STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Herlong Airport–HEG
(Regional Reliever)
Jacksonville, Florida
(District 2)

June 2012

TABLE OF CONTENTS

PAGE NO.

LIST OF FIGURES

LIST OF TABLES

TABLE OF CONTENTS

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, AMEC Environment & Infrastructure, Inc. 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 Herlong 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 Herlong Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During March 2012, the PCI survey was performed at Herlong 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 2012 is 65, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
FBO Apron	65	59-69	Fair	65	65	X
North Apron	96	55-100	Good	65	65	X
Northeast Apron	18	16-24	Serious	65	65	X
Northwest Apron	57	36-82	Fair	65	65	X
Run Up Apron on RWs 7, 25, 29	61	57-65	Fair	65	65	X
Runway 11-29	51	51	Poor	75	65	X
Runway 7-25	96	96-97	Good	75	65	
Taxiway Alpha	48	48	Poor	65	65	X
Taxiway Bravo	61	57-92	Fair	65	65	X
Connector Taxiway between RWs & TWB	63	44-69	Fair	65	65	X
Taxiway Delta	51	51	Poor	65	65	X
Taxiway East of FBO Ramp	24	24	Serious	65	65	X
Taxiway East Connector to NW Apron	16	16	Serious	65	65	X
Connector Taxiway to N Apron	100	100	Good	65	65	
Taxiway to Northeast Apron	25	25	Serious	65	65	X
Taxiway T-Hangars	62	56-69	Fair	65	65	X
Taxiway West Connector to NW Ramp	51	51	Poor	65	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	73	Satisfactory
Taxiway	52	Poor
Apron	65	Fair
All (Weighted)	**65**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	79	Fair
Secondary	51	Poor
All (Weighted)	**65**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Herlong Airport, include: FBO Apron, North Apron, Northeast Apron, Northwest Apron, Run Up Apron on RWs 7, 25, 29, Runway 11-29, Taxiway Alpha, Taxiway Bravo, Connector Taxiway between RWs & TWB, Taxiway Delta, Taxiway East of FBO Ramp, Taxiway East Connector to NW Apron, Taxiway to Northeast Apron, Taxiway T-Hangars, and Taxiway West Connector to NW Ramp. Asphalt pavement conditions in these areas justify either mill and overlay rehabilitation activity or full pavement reconstruction. Portland Cement Concrete pavement conditions in Northeast Apron and Taxiway to Northeast Apron would benefit from full PCC pavement reconstruction. 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
FBO Apron	4215	AC	9,700	$39,508.11	59	Mill and Overlay	100
FBO Apron	4220	AC	23,100	$59,320.80	64	Mill and Overlay	100
North Apron	4310	AC	10,000	$56,450.02	55	Mill and Overlay	100
Northeast Apron	4405	AC	16,400	$304,547.98	23	Reconstruction	100
Northeast Apron	4410	PCC	30,000	$557,099.96	16	Reconstruction	100
Northwest Apron	4105	AC	108,000	$1,413,720.10	35	Reconstruction	100
Northwest Apron	4110	AC	51,250	$309,447.65	54	Mill and Overlay	100
Run Up Apron on RWs 7, 25, 29	5105	AC	12,000	$37,488.00	62	Mill and Overlay	100
Run Up Apron on RWs 7, 25, 29	5115	AC	12,000	$58,308.02	57	Mill and Overlay	100
Runway 11-29	6205	AAC	408,300	$2,946,702.63	51	Mill and Overlay	100
Taxiway Alpha	105	AAC	174,000	$1,324,140.65	47	Mill and Overlay	100
Taxiway Bravo	305	AC	21,000	$102,039.04	57	Mill and Overlay	100
Connector Taxiway between RWs & TWB	610	AAC	4,700	$35,767.02	43	Mill and Overlay	100
Connector Taxiway between RWs & TWB	620	AAC	4,700	$35,767.02	45	Mill and Overlay	100
Connector Taxiway between RWs & TWB	625	AC	17,050	$43,784.40	64	Mill and Overlay	100
Taxiway Delta	205	AAC	164,700	$1,253,367.62	50	Mill and Overlay	100
Taxiway East of FBO Ramp	710	AC	3,990	$74,094.30	23	Reconstruction	100
Taxiway East Connector to NW Apron	405	AC	8,605	$159,794.84	15	Reconstruction	100
Taxiway to Northeast Apron	1105	PCC	5,250	$97,492.49	25	Reconstruction	100
Taxiway T-Hangars	905	AC	3,035	$15,939.83	56	Mill and Overlay	100
Taxiway T-Hangars	910	AC	5,250	$14,941.50	63	Mill and Overlay	100
Taxiway T-Hangars	920	AC	2,380	$9,693.74	59	Mill and Overlay	100
Taxiway T-Hangars	925	AC	31,500	$107,163.01	61	Mill and Overlay	100
Taxiway West Connector to NW Ramp	550	AC	1,843	$13,300.94	51	Mill and Overlay	100
			Total	**$9,069,879.67**	**48**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, 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
2012	$43,124.88	$9,069,879.67	$9,113,004.55
2013	$34,617.17	$31,740.48	$66,357.65
2014	$47,440.27	$0.00	$47,440.27
2015	$69,772.63	$0.00	$69,772.63
2016	$92,346.34	$204,489.18	$296,835.52
2017	$136,916.97	$0.00	$136,916.97
2018	$190,527.03	$0.00	$190,527.03
2019	$235,078.94	$0.00	$235,078.94
2020	$287,253.96	$0.00	$287,253.96
2021	$333,513.60	$0.00	$333,513.60
Total	**$1,470,591.79**	**$9,306,109.33**	**$10,776,701.12**

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 65 in 2012 to 76 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Herlong Airport pavements in 2021 may remain near 76. 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 Herlong 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, AMEC Environment & Infrastructure, Inc. 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 (AMEC Environment & Infrastructure, Inc. 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.

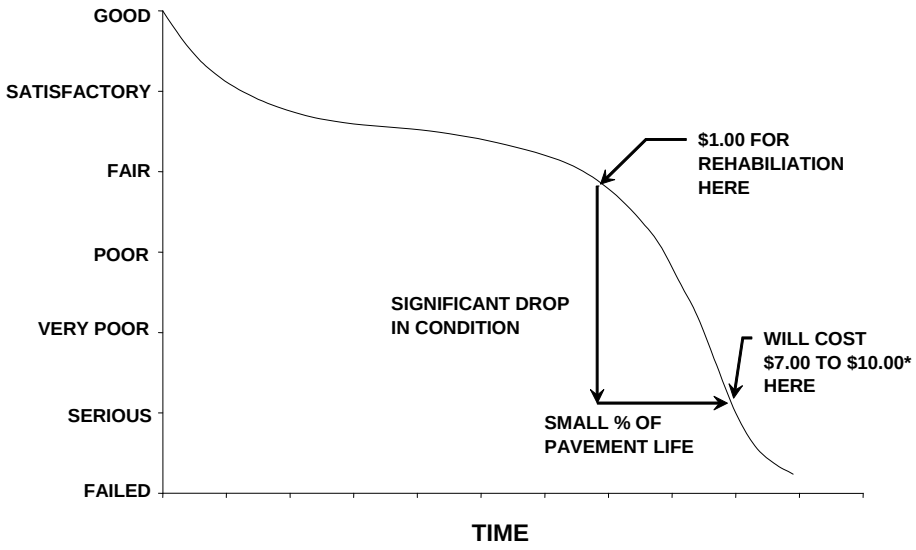
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Herlong Airport (HEG) is located approximately 8 miles southwest of Jacksonville, Florida. Owned by the Jacksonville Airport Authority (JAA), this airport focuses primarily on recreational and sport flying activities. Herlong Airport is served by two intersecting runways: Runway 7-25 with a length of 3,999 ft and a width of 100 ft and Runway 11-29 with a length of 3,500 ft and a width of 100 ft. Runway 7-25 is serviced by parallel Taxiway Alpha while Runway 11-29 is serviced by parallel Taxiway Delta. Taxiway Connector is a connector taxiway between the two runways and the apron area. These taxiways are all asphalt concrete pavement. The taxiway leading to the northeast apron consists of Portland cement concrete. There are three apron areas at the airport, all located on the north side of the airfield. Both the north and northwest apron areas are all asphalt pavement. The northeast apron is primarily asphalt pavement with one section of Portland cement concrete. This airport is designated as a Regional Reliever airport and is located in District 2 of the Florida Department of Transportation.

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.

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 2012 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.

Due to recent and anticipate construction history; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based on the ASTM 5340 criteria.

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

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

Construction Year	Location	Work Type / Pavement Section
2009	Runway 7-25	Resurface
2012	North, East and West Aprons, Connector Taxiway to N Apron	Resurface

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 84 sample units.

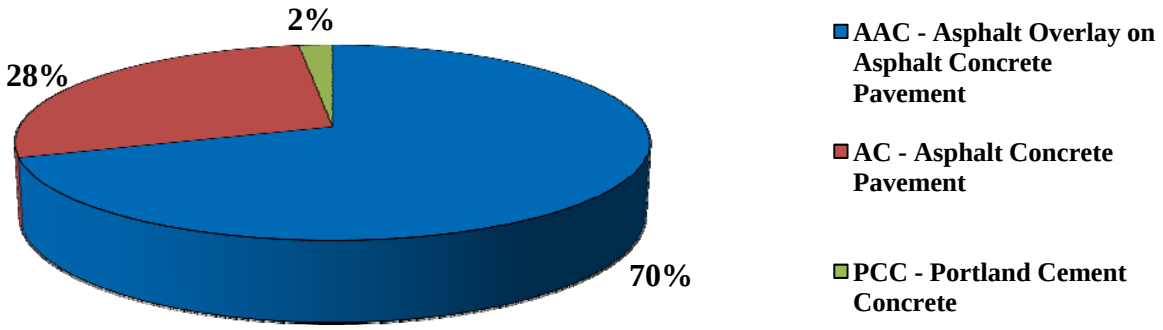
The total airfield pavement area in 2012 at Herlong Airport is 1,866,349 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	808,300	43%
Taxiway	487,718	26%
Apron	570,331	31%
All (Weighted)	**1,866,349**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
FBO Apron	AP FBO	4215	9,700	P	AC	1/1/1980	1	3
FBO Apron	AP FBO	4220	23,100	P	AC	12/25/1999	2	6
FBO Apron	AP FBO	4225	32,000	P	AC	1/1/1997	1	6
North Apron	AP N	4305	137,831	P	AAC	1/1/2012	3	27
North Apron	AP N	4310	10,000	P	AC	1/1/1990	1	2
Northeast Apron	AP NE	4405	16,400	P	AC	12/25/1999	1	3
Northeast Apron	AP NE	4410	30,000	P	PCC	12/25/1999	1	6
Northwest Apron	AP NW	4105	108,000	P	AC	1/1/1984	3	25
Northwest Apron	AP NW	4110	51,250	P	AC	1/1/1981	2	13
Northwest Apron	AP NW	4115	65,800	P	AC	1/1/2005	2	15
Northwest Apron	AP NW	4120	45,000	P	AC	1/1/2001	3	18
Run Up Apron on RWs 7, 25, 29	AP RU	5105	12,000	P	AC	1/1/1999	1	2
Run Up Apron on RWs 7, 25, 29	AP RU	5110	12,000	P	AC	1/1/1999	1	2
Run Up Apron on RWs 7, 25, 29	AP RU	5115	12,000	P	AC	1/1/1999	1	2
Runway 11-29	RW 11-29	6205	408,300	S	AAC	1/1/1984	15	82
Runway 7-25	RW 7-25	6105	270,000	P	AAC	1/1/2009	11	55
Runway 7-25	RW 7-25	6110	130,000	P	AAC	1/1/2009	5	27
Taxiway Alpha	TW A	105	174,000	P	AAC	1/1/1981	5	43
Taxiway Bravo	TW B	305	21,000	P	AC	1/1/1969	3	5
Taxiway Bravo	TW B	315	3,300	P	AAC	1/1/2009	1	1
Conn TW between RWs & TWB	TW CONN RW	605	29,550	P	AC	1/1/1997	2	7
Conn TW between RWs & TWB	TW CONN RW	610	4,700	P	AAC	1/1/1984	1	1
Conn TW between RWs & TWB	TW CONN RW	620	4,700	P	AAC	1/1/1984	1	1
Conn TW between RWs & TWB	TW CONN RW	625	17,050	P	AC	1/1/1997	1	3
Taxiway Delta	TW D	205	164,700	P	AAC	1/1/1984	5	42
Taxiway East of FBO Ramp	TW E FBO	710	3,990	P	AC	1/1/1960	1	1
Taxiway East Conn to NW AP	TW E NW AP	405	8,605	P	AC	1/1/1981	1	1
Connector Taxiway to N Apron	TW N AP	805	2,915	P	AAC	1/1/2012	1	1
Taxiway to Northeast Apron	TW NE AP	1105	5,250	P	PCC	12/25/1999	1	2
Taxiway T-Hangars	TW T-HANG	905	3,035	P	AC	1/1/1990	1	1
Taxiway T-Hangars	TW T-HANG	910	5,250	P	AC	1/1/1990	1	2
Taxiway T-Hangars	TW T-HANG	915	9,200	P	AC	1/1/1990	1	2
Taxiway T-Hangars	TW T-HANG	920	2,380	P	AC	1/1/1996	1	1
Taxiway T-Hangars	TW T-HANG	925	31,500	P	AC	1/1/1996	2	9

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway W Conn to NW Ramp	TW W NW AP	550	1,843	P	AC	1/1/1981	1	1

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

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

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

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

Pavement condition inspections at Herlong Airport were performed in March 2012. Data was 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 2012 survey, the overall area-weighted PCI at Herlong Airport is 66, representing a Fair overall network condition.

The Asphalt concrete of Runway 11-29 exhibited low to medium severity weathering and raveling, low severity bleeding, low to medium severity patching, along with low severity block cracking, low to medium severity longitudinal and transverse cracking and low severity swelling. These distresses are mostly attributed to the subgrade, environment, and age of the pavement. The Asphalt concrete of Runway 7-25 exhibited low severity raveling and weathering, low severity patching and low severity longitudinal and transverse cracking. These distresses are primarily attributed to the environment and age of the pavement. Runway 11-29 has the lower PCI of the two runways with larger quantities of distress observed on this runway.

Section 805 of the Connector Taxiway to the North Apron was not inspected due to recent rehabilitation. Taxiways throughout the airfield exhibited low to high severity longitudinal and transverse cracking, low to medium severity block cracking, low severity alligator cracking, low severity bleeding, low severity swelling, low severity depressions, low severity patching, oil spillage and low to medium severity weathering and raveling. These distresses are primarily attributed to traffic, environment, subgrade and age of the pavement. The PCC pavement section of Taxiway to North East Apron exhibited low severity joint seal damage, shrinkage cracking, low to medium severity joint spalling, low severity linear cracking, low severity scaling, medium severity corner spalling, medium severity corner break, and low severity shattered slabs. These distresses are primarily attributed to traffic, environment, subgrade and age of the pavement. The Taxiway to North East Apron was observed to have the lowest PCI of the observed pavement areas.

Section 4305 of the North Apron was not inspected due to recent rehabilitation. The Asphalt pavement of the aprons exhibited low to high severity block cracking, low severity alligator cracking, low severity depressions, low severity swelling, oil spillage, low to high severity longitudinal and transverse cracking, low to medium severity weathering and raveling, and low to medium severity patching. These distresses are primarily attributed to traffic, environment, subgrade, and age of the pavement. The PCC pavement section of Northeast Apron exhibited low severity joint seal damage, low severity corner breaks, high severity joint spalling, low severity scaling, shrinkage cracking, low to medium severity linear cracking, low severity corner spalling, low severity small patching, along with low severity shattered slabs. These distresses are primarily attributed to traffic, environment, subgrade, and age of pavement.

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 Herlong Airport.

Figure 3-1: Network PCI Distribution by Rating Category

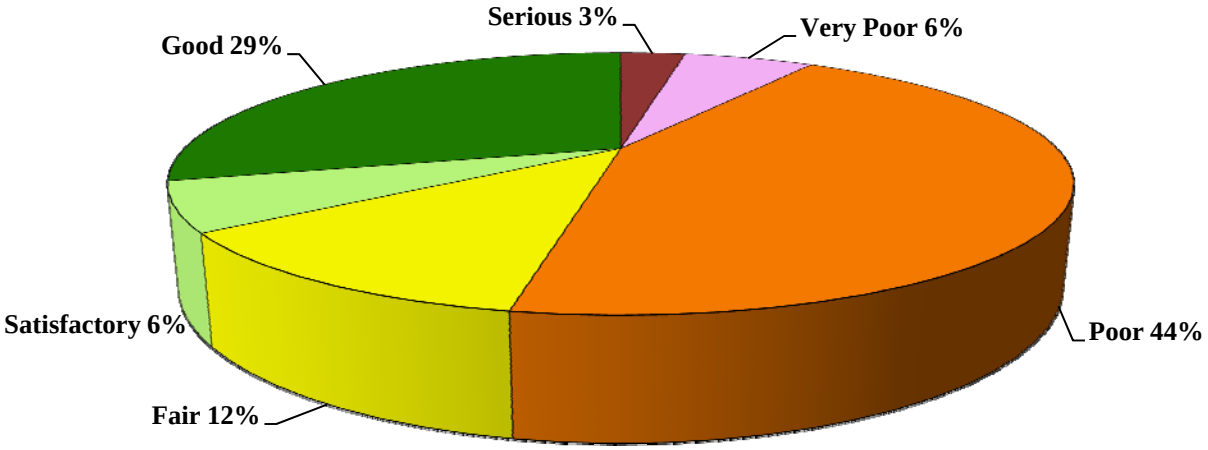


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	544,046	29%
Satisfactory	110,800	6%
Fair	219,765	12%
Poor	819,493	44%
Very Poor	108,000	6%
Serious	64,245	3%
Failed	0	0%

Approximately 35% of the network is in Good and Satisfactory condition while 12% of the network is in Fair condition and 53% of the network is in Poor, Very Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

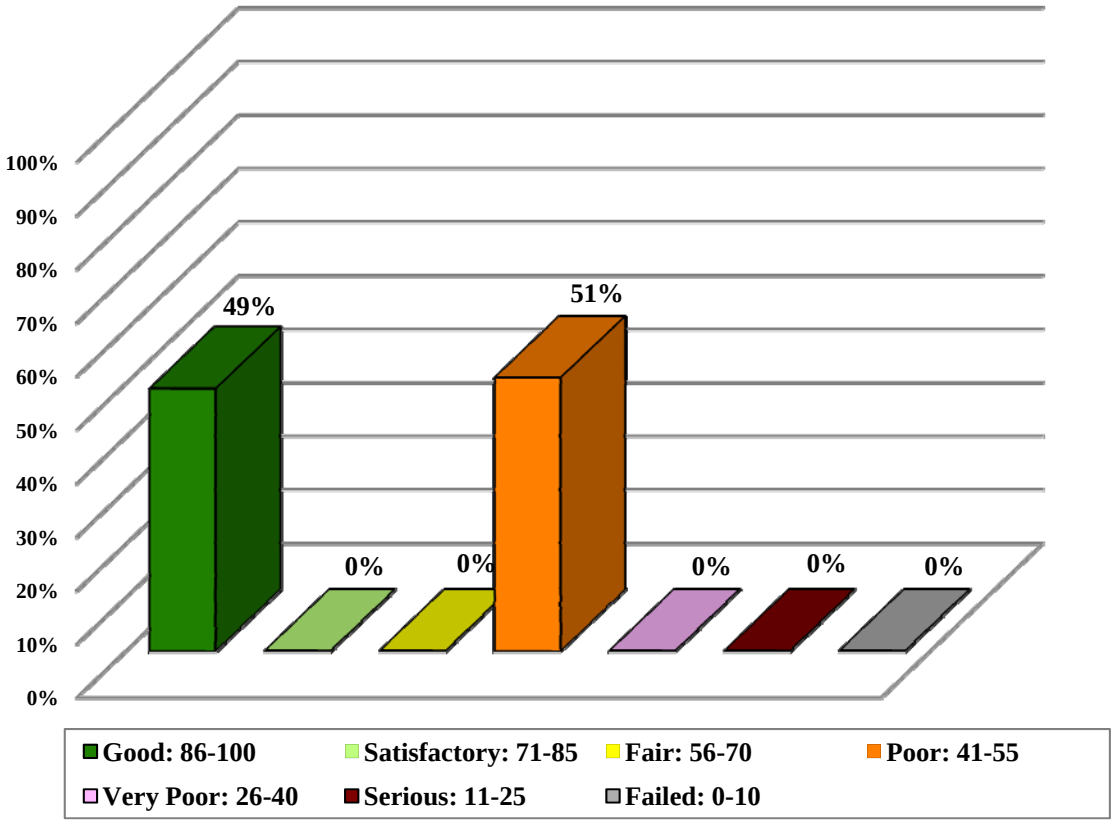
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	73	Satisfactory
Taxiway	52	Poor
Apron	65	Fair
All (Weighted)	**65**	**Fair**

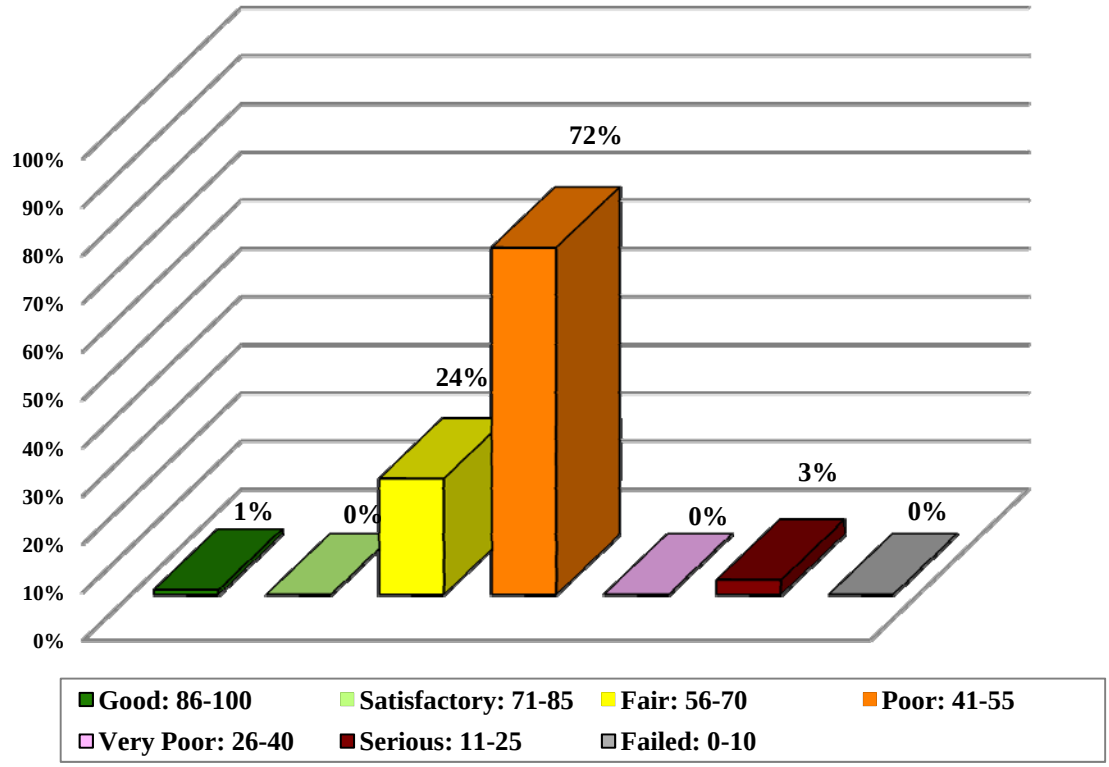
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

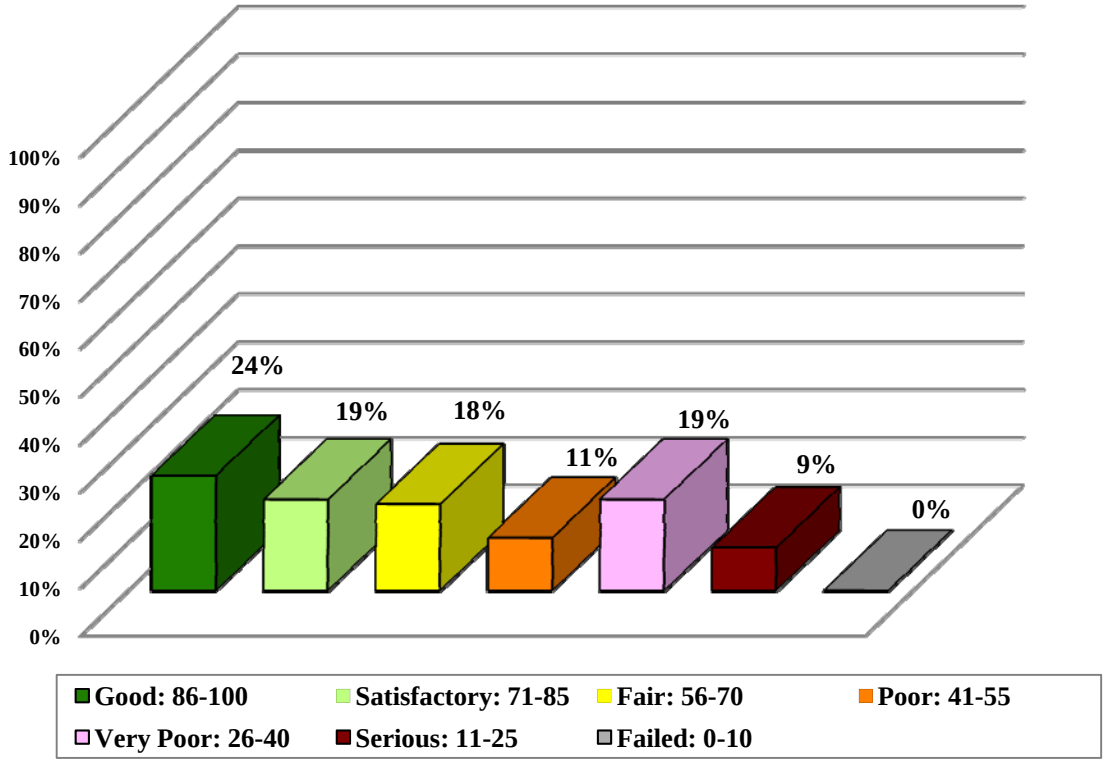
(a) Runway



(b) Taxiway



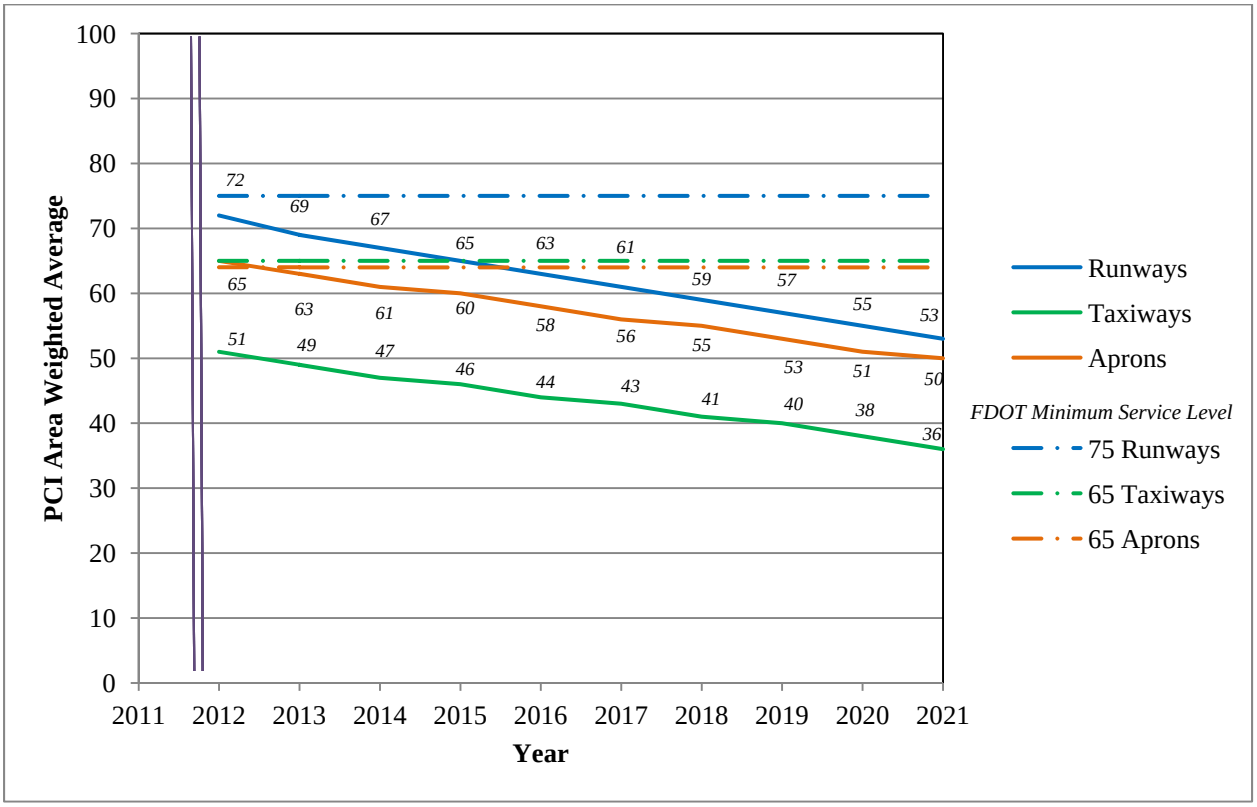
(c) Apron



4. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 4-1 illustrates the predicted performance of pavements at Herlong 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 Regional Reliever (RL) airports.

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2012 to 2021.

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 Regional Reliever 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 / 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 Regional Reliever 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 Regional Reliever Airports.

Table 5-3: FDOT Minimum Service Level PCI for Regional Reliever Airports

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

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 Regional Reliever Airports based on PCI value.

Table 5-4: M&R Activities for Regional Reliever 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 Regional Reliever Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.10
		80	$0.40
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$0.90
		60	$3.68
		50	$7.61
		40	$18.57
	Reconstruction	30	$18.57
		20	$18.57

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 2012. 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
FBO Apron	4215	AC	9,700	$39,508.11	59	Mill and Overlay	100
FBO Apron	4220	AC	23,100	$59,320.80	64	Mill and Overlay	100
North Apron	4310	AC	10,000	$56,450.02	55	Mill and Overlay	100
Northeast Apron	4405	AC	16,400	$304,547.98	23	Reconstruction	100
Northeast Apron	4410	PCC	30,000	$557,099.96	16	Reconstruction	100
Northwest Apron	4105	AC	108,000	$1,413,720.10	35	Reconstruction	100
Northwest Apron	4110	AC	51,250	$309,447.65	54	Mill and Overlay	100
Run Up Apron on RWs 7, 25, 29	5105	AC	12,000	$37,488.00	62	Mill and Overlay	100
Run Up Apron on RWs 7, 25, 29	5115	AC	12,000	$58,308.02	57	Mill and Overlay	100
Runway 11-29	6205	AAC	408,300	$2,946,702.63	51	Mill and Overlay	100
Taxiway Alpha	105	AAC	174,000	$1,324,140.65	47	Mill and Overlay	100
Taxiway Bravo	305	AC	21,000	$102,039.04	57	Mill and Overlay	100
Connector Taxiway between RWs & TWB	610	AAC	4,700	$35,767.02	43	Mill and Overlay	100
Connector Taxiway between RWs & TWB	620	AAC	4,700	$35,767.02	45	Mill and Overlay	100
Connector Taxiway between RWs & TWB	625	AC	17,050	$43,784.40	64	Mill and Overlay	100
Taxiway Delta	205	AAC	164,700	$1,253,367.62	50	Mill and Overlay	100
Taxiway East of FBO Ramp	710	AC	3,990	$74,094.30	23	Reconstruction	100
Taxiway East Connector to NW Apron	405	AC	8,605	$159,794.84	15	Reconstruction	100
Taxiway to Northeast Apron	1105	PCC	5,250	$97,492.49	25	Reconstruction	100
Taxiway T-Hangars	905	AC	3,035	$15,939.83	56	Mill and Overlay	100
Taxiway T-Hangars	910	AC	5,250	$14,941.50	63	Mill and Overlay	100
Taxiway T-Hangars	920	AC	2,380	$9,693.74	59	Mill and Overlay	100
Taxiway T-Hangars	925	AC	31,500	$107,163.01	61	Mill and Overlay	100
Taxiway West Connector to NW Ramp	550	AC	1,843	$13,300.94	51	Mill and Overlay	100
			Total	**$9,069,879.67**	**48**		**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
FBO Apron	4215	AC	9,700	$6,305.00	59	Microsurfacing	100
FBO Apron	4220	AC	23,100	$15,015.00	64	Microsurfacing	100
North Apron	4310	AC	10,000	$6,500.00	55	Microsurfacing	100
Northeast Apron	4405	AC	16,400	$304,547.98	23	Reconstruction	100
Northeast Apron	4410	PCC	30,000	$557,099.96	16	Reconstruction	100
Northwest Apron	4105	AC	108,000	$1,413,720.10	35	Reconstruction	100
Northwest Apron	4110	AC	51,250	$33,312.50	54	Microsurfacing	100
Run Up Apron on RWs 7, 25, 29	5105	AC	12,000	$7,800.00	62	Microsurfacing	100
Run Up Apron on RWs 7, 25, 29	5115	AC	12,000	$7,800.00	57	Microsurfacing	100
Runway 11-29	6205	AAC	408,300	$265,395.00	51	Microsurfacing	100
Taxiway Alpha	105	AAC	174,000	$113,100.00	47	Microsurfacing	100
Taxiway Bravo	305	AC	21,000	$13,650.00	57	Microsurfacing	100
Connector Taxiway between RWs & TWB	610	AAC	4,700	$3,055.00	43	Microsurfacing	100
Connector Taxiway between RWs & TWB	620	AAC	4,700	$3,055.00	45	Microsurfacing	100
Connector Taxiway between RWs & TWB	625	AC	17,050	$11,082.50	64	Microsurfacing	100
Taxiway Delta	205	AAC	164,700	$107,055.00	50	Microsurfacing	100
Taxiway East of FBO Ramp	710	AC	3,990	$74,094.30	23	Reconstruction	100
Taxiway East Connector to NW Apron	405	AC	8,605	$159,794.84	15	Reconstruction	100
Taxiway to Northeast Apron	1105	PCC	5,250	$97,492.49	25	Reconstruction	100
Taxiway T-Hangars	905	AC	3,035	$1,972.75	56	Microsurfacing	100
Taxiway T-Hangars	910	AC	5,250	$3,412.50	63	Microsurfacing	100
Taxiway T-Hangars	920	AC	2,380	$1,547.00	59	Microsurfacing	100
Taxiway T-Hangars	925	AC	31,500	$20,475.00	61	Microsurfacing	100
Taxiway West Connector to NW Ramp	550	AC	1,843	$1,197.95	51	Microsurfacing	100
			Total	**$3,228,479.87**	**48**		**100**

* Costs are adjusted for inflation.

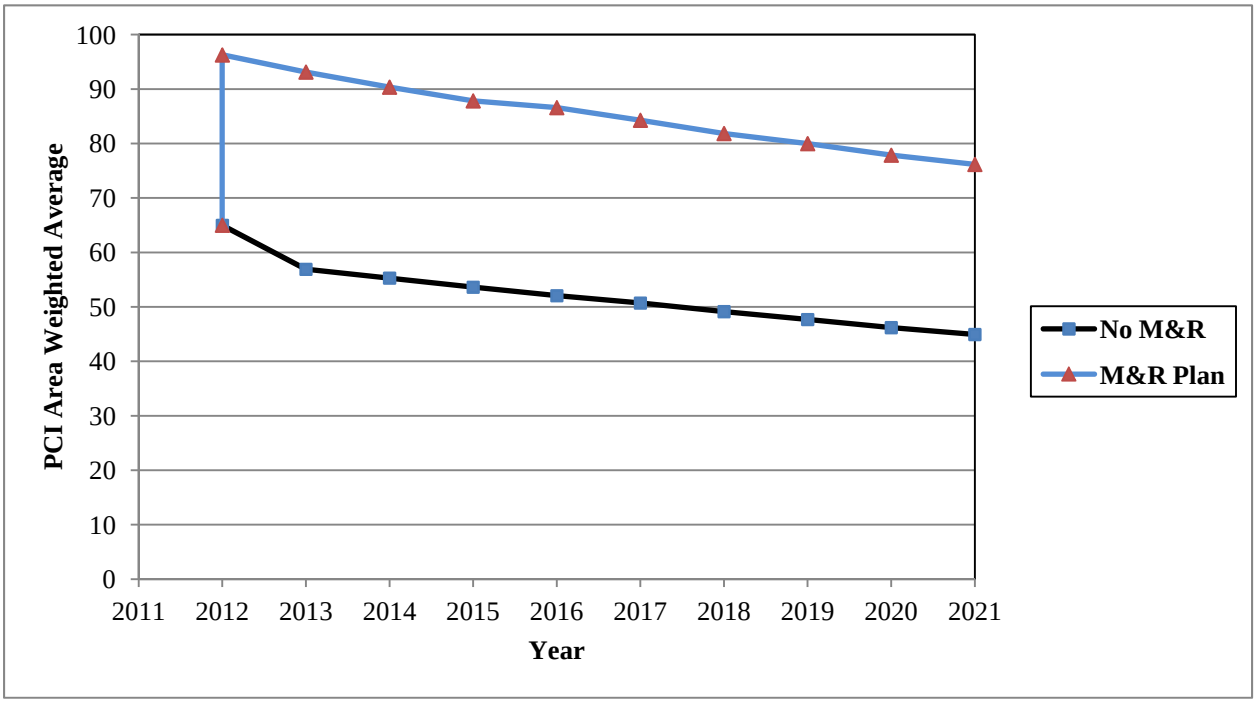
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to 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
FBO Apron	AP FBO	4225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,751.70	SqFt	$0.40	$12,700.80
Northwest Apron	AP NW	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,779.60	SqFt	$0.40	$5,111.90
Northwest Apron	AP NW	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,909.70	SqFt	$0.40	$7,563.95
Run Up Apron on RWs 7, 25, 29	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,870.20	SqFt	$0.40	$1,948.10
Run Up Apron on RWs 7, 25, 29	AP RU	5110	WEATH/RAVEL	M	Surface Seal - Coat Tar	549.90	SqFt	$0.40	$219.95
Run Up Apron on RWs 7, 25, 29	AP RU	5110	WEATH/RAVEL	H	Microsurfacing - AC	14.10	SqFt	$0.65	$9.19
Runway 7-25	RW 7-25	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,227.60	SqFt	$0.40	$491.04
Taxiway Bravo	TW B	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	140.80	SqFt	$0.40	$56.33
Conn TW between RWs & TWB	TW CONN RW	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	28,517.00	SqFt	$0.40	$11,406.91
Taxiway T-Hangars	TW T-HANG	915	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,041.70	SqFt	$0.40	$3,616.70
								Total =	$43,124.87

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 an average of 65 in 2012 to an average of 44 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 76 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 76 with this scenario is 32 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $9.3 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
2012	$43,124.88	$9,069,879.67	$9,113,004.55
2013	$34,617.17	$31,740.48	$66,357.65
2014	$47,440.27	$0.00	$47,440.27
2015	$69,772.63	$0.00	$69,772.63
2016	$92,346.34	$204,489.18	$296,835.52
2017	$136,916.97	$0.00	$136,916.97
2018	$190,527.03	$0.00	$190,527.03
2019	$235,078.94	$0.00	$235,078.94
2020	$287,253.96	$0.00	$287,253.96
2021	$333,513.60	$0.00	$333,513.60
Total	**$1,470,591.79**	**$9,306,109.33**	**$10,776,701.12**

Note: Costs are adjusted for inflation.

Approximately 97% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **FBO Apron** – Asphalt pavement mill and overlay.
- **North Apron** – Asphalt pavement mill and overlay.
- **Northeast Apron** – Asphalt pavement reconstruction along with PCC pavement reconstruction.
- **Northwest Apron** – Asphalt pavement mill and overlay and reconstruction.
- **Run Up Apron on RWs** – Asphalt pavement mill and overlay.
- **Runway 11-29** – Asphalt pavement mill and overlay.
- **Taxiway Alpha** – Asphalt pavement mill and overlay.
- **Taxiway Bravo** – Asphalt pavement mill and overlay.

- **Connector Taxiway between RWs and TWB** – Asphalt pavement mill and overlay.
- **Taxiway Delta** – Asphalt pavement mill and overlay.
- **Taxiway East of FBO Ramp** – Asphalt pavement reconstruction.
- **Taxiway East Connector to NW Apron** – Asphalt pavement reconstruction.
- **Taxiway to Northeast Apron** – PCC pavement reconstruction.
- **Taxiway T-Hangars** – Asphalt pavement mill and overlay.
- **Taxiway West Connector to NW Ramp** – Asphalt pavement mill and overlay.

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 Herlong Recreational Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on the 2012 condition inspection and M&R analysis results:

- **FBO Apron** – Asphalt pavement mill and overlay.
- **North Apron** – Asphalt pavement mill and overlay.
- **Northeast Apron** – Asphalt pavement reconstruction along with PCC pavement reconstruction.
- **Northwest Apron** – Asphalt pavement mill and overlay and reconstruction.
- **Run Up Apron on RWs** – Asphalt pavement mill and overlay.
- **Runway 11-29** – Asphalt pavement mill and overlay.
- **Taxiway Alpha** – Asphalt pavement mill and overlay.
- **Taxiway Bravo** – Asphalt pavement mill and overlay.
- **Connector Taxiway between RWs and TWB** – Asphalt pavement mill and overlay.
- **Taxiway Delta** – Asphalt pavement mill and overlay.
- **Taxiway East of FBO Ramp** – Asphalt pavement reconstruction.
- **Taxiway East Connector to NW Apron** – Asphalt pavement reconstruction.
- **Taxiway to Northeast Apron** – PCC pavement reconstruction.
- **Taxiway T-Hangars** – Asphalt pavement mill and overlay.
- **Taxiway West Connector to NW Ramp** – Asphalt pavement mill and overlay.

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

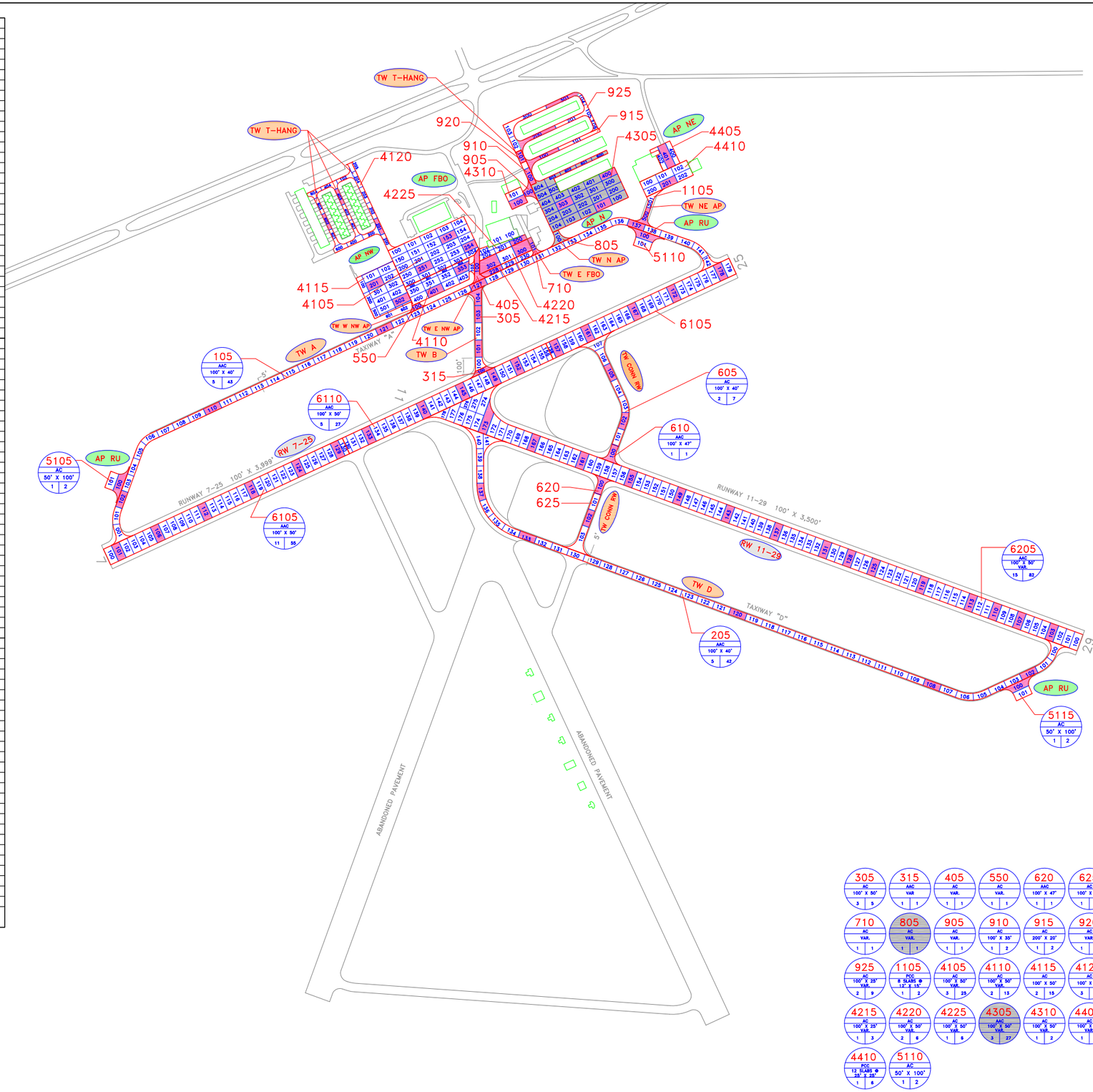
SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

GPS COORDINATES - HERLONG AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP FBO	4310	100	30.282100	-81.807400
AP N	4305	101	30.282000	-81.805800
AP N	4305	303	30.282100	-81.806600
AP N	4305	400	30.282500	-81.805800
AP NE	4405	401	30.282800	-81.804700
AP NE	4410	201	30.282400	-81.804600
AP NW	4105	153	30.281500	-81.808700
AP NW	4105	251	30.281000	-81.809100
AP NW	4105	254	30.281400	-81.808300
AP NW	4110	353	30.281000	-81.808400
AP NW	4110	401	30.280600	-81.808900
AP NW	4115	201	30.280700	-81.810000
AP NW	4115	502	30.280500	-81.809500
AP NW	4215	228	30.281000	-81.807900
AP NW	4220	300	30.281300	-81.807300
AP NW	4220	302	30.281100	-81.807900
AP NW	4225	200	30.281500	-81.807400
AP RU	5105	100	30.277500	-81.814700
AP RU	5110	100	30.281600	-81.805000
AP RU	5115	100	30.274400	-81.798200
RW 11-29	6205	103	30.275300	-81.797500
RW 11-29	6205	107	30.275500	-81.798100
RW 11-29	6205	110	30.275600	-81.798600
RW 11-29	6205	113	30.275700	-81.799000
RW 11-29	6205	119	30.276000	-81.799900
RW 11-29	6205	125	30.276300	-81.800800
RW 11-29	6205	128	30.276400	-81.801300
RW 11-29	6205	131	30.276600	-81.801700
RW 11-29	6205	137	30.276800	-81.802600
RW 11-29	6205	143	30.277100	-81.803500
RW 11-29	6205	149	30.277400	-81.804400
RW 11-29	6205	155	30.277700	-81.805300
RW 11-29	6205	161	30.278000	-81.806200
RW 11-29	6205	167	30.278200	-81.807100
RW 11-29	6205	173	30.278600	-81.808000
RW 7-25	6105	101	30.276500	-81.814700
RW 7-25	6105	106	30.276700	-81.814000
RW 7-25	6105	112	30.277100	-81.813100
RW 7-25	6105	118	30.277500	-81.812300
RW 7-25	6105	124	30.277800	-81.811400
RW 7-25	6105	129	30.278100	-81.810700
RW 7-25	6105	157	30.279700	-81.806700
RW 7-25	6105	161	30.280000	-81.806100
RW 7-25	6105	167	30.280300	-81.805300
RW 7-25	6105	172	30.280600	-81.804500
RW 7-25	6105	178	30.281000	-81.803700
RW 7-25	6110	133	30.278300	-81.810100
RW 7-25	6110	140	30.278700	-81.809100
RW 7-25	6110	145	30.279000	-81.808400
RW 7-25	6110	149	30.279300	-81.807800
RW 7-25	6110	152	30.279500	-81.807400
TW A	105	102	30.277300	-81.814700
TW A	105	110	30.278700	-81.813000
TW A	105	121	30.280000	-81.809800
TW A	105	127	30.280700	-81.808100
TW A	105	137	30.281700	-81.805200
TW B	305	101	30.279700	-81.808100
TW B	305	103	30.280300	-81.808100
TW B	305	104	30.280600	-81.808200
TW B	315	100	30.279300	-81.808000
TW C	605	102	30.278600	-81.805400
TW C	605	105	30.279400	-81.805700
TW C	610	100	30.278100	-81.805700
TW C	620	100	30.277600	-81.805800
TW C	625	102	30.277000	-81.806100
TW D	205	102	30.274600	-81.798000
TW D	205	108	30.274400	-81.799700
TW D	205	120	30.275500	-81.803300
TW D	205	133	30.276700	-81.807200
TW D	205	137	30.277400	-81.808000
TW E FBO	710	101	30.281400	-81.807100
TW E NW AP	405	100	30.281000	-81.808100
TW N AP	805	100	30.281500	-81.806600
TW NE AP	1105	500	30.281800	-81.805100
TW T-HANG	905	100	30.282300	-81.807200
TW T-HANG	910	100	30.282500	-81.807200
TW T-HANG	915	100	30.282700	-81.807000
TW T-HANG	920	101	30.282800	-81.807400
TW T-HANG	925	200	30.283000	-81.807100
TW T-HANG	925	301	30.283700	-81.806600
TW T-HANG	4120	201	30.281700	-81.810000
TW T-HANG	4120	403	30.282100	-81.810700
TW T-HANG	4120	602	30.281700	-81.810900
TW W NW AP	550	100	30.280400	-81.809300

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



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' x 50' / 5 14
  - SECTION NUMBER
  - PAVEMENT TYPE
  - TYPICAL SAMPLE UNIT INFORMATION
  - FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  - RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  - ASPHALT ON AC (AAC)
  - ASPHALT ON PCC (APC)
  - NUMBER OF SAMPLE UNITS IN SECTION
  - NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 / AC / 100' X 50' / VAR. / 1 8 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 84

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

PLOTTED: June 6, 2012 – 4:10 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\ACAD\Revised Airports\VECTZ\HERTZ\201-HEG-DOTMAP04.dwg

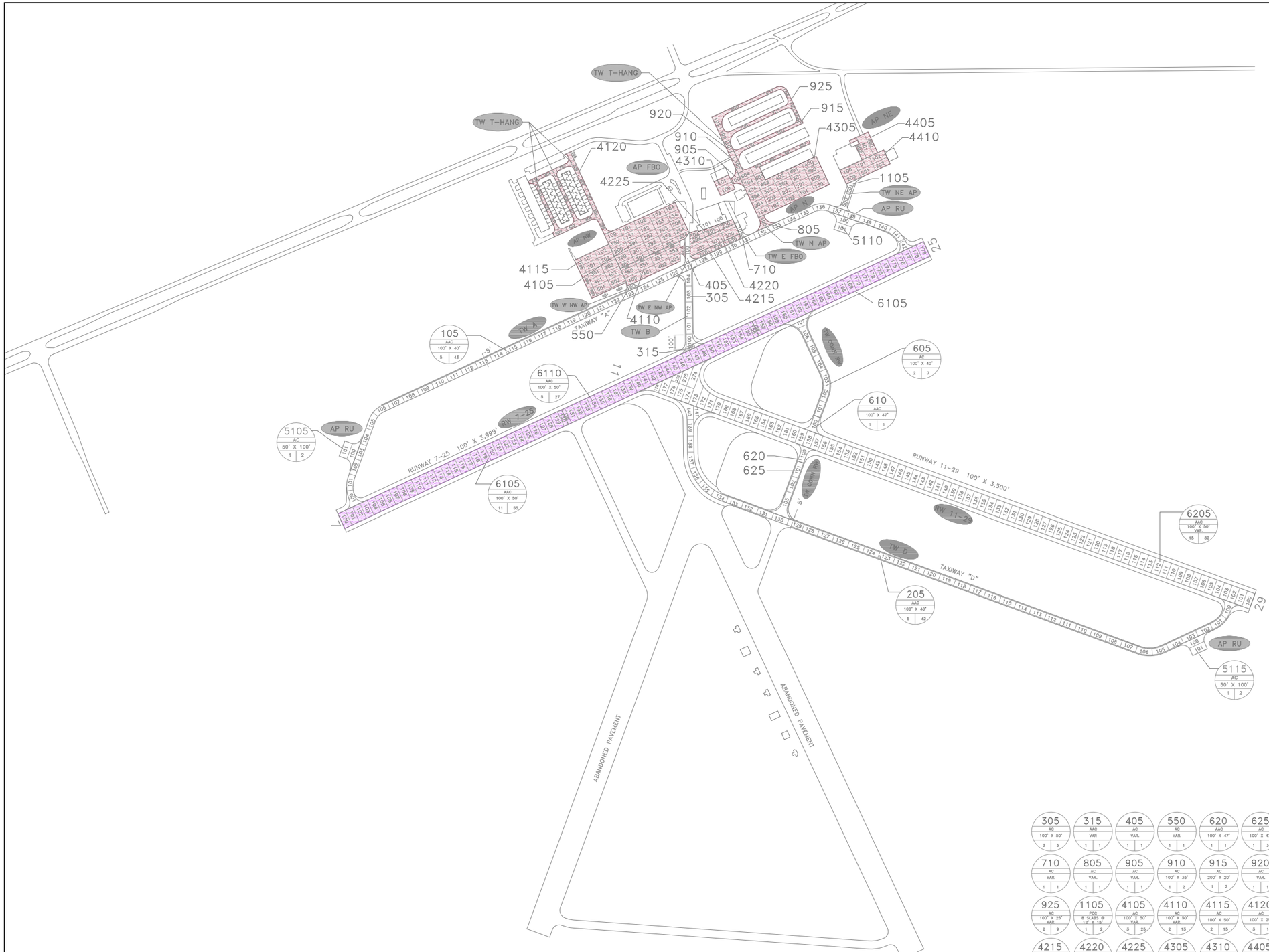
NETWORK DEFINITION MAP

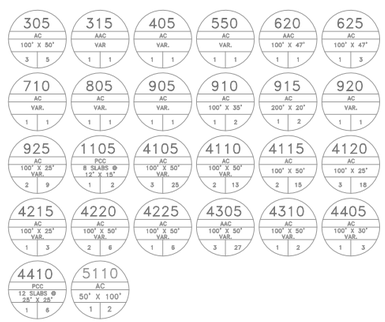
HERLONG AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: HEG

FDOT DISTRICT: 2





LEGEND

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

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	RUNWAY 7-25	RESURFACE
2012	NORTH, EAST AND WEST APRONS, CONNECTOR TAXIWAY TO N APRON	RESURFACE

PLOTTED: June 6, 2012 – 4:11 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Share\FDOT Aviation 2010-2017\2010-2011-Phase II\CAD\Revised Airports\HEG\EXHIBITS\HEG-HEG-INVENTORY.dwg

SYSTEM INVENTORY MAP

HERLONG AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
HEG
FDOT DISTRICT
2

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
FBO Apron	AP FBO	APRON	4215	388	25	9,700	P	AC	1/1/1980	3/15/2012	3
FBO Apron	AP FBO	APRON	4220	330	70	23,100	P	AC	12/25/1999	3/15/2012	6
FBO Apron	AP FBO	APRON	4225	320	100	32,000	P	AC	1/1/1997	3/15/2012	6
North Apron	AP N	APRON	4305	479	299	137,831	P	AAC	1/1/2012	1/1/2012	27
North Apron	AP N	APRON	4310	50	200	10,000	P	AC	1/1/1990	3/15/2012	2
Northeast Apron	AP NE	APRON	4405	130	120	16,400	P	AC	12/25/1999	3/15/2012	3
Northeast Apron	AP NE	APRON	4410	300	100	30,000	P	PCC	12/25/1999	3/15/2012	6
Northwest Apron	AP NW	APRON	4105	480	225	108,000	P	AC	1/1/1984	3/15/2012	25
Northwest Apron	AP NW	APRON	4110	380	125	51,250	P	AC	1/1/1981	3/15/2012	13
Northwest Apron	AP NW	APRON	4115	280	235	65,800	P	AC	1/1/2005	3/15/2012	15
Northwest Apron	AP NW	APRON	4120	1,800	25	45,000	P	AC	1/1/2001	3/15/2012	18
Run Up Apron on RWs 7, 25, 29	AP RU	APRON	5105	100	100	12,000	P	AC	1/1/1999	3/14/2012	2
Run Up Apron on RWs 7, 25, 29	AP RU	APRON	5110	100	100	12,000	P	AC	1/1/1999	3/15/2012	2
Run Up Apron on RWs 7, 25, 29	AP RU	APRON	5115	100	100	12,000	P	AC	1/1/1999	3/14/2012	2
Runway 11-29	RW 11-29	RUNWAY	6205	4,083	100	408,300	S	AAC	1/1/1984	3/14/2012	82
Runway 7-25	RW 7-25	RUNWAY	6105	2,700	100	270,000	P	AAC	1/1/2009	3/14/2012	55
Runway 7-25	RW 7-25	RUNWAY	6110	1,300	100	130,000	P	AAC	1/1/2009	3/14/2012	27
Taxiway Alpha	TW A	TAXIWAY	105	4,350	40	174,000	P	AAC	1/1/1981	3/14/2012	43
Taxiway Bravo	TW B	TAXIWAY	305	420	50	21,000	P	AC	1/1/1969	3/15/2012	5
Taxiway Bravo	TW B	TAXIWAY	315	80	25	3,300	P	AAC	1/1/2009	3/14/2012	1
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	605	739	40	29,550	P	AC	1/1/1997	3/14/2012	7
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	610	100	47	4,700	P	AAC	1/1/1984	3/14/2012	1
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	620	100	47	4,700	P	AAC	1/1/1984	3/14/2012	1
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	625	360	47	17,050	P	AC	1/1/1997	3/14/2012	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
Taxiway Delta	TW D	TAXIWAY	205	4,117	40	164,700	P	AAC	1/1/1984	3/14/2012	42
Taxiway East of FBO Ramp	TW E FBO	TAXIWAY	710	140	25	3,990	P	AC	1/1/1960	3/15/2012	1
Taxiway East Conn to NW Apron	TW E NW AP	TAXIWAY	405	215	40	8,605	P	AC	1/1/1981	3/15/2012	1
Connector Taxiway to N Apron	TW N AP	TAXIWAY	805	90	30	2,915	P	AAC	1/1/2012	1/1/2012	1
Taxiway to Northeast Apron	TW NE AP	APRON	1105	175	30	5,250	P	PCC	12/25/1999	3/15/2012	2
Taxiway T-Hangars	TW T-HANG	TAXIWAY	905	50	40	3,035	P	AC	1/1/1990	3/15/2012	1
Taxiway T-Hangars	TW T-HANG	TAXIWAY	910	150	35	5,250	P	AC	1/1/1990	3/15/2012	2
Taxiway T-Hangars	TW T-HANG	TAXIWAY	915	460	20	9,200	P	AC	1/1/1990	3/15/2012	2
Taxiway T-Hangars	TW T-HANG	TAXIWAY	920	68	35	2,380	P	AC	1/1/1996	3/15/2012	1
Taxiway T-Hangars	TW T-HANG	TAXIWAY	925	1,575	20	31,500	P	AC	1/1/1996	3/15/2012	9
Taxiway W Conn to NW Ramp	TW W NW AP	TAXIWAY	550	46	40	1,843	P	AC	1/1/1981	3/15/2012	1

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

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

Network: HEG **Branch:** AP FBO (FBO APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** APRON **Rank:** P **Length:** 388.00 Ft **Width:** 25.00 Ft **True Area:** 9,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP FBO (FBO APRON) **Section:** 4220 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 330.00 Ft **Width:** 70.00 Ft **True Area:** 23,100.00 SqF

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

Network: HEG **Branch:** AP FBO (FBO APRON) **Section:** 4225 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 320.00 Ft **Width:** 100.00 Ft **True Area:** 32,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP N (NORTH APRON) **Section:** 4305 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank:** P **Length:** 479.00 Ft **Width:** 298.56 Ft **True Area:** 137,831.31 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1990	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP N (NORTH APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** APRON **Rank:** P **Length:** 50.00 Ft **Width:** 200.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP NE (NORTHEAST APRON) **Section:** 4405 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 130.00 Ft **Width:** 120.00 Ft **True Area:** 16,400.00 SqF

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

Network: HEG **Branch:** AP NE (NORTHEAST APRON) **Section:** 4410 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

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

Network: HEG **Branch:** AP NW (NORTHWEST APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank:** P **Length:** 480.00 Ft **Width:** 225.00 Ft **True Area:** 108,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP NW (NORTHWEST APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1981 **Use:** APRON **Rank:** P **Length:** 380.00 Ft **Width:** 125.00 Ft **True Area:** 51,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1981	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP NW (NORTHWEST APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank:** P **Length:** 280.00 Ft **Width:** 235.00 Ft **True Area:** 65,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP NW (NORTHWEST APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank:** P **Length:** 1,800.00 Ft **Width:** 25.00 Ft **True Area:** 45,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	2.00	True	2" AC/6" P-211/6" Stab subgrade

Network: HEG **Branch:** AP RU (RUN UP APRON ON RWS 7, 25, 29) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 12,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP RU (RUN UP APRON ON RWS 7, 25, 29) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 12,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** AP RU (RUN UP APRON ON RWS 7, 25, 29) **Section:** 5115 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 12,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** RW 11-29 (RUNWAY 11-29) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** RUNWAY **Rank:** S **Length:** 4,083.00 Ft **Width:** 100.00 Ft **True Area:** 408,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** RW 7-25 (RUNWAY 7-25) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank:** P **Length:** 2,700.00 Ft **Width:** 100.00 Ft **True Area:** 270,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1981	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** RW 7-25 (RUNWAY 7-25) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank:** P **Length:** 1,300.00 Ft **Width:** 100.00 Ft **True Area:** 130,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW A (TAXIWAY A - PARALLEL TO RW 7-25) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1981 **Use:** TAXIWAY **Rank:** P **Length:** 4,350.00 Ft **Width:** 40.00 Ft **True Area:** 174,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1981	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW B (TAXIWAY B) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1969 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 Ft **Width:** 50.00 Ft **True Area:** 21,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1969	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW B (TAXIWAY B) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 Ft **Width:** 25.00 Ft **True Area:** 3,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1969	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW CONN RW (CONNECTOR TAXIWAY BETWEEN PRWS & TWB) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank:** P **Length:** 738.75 Ft **Width:** 40.00 Ft **True Area:** 29,550.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW CONN RW (CONNECTOR TAXIWAY BETWEEN PRWS & TWB) **Section:** 610 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 47.00 Ft **True Area:** 4,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW CONN RW (CONNECTOR TAXIWAY BETWEEN PRWS & TWB) **Section:** 620 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 47.00 Ft **True Area:** 4,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW CONN RW (CONNECTOR TAXIWAY BETWEEN PRWS & TWB) **Section:** 625 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank:** P **Length:** 360.00 Ft **Width:** 47.00 Ft **True Area:** 17,050.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW D (TAXIWAY D - PARALLEL TO RW 11-29) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 4,117.50 Ft **Width:** 40.00 Ft **True Area:** 164,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW E FBO (TAXIWAY EAST OF FBO RAMP) **Section:** 710 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 Ft **Width:** 25.00 Ft **True Area:** 3,990.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1960	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW E NW AP (TAXIWAY EAST CONNECTOR TO NW APRON) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1981 **Use:** TAXIWAY **Rank:** P **Length:** 215.12 Ft **Width:** 40.00 Ft **True Area:** 8,605.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1981	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW N AP (CONNECTOR TAXIWAY TO N APRON) **Section:** 805 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 Ft **Width:** 30.00 Ft **True Area:** 2,915.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1990	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW NE AP (TAXIWAY TO NORTHEAST APRON) **Section:** 1105 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 175.00 Ft **Width:** 30.00 Ft **True Area:** 5,250.00 SqF

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

Network: HEG **Branch:** TW T-HANG (TAXIWAY T-HANGARS) **Section:** 905 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 Ft **Width:** 40.00 Ft **True Area:** 3,035.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW T-HANG (TAXIWAY T-HANGARS) **Section:** 910 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 Ft **Width:** 35.00 Ft **True Area:** 5,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW T-HANG (TAXIWAY T-HANGARS) **Section:** 915 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 Ft **Width:** 20.00 Ft **True Area:** 9,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW T-HANG (TAXIWAY T-HANGARS) **Section:** 920 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 68.00 Ft **Width:** 35.00 Ft **True Area:** 2,380.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW T-HANG (TAXIWAY T-HANGARS) **Section:** 925 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 1,575.00 Ft **Width:** 20.00 Ft **True Area:** 31,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	INITIAL	Initial Construction	$0	0.00	True	

Network: HEG **Branch:** TW W NW AP (TAXIWAY WEST CONNECTOR TO NW RAMP) **Section:** 550 **Surface:** AC
L.C.D.: 01/01/1981 **Use:** TAXIWAY **Rank:** P **Length:** 46.07 Ft **Width:** 40.00 Ft **True Area:** 1,843.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1981	INITIAL	Initial Construction	$0	0.00	True	

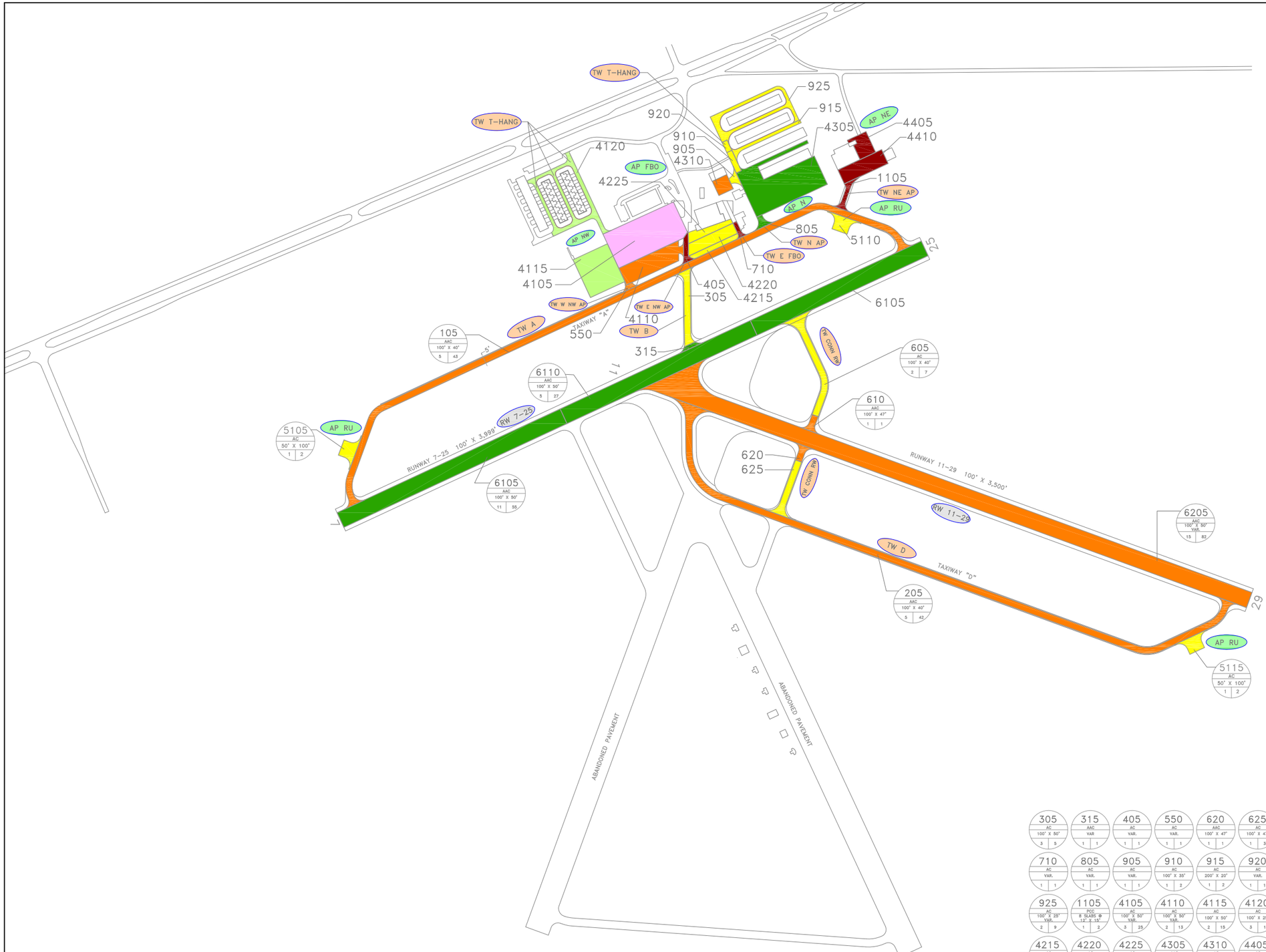
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Initial Construction	35	1,866,349.31	.06	.34
Mill and Overlay	5	544,046.31	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



305 AC 100' X 50' 3 5	315 AAC VAR 1 1	405 AC VAR. 1 1	550 AC VAR. 1 1	620 AAC 100' X 47' 1 1	625 AC 100' X 47' 1 3
710 AC VAR. 1 1	805 AC VAR. 1 1	905 AC VAR. 1 1	910 AC 100' X 35' 1 2	915 AC 200' X 20' 1 2	920 AC VAR. 1 1
925 AC 100' X 25' VAR. 2 9	1105 PCC 8 SLABS @ 12' X 15' 1 2	4105 AC 100' X 50' VAR. 3 25	4110 AC 100' X 50' VAR. 2 13	4115 AC 100' X 50' 2 15	4120 AC 100' X 25' 3 18
4215 AC 100' X 25' VAR. 1 3	4220 AC 100' X 50' VAR. 2 6	4225 AC 100' X 50' VAR. 1 5	4305 AAC 100' X 50' VAR. 3 27	4310 AC 100' X 50' VAR. 1 2	4405 AC 100' X 30' VAR. 1 3
4410 PCC 12 SLABS @ 24' X 28' 1 6	5110 AC 50' X 100' 1 2				

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

PLOTTED: June 6, 2012 - 4:25 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\CAD\Revised Airports\VECTS\2HEGTS\2HEG-VECTS-CONDITION.dwg

2012 CONDITION MAP

HERLONG AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: HEG

FDOT DISTRICT: 2

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
FBO Apron	AP FBO	APRON	4215	9,700	P	AC	1	3	59	Fair
FBO Apron	AP FBO	APRON	4220	23,100	P	AC	2	6	64	Fair
FBO Apron	AP FBO	APRON	4225	32,000	P	AC	1	6	69	Fair
North Apron	AP N	APRON	4305	137,831	P	AAC	3	27	100	Good
North Apron	AP N	APRON	4310	10,000	P	AC	1	2	55	Poor
Northeast Apron	AP NE	APRON	4405	16,400	P	AC	1	3	24	Serious
Northeast Apron	AP NE	APRON	4410	30,000	P	PCC	1	6	16	Serious
Northwest Apron	AP NW	APRON	4105	108,000	P	AC	3	25	36	Very Poor
Northwest Apron	AP NW	APRON	4110	51,250	P	AC	2	13	54	Poor
Northwest Apron	AP NW	APRON	4115	65,800	P	AC	2	15	82	Satisfactory
Northwest Apron	AP NW	APRON	4120	45,000	P	AC	3	18	77	Satisfactory
Run Up Apron on RWs 7, 25, 29	AP RU	APRON	5105	12,000	P	AC	1	2	62	Fair
Run Up Apron on RWs 7, 25, 29	AP RU	APRON	5110	12,000	P	AC	1	2	65	Fair
Run Up Apron on RWs 7, 25, 29	AP RU	APRON	5115	12,000	P	AC	1	2	57	Fair
Runway 11-29	RW 11-29	RUNWAY	6205	408,300	S	AAC	15	82	51	Poor
Runway 7-25	RW 7-25	RUNWAY	6105	270,000	P	AAC	11	55	96	Good
Runway 7-25	RW 7-25	RUNWAY	6110	130,000	P	AAC	5	27	97	Good
Taxiway Alpha	TW A	TAXIWAY	105	174,000	P	AAC	5	43	48	Poor
Taxiway Bravo	TW B	TAXIWAY	305	21,000	P	AC	3	5	57	Fair
Taxiway Bravo	TW B	TAXIWAY	315	3,300	P	AAC	1	1	92	Good
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	605	29,550	P	AC	2	7	69	Fair
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	610	4,700	P	AAC	1	1	44	Poor
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	620	4,700	P	AAC	1	1	46	Poor
Conn TW between RWs & TWB	TW CONN RW	TAXIWAY	625	17,050	P	AC	1	3	64	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Delta	TW D	TAXIWAY	205	164,700	P	AAC	5	42	51	Poor
Taxiway East of FBO Ramp	TW E FBO	TAXIWAY	710	3,990	P	AC	1	1	24	Serious
Taxiway East Connector to NW Apron	TW E NW AP	TAXIWAY	405	8,605	P	AC	1	1	16	Serious
Connector Taxiway to N Apron	TW N AP	TAXIWAY	805	2,915	P	AAC	1	1	100	Good
Taxiway to Northeast Apron	TW NE AP	APRON	1105	5,250	P	PCC	1	2	25	Serious
Taxiway T-Hangars	TW T-HANG	TAXIWAY	905	3,035	P	AC	1	1	56	Fair
Taxiway T-Hangars	TW T-HANG	TAXIWAY	910	5,250	P	AC	1	2	63	Fair
Taxiway T-Hangars	TW T-HANG	TAXIWAY	915	9,200	P	AC	1	2	69	Fair
Taxiway T-Hangars	TW T-HANG	TAXIWAY	920	2,380	P	AC	1	1	59	Fair
Taxiway T-Hangars	TW T-HANG	TAXIWAY	925	31,500	P	AC	2	9	61	Fair
Taxiway W Conn to NW Ramp	TW W NW AP	TAXIWAY	550	1,843	P	AC	1	1	51	Poor

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date:

Branch Condition Report

Pavement Database: NetworkID: HEG

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP FBO (FBO APRON)	3	1,038.00	65.00	64,800.00	APRON	64.00	4.08	65.72
AP N (NORTH APRON)	2	529.00	249.28	147,831.31	APRON	77.50	22.50	96.96
AP NE (NORTHEAST APRON)	2	430.00	110.00	46,400.00	APRON	20.00	4.00	18.83
AP NW (NORTHWEST APRON)	4	2,940.00	152.50	270,050.00	APRON	62.25	18.47	57.46
AP RU (RUN UP APRON ON RWS 7, 25, 29)	3	300.00	100.00	36,000.00	APRON	61.33	3.30	61.33
RW 11-29 (RUNWAY 11-29)	1	4,083.00	100.00	408,300.00	RUNWAY	51.00	0.00	51.00
RW 7-25 (RUNWAY 7-25)	2	4,000.00	100.00	400,000.00	RUNWAY	96.50	0.50	96.33
TW A (TAXIWAY A - PARALLEL TO RW 7-25)	1	4,350.00	40.00	174,000.00	TAXIWAY	48.00	0.00	48.00
TW B (TAXIWAY B)	2	500.00	37.50	24,300.00	TAXIWAY	74.50	17.50	61.75
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	4	1,298.75	45.25	56,000.00	TAXIWAY	55.75	10.92	63.45
TW D (TAXIWAY D - PARALLEL TO RW 11-29)	1	4,117.50	40.00	164,700.00	TAXIWAY	51.00	0.00	51.00
TW E FBO (TAXIWAY EAST OF FBO RAMP)	1	140.00	25.00	3,990.00	TAXIWAY	24.00	0.00	24.00
TW E NW AP (TAXIWAY EAST CONNECTOR TO NW APRON)	1	215.12	40.00	8,605.00	TAXIWAY	16.00	0.00	16.00
TW N AP (CONNECTOR TAXIWAY TO N APRON)	1	90.00	30.00	2,915.00	TAXIWAY	100.00	0.00	100.00
TW NE AP (TAXIWAY TO NORTHEAST APRON)	1	175.00	30.00	5,250.00	APRON	25.00	0.00	25.00
TW T-HANG (TAXIWAY T-HANGARS)	5	2,303.00	30.00	51,365.00	TAXIWAY	61.60	4.36	62.25

TW W NW AP (TAXIWAY WEST CONNECTOR TO NW RAMP)	1	46.07	40.00	1,843.00	TAXIWAY	51.00	0.00	51.00

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	15	570,331.31	56.33	22.21	65.44
RUNWAY	3	808,300.00	81.33	21.45	73.43
TAXIWAY	17	487,718.00	57.06	19.82	52.53
All	35	1,866,349.31	58.83	22.12	65.53

STD = Standard Deviation

Date: 5 /14/2012

Section Condition Report

Pavement Database: FDOT NetworkID: HEG

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO (FBO APRON)	4215	01/01/1980	AC	APRON	P	0	9,700.00	03/15/2012	32	59.00
AP FBO (FBO APRON)	4220	12/25/1999	AC	APRON	P	0	23,100.00	03/15/2012	13	64.00
AP FBO (FBO APRON)	4225	01/01/1997	AC	APRON	P	0	32,000.00	03/15/2012	15	69.00
AP N (NORTH APRON)	4305	01/01/2012	AAC	APRON	P	0	137,831.31	01/01/2012	0	100.00
AP N (NORTH APRON)	4310	01/01/1990	AC	APRON	P	0	10,000.00	03/15/2012	22	55.00
AP NE (NORTHEAST APRON)	4405	12/25/1999	AC	APRON	P	0	16,400.00	03/15/2012	13	24.00
AP NE (NORTHEAST APRON)	4410	12/25/1999	PCC	APRON	P	0	30,000.00	03/15/2012	13	16.00
AP NW (NORTHWEST APRON)	4105	01/01/1984	AC	APRON	P	0	108,000.00	03/15/2012	28	36.00
AP NW (NORTHWEST APRON)	4110	01/01/1981	AC	APRON	P	0	51,250.00	03/15/2012	31	54.00
AP NW (NORTHWEST APRON)	4115	01/01/2005	AC	APRON	P	0	65,800.00	03/15/2012	7	82.00
AP NW (NORTHWEST APRON)	4120	01/01/2001	AC	APRON	P	0	45,000.00	03/15/2012	11	77.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	5105	01/01/1999	AC	APRON	P	0	12,000.00	03/14/2012	13	62.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	5110	01/01/1999	AC	APRON	P	0	12,000.00	03/15/2012	13	65.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	5115	01/01/1999	AC	APRON	P	0	12,000.00	03/14/2012	13	57.00
RW 11-29 (RUNWAY 11-29)	6205	01/01/1984	AAC	RUNWAY	S	0	408,300.00	03/14/2012	28	51.00
RW 7-25 (RUNWAY 7-25)	6105	01/01/2009	AAC	RUNWAY	P	0	270,000.00	03/14/2012	3	96.00
RW 7-25 (RUNWAY 7-25)	6110	01/01/2009	AAC	RUNWAY	P	0	130,000.00	03/14/2012	3	97.00
TW A (TAXIWAY A - PARALLEL TO RW 7-25)	105	01/01/1981	AAC	TAXIWAY	P	0	174,000.00	03/14/2012	31	48.00
TW B (TAXIWAY B)	305	01/01/1969	AC	TAXIWAY	P	0	21,000.00	03/15/2012	43	57.00
TW B (TAXIWAY B)	315	01/01/2009	AAC	TAXIWAY	P	0	3,300.00	03/14/2012	3	92.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	605	01/01/1997	AC	TAXIWAY	P	0	29,550.00	03/14/2012	15	69.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	610	01/01/1984	AAC	TAXIWAY	P	0	4,700.00	03/14/2012	28	44.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	620	01/01/1984	AAC	TAXIWAY	P	0	4,700.00	03/14/2012	28	46.00

Section Condition Report

Pavement Database: FDOT NetworkID: HEG

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	625	01/01/1997	AC	TAXIWAY	P	0	17,050.00	03/14/2012	15	64.00
TW D (TAXIWAY D - PARALLEL TO RW 11-29)	205	01/01/1984	AAC	TAXIWAY	P	0	164,700.00	03/14/2012	28	51.00
TW E FBO (TAXIWAY EAST OF FBO RAMP)	710	01/01/1960	AC	TAXIWAY	P	0	3,990.00	03/15/2012	52	24.00
TW E NW AP (TAXIWAY EAST CONNECTOR TO NW APRON)	405	01/01/1981	AC	TAXIWAY	P	0	8,605.00	03/15/2012	31	16.00
TW N AP (CONNECTOR TAXIWAY TO N APRON)	805	01/01/2012	AAC	TAXIWAY	P	0	2,915.00	01/01/2012	0	100.00
TW NE AP (TAXIWAY TO NORTHEAST APRON)	1105	12/25/1999	PCC	APRON	P	0	5,250.00	03/15/2012	13	25.00
TW T-HANG (TAXIWAY T-HANGARS)	905	01/01/1990	AC	TAXIWAY	P	0	3,035.00	03/15/2012	22	56.00
TW T-HANG (TAXIWAY T-HANGARS)	910	01/01/1990	AC	TAXIWAY	P	0	5,250.00	03/15/2012	22	63.00
TW T-HANG (TAXIWAY T-HANGARS)	915	01/01/1990	AC	TAXIWAY	P	0	9,200.00	03/15/2012	22	69.00
TW T-HANG (TAXIWAY T-HANGARS)	920	01/01/1996	AC	TAXIWAY	P	0	2,380.00	03/15/2012	16	59.00
TW T-HANG (TAXIWAY T-HANGARS)	925	01/01/1996	AC	TAXIWAY	P	0	31,500.00	03/15/2012	16	61.00
TW W NW AP (TAXIWAY WEST CONNECTOR TO NW RAMP)	550	01/01/1981	AC	TAXIWAY	P	0	1,843.00	03/15/2012	31	51.00

Section Condition Report

Pavement Database: FDOT

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	140,746.31	2	100.00	0.00	100.00
03-05	3.00	403,300.00	3	95.00	2.16	96.29
06-10	7.00	65,800.00	1	82.00	0.00	82.00
11-15	13.36	234,350.00	11	53.82	20.36	57.58
16-20	16.00	33,880.00	2	60.00	1.00	60.86
21-25	22.00	27,485.00	4	60.75	5.67	61.32
26-30	28.00	690,400.00	5	45.60	5.54	48.57
31-35	31.20	245,398.00	5	45.60	15.24	48.59
over 40	47.50	24,990.00	2	40.50	16.50	51.73
All	19.26	1,866,349.31	35	58.83	22.12	65.53

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

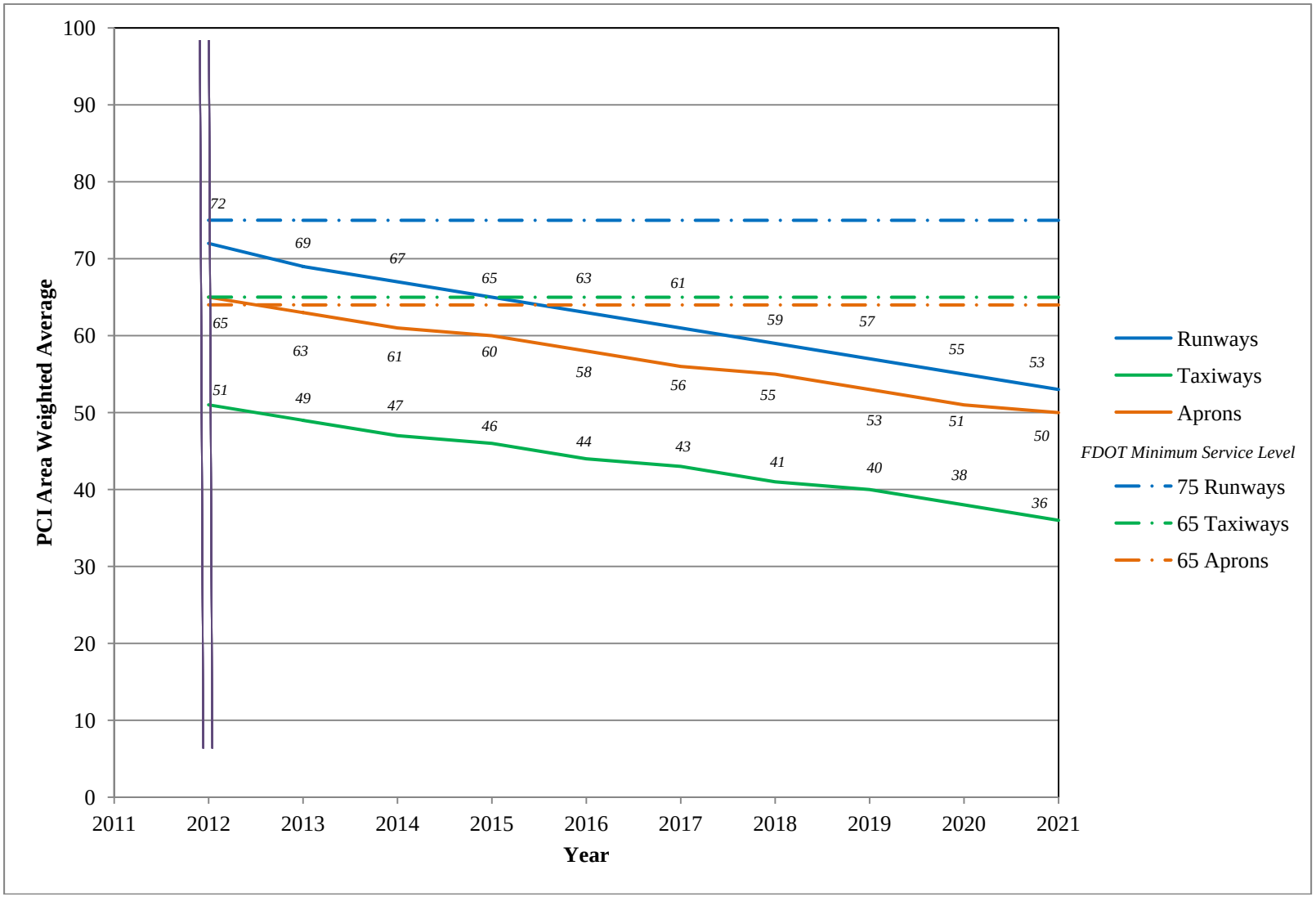
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
FBO Apron	AP FBO	4215	59	59	58	57	55	54	53	52	51	50	48
FBO Apron	AP FBO	4220	64	64	63	62	60	59	58	57	56	55	54
FBO Apron	AP FBO	4225	69	69	67	66	65	64	63	62	61	60	59
North Apron	AP N	4305	100	99	96	94	92	90	88	86	85	83	82
North Apron	AP N	4310	55	55	54	52	51	50	49	47	46	45	43
Northeast Apron	AP NE	4405	24	23	21	18	16	13	10	7	3	0	0
Northeast Apron	AP NE	4410	16	16	15	14	13	12	11	10	9	8	7
Northwest Apron	AP NW	4105	36	35	34	32	30	27	25	23	20	18	15
Northwest Apron	AP NW	4110	54	54	53	51	50	49	48	46	45	43	42
Northwest Apron	AP NW	4115	82	81	80	78	77	75	74	72	71	70	69
Northwest Apron	AP NW	4120	77	77	75	74	72	71	70	69	67	66	65
Run Up Apron on RWs 7, 25, 29	AP RU	5105	62	62	61	60	58	57	56	55	54	53	52
Run Up Apron on RWs 7, 25, 29	AP RU	5110	65	65	64	62	61	60	59	58	57	56	55
Run Up Apron on RWs 7, 25, 29	AP RU	5115	57	57	56	54	53	52	51	50	48	47	46
Runway 11-29	RW 11-29	6205	51	51	50	49	47	46	45	43	42	40	38
Runway 7-25	RW 7-25	6105	96	95	91	88	85	82	79	77	75	72	71
Runway 7-25	RW 7-25	6110	97	96	92	89	86	83	80	77	75	73	71
Taxiway Alpha	TW A	105	48	47	46	44	42	40	39	37	35	33	32
Taxiway Bravo	TW B	305	57	57	56	55	54	53	52	51	50	48	47
Taxiway Bravo	TW B	315	92	91	88	86	83	81	79	77	76	74	73
Connector Taxiway between RWs & TWB	TW CONN RW	605	69	69	67	66	65	64	63	62	61	60	59
Connector Taxiway between RWs & TWB	TW CONN RW	610	44	43	42	40	38	36	35	33	31	29	28
Connector Taxiway between RWs & TWB	TW CONN RW	620	46	45	44	42	40	38	37	35	33	31	30
Connector Taxiway between RWs & TWB	TW CONN RW	625	64	64	63	62	61	59	58	57	56	55	54
Taxiway Delta	TW D	205	51	50	49	47	45	43	42	40	38	36	34

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway East of FBO Ramp	TW E FBO	710	24	23	22	20	18	16	14	12	10	9	7
Taxiway East Connector to NW Apron	TW E NW AP	405	16	15	14	12	10	8	6	4	3	1	0
Connector Taxiway to N Apron	TW N AP	805	100	98	95	92	89	86	84	81	79	78	76
Taxiway to Northeast Apron	TW NE AP	1105	25	25	24	23	22	21	20	19	18	17	16
Taxiway T-Hangars	TW T-HANG	905	56	56	55	54	53	52	51	50	48	47	46
Taxiway T-Hangars	TW T-HANG	910	63	63	62	61	60	59	58	57	56	54	53
Taxiway T-Hangars	TW T-HANG	915	69	69	67	66	65	64	63	62	61	60	59
Taxiway T-Hangars	TW T-HANG	920	59	59	58	57	56	55	54	53	52	51	50
Taxiway T-Hangars	TW T-HANG	925	61	61	60	59	58	57	56	55	54	53	52
Taxiway West Connector to NW Ramp	TW W NW AP	550	51	51	50	49	47	46	45	44	43	42	40

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
FBO Apron	AP FBO	4225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,751.70	SqFt	$0.40	$12,700.80
Northwest Apron	AP NW	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,779.60	SqFt	$0.40	$5,111.90
Northwest Apron	AP NW	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,909.70	SqFt	$0.40	$7,563.95
Run Up Apron on RWs 7, 25, 29	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,870.20	SqFt	$0.40	$1,948.10
Run Up Apron on RWs 7, 25, 29	AP RU	5110	WEATH/RAVEL	M	Surface Seal - Coat Tar	549.90	SqFt	$0.40	$219.95
Run Up Apron on RWs 7, 25, 29	AP RU	5110	WEATH/RAVEL	H	Microsurfacing - AC	14.10	SqFt	$0.65	$9.19
Runway 7-25	RW 7-25	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,227.60	SqFt	$0.40	$491.04
Taxiway Bravo	TW B	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	140.80	SqFt	$0.40	$56.33
Conn TW between RWs & TWB	TW CONN RW	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	28,517.00	SqFt	$0.40	$11,406.91
Taxiway T-Hangars	TW T-HANG	915	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,041.70	SqFt	$0.40	$3,616.70
								Total =	$43,124.87

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
2012	FBO Apron	4215	AC	9,700	$39,508.11	59	Mill and Overlay	100
2012	FBO Apron	4220	AC	23,100	$59,320.80	64	Mill and Overlay	100
2012	North Apron	4310	AC	10,000	$56,450.02	55	Mill and Overlay	100
2012	Northeast Apron	4405	AC	16,400	$304,547.98	23	Reconstruction	100
2012	Northeast Apron	4410	PCC	30,000	$557,099.96	16	Reconstruction	100
2012	Northwest Apron	4105	AC	108,000	$1,413,720.10	35	Reconstruction	100
2012	Northwest Apron	4110	AC	51,250	$309,447.65	54	Mill and Overlay	100
2012	Run Up Apron on RWs 7, 25, 29	5105	AC	12,000	$37,488.00	62	Mill and Overlay	100
2012	Run Up Apron on RWs 7, 25, 29	5115	AC	12,000	$58,308.02	57	Mill and Overlay	100
2012	Runway 11-29	6205	AAC	408,300	$2,946,702.63	51	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	174,000	$1,324,140.65	47	Mill and Overlay	100
2012	Taxiway Bravo	305	AC	21,000	$102,039.04	57	Mill and Overlay	100
2012	Conn TW between RWs & TWB	610	AAC	4,700	$35,767.02	43	Mill and Overlay	100
2012	Conn TW between RWs & TWB	620	AAC	4,700	$35,767.02	45	Mill and Overlay	100
2012	Conn TW between RWs & TWB	625	AC	17,050	$43,784.40	64	Mill and Overlay	100
2012	Taxiway Delta	205	AAC	164,700	$1,253,367.62	50	Mill and Overlay	100
2012	Taxiway East of FBO Ramp	710	AC	3,990	$74,094.30	23	Reconstruction	100
2012	Taxiway E Conn to NW Apron	405	AC	8,605	$159,794.84	15	Reconstruction	100
2012	Taxiway to Northeast Apron	1105	PCC	5,250	$97,492.49	25	Reconstruction	100
2012	Taxiway T-Hangars	905	AC	3,035	$15,939.83	56	Mill and Overlay	100
2012	Taxiway T-Hangars	910	AC	5,250	$14,941.50	63	Mill and Overlay	100
2012	Taxiway T-Hangars	920	AC	2,380	$9,693.74	59	Mill and Overlay	100
2012	Taxiway T-Hangars	925	AC	31,500	$107,163.01	61	Mill and Overlay	100
2012	Taxiway West Conn to NW Ramp	550	AC	1,843	$13,300.94	51	Mill and Overlay	100
2013	Run Up Apron on RWs 7, 25, 29	5110	AC	12,000	$31,740.48	64	Mill and Overlay	100

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2016	FBO Apron	4225	AC	32,000	$92,489.80	64	Mill and Overlay	100
2016	Conn TW between RWs & TWB	605	AC	29,550	$85,408.55	64	Mill and Overlay	100
2016	Taxiway T-Hangars	915	AC	9,200	$26,590.82	64	Mill and Overlay	100
				Total	**$9,306,109.32**	**49**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP

FY 2012
TAXIWAY T-HANG: 910
MILL AND OVERLAY
$0.01M

FY 2012
TAXIWAY T-HANG: 920
MILL AND OVERLAY
$0.01M

FY 2012
TAXIWAY T-HANG: 925
MILL AND OVERLAY
$0.11M

FY 2016
TAXIWAY T-HANG: 915
MILL AND OVERLAY
$0.03M

FY 2012
TAXIWAY T-HANG: 905
MILL AND OVERLAY
$0.01M

FY 2012
APRON NORTHEAST: 4405
RECONSTRUCTION
$0.30M

FY 2012
APRON NORTHEAST: 4410
RECONSTRUCTION
$0.56M

FY 2012
APRON NORTH: 4310
MILL AND OVERLAY
$0.06M

FY 2016
APRON FBO: 4225
MILL AND OVERLAY
$0.09M

FY 2012
TAXIWAY ALPHA: 105
MILL AND OVERLAY
$1.32M

FY 2013
APRON RUN UP: 5110
MILL AND OVERLAY
$0.03M

FY 2012
TAXIWAY NE
APRON: 1105
RECONSTRUCTION
$0.10M

FY 2012
TAXIWAY E FBO: 710
RECONSTRUCTION
$0.07M

FY 2012
APRON FBO: 4215
MILL AND OVERLAY
$0.04M

FY 2012
APRON FBO: 4220
MILL AND OVERLAY
$0.06M

FY 2012
APRON RUN UP: 5105
MILL AND OVERLAY
$0.04M

FY 2012
TAXIWAY W NW
APRON: 550
MILL AND OVERLAY
$0.01M

FY 2012
RUNWAY 11-29: 6205
MILL AND OVERLAY
$2.95M

FY 2012
APRON
NORTHWEST: 4105
RECONSTRUCTION
$1.41M

FY 2012
APRON FBO: 4110
MILL AND OVERLAY
$0.31M

FY 2012
TAXIWAY E NW
APRON: 405
RECONSTRUCTION
$0.16M

FY 2012
TAXIWAY BRAVO: 305
MILL AND OVERLAY
$0.10M

FY 2012
TAXIWAY CHARLIE: 620
MILL AND OVERLAY
$0.04M

FY 2012
TAXIWAY CHARLIE: 625
MILL AND OVERLAY
$0.04M

FY 2016
TAXIWAY CHARLIE: 605
MILL AND OVERLAY
$0.09M

FY 2012
TAXIWAY CHARLIE: 610
MILL AND OVERLAY
$0.04M

FY 2012
TAXIWAY DELTA: 205
MILL AND OVERLAY
$1.25M

FY 2012
APRON RUN UP: 5115
MILL AND OVERLAY
$0.06M

TW T-HANG
AP NE
AP FBO
TW NE AP
AP RU
AP N
AP NW
TW N AP
TW E FBO
TW W NW AP
TW E NW AP
TW A
TW B
NW CONN RW
RW 7-25
AP RU
RW 11-29
TW D
AP RU
AP S

RUNWAY 7-25 100' X 3,999'
RUNWAY 11-29 100' X 3,500'
TAXIWAY "A"
TAXIWAY "D"
ABANDONED PAVEMENT
25
29

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

YEAR	ACTIVITY
2012	MICROSURFACING
2013	MILL AND OVERLAY
2014	RECONSTRUCTION
2015	CONCRETE PAVEMENT RESTORATION
2016	
2017	
2018	
2019	
2020	
2021	

"PLAN YEAR"
"BRANCH": "SECTION"
"M AND R ACTIVITY"
"EST. COST"

PLOTTED: June 6, 2012 - 4:22 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Gen_Share\FDOT Aviation 2010-2017\2010-2011-Phase II\CAD\Revised Airports\VECTZ\EXHIBITS\204-HEG-MAINTENANCE.dwg

10-YEAR M&R MAP

HERLONG AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
HEG
FDOT DISTRICT
2

APPENDIX H

PHOTOGRAPHS

Runway 11-29, Section 6205, Sample Unit 149 – Low severity (43) Block Cracking, and low to medium severity (52) Weathering and Raveling.

Northeast Apron, Section 4410, Sample Unit 201 –Low severity (70) Scaling.

Taxiway to Northeast Apron, Section 1105, Sample Unit 500 – Low severity (63) Linear Cracking, low severity (65) Joint Seal Damage, medium severity (74) Joint Spalling, and low severity (72) Shattered Slab.

Run Up Apron on RWs 7, 25, Section 5110, Sample Unit 100 – High severity (52) Weathering and Raveling.

Taxiway T-Hangars, Section 920, Sample Unit 101 – Medium severity (48) Longitudinal / Transverse Cracking and low severity (52) Weathering and Raveling.

Taxiway T-Hangars, Section 925, Sample Unit 200 – Low severity (45) Depression and low severity (52) Weathering and Raveling

Runway 11-29, Section 6205, Sample Unit 149 – Low severity (43) Block Cracking and low severity (52) Weathering and Raveling

Runway 7-25, Section 6105, Sample Unit 106 – Low severity (50) Patching

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP FBO Name: FBO APRON Use: APRON Area: 64,800.00SqFt

Section: 4215 of 3 From: - To: - Last Const.: 1/1/1980
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 9,700.00SqFt Length: 388.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 228 Type: R Area: 3,891.69SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	L	3,700.00 SqFt	Comments:
48 L & T CR	M	50.00 Ft	Comments:
48 L & T CR	L	54.00 Ft	Comments:
43 BLOCK CR	L	280.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP FBO Name: FBO APRON Use: APRON Area: 64,800.00SqFt

Section: 4220 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 23,100.00SqFt Length: 330.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.05SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	4,700.00 SqFt	Comments:
48 L & T CR	M	52.00 Ft	Comments:
48 L & T CR	L	206.00 Ft	Comments:

Sample Number: 302 Type: R Area: 6,277.40SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	5,975.00 SqFt	Comments:
48 L & T CR	M	112.00 Ft	Comments:
48 L & T CR	L	74.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP FBO Name: FBO APRON Use: APRON Area: 64,800.00SqFt

Section: 4225 of 3 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 32,000.00SqFt Length: 320.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 2,990.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	260.00 Ft	Comments:
52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP N Name: NORTH APRON Use: APRON Area: 147,831.31SqFt

Section: 4305 of 2 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 137,831.31SqFt Length: 479.00Ft Width: 298.56Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date5/14/2007 Total Samples: 27 Surveyed: 3
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

52 WEATH/RAVEL	M	4,500.00 SqFt	Comments:
48 L & T CR	L	100.00 Ft	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

48 L & T CR	L	71.00 Ft	Comments:
52 WEATH/RAVEL	M	4,000.00 SqFt	Comments:

Sample Number: 502 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

50 PATCHING	L	20.00 SqFt	Comments:
52 WEATH/RAVEL	M	5,000.00 SqFt	Comments:
48 L & T CR	M	100.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP N Name: NORTH APRON Use: APRON Area: 147,831.31SqFt

Section: 4310 of 2 From: - To: - Last Const.: 1/1/1990
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 50.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	296.08	Ft	Comments:
52	WEATHERING/RAVELING	L	4,099.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	899.99	SqFt	Comments:
50	PATCHING	M	0.50	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 46,400.00SqFt

Section: 4405 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 16,400.00SqFt Length: 130.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 4,050.00SqFt PCI = 24
Sample Comments:

52 WEATH/RAVEL	M	3,650.00	SqFt	Comments:
52 WEATH/RAVEL	L	400.00	SqFt	Comments:
41 ALLIGATOR CR	L	70.00	SqFt	Comments:
43 BLOCK CR	L	160.00	SqFt	Comments:
48 L & T CR	L	146.00	Ft	Comments:
45 DEPRESSION	L	190.00	SqFt	Comments:
49 OIL SPILLAGE	L	4.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 46,400.00SqFt

Section: 4410 of 2 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:16.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 8.00Slabs PCI = 16
Sample Comments:

74 JOINT SPALL	H	1.00 Slabs	Comments:	
65 JT SEAL DMG	L	8.00 Slabs	Comments:	
70 SCALING	L	7.00 Slabs	Comments:	
72 SHAT. SLAB	L	4.00 Slabs	Comments:	
73 SHRINKAGE CR	L	6.00 Slabs	Comments:	
62 CORNER BREAK	L	2.00 Slabs	Comments:	
63 LINEAR CR	M	1.00 Slabs	Comments:	
63 LINEAR CR	L	2.00 Slabs	Comments:	
66 SMALL PATCH	L	4.00 Slabs	Comments:	
75 CORNER SPALL	L	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 270,050.00SqFt

Section: 4105 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 108,000.00SqFt Length: 480.00Ft Width: 225.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 25 Surveyed: 3
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 153 Type: R Area: 5,000.05SqFt PCI = 41
Sample Comments:

43 BLOCK CR	L	2,410.00	SqFt	Comments:
52 WEATH/RAVEL	M	710.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,290.00	SqFt	Comments:
43 BLOCK CR	M	1,090.00	SqFt	Comments:
48 L & T CR	L	61.00	Ft	Comments:

Sample Number: 251 Type: R Area: 5,000.05SqFt PCI = 34
Sample Comments:

52 WEATH/RAVEL	M	1,400.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,600.00	SqFt	Comments:
43 BLOCK CR	M	0.00	SqFt	Comments:
43 BLOCK CR	L	60.00	SqFt	Comments:
48 L & T CR	M	468.00	Ft	Comments:
48 L & T CR	L	318.00	Ft	Comments:

Sample Number: 254 Type: R Area: 4,068.65SqFt PCI = 32
Sample Comments:

52 WEATH/RAVEL	L	3,170.00	SqFt	Comments:
43 BLOCK CR	L	320.00	SqFt	Comments:
43 BLOCK CR	H	0.00	SqFt	Comments:
43 BLOCK CR	M	0.00	SqFt	Comments:
48 L & T CR	H	67.00	Ft	Comments:
48 L & T CR	M	158.00	Ft	Comments:
48 L & T CR	L	118.00	Ft	Comments:
52 WEATH/RAVEL	M	900.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 270,050.00SqFt

Section: 4110 of 4 From: - To: - Last Const.: 1/1/1981
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 51,250.00SqFt Length: 380.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 353 Type: R Area: 4,505.67SqFt PCI = 63
Sample Comments:

52 WEATH/RAVEL	M	620.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,880.00	SqFt	Comments:
48 L & T CR	L	77.00	Ft	Comments:
45 DEPRESSION	L	18.00	SqFt	Comments:

Sample Number: 401 Type: R Area: 4,812.01SqFt PCI = 46
Sample Comments:

52 WEATH/RAVEL	M	2,650.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,150.00	SqFt	Comments:
48 L & T CR	L	146.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 270,050.00SqFt

Section: 4115 of 4 From: NW END To: SECTION 4105 Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 65,800.00SqFt Length: 280.00Ft Width: 235.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 15 Surveyed: 2
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.05SqFt PCI = 83
Sample Comments:

48 L & T CR	L	26.00 Ft	Comments:
52 WEATH/RAVEL	L	840.00 SqFt	Comments:

Sample Number: 502 Type: R Area: 5,000.05SqFt PCI = 81
Sample Comments:

48 L & T CR	L	117.00 Ft	Comments:
52 WEATH/RAVEL	L	1,100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 270,050.00SqFt

Section: 4120 of 4 From: To: Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 45,000.00SqFt Length: 1,800.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 18 Surveyed: 3
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 2,500.03SqFt PCI = 78
Sample Comments:

48 L & T CR	L	43.00 Ft	Comments:
52 WEATH/RAVEL	L	860.00 SqFt	Comments:

Sample Number: 403 Type: R Area: 2,000.04SqFt PCI = 75
Sample Comments:

52 WEATH/RAVEL	L	840.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
48 L & T CR	L	7.00 Ft	Comments:

Sample Number: 602 Type: R Area: 2,000.04SqFt PCI = 77
Sample Comments:

52 WEATH/RAVEL	L	900.00 SqFt	Comments:
48 L & T CR	L	4.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP RU Name: RUN UP APRON ON RWS 7, 25 Use: APRON Area: 36,000.00SqFt

Section: 5105 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 12,000.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,268.15SqFt PCI = 62
Sample Comments:

52 WEATH/RAVEL	L	6,060.00	SqFt	Comments:
52 WEATH/RAVEL	M	210.00	SqFt	Comments:
48 L & T CR	L	236.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP RU Name: RUN UP APRON ON RWS 7, 25 Use: APRON Area: 36,000.00SqFt

Section: 5110 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 12,000.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,166.32SqFt PCI = 65
Sample Comments:

52 WEATH/RAVEL	M	350.00 SqFt	Comments:	
48 L & T CR	L	67.00 Ft	Comments:	
52 WEATH/RAVEL	H	9.00 SqFt	Comments:	
52 WEATH/RAVEL	L	3,100.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: AP RU Name: RUN UP APRON ON RWS 7, 25 Use: APRON Area: 36,000.00SqFt

---

Section: 5115 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 12,000.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,166.32SqFt PCI = 57
Sample Comments:

52 WEATH/RAVEL	L	4,950.00 SqFt	Comments:
48 L & T CR	L	253.00 Ft	Comments:
52 WEATH/RAVEL	M	1,200.00 SqFt	Comments:
48 L & T CR	M	49.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 408,300.00SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: S
Area: 408,300.00SqFt Length: 4,083.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 82 Surveyed: 15
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.05SqFt PCI = 57
Sample Comments:

48 L & T CR	M	81.00	Ft	Comments:
48 L & T CR	L	677.00	Ft	Comments:
56 SWELLING	L	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.05SqFt PCI = 55
Sample Comments:

52 WEATH/RAVEL	M	50.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,950.00	SqFt	Comments:
48 L & T CR	L	736.00	Ft	Comments:
48 L & T CR	M	44.00	Ft	Comments:
56 SWELLING	L	20.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 5,000.05SqFt PCI = 54
Sample Comments:

48 L & T CR	M	33.00	Ft	Comments:
48 L & T CR	L	681.00	Ft	Comments:
52 WEATH/RAVEL	M	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,970.00	SqFt	Comments:
56 SWELLING	L	50.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.05SqFt PCI = 58
Sample Comments:

43 BLOCK CR	L	90.00	SqFt	Comments:
48 L & T CR	L	818.00	Ft	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 119 Type: R Area: 5,000.05SqFt PCI = 57
Sample Comments:

48 L & T CR	L	868.00	Ft	Comments:
52 WEATH/RAVEL	M	80.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,920.00	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.05SqFt PCI = 52
Sample Comments:

48 L & T CR	L	1,044.00	Ft	Comments:
52 WEATH/RAVEL	M	150.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,850.00	SqFt	Comments:
56 SWELLING	L	270.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Sample Number: 128 Type: R Area: 5,000.05SqFt PCI = 52
Sample Comments:

48 L & T CR	L	872.00	Ft	Comments:
48 L & T CR	M	21.00	Ft	Comments:
52 WEATH/RAVEL	M	75.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,925.00	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.05SqFt PCI = 55
Sample Comments:

48 L & T CR	L	921.00	Ft	Comments:
52 WEATH/RAVEL	L	4,860.00	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:
52 WEATH/RAVEL	M	140.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 5,000.05SqFt PCI = 59
Sample Comments:

48 L & T CR	L	707.00	Ft	Comments:
56 SWELLING	L	38.00	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
48 L & T CR	M	14.00	Ft	Comments:

Sample Number: 143 Type: R Area: 5,000.05SqFt PCI = 51
Sample Comments:

52 WEATH/RAVEL	M	115.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,885.00	SqFt	Comments:
48 L & T CR	L	1,093.00	Ft	Comments:
56 SWELLING	L	100.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 5,000.05SqFt PCI = 46
Sample Comments:

43 BLOCK CR	L	220.00	SqFt	Comments:
48 L & T CR	L	1,011.00	Ft	Comments:
48 L & T CR	M	48.00	Ft	Comments:
52 WEATH/RAVEL	M	210.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,790.00	SqFt	Comments:
56 SWELLING	L	5.00	SqFt	Comments:

Sample Number: 155 Type: R Area: 5,000.05SqFt PCI = 49
Sample Comments:

48 L & T CR	L	689.00	Ft	Comments:
43 BLOCK CR	L	440.00	SqFt	Comments:
52 WEATH/RAVEL	M	310.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,690.00	SqFt	Comments:
56 SWELLING	L	250.00	SqFt	Comments:

Sample Number: 161 Type: R Area: 5,000.05SqFt PCI = 46
Sample Comments:

52 WEATH/RAVEL	M	600.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,400.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
48 L & T CR	L	888.00	Ft	Comments:
48 L & T CR	M	60.00	Ft	Comments:

Sample Number: 167 Type: R Area: 5,000.05SqFt PCI = 47
Sample Comments:

52 WEATH/RAVEL	M	600.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,400.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

48 L & T CR	M	244.00	Ft	Comments:
48 L & T CR	L	637.00	Ft	Comments:
42 BLEEDING	L	1.00	SqFt	Comments:

Sample Number: 173 Type: R Area: 7,970.03SqFt PCI = 34
Sample Comments:

52 WEATH/RAVEL	L	5,070.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,900.00	SqFt	Comments:
48 L & T CR	L	1,452.00	Ft	Comments:
43 BLOCK CR	L	1,740.00	SqFt	Comments:
48 L & T CR	M	104.00	Ft	Comments:
50 PATCHING	M	3.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 400,000.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/2009
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 270,000.00SqFt Length: 2,700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 55 Surveyed: 11
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.05SqFt PCI = 98
Sample Comments:

52 WEATH/RAVEL	L	35.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.05SqFt PCI = 97
Sample Comments:

50 PATCHING	L	1.25 SqFt	Comments:
52 WEATH/RAVEL	L	10.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.05SqFt PCI = 100
Sample Comments: no distress
<NO DISTRESSES>

Sample Number: 118 Type: R Area: 5,000.05SqFt PCI = 98
Sample Comments:

52 WEATH/RAVEL	L	20.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 5,000.05SqFt PCI = 100
Sample Comments: no distress
<NO DISTRESSES>

Sample Number: 129 Type: R Area: 5,000.05SqFt PCI = 94
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	85.00 SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.05SqFt PCI = 92
Sample Comments:

48 L & T CR	L	19.00 Ft	Comments:
52 WEATH/RAVEL	L	90.00 SqFt	Comments:

Sample Number: 161 Type: R Area: 5,000.05SqFt PCI = 95
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
48 L & T CR	L	3.00 Ft	Comments:
52 WEATH/RAVEL	L	5.00 SqFt	Comments:

Sample Number: 167 Type: R Area: 5,000.05SqFt PCI = 94
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
48 L & T CR	L	3.00 Ft	Comments:
52 WEATH/RAVEL	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Sample Number: 172 Type: R Area: 5,000.05SqFt PCI = 94
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	25.00 SqFt	Comments:
48 L & T CR	L	5.00 Ft	Comments:

Sample Number: 178 Type: R Area: 5,000.05SqFt PCI = 98
Sample Comments:

52 WEATH/RAVEL	L	30.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 400,000.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/2009
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 130,000.00SqFt Length: 1,300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 27 Surveyed: 5
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 133 Type: R Area: 5,000.05SqFt PCI = 96
Sample Comments:

52 WEATH/RAVEL	L	100.00 SqFt	Comments:

Sample Number: 140 Type: R Area: 5,000.05SqFt PCI = 95
Sample Comments:

52 WEATH/RAVEL	L	70.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 145 Type: R Area: 5,000.05SqFt PCI = 98
Sample Comments:

52 WEATH/RAVEL	L	25.00 SqFt	Comments:

Sample Number: 149 Type: R Area: 5,000.05SqFt PCI = 98
Sample Comments:

52 WEATH/RAVEL	L	30.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.05SqFt PCI = 97
Sample Comments:

50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	15.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW A Name: TAXIWAY A - PARALLEL TO R Use: TAXIWAY Area: 174,000.00SqFt

Section: 105 of 1 From: - To: - Last Const.: 1/1/1981
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 174,000.00SqFt Length: 4,350.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 43 Surveyed: 5
Conditions: PCI:48.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,999.98SqFt PCI = 53
Sample Comments:

43 BLOCK CR	L	3,900.00	SqFt	Comments:
48 L & T CR	L	29.00	Ft	Comments:
52 WEATH/RAVEL	L	4,000.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 110 Type: R Area: 3,999.98SqFt PCI = 54
Sample Comments:

52 WEATH/RAVEL	L	3,930.00	SqFt	Comments:
43 BLOCK CR	L	1,150.00	SqFt	Comments:
48 L & T CR	L	308.00	Ft	Comments:
52 WEATH/RAVEL	M	70.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 3,999.98SqFt PCI = 50
Sample Comments:

43 BLOCK CR	L	1,250.00	SqFt	Comments:
48 L & T CR	L	365.00	Ft	Comments:
52 WEATH/RAVEL	L	3,940.00	SqFt	Comments:
49 OIL SPILLAGE	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	M	60.00	SqFt	Comments:

Sample Number: 127 Type: R Area: 3,999.98SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	899.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	527.13	Ft	Comments:
52 WEATHERING/RAVELING	L	3,429.97	SqFt	Comments:

Sample Number: 137 Type: R Area: 3,999.98SqFt PCI = 29
Sample Comments:

43 BLOCK CRACKING	L	3,099.97	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.03	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,799.97	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 24,300.00SqFt

Section: 305 of 2 From: - To: - Last Const.: 1/1/1969
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 21,000.00SqFt Length: 420.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 5 Surveyed: 3
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,999.98SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	3,759.97	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	332.09	Ft	Comments:

Sample Number: 103 Type: R Area: 3,999.98SqFt PCI = 52
Sample Comments:

52 WEATH/RAVEL	M	25.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,900.00	SqFt	Comments:
43 BLOCK CR	L	1,275.00	SqFt	Comments:
48 L & T CR	L	377.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 104 Type: R Area: 4,860.98SqFt PCI = 51
Sample Comments:

52 WEATH/RAVEL	L	3,260.00	SqFt	Comments:
43 BLOCK CR	L	450.00	SqFt	Comments:
52 WEATH/RAVEL	M	10.00	SqFt	Comments:
48 L & T CR	L	655.00	Ft	Comments:
48 L & T CR	M	144.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 24,300.00SqFt

Section: 315 of 2 From: - To: - Last Const.: 1/1/2009
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,300.00SqFt Length: 80.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,568.05SqFt PCI = 92
Sample Comments:

52 WEATH/RAVEL	L	175.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW CONN RW Name: CONNECTOR TAXIWAY BETWEEN Use: TAXIWAY Area: 56,000.00SqFt

Section: 605 of 4 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 29,550.00SqFt Length: 738.75Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.19SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
48 L & T CR	L	7.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 105 Type: R Area: 3,999.98SqFt PCI = 70
Sample Comments:

48 L & T CR	L	0.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	3,850.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW CONN RW Name: CONNECTOR TAXIWAY BETWEEN Use: TAXIWAY Area: 56,000.00SqFt

Section: 610 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,700.00SqFt Length: 100.00Ft Width: 47.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,700.00SqFt PCI = 44
Sample Comments:

43 BLOCK CR	L	1,700.00 SqFt	Comments:
48 L & T CR	M	76.00 Ft	Comments:
48 L & T CR	L	580.00 Ft	Comments:
52 WEATH/RAVEL	M	100.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW CONN RW Name: CONNECTOR TAXIWAY BETWEEN Use: TAXIWAY Area: 56,000.00SqFt

Section: 620 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,700.00SqFt Length: 100.00Ft Width: 47.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:46.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,700.00SqFt PCI = 46
Sample Comments:

43 BLOCK CR	L	3,500.00 SqFt	Comments:
48 L & T CR	M	20.00 Ft	Comments:
48 L & T CR	L	143.00 Ft	Comments:
52 WEATH/RAVEL	M	300.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW CONN RW Name: CONNECTOR TAXIWAY BETWEEN Use: TAXIWAY Area: 56,000.00SqFt

Section: 625 of 4 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 17,050.00SqFt Length: 360.00Ft Width: 47.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,700.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	4,700.00 SqFt	Comments:
48 L & T CR	L	115.00 Ft	Comments:
56 SWELLING	L	90.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW D Name: TAXIWAY D - PARALLEL TO Use: TAXIWAY Area: 164,700.00SqFt

Section: 205 of 1 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 164,700.00SqFt Length: 4,117.50Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/14/2012 Total Samples: 42 Surveyed: 5
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,999.98SqFt PCI = 52
Sample Comments:

43 BLOCK CR	L	360.00	SqFt	Comments:
48 L & T CR	L	333.00	Ft	Comments:
48 L & T CR	M	56.00	Ft	Comments:
52 WEATH/RAVEL	M	100.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,900.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,999.98SqFt PCI = 27
Sample Comments:

52 WEATH/RAVEL	L	3,800.00	SqFt	Comments:
42 BLEEDING	L	1,000.00	SqFt	Comments:
48 L & T CR	L	328.00	Ft	Comments:
52 WEATH/RAVEL	M	200.00	SqFt	Comments:
43 BLOCK CR	L	1,000.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 3,999.98SqFt PCI = 55
Sample Comments:

43 BLOCK CR	L	80.00	SqFt	Comments:
48 L & T CR	L	556.00	Ft	Comments:
52 WEATH/RAVEL	L	3,850.00	SqFt	Comments:
52 WEATH/RAVEL	M	150.00	SqFt	Comments:

Sample Number: 133 Type: R Area: 3,999.98SqFt PCI = 65
Sample Comments:

48 L & T CR	L	497.00	Ft	Comments:
52 WEATH/RAVEL	L	4,000.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 4,000.19SqFt PCI = 55
Sample Comments:

48 L & T CR	L	436.00	Ft	Comments:
48 L & T CR	M	80.00	Ft	Comments:
43 BLOCK CR	L	70.00	SqFt	Comments:
56 SWELLING	L	20.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW E FBO Name: TAXIWAY EAST OF FBO RAMP Use: TAXIWAY Area: 3,990.00SqFt

Section: 710 of 1 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,990.00SqFt Length: 140.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00SqFt PCI = 24
Sample Comments:

52	WEATH/RAVEL	M	2,750.00 SqFt	Comments:
52	WEATH/RAVEL	L	250.00 SqFt	Comments:
48	L & T CR	L	74.00 Ft	Comments:
48	L & T CR	M	96.00 Ft	Comments:
43	BLOCK CR	L	1,700.00 SqFt	Comments:
48	L & T CR	H	53.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW E NW AP Name: TAXIWAY EAST CONNECTOR TO Use: TAXIWAY Area: 8,605.00SqFt

Section: 405 of 1 From: - To: - Last Const.: 1/1/1981
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,605.00SqFt Length: 215.12Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:16.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,012.29SqFt PCI = 16
Sample Comments:

52	WEATH/RAVEL	M	5,780.00 SqFt	Comments:
52	WEATH/RAVEL	L	220.00 SqFt	Comments:
41	ALLIGATOR CR	L	310.00 SqFt	Comments:
48	L & T CR	M	9.00 Ft	Comments:
48	L & T CR	L	188.00 Ft	Comments:
43	BLOCK CR	M	2,900.00 SqFt	Comments:
43	BLOCK CR	L	1,690.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW N AP Name: CONNECTOR TAXIWAY TO N AP Use: TAXIWAY Area: 2,915.00SqFt

Section: 805 of 1 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,915.00SqFt Length: 90.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date5/14/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:38.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,400.00SqFt PCI = 38
Sample Comments:

43 BLOCK CR	M	180.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW NE AP Name: TAXIWAY TO NORTHEAST APRO Use: APRON Area: 5,250.00SqFt

Section: 1105 of 1 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 5,250.00SqFt Length: 175.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 8.00Slabs PCI = 25
Sample Comments: c0nstructed january 1990

72 SHAT. SLAB	L	6.00 Slabs	Comments:	
65 JT SEAL DMG	L	8.00 Slabs	Comments:	
73 SHRINKAGE CR	L	3.00 Slabs	Comments:	
74 JOINT SPALL	L	4.00 Slabs	Comments:	
74 JOINT SPALL	M	1.00 Slabs	Comments:	
63 LINEAR CR	L	2.00 Slabs	Comments:	
70 SCALING	L	8.00 Slabs	Comments:	
75 CORNER SPALL	M	0.00 Slabs	Comments:	
62 CORNER BREAK	M	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 51,365.00SqFt

Section: 905 of 5 From: - To: - Last Const.: 1/1/1990
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,035.00SqFt Length: 50.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,544.56SqFt PCI = 56
Sample Comments:

48	L & T CR	L	289.00 Ft	Comments:
52	WEATH/RAVEL	L	3,550.00 SqFt	Comments:
43	BLOCK CR	L	1,100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 51,365.00SqFt

Section: 910 of 5 From: - To: - Last Const.: 1/1/1990
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 5,250.00SqFt Length: 150.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,500.00SqFt PCI = 63
Sample Comments: pavement changed 33 feet north i

52 WEATH/RAVEL	L	2,345.00 SqFt	Comments:
43 BLOCK CR	L	250.00 SqFt	Comments:
48 L & T CR	L	359.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 51,365.00SqFt

---

Section: 915 of 5 From: - To: - Last Const.: 1/1/1990
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,200.00SqFt Length: 460.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,800.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	4,800.00 SqFt	Comments:
48 L & T CR	L	411.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 51,365.00SqFt

Section: 920 of 5 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 2,380.00SqFt Length: 68.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,450.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	L	1,940.00	SqFt	Comments:
48 L & T CR	L	210.00	Ft	Comments:
56 SWELLING	L	9.00	SqFt	Comments:
48 L & T CR	H	1.00	Ft	Comments:
48 L & T CR	M	7.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 51,365.00SqFt

Section: 925 of 5 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 31,500.00SqFt Length: 1,575.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 9 Surveyed: 2
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 5,060.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
48 L & T CR	M	19.00 Ft	Comments:
48 L & T CR	L	202.00 Ft	Comments:
48 L & T CR	H	9.00 Ft	Comments:
45 DEPRESSION	L	15.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 4,000.00SqFt PCI = 62
Sample Comments:

52 WEATH/RAVEL	L	3,100.00 SqFt	Comments:
48 L & T CR	L	380.00 Ft	Comments:
48 L & T CR	M	4.00 Ft	Comments:
45 DEPRESSION	L	28.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/14/2012
Site Name:

Network: HEG Name: HERLONG AIRPORT-JACKSONVILLE

Branch: TW W NW AP Name: TAXIWAY WEST CONNECTOR TO Use: TAXIWAY Area: 1,843.00SqFt

Section: 550 of 1 From: - To: - Last Const.: 1/1/1981
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 1,843.00SqFt Length: 46.07Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,023.72SqFt PCI = 51
Sample Comments:

52 WEATH/RAVEL	M	500.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,525.00	SqFt	Comments:
43 BLOCK CR	L	280.00	SqFt	Comments:
48 L & T CR	L	29.00	Ft	Comments: