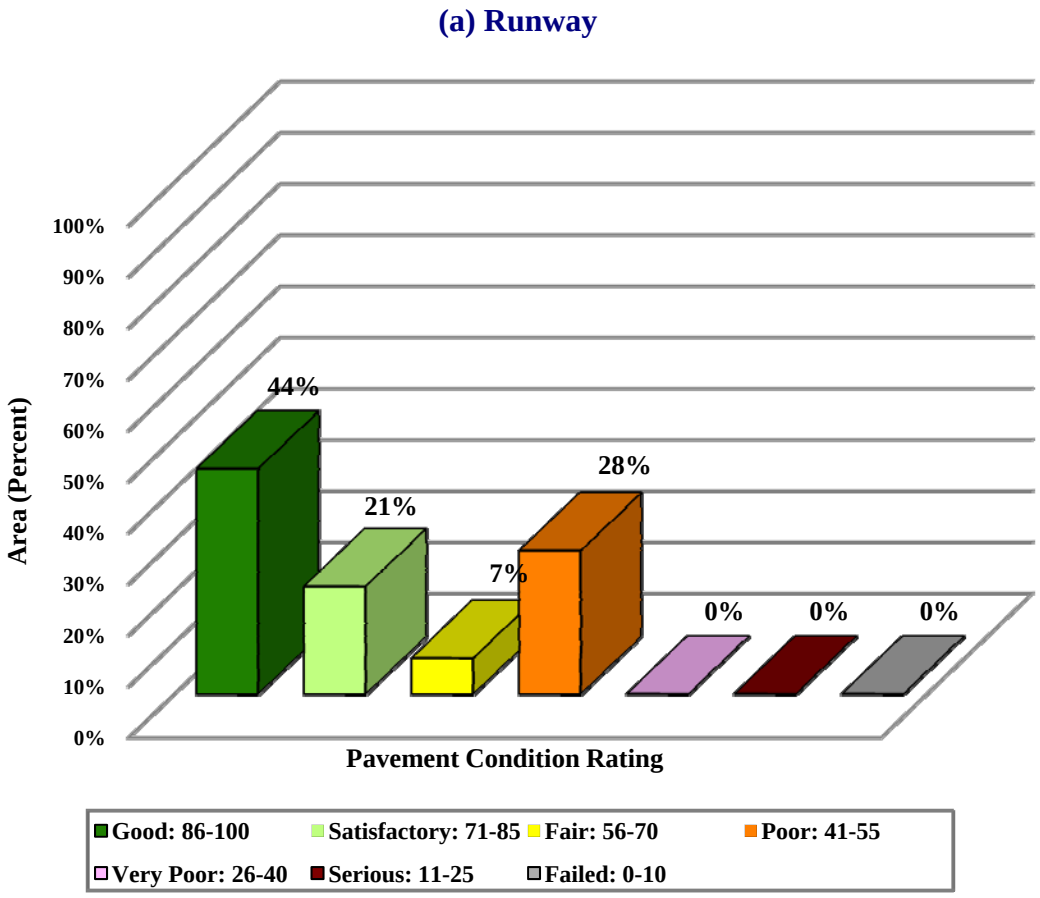
Approximately 46% of the network is in Good and Satisfactory condition while 41% of the network is in Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

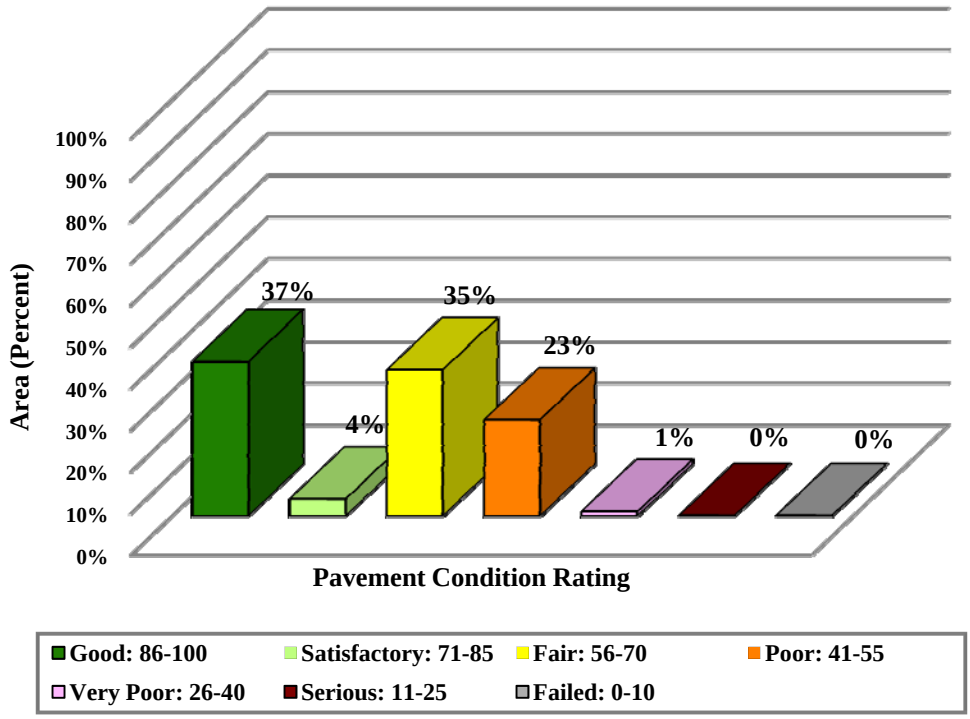
Use	Average Area-Weighted PCI	Condition Rating
Runway	74	Satisfactory
Taxiway	71	Satisfactory
Apron	44	Poor
All (Weighted)	**66**	Fair

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

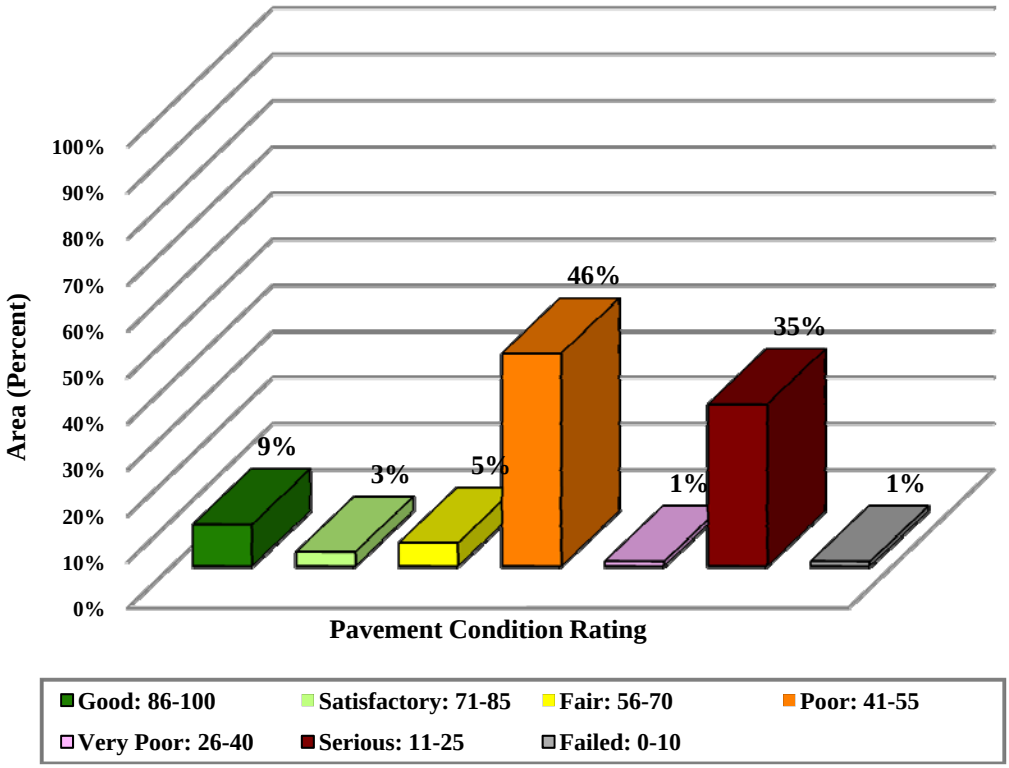
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



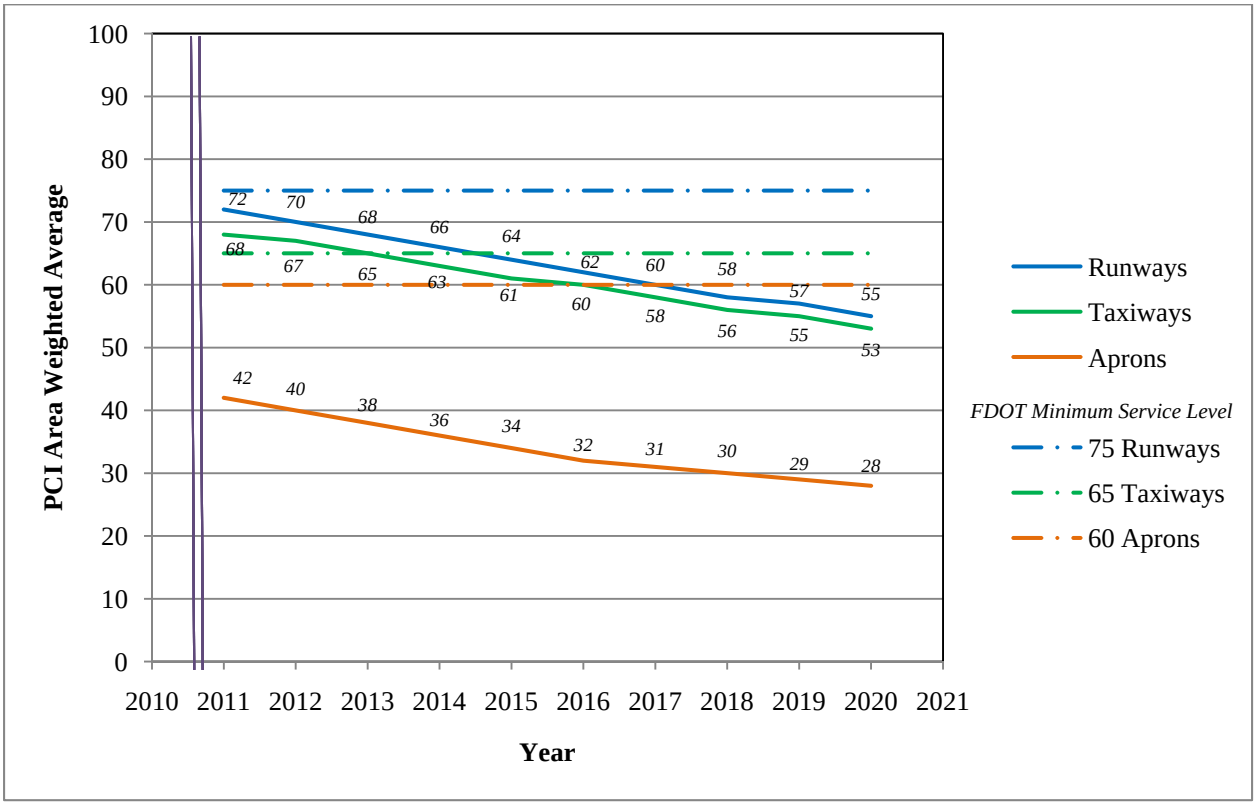
(c) Apron



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 Bartow Municipal 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	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

Project 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	Hold Apron on TW A	5105	AC	25,000	$135,725.03	53	Mill and Overlay	100
2011	North Apron	4105	AAC	69,170	$435,079.33	50	Mill and Overlay	100
2011	North Apron	4110	PCC	316,232	$4,307,081.24	12	Reconstruction	100
2011	North Apron	4115	AAC	27,091	$170,402.40	43	Mill and Overlay	100
2011	North Apron	4120	AAC	5,228	$20,880.64	58	Mill and Overlay	100
2011	North Apron	4125	AC	33,500	$114,570.08	60	Mill and Overlay	100
2011	North Apron	4127	AC	6,000	$25,686.01	57	Mill and Overlay	100
2011	North Apron	4130	PCC	147,600	$801,320.58	53	PCC Restoration	100
2011	North Apron	4132	PCC	11,200	$152,544.05	7	Reconstruction	100
2011	T-Hangar Apron	4205	AC	150,745	$775,130.99	54	Mill and Overlay	100
2011	T-Hangar Apron	4210	PCC	3,125	$26,528.13	37	Reconstruction	100
2011	Runway 9R-27L	6205	AAC	346,869	$2,181,806.18	44	Mill and Overlay	100
2011	Runway 9R-27L	6210	AAC	176,321	$906,642.81	54	Mill and Overlay	100
2011	Taxiway Alpha	105	AAC	91,743	$313,761.28	60	Mill and Overlay	100
2011	Taxiway Alpha	110	AAC	32,943	$159,938.31	55	Mill and Overlay	100
2011	Taxiway Alpha	115	AAC	43,000	$221,106.06	54	Mill and Overlay	100
2011	Taxiway Alpha	117	AC	13,200	$83,028.02	40	Mill and Overlay	100
2011	Taxiway Charlie	310	AAC	30,600	$79,590.65	63	Mill and Overlay	100
2011	Taxiway Charlie	315	AAC	41,550	$130,757.94	61	Mill and Overlay	100
2011	Taxiway Charlie	320	AAC	4,800	$30,192.00	43	Mill and Overlay	100
2011	Taxiway Foxtrot	610	AAC	31,600	$198,764.02	50	Mill and Overlay	100
2011	Taxiway Foxtrot	615	AAC	40,000	$114,960.08	62	Mill and Overlay	100
2011	Taxiway Golf	705	AAC	31,500	$198,135.02	41	Mill and Overlay	100
2011	Taxiway Golf	710	AAC	32,400	$203,796.02	50	Mill and Overlay	100
2011	Taxiway Hotel	802	AC	3,500	$47,670.02	30	Reconstruction	100
2011	Taxiway Hotel	805	AC	25,000	$157,250.01	43	Mill and Overlay	100
				Total	**$11,992,346.90**	**47**		**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

Project 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	Hold Apron on TW A	5105	AC	25,000	$16,250.00	53	Microsurfacing	100
2011	North Apron	4105	AAC	69,170	$44,960.50	50	Microsurfacing	100
2011	North Apron	4110	PCC	316,232	$4,307,081.24	12	Reconstruction	100
2011	North Apron	4115	AAC	27,091	$17,609.15	43	Microsurfacing	100
2011	North Apron	4120	AAC	5,228	$3,398.20	58	Microsurfacing	100
2011	North Apron	4125	AC	33,500	$21,775.00	60	Microsurfacing	100
2011	North Apron	4127	AC	6,000	$3,900.00	57	Microsurfacing	100
2011	North Apron	4130	PCC	147,600	$801,320.58	53	PCC Restoration	100
2011	North Apron	4132	PCC	11,200	$152,544.05	7	Reconstruction	100
2011	T-Hangar Apron	4205	AC	150,745	$97,984.25	54	Microsurfacing	100
2011	T-Hangar Apron	4210	PCC	3,125	$26,528.13	37	Reconstruction	100
2011	Runway 9R-27L	6205	AAC	346,869	$225,464.85	44	Microsurfacing	100
2011	Runway 9R-27L	6210	AAC	176,321	$114,608.65	54	Microsurfacing	100
2011	Taxiway Alpha	105	AAC	91,743	$59,632.95	60	Microsurfacing	100
2011	Taxiway Alpha	110	AAC	32,943	$21,412.95	55	Microsurfacing	100
2011	Taxiway Alpha	115	AAC	43,000	$27,950.00	54	Microsurfacing	100
2011	Taxiway Alpha	117	AC	13,200	$8,580.00	40	Microsurfacing	100
2011	Taxiway Charlie	310	AAC	30,600	$19,890.00	63	Microsurfacing	100
2011	Taxiway Charlie	315	AAC	41,550	$27,007.50	61	Microsurfacing	100
2011	Taxiway Charlie	320	AAC	4,800	$3,120.00	43	Microsurfacing	100
2011	Taxiway Foxtrot	610	AAC	31,600	$20,540.00	50	Microsurfacing	100
2011	Taxiway Foxtrot	615	AAC	40,000	$26,000.00	62	Microsurfacing	100
2011	Taxiway Golf	705	AAC	31,500	$20,475.00	41	Microsurfacing	100
2011	Taxiway Golf	710	AAC	32,400	$21,060.00	50	Microsurfacing	100
2011	Taxiway Hotel	802	AC	3,500	$47,670.02	30	Reconstruction	100
2011	Taxiway Hotel	805	AC	25,000	$16,250.00	43	Microsurfacing	100
				Total	**$7,875,242.07**	**47**		**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
Hold Apron on TW A	AP H TW A	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,300.00	SqFt	$0.40	$9,720.08
Hold Apron on TW A	AP H TW A	5105	WEATH/RAVEL	M	Surface Seal - Coat Tar	700.00	SqFt	$0.40	$280.00
North Apron	AP N	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,912.40	SqFt	$0.40	$1,164.98
North Apron	AP N	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	88,062.60	SqFt	$0.40	$35,225.32
North Apron	AP N	4110	CORNER SPALL	H	Patching - PCC Partial Depth	24.20	SqFt	$19.06	$461.12
North Apron	AP N	4110	JOINT SPALL	M	Patching - PCC Partial Depth	348.40	SqFt	$19.06	$6,640.09
North Apron	AP N	4110	SHAT. SLAB	M	Slab Replacement - PCC	22,476.00	SqFt	$39.11	$879,034.78
Runway 9R-27L	RW 9R-27L	6205	L & T CR	M	Crack Sealing - AC	5,274.40	Ft	$2.25	$11,867.42
Runway 9R-27L	RW 9R-27L	6205	WEATH/RAVEL	H	Microsurfacing - AC	20.30	SqFt	$0.65	$13.17
Runway 9R-27L	RW 9R-27L	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	340,366.00	SqFt	$0.40	$136,147.53
Runway 9R-27L	RW 9R-27L	6205	BLOCK CR	M	Crack Sealing - AC	2,440.00	Ft	$2.25	$5,490.07
Runway 9R-27L	RW 9R-27L	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,109.90	SqFt	$0.40	$3,643.98
Runway 9R-27L	RW 9R-27L	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	172,187.00	SqFt	$0.40	$68,875.37
Runway 9R-27L	RW 9R-27L	6210	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,563.00	SqFt	$0.40	$1,025.21
Runway 9R-27L	RW 9R-27L	6215	CORNER SPALL	M	Patching - PCC Partial Depth	8.10	SqFt	$19.06	$153.87
Runway 9R-27L	RW 9R-27L	6215	JOINT SPALL	M	Patching - PCC Partial Depth	19.40	SqFt	$19.06	$369.29
Runway 9R-27L	RW 9R-27L	6215	JT SEAL DMG	H	Joint Seal (Localized)	4,400.00	Ft	$2.00	$8,800.03
Runway 9R-27L	RW 9R-27L	6220	JT SEAL DMG	H	Joint Seal (Localized)	1,775.00	Ft	$2.00	$3,550.01
Runway 9R-27L	RW 9R-27L	6220	JOINT SPALL	M	Patching - PCC Partial Depth	9.70	SqFt	$19.06	$184.64
Runway 9R-27L	RW 9R-27L	6225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45,327.40	SqFt	$0.40	$18,131.09
Runway 9R-27L	RW 9R-27L	6225	WEATH/RAVEL	M	Surface Seal - Coat Tar	72.60	SqFt	$0.40	$29.06
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	95,000.00	SqFt	$0.40	$38,000.32
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27,627.50	SqFt	$0.40	$11,051.09

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 Alpha	TW A	110	SWELLING	M	Patching - AC Deep	100.50	SqFt	$4.90	$492.51
Taxiway Alpha	TW A	110	L & T CR	M	Crack Sealing - AC	417.60	Ft	$2.25	$939.66
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	35,215.50	SqFt	$0.40	$14,086.32
Taxiway Alpha	TW A	115	L & T CR	M	Crack Sealing - AC	259.50	Ft	$2.25	$583.84
Taxiway Alpha	TW A	117	L & T CR	M	Crack Sealing - AC	52.00	Ft	$2.25	$116.91
Taxiway Charlie	TW C	310	L & T CR	M	Crack Sealing - AC	61.20	Ft	$2.25	$137.70
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	30,600.00	SqFt	$0.40	$12,240.10
Taxiway Charlie	TW C	315	WEATH/RAVEL	M	Surface Seal - Coat Tar	47.50	SqFt	$0.40	$18.99
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	41,502.50	SqFt	$0.40	$16,601.14
Taxiway Charlie	TW C	320	SWELLING	M	Patching - AC Deep	14.90	SqFt	$4.90	$72.92
Taxiway Charlie	TW C	320	WEATH/RAVEL	M	Surface Seal - Coat Tar	12.60	SqFt	$0.40	$5.03
Taxiway Charlie	TW C	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,787.40	SqFt	$0.40	$1,914.99
Taxiway Charlie	TW C	320	PATCHING	M	Patching - AC Deep	6.40	SqFt	$4.90	$31.54
Taxiway Charlie	TW C	320	L & T CR	M	Crack Sealing - AC	36.60	Ft	$2.25	$82.29
Taxiway Echo	TW E	1005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,931.70	SqFt	$0.40	$5,172.73
Taxiway Echo	TW E	1010	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,400.00	SqFt	$0.40	$3,360.03
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	238.60	SqFt	$0.40	$95.43
Taxiway Foxtrot	TW F	610	BLOCK CR	M	Crack Sealing - AC	1,751.20	Ft	$2.25	$3,940.24
Taxiway Foxtrot	TW F	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,600.00	SqFt	$0.40	$12,640.11
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	M	Surface Seal - Coat Tar	746.70	SqFt	$0.40	$298.67
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	L	Surface Seal - Rejuvenating	39,253.30	SqFt	$0.40	$15,701.46
Taxiway Golf	TW G	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,500.00	SqFt	$0.40	$12,600.10
Taxiway Golf	TW G	705	L & T CR	M	Crack Sealing - AC	302.40	Ft	$2.25	$680.40
Taxiway Golf	TW G	705	BLOCK CR	M	Crack Sealing - AC	4,224.50	Ft	$2.25	$9,505.20
North Apron	AP N	4110	SHAT. SLAB	H	Slab Replacement - PCC	36,523.40	SqFt	$39.11	$1,428,431.52
North Apron	AP N	4110	LARGE PATCH	M	Patching - PCC Full Depth	1,106.10	SqFt	$38.11	$42,153.49

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
North Apron	AP N	4110	SMALL PATCH	M	Patching - PCC Partial Depth	169.40	SqFt	$19.06	$3,227.82
North Apron	AP N	4110	LINEAR CR	M	Crack Sealing - PCC	5,394.20	Ft	$4.24	$22,871.60
North Apron	AP N	4110	LINEAR CR	H	Crack Sealing - PCC	1,854.30	Ft	$4.24	$7,862.11
North Apron	AP N	4110	SCALING	H	Slab Replacement - PCC	2,809.50	SqFt	$39.11	$109,879.35
North Apron	AP N	4115	WEATH/RAVEL	M	Surface Seal - Coat Tar	825.00	SqFt	$0.40	$330.00
North Apron	AP N	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,917.50	SqFt	$0.40	$9,567.08
North Apron	AP N	4115	WEATH/RAVEL	H	Microsurfacing - AC	7.50	SqFt	$0.65	$4.88
North Apron	AP N	4115	L & T CR	M	Crack Sealing - AC	105.00	Ft	$2.25	$236.25
North Apron	AP N	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,000.00	SqFt	$0.40	$2,400.02
North Apron	AP N	4120	L & T CR	M	Crack Sealing - AC	85.70	Ft	$2.25	$192.86
North Apron	AP N	4125	L & T CR	M	Crack Sealing - AC	234.50	Ft	$2.25	$527.63
North Apron	AP N	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,500.00	SqFt	$0.40	$13,400.11
North Apron	AP N	4127	L & T CR	M	Crack Sealing - AC	21.00	Ft	$2.25	$47.25
North Apron	AP N	4127	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,000.00	SqFt	$0.40	$2,400.02
North Apron	AP N	4130	JOINT SPALL	H	Patching - PCC Partial Depth	198.50	SqFt	$19.06	$3,784.24
North Apron	AP N	4130	SCALING	H	Slab Replacement - PCC	1,537.10	SqFt	$39.11	$60,116.34
North Apron	AP N	4130	JT SEAL DMG	H	Joint Seal (Localized)	20,334.80	Ft	$2.00	$40,669.79
North Apron	AP N	4130	LINEAR CR	M	Crack Sealing - PCC	112.70	Ft	$4.24	$477.94
North Apron	AP N	4130	LINEAR CR	H	Crack Sealing - PCC	225.40	Ft	$4.24	$955.88
North Apron	AP N	4130	SMALL PATCH	M	Patching - PCC Partial Depth	88.20	SqFt	$19.06	$1,681.89
North Apron	AP N	4130	CORNER BREAK	M	Patching - PCC Full Depth	264.70	SqFt	$38.11	$10,088.67
North Apron	AP N	4132	JOINT SPALL	H	Patching - PCC Partial Depth	16.10	SqFt	$19.06	$307.74
North Apron	AP N	4132	SHAT. SLAB	M	Slab Replacement - PCC	1,250.30	SqFt	$39.11	$48,900.39
North Apron	AP N	4132	SHAT. SLAB	H	Slab Replacement - PCC	1,250.30	SqFt	$39.11	$48,900.39

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

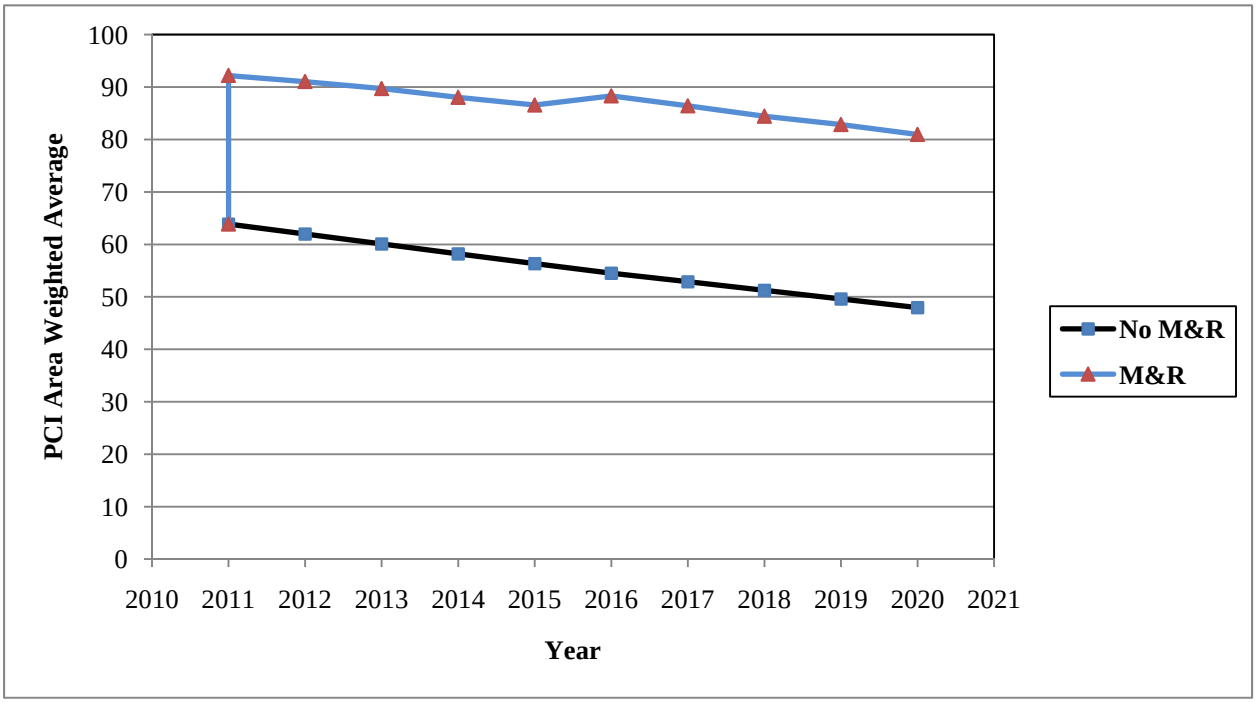
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
North Apron	AP N	4132	SMALL PATCH	M	Patching - PCC Partial Depth	10.80	SqFt	$19.06	$205.16
North Apron	AP N	4132	LINEAR CR	M	Crack Sealing - PCC	212.20	Ft	$4.24	$899.56
T-Hangar Apron	AP T-HANG	4205	BLOCK CR	M	Crack Sealing - AC	1,278.50	Ft	$2.25	$2,876.69
T-Hangar Apron	AP T-HANG	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,310.80	SqFt	$0.40	$524.33
T-Hangar Apron	AP T-HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	123,021.00	SqFt	$0.40	$49,208.82
T-Hangar Apron	AP T-HANG	4205	PATCHING	M	Patching - AC Deep	20.90	SqFt	$4.90	$102.21
T-Hangar Apron	AP T-HANG	4205	BLOCK CR	H	Crack Sealing - AC	958.90	Ft	$2.25	$2,157.52
T-Hangar Apron	AP T-HANG	4205	L & T CR	M	Crack Sealing - AC	1,048.70	Ft	$2.25	$2,359.49
T-Hangar Apron	AP T-HANG	4210	CORNER BREAK	H	Patching - PCC Full Depth	177.60	SqFt	$38.11	$6,768.51
T-Hangar Apron	AP T-HANG	4210	CORNER BREAK	M	Patching - PCC Full Depth	16.10	SqFt	$38.11	$615.32
T-Hangar Apron	AP T-HANG	4210	JT SEAL DMG	H	Joint Seal (Localized)	350.00	Ft	$2.00	$700.00
T-Hangar Apron	AP T-HANG	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,876.90	SqFt	$0.40	$750.78
T-Hangar Apron	AP T-HANG	4305	WEATH/RAVEL	M	Surface Seal - Coat Tar	15.60	SqFt	$0.40	$6.26
T-Hangar Apron	AP T-HANG	4305	SWELLING	M	Patching - AC Deep	35.60	SqFt	$4.90	$174.24
Runway 5-23	RW 5-23	6305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,150.00	SqFt	$0.40	$8,460.07
Runway 5-23	RW 5-23	6310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	34,283.30	SqFt	$0.40	$13,713.45
Runway 5-23	RW 5-23	6310	SWELLING	M	Patching - AC Deep	98.10	SqFt	$4.90	$480.74
Runway 5-23	RW 5-23	6315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	152,573.40	SqFt	$0.40	$61,029.86
Runway 5-23	RW 5-23	6315	WEATH/RAVEL	M	Surface Seal - Coat Tar	357.60	SqFt	$0.40	$143.02
Runway 5-23	RW 5-23	6315	L & T CR	M	Crack Sealing - AC	863.20	Ft	$2.25	$1,942.29
Runway 9L-27R	RW 9L-27R	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	360.00	SqFt	$0.40	$144.00
Runway 9L-27R	RW 9L-27R	6110	L & T CR	M	Crack Sealing - AC	9.00	Ft	$2.25	$20.25
Runway 9L-27R	RW 9L-27R	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	135.00	SqFt	$0.40	$54.00
Runway 9L-27R	RW 9L-27R	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,388.20	SqFt	$0.40	$4,555.33

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
Runway 9L-27R	RW 9L-27R	6118	WEATH/RAVEL	L	Surface Seal - Rejuvenating	206.40	SqFt	$0.40	$82.56
Runway 9L-27R	RW 9L-27R	6120	L & T CR	M	Crack Sealing - AC	58.60	Ft	$2.25	$131.85
Runway 9L-27R	RW 9L-27R	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,706.70	SqFt	$0.40	$682.70
Runway 9L-27R	RW 9L-27R	6120	WEATH/RAVEL	M	Surface Seal - Coat Tar	168.50	SqFt	$0.40	$67.39
Runway 9L-27R	RW 9L-27R	6124	WEATH/RAVEL	L	Surface Seal - Rejuvenating	297.00	SqFt	$0.40	$118.80
Runway 9L-27R	RW 9L-27R	6124	L & T CR	M	Crack Sealing - AC	24.80	Ft	$2.25	$55.69
Runway 9L-27R	RW 9L-27R	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	762.00	SqFt	$0.40	$304.80
Runway 9L-27R	RW 9L-27R	6130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	160.50	SqFt	$0.40	$64.20
Taxiway Golf	TW G	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,920.00	SqFt	$0.40	$10,368.09
Taxiway Golf	TW G	710	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,434.80	SqFt	$0.40	$2,173.95
Taxiway Hotel	TW H	802	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,500.00	SqFt	$0.40	$1,000.01
Taxiway Hotel	TW H	802	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,000.00	SqFt	$0.40	$400.00
Taxiway Hotel	TW H	802	L & T CR	M	Crack Sealing - AC	62.20	Ft	$2.25	$140.00
Taxiway Hotel	TW H	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,000.00	SqFt	$0.40	$10,000.08
								Total =	$3,394,074.11

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 66 in 2011 to 48 in ten years if no M&R activities are performed.
- The PCI will remain at or above 81 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 81 with this scenario is 33 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $13.7 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$132,828.45	$11,992,346.89	$12,125,175.35
2012	$131,065.30	$178,284.31	$309,349.61
2013	$147,486.54	$151,767.14	$299,253.68
2014	$175,799.26	$94,214.98	$270,014.25
2015	$197,099.42	$39,302.79	$236,402.22
2016	$146,946.31	$1,072,985.16	$1,219,931.47
2017	$205,718.58	$0.00	$205,718.58
2018	$279,822.13	$0.00	$279,822.13
2019	$343,686.77	$185,674.67	$529,361.44
2020	$426,206.80	$0.00	$426,206.80
Total	**$2,186,659.56**	**$13,714,575.94**	**$15,901,235.53**

Note: Costs are adjusted for inflation.

Approximately 87% 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:

- **Hold Apron on TW A** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **North Apron** – Asphalt pavement mill and overlay activity per the FAA P-401 specification. Restoration and reconstruction of PCC pavement per the FAA P-501 specification.
- **T-Hangar Apron** – Asphalt pavement mill and overlay activity per the FAA P-401 specification. Reconstruction of PCC pavement per the FAA P-501 specification.
- **Runway 9R-27L** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.

- **Taxiway Alpha** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Charlie** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Foxtrot** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Golf** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Hotel** – Asphalt pavement mill and overlay along with 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 Bartow Municipal 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:

- **Hold Apron on TW A** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **North Apron** – Asphalt pavement mill and overlay activity per the FAA P-401 specification. Restoration and reconstruction of PCC pavement per the FAA P-501 specification.
- **T-Hangar Apron** – Asphalt pavement mill and overlay activity per the FAA P-401 specification. Reconstruction of PCC pavement per the FAA P-501 specification.
- **Runway 9R-27L** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Alpha** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Charlie** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Foxtrot** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Golf** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Hotel** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 specification.

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

APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

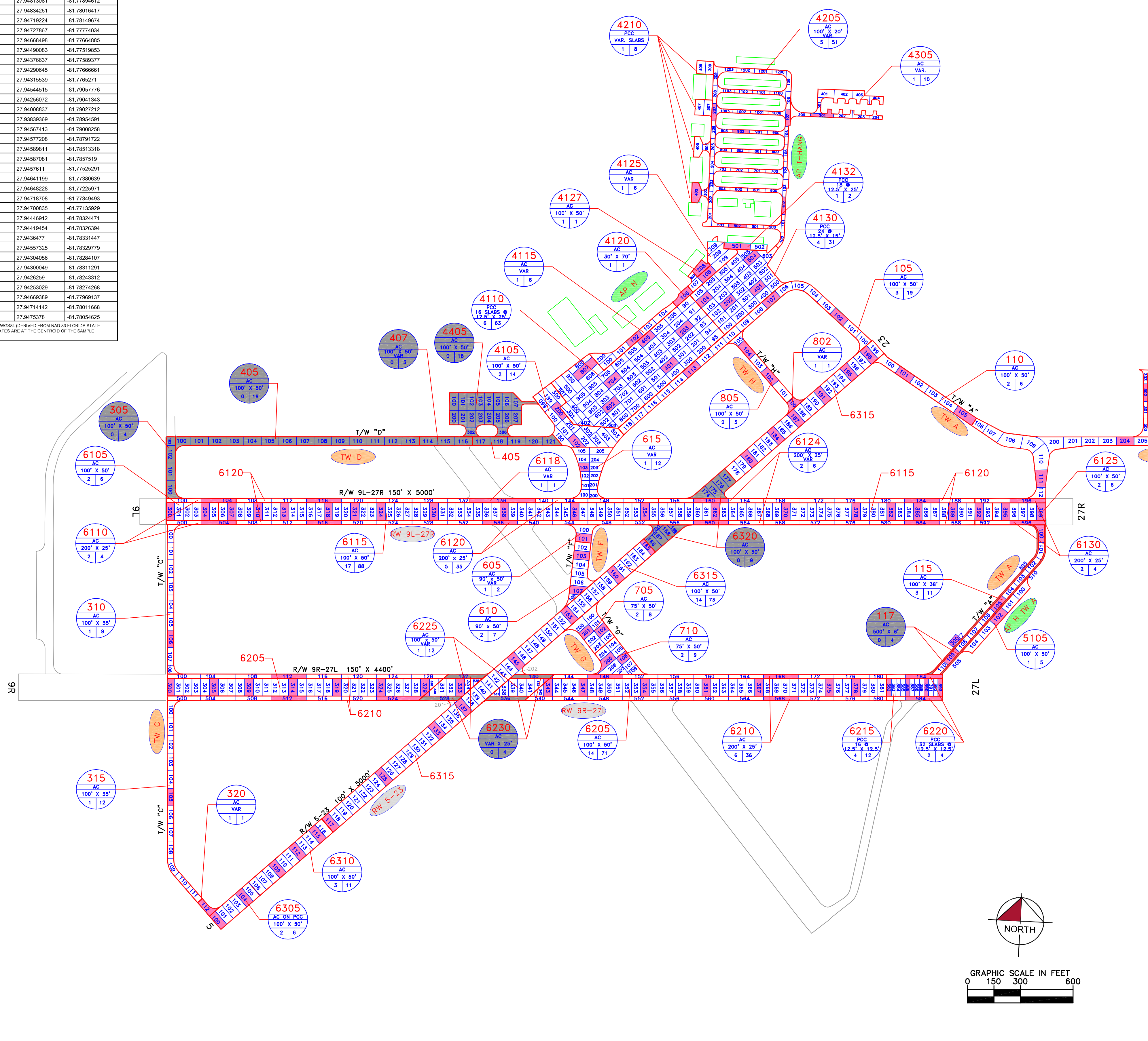
WORK HISTORY REPORT

GPS COORDINATES - BARTOW MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP H TW A	5105	102	27.9435698	-81.7758723
AP N	4105	102	27.94598577	-81.7835005
AP N	4105	200	27.94643632	-81.78380576
AP N	4110	203	27.94781774	-81.7816609
AP N	4110	401	27.94723706	-81.78188918
AP N	4110	405	27.94762954	-81.78231885
AP N	4110	704	27.9469577	-81.78287932
AP N	4110	802	27.94656875	-81.7828855
AP N	4110	807	27.94710922	-81.78337034
AP N	4115	102	27.94762181	-81.78252666
AP N	4120	106	27.94832187	-81.78171073
AP N	4125	108	27.94868485	-81.78131419
AP N	4127	208	27.94877378	-81.78142803
AP N	4130	104	27.94829023	-81.78133577
AP N	4130	202	27.94826556	-81.78091998
AP N	4130	401	27.94851206	-81.78041225
AP N	4130	504	27.94897535	-81.78054214
AP N	4132	501	27.94915177	-81.7808065
AP N	4405	105	27.94653114	-81.7848754
AP N	4405	202	27.94623534	-81.78532356
AP T-HANG	4205	102	27.94981968	-81.78002118
AP T-HANG	4205	107	27.95119515	-81.78003011
AP T-HANG	4205	207	27.9512262	-81.78133408
AP T-HANG	4205	502	27.94946956	-81.78082088
AP T-HANG	4205	902	27.95094823	-81.78084357
AP T-HANG	4210	402	27.94995676	-81.78156738
AP T-HANG	4305	201	27.95129903	-81.77930348
RW 5-23	6305	100	27.93820283	-81.7893282
RW 5-23	6305	104	27.93857805	-81.78888722
RW 5-23	6310	109	27.93905579	-81.78833028
RW 5-23	6310	112	27.93934094	-81.78799451
RW 5-23	6310	115	27.93962703	-81.78765975
RW 5-23	6315	117	27.93981737	-81.78743616
RW 5-23	6315	125	27.94058084	-81.78654405
RW 5-23	6315	133	27.94134441	-81.78565205
RW 5-23	6315	137	27.94172619	-81.78520605
RW 5-23	6315	145	27.94248665	-81.78431611
RW 5-23	6315	153	27.94325227	-81.78342635
RW 5-23	6315	160	27.94391903	-81.78264436
RW 5-23	6315	165	27.94437647	-81.78210983
RW 5-23	6315	180	27.94583932	-81.78039945
RW 5-23	6315	184	27.94622093	-81.77995325
RW 5-23	6315	187	27.94650714	-81.7796186
RW 5-23	6315	191	27.94688874	-81.77917239
RW 5-23	6315	195	27.94727007	-81.77872588
RW 5-23	6315	198	27.94755655	-81.77839153
RW 5-23	6320	168	27.94461851	-81.7817695
RW 5-23	6320	177	27.94551939	-81.78077352
RW 9L-27R	6105	300	27.94455235	-81.79053919
RW 9L-27R	6105	304	27.94458035	-81.78992052
RW 9L-27R	6110	104	27.94476166	-81.78969809
RW 9L-27R	6110	504	27.94441826	-81.78967886
RW 9L-27R	6115	307	27.94460135	-81.78945652
RW 9L-27R	6115	310	27.94462181	-81.78899249
RW 9L-27R	6115	313	27.94464335	-81.78852852
RW 9L-27R	6115	318	27.94467835	-81.78775519
RW 9L-27R	6115	321	27.9446988	-81.78729116
RW 9L-27R	6115	324	27.94472034	-81.78682718
RW 9L-27R	6115	330	27.94476232	-81.78589918
RW 9L-27R	6115	338	27.94481828	-81.78466184
RW 9L-27R	6115	346	27.94487424	-81.7834245
RW 9L-27R	6115	354	27.94493018	-81.78218716
RW 9L-27R	6115	362	27.94498612	-81.78094982
RW 9L-27R	6115	370	27.94504204	-81.77971248
RW 9L-27R	6115	378	27.94509795	-81.77847513
RW 9L-27R	6115	382	27.94512535	-81.77785643
RW 9L-27R	6115	385	27.94514686	-81.77739246
RW 9L-27R	6115	389	27.94517426	-81.77677375
RW 9L-27R	6115	392	27.94519576	-81.77630978
RW 9L-27R	6118	136	27.944988	-81.78470367
RW 9L-27R	6120	116	27.94484566	-81.78784208
RW 9L-27R	6120	144	27.94504155	-81.78351139
RW 9L-27R	6120	172	27.94523731	-81.77918069
RW 9L-27R	6120	184	27.94532083	-81.7773246
RW 9L-27R	6120	516	27.94450191	-81.78782289
RW 9L-27R	6120	536	27.94464254	-81.78472949
RW 9L-27R	6120	568	27.9448668	-81.77978021
RW 9L-27R	6120	584	27.9449781	-81.77730555
RW 9L-27R	6124	160	27.94515309	-81.78103664
RW 9L-27R	6124	560	27.94481038	-81.78101748
RW 9L-27R	6125	395	27.94521672	-81.77584577
RW 9L-27R	6125	399	27.94524489	-81.77522048
RW 9L-27R	6130	196	27.94540554	-81.77546367
RW 9L-27R	6130	596	27.94506264	-81.77544103
RW 9R-27L	6225	333	27.94203555	-81.78528145
RW 9R-27L	6205	300	27.94180601	-81.79036619
RW 9R-27L	6205	305	27.9418396	-81.78961202
RW 9R-27L	6205	309	27.9418676	-81.78899337
RW 9R-27L	6205	314	27.9419026	-81.78822006
RW 9R-27L	6205	319	27.94193759	-81.78744674
RW 9R-27L	6205	324	27.94197258	-81.78667342
RW 9R-27L	6205	329	27.94200757	-81.78590011
RW 9R-27L	6205	343	27.9421055	-81.78373482
RW 9R-27L	6205	347	27.94213348	-81.78311617
RW 9R-27L	6205	354	27.94218243	-81.78203352
RW 9R-27L	6205	361	27.94223137	-81.78095087
RW 9R-27L	6205	367	27.94227331	-81.78002289
RW 9R-27L	6205	375	27.94232922	-81.77878558
RW 9R-27L	6205	378	27.94235019	-81.77832158
RW 9R-27L	6210	112	27.94207046	-81.78830698
RW 9R-27L	6210	148	27.94232232	-81.78273909
RW 9R-27L	6210	512	27.94172671	-81.78828779
RW 9R-27L	6210	524	27.9418161	-81.78636169
RW 9R-27L	6210	552	27.94200689	-81.78210123
RW 9R-27L	6210	565	27.94211874	-81.77962661
RW 9R-27L	6210	565	27.94246214	-81.77964581
RW 9R-27L	6215	382	27.94237647	-81.7777395
RW 9R-27L	6215	386	27.94239099	-81.77741144
RW 9R-27L	6215	390	27.94240543	-81.77708359

NOTE: GEODETICS REPRESENT DECIMAL DEGREES WGS84 (DERIVED FROM NAD 83 FLORIDA STATE PLANES, WEST ZONE, US FOOT). ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.

GPS COORDINATES - BARTOW MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 9R-27L	6215	393	27.94241676	-81.77683773
RW 9R-27L	6220	184	27.94257595	-81.77713442
RW 9R-27L	6220	584	27.94223222	-81.77711498
RW 9R-27L	6230	140	27.94226431	-81.78402287
TW A	105	102	27.94813081	-81.77894612
TW A	105	107	27.94834261	-81.78016417
TW A	105	113	27.94719224	-81.78149674
TW A	110	101	27.94727867	-81.77774034
TW A	110	105	27.94668498	-81.77664885
TW A	115	100	27.94490083	-81.77519853
TW A	115	105	27.94376637	-81.77589377
TW A	115	109	27.94290645	-81.77666661
TW A	117	300	27.94315539	-81.7765271
TW C	305	102	27.94544515	-81.79057776
TW C	310	106	27.94256072	-81.79041343
TW C	315	105	27.94008837	-81.79027212
TW C	320	112	27.93839369	-81.78954591
TW D	405	101	27.94567413	-81.79008258
TW D	405	108	27.94577208	-81.78791722
TW D	405	117	27.94589811	-81.78513318
TW D	407	115	27.94587081	-81.7857519
TW E	1005	111	27.9457611	-81.77525291
TW E	1005	204	27.94641199	-81.77380639
TW E	1005	209	27.94648228	-81.77225971
TW E	1010	302	27.94718708	-81.77349493
TW E	1010	401	27.94700835	-81.77135929
TW F	605	101	27.94446912	-81.78324471
TW F	610	103	27.94419454	-81.78326394
TW F	610	107	27.9436477	-81.78331447
TW F	615	103	27.94557325	-81.78329779
TW G	705	102	27.94304056	-81.78284107
TW G	705	201	27.94300049	-81.78311291
TW G	710	106	27.9426259	-81.78243312
TW G	710	205	27.94253029	-81.78274268
TW H	802	100	27.94669389	-81.77969137
TW H	805	102	27.94714142	-81.78011668
TW H	805	104	27.9475378	-81.78054625

NOTE: GEODETICS REPRESENT DECIMAL DEGREES WGS84 (DERIVED FROM NAD 83 FLORIDA STATE PLANES, WEST ZONE, US FOOT). ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.



LEGEND

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

TOTAL SAMPLES INSPECTED = 131

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

NUMBER	DATE	REVISIONS					
DESIGNED:	FL	DRAWN:	GB	CHECKED:		DATE:	MAY 2011

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NETWORK DEFINITION MAP

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

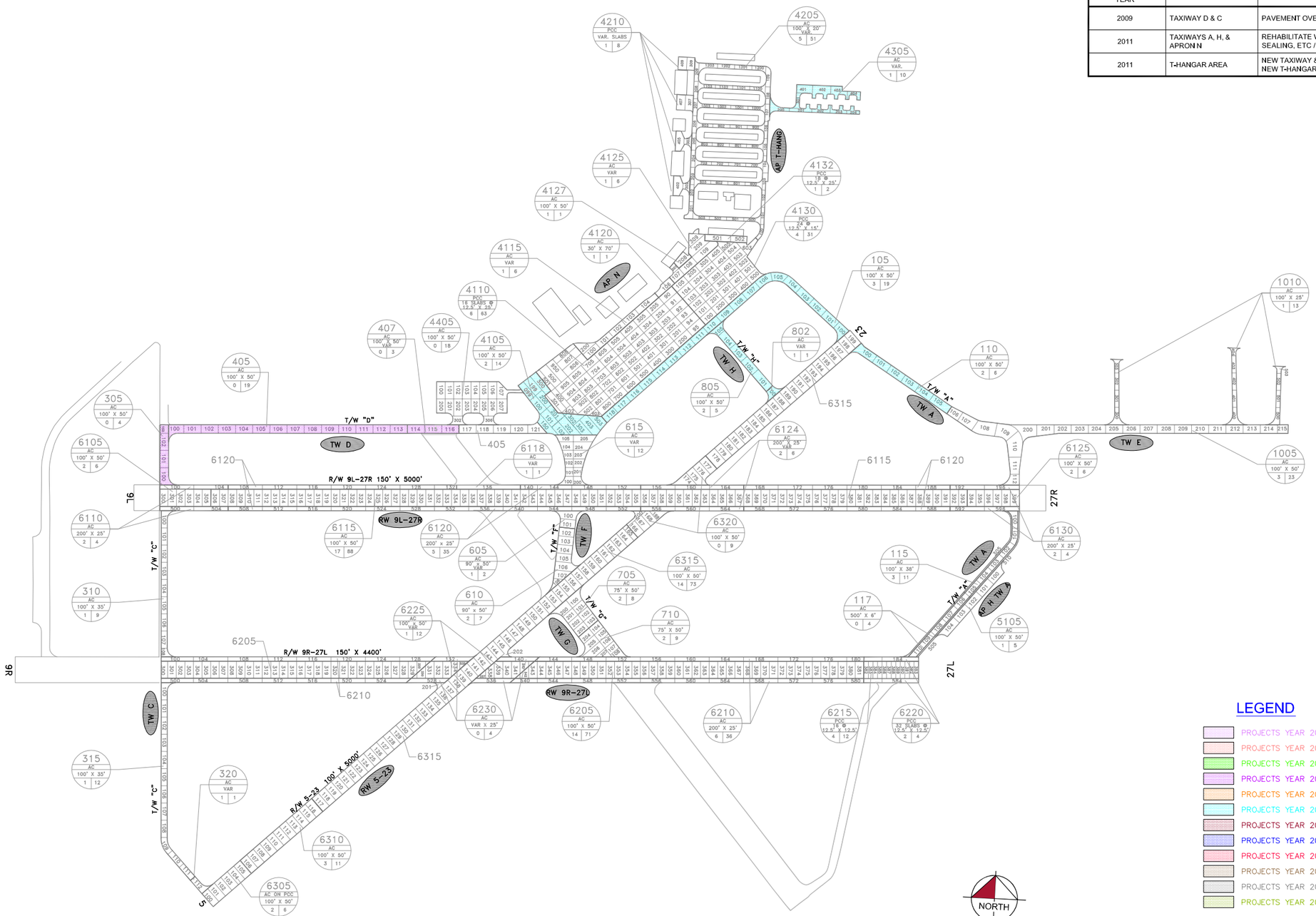
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER BOW

FDOT DISTRICT 1

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	TAXIWAY D & C	PAVEMENT OVERLAY
2011	TAXIWAYS A, H, & APRON N	REHABILITATE WITH OVERLAY, CRACK SEALING, ETC / 105, 110, 802, 805, AND 4105
2011	T-HANGAR AREA	NEW TAXIWAY & DRIVES CONNECTING TO A NEW T-HANGAR STORAGE BUILDING / 4305



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: FL | DRAWN: GB | CHECKED: | DATE: MAY 2011

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PLOTTED: July 13, 2011 – 1:17 PM, BY: Brandt, Megan

SYSTEM INVENTORY MAP

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: BOW

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
Apron FBO	AP FBO	APRON	4405	183	410	84,693	P	AC	1/1/2007	1/1/2007	18
Hold Apron on TW A	AP H TW A	APRON	5105	500	50	25,000	P	AC	1/1/1942	2/23/2011	5
North Apron	AP N	APRON	4105	450	130	69,170	P	AAC	1/1/1990	2/23/2011	14
North Apron	AP N	APRON	4110	1050	300	316,232	P	PCC	1/1/1942	2/23/2011	63
North Apron	AP N	APRON	4115	550	50	27,091	P	AAC	1/1/1990	2/23/2011	6
North Apron	AP N	APRON	4120	125	40	5,228	P	AAC	1/1/1987	2/23/2011	1
North Apron	AP N	APRON	4125	350	100	33,500	P	AC	1/1/1942	2/23/2011	6
North Apron	AP N	APRON	4127	120	50	6,000	P	AC	1/1/1998	2/23/2011	1
North Apron	AP N	APRON	4130	480	300	147,600	P	PCC	1/1/1942	2/23/2011	31
North Apron	AP N	APRON	4132	280	40	11,200	P	PCC	1/1/1942	2/23/2011	2
Runway 5-23	RW 5-23	RUNWAY	6305	300	100	29,427	P	AAC	1/1/2001	2/23/2011	6
Runway 5-23	RW 5-23	RUNWAY	6310	550	100	55,000	P	AAC	1/1/2001	2/23/2011	11
Runway 5-23	RW 5-23	RUNWAY	6315	3,550	100	355,850	P	AAC	1/1/2001	2/23/2011	73
Runway 5-23	RW 5-23	RUNWAY	6320	400	100	40,111	P	AAC	1/1/2001	1/1/2001	9
Runway 9L-27R	RW 9L-27R	RUNWAY	6105	300	100	30,000	P	AC	1/1/1998	2/23/2011	6
Runway 9L-27R	RW 9L-27R	RUNWAY	6110	600	25	15,000	P	AC	1/1/1998	2/23/2011	4
Runway 9L-27R	RW 9L-27R	RUNWAY	6115	4,400	100	440,000	P	AAC	1/1/1985	2/23/2011	88
Runway 9L-27R	RW 9L-27R	RUNWAY	6118	360	25	9,000	P	AAC	1/1/1985	2/23/2011	1
Runway 9L-27R	RW 9L-27R	RUNWAY	6120	7,300	25	183,125	P	AC	1/1/1942	2/23/2011	35
Runway 9L-27R	RW 9L-27R	RUNWAY	6124	1,100	25	27,500	P	AAC	1/1/1985	2/23/2011	6
Runway 9L-27R	RW 9L-27R	RUNWAY	6125	300	100	30,000	P	APC	1/1/1942	2/23/2011	6
Runway 9L-27R	RW 9L-27R	RUNWAY	6130	600	25	15,000	P	AC	1/1/1942	2/23/2011	4
Runway 9R-27L	RW 9R-27L	RUNWAY	6205	3,484	100	346,869	S	AAC	1/1/1942	2/23/2011	71

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
Runway 9R-27L	RW 9R-27L	RUNWAY	6210	6,966	25	176,321	S	AAC	1/1/1942	2/23/2011	36
Runway 9R-27L	RW 9R-27L	RUNWAY	6215	300	100	30,000	S	PCC	1/1/1942	2/23/2011	12
Runway 9R-27L	RW 9R-27L	RUNWAY	6220	600	25	15,000	S	PCC	1/1/1942	2/23/2011	4
Runway 9R-27L	RW 9R-27L	RUNWAY	6225	454	100	44,925	S	AAC	1/1/2001	2/23/2011	12
Runway 9R-27L	RW 9R-27L	RUNWAY	6230	910	25	22,850	S	AAC	1/1/2001	1/1/2001	4
Taxiway Alpha	TW A	TAXIWAY	105	1,820	50	91,743	P	AAC	1/1/1987	2/23/2011	19
Taxiway Alpha	TW A	TAXIWAY	110	649	50	32,943	P	AAC	1/1/1987	2/23/2011	6
Taxiway Alpha	TW A	TAXIWAY	115	1,100	38	43,000	P	AAC	1/1/1987	2/23/2011	11
Taxiway Alpha	TW A	TAXIWAY	117	2,200	6	13,200	P	AC	1/1/1942	11/19/1998	4
Taxiway Charlie	TW C	TAXIWAY	305	330	50	17,250	P	AAC	7/1/2009	7/1/2009	4
Taxiway Charlie	TW C	TAXIWAY	310	850	35	30,600	P	AAC	1/1/1987	2/23/2011	9
Taxiway Charlie	TW C	TAXIWAY	315	1,175	35	41,550	P	AAC	1/1/1987	2/23/2011	12
Taxiway Charlie	TW C	TAXIWAY	320	125	35	4,800	P	AAC	1/1/1990	2/23/2011	1
Taxiway Delta	TW D	TAXIWAY	405	2,000	50	100,750	P	AC	7/1/2009	7/1/2009	19
Taxiway Delta	TW D	TAXIWAY	407	200	50	9,250	P	AAC	7/1/2009	7/1/2009	3
Taxiway Echo	TW E	TAXIWAY	1005	2,400	55	132,740	P	AC	1/1/2003	2/23/2011	23
Taxiway Echo	TW E	TAXIWAY	1010	1,200	25	30,000	P	AC	1/1/2003	2/23/2011	13
Taxiway Foxtrot	TW F	TAXIWAY	605	85	90	8,800	P	AAC	1/1/1971	2/23/2011	2
Taxiway Foxtrot	TW F	TAXIWAY	610	340	90	31,600	P	AAC	1/1/1971	2/23/2011	7
Taxiway Foxtrot	TW F	TAXIWAY	615	290	120	40,000	P	AAC	1/1/1990	2/23/2011	12
Taxiway Golf	TW G	TAXIWAY	705	210	150	31,500	P	AAC	1/1/1971	2/23/2011	8
Taxiway Golf	TW G	TAXIWAY	710	210	150	32,400	P	AAC	1/1/1971	2/23/2011	9
Taxiway Hotel	TW H	TAXIWAY	802	25	50	3,500	P	AC	1/1/1971	2/23/2011	1

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 Hotel	TW H	TAXIWAY	805	475	50	25,000	P	AC	1/1/1971	2/23/2011	5
T-Hangar Apron	AP T-HANG	APRON	4205	2,725	28	150,745	T	AC	1/1/2004	2/23/2011	51
T-Hangar Apron	AP T-HANG	APRON	4210	125	25	3,125	T	PCC	1/1/2004	2/23/2011	8
T-Hangar Apron	AP T-HANG	APRON	4305	985	20	30,500	T	AC	1/1/2004	2/23/2011	10

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: BOW **Branch:** AP FBO (APRON FBO) **Section:** 4405 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank:** P **Length:** 183.00 Ft **Width:** 410.00 Ft **True Area:** 84,693.00 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: BOW **Branch:** AP H TW A (HOLD APRON ON TW A) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 25,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** APRON **Rank:** P **Length:** 450.00 Ft **Width:** 130.00 Ft **True Area:** 69,170.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	BUILT		2.00	True	1990: 2" P-401 OVERLAY ON EXISTING AC PAVEMENT

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 1,050.00 Ft **Width:** 300.00 Ft **True Area:** 316,232.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	REPAIR			False	1985: JOINT REPAIR
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4115 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** APRON **Rank:** P **Length:** 550.00 Ft **Width:** 50.00 Ft **True Area:** 27,091.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: MINIMUM 2" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 7" LIME ROCK BASE

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4120 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** APRON **Rank:** P **Length:** 125.00 Ft **Width:** 40.00 Ft **True Area:** 5,228.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		2.00	True	1987: 2" AC OVERLAY
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 7.5" LIMEROCK

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 33,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4127 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** APRON **Rank:** P **Length:** 120.00 Ft **Width:** 50.00 Ft **True Area:** 6,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT			True	1998: AC SURFACE
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4130 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 480.00 Ft **Width:** 300.00 Ft **True Area:** 147,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4132 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 280.00 Ft **Width:** 40.00 Ft **True Area:** 11,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 PCC PAVEMENT

Network: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** T **Length:** 2.725.00 Ft **Width:** 28.00 Ft **True Area:** 150.745.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ST-SS	Surface Treatment - Slurry Se	$0	0.00	False	
01/01/2004	INITIAL	Initial Construction	$0	2.00	True	2"AC/6"P-211/6"P-160

Network: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4210 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** T **Length:** 125.00 Ft **Width:** 25.00 Ft **True Area:** 3,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** T **Length:** 985.00 Ft **Width:** 20.00 Ft **True Area:** 30.500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	2.00	True	2"AC/6"P-211/6"P-160

Network: BOW **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6305 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 29,427.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	3.00	True	3"M&O in center 50" and 1" M&O in outter edges
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: 2" - 4" AC OVERLAY
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: BOW **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6310 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 550.00 Ft **Width:** 100.00 Ft **True Area:** 55.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	3.00	True	3"M&O in center 50" and 1" M&O in outter edges
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: 2" - 4" AC OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6315 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 3,550.00 Ft **Width:** 100.00 Ft **True Area:** 355,850.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	3.00	True	3"M&O in center 50" and 1" M&O in outter edges
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE ON 6" SUBBASE

Network: BOW **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6320 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 40,111.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1998	IMPORTED	BUILT			True	1998 AC PAVEMENT UNKNOWN SECTION

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6110 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank:** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1998	IMPORTED	BUILT			True	1998 AC PAVEMENT UNKNOWN SECTION

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** P **Length:** 4,400.00 Ft **Width:** 100.00 Ft **True Area:** 440,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1985	IMPORTED	OVERLAY		1.50	True	1985: 1.5" - 6" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6118 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** P **Length:** 360.00 Ft **Width:** 25.00 Ft **True Area:** 9,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	OVERLAY			True	ASSUME: 1985 P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		5.50	True	ASSUME: 1942 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6120 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 7,300.00 Ft **Width:** 25.00 Ft **True Area:** 183,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6124 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** P **Length:** 1,100.00 Ft **Width:** 25.00 Ft **True Area:** 27,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	OVERLAY			True	ASSUME: 1985 P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		5.50	True	ASSUME: 1942 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6125 **Surface:** APC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6130 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** RW 9R-27L (RUNWAY 9R-27L) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 3,484.00 Ft **Width:** 100.00 Ft **True Area:** 346,869.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch:** RW 9R-27L (RUNWAY 9R-27L) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 6,966.00 Ft **Width:** 25.00 Ft **True Area:** 176,321.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch:** RW 9R-27L (RUNWAY 9R-27L) **Section:** 6215 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** RW 9R-27L (RUNWAY 9R-27L) **Section:** 6220 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** RW 9R-27L (RUNWAY 9R-27L) **Section:** 6225 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** S **Length:** 454.00 Ft **Width:** 100.00 Ft **True Area:** 44,925.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	ML-OL	Mill and Overlay	$0	0.00	True	

01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch:** RW 9R-27L (RUNWAY 9R-27L) **Section:** 6230 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** S **Length:** 910.00 Ft **Width:** 25.00 Ft **True Area:** 22,850.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 1,820.00 Ft **Width:** 50.00 Ft **True Area:** 91,743.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 649.00 Ft **Width:** 50.00 Ft **True Area:** 32,943.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC SURFACE ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 1,100.00 Ft **Width:** 38.00 Ft **True Area:** 43,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW A (TAXIWAY A) **Section:** 117 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 2,200.00 Ft **Width:** 6.00 Ft **True Area:** 13,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		1.00	True	ASSUME: 1942 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank:** P **Length:** 330.00 Ft **Width:** 50.00 Ft **True Area:** 17,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 850.00 Ft **Width:** 35.00 Ft **True Area:** 30,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 1,175.00 Ft **Width:** 35.00 Ft **True Area:** 41,550.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW C (TAXIWAY C) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 Ft **Width:** 35.00 Ft **True Area:** 4.800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	ASSUME: 1990 AC OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	ASSUME: 1971 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	ASSUME: 1942 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank:** P **Length:** 2.000.00 Ft **Width:** 50.00 Ft **True Area:** 100.750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 ON 8" P-211
01/01/1984	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** TW D (TAXIWAY D) **Section:** 407 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 9.250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1984	IMPORTED	OVERLAY		3.00	True	ASSUME: 1984 3" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT			True	ASSUME: 1942 AC PAVEMENT

Network: BOW **Branch:** TW E (TAXIWAY E) **Section:** 1005 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank:** P **Length:** 2.400.00 Ft **Width:** 55.00 Ft **True Area:** 132.740.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	4.00	True	4"AC/9"P-211

Network: BOW **Branch:** TW E (TAXIWAY E) **Section:** 1010 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank:** P **Length:** 1.200.00 Ft **Width:** 25.00 Ft **True Area:** 30.000.00 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" P211

Network: BOW **Branch:** TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 Ft **Width:** 90.00 Ft **True Area:** 8.800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch:** TW F (TAXIWAY F) **Section:** 610 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 Ft **Width:** 90.00 Ft **True Area:** 31,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch:** TW F (TAXIWAY F) **Section:** 615 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 290.00 Ft **Width:** 120.00 Ft **True Area:** 40,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: MINIMUM 2" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** TW G (TAXIWAY G) **Section:** 705 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 150.00 Ft **True Area:** 31,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1971	IMPORTED	OVERLAY			True	1971: P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" EXISTING LIME ROCK

Network: BOW **Branch:** TW G (TAXIWAY G) **Section:** 710 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 150.00 Ft **True Area:** 32,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch:** TW H (TAXIWAY H) **Section:** 802 **Surface:** AC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank:** P **Length:** 25.00 Ft **Width:** 50.00 Ft **True Area:** 3,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1971	IMPORTED	BUILT			True	ESTIMATE 1971 AC PAVEMENT

Network: BOW **Branch:** TW H (TAXIWAY H) **Section:** 805 **Surface:** AC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank:** P **Length:** 475.00 Ft **Width:** 50.00 Ft **True Area:** 25,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1971	IMPORTED	BUILT			True	ESTIMATE 1971 AC PAVEMENT
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM

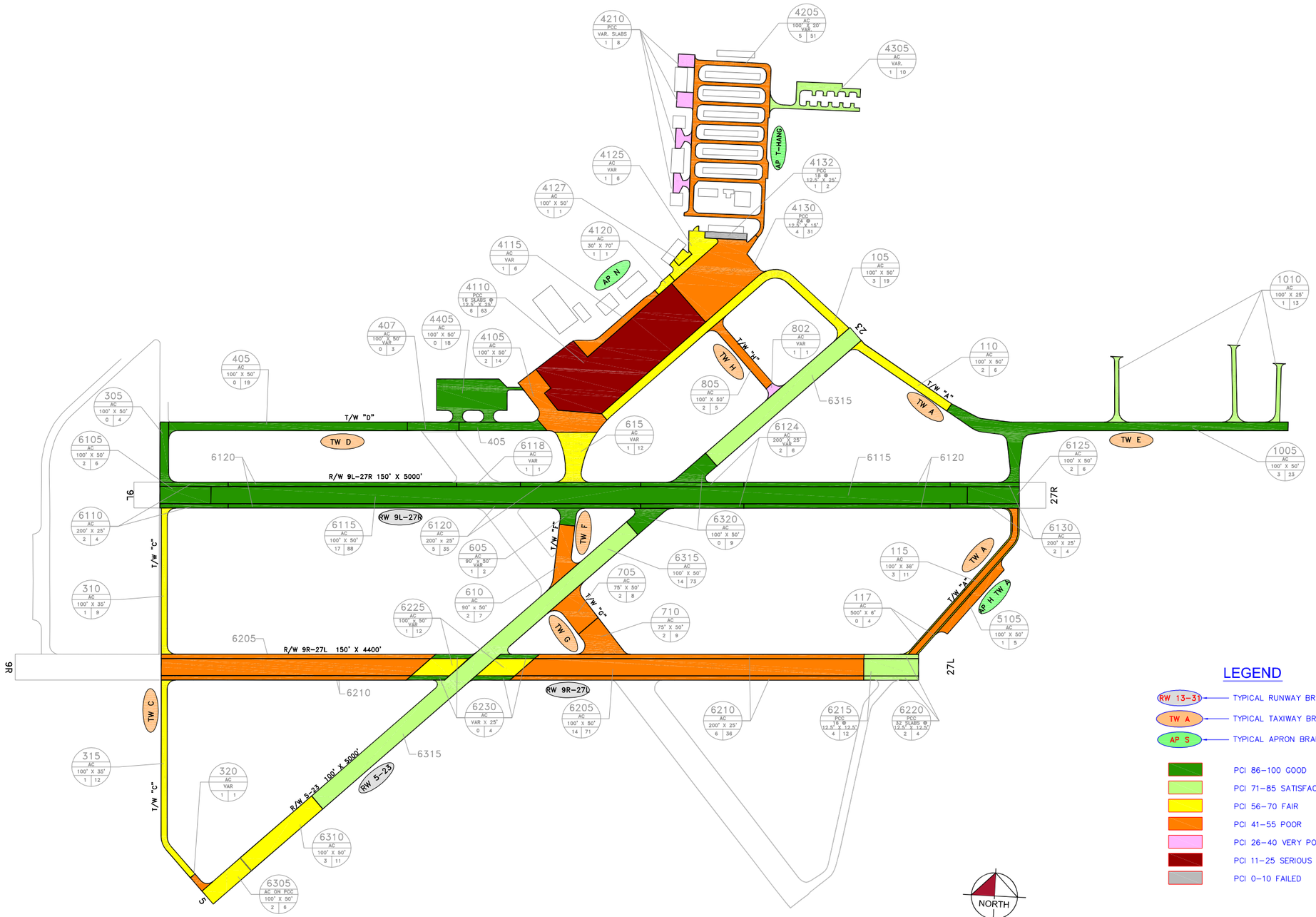
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	41	2,956,999.00	3.83	2.68
Initial Construction	8	454,996.00	1.25	1.49
Mill & Overlay	3	440,277.00	3.00	.00
Mill and Overlay	5	195,025.00	.00	.00
New Construction - AC	1	84,693.00	.00	
OVERLAY	56	4,220,261.00	1.69	.37
REPAIR	6	819,609.00		
Surface Treatment - Slurry Seal	1	150,745.00	.00	

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

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

NUMBER	DATE	REVISIONS

DESIGNED:	FL	DRAWN:	GB	CHECKED:		DATE:	MAY 2011

O:\5_FDOT_Revisions\2_BOW\2011-BOW-CONDITION\2011-BOW-CONDITION.dwg
PLOTTED: July 13, 2011 – 1:24 PM, BY: Brandt, Gwyn

2011 CONDITION MAP

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: BOW
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
Apron FBO	AP FBO	APRON	4405	84,693	P	AC	0	18	100	Good
Hold Apron on TW A	AP H TW A	APRON	5105	25,000	P	AC	1	5	54	Poor
North Apron	AP N	APRON	4105	69,170	P	AAC	2	14	50	Poor
North Apron	AP N	APRON	4110	316,232	P	PCC	6	63	13	Serious
North Apron	AP N	APRON	4115	27,091	P	AAC	1	6	43	Poor
North Apron	AP N	APRON	4120	5,228	P	AAC	1	1	59	Fair
North Apron	AP N	APRON	4125	33,500	P	AC	1	6	61	Fair
North Apron	AP N	APRON	4127	6,000	P	AC	1	1	58	Fair
North Apron	AP N	APRON	4130	147,600	P	PCC	4	31	54	Poor
North Apron	AP N	APRON	4132	11,200	P	PCC	1	2	8	Failed
Runway 5-23	RW 5-23	RUNWAY	6305	29,427	P	AAC	2	6	67	Fair
Runway 5-23	RW 5-23	RUNWAY	6310	55,000	P	AAC	3	11	68	Fair
Runway 5-23	RW 5-23	RUNWAY	6315	355,850	P	AAC	14	73	73	Satisfactory
Runway 5-23	RW 5-23	RUNWAY	6320	40,111	P	AAC	0	9	100	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6105	30,000	P	AC	2	6	92	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6110	15,000	P	AC	2	4	91	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6115	440,000	P	AAC	17	88	92	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6118	9,000	P	AAC	1	1	89	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6120	183,125	P	AC	5	35	93	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6124	27,500	P	AAC	2	6	90	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6125	30,000	P	APC	2	6	89	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6130	15,000	P	AC	2	4	96	Good

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
Runway 9R-27L	RW 9R-27L	RUNWAY	6205	346,869	S	AAC	14	71	45	Poor
Runway 9R-27L	RW 9R-27L	RUNWAY	6210	176,321	S	AAC	6	36	55	Poor
Runway 9R-27L	RW 9R-27L	RUNWAY	6215	30,000	S	PCC	4	12	71	Satisfactory
Runway 9R-27L	RW 9R-27L	RUNWAY	6220	15,000	S	PCC	2	4	75	Satisfactory
Runway 9R-27L	RW 9R-27L	RUNWAY	6225	44,925	S	AAC	1	12	67	Fair
Runway 9R-27L	RW 9R-27L	RUNWAY	6230	22,850	S	AAC	0	4	100	Good
Taxiway Alpha	TW A	TAXIWAY	105	91,743	P	AAC	3	19	61	Fair
Taxiway Alpha	TW A	TAXIWAY	110	32,943	P	AAC	2	6	56	Fair
Taxiway Alpha	TW A	TAXIWAY	115	43,000	P	AAC	3	11	55	Poor
Taxiway Alpha	TW A	TAXIWAY	117	13,200	P	AC	0	4	62	Fair
Taxiway Charlie	TW C	TAXIWAY	305	17,250	P	AAC	0	4	100	Good
Taxiway Charlie	TW C	TAXIWAY	310	30,600	P	AAC	1	9	64	Fair
Taxiway Charlie	TW C	TAXIWAY	315	41,550	P	AAC	1	12	62	Fair
Taxiway Charlie	TW C	TAXIWAY	320	4,800	P	AAC	1	1	44	Poor
Taxiway Delta	TW D	TAXIWAY	405	100,750	P	AC	0	19	100	Good
Taxiway Delta	TW D	TAXIWAY	407	9,250	P	AAC	0	3	100	Good
Taxiway Echo	TW E	TAXIWAY	1005	132,740	P	AC	3	23	87	Good
Taxiway Echo	TW E	TAXIWAY	1010	30,000	P	AC	1	13	82	Satisfactory
Taxiway Foxtrot	TW F	TAXIWAY	605	8,800	P	AAC	1	2	88	Good
Taxiway Foxtrot	TW F	TAXIWAY	610	31,600	P	AAC	2	7	51	Poor
Taxiway Foxtrot	TW F	TAXIWAY	615	40,000	P	AAC	1	12	63	Fair
Taxiway Golf	TW G	TAXIWAY	705	31,500	P	AAC	2	8	42	Poor

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 Golf	TW G	TAXIWAY	710	32,400	P	AAC	2	9	51	Poor
Taxiway Hotel	TW H	TAXIWAY	802	3,500	P	AC	1	1	31	Very Poor
Taxiway Hotel	TW H	TAXIWAY	805	25,000	P	AC	2	5	44	Poor
T-Hangar Apron	AP T-HANG	APRON	4205	150,745	T	AC	5	51	55	Poor
T-Hangar Apron	AP T-HANG	APRON	4210	3,125	T	PCC	1	8	38	Very Poor
T-Hangar Apron	AP T-HANG	APRON	4305	30,500	T	AC	1	10	79	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 /13/2011

Branch Condition Report

Pavement Database: NetworkID: BOW

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 FBO (APRON FBO)	1	183.00	410.00	84,693.00	APRON	100.00	0.00	100.00
AP H TW A (HOLD APRON ON TW A)	1	500.00	50.00	25,000.00	APRON	54.00	0.00	54.00
AP N (NORTH APRON)	8	3,405.00	126.25	616,021.00	APRON	43.25	19.68	31.65
AP T-HANG (T-HANGAR APRON)	3	3,835.00	24.33	184,370.00	APRON	57.33	16.82	58.68
RW 5-23 (RUNWAY 5-23)	4	4,800.00	100.00	480,388.00	RUNWAY	77.00	13.47	74.31
RW 9L-27R (RUNWAY 9L-27R)	8	14,960.00	53.12	749,625.00	RUNWAY	91.50	2.18	92.07
RW 9R-27L (RUNWAY 9R-27L)	6	12,714.00	62.50	635,965.00	RUNWAY	68.83	17.21	53.24
TW A (TAXIWAY A)	4	5,769.00	36.00	180,886.00	TAXIWAY	58.50	3.04	58.74
TW C (TAXIWAY C)	4	2,480.00	38.75	94,200.00	TAXIWAY	67.50	20.32	68.69
TW D (TAXIWAY D)	2	2,200.00	50.00	110,000.00	TAXIWAY	100.00	0.00	100.00
TW E (TAXIWAY E)	2	3,600.00	40.00	162,740.00	TAXIWAY	84.50	2.50	86.08
TW F (TAXIWAY F)	3	715.00	100.00	80,400.00	TAXIWAY	67.33	15.41	61.02
TW G (TAXIWAY G)	2	420.00	150.00	63,900.00	TAXIWAY	46.50	4.50	46.56
TW H (TAXIWAY H)	2	500.00	50.00	28,500.00	TAXIWAY	37.50	6.50	42.40

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	13	910,084.00	51.69	23.13	44.10
RUNWAY	18	1,865,978.00	80.72	15.59	74.27
TAXIWAY	19	720,626.00	65.42	20.71	71.04
All	50	3,496,688.00	67.36	22.78	65.75

STD = Standard Deviation

Date: 6 /13/2011

Section Condition Report

Pavement Database: *NetworkID: BOW*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO (APRON FBO)	4405	01/01/2007	AC	APRON	P	0	84,693.00	01/01/2007	0	100.00
AP H TW A (HOLD APRON ON TW A)	5105	01/01/1942	AC	APRON	P	0	25,000.00	02/23/2011	69	54.00
AP N (NORTH APRON)	4105	01/01/1990	AAC	APRON	P	0	69,170.00	02/23/2011	21	50.00
AP N (NORTH APRON)	4110	01/01/1942	PCC	APRON	P	0	316,232.00	02/23/2011	69	13.00
AP N (NORTH APRON)	4115	01/01/1990	AAC	APRON	P	0	27,091.00	02/23/2011	21	43.00
AP N (NORTH APRON)	4120	01/01/1987	AAC	APRON	P	0	5,228.00	02/23/2011	24	59.00
AP N (NORTH APRON)	4125	01/01/1942	AC	APRON	P	0	33,500.00	02/23/2011	69	61.00
AP N (NORTH APRON)	4127	01/01/1998	AC	APRON	P	0	6,000.00	02/23/2011	13	58.00
AP N (NORTH APRON)	4130	01/01/1942	PCC	APRON	P	0	147,600.00	02/23/2011	69	54.00
AP N (NORTH APRON)	4132	01/01/1942	PCC	APRON	P	0	11,200.00	02/23/2011	69	8.00
AP T-HANG (T-HANGAR APRON)	4205	01/01/2004	AC	APRON	T	0	150,745.00	02/23/2011	7	55.00
AP T-HANG (T-HANGAR APRON)	4210	01/01/2004	PCC	APRON	T	0	3,125.00	02/23/2011	7	38.00
AP T-HANG (T-HANGAR APRON)	4305	01/01/2004	AC	APRON	T	0	30,500.00	02/23/2011	7	79.00
RW 5-23 (RUNWAY 5-23)	6305	01/01/2001	AAC	RUNWAY	P	0	29,427.00	02/23/2011	10	67.00
RW 5-23 (RUNWAY 5-23)	6310	01/01/2001	AAC	RUNWAY	P	0	55,000.00	02/23/2011	10	68.00
RW 5-23 (RUNWAY 5-23)	6315	01/01/2001	AAC	RUNWAY	P	0	355,850.00	02/23/2011	10	73.00
RW 5-23 (RUNWAY 5-23)	6320	01/01/2001	AAC	RUNWAY	P	0	40,111.00	01/01/2001	0	100.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/1998	AC	RUNWAY	P	0	30,000.00	02/23/2011	13	92.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/1998	AC	RUNWAY	P	0	15,000.00	02/23/2011	13	91.00
RW 9L-27R (RUNWAY 9L-27R)	6115	01/01/1985	AAC	RUNWAY	P	0	440,000.00	02/23/2011	26	92.00
RW 9L-27R (RUNWAY 9L-27R)	6118	01/01/1985	AAC	RUNWAY	P	0	9,000.00	02/23/2011	26	89.00
RW 9L-27R (RUNWAY 9L-27R)	6120	01/01/1942	AC	RUNWAY	P	0	183,125.00	02/23/2011	69	93.00
RW 9L-27R (RUNWAY 9L-27R)	6124	01/01/1985	AAC	RUNWAY	P	0	27,500.00	02/23/2011	26	90.00
RW 9L-27R (RUNWAY 9L-27R)	6125	01/01/1942	APC	RUNWAY	P	0	30,000.00	02/23/2011	69	89.00
RW 9L-27R (RUNWAY 9L-27R)	6130	01/01/1942	AC	RUNWAY	P	0	15,000.00	02/23/2011	69	96.00
RW 9R-27L (RUNWAY 9R-27L)	6205	01/01/1942	AAC	RUNWAY	S	0	346,869.00	02/23/2011	69	45.00

Section Condition Report

Pavement Database: *NetworkID: BOW*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9R-27L (RUNWAY 9R-27L)	6210	01/01/1942	AAC	RUNWAY	S	0	176,321.00	02/23/2011	69	55.00
RW 9R-27L (RUNWAY 9R-27L)	6215	01/01/1942	PCC	RUNWAY	S	0	30,000.00	02/23/2011	69	71.00
RW 9R-27L (RUNWAY 9R-27L)	6220	01/01/1942	PCC	RUNWAY	S	0	15,000.00	02/23/2011	69	75.00
RW 9R-27L (RUNWAY 9R-27L)	6225	01/01/2001	AAC	RUNWAY	S	0	44,925.00	02/23/2011	10	67.00
RW 9R-27L (RUNWAY 9R-27L)	6230	01/01/2001	AAC	RUNWAY	S	0	22,850.00	01/01/2001	0	100.00
TW A (TAXIWAY A)	105	01/01/1987	AAC	TAXIWAY	P	0	91,743.00	02/23/2011	24	61.00
TW A (TAXIWAY A)	110	01/01/1987	AAC	TAXIWAY	P	0	32,943.00	02/23/2011	24	56.00
TW A (TAXIWAY A)	115	01/01/1987	AAC	TAXIWAY	P	0	43,000.00	02/23/2011	24	55.00
TW A (TAXIWAY A)	117	01/01/1942	AC	TAXIWAY	P	0	13,200.00	11/19/1998	56	62.00
TW C (TAXIWAY C)	305	07/01/2009	AAC	TAXIWAY	P	0	17,250.00	07/01/2009	0	100.00
TW C (TAXIWAY C)	310	01/01/1987	AAC	TAXIWAY	P	0	30,600.00	02/23/2011	24	64.00
TW C (TAXIWAY C)	315	01/01/1987	AAC	TAXIWAY	P	0	41,550.00	02/23/2011	24	62.00
TW C (TAXIWAY C)	320	01/01/1990	AAC	TAXIWAY	P	0	4,800.00	02/23/2011	21	44.00
TW D (TAXIWAY D)	405	07/01/2009	AC	TAXIWAY	P	0	100,750.00	07/01/2009	0	100.00
TW D (TAXIWAY D)	407	07/01/2009	AAC	TAXIWAY	P	0	9,250.00	07/01/2009	0	100.00
TW E (TAXIWAY E)	1005	01/01/2003	AC	TAXIWAY	P	0	132,740.00	02/23/2011	8	87.00
TW E (TAXIWAY E)	1010	01/01/2003	AC	TAXIWAY	P	0	30,000.00	02/23/2011	8	82.00
TW F (TAXIWAY F)	605	01/01/1971	AAC	TAXIWAY	P	0	8,800.00	02/23/2011	40	88.00
TW F (TAXIWAY F)	610	01/01/1971	AAC	TAXIWAY	P	0	31,600.00	02/23/2011	40	51.00
TW F (TAXIWAY F)	615	01/01/1990	AAC	TAXIWAY	P	0	40,000.00	02/23/2011	21	63.00
TW G (TAXIWAY G)	705	01/01/1971	AAC	TAXIWAY	P	0	31,500.00	02/23/2011	40	42.00
TW G (TAXIWAY G)	710	01/01/1971	AAC	TAXIWAY	P	0	32,400.00	02/23/2011	40	51.00
TW H (TAXIWAY H)	802	01/01/1971	AC	TAXIWAY	P	0	3,500.00	02/23/2011	40	31.00
TW H (TAXIWAY H)	805	01/01/1971	AC	TAXIWAY	P	0	25,000.00	02/23/2011	40	44.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	274,904.00	6	100.00	0.00	100.00
06-10	8.56	832,312.00	9	68.44	14.03	71.52
11-15	13.00	51,000.00	3	80.33	15.80	87.71
21-25	22.80	386,125.00	10	55.70	7.29	56.99
26-30	26.00	476,500.00	3	90.33	1.25	91.83
36-40	40.00	132,800.00	6	51.17	17.79	49.47
over 40	68.00	1,343,047.00	13	59.69	26.03	49.21
All	30.92	3,496,688.00	50	67.36	22.78	65.75

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
Apron FBO	AP FBO	4405	100	93	92	91	89	88	86	85	83	82	80
Hold Apron on TW A	AP H TW A	5105	54	53	52	51	49	48	46	45	43	42	40
North Apron	AP N	4105	50	50	48	47	46	44	43	42	41	40	38
North Apron	AP N	4110	13	12	10	7	4	2	0	0	0	0	0
North Apron	AP N	4115	43	43	41	40	39	38	37	36	35	34	33
North Apron	AP N	4120	59	58	57	55	54	52	51	50	48	47	46
North Apron	AP N	4125	61	60	59	58	56	55	53	52	50	49	47
North Apron	AP N	4127	58	57	56	55	53	52	50	49	47	46	44
North Apron	AP N	4130	54	53	51	48	45	43	40	38	35	33	30
North Apron	AP N	4132	8	7	5	2	0	0	0	0	0	0	0
T-Hangar Apron	AP T-HANG	4205	55	54	53	52	50	49	47	46	44	43	41
T-Hangar Apron	AP T-HANG	4210	38	37	35	32	29	27	24	22	19	17	14
T-Hangar Apron	AP T-HANG	4305	79	78	77	76	74	73	71	70	68	67	65
Runway 5-23	RW 5-23	6305	67	66	64	62	60	59	57	55	53	51	49
Runway 5-23	RW 5-23	6310	68	67	65	63	61	60	58	56	54	52	50
Runway 5-23	RW 5-23	6315	73	72	70	68	66	65	63	61	59	57	55
Runway 5-23	RW 5-23	6320	100	80	78	76	74	72	70	68	66	64	62
Runway 9L-27R	RW 9L-27R	6105	92	91	90	89	87	86	84	83	81	80	78
Runway 9L-27R	RW 9L-27R	6110	91	90	89	88	86	85	83	82	80	79	77
Runway 9L-27R	RW 9L-27R	6115	92	91	89	87	85	84	82	80	78	76	74
Runway 9L-27R	RW 9L-27R	6118	89	88	86	84	82	81	79	77	75	73	71
Runway 9L-27R	RW 9L-27R	6120	93	92	91	90	88	87	85	84	82	81	79
Runway 9L-27R	RW 9L-27R	6124	90	89	87	85	83	82	80	78	76	74	72

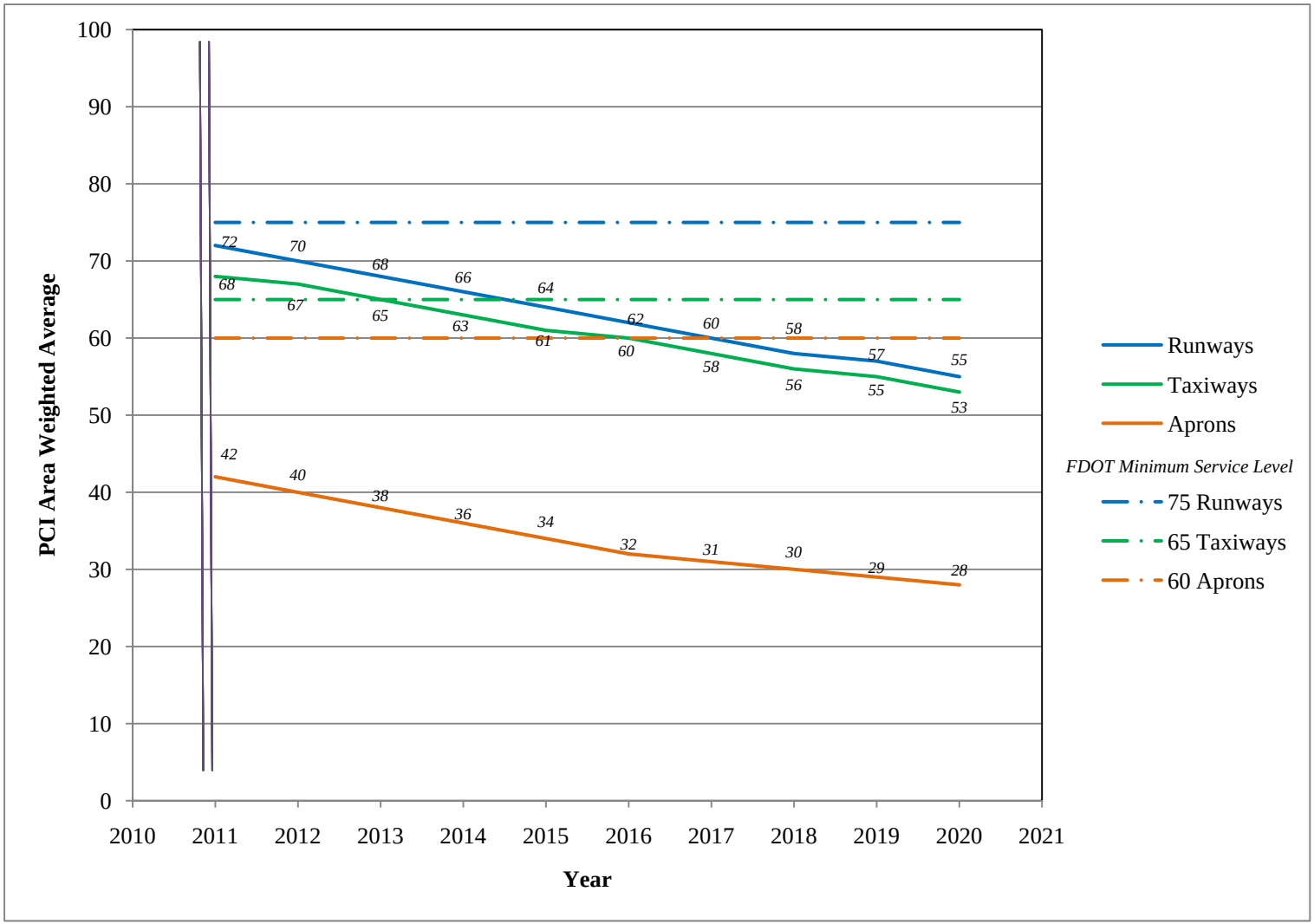
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Runway 9L-27R	RW 9L-27R	6125	89	88	86	84	82	81	79	77	75	73	71
Runway 9L-27R	RW 9L-27R	6130	96	95	94	93	91	90	88	87	85	84	82
Runway 9R-27L	RW 9R-27L	6205	45	44	42	40	38	37	35	33	31	29	27
Runway 9R-27L	RW 9R-27L	6210	55	54	52	50	48	47	45	43	41	39	37
Runway 9R-27L	RW 9R-27L	6215	71	70	68	65	62	60	57	55	52	50	47
Runway 9R-27L	RW 9R-27L	6220	75	74	72	69	66	64	61	59	56	54	51
Runway 9R-27L	RW 9R-27L	6225	67	66	64	62	60	59	57	55	53	51	49
Runway 9R-27L	RW 9R-27L	6230	100	80	78	76	74	72	70	68	66	64	62
Taxiway Alpha	TW A	105	61	60	59	57	55	53	52	50	48	46	45
Taxiway Alpha	TW A	110	56	55	54	52	50	48	47	45	43	41	40
Taxiway Alpha	TW A	115	55	54	53	51	49	47	46	44	42	40	39
Taxiway Alpha	TW A	117	62	40	39	37	35	33	32	30	28	27	25
Taxiway Charlie	TW C	305	100	97	95	93	91	89	88	86	84	82	81
Taxiway Charlie	TW C	310	64	63	62	60	58	56	55	53	51	49	48
Taxiway Charlie	TW C	315	62	61	60	58	56	54	53	51	49	47	46
Taxiway Charlie	TW C	320	44	43	42	40	38	36	35	33	31	29	28
Taxiway Delta	TW D	405	100	97	95	93	91	89	88	86	84	82	81
Taxiway Delta	TW D	407	100	97	95	93	91	89	88	86	84	82	81
Taxiway Echo	TW E	1005	87	86	85	83	81	80	78	76	74	73	71
Taxiway Echo	TW E	1010	82	81	80	78	76	75	73	71	69	68	66
Taxiway Foxtrot	TW F	605	88	87	86	84	82	80	79	77	75	73	72
Taxiway Foxtrot	TW F	610	51	50	49	47	45	43	42	40	38	36	35
Taxiway Foxtrot	TW F	615	63	62	61	59	57	55	54	52	50	48	47

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 Golf	TW G	705	42	41	40	38	36	34	33	31	29	27	26
Taxiway Golf	TW G	710	51	50	49	47	45	43	42	40	38	36	35
Taxiway Hotel	TW H	802	31	30	29	27	25	24	22	20	18	17	15
Taxiway Hotel	TW H	805	44	43	42	40	38	37	35	33	31	30	28

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
Hold Apron on TW A	AP H TW A	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,300.00	SqFt	$0.40	$9,720.08
Hold Apron on TW A	AP H TW A	5105	WEATH/RAVEL	M	Surface Seal - Coat Tar	700.00	SqFt	$0.40	$280.00
North Apron	AP N	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,912.40	SqFt	$0.40	$1,164.98
North Apron	AP N	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	88,062.60	SqFt	$0.40	$35,225.32
North Apron	AP N	4110	CORNER SPALL	H	Patching - PCC Partial Depth	24.20	SqFt	$19.06	$461.12
North Apron	AP N	4110	JOINT SPALL	M	Patching - PCC Partial Depth	348.40	SqFt	$19.06	$6,640.09
North Apron	AP N	4110	SHAT. SLAB	M	Slab Replacement - PCC	22,476.00	SqFt	$39.11	$879,034.78
Runway 9R-27L	RW 9R-27L	6205	L & T CR	M	Crack Sealing - AC	5,274.40	Ft	$2.25	$11,867.42
Runway 9R-27L	RW 9R-27L	6205	WEATH/RAVEL	H	Microsurfacing - AC	20.30	SqFt	$0.65	$13.17
Runway 9R-27L	RW 9R-27L	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	340,366.00	SqFt	$0.40	$136,147.53
Runway 9R-27L	RW 9R-27L	6205	BLOCK CR	M	Crack Sealing - AC	2,440.00	Ft	$2.25	$5,490.07
Runway 9R-27L	RW 9R-27L	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,109.90	SqFt	$0.40	$3,643.98
Runway 9R-27L	RW 9R-27L	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	172,187.00	SqFt	$0.40	$68,875.37
Runway 9R-27L	RW 9R-27L	6210	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,563.00	SqFt	$0.40	$1,025.21
Runway 9R-27L	RW 9R-27L	6215	CORNER SPALL	M	Patching - PCC Partial Depth	8.10	SqFt	$19.06	$153.87
Runway 9R-27L	RW 9R-27L	6215	JOINT SPALL	M	Patching - PCC Partial Depth	19.40	SqFt	$19.06	$369.29
Runway 9R-27L	RW 9R-27L	6215	JT SEAL DMG	H	Joint Seal (Localized)	4,400.00	Ft	$2.00	$8,800.03
Runway 9R-27L	RW 9R-27L	6220	JT SEAL DMG	H	Joint Seal (Localized)	1,775.00	Ft	$2.00	$3,550.01
Runway 9R-27L	RW 9R-27L	6220	JOINT SPALL	M	Patching - PCC Partial Depth	9.70	SqFt	$19.06	$184.64
Runway 9R-27L	RW 9R-27L	6225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45,327.40	SqFt	$0.40	$18,131.09
Runway 9R-27L	RW 9R-27L	6225	WEATH/RAVEL	M	Surface Seal - Coat Tar	72.60	SqFt	$0.40	$29.06
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	95,000.00	SqFt	$0.40	$38,000.32
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27,627.50	SqFt	$0.40	$11,051.09
Taxiway Alpha	TW A	110	SWELLING	M	Patching - AC Deep	101.50	SqFt	$4.90	$492.51

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 Alpha	TW A	110	L & T CR	M	Crack Sealing - AC	417.60	Ft	$2.25	$939.66
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	35,215.50	SqFt	$0.40	$14,086.32
Taxiway Alpha	TW A	115	L & T CR	M	Crack Sealing - AC	259.50	Ft	$2.25	$583.84
Taxiway Alpha	TW A	117	L & T CR	M	Crack Sealing - AC	52.00	Ft	$2.25	$116.91
Taxiway Charlie	TW C	310	L & T CR	M	Crack Sealing - AC	61.20	Ft	$2.25	$137.70
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	30,600.00	SqFt	$0.40	$12,240.10
Taxiway Charlie	TW C	315	WEATH/RAVEL	M	Surface Seal - Coat Tar	47.50	SqFt	$0.40	$18.99
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	41,502.50	SqFt	$0.40	$16,601.14
Taxiway Charlie	TW C	320	SWELLING	M	Patching - AC Deep	14.90	SqFt	$4.90	$72.92
Taxiway Charlie	TW C	320	WEATH/RAVEL	M	Surface Seal - Coat Tar	12.60	SqFt	$0.40	$5.03
Taxiway Charlie	TW C	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,787.40	SqFt	$0.40	$1,914.99
Taxiway Charlie	TW C	320	PATCHING	M	Patching - AC Deep	6.40	SqFt	$4.90	$31.54
Taxiway Charlie	TW C	320	L & T CR	M	Crack Sealing - AC	36.60	Ft	$2.25	$82.29
Taxiway Echo	TW E	1005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,931.70	SqFt	$0.40	$5,172.73
Taxiway Echo	TW E	1010	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,400.00	SqFt	$0.40	$3,360.03
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	238.60	SqFt	$0.40	$95.43
Taxiway Foxtrot	TW F	610	BLOCK CR	M	Crack Sealing - AC	1,751.20	Ft	$2.25	$3,940.24
Taxiway Foxtrot	TW F	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,600.00	SqFt	$0.40	$12,640.11
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	M	Surface Seal - Coat Tar	746.70	SqFt	$0.40	$298.67
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	L	Surface Seal - Rejuvenating	39,253.30	SqFt	$0.40	$15,701.46
Taxiway Golf	TW G	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,500.00	SqFt	$0.40	$12,600.10
Taxiway Golf	TW G	705	L & T CR	M	Crack Sealing - AC	302.40	Ft	$2.25	$680.40
Taxiway Golf	TW G	705	BLOCK CR	M	Crack Sealing - AC	4,224.50	Ft	$2.25	$9,505.20
North Apron	AP N	4110	SHAT. SLAB	H	Slab Replacement - PCC	36,523.40	SqFt	$39.11	$1,428,431.52

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
North Apron	AP N	4110	LARGE PATCH	M	Patching - PCC Full Depth	1,106.10	SqFt	$38.11	$42,153.49
North Apron	AP N	4110	SMALL PATCH	M	Patching - PCC Partial Depth	169.40	SqFt	$19.06	$3,227.82
North Apron	AP N	4110	LINEAR CR	M	Crack Sealing - PCC	5,394.20	Ft	$4.24	$22,871.60
North Apron	AP N	4110	LINEAR CR	H	Crack Sealing - PCC	1,854.30	Ft	$4.24	$7,862.11
North Apron	AP N	4110	SCALING	H	Slab Replacement - PCC	2,809.50	SqFt	$39.11	$109,879.35
North Apron	AP N	4115	WEATH/RAVEL	M	Surface Seal - Coat Tar	825.00	SqFt	$0.40	$330.00
North Apron	AP N	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,917.50	SqFt	$0.40	$9,567.08
North Apron	AP N	4115	WEATH/RAVEL	H	Microsurfacing - AC	7.50	SqFt	$0.65	$4.88
North Apron	AP N	4115	L & T CR	M	Crack Sealing - AC	105.00	Ft	$2.25	$236.25
North Apron	AP N	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,000.00	SqFt	$0.40	$2,400.02
North Apron	AP N	4120	L & T CR	M	Crack Sealing - AC	85.70	Ft	$2.25	$192.86
North Apron	AP N	4125	L & T CR	M	Crack Sealing - AC	234.50	Ft	$2.25	$527.63
North Apron	AP N	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,500.00	SqFt	$0.40	$13,400.11
North Apron	AP N	4127	L & T CR	M	Crack Sealing - AC	21.00	Ft	$2.25	$47.25
North Apron	AP N	4127	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,000.00	SqFt	$0.40	$2,400.02
North Apron	AP N	4130	JOINT SPALL	H	Patching - PCC Partial Depth	198.50	SqFt	$19.06	$3,784.24
North Apron	AP N	4130	SCALING	H	Slab Replacement - PCC	1,537.10	SqFt	$39.11	$60,116.34
North Apron	AP N	4130	JT SEAL DMG	H	Joint Seal (Localized)	20,334.80	Ft	$2.00	$40,669.79
North Apron	AP N	4130	LINEAR CR	M	Crack Sealing - PCC	112.70	Ft	$4.24	$477.94
North Apron	AP N	4130	LINEAR CR	H	Crack Sealing - PCC	225.40	Ft	$4.24	$955.88
North Apron	AP N	4130	SMALL PATCH	M	Patching - PCC Partial Depth	88.20	SqFt	$19.06	$1,681.89
North Apron	AP N	4130	CORNER BREAK	M	Patching - PCC Full Depth	264.70	SqFt	$38.11	$10,088.67
North Apron	AP N	4132	JOINT SPALL	H	Patching - PCC Partial Depth	16.10	SqFt	$19.06	$307.74
North Apron	AP N	4132	SHAT. SLAB	M	Slab Replacement - PCC	1,250.30	SqFt	$39.11	$48,900.39

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
North Apron	AP N	4132	SHAT. SLAB	H	Slab Replacement - PCC	1,250.30	SqFt	$39.11	$48,900.39
North Apron	AP N	4132	SMALL PATCH	M	Patching - PCC Partial Depth	10.80	SqFt	$19.06	$205.16
North Apron	AP N	4132	LINEAR CR	M	Crack Sealing - PCC	212.20	Ft	$4.24	$899.56
T-Hangar Apron	AP T-HANG	4205	BLOCK CR	M	Crack Sealing - AC	1,278.50	Ft	$2.25	$2,876.69
T-Hangar Apron	AP T-HANG	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,310.80	SqFt	$0.40	$524.33
T-Hangar Apron	AP T-HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	123,021.00	SqFt	$0.40	$49,208.82
T-Hangar Apron	AP T-HANG	4205	PATCHING	M	Patching - AC Deep	20.90	SqFt	$4.90	$102.21
T-Hangar Apron	AP T-HANG	4205	BLOCK CR	H	Crack Sealing - AC	958.90	Ft	$2.25	$2,157.52
T-Hangar Apron	AP T-HANG	4205	L & T CR	M	Crack Sealing - AC	1,048.70	Ft	$2.25	$2,359.49
T-Hangar Apron	AP T-HANG	4210	CORNER BREAK	H	Patching - PCC Full Depth	177.60	SqFt	$38.11	$6,768.51
T-Hangar Apron	AP T-HANG	4210	CORNER BREAK	M	Patching - PCC Full Depth	16.10	SqFt	$38.11	$615.32
T-Hangar Apron	AP T-HANG	4210	JT SEAL DMG	H	Joint Seal (Localized)	350.00	Ft	$2.00	$700.00
T-Hangar Apron	AP T-HANG	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,876.90	SqFt	$0.40	$750.78
T-Hangar Apron	AP T-HANG	4305	WEATH/RAVEL	M	Surface Seal - Coat Tar	15.60	SqFt	$0.40	$6.26
T-Hangar Apron	AP T-HANG	4305	SWELLING	M	Patching - AC Deep	35.60	SqFt	$4.90	$174.24
Runway 5-23	RW 5-23	6305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,150.00	SqFt	$0.40	$8,460.07
Runway 5-23	RW 5-23	6310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	34,283.30	SqFt	$0.40	$13,713.45
Runway 5-23	RW 5-23	6310	SWELLING	M	Patching - AC Deep	98.10	SqFt	$4.90	$480.74
Runway 5-23	RW 5-23	6315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	152,573.40	SqFt	$0.40	$61,029.86
Runway 5-23	RW 5-23	6315	WEATH/RAVEL	M	Surface Seal - Coat Tar	357.60	SqFt	$0.40	$143.02
Runway 5-23	RW 5-23	6315	L & T CR	M	Crack Sealing - AC	863.20	Ft	$2.25	$1,942.29
Runway 9L-27R	RW 9L-27R	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	360.00	SqFt	$0.40	$144.00
Runway 9L-27R	RW 9L-27R	6110	L & T CR	M	Crack Sealing - AC	9.00	Ft	$2.25	$20.25

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
Runway 9L-27R	RW 9L-27R	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	135.00	SqFt	$0.40	$54.00
Runway 9L-27R	RW 9L-27R	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,388.20	SqFt	$0.40	$4,555.33
Runway 9L-27R	RW 9L-27R	6118	WEATH/RAVEL	L	Surface Seal - Rejuvenating	206.40	SqFt	$0.40	$82.56
Runway 9L-27R	RW 9L-27R	6120	L & T CR	M	Crack Sealing - AC	58.60	Ft	$2.25	$131.85
Runway 9L-27R	RW 9L-27R	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,706.70	SqFt	$0.40	$682.70
Runway 9L-27R	RW 9L-27R	6120	WEATH/RAVEL	M	Surface Seal - Coat Tar	168.50	SqFt	$0.40	$67.39
Runway 9L-27R	RW 9L-27R	6124	WEATH/RAVEL	L	Surface Seal - Rejuvenating	297.00	SqFt	$0.40	$118.80
Runway 9L-27R	RW 9L-27R	6124	L & T CR	M	Crack Sealing - AC	24.80	Ft	$2.25	$55.69
Runway 9L-27R	RW 9L-27R	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	762.00	SqFt	$0.40	$304.80
Runway 9L-27R	RW 9L-27R	6130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	160.50	SqFt	$0.40	$64.20
Taxiway Golf	TW G	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,920.00	SqFt	$0.40	$10,368.09
Taxiway Golf	TW G	710	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,435.80	SqFt	$0.40	$2,173.95
Taxiway Hotel	TW H	802	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,500.00	SqFt	$0.40	$1,000.01
Taxiway Hotel	TW H	802	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,000.00	SqFt	$0.40	$400.00
Taxiway Hotel	TW H	802	L & T CR	M	Crack Sealing - AC	62.20	Ft	$2.25	$140.00
Taxiway Hotel	TW H	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,000.00	SqFt	$0.40	$10,000.08
								Total =	$3,394,074.11

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	Hold Apron on TW A	5105	AC	25,000. SqFt	$ 135,725.03	53	Mill and Overlay	100
2011	North Apron	4105	AAC	69,170. SqFt	$ 435,079.33	50	Mill and Overlay	100
2011	North Apron	4110	PCC	316,232. SqFt	$ 4,307,081.24	12	Reconstruction	100
2011	North Apron	4115	AAC	27,091. SqFt	$ 170,402.40	43	Mill and Overlay	100
2011	North Apron	4120	AAC	5,228. SqFt	$ 20,880.64	58	Mill and Overlay	100
2011	North Apron	4125	AC	33,500. SqFt	$ 114,570.08	60	Mill and Overlay	100
2011	North Apron	4127	AC	6,000. SqFt	$ 25,686.01	57	Mill and Overlay	100
2011	North Apron	4130	PCC	147,600. SqFt	$ 801,320.58	53	PCC Restoration	100
2011	North Apron	4132	PCC	11,200. SqFt	$ 152,544.05	7	Reconstruction	100
2011	T-Hangar Apron	4205	AC	150,745. SqFt	$ 775,130.99	54	Mill and Overlay	100
2011	T-Hangar Apron	4210	PCC	3,125. SqFt	$ 26,528.13	37	Reconstruction	100
2011	Runway 9R-27L	6205	AAC	346,869. SqFt	$ 2,181,806.18	44	Mill and Overlay	100
2011	Runway 9R-27L	6210	AAC	176,321. SqFt	$ 906,642.81	54	Mill and Overlay	100
2011	Taxiway Alpha	105	AAC	91,743. SqFt	$ 313,761.28	60	Mill and Overlay	100
2011	Taxiway Alpha	110	AAC	32,943. SqFt	$ 159,938.31	55	Mill and Overlay	100
2011	Taxiway Alpha	115	AAC	43,000. SqFt	$ 221,106.06	54	Mill and Overlay	100
2011	Taxiway Alpha	117	AC	13,200. SqFt	$ 83,028.02	40	Mill and Overlay	100
2011	Taxiway Charlie	310	AAC	30,600. SqFt	$ 79,590.65	63	Mill and Overlay	100
2011	Taxiway Charlie	315	AAC	41,550. SqFt	$ 130,757.94	61	Mill and Overlay	100
2011	Taxiway Charlie	320	AAC	4,800. SqFt	$ 30,192.00	43	Mill and Overlay	100
2011	Taxiway Foxtrot	610	AAC	31,600. SqFt	$ 198,764.02	50	Mill and Overlay	100
2011	Taxiway Foxtrot	615	AAC	40,000. SqFt	$ 114,960.08	62	Mill and Overlay	100

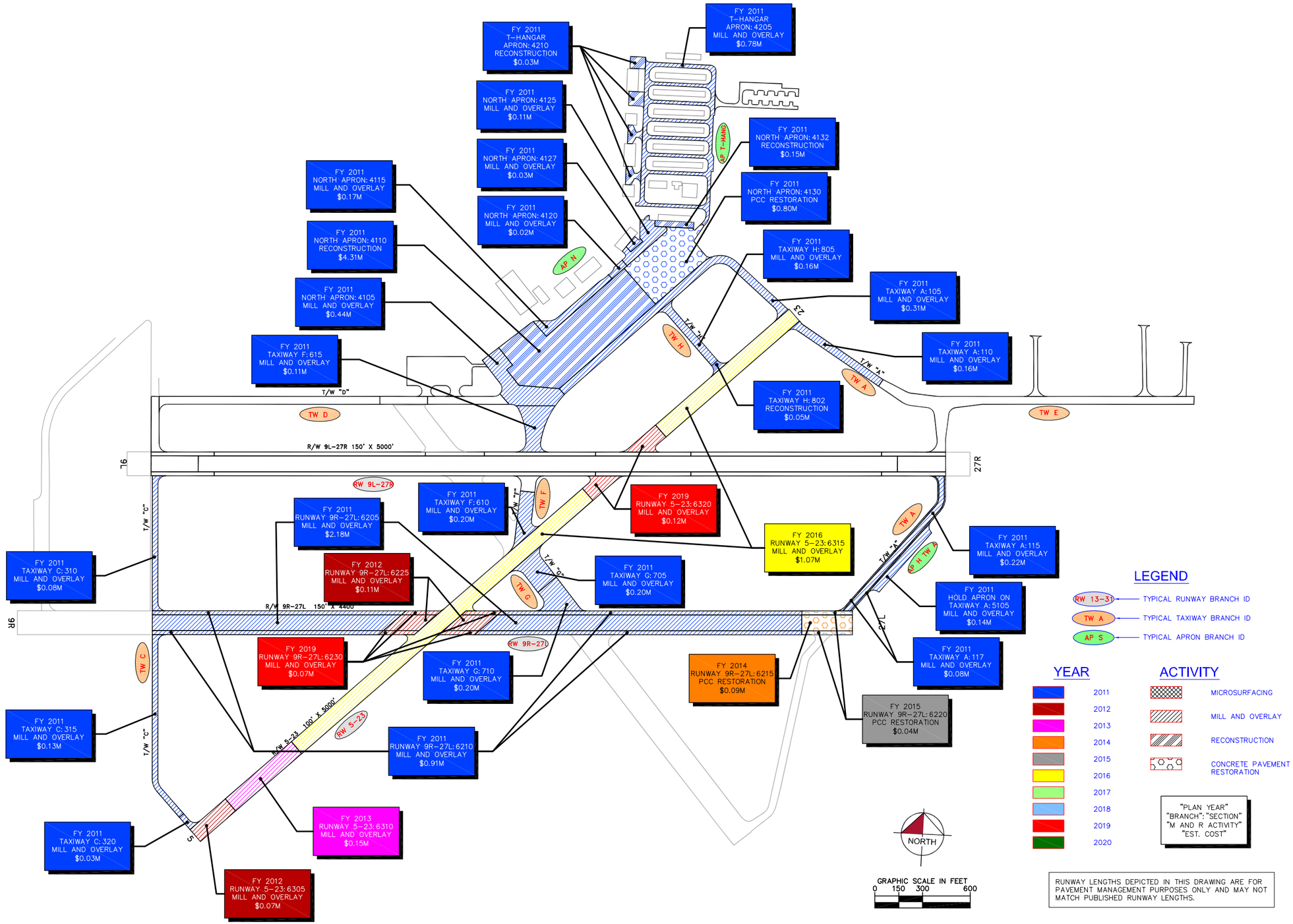
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario(Continued)

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
2011	Taxiway Golf	705	AAC	31,500. SqFt	$ 198,135.02	41	Mill and Overlay	100
2011	Taxiway Golf	710	AAC	32,400. SqFt	$ 203,796.02	50	Mill and Overlay	100
2011	Taxiway Hotel	802	AC	3,500. SqFt	$ 47,670.02	30	Reconstruction	100
2011	Taxiway Hotel	805	AC	25,000. SqFt	$ 157,250.01	43	Mill and Overlay	100
2012	Runway 5-23	6305	AAC	29,427	$ 70,561.28	64	Mill and Overlay	100
2012	Runway 9R-27L	6225	AAC	44,925	$ 107,723.03	64	Mill and Overlay	100
2013	Runway 5-23	6310	AAC	55,000	$ 151,767.14	63	Mill and Overlay	100
2014	Runway 9R-27L	6215	PCC	30,000	$ 94,214.98	62	PCC Restoration	100
2015	Runway 9R-27L	6220	PCC	15,000	$ 39,302.79	64	PCC Restoration	100
2016	Runway 5-23	6315	AAC	355,850	$ 1,072,985.16	63	Mill and Overlay	100
2019	Runway 5-23	6320	AAC	40,111	$ 118,289.05	64	Mill and Overlay	100
2019	Runway 9R-27L	6230	AAC	22,850	$ 67,385.62	64	Mill and Overlay	100
				Total	**$13,714,575.95**	**53**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

DESIGNED:	FL	DRAWN:	GB	CHECKED:		DATE:	MAY 2011

G:\5_FDOT_Aviation\9_BOW\004-BOW-MAINTENANCE\004-BOW-MAINTENANCE.dwg
PLOTTED: July 13, 2011 – 1:27 PM, BY: Brandi, Regan

10-YEAR M & R MAP

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
BOW
FDOT DISTRICT
1

APPENDIX H

PHOTOGRAPHS

Runway 9R-27L, Section 6205, Sample Unit 329 − Low severity (41) Alligator Cracking, low and medium severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling.

Runway 9R-27L, Section 6215, Sample Unit 382 – High severity (65) Joint Seal Damage, low severity (70) Scaling, low severity (73) Shrinkage Cracking, low and medium severity (74) Joint Spalling, low severity (75) Corner Spalling.

Runway 9R-27L, Section 6215, Sample Unit 382 – High severity (65) Joint Seal Damage, low severity (70) Scaling, low severity (73) Shrinkage Cracking, low and medium severity (74) Joint Spalling, low severity (75) Corner Spalling.

Runway 9L-27R, Section 6115, Sample Unit 330 − Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling.

Runway 9L-27R, Section 6110, Sample Unit 104 – Low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP FBO Name: APRON FBO Use: APRON Area: 84,693.00SqFt

Section: 4405 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 84,693.00SqFt Length: 183.00Ft Width: 410.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP H TW A Name: HOLD APRON ON TW A Use: APRON Area: 25,000.00SqFt

Section: 5105 of 1 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CR	L	3,150.00 SqFt	Comments:
48 L & T CR	L	106.00 Ft	Comments:
52 WEATH/RAVEL	L	4,860.00 SqFt	Comments:
52 WEATH/RAVEL	M	140.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4105 of 8 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 69,170.00SqFt Length: 450.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,500.00SqFt PCI = 50
Sample Comments:

52 WEATH/RAVEL	L	4,270.00	SqFt	Comments:
43 BLOCK CR	L	3,150.00	SqFt	Comments:
48 L & T CR	L	78.00	Ft	Comments:
52 WEATH/RAVEL	M	230.00	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:

Sample Number: 200 Type: R Area: 4,340.00SqFt PCI = 49
Sample Comments:

43 BLOCK CR	L	3,400.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,287.00	SqFt	Comments:
52 WEATH/RAVEL	M	53.00	SqFt	Comments:
48 L & T CR	L	261.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4110 of 8 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 316,232.00SqFt Length: 1,050.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 63 Surveyed: 6
Conditions: PCI:13.00 |
Inspection Comments:

Sample Number: 203 Type: R Area: 16.00Slabs PCI = 1
Sample Comments:

65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	11.00 Slabs	Comments:
63 LINEAR CR	M	3.00 Slabs	Comments:
63 LINEAR CR	H	4.00 Slabs	Comments:
74 JOINT SPALL	L	1.00 Slabs	Comments:
72 SHAT. SLAB	H	1.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
72 SHAT. SLAB	M	4.00 Slabs	Comments:
72 SHAT. SLAB	L	4.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:

Sample Number: 401 Type: R Area: 16.00Slabs PCI = 3
Sample Comments:

75 CORNER SPALL	L	1.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	M	3.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
63 LINEAR CR	H	3.00 Slabs	Comments:
63 LINEAR CR	M	6.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:
72 SHAT. SLAB	M	2.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
63 LINEAR CR	L	3.00 Slabs	Comments:
72 SHAT. SLAB	H	2.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:
74 JOINT SPALL	L	2.00 Slabs	Comments:

Sample Number: 405 Type: R Area: 16.00Slabs PCI = 9
Sample Comments:

63 LINEAR CR	M	10.00 Slabs	Comments:
63 LINEAR CR	H	1.00 Slabs	Comments:
70 SCALING	L	14.00 Slabs	Comments:
72 SHAT. SLAB	L	1.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
73 SHRINKAGE CR	L	3.00 Slabs	Comments:
72 SHAT. SLAB	H	2.00 Slabs	Comments:
74 JOINT SPALL	L	3.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:

Sample Number: 704 Type: R Area: 16.00Slabs PCI = 28
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
67 LARGE PATCH	M	1.00	Slabs	Comments:
74 JOINT SPALL	L	4.00	Slabs	Comments:
63 LINEAR CR	H	1.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:
66 SMALL PATCH	L	10.00	Slabs	Comments:
63 LINEAR CR	M	3.00	Slabs	Comments:
70 SCALING	M	1.00	Slabs	Comments:
70 SCALING	L	15.00	Slabs	Comments:
63 LINEAR CR	L	10.00	Slabs	Comments:

Sample Number: 802 Type: R Area: 16.00Slabs PCI = 3
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
63 LINEAR CR	H	2.00	Slabs	Comments:
72 SHAT. SLAB	H	8.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
63 LINEAR CR	M	2.00	Slabs	Comments:
72 SHAT. SLAB	M	2.00	Slabs	Comments:
70 SCALING	L	6.00	Slabs	Comments:
74 JOINT SPALL	M	1.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:

Sample Number: 807 Type: R Area: 24.00Slabs PCI = 27
Sample Comments:

63 LINEAR CR	M	8.00	Slabs	Comments:
63 LINEAR CR	L	11.00	Slabs	Comments:
66 SMALL PATCH	M	2.00	Slabs	Comments:
70 SCALING	L	23.00	Slabs	Comments:
65 JT SEAL DMG	L	24.00	Slabs	Comments:
68 POPOUTS	L	7.00	Slabs	Comments:
66 SMALL PATCH	L	5.00	Slabs	Comments:
74 JOINT SPALL	M	3.00	Slabs	Comments:
75 CORNER SPALL	H	1.00	Slabs	Comments:
70 SCALING	H	1.00	Slabs	Comments:
67 LARGE PATCH	L	1.00	Slabs	Comments:
74 JOINT SPALL	L	10.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4115 of 8 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 27,091.00SqFt Length: 550.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,300.00SqFt PCI = 43
Sample Comments:

52 WEATH/RAVEL	H	1.00	SqFt	Comments:
45 DEPRESSION	L	225.00	SqFt	Comments:
48 L & T CR	M	14.00	Ft	Comments:
52 WEATH/RAVEL	M	110.00	SqFt	Comments:
50 PATCHING	L	14.25	SqFt	Comments:
52 WEATH/RAVEL	L	3,189.00	SqFt	Comments:
48 L & T CR	L	364.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4120 of 8 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 5,228.00SqFt Length: 125.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 2,100.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	204.00	Ft	Comments:
48 L & T CR	M	30.00	Ft	Comments:
49 OIL SPILLAGE	L	1.00	SqFt	Comments:
56 SWELLING	L	16.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,100.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4125 of 8 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 33,500.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 L & T CR	L	668.00 Ft	Comments:
48 L & T CR	M	35.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4127 of 8 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 6,000.00SqFt Length: 120.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 208 Type: R Area: 6,000.00SqFt PCI = 58
Sample Comments:

48 L & T CR	M	21.00 Ft	Comments:
52 WEATH/RAVEL	L	6,000.00 SqFt	Comments:
50 PATCHING	L	66.00 SqFt	Comments:
49 OIL SPILLAGE	L	3.00 SqFt	Comments:
48 L & T CR	L	694.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4130 of 8 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 147,600.00SqFt Length: 480.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 31 Surveyed: 4
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

66 SMALL PATCH	L	5.00	Slabs	Comments:
70 SCALING	L	24.00	Slabs	Comments:
66 SMALL PATCH	M	1.00	Slabs	Comments:
65 JT SEAL DMG	H	24.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:

Sample Number: 202 Type: R Area: 24.00Slabs PCI = 28
Sample Comments:

65 JT SEAL DMG	H	24.00	Slabs	Comments:
70 SCALING	L	14.00	Slabs	Comments:
70 SCALING	M	10.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:
74 JOINT SPALL	H	3.00	Slabs	Comments:
66 SMALL PATCH	M	3.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	4.00	Slabs	Comments:

Sample Number: 401 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

75 CORNER SPALL	L	1.00	Slabs	Comments:
70 SCALING	L	24.00	Slabs	Comments:
65 JT SEAL DMG	H	24.00	Slabs	Comments:
73 SHRINKAGE CR	L	1.00	Slabs	Comments:

Sample Number: 504 Type: R Area: 24.00Slabs PCI = 43
Sample Comments:

74 JOINT SPALL	L	1.00	Slabs	Comments:
67 LARGE PATCH	L	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
65 JT SEAL DMG	H	24.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
75 CORNER SPALL	L	2.00	Slabs	Comments:
70 SCALING	H	1.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
70 SCALING	L	23.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
63 LINEAR CR	H	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 616,021.00SqFt

Section: 4132 of 8 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 11,200.00SqFt Length: 280.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:8.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 18.00Slabs PCI = 8
Sample Comments:

63 LINEAR CR	M	6.00	Slabs	Comments:
70 SCALING	M	3.00	Slabs	Comments:
66 SMALL PATCH	M	2.00	Slabs	Comments:
65 JT SEAL DMG	L	18.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
73 SHRINKAGE CR	L	2.00	Slabs	Comments:
63 LINEAR CR	L	7.00	Slabs	Comments:
70 SCALING	L	9.00	Slabs	Comments:
75 CORNER SPALL	L	2.00	Slabs	Comments:
74 JOINT SPALL	H	1.00	Slabs	Comments:
72 SHAT. SLAB	M	2.00	Slabs	Comments:
74 JOINT SPALL	L	1.00	Slabs	Comments:
72 SHAT. SLAB	L	1.00	Slabs	Comments:
72 SHAT. SLAB	H	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 184,370.00SqFt

Section: 4205 of 3 From: To: Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T
Area: 150,745.00SqFt Length: 2,725.00Ft Width: 28.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 51 Surveyed: 5
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 2,000.00SqFt PCI = 62
Sample Comments:

53 RUTTING	L	100.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,000.00	SqFt	Comments:
48 L & T CR	L	87.00	Ft	Comments:

Sample Number: 107 Type: R Area: 3,000.00SqFt PCI = 36
Sample Comments:

48 L & T CR	M	39.00	Ft	Comments:
43 BLOCK CR	M	320.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,460.00	SqFt	Comments:
50 PATCHING	L	540.00	SqFt	Comments:
48 L & T CR	L	70.00	Ft	Comments:
43 BLOCK CR	H	240.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 2,500.00SqFt PCI = 59
Sample Comments:

48 L & T CR	M	41.00	Ft	Comments:
50 PATCHING	L	875.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,625.00	SqFt	Comments:
48 L & T CR	L	53.00	Ft	Comments:

Sample Number: 502 Type: R Area: 2,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	M	100.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,900.00	SqFt	Comments:
56 SWELLING	L	260.00	SqFt	Comments:
50 PATCHING	M	0.50	SqFt	Comments:

Sample Number: 902 Type: R Area: 2,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	264.00	Ft	Comments:
52 WEATH/RAVEL	L	1,400.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 184,370.00SqFt

Section: 4210 of 3 From: - To: - Last Const.: 1/1/2004
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: T
Area: 3,125.00SqFt Length: 125.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 8 Surveyed: 1
Conditions: PCI:38.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 40.00Slabs PCI = 38
Sample Comments:

75 CORNER SPALL	L	1.00	Slabs	Comments:
70 SCALING	L	40.00	Slabs	Comments:
62 CORNER BREAK	H	11.00	Slabs	Comments:
65 JT SEAL DMG	H	40.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 184,370.00SqFt

Section: 4305 of 3 From: To: Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T
Area: 30,500.00SqFt Length: 985.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 10 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 3,900.00SqFt PCI = 79
Sample Comments:

56 SWELLING	M	2.00 SqFt	Comments:	
56 SWELLING	L	24.00 SqFt	Comments:	
52 WEATH/RAVEL	L	240.00 SqFt	Comments:	
52 WEATH/RAVEL	M	2.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 480,388.00SqFt

Section: 6305 of 4 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 29,427.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

45 DEPRESSION	L	27.00	SqFt	Comments:
48 L & T CR	L	114.00	Ft	Comments:
56 SWELLING	L	37.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,100.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

56 SWELLING	L	58.00	SqFt	Comments:
48 L & T CR	L	78.00	Ft	Comments:
52 WEATH/RAVEL	L	2,950.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 480,388.00SqFt

Section: 6310 of 4 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 55,000.00SqFt Length: 550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 11 Surveyed: 3
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

56 SWELLING	L	161.00	SqFt	Comments:
48 L & T CR	L	185.00	Ft	Comments:
56 SWELLING	M	17.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,000.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

56 SWELLING	L	52.00	SqFt	Comments:
48 L & T CR	L	127.00	Ft	Comments:
52 WEATH/RAVEL	L	3,700.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 L & T CR	L	122.00	Ft	Comments:
56 SWELLING	L	29.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,650.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 480,388.00SqFt

Section: 6315 of 4 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 355,850.00SqFt Length: 3,550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 73 Surveyed: 14
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 L & T CR	L	191.00 Ft	Comments:
52 WEATH/RAVEL	L	1,800.00 SqFt	Comments:
56 SWELLING	L	53.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

56 SWELLING	L	22.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,700.00 SqFt	Comments:
48 L & T CR	L	51.00 Ft	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	2,300.00 SqFt	Comments:
56 SWELLING	L	6.00 SqFt	Comments:
48 L & T CR	L	98.00 Ft	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52 WEATH/RAVEL	L	1,600.00 SqFt	Comments:
48 L & T CR	L	132.00 Ft	Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	1,500.00 SqFt	Comments:
48 L & T CR	L	89.00 Ft	Comments:
48 L & T CR	M	160.00 Ft	Comments:

Sample Number: 153 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	2,550.00 SqFt	Comments:
48 L & T CR	L	253.00 Ft	Comments:
56 SWELLING	L	5.00 SqFt	Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

52 WEATH/RAVEL	L	1,750.00 SqFt	Comments:
48 L & T CR	L	67.00 Ft	Comments:

Sample Number: 168 Type: R Area: 4,500.00SqFt PCI = 94
Sample Comments:

52 WEATH/RAVEL	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

48 L & T CR	L	3.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 L & T CR	L	58.00	Ft	Comments:
43 BLOCK CR	L	850.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,400.00	SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	2,800.00	SqFt	Comments:
43 BLOCK CR	L	760.00	SqFt	Comments:
48 L & T CR	L	154.00	Ft	Comments:

Sample Number: 187 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	2,750.00	SqFt	Comments:
48 L & T CR	M	9.00	Ft	Comments:
48 L & T CR	L	279.00	Ft	Comments:

Sample Number: 191 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	254.00	Ft	Comments:
52 WEATH/RAVEL	M	10.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,300.00	SqFt	Comments:

Sample Number: 195 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

50 PATCHING	L	0.50	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:
48 L & T CR	L	116.00	Ft	Comments:
52 WEATH/RAVEL	L	2,500.00	SqFt	Comments:
52 WEATH/RAVEL	M	20.00	SqFt	Comments:

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	M	40.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,900.00	SqFt	Comments:
48 L & T CR	L	76.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 480,388.00SqFt

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Section: 6320 of 4 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 40,111.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2001 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6105 of 8 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 L & T CR	L	28.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 L & T CR	L	67.00 Ft	Comments:
52 WEATH/RAVEL	L	120.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6110 of 8 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 4 Surveyed: 2
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 L & T CR	L	37.00 Ft	Comments:
52 WEATH/RAVEL	L	60.00 SqFt	Comments:
56 SWELLING	L	18.00 SqFt	Comments:
48 L & T CR	M	6.00 Ft	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 L & T CR	L	6.00 Ft	Comments:
52 WEATH/RAVEL	L	30.00 SqFt	Comments:
56 SWELLING	L	6.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6115 of 8 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 440,000.00SqFt Length: 4,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 88 Surveyed: 17
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	60.00 SqFt	Comments:
48 L & T CR	L	41.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATH/RAVEL	L	110.00 SqFt	Comments:
48 L & T CR	L	17.00 Ft	Comments:

Sample Number: 313 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

52 WEATH/RAVEL	L	55.00 SqFt	Comments:
42 BLEEDING	L	1.00 SqFt	Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 L & T CR	L	4.00 Ft	Comments:
52 WEATH/RAVEL	L	125.00 SqFt	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATH/RAVEL	L	80.00 SqFt	Comments:
48 L & T CR	L	33.00 Ft	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATH/RAVEL	L	150.00 SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52 WEATH/RAVEL	L	110.00 SqFt	Comments:
48 L & T CR	L	3.00 Ft	Comments:

Sample Number: 338 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	64.00 SqFt	Comments:
48 L & T CR	L	16.00 Ft	Comments:

Sample Number: 346 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52 WEATH/RAVEL	L	233.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	160.00	SqFt	Comments:
48 L & T CR	L	104.00	Ft	Comments:

Sample Number: 362 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 L & T CR	L	102.00	Ft	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATH/RAVEL	L	372.00	SqFt	Comments:
48 L & T CR	L	51.00	Ft	Comments:

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52 WEATH/RAVEL	L	70.00	SqFt	Comments:
48 L & T CR	L	23.00	Ft	Comments:

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATH/RAVEL	L	125.00	SqFt	Comments:
48 L & T CR	L	40.00	Ft	Comments:

Sample Number: 385 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 L & T CR	L	5.00	Ft	Comments:
52 WEATH/RAVEL	L	166.00	SqFt	Comments:
50 PATCHING	L	0.75	SqFt	Comments:

Sample Number: 389 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	150.00	SqFt	Comments:

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 L & T CR	L	17.00	Ft	Comments:
52 WEATH/RAVEL	L	170.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6118 of 8 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 9,000.00SqFt Length: 360.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 136 Type: R Area: 9,375.00SqFt PCI = 89
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	215.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:
48 L & T CR	L	31.00	Ft	Comments:
56 SWELLING	L	9.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6120 of 8 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 183,125.00SqFt Length: 7,300.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 35 Surveyed: 5
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

52 WEATH/RAVEL	L	3.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 L & T CR	M	8.00 Ft	Comments:
56 SWELLING	L	23.00 SqFt	Comments:
48 L & T CR	L	97.00 Ft	Comments:
52 WEATH/RAVEL	L	128.00 SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

52 WEATH/RAVEL	M	23.00 SqFt	Comments:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATH/RAVEL	L	35.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 584 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 L & T CR	L	4.00 Ft	Comments:
52 WEATH/RAVEL	L	67.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6124 of 8 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 27,500.00SqFt Length: 1,100.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

56 SWELLING	L	14.00 SqFt	Comments:
48 L & T CR	M	9.00 Ft	Comments:
50 PATCHING	L	0.75 SqFt	Comments:
48 L & T CR	L	13.00 Ft	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATH/RAVEL	L	108.00 SqFt	Comments:
48 L & T CR	L	27.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6125 of 8 From: - To: - Last Const.: 1/1/1942
Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATH/RAVEL	L	164.00 SqFt	Comments:
48 L & T CR	L	63.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 399 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	90.00 SqFt	Comments:
48 L & T CR	L	68.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 749,625.00SqFt

Section: 6130 of 8 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 4 Surveyed: 2
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52 WEATH/RAVEL	L	67.00 SqFt	Comments:
48 L & T CR	L	13.00 Ft	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATH/RAVEL	L	40.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 635,965.00SqFt

Section: 6205 of 6 From: - To: - Last Const.: 1/1/1942
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 346,869.00SqFt Length: 3,484.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 71 Surveyed: 14
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

52 WEATH/RAVEL	L	4,934.50	SqFt	Comments:
50 PATCHING	L	3.50	SqFt	Comments:
43 BLOCK CR	L	4,000.00	SqFt	Comments:
48 L & T CR	L	195.00	Ft	Comments:
52 WEATH/RAVEL	M	62.00	SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

43 BLOCK CR	M	500.00	SqFt	Comments:
52 WEATH/RAVEL	M	235.00	SqFt	Comments:
43 BLOCK CR	L	2,800.00	SqFt	Comments:
48 L & T CR	M	31.00	Ft	Comments:
52 WEATH/RAVEL	L	4,765.00	SqFt	Comments:
48 L & T CR	L	127.00	Ft	Comments:

Sample Number: 309 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

43 BLOCK CR	L	3,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	125.00	SqFt	Comments:
50 PATCHING	L	2.25	SqFt	Comments:
48 L & T CR	L	241.00	Ft	Comments:
48 L & T CR	M	54.00	Ft	Comments:
52 WEATH/RAVEL	L	4,875.00	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48 L & T CR	L	203.00	Ft	Comments:
43 BLOCK CR	L	3,650.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,885.00	SqFt	Comments:
52 WEATH/RAVEL	M	115.00	SqFt	Comments:
48 L & T CR	M	78.00	Ft	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 WEATH/RAVEL	L	4,900.00	SqFt	Comments:
48 L & T CR	M	90.00	Ft	Comments:
48 L & T CR	L	164.00	Ft	Comments:
52 WEATH/RAVEL	M	100.00	SqFt	Comments:
43 BLOCK CR	L	2,400.00	SqFt	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

48 L & T CR	M	94.00	Ft	Comments:
43 BLOCK CR	L	3,450.00	SqFt	Comments:
52 WEATH/RAVEL	M	190.00	SqFt	Comments:
48 L & T CR	L	213.00	Ft	Comments:
52 WEATH/RAVEL	L	4,810.00	SqFt	Comments:

Sample Number: 329 Type: R Area: 4,500.00SqFt PCI = 44
Sample Comments:

48 L & T CR	L	221.00	Ft	Comments:
43 BLOCK CR	L	1,600.00	SqFt	Comments:
41 ALLIGATOR CR	L	14.00	SqFt	Comments:
43 BLOCK CR	M	210.00	SqFt	Comments:
52 WEATH/RAVEL	M	100.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,395.00	SqFt	Comments:

Sample Number: 343 Type: R Area: 4,500.00SqFt PCI = 40
Sample Comments:

41 ALLIGATOR CR	L	48.00	SqFt	Comments:
43 BLOCK CR	L	2,850.00	SqFt	Comments:
48 L & T CR	M	50.00	Ft	Comments:
52 WEATH/RAVEL	M	400.00	SqFt	Comments:
48 L & T CR	L	117.00	Ft	Comments:
52 WEATH/RAVEL	L	4,090.00	SqFt	Comments:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48 L & T CR	M	120.00	Ft	Comments:
43 BLOCK CR	L	2,250.00	SqFt	Comments:
48 L & T CR	L	163.00	Ft	Comments:
50 PATCHING	L	2.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,888.00	SqFt	Comments:
52 WEATH/RAVEL	M	110.00	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

52 WEATH/RAVEL	M	78.00	SqFt	Comments:
41 ALLIGATOR CR	L	40.00	SqFt	Comments:
43 BLOCK CR	L	3,030.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,918.00	SqFt	Comments:
52 WEATH/RAVEL	H	4.00	SqFt	Comments:
43 BLOCK CR	M	120.00	SqFt	Comments:
48 L & T CR	L	124.00	Ft	Comments:

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

48 L & T CR	L	675.00	Ft	Comments:
48 L & T CR	M	140.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
43 BLOCK CR	M	275.00	SqFt	Comments:
43 BLOCK CR	L	1,050.00	SqFt	Comments:

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

52 WEATH/RAVEL	M	65.00	SqFt	Comments:
48 L & T CR	L	362.00	Ft	Comments:
52 WEATH/RAVEL	L	4,935.00	SqFt	Comments:
48 L & T CR	M	90.00	Ft	Comments:
43 BLOCK CR	L	1,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

43 BLOCK CR	L	1,650.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,880.00	SqFt	Comments:
48 L & T CR	L	389.00	Ft	Comments:
48 L & T CR	M	144.00	Ft	Comments:
52 WEATH/RAVEL	M	120.00	SqFt	Comments:

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

48 L & T CR	L	480.00	Ft	Comments:
52 WEATH/RAVEL	L	4,902.00	SqFt	Comments:
48 L & T CR	M	150.00	Ft	Comments:
43 BLOCK CR	L	1,750.00	SqFt	Comments:
43 BLOCK CR	M	475.00	SqFt	Comments:
52 WEATH/RAVEL	M	98.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 635,965.00SqFt

Section: 6210 of 6 From: - To: - Last Const.: 1/1/1942
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 176,321.00SqFt Length: 6,966.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 36 Surveyed: 6
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 L & T CR	L	167.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	2,640.00 SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

43 BLOCK CR	L	4,530.00 SqFt	Comments:
48 L & T CR	L	44.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	292.00 Ft	Comments:
43 BLOCK CR	L	2,624.00 SqFt	Comments:

Sample Number: 512 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

43 BLOCK CR	L	3,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	400.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,600.00 SqFt	Comments:
48 L & T CR	L	143.00 Ft	Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48 L & T CR	L	182.00 Ft	Comments:
52 WEATH/RAVEL	L	4,960.00 SqFt	Comments:
43 BLOCK CR	L	2,800.00 SqFt	Comments:
52 WEATH/RAVEL	M	40.00 SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

43 BLOCK CR	L	1,900.00 SqFt	Comments:
48 L & T CR	L	497.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 635,965.00SqFt

Section: 6215 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 12 Surveyed: 4
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 382 Type: R Area: 16.00Slabs PCI = 67
Sample Comments:

65 JT SEAL DMG	H	16.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:
70 SCALING	L	5.00 Slabs	Comments:
75 CORNER SPALL	L	2.00 Slabs	Comments:
73 SHRINKAGE CR	L	2.00 Slabs	Comments:
74 JOINT SPALL	L	3.00 Slabs	Comments:

Sample Number: 386 Type: R Area: 16.00Slabs PCI = 72
Sample Comments:

65 JT SEAL DMG	H	16.00 Slabs	Comments:
75 CORNER SPALL	M	1.00 Slabs	Comments:
75 CORNER SPALL	L	2.00 Slabs	Comments:
73 SHRINKAGE CR	L	2.00 Slabs	Comments:
70 SCALING	L	2.00 Slabs	Comments:

Sample Number: 390 Type: R Area: 16.00Slabs PCI = 73
Sample Comments:

65 JT SEAL DMG	H	16.00 Slabs	Comments:
74 JOINT SPALL	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
75 CORNER SPALL	L	2.00 Slabs	Comments:
70 SCALING	L	3.00 Slabs	Comments:

Sample Number: 393 Type: R Area: 16.00Slabs PCI = 73
Sample Comments:

70 SCALING	L	3.00 Slabs	Comments:
75 CORNER SPALL	L	2.00 Slabs	Comments:
74 JOINT SPALL	L	4.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 635,965.00SqFt

Section: 6220 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 4 Surveyed: 2
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 184 Type: R Area: 32.00Slabs PCI = 73
Sample Comments:

65 JT SEAL DMG	H	32.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:
74 JOINT SPALL	L	6.00 Slabs	Comments:
75 CORNER SPALL	L	1.00 Slabs	Comments:
70 SCALING	L	13.00 Slabs	Comments:

Sample Number: 584 Type: R Area: 32.00Slabs PCI = 76
Sample Comments:

75 CORNER SPALL	L	2.00 Slabs	Comments:
65 JT SEAL DMG	H	32.00 Slabs	Comments:
74 JOINT SPALL	L	5.00 Slabs	Comments:
70 SCALING	L	9.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 635,965.00SqFt

Section: 6225 of 6 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 44,925.00SqFt Length: 454.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 12 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 333 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATH/RAVEL	M	8.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	4,992.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 635,965.00SqFt

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Section: 6230 of 6 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 22,850.00SqFt Length: 910.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2001 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 180,886.00SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 91,743.00SqFt Length: 1,820.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 19 Surveyed: 3
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	390.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	5,000.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

56 SWELLING	L	27.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 180,886.00SqFt

Section: 110 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 32,943.00SqFt Length: 649.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	M	47.00	Ft	Comments:
56 SWELLING	M	10.00	SqFt	Comments:
48 L & T CR	L	592.00	Ft	Comments:
52 WEATH/RAVEL	L	1,400.00	SqFt	Comments:
56 SWELLING	L	124.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 WEATH/RAVEL	L	2,900.00	SqFt	Comments:
56 SWELLING	L	43.00	SqFt	Comments:
48 L & T CR	M	18.00	Ft	Comments:
48 L & T CR	L	676.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 180,886.00SqFt

Section: 115 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 43,000.00SqFt Length: 1,100.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 11 Surveyed: 3
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	L	1,900.00	SqFt	Comments:
56 SWELLING	L	31.00	SqFt	Comments:
48 L & T CR	L	133.00	Ft	Comments:
43 BLOCK CR	L	2,800.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,800.00SqFt PCI = 53
Sample Comments:

52 WEATH/RAVEL	L	3,800.00	SqFt	Comments:
48 L & T CR	M	70.00	Ft	Comments:
56 SWELLING	L	65.00	SqFt	Comments:
48 L & T CR	L	449.00	Ft	Comments:
50 PATCHING	L	45.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 3,800.00SqFt PCI = 57
Sample Comments:

52 WEATH/RAVEL	L	3,800.00	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
43 BLOCK CR	L	200.00	SqFt	Comments:
56 SWELLING	L	111.00	SqFt	Comments:
48 L & T CR	L	342.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 180,886.00SqFt

Section: 117 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 13,200.00SqFt Length: 2,200.00Ft Width: 6.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/19/1998 Total Samples: 3 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 300 Type: R Area: 6,000.00SqFt PCI = 62
Sample Comments:

48 L & T CR	M	29.00 Ft	Comments:
48 L & T CR	L	855.00 Ft	Comments:
56 SWELLING	L	103.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 94,200.00SqFt

Section: 305 of 4 From: - To: - Last Const.: 7/1/2009
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 17,250.00SqFt Length: 330.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date11/19/1998 Total Samples: 4 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 L & T CR	M	3.00 Ft	Comments:
48 L & T CR	L	200.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 94,200.00SqFt

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Section: 310 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,600.00SqFt Length: 850.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 3,500.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:
48 L & T CR	M	7.00 Ft	Comments:
48 L & T CR	L	212.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 94,200.00SqFt

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Section: 315 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 41,550.00SqFt Length: 1,175.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 12 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 62
Sample Comments:

52 WEATH/RAVEL	L	3,496.00 SqFt	Comments:
48 L & T CR	L	461.00 Ft	Comments:
52 WEATH/RAVEL	M	4.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 94,200.00SqFt

Section: 320 of 4 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,800.00SqFt Length: 125.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 4,200.00SqFt PCI = 44
Sample Comments:

48 L & T CR	L	307.00	Ft	Comments:
56 SWELLING	M	3.00	SqFt	Comments:
52 WEATH/RAVEL	M	11.00	SqFt	Comments:
56 SWELLING	L	86.00	SqFt	Comments:
50 PATCHING	M	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	4,189.00	SqFt	Comments:
48 L & T CR	M	32.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 110,000.00SqFt

Section: 405 of 2 From: - To: - Last Const.: 7/1/2009
Surface: AC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 100,750.00SqFt Length: 2,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date10/24/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	257.07 Ft	Comments:
56	SWELLING	L	799.99 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 110,000.00SqFt

Section: 407 of 2 From: - To: - Last Const.: 7/1/2009
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 9,250.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date11/19/1998 Total Samples: 2 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

43 BLOCK CR	L	5,000.00 SqFt	Comments:	
56 SWELLING	L	64.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 162,740.00SqFt

Section: 1005 of 2 From: To: Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 132,740.00SqFt Length: 2,400.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 23 Surveyed: 3
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 7,500.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	WEATHERING/RAVELING	L	1,343.99 SqFt	Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

52	WEATH/RAVEL	L	230.00 SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48	L & T CR	L	80.00 Ft	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	WEATH/RAVEL	L	120.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 162,740.00SqFt

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Section: 1010 of 2 From: To: Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 1,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 13 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 2,500.00SqFt PCI = 82
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 80,400.00SqFt

Section: 605 of 3 From: - To: - Last Const.: 1/1/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 8,800.00SqFt Length: 85.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,500.00SqFt PCI = 88
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
48 L & T CR	L	53.00 Ft	Comments:
52 WEATH/RAVEL	L	122.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 80,400.00SqFt

Section: 610 of 3 From: - To: - Last Const.: 1/1/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 31,600.00SqFt Length: 340.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 7 Surveyed: 2
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 4,500.00SqFt PCI = 46
Sample Comments:

43 BLOCK CR	L	600.00 SqFt	Comments:
48 L & T CR	L	66.00 Ft	Comments:
52 WEATH/RAVEL	L	4,500.00 SqFt	Comments:
43 BLOCK CR	M	1,500.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 3,750.00SqFt PCI = 58
Sample Comments:

43 BLOCK CR	L	2,352.00 SqFt	Comments:
48 L & T CR	L	141.00 Ft	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 80,400.00SqFt

Section: 615 of 3 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 290.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 12 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 63
Sample Comments:

52 WEATH/RAVEL	L	3,680.00 SqFt	Comments:
48 L & T CR	L	403.00 Ft	Comments:
52 WEATH/RAVEL	M	70.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 63,900.00SqFt

Section: 705 of 2 From: - To: - Last Const.: 1/1/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 31,500.00SqFt Length: 210.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 40
Sample Comments:

48 L & T CR	M	72.00	Ft	Comments:
43 BLOCK CR	M	2,400.00	SqFt	Comments:
48 L & T CR	L	130.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 201 Type: R Area: 3,750.00SqFt PCI = 43
Sample Comments:

48 L & T CR	L	42.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:
43 BLOCK CR	L	1,500.00	SqFt	Comments:
43 BLOCK CR	M	900.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 63,900.00SqFt

Section: 710 of 2 From: - To: - Last Const.: 1/1/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 32,400.00SqFt Length: 210.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 9 Surveyed: 2
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 52
Sample Comments:

43 BLOCK CR	L	180.00	SqFt	Comments:
48 L & T CR	L	282.00	Ft	Comments:
52 WEATH/RAVEL	L	3,000.00	SqFt	Comments:
52 WEATH/RAVEL	M	500.00	SqFt	Comments:
45 DEPRESSION	L	45.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 4,000.00SqFt PCI = 50
Sample Comments:

52 WEATH/RAVEL	L	3,200.00	SqFt	Comments:
52 WEATH/RAVEL	M	800.00	SqFt	Comments:
56 SWELLING	L	65.00	SqFt	Comments:
48 L & T CR	L	389.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 28,500.00SqFt

Section: 802 of 2 From: - To: - Last Const.: 1/1/1971
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 3,500.00SqFt Length: 25.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,575.00SqFt PCI = 31
Sample Comments:

48 L & T CR	M	28.00	Ft	Comments:
48 L & T CR	L	577.00	Ft	Comments:
52 WEATH/RAVEL	L	1,125.00	SqFt	Comments:
56 SWELLING	L	230.00	SqFt	Comments:
45 DEPRESSION	L	16.00	SqFt	Comments:
52 WEATH/RAVEL	M	450.00	SqFt	Comments:
42 BLEEDING	L	1.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/13/2011
Site Name:

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 28,500.00SqFt

Section: 805 of 2 From: - To: - Last Const.: 1/1/1971
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 475.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/23/2011 Total Samples: 5 Surveyed: 2
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43	BLOCK CR	L	4,200.00 SqFt	Comments:
50	PATCHING	L	17.00 SqFt	Comments:
52	WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48	L & T CR	L	83.00 Ft	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

48	L & T CR	L	36.00 Ft	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	WEATH/RAVEL	L	5,000.00 SqFt	Comments:
43	BLOCK CR	L	4,200.00 SqFt	Comments:
41	ALLIGATOR CR	L	200.00 SqFt	Comments:
53	RUTTING	L	100.00 SqFt	Comments: