STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Bob Sikes Airport– CEW
(General Aviation)
Eglin AFB, Florida
(District 3)

May 2011

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

TABLE OF CONTENTS

SECTION **PAGE NO.**

APPENDICES

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 Bob Sikes 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 Bob Sikes 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 Bob Sikes 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 79, representing a Satisfactory overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Apron	50	Poor	60	65	X
Hangar Apron	50	Poor	60	65	X
Helicopter Apron	62	Fair	60	65	X
West Run-up Apron at RW 17	90	Good	60	65	
Runway 17-35	95	Good	75	65	
Connector Taxiways to Apron	69	Fair	65	65	
Apron Taxiway to Helipad	91	Good	65	65	
Taxiway PMV	99	Good	65	65	
Taxiway to RW 17-35	73	Satisfactory	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	95	Good
Taxiway	77	Satisfactory
Apron	53	Poor
All (Weighted)	**79**	**Satisfactory**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	79	Satisfactory
Secondary	99	Good
All (Weighted)	**79**	**Satisfactory**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Bob Sikes Airport, include: Apron, Hangar Apron, Helicopter Apron, Connector Taxiways to Apron, and Taxiway to RW 17-35. The pavement distresses observed in these areas justify either mill and overlay activity or full reconstruction activity. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	AAC	56,250	$353,812.53	44	Mill and Overlay	100
Apron	4110	AC	93,820	$865,208.27	36	Reconstruction	100
Apron	4115	AC	187,430	$1,865,866.11	35	Reconstruction	100
Apron	4120	AC	136,040	$316,701.32	64	Mill and Overlay	100
Hangar Apron	4210	AC	7,350	$100,107.03	12	Reconstruction	100
Helicopter Apron	4342	PCC	16,500	$103,785.01	45	Mill and Overlay	100
Connector Taxiways to Apron	305	AC	3,873	$12,188.34	61	Mill and Overlay	100
Connector Taxiways to Apron	310	AAC	3,873	$12,188.34	61	Mill and Overlay	100
Connector Taxiways to Apron	315	AC	1,700	$10,693.00	40	Mill and Overlay	100
Connector Taxiways to Apron	320	AAC	2,200	$29,964.01	19	Reconstruction	100
Connector Taxiways to Apron	325	AC	3,870	$24,342.30	48	Mill and Overlay	100
Connector Taxiways to Apron	330	AAC	3,873	$12,188.34	61	Mill and Overlay	100
Connector Taxiways to Apron	340	AC	7,345	$21,109.54	62	Mill and Overlay	100
Taxiway to RW 17-35	105	AAC	59,950	$377,085.53	49	Mill and Overlay	100
Taxiway to RW 17-35	115	AAC	19,865	$119,249.61	51	Mill and Overlay	100
Taxiway to RW 17-35	120	AAC	16,645	$61,703.05	59	Mill and Overlay	100
			Total	**$4,286,192.33**	**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	$63,749.77	$4,286,192.34	$4,349,942.10
2012	$82,750.71	$0.00	$82,750.71
2013	$44,640.87	$613,180.65	$657,821.52
2014	$68,754.96	$0.00	$68,754.96
2015	$91,750.95	$92,518.77	$184,269.72
2016	$121,319.01	$39,952.38	$161,271.39
2017	$147,075.83	$0.00	$147,075.83
2018	$189,323.84	$0.00	$189,323.84
2019	$244,454.77	$0.00	$244,454.77
2020	$301,558.91	$0.00	$301,558.91
Total	**$1,355,379.62**	**$5,031,844.14**	**$6,387,223.75**

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 79 in 2011 to 81 in 2020. Appendix F lists the major M&R for the 10-Year program. Appendix G graphically depicts the activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Bob Sikes 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 Bob Sikes 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.

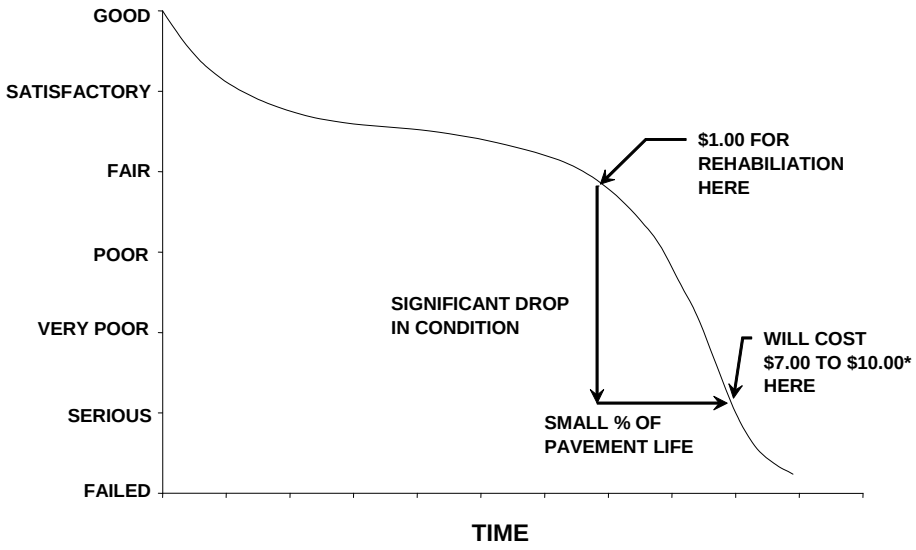
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Bob Sikes Airport (CEW) consists of a single runway, RW 17-35 at 150-ft wide by 8,005-ft long, and a 50-ft wide parallel taxiway. The airport apron is nearly 2,100-ft long and 250-ft wide and has tie down spaces located throughout. Currently the airport has T-Hangar facilities located along the west side of RW 17-35. The airport runway, taxiways and apron are constructed of Asphalt Concrete pavement.

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

Bob Sikes Airport is publicly owned by Okaloosa County and supports a mix of general aviation and aerospace corporations which work on military aircraft. The airport receives frequent military training use by aircraft based out of many nearby military bases such as Eglin AFB, Duke Field, Hurlburt Field, NAS Pensacola, NAS Whiting Field and Fort Rucker.

This airport is designated as a General Aviation airport and is located in District 3 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 Bob Sikes Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

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

Construction Year	Location	Work Type / Pavement Section
No recent activity information provided		

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

2.2 Pavement Inventory

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

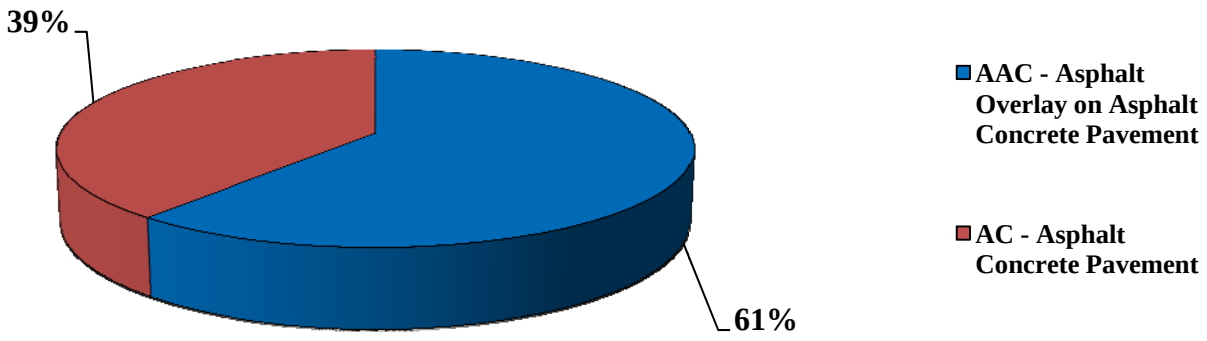
The total airfield pavement area in 2011 at Bob Sikes Airport is 2,479,129 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,200,000	48%
Taxiway	644,239	26%
Apron	634,890	26%
All (Weighted)	**2,479,129**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Apron	AP	4105	56,250	P	AAC	1/1/1980	2	12
Apron	AP	4110	93,820	P	AC	1/1/1983	3	18
Apron	AP	4115	187,430	P	AC	1/1/1987	5	35
Apron	AP	4120	136,040	P	AC	1/1/1984	5	27
Apron	AP	4125	46,270	P	AC	1/1/2005	2	13
Hangar Apron	AP HANG	4205	13,250	P	AC	1/1/1994	1	4
Hangar Apron	AP HANG	4210	7,350	P	AC	1/1/1963	1	3
Helicopter Apron	AP HELI	4340	35,310	P	AC	1/1/1987	1	6
Helicopter Apron	AP HELI	4342	16,500	P	AC	1/1/1987	1	3
West Run-up Apron at RW 17	AP RU	5105	42,670	P	AC	1/1/1996	2	12
Runway 17-35	RW 17-35	6105	80,000	P	AC	1/1/2008	5	16
Runway 17-35	RW 17-35	6110	40,000	P	AAC	1/1/2008	2	8
Runway 17-35	RW 17-35	6115	420,000	P	AAC	1/1/2008	18	84
Runway 17-35	RW 17-35	6120	210,000	P	AAC	1/1/2008	8	42
Runway 17-35	RW 17-35	6125	300,000	P	AAC	1/1/2008	12	60
Runway 17-35	RW 17-35	6130	150,000	P	AAC	1/1/2008	5	60
Connector Taxiways to Apron	TW CONN	305	3,873	P	AC	1/1/1987	1	1
Connector Taxiways to Apron	TW CONN	310	3,873	P	AAC	1/1/1980	1	1
Connector Taxiways to Apron	TW CONN	315	1,700	P	AC	1/1/1987	1	1
Connector Taxiways to Apron	TW CONN	320	2,200	P	AAC	1/1/1980	1	1
Connector Taxiways to Apron	TW CONN	325	3,870	P	AC	1/1/1987	1	1
Connector Taxiways to Apron	TW CONN	330	3,873	P	AAC	1/1/1980	1	1
Connector Taxiways to Apron	TW CONN	335	16,280	P	AC	1/1/2005	1	3
Connector Taxiways to Apron	TW CONN	340	7,345	P	AC	1/1/1987	1	1
Apron Taxiway to Helipad	TW HELI	405	13,095	P	AC	1/1/1987	1	3
Taxiway Pmv	TW PMV	505	84,585	S	AC	1/1/2008	3	17
Taxiway to RW 17-35	TW TO RW	105	59,950	P	AAC	1/1/1985	2	7
Taxiway to RW 17-35	TW TO RW	110	222,215	P	AAC	1/1/1980	5	43
Taxiway to RW 17-35	TW TO RW	115	19,865	P	AAC	1/1/1980	1	3
Taxiway to RW 17-35	TW TO RW	120	16,645	P	AAC	1/1/1980	1	3
Taxiway to RW 17-35	TW TO RW	125	184,870	P	AC	1/1/1996	4	37

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

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

Pavement condition inspections at Bob Sikes 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 Bob Sikes Airport is 79, representing a Satisfactory overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distresses. Asphalt Concrete pavement distresses include; weathering, raveling, block cracking, and longitudinal and transverse cracking.

Runway 17-35 exhibited low severity weathering and raveling in addition to low severity longitudinal and transverse cracking. These distresses were not found to be in high quantities due to the runways pavement being fairly new and in good overall condition. The condition analysis resulted in a PCI of 95 with a condition rating of 'Good'.

The taxiways and taxiway connectors exhibited low, medium, and high severity weathering and raveling along with low and medium severity longitudinal and transverse cracking. Low and medium severity block cracking was also observed throughout the taxiways. Distresses of this magnitude are very common in pavements of a similar age that are exposed to comparable climates.

The apron section exhibited low and medium severity weathering and raveling along with low, medium and high severity longitudinal and transverse cracking. Low and medium severity block cracking was also observed in many locations throughout the apron. These distresses are common of pavements of similar age.

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

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

Figure 3-1: Network PCI Distribution by Rating Category

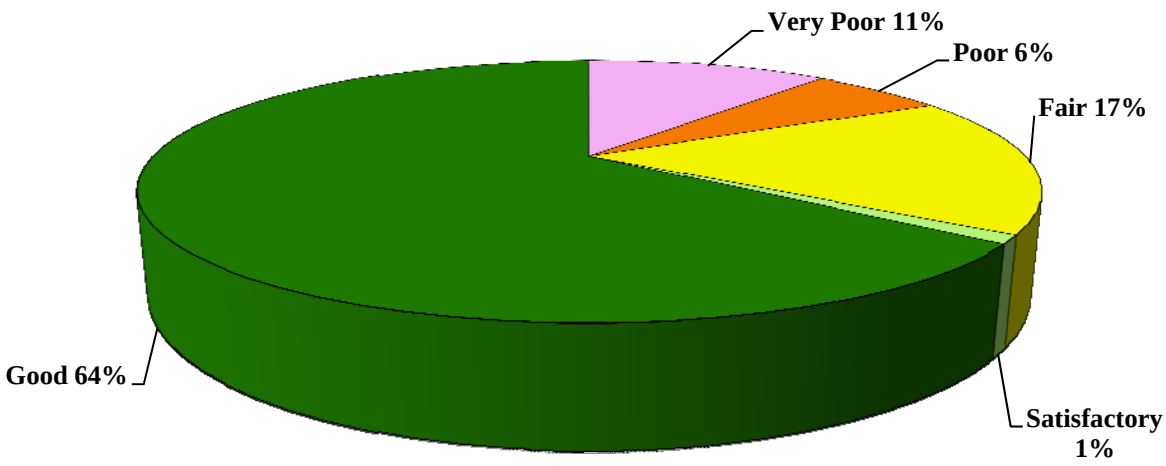


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	1,587,770	64%
Satisfactory	13,250	1%
Fair	429,174	17%
Poor	158,135	6%
Very Poor	281,250	11%
Serious	9,550	0%
Failed	0	0%

Approximately 65% of the network is in Good and Satisfactory condition while 17% of the network is in Poor and Very Poor condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

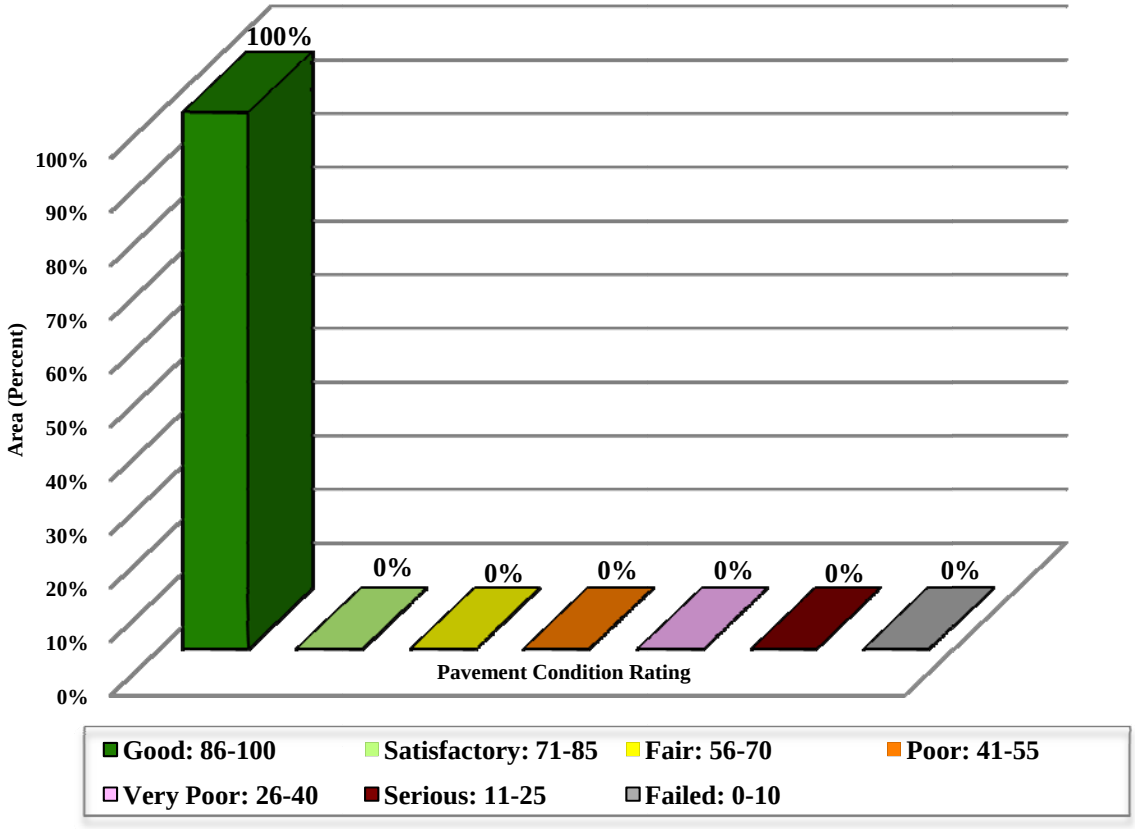
Table 3-2: Condition by Pavement Use

Use	Area-Weighted PCI	Condition Rating
Runway	95	Good
Taxiway	77	Satisfactory
Apron	53	Poor
All (Weighted)	**79**	**Satisfactory**

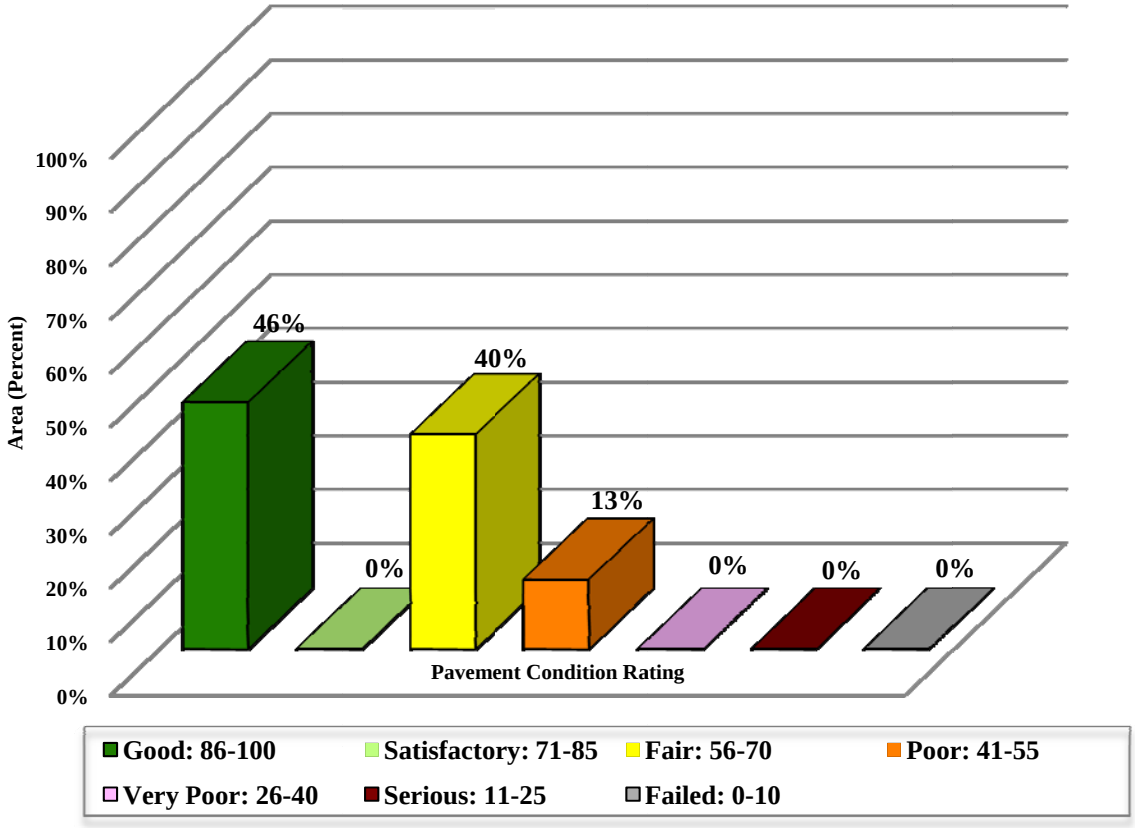
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

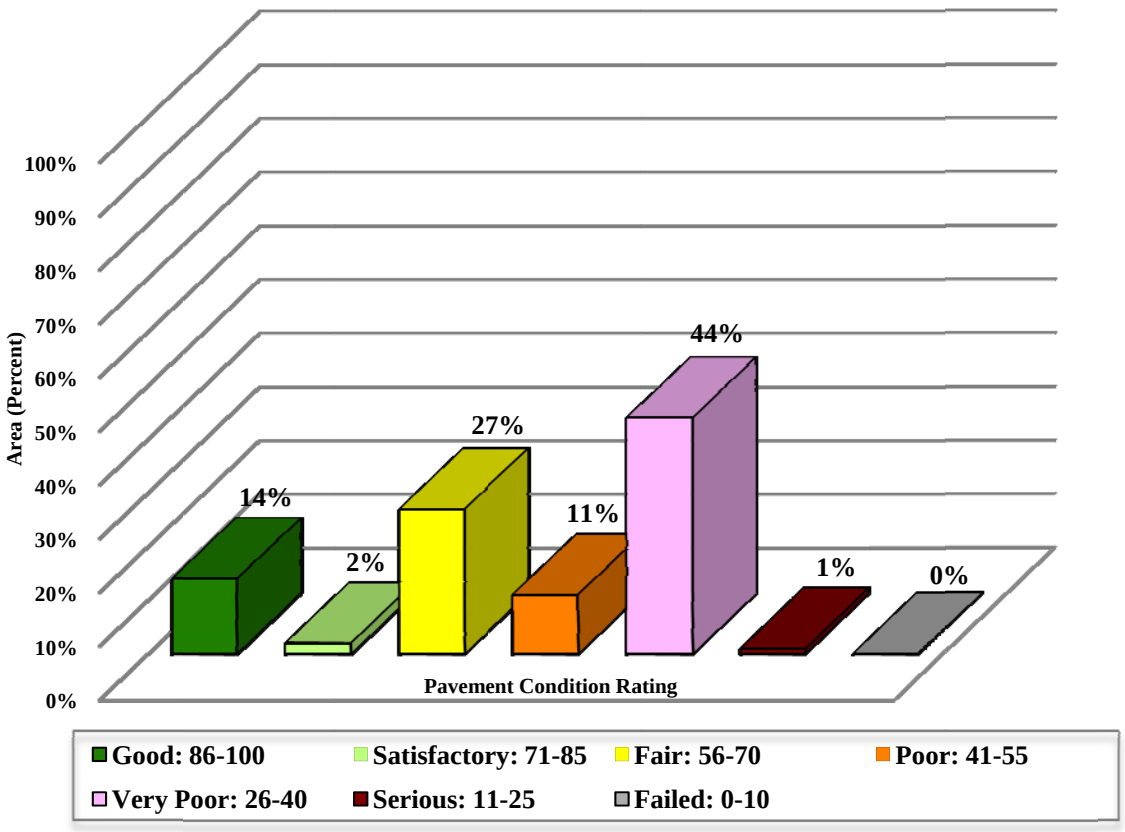
(a) Runway



(b) Taxiway


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
46%
0%
40%
13%
0%
0%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

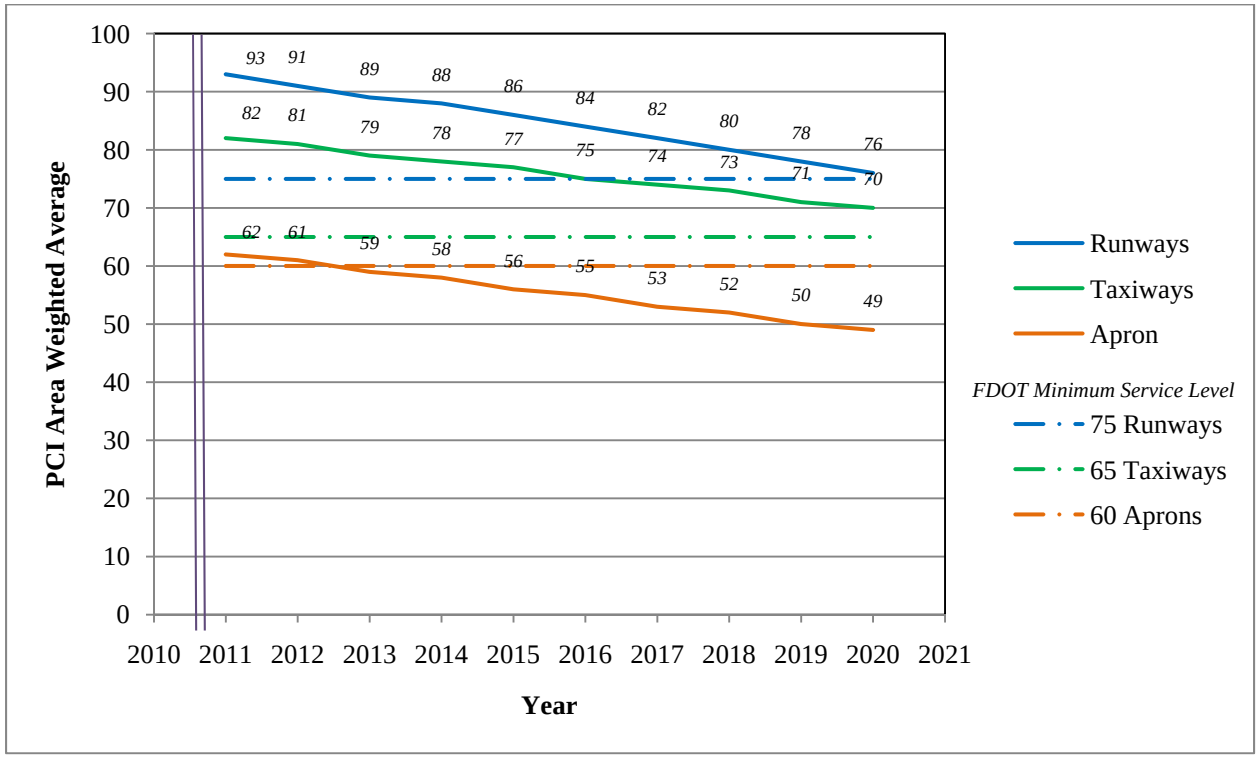
(c) Apron


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
14%
2%
27%
11%
44%
1%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

4. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 4-1 illustrates the predicted performance of pavements at Bob Sikes Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum service level for General Aviation (GA) airports.

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in the previous SAPMP update were used in this update for the development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 5-2 gives the critical PCI levels for General Aviation Airports.

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of General Aviation Airports.

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

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

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 5-4 summarizes the M&R activities for General Aviation Airports based on PCI value.

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently and only in the first year of the M&R analysis. In subsequent years, MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCIs. That is, for low PCI, it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly.

Using available unit cost data, the Major M&R Cost by Condition table was set up as shown in Table 5-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 5-6: M&R Activities and Unit Costs by Condition for General Aviation Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.06
		80	$0.24
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$3.00
		60	$3.42
		50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2011. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 6-1 presents the M&R list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	AAC	56,250	$353,812.53	44	Mill and Overlay	100
Apron	4110	AC	93,820	$865,208.27	36	Reconstruction	100
Apron	4115	AC	187,430	$1,865,866.11	35	Reconstruction	100
Apron	4120	AC	136,040	$316,701.32	64	Mill and Overlay	100
Hangar Apron	4210	AC	7,350	$100,107.03	12	Reconstruction	100
Helicopter Apron	4342	PCC	16,500	$103,785.01	45	Mill and Overlay	100
Connector Taxiways to Apron	305	AC	3,873	$12,188.34	61	Mill and Overlay	100
Connector Taxiways to Apron	310	AAC	3,873	$12,188.34	61	Mill and Overlay	100
Connector Taxiways to Apron	315	AC	1,700	$10,693.00	40	Mill and Overlay	100
Connector Taxiways to Apron	320	AAC	2,200	$29,964.01	19	Reconstruction	100
Connector Taxiways to Apron	325	AC	3,870	$24,342.30	48	Mill and Overlay	100
Connector Taxiways to Apron	330	AAC	3,873	$12,188.34	61	Mill and Overlay	100
Connector Taxiways to Apron	340	AC	7,345	$21,109.54	62	Mill and Overlay	100
Taxiway to RW 17-35	105	AAC	59,950	$377,085.53	49	Mill and Overlay	100
Taxiway to RW 17-35	115	AAC	19,865	$119,249.61	51	Mill and Overlay	100
Taxiway to RW 17-35	120	AAC	16,645	$61,703.05	59	Mill and Overlay	100
			Total	**$4,286,192.33**	**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

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
Apron	4105	AAC	56,250	$36,562.50	44	Microsurfacing	100
Apron	4110	AC	93,820	$865,208.27	36	Reconstruction	100
Apron	4115	AC	187,430	$1,865,866.11	35	Reconstruction	100
Apron	4120	AC	136,040	$88,426.00	64	Microsurfacing	100
Hangar Apron	4210	AC	7,350	$100,107.03	12	Reconstruction	100
Helicopter Apron	4342	PCC	16,500	$10,725.00	45	Microsurfacing	100
Connector Taxiways to Apron	305	AC	3,873	$2,517.45	61	Microsurfacing	100
Connector Taxiways to Apron	310	AAC	3,873	$2,517.45	61	Microsurfacing	100
Connector Taxiways to Apron	315	AC	1,700	$1,105.00	40	Microsurfacing	100
Connector Taxiways to Apron	320	AAC	2,200	$29,964.01	19	Reconstruction	100
Connector Taxiways to Apron	325	AC	3,870	$2,515.50	48	Microsurfacing	100
Connector Taxiways to Apron	330	AAC	3,873	$2,517.45	61	Microsurfacing	100
Connector Taxiways to Apron	340	AC	7,345	$4,774.25	62	Microsurfacing	100
Taxiway to RW 17-35	105	AAC	59,950	$38,967.50	49	Microsurfacing	100
Taxiway to RW 17-35	115	AAC	19,865	$12,912.25	51	Microsurfacing	100
Taxiway to RW 17-35	120	AAC	16,645	$10,819.25	59	Microsurfacing	100
			Total	**$3,075,505.02**	**47**		**100**

* Costs are adjusted for inflation.

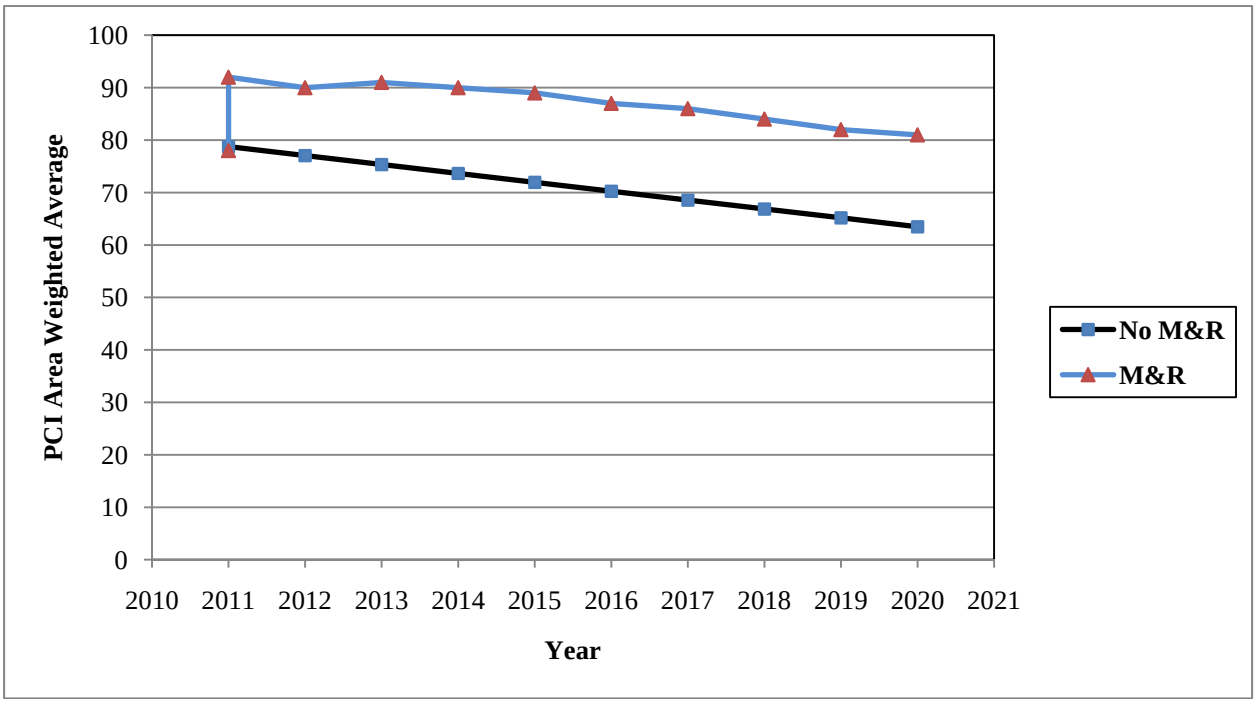
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to 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
Apron	AP	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	925.4	SqFt	$0.40	$370.16
Hangar Apron	AP HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,975.00	SqFt	$0.40	$1,590.01
Helicopter Apron	AP HELI	4340	OIL SPILLAGE	N	Patching - AC Shallow	354.1	SqFt	$2.90	$1,026.96
Helicopter Apron	AP HELI	4340	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,186.00	SqFt	$0.40	$8,474.46
West Run-up Apron at RW 17	AP RU	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	968.7	SqFt	$0.40	$387.47
Runway 17-35	RW 17-35	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	600	SqFt	$0.40	$240.00
Runway 17-35	RW 17-35	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	41,416.60	SqFt	$0.40	$16,566.78
Runway 17-35	RW 17-35	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,407.50	SqFt	$0.40	$2,163.02
Runway 17-35	RW 17-35	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,500.00	SqFt	$0.40	$1,000.00
Connector Taxiways to Apron	TW CONN	335	WEATH/RAVEL	L	Surface Seal - Rejuvenating	404	SqFt	$0.40	$161.59
Apron Taxiway to Helipad	TW HELI	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	307.4	SqFt	$0.40	$122.96
Taxiway Pmv	TW PMV	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	596.5	SqFt	$0.40	$238.60
Taxiway to RW 17-35	TW TO RW	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	72,886.60	SqFt	$0.40	$29,154.89
Taxiway to RW 17-35	TW TO RW	110	BLOCK CR	M	Crack Sealing - AC	270.9	Ft	$2.25	$609.58
Taxiway to RW 17-35	TW TO RW	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,108.20	SqFt	$0.40	$1,643.29
								Total =	$63,749.77

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 79 in 2011 to 63 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 18 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $5.0 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	$63,749.77	$4,286,192.34	$4,349,942.10
2012	$82,750.71	$0.00	$82,750.71
2013	$44,640.87	$613,180.65	$657,821.52
2014	$68,754.96	$0.00	$68,754.96
2015	$91,750.95	$92,518.77	$184,269.72
2016	$121,319.01	$39,952.38	$161,271.39
2017	$147,075.83	$0.00	$147,075.83
2018	$189,323.84	$0.00	$189,323.84
2019	$244,454.77	$0.00	$244,454.77
2020	$301,558.91	$0.00	$301,558.91
Total	**$1,355,379.62**	**$5,031,844.14**	**$6,387,223.75**

Note: Costs are adjusted for inflation.

Approximately 85% 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:

- **Apron** – Asphalt Pavement reconstruction and mill and overlay activity per the FAA P-401 Specification.
- **Hangar Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Helicopter Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Connector Taxiways to Apron** – Asphalt Pavement reconstruction and mill and overlay activity per the FAA P-401 Specification.
- **Taxiway to RW 17-35** – Asphalt Pavement mill and overlay 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 Bob Sikes 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:

- **Apron** – Asphalt Pavement reconstruction and mill and overlay activity per the FAA P-401 Specification.
- **Hangar Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Helicopter Apron** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Connector Taxiways to Apron** – Asphalt Pavement reconstruction and mill and overlay activity per the FAA P-401 Specification.
- **Taxiway to RW 17-35** – Asphalt Pavement mill and overlay 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.

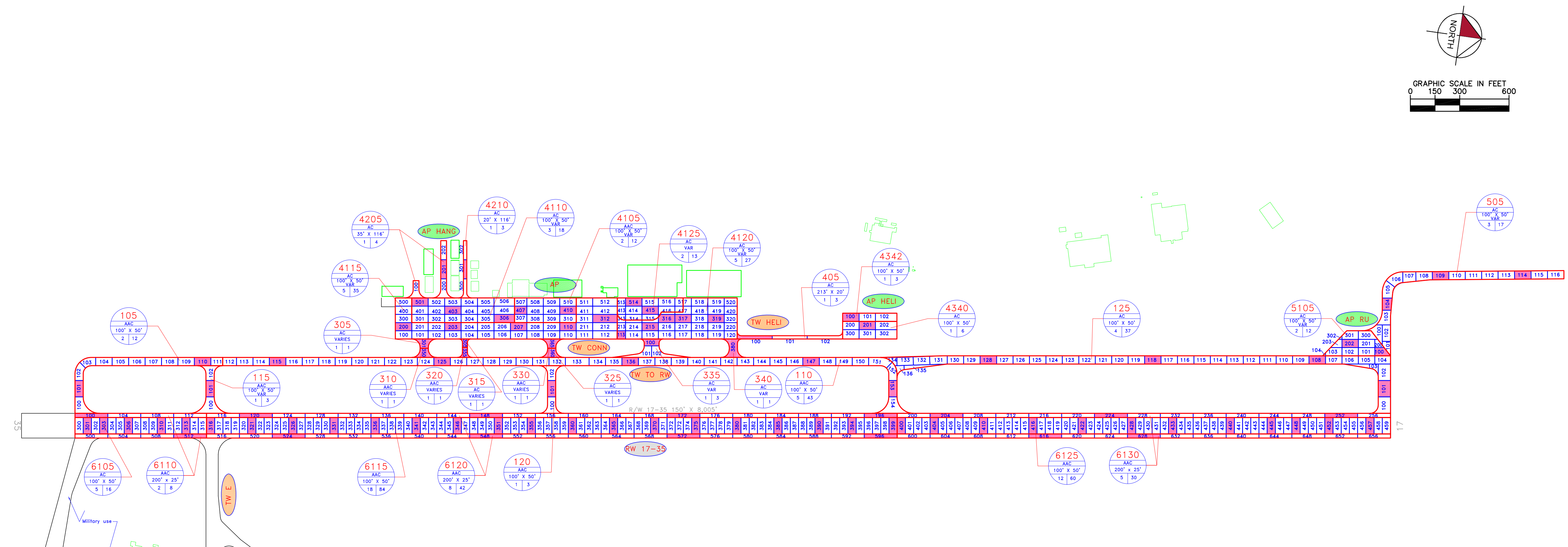
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



GPS COORDINATES -BOB SIKES AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 17-35	6130	204	30.7823376	-86.52295829
RW 17-35	6130	224	30.78505297	-86.52345671
RW 17-35	6130	252	30.78885448	-86.52415455
RW 17-35	6130	616	30.78402061	-86.52286421
RW 17-35	6130	628	30.78564983	-86.52316326
RW 17-35	6125	400	30.78161776	-86.52262467
RW 17-35	6125	404	30.78216084	-86.52272435
RW 17-35	6125	410	30.78297545	-86.52287387
RW 17-35	6125	416	30.78379006	-86.52302339
RW 17-35	6125	422	30.78460467	-86.52317292
RW 17-35	6125	428	30.78541928	-86.52332245
RW 17-35	6125	433	30.78609813	-86.52344706
RW 17-35	6125	440	30.78704851	-86.52362152
RW 17-35	6125	445	30.78772735	-86.52374613
RW 17-35	6125	448	30.78813465	-86.5238209
RW 17-35	6125	452	30.78867773	-86.52392059
RW 17-35	6125	457	30.78935657	-86.52404521
RW 17-35	6120	120	30.77093299	-86.52086521
RW 17-35	6120	148	30.77473453	-86.52156285
RW 17-35	6120	172	30.77799299	-86.52216087
RW 17-35	6120	196	30.78125145	-86.52275893
RW 17-35	6120	524	30.77152985	-86.52057178
RW 17-35	6120	548	30.77478832	-86.52116975
RW 17-35	6120	572	30.77804678	-86.52176776
RW 17-35	6120	596	30.78130523	-86.52236581
RW 17-35	6115	316	30.77021314	-86.52053164
RW 17-35	6115	321	30.77089199	-86.52065621
RW 17-35	6115	326	30.77157084	-86.52078078
RW 17-35	6115	331	30.77224969	-86.52090536
RW 17-35	6115	336	30.77292854	-86.52102993
RW 17-35	6115	341	30.77360738	-86.52115451
RW 17-35	6115	346	30.77428623	-86.52127909
RW 17-35	6115	351	30.77496508	-86.52140367

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 17-35	6115	355	30.77550815	-86.52150334
RW 17-35	6115	360	30.776187	-86.52162793
RW 17-35	6115	365	30.77686585	-86.52175251
RW 17-35	6115	370	30.77754469	-86.5218771
RW 17-35	6115	375	30.77822354	-86.52200169
RW 17-35	6115	380	30.77890238	-86.52212628
RW 17-35	6115	385	30.77958123	-86.52225088
RW 17-35	6115	390	30.78026007	-86.52237547
RW 17-35	6115	394	30.78080315	-86.52247515
RW 17-35	6115	399	30.78148199	-86.52259975
RW 17-35	6110	100	30.76821759	-86.52036693
RW 17-35	6110	512	30.76990061	-86.52027281
RW 17-35	6105	301	30.7681766	-86.52015793
RW 17-35	6105	303	30.76844814	-86.52020776
RW 17-35	6105	306	30.76885545	-86.5202825
RW 17-35	6105	310	30.76939853	-86.52038216
RW 17-35	6105	313	30.76980583	-86.5204569
AP RU	5105	100	30.78935676	-86.52548437
AP RU	5105	202	30.78881389	-86.5255577
AP HELI	4342	100	30.78050089	-86.52454425
AP HELI	4340	201	30.78079395	-86.52443684
AP HANG	4210	301	30.77400564	-86.52429336
AP HANG	4205	201	30.77365122	-86.52422831
AP	4125	415	30.77716946	-86.52407136
AP	4125	514	30.77687641	-86.52417876
AP	4120	113	30.77675882	-86.52351241
AP	4120	215	30.7772125	-86.52375688
AP	4120	316	30.77746252	-86.52396396
AP	4120	317	30.77773405	-86.5240138
AP	4120	319	30.77827713	-86.52411349
AP	4115	200	30.77313943	-86.5230093
AP	4115	203	30.77395404	-86.52315881
AP	4115	207	30.77504019	-86.52335816
AP	4115	210	30.77585481	-86.52350768

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP	4115	312	30.77644425	-86.52377706
AP	4110	306	30.77478108	-86.52347179
AP	4110	403	30.77391101	-86.52347328
AP	4110	501	30.77334641	-86.52353084
AP	4105	407	30.7750311	-86.52367887
AP	4105	410	30.77581177	-86.52382216
TW PMV	505	104	30.78931893	-86.52642386
TW PMV	505	109	30.79012947	-86.52712818
TW PMV	505	114	30.79148539	-86.52738995
TW HELI	405	100	30.77894214	-86.52387158
TW CONN	340	380	30.77862993	-86.5235836
TW CONN	335	100	30.77727587	-86.52347423
TW CONN	330	365	30.77566164	-86.52292496
TW CONN	325	360	30.77562585	-86.52316893
TW CONN	320	355	30.77422498	-86.52267197
TW CONN	315	305	30.77419365	-86.52290096
TW CONN	310	350	30.77355377	-86.52253745
TW CONN	305	301	30.77352025	-86.52278247
TW TO RW	125	101	30.78949734	-86.52479651
TW TO RW	125	108	30.78831386	-86.52514348
TW TO RW	125	118	30.78559849	-86.52464499
TW TO RW	125	128	30.78288313	-86.52414653
TW TO RW	120	101	30.7757467	-86.52227247
TW TO RW	115	101	30.77010672	-86.52123742
TW TO RW	110	115	30.77115133	-86.52196101
TW TO RW	110	125	30.77386672	-86.52245935
TW TO RW	110	136	30.77697311	-86.52302949
TW TO RW	110	147	30.77996003	-86.52357773
TW TO RW	110	153	30.78138228	-86.52330684
TW TO RW	105	101	30.76794402	-86.52084055
TW TO RW	105	110	30.76991311	-86.52173378

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

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
- AC — PAVEMENT TYPE
- 100' X 50' — TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 5 — NUMBER OF SAMPLE UNITS IN SECTION
- 14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 98

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT DRAWN: ALB CHECKED: DRB DATE:

NETWORK DEFINITION MAP

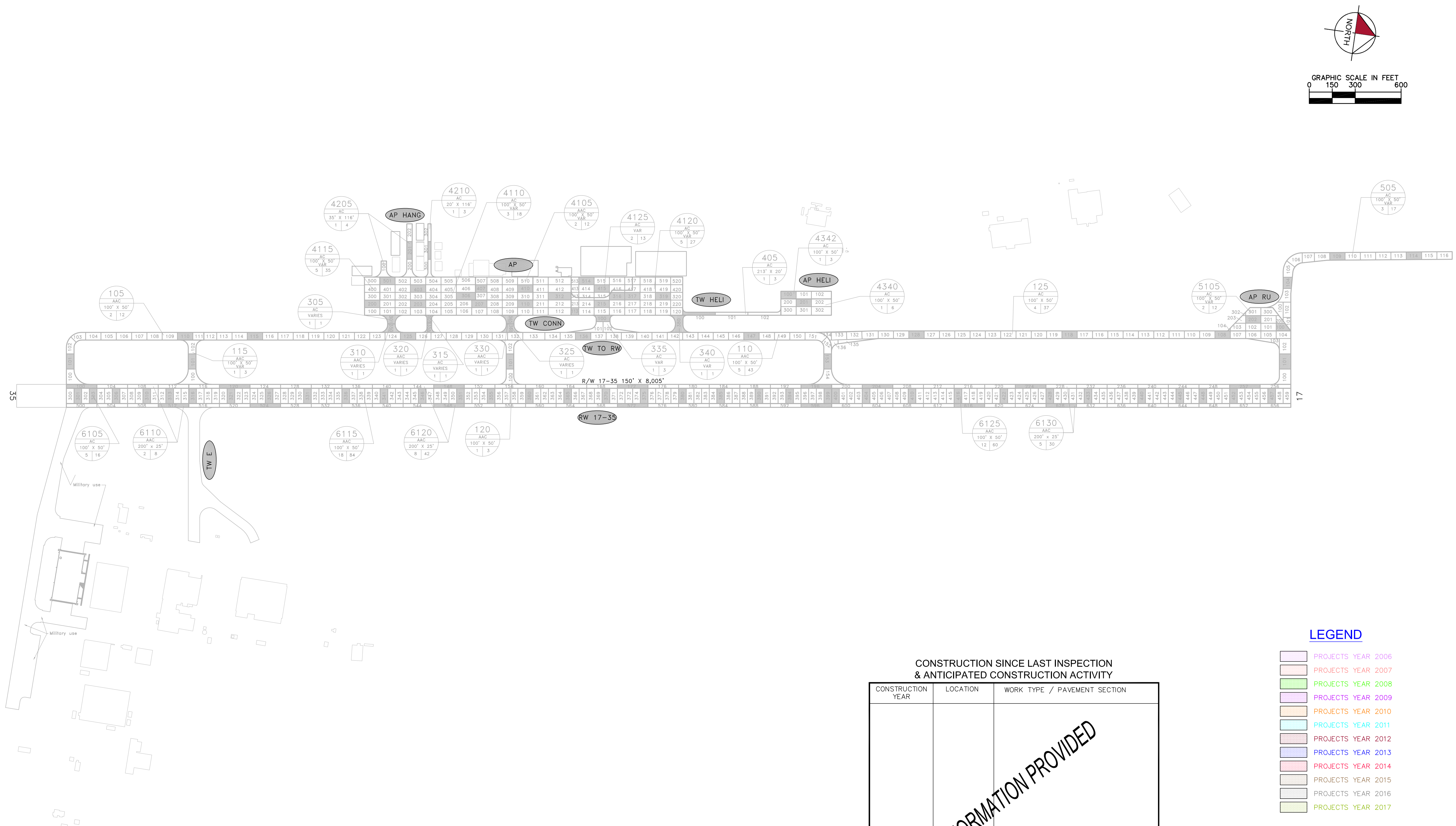
BOB SIKES AIRPORT

OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **CEW**

FDOT DISTRICT 3



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
		NO INFORMATION PROVIDED

LEGEND

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

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT DRAWN: ALB CHECKED: DRB DATE:

SYSTEM INVENTORY MAP

BOB SIKES AIRPORT
OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **CEW**

FDOT DISTRICT: 3

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	AP	APRON	4105	375	150	56,250	P	AAC	1/1/1980	2/7/2011	12
Apron	AP	APRON	4110	625	150	93,820	P	AC	1/1/1983	2/7/2011	18
Apron	AP	APRON	4115	1350	100	187,430	P	AC	1/1/1987	2/7/2011	35
Apron	AP	APRON	4120	730	185	136,040	P	AC	1/1/1984	2/7/2011	27
Apron	AP	APRON	4125	400	117	46,270	P	AC	1/1/2005	2/7/2011	13
Hangar Apron	AP HANG	APRON	4205	350	35	13,250	P	AC	1/1/1994	2/7/2011	4
Hangar Apron	AP HANG	APRON	4210	350	20	7,350	P	AC	1/1/1963	2/7/2011	3
Helicopter Apron	AP HELI	APRON	4340	330	100	35,310	P	AC	1/1/1987	2/7/2011	6
Helicopter Apron	AP HELI	APRON	4342	330	50	16,500	P	AC	1/1/1987	2/7/2011	3
West Run-up Apron at RW 17	AP RU	APRON	5105	415	100	42,670	P	AC	1/1/1996	2/7/2011	12
Runway 17-35	RW 17-35	RUNWAY	6105	800	100	80,000	P	AC	1/1/2008	2/7/2011	16
Runway 17-35	RW 17-35	RUNWAY	6110	1600	25	40,000	P	AAC	1/1/2008	2/7/2011	8
Runway 17-35	RW 17-35	RUNWAY	6115	4200	100	420,000	P	AAC	1/1/2008	2/7/2011	84
Runway 17-35	RW 17-35	RUNWAY	6120	8400	25	210,000	P	AAC	1/1/2008	2/7/2011	42
Runway 17-35	RW 17-35	RUNWAY	6125	3000	100	300,000	P	AAC	1/1/2008	2/7/2011	60
Runway 17-35	RW 17-35	RUNWAY	6130	6000	25	150,000	P	AAC	1/1/2008	2/7/2011	60
Connector Taxiways to Apron	TW CONN	TAXIWAY	305	50	50	3,873	P	AC	1/1/1987	2/7/2011	1
Connector Taxiways to Apron	TW CONN	TAXIWAY	310	75	40	3,873	P	AAC	1/1/1980	2/7/2011	1
Connector Taxiways to Apron	TW CONN	TAXIWAY	315	39	40	1,700	P	AC	1/1/1987	2/7/2011	1
Connector Taxiways to Apron	TW CONN	TAXIWAY	320	55	40	2,200	P	AAC	1/1/1980	2/7/2011	1
Connector Taxiways to Apron	TW CONN	TAXIWAY	325	79	40	3,870	P	AC	1/1/1987	2/7/2011	1
Connector Taxiways to Apron	TW CONN	TAXIWAY	330	95	40	3,873	P	AAC	1/1/1980	2/7/2011	1
Connector Taxiways to Apron	TW CONN	TAXIWAY	335	113	90	16,280	P	AC	1/1/2005	2/7/2011	3

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
Connector Taxiways to Apron	TW CONN	TAXIWAY	340	127	40	7,345	P	AC	1/1/1987	2/7/2011	1
Apron Taxiway to Helipad	TW HELI	TAXIWAY	405	639	20	13,095	P	AC	1/1/1987	2/7/2011	3
Taxiway PMV	TW PMV	TAXIWAY	505	1450	50	84,585	S	AC	1/1/2008	2/7/2011	17
Taxiway to RW 17-35	TW TO RW	TAXIWAY	105	1200	50	59,950	P	AAC	1/1/1985	2/7/2011	7
Taxiway to RW 17-35	TW TO RW	TAXIWAY	110	4300	50	222,215	P	AAC	1/1/1980	2/7/2011	43
Taxiway to RW 17-35	TW TO RW	TAXIWAY	115	300	50	19,865	P	AAC	1/1/1980	2/7/2011	3
Taxiway to RW 17-35	TW TO RW	TAXIWAY	120	300	50	16,645	P	AAC	1/1/1980	2/7/2011	3
Taxiway to RW 17-35	TW TO RW	TAXIWAY	125	3700	50	184,870	P	AC	1/1/1996	2/7/2011	37

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: CEW **Branch:** AP (APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** APRON **Rank:** P **Length:** 375.00 Ft **Width:** 150.00 Ft **True Area:** 56.250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980: 4" P-401 AND P-625 SEAL
01/01/1963	IMPORTED	BUILT		6.00	True	1963: DOUBLE BITUMINOUS SURFACE TREATMENT ON 6" SOIL CEMENT BASE

Network: CEW **Branch:** AP (APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** APRON **Rank:** P **Length:** 625.00 Ft **Width:** 150.00 Ft **True Area:** 93.820.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1983	IMPORTED	BUILT		4.00	True	1983: P-625 SEAL ON 4" P-401 ON 6" P-209 ON 4" SUBBASE (P-154?)

Network: CEW **Branch:** AP (APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank:** P **Length:** 1.350.00 Ft **Width:** 100.00 Ft **True Area:** 187.430.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT		4.00	True	1987: P-625 SEAL ON 4" P-401 ON 6" P-209 ON 4" P-154
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP

Network: CEW **Branch:** AP (APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank:** P **Length:** 730.00 Ft **Width:** 185.00 Ft **True Area:** 136.040.00 SqF

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

Network: CEW **Branch:** AP (APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank:** P **Length:** 400.00 Ft **Width:** 117.00 Ft **True Area:** 46.270.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	4" AC, 10" P-211, 6" LIMEROCK BASE, 12" TYPE B STABILIZATION LBR 40

Network: CEW **Branch:** AP HANG (HANGAR APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** APRON **Rank:** P **Length:** 350.00 Ft **Width:** 35.00 Ft **True Area:** 13.250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT			True	ESTIMATE 1994 AC PAVEMENT

Network: CEW **Branch:** AP HANG (HANGAR APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 01/01/1963 **Use:** APRON **Rank:** P **Length:** 350.00 Ft **Width:** 20.00 Ft **True Area:** 7.350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1963	IMPORTED	BUILT			True	ESTIMATED 1963 AC PAVEMENT

Network: CEW **Branch:** AP HELI (HELICOPTER APRON) **Section:** 4340 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank:** P **Length:** 330.00 Ft **Width:** 100.00 Ft **True Area:** 35.310.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1987	IMPORTED	BUILT		1.50	True	1987: 1.5" TYPE II AC ON 6" SAND/CLAY BASE ON 12" SUBGRADE

Network: CEW **Branch:** AP HELI (HELICOPTER APRON) **Section:** 4342 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank:** P **Length:** 330.00 Ft **Width:** 50.00 Ft **True Area:** 16,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1987	IMPORTED	BUILT		1.50	True	1987: 1.5" TYPE II AC ON 6" SAND/CLAY BASE ON 12" SUBGRADE

Network: CEW **Branch:** AP RU (WEST RUN-UP APRON AT RW 17) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** APRON **Rank:** P **Length:** 415.00 Ft **Width:** 100.00 Ft **True Area:** 42,670.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT		4.00	True	1996 4" P401 ON 13" P209 ON 12" P154 ON P152

Network: CEW **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 800.00 Ft **Width:** 100.00 Ft **True Area:** 80,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1998	IMPORTED	OVERLAY			True	SOIL TYPE: SP
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980 4" AC OVERLAY
01/01/1963	IMPORTED	BUILT		1.50	True	1963 1.5" AC SURFACE COURSE ON 1.5" AC BINDER COURSE ON 8" SOIL-CEMENT

Network: CEW **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 1,600.00 Ft **Width:** 25.00 Ft **True Area:** 40,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980 2" AC OVERLAY
01/01/1964	IMPORTED	BUILT		1.50	True	1964 1.5" AC SURFACE COURSE ON 1.5" AC BINDER COURSE ON 8" SOIL-CEMENT

Network: CEW **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 4,200.00 Ft **Width:** 100.00 Ft **True Area:** 420,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980 2" AC OVERLAY
01/01/1964	IMPORTED	OVERLAY		1.50	True	1964 1.5" AC SURFACE ON 1.5" AC BINDER
01/01/1963	IMPORTED	BUILT		1.50	True	1963 1.5" AC SURFACE ON 1.5" AC BINDER ON 10" SAND-CLAY BASE

Network: CEW **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6120 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 8,400.00 Ft **Width:** 25.00 Ft **True Area:** 210,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980 2" TAPERED AC OVERLAY
01/01/1964	IMPORTED	OVERLAY		1.50	True	1964 1.5" AC SURFACE ON 1.5" AC BINDER

01/01/1963	IMPORTED	BUILT		1.50	True	1963 1.5" AC SURFACE ON 1.5" AC BINDER ON 1963 8" SOIL-CEMENT BASE

Network: CEW **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6125 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 3.000.00 Ft **Width:** 100.00 Ft **True Area:** 300.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NC-AC	New Construction - AC	$0	0.00	True	
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980 2" AC OVERLAY
01/01/1964	IMPORTED	BUILT		1.50	True	1964 1.5" AC SURFACE ON 1.5" AC BINDER ON 10" SAND-CLAY BASE

Network: CEW **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6130 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 6.000.00 Ft **Width:** 25.00 Ft **True Area:** 150.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1998	IMPORTED	OVERLAY			True	SOIL TYPE: SP
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980 2" AC OVERLAY
01/01/1964	IMPORTED	BUILT		1.50	True	1964 1.5" AC SURFACE COURSE ON 1.5" AC BINDER COURSE ON 10" SAND-CLAY

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 Ft **Width:** 50.00 Ft **True Area:** 3.873.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT		4.00	True	1987: P-625 SEAL ON 4" P-401 ON 6" P-209 ON 4" P-154

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 Ft **Width:** 40.00 Ft **True Area:** 3.873.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980: 4" P-401 OVERLAY
01/01/1963	IMPORTED	BUILT		6.00	True	1963: DOUBLE BITUMINOUS SURFACE TREATMENT ON 6" SOIL CEMENT

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 315 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 39.00 Ft **Width:** 40.00 Ft **True Area:** 1.700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT		4.00	True	1987: P-625 SEAL ON 4" P-401 ON 6" P-209 ON 4" P-154

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 55.00 Ft **Width:** 40.00 Ft **True Area:** 2.200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980: 4" P-401 OVERLAY
01/01/1963	IMPORTED	BUILT		6.00	True	1963: DOUBLE BITUMINOUS SURFACE TREATMENT ON 6" SOIL CEMENT BASE

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 325 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 79.25 Ft **Width:** 40.00 Ft **True Area:** 3.870.00 SqF

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

01/01/1987	IMPORTED	BUILT		4.00	True	1987: P-625 SEAL ON 4" P-401 ON 6" P-209 ON 4" P-154

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 330 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 Ft **Width:** 40.00 Ft **True Area:** 3.873.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980: 4" P-401 OVERLAY
01/01/1963	IMPORTED	BUILT		6.00	True	1963: DOUBLE BITUMINOUS SURFACE TREATEMENT ON 6" SOIL CEMENT BASE

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 335 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** P **Length:** 113.00 Ft **Width:** 90.00 Ft **True Area:** 16.280.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	4" AC, 10" P-211, 6" LIMEROCK BASE, 12" TYPE B STABILIZATION LBR 40

Network: CEW **Branch:** TW CONN (CONNECTOR TAXIWAYS TO APRON) **Section:** 340 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 127.25 Ft **Width:** 40.00 Ft **True Area:** 7.345.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	ESTIMATE 1987 AC PAVEMENT

Network: CEW **Branch:** TW HELI (APRON TAXIWAY TO HELIPAD) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** P **Length:** 639.00 Ft **Width:** 20.00 Ft **True Area:** 13.095.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	ESTIMATE 1987 AC PAVEMENT

Network: CEW **Branch:** TW PMV (TAXIWAY PMV) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank:** S **Length:** 1.450.00 Ft **Width:** 50.00 Ft **True Area:** 84.585.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: CEW **Branch:** TW TO RW (TAXIWAY TO RW 17-35) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 1.200.00 Ft **Width:** 50.00 Ft **True Area:** 59.950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1985	IMPORTED	BUILT		4.00	True	1985 4" AC SURFACE ON 6" CRUSHED AGGREGATE ON 4" SUBBASE

Network: CEW **Branch:** TW TO RW (TAXIWAY TO RW 17-35) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 4.300.00 Ft **Width:** 50.00 Ft **True Area:** 222.215.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980 4" AC SURFACE
01/01/1963	IMPORTED	BUILT		1.50	True	1963 1.5" AC SURFACE ON 1.5" AC BINDER COURSE ON 8" SOIL-CEMENT BASE

Network: CEW **Branch:** TW TO RW (TAXIWAY TO RW 17-35) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 19.865.00 SqF

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

01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980 4" AC
01/01/1963	IMPORTED	BUILT		6.00	True	1963 DOUBLE BIT TREATMENT ON 6" SOIL-CEMENT BASE

Network: CEW **Branch:** TW TO RW (TAXIWAY TO RW 17-35) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 16.645.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	REPAIR			False	1999 AC OVERLAY
01/01/1980	IMPORTED	OVERLAY		4.00	True	1980 4" AC OVERLAY
01/01/1963	IMPORTED	BUILT		6.00	True	1963 DOUBLE BIT SURFACE TREATMENT ON 6" SOIL-CEMENT BASE

Network: CEW **Branch:** TW TO RW (TAXIWAY TO RW 17-35) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 3.700.00 Ft **Width:** 50.00 Ft **True Area:** 184.870.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT		4.00	True	1996 4" P401 ON 13" P209 ON 12" P154 ON 20" P152

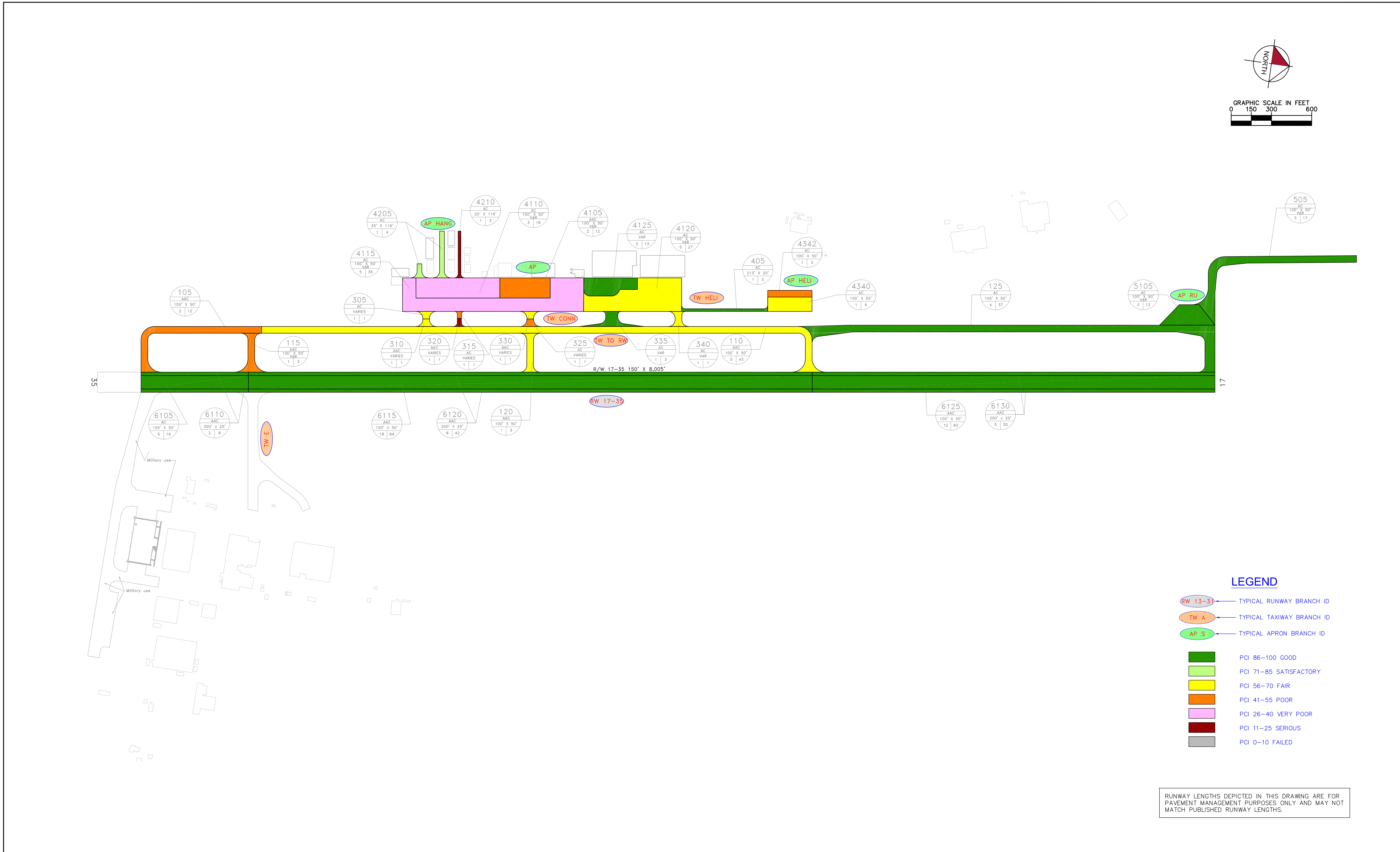
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	28	2,331,994.00	3.54	1.85
Complete Reconstruction - AC	5	900,000.00	.00	.00
Initial Construction	3	147,135.00	.00	.00
New Construction - AC	1	300,000.00	.00	
OVERLAY	22	2,774,231.00	3.00	1.12
REPAIR	10	1,518,675.00		

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE


NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
AP HANG
AP
TW CONN
TW TO RW
TW HELI
AP HELI
AP RU
RW 17-35
TW E
R/W 17-35 150' X 8,005'
35
17
Military use
Military use
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
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: ELT DRAWN: ALB CHECKED: DRB DATE:

2011 CONDITION MAP

BOB SIKES AIRPORT
OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **CEW**

FDOT DISTRICT: 3

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	AP	APRON	4105	56,250	P	AAC	2	12	44	Poor
Apron	AP	APRON	4110	93,820	P	AC	3	18	37	Very Poor
Apron	AP	APRON	4115	187,430	P	AC	5	35	36	Very Poor
Apron	AP	APRON	4120	136,040	P	AC	5	27	65	Fair
Apron	AP	APRON	4125	46,270	P	AC	2	13	92	Good
Hangar Apron	AP HANG	APRON	4205	13,250	P	AC	1	4	71	Satisfactory
Hangar Apron	AP HANG	APRON	4210	7,350	P	AC	1	3	13	Serious
Helicopter Apron	AP HELI	APRON	4340	35,310	P	AC	1	6	70	Fair
Helicopter Apron	AP HELI	APRON	4342	16,500	P	AC	1	3	46	Poor
West Run-up Apron at RW 17	AP RU	APRON	5105	42,670	P	AC	2	12	90	Good
Runway 17-35	RW 17-35	RUNWAY	6105	80,000	P	AC	5	16	100	Good
Runway 17-35	RW 17-35	RUNWAY	6110	40,000	P	AAC	2	8	93	Good
Runway 17-35	RW 17-35	RUNWAY	6115	420,000	P	AAC	18	84	91	Good
Runway 17-35	RW 17-35	RUNWAY	6120	210,000	P	AAC	8	42	97	Good
Runway 17-35	RW 17-35	RUNWAY	6125	300,000	P	AAC	12	60	96	Good
Runway 17-35	RW 17-35	RUNWAY	6130	150,000	P	AAC	5	60	96	Good
Connector Taxiways to Apron	TW CONN	TAXIWAY	305	3,873	P	AC	1	1	62	Fair
Connector Taxiways to Apron	TW CONN	TAXIWAY	310	3,873	P	AAC	1	1	62	Fair
Connector Taxiways to Apron	TW CONN	TAXIWAY	315	1,700	P	AC	1	1	41	Poor
Connector Taxiways to Apron	TW CONN	TAXIWAY	320	2,200	P	AAC	1	1	20	Serious
Connector Taxiways to Apron	TW CONN	TAXIWAY	325	3,870	P	AC	1	1	49	Poor
Connector Taxiways to Apron	TW CONN	TAXIWAY	330	3,873	P	AAC	1	1	62	Fair
Connector Taxiways to Apron	TW CONN	TAXIWAY	335	16,280	P	AC	1	3	92	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
Connector Taxiways to Apron	TW CONN	TAXIWAY	340	7,345	P	AC	1	1	63	Fair
Apron Taxiway to Helipad	TW HELI	TAXIWAY	405	13,095	P	AC	1	3	91	Good
Taxiway PMV	TW PMV	TAXIWAY	505	84,585	S	AC	3	17	99	Good
Taxiway to RW 17-35	TW TO RW	TAXIWAY	105	59,950	P	AAC	2	7	50	Poor
Taxiway to RW 17-35	TW TO RW	TAXIWAY	110	222,215	P	AAC	5	43	67	Fair
Taxiway to RW 17-35	TW TO RW	TAXIWAY	115	19,865	P	AAC	1	3	52	Poor
Taxiway to RW 17-35	TW TO RW	TAXIWAY	120	16,645	P	AAC	1	3	60	Fair
Taxiway to RW 17-35	TW TO RW	TAXIWAY	125	184,870	P	AC	4	37	92	Good

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: 3 /17/2011

Branch Condition Report

Pavement Database: NetworkID: CEW

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 (APRON)	5	3,480.00	140.40	519,810.00	APRON	54.80	21.33	49.62
AP HANG (HANGAR APRON)	2	700.00	27.50	20,600.00	APRON	42.00	29.00	50.31
AP HELI (HELICOPTER APRON)	2	660.00	75.00	51,810.00	APRON	58.00	12.00	62.36
AP RU (WEST RUN-UP APRON AT RW 17)	1	415.00	100.00	42,670.00	APRON	90.00	0.00	90.00
RW 17-35 (RUNWAY 17-35)	6	24,000.00	62.50	1,200,000.00	RUNWAY	95.50	2.87	94.59
TW CONN (CONNECTOR TAXIWAYS TO APRON)	8	633.50	47.50	43,014.00	TAXIWAY	56.38	19.44	69.38
TW HELI (APRON TAXIWAY TO HELIPAD)	1	639.00	20.00	13,095.00	TAXIWAY	91.00	0.00	91.00
TW PMV (TAXIWAY PMV)	1	1,450.00	50.00	84,585.00	TAXIWAY	99.00	0.00	99.00
TW TO RW (TAXIWAY TO RW 17-35)	5	9,800.00	50.00	503,545.00	TAXIWAY	64.20	15.16	73.33

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	10	634,890.00	56.40	24.10	53.40
RUNWAY	6	1,200,000.00	95.50	2.87	94.59
TAXIWAY	15	644,239.00	64.13	20.96	76.80
All	31	2,479,129.00	67.71	24.46	79.42

STD = Standard Deviation

Section Condition Report

Pavement Database: *NetworkID: CEW*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1980	AAC	APRON	P	0	56,250.00	02/07/2011	31	44.00
AP (APRON)	4110	01/01/1983	AC	APRON	P	0	93,820.00	02/07/2011	28	37.00
AP (APRON)	4115	01/01/1987	AC	APRON	P	0	187,430.00	02/07/2011	24	36.00
AP (APRON)	4120	01/01/1984	AC	APRON	P	0	136,040.00	02/07/2011	27	65.00
AP (APRON)	4125	01/01/2005	AC	APRON	P	0	46,270.00	02/07/2011	6	92.00
AP HANG (HANGAR APRON)	4205	01/01/1994	AC	APRON	P	0	13,250.00	02/07/2011	17	71.00
AP HANG (HANGAR APRON)	4210	01/01/1963	AC	APRON	P	0	7,350.00	02/07/2011	48	13.00
AP HELI (HELICOPTER APRON)	4340	01/01/1987	AC	APRON	P	0	35,310.00	02/07/2011	24	70.00
AP HELI (HELICOPTER APRON)	4342	01/01/1987	AC	APRON	P	0	16,500.00	02/07/2011	24	46.00
AP RU (WEST RUN-UP APRON AT RW 17)	5105	01/01/1996	AC	APRON	P	0	42,670.00	02/07/2011	15	90.00
RW 17-35 (RUNWAY 17-35)	6105	01/01/2008	AC	RUNWAY	P	0	80,000.00	01/01/2008	0	100.00
RW 17-35 (RUNWAY 17-35)	6110	01/01/2008	AAC	RUNWAY	P	0	40,000.00	02/07/2011	3	93.00
RW 17-35 (RUNWAY 17-35)	6115	01/01/2008	AAC	RUNWAY	P	0	420,000.00	02/07/2011	3	91.00
RW 17-35 (RUNWAY 17-35)	6120	01/01/2008	AAC	RUNWAY	P	0	210,000.00	02/07/2011	3	97.00
RW 17-35 (RUNWAY 17-35)	6125	01/01/2008	AAC	RUNWAY	P	0	300,000.00	02/07/2011	3	96.00
RW 17-35 (RUNWAY 17-35)	6130	01/01/2008	AAC	RUNWAY	P	0	150,000.00	02/07/2011	3	96.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	305	01/01/1987	AC	TAXIWAY	P	0	3,873.00	02/07/2011	24	62.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	310	01/01/1980	AAC	TAXIWAY	P	0	3,873.00	02/07/2011	31	62.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	315	01/01/1987	AC	TAXIWAY	P	0	1,700.00	02/07/2011	24	41.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	320	01/01/1980	AAC	TAXIWAY	P	0	2,200.00	02/07/2011	31	20.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	325	01/01/1987	AC	TAXIWAY	P	0	3,870.00	02/07/2011	24	49.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	330	01/01/1980	AAC	TAXIWAY	P	0	3,873.00	02/07/2011	31	62.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	335	01/01/2005	AC	TAXIWAY	P	0	16,280.00	02/07/2011	6	92.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	340	01/01/1987	AC	TAXIWAY	P	0	7,345.00	02/07/2011	24	63.00
TW HELI (APRON TAXIWAY TO HELIPAD)	405	01/01/1987	AC	TAXIWAY	P	0	13,095.00	02/07/2011	24	91.00

Section Condition Report

Pavement Database: *NetworkID: CEW*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW PMV (TAXIWAY PMV)	505	01/01/2008	AC	TAXIWAY	S	0	84,585.00	02/07/2011	3	99.00
TW TO RW (TAXIWAY TO RW 17-35)	105	01/01/1985	AAC	TAXIWAY	P	0	59,950.00	02/07/2011	26	50.00
TW TO RW (TAXIWAY TO RW 17-35)	110	01/01/1980	AAC	TAXIWAY	P	0	222,215.00	02/07/2011	31	67.00
TW TO RW (TAXIWAY TO RW 17-35)	115	01/01/1980	AAC	TAXIWAY	P	0	19,865.00	02/07/2011	31	52.00
TW TO RW (TAXIWAY TO RW 17-35)	120	01/01/1980	AAC	TAXIWAY	P	0	16,645.00	02/07/2011	31	60.00
TW TO RW (TAXIWAY TO RW 17-35)	125	01/01/1996	AC	TAXIWAY	P	0	184,870.00	02/07/2011	15	92.00

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	80,000.00	1	100.00	0.00	100.00
03-05	3.00	1,204,585.00	6	95.33	2.62	94.54
06-10	6.00	62,550.00	2	92.00	0.00	92.00
11-15	15.00	227,540.00	2	91.00	1.00	91.62
16-20	17.00	13,250.00	1	71.00	0.00	71.00
21-25	24.00	269,123.00	8	57.25	16.84	45.08
26-30	27.00	289,810.00	3	50.67	11.44	52.83
31-35	31.00	324,921.00	7	52.43	15.00	61.31
over 40	48.00	7,350.00	1	13.00	0.00	13.00
All	19.84	2,479,129.00	31	67.71	24.46	79.42

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

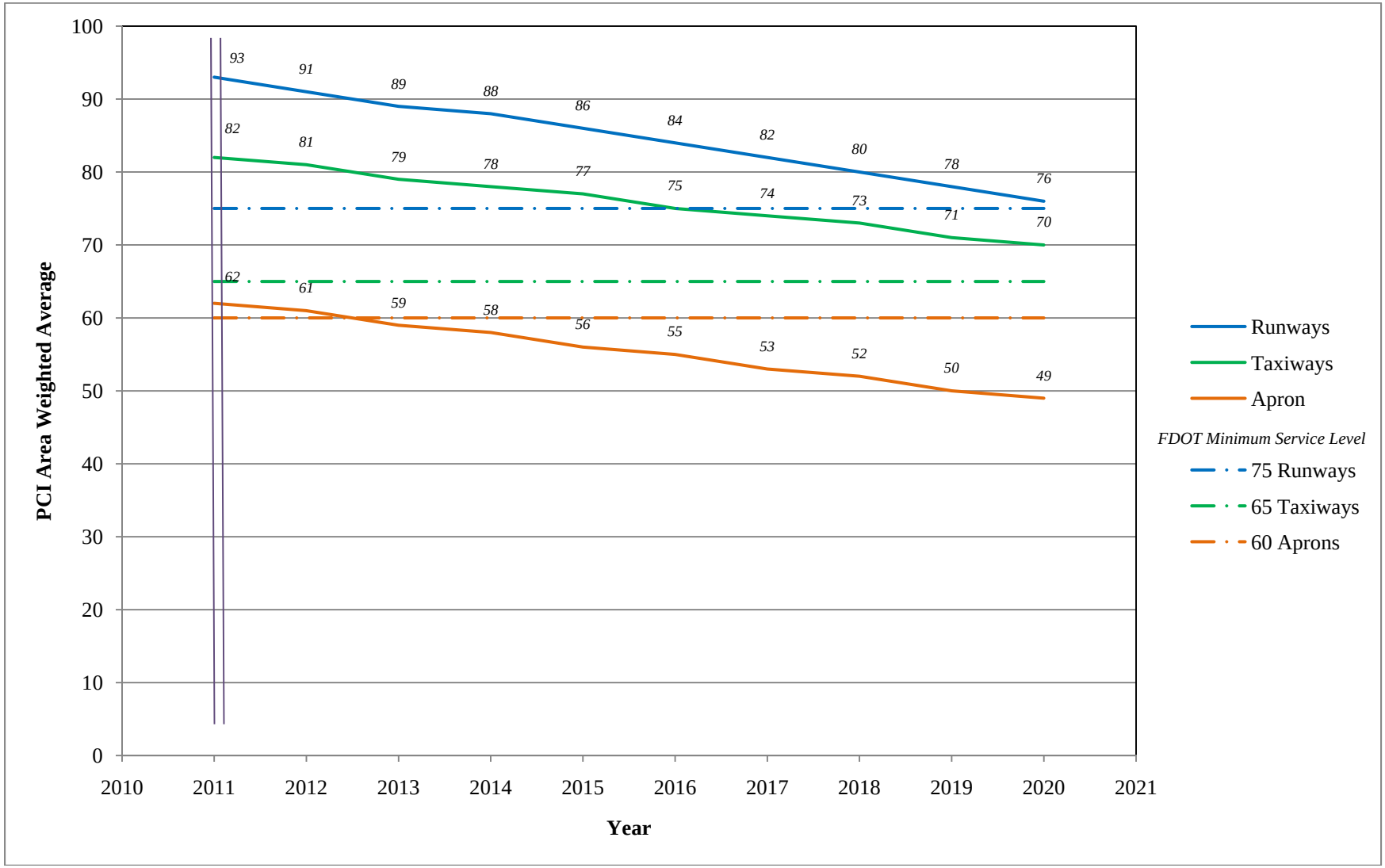
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Apron	AP	4105	44	44	42	41	40	39	38	37	36	35	34
Apron	AP	4110	37	36	35	34	32	31	29	28	26	25	23
Apron	AP	4115	36	35	34	33	31	30	28	27	25	24	22
Apron	AP	4120	65	64	63	62	60	59	57	56	54	53	51
Apron	AP	4125	92	91	90	89	87	86	84	83	81	80	78
Hangar Apron	AP HANG	4205	71	70	69	68	66	65	63	62	60	59	57
Hangar Apron	AP HANG	4210	13	12	11	10	8	7	5	4	2	1	0
Helicopter Apron	AP HELI	4340	70	69	68	67	65	64	62	61	59	58	56
Helicopter Apron	AP HELI	4342	46	45	44	43	41	40	38	37	35	34	32
West Run-up Apron at RW 17	AP RU	5105	90	89	88	87	85	84	82	81	79	78	76
Runway 17-35	RW 17-35	6105	100	99	98	96	95	94	92	91	89	88	86
Runway 17-35	RW 17-35	6110	93	92	90	88	86	84	82	81	79	77	75
Runway 17-35	RW 17-35	6115	91	90	88	86	84	82	80	79	77	75	73
Runway 17-35	RW 17-35	6120	97	96	94	92	90	88	86	85	83	81	79
Runway 17-35	RW 17-35	6125	96	95	93	91	89	87	85	84	82	80	78
Runway 17-35	RW 17-35	6130	96	95	93	91	89	87	85	84	82	80	78
Connector Taxiways to Apron	TW CONN	305	62	61	60	58	56	54	53	51	49	48	46
Connector Taxiways to Apron	TW CONN	310	62	61	60	58	56	54	53	51	49	47	46
Connector Taxiways to Apron	TW CONN	315	41	40	39	37	35	33	32	30	28	27	25
Connector Taxiways to Apron	TW CONN	320	20	19	18	16	14	12	11	9	7	5	4
Connector Taxiways to Apron	TW CONN	325	49	48	47	45	43	41	40	38	36	35	33
Connector Taxiways to Apron	TW CONN	330	62	61	60	58	56	54	53	51	49	47	46
Connector Taxiways to Apron	TW CONN	335	92	91	90	88	86	84	83	81	79	78	76
Connector Taxiways to Apron	TW CONN	340	63	62	61	59	57	55	54	52	50	49	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
Apron Taxiway to Helipad	TW HELI	405	91	90	89	87	85	83	82	80	78	77	75
Taxiway Pmv	TW PMV	505	99	99	99	98	98	98	97	97	97	96	96
Taxiway to RW 17-35	TW TO RW	105	50	49	48	46	44	42	41	39	37	35	34
Taxiway to RW 17-35	TW TO RW	110	67	66	65	63	61	59	58	56	54	52	51
Taxiway to RW 17-35	TW TO RW	115	52	51	50	48	46	44	43	41	39	37	36
Taxiway to RW 17-35	TW TO RW	120	60	59	58	56	54	52	51	49	47	45	44
Taxiway to RW 17-35	TW TO RW	125	92	91	90	88	86	84	83	81	79	78	76

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
Apron	AP	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	925.4	SqFt	$0.40	$370.16
Hangar Apron	AP HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,975.00	SqFt	$0.40	$1,590.01
Helicopter Apron	AP HELI	4340	OIL SPILLAGE	N	Patching - AC Shallow	354.1	SqFt	$2.90	$1,026.96
Helicopter Apron	AP HELI	4340	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,186.00	SqFt	$0.40	$8,474.46
West Run-up Apron at RW 17	AP RU	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	968.7	SqFt	$0.40	$387.47
Runway 17-35	RW 17-35	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	600	SqFt	$0.40	$240.00
Runway 17-35	RW 17-35	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	41,416.60	SqFt	$0.40	$16,566.78
Runway 17-35	RW 17-35	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,407.50	SqFt	$0.40	$2,163.02
Runway 17-35	RW 17-35	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,500.00	SqFt	$0.40	$1,000.00
Connector Taxiways to Apron	TW CONN	335	WEATH/RAVEL	L	Surface Seal - Rejuvenating	404	SqFt	$0.40	$161.59
Apron Taxiway to Helipad	TW HELI	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	307.4	SqFt	$0.40	$122.96
Taxiway Pmv	TW PMV	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	596.5	SqFt	$0.40	$238.60
Taxiway to RW 17-35	TW TO RW	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	72,886.60	SqFt	$0.40	$29,154.89
Taxiway to RW 17-35	TW TO RW	110	BLOCK CR	M	Crack Sealing - AC	270.9	Ft	$2.25	$609.58
Taxiway to RW 17-35	TW TO RW	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,108.20	SqFt	$0.40	$1,643.29
								Total =	$63,749.77

APPENDIX F

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

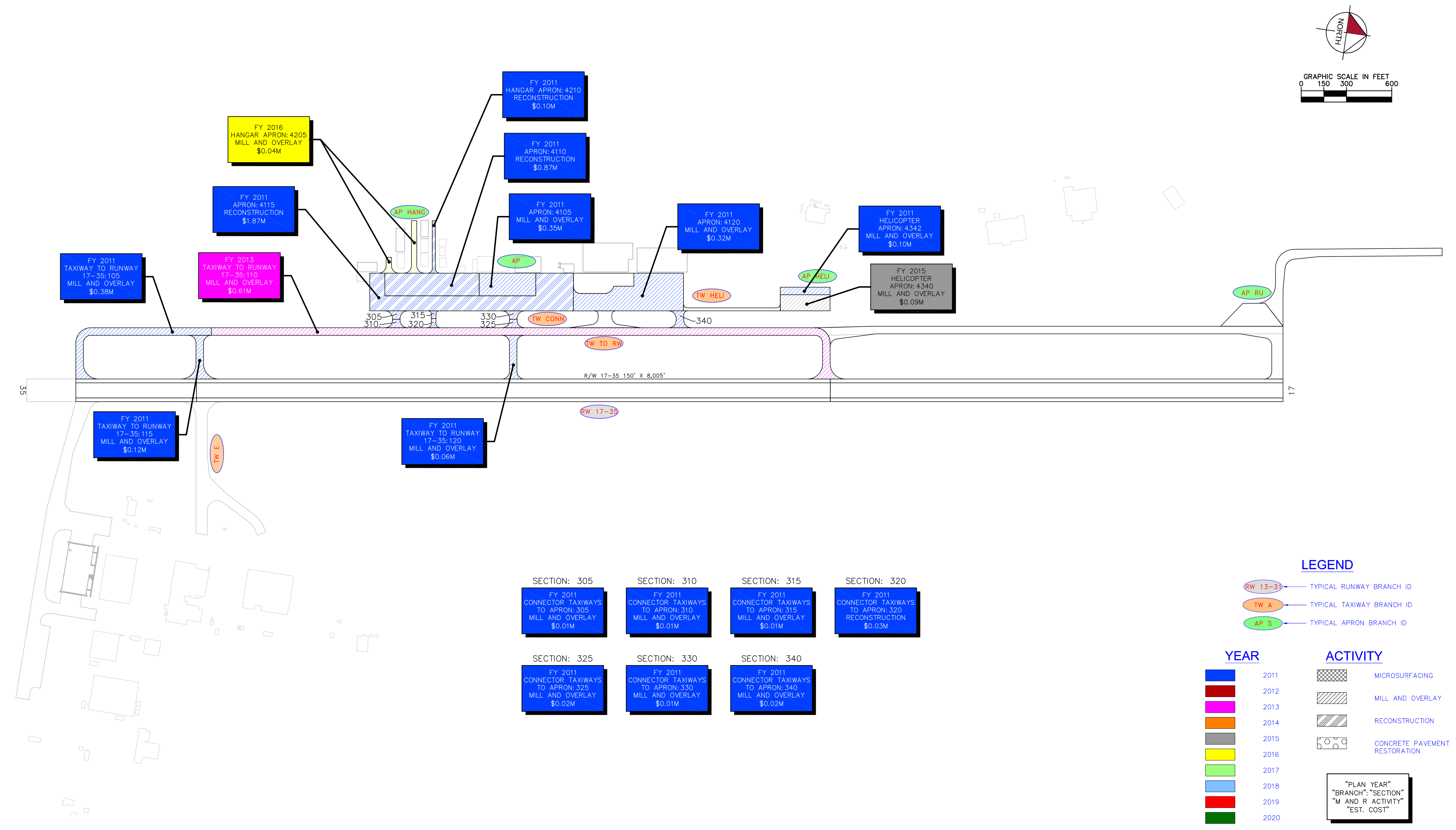
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

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	Apron	4105	AAC	56,250	$353,812.53	44	Mill and Overlay	100
2011	Apron	4110	AC	93,820	$865,208.27	36	Reconstruction	100
2011	Apron	4115	AC	187,430	$1,865,866.11	35	Reconstruction	100
2011	Apron	4120	AC	136,040	$316,701.32	64	Mill and Overlay	100
2011	Hangar Apron	4210	AC	7,350	$100,107.03	12	Reconstruction	100
2011	Helicopter Apron	4342	PCC	16,500	$103,785.01	45	Mill and Overlay	100
2011	Connector Taxiways to Apron	305	AC	3,873	$12,188.34	61	Mill and Overlay	100
2011	Connector Taxiways to Apron	310	AAC	3,873	$12,188.34	61	Mill and Overlay	100
2011	Connector Taxiways to Apron	315	AC	1,700	$10,693.00	40	Mill and Overlay	100
2011	Connector Taxiways to Apron	320	AAC	2,200	$29,964.01	19	Reconstruction	100
2011	Connector Taxiways to Apron	325	AC	3,870	$24,342.30	48	Mill and Overlay	100
2011	Connector Taxiways to Apron	330	AAC	3,873	$12,188.34	61	Mill and Overlay	100
2011	Connector Taxiways to Apron	340	AC	7,345	$21,109.54	62	Mill and Overlay	100
2011	Taxiway to RW 17-35	105	AAC	59,950	$377,085.53	49	Mill and Overlay	100
2011	Taxiway to RW 17-35	115	AAC	19,865	$119,249.61	51	Mill and Overlay	100
2011	Taxiway to RW 17-35	120	AAC	16,645	$61,703.05	59	Mill and Overlay	100
2013	Taxiway to RW 17-35	110	AAC	222,215	$613,180.65	63	Mill and Overlay	100
2015	Helicopter Apron	4340	AC	35,310	$92,518.77	64	Mill and Overlay	100
2016	Hangar Apron	4205	AC	13,250	$39,952.38	63	Mill and Overlay	100
				Total	**$5,031,844.13**	**49**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
FY 2011 HANGAR APRON: 4210 RECONSTRUCTION $0.10M
FY 2016 HANGAR APRON: 4205 MILL AND OVERLAY $0.04M
FY 2011 APRON: 4110 RECONSTRUCTION $0.87M
FY 2011 APRON: 4115 RECONSTRUCTION $1.87M
FY 2011 APRON: 4105 MILL AND OVERLAY $0.35M
FY 2011 APRON: 4120 MILL AND OVERLAY $0.32M
FY 2011 HELICOPTER APRON: 4342 MILL AND OVERLAY $0.10M
FY 2015 HELICOPTER APRON: 4340 MILL AND OVERLAY $0.09M
FY 2011 TAXIWAY TO RUNWAY 17-35: 105 MILL AND OVERLAY $0.38M
FY 2013 TAXIWAY TO RUNWAY 17-35: 110 MILL AND OVERLAY $0.61M
FY 2011 TAXIWAY TO RUNWAY 17-35: 115 MILL AND OVERLAY $0.12M
FY 2011 TAXIWAY TO RUNWAY 17-35: 120 MILL AND OVERLAY $0.06M
AP HANG
AP
AP HELI
AP RU
TW HELI
TW CONN
TW TO RW
TW E
RW 17-35
305
310
315
320
330
325
340
R/W 17-35 150' X 8,005'
35
17
SECTION: 305
FY 2011 CONNECTOR TAXIWAYS TO APRON: 305 MILL AND OVERLAY $0.01M
SECTION: 310
FY 2011 CONNECTOR TAXIWAYS TO APRON: 310 MILL AND OVERLAY $0.01M
SECTION: 315
FY 2011 CONNECTOR TAXIWAYS TO APRON: 315 MILL AND OVERLAY $0.01M
SECTION: 320
FY 2011 CONNECTOR TAXIWAYS TO APRON: 320 RECONSTRUCTION $0.03M
SECTION: 325
FY 2011 CONNECTOR TAXIWAYS TO APRON: 325 MILL AND OVERLAY $0.02M
SECTION: 330
FY 2011 CONNECTOR TAXIWAYS TO APRON: 330 MILL AND OVERLAY $0.01M
SECTION: 340
FY 2011 CONNECTOR TAXIWAYS TO APRON: 340 MILL AND OVERLAY $0.02M
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
YEAR
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
ACTIVITY
MICROSURFACING
MILL AND OVERLAY
RECONSTRUCTION
CONCRETE PAVEMENT RESTORATION
"PLAN YEAR" "BRANCH":"SECTION" "M AND R ACTIVITY" "EST. COST"

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

NUMBER	DATE	REVISIONS

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

10-YEAR M & R MAP

BOB SIKES AIRPORT
OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **CEW**
FDOT DISTRICT: 3

APPENDIX H

PHOTOGRAPHS

Apron, Section 4115, Sample Unit 200 – Medium severity (43) Block Cracking, high severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, medium severity (52) Weathering and Raveling

Apron, Section 4115, Sample Unit 200 – Medium severity (43) Block Cracking, high severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, medium severity (52) Weathering and Raveling

Apron, Section 4110, Sample Unit 501 – Medium severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, medium severity (52) Weathering and Raveling

Apron, Section 4110, Sample Unit 501 – Medium severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, medium severity (52) Weathering and Raveling

Apron, Section 4115, Sample Unit 312 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Apron, Section 4115, Sample Unit 312 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 17-35, Section 6125, Sample Unit 404 – No distresses observed

Runway 17-35, Section 6125, Sample Unit 404 – No distresses observed

Taxiway, Section 105, Sample Unit 101 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway, Section 105, Sample Unit 101 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway A4, Section 110, Sample Unit 153 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway A4, Section 110, Sample Unit 153 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP Name: APRON Use: APRON Area: 519,810.00SqFt

Section: 4105 of 5 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 56,250.00SqFt Length: 375.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 12 Surveyed: 2
Conditions: PCI:44.00 |
Inspection Comments: KHA

Sample Number: 407 Type: R Area: 3,750.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft	Comments:
43 BLOCK CRACKING	L	630.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	183.00	Ft	Comments:
43 BLOCK CRACKING	L	920.00	SqFt	Comments:

Sample Number: 410 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	M	4,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP Name: APRON Use: APRON Area: 519,810.00SqFt

Section: 4110 of 5 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 93,820.00SqFt Length: 625.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 18 Surveyed: 3
Conditions: PCI:37.00 |
Inspection Comments: KHA

Sample Number: 306 Type: R Area: 6,250.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	Comments:
43 BLOCK CRACKING	L	1,100.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,000.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	M	2,800.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,000.00	SqFt	Comments:

Sample Number: 501 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	M	4,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP Name: APRON Use: APRON Area: 519,810.00SqFt

Section: 4115 of 5 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 187,430.00SqFt Length: 1,350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 35 Surveyed: 5
Conditions: PCI:36.00 |
Inspection Comments: KHA

Sample Number: 200 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	500.00	Ft	Comments:
43 BLOCK CRACKING	M	360.00	SqFt	Comments:
49 OIL SPILLAGE	N	32.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,000.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	M	3,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,200.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	350.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	247.00	Ft	Comments:
43 BLOCK CRACKING	L	600.00	SqFt	Comments:

Sample Number: 210 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	L	220.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,200.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 7,500.00SqFt
Sample Comments:

43 BLOCK CRACKING	M	6,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	6,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP Name: APRON Use: APRON Area: 519,810.00SqFt

Section: 4120 of 5 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 136,040.00SqFt Length: 730.00Ft Width: 185.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 27 Surveyed: 5
Conditions: PCI:65.00 |
Inspection Comments: KHA

Sample Number: 113 Type: R Area: 2,500.00SqFt
Sample Comments:

43 BLOCK CRACKING	L	1,250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	22.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 215 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	442.00	Ft	Comments:
52 WEATHERING/RAVELING	L	800.00	SqFt	Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	L	396.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,200.00	SqFt	Comments:
43 BLOCK CRACKING	L	625.00	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	M	251.00	Ft	Comments:
43 BLOCK CRACKING	L	1,300.00	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	M	319.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	58.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,800.00	SqFt	Comments:
43 BLOCK CRACKING	L	600.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP Name: APRON Use: APRON Area: 519,810.00SqFt

Section: 4125 of 5 From: To: Last Const.: 1/1/2005
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 46,270.00SqFt Length: 400.00Ft Width: 117.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 13 Surveyed: 2
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 415 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 514 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP HANG Name: HANGAR APRON Use: APRON Area: 20,600.00SqFt

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Section: 4205 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,250.00SqFt Length: 350.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:71.00 |
Inspection Comments: KHA

Sample Number: 201 Type: R Area: 4,060.00SqFt
Sample Comments:

50 PATCHING	L	1,160.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,218.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP HANG Name: HANGAR APRON Use: APRON Area: 20,600.00SqFt

Section: 4210 of 2 From: - To: - Last Const.: 1/1/1963
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 7,350.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:13.00 |
Inspection Comments: KHA

Sample Number: 301 Type: R Area: 2,120.00SqFt
Sample Comments: Total Area reduced by 10' of PCC

50 PATCHING	L	330.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	770.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	770.00	SqFt	Comments:
50 PATCHING	L	330.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,200.00	SqFt	Comments:
45 DEPRESSION	M	30.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP HELI Name: HELICOPTER APRON Use: APRON Area: 51,810.00SqFt

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Section: 4340 of 2 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 35,310.00SqFt Length: 330.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments: KHA

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	348.00	Ft	Comments:
52 WEATHERING/RAVELING	L	3,000.00	SqFt	Comments:
49 OIL SPILLAGE	N	40.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP HELI Name: HELICOPTER APRON Use: APRON Area: 51,810.00SqFt

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Section: 4342 of 2 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 16,500.00SqFt Length: 330.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:46.00 |
Inspection Comments: KHA

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

52 WEATHERING/RAVELING	M	3,000.00	SqFt	Comments:
49 OIL SPILLAGE	N	30.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	380.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: AP RU Name: WEST RUN-UP APRON AT RW 1 Use: APRON Area: 42,670.00SqFt

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Section: 5105 of 1 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 42,670.00SqFt Length: 415.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 12 Surveyed: 2
Conditions: PCI:90.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 3,810.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 1,200,000.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 80,000.00SqFt Length: 800.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 16 Surveyed: 5
Conditions: PCI:0.00 |
Inspection Comments: KHA

Sample Number: 301 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	95.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	101.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 1,200,000.00SqFt

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Section: 6110 of 6 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 1,600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:93.00 |
Inspection Comments: KHA

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

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:

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

52	WEATHERING/RAVELING	L	150.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 1,200,000.00SqFt

Section: 6115 of 6 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 420,000.00SqFt Length: 4,200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/7/2011 Total Samples: 84 Surveyed: 18
Conditions: PCI:91.00 |
Inspection Comments: KHA

Sample Number: 316 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

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

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 331 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	22.00 Ft	Comments:

Sample Number: 336 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 341 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

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

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:

Sample Number: 351 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	375.00 SqFt	Comments:

Sample Number: 355 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 360 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

52 WEATHERING/RAVELING L 950.00 SqFt Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt
Sample Comments:
52 WEATHERING/RAVELING L 625.00 SqFt Comments:

Sample Number: 375 Type: R Area: 5,000.00SqFt
Sample Comments:
52 WEATHERING/RAVELING L 625.00 SqFt Comments:

Sample Number: 380 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 385 Type: R Area: 5,000.00SqFt
Sample Comments:
52 WEATHERING/RAVELING L 200.00 SqFt Comments:

Sample Number: 390 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 394 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 399 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 1,200,000.00SqFt

Section: 6120 of 6 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 210,000.00SqFt Length: 8,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 42 Surveyed: 8
Conditions: PCI:97.00 |
Inspection Comments: KHA

Sample Number: 120 Type: R Area: 5,000.00SqFt
Sample Comments:

43 BLOCK CRACKING	L	30.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	800.00 SqFt	Comments:

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

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 524 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 548 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 572 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 596 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 1,200,000.00SqFt

Section: 6125 of 6 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 300,000.00SqFt Length: 3,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/7/2011 Total Samples: 60 Surveyed: 12
Conditions: PCI:96.00 |
Inspection Comments: KHA

Sample Number: 400 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 404 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 410 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 416 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 422 Type: R Area: 5,000.00SqFt
Sample Comments:
52 WEATHERING/RAVELING L 500.00 SqFt Comments:

Sample Number: 428 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 68.00 Ft Comments:

Sample Number: 433 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 46.00 Ft Comments:

Sample Number: 440 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:

Sample Number: 445 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 62.00 Ft Comments:

Sample Number: 448 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 112.00 Ft Comments:

Sample Number: 452 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 81.00 Ft Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Sample Number: 457 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 1,200,000.00SqFt

Section: 6130 of 6 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 150,000.00SqFt Length: 6,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 60 Surveyed: 5
Conditions: PCI:96.00 |
Inspection Comments: KHA

Sample Number: 204 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:

Sample Number: 224 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 25.00 Ft Comments:

Sample Number: 252 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 57.00 Ft Comments:

Sample Number: 616 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 1.00 Ft Comments:

Sample Number: 628 Type: R Area: 5,000.00SqFt
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 305 of 8 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 3,873.00SqFt Length: 50.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments: KHA

Sample Number: 301 Type: R Area: 3,873.00SqFt
Sample Comments: KHA (3/11) - AREA CHANGED FROM 25

43	BLOCK CRACKING	L	2,035.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	1,200.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 310 of 8 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,873.00SqFt Length: 75.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments: KHA

Sample Number: 350 Type: R Area: 3,873.00SqFt
Sample Comments: 3/2011 (KHA) - AREA CHANGED FROM

48	LONGITUDINAL/TRANSVERSE CRACKING	M	143.00	Ft	Comments:
43	BLOCK CRACKING	L	1,575.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 315 of 8 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 1,700.00SqFt Length: 39.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:41.00 |
Inspection Comments: KHA

Sample Number: 305 Type: R Area: 1,700.00SqFt
Sample Comments: 3/11 (KHA) - CHANGED FROM 1560

48	LONGITUDINAL/TRANSVERSE CRACKING	M	51.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft	Comments:
52	WEATHERING/RAVELING	M	1,200.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 320 of 8 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,200.00SqFt Length: 55.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:20.00 |
Inspection Comments: KHA

Sample Number: 355 Type: R Area: 2,200.00SqFt
Sample Comments: 3/11 (KHA) - CHANGED AREA FROM 22

43	BLOCK CRACKING	L	100.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	1,000.00	SqFt	Comments:
52	WEATHERING/RAVELING	H	70.00	SqFt	Comments:
50	PATCHING	M	16.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	41.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	138.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 325 of 8 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 3,870.00SqFt Length: 79.25Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:49.00 |
Inspection Comments: KHA

Sample Number: 365 Type: R Area: 3,870.00SqFt
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	181.00	Ft	Comments:
52	WEATHERING/RAVELING	M	1,800.00	SqFt	Comments:
43	BLOCK CRACKING	L	40.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 330 of 8 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,873.00SqFt Length: 95.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments: KHA

Sample Number: 360 Type: R Area: 3,873.00SqFt
Sample Comments:

43 BLOCK CRACKING	L	1,937.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

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Section: 335 of 8 From: To: Last Const.: 1/1/2005
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,280.00SqFt Length: 113.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 4,030.00SqFt
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAYS TO APR Use: TAXIWAY Area: 43,014.00SqFt

Section: 340 of 8 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 7,345.00SqFt Length: 127.25Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments: KHA

Sample Number: 380 Type: R Area: 7,345.00SqFt
Sample Comments:

43	BLOCK CRACKING	L	3,162.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft	Comments:
52	WEATHERING/RAVELING	L	1,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW HELI Name: APRON TAXIWAY TO HELIPAD Use: TAXIWAY Area: 13,095.00SqFt

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Section: 405 of 1 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 13,095.00SqFt Length: 639.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 4,260.00SqFt
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	42.00 Ft	Comments:
52	WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW PMV Name: TAXIWAY PMV Use: TAXIWAY Area: 84,585.00SqFt

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Section: 505 of 1 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: DEFAULT Zone: Category: Rank: S
Area: 84,585.00SqFt Length: 1,450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 17 Surveyed: 3
Conditions: PCI:99.00 |
Inspection Comments: KHA

Sample Number: 104 Type: R Area: 4,180.00SqFt
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 114 Type: R Area: 5,000.00SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW TO RW Name: TAXIWAY TO RW 17-35 Use: TAXIWAY Area: 503,545.00SqFt

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Section: 105 of 5 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 59,950.00SqFt Length: 1,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 7 Surveyed: 2
Conditions: PCI:50.00 |
Inspection Comments: KHA

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

48	LONGITUDINAL/TRANSVERSE CRACKING	M	321.00	Ft	Comments:
52	WEATHERING/RAVELING	M	3,100.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW TO RW Name: TAXIWAY TO RW 17-35 Use: TAXIWAY Area: 503,545.00SqFt

Section: 110 of 5 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 222,215.00SqFt Length: 4,300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 43 Surveyed: 5
Conditions: PCI:67.00 |
Inspection Comments: KHA

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

43 BLOCK CRACKING	L	3,100.00	SqFt	Comments:

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

43 BLOCK CRACKING	L	2,100.00	SqFt	Comments:
43 BLOCK CRACKING	M	100.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	273.00	Ft	Comments:
43 BLOCK CRACKING	L	165.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

Sample Number: 147 Type: R Area: 5,000.00SqFt
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
43 BLOCK CRACKING	L	400.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,000.00	SqFt	Comments:

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

43 BLOCK CRACKING	L	2,800.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW TO RW Name: TAXIWAY TO RW 17-35 Use: TAXIWAY Area: 503,545.00SqFt

Section: 115 of 5 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 19,865.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:52.00 |
Inspection Comments: KHA

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

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

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW TO RW Name: TAXIWAY TO RW 17-35 Use: TAXIWAY Area: 503,545.00SqFt

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Section: 120 of 5 From: - To: - Last Const.: 1/1/1980
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 16,645.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:60.00 |
Inspection Comments: KHA

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

43 BLOCK CRACKING	L	1,800.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 3/17/2011
Site Name:

Network: CEW Name: BOB SIKES AIRPORT

Branch: TW TO RW Name: TAXIWAY TO RW 17-35 Use: TAXIWAY Area: 503,545.00SqFt

Section: 125 of 5 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 184,870.00SqFt Length: 3,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 2/7/2011 Total Samples: 37 Surveyed: 4
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 7,500.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments: