STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Hernando County – BKV
(General Aviation)
Brookeville, Florida
(District 7)

May 2011

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EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Hernando County 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 Hernando County Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During March 2011, the PCI survey was performed at Hernando County Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2011 is 62, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
North East Apron	64	Fair	60	65	X
South Apron	82	Satisfactory	60	65	
Runway 3-21	45	Poor	75	65	X
Runway 9-27	64	Fair	75	65	X
Taxiway Alpha	66	Fair	65	65	
Taxiway Bravo	65	Fair	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	56	Fair
Taxiway	66	Fair
Apron	69	Fair
All (Weighted)	**62**	Fair

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	66	Fair
Secondary	45	Poor
All (Weighted)	**62**	**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 Hernando County Airport, include: North East Apron, South Apron Runway 3-21, Runway 9-27, Taxiways Alpha and Bravo. Pavement condition in these areas require mill and overlay rehabilitation activity, PCC restoration or full 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
North East Apron	4105	AC	33,175	$122,979.80	59	Mill and Overlay	100
North East Apron	4110	AC	20,074	$91,698.07	56	Mill and Overlay	100
North East Apron	4115	AC	37,347	$202,756.91	53	Mill and Overlay	100
North East Apron	4120	AC	84,500	$385,996.16	56	Mill and Overlay	100
North East Apron	4125	AAC	23,918	$68,740.38	62	Mill and Overlay	100
North East Apron	4130	PCC	5,100	$69,462.02	25	Reconstruction	100
North East Apron	4140	AC	204,500	$699,390.49	60	Mill and Overlay	100
North East Apron	4145	AC	72,830	$416,296.33	52	Mill and Overlay	100
North East Apron	4147	AAC	14,000	$55,916.03	58	Mill and Overlay	100
North East Apron	4150	PCC	28,908	$90,973.54	61	PCC Restoration	100
South Apron	4205	AC	3,416	$19,525.86	52	Mill and Overlay	100
South Apron	4215	AC	26,800	$99,347.66	59	Mill and Overlay	100
Runway 3-21	6205	PCC	250,000	$3,405,001.10	25	Reconstruction	100
Runway 3-21	6210	PCC	500,000	$2,571,000.66	54	PCC Restoration	100
Runway 9-27	6105	PCC	350,000	$814,800.51	64	PCC Restoration	100
Runway 9-27	6110	PCC	700,000	$1,820,701.12	63	PCC Restoration	100
Taxiway Alpha	111	AAC	18,032	$77,195.03	57	Mill and Overlay	100
Taxiway Alpha	112	AC	18,084	$246,304.16	26	Reconstruction	100
Taxiway Alpha	120	PCC	10,325	$32,492.80	61	PCC Restoration	100
Taxiway Alpha	125	AC	21,450	$276,426.23	31	Reconstruction	100
Taxiway Alpha	135	AC	22,160	$301,819.30	13	Reconstruction	100
Taxiway Alpha	140	PCC	33,000	$131,802.07	58	PCC Restoration	100
Taxiway Alpha	145	AC	69,000	$275,586.15	58	Mill and Overlay	100
Taxiway Bravo	205	AC	55,829	$145,211.32	63	Mill and Overlay	100
Taxiway Bravo	210	AC	118,125	$471,791.50	58	Mill and Overlay	100
Taxiway Bravo	215	PCC	60,750	$158,010.85	63	PCC Restoration	100
Taxiway Bravo	216	AC	44,430	$253,961.91	52	Mill and Overlay	100
Taxiway Bravo	220	AC	8,758	$25,170.51	62	Mill and Overlay	100
Taxiway Bravo	225	AC	8,758	$27,561.45	61	Mill and Overlay	100
Taxiway Bravo	230	AC	8,315	$52,301.35	49	Mill and Overlay	100
			Total	**$13,410,221.27**	**52**		**100**

* Costs are adjusted for inflation.

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$57,648.29	$13,410,221.27	$13,467,869.56
2012	$172,805.68	$408,846.36	$581,652.05
2013	$22,531.72	$1,790,162.44	$1,812,694.16
2014	$13,889.79	$161,293.98	$175,183.77
2015	$18,962.66	$0.00	$18,962.66
2016	$87,692.52	$0.00	$87,692.52
2017	$139,721.75	$0.00	$139,721.75
2018	$248,493.59	$0.00	$248,493.59
2019	$368,229.75	$0.00	$368,229.75
2020	$472,361.01	$0.00	$472,361.01
Total	**$1,602,336.76**	**$15,770,524.05**	**$17,372,860.82**

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

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Hernando County Airport pavements in 2020 may remain near 81. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Hernando County Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time.

In order to support the planning, scheduling, and design of the M&R activities based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, the FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system, AIRPAV, was implemented, and initial condition surveys were

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

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

A pavement is a prepared surface designed to provide a continuous smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of an asphalt concrete (AC) surface, and
- Rigid pavement composed of a Portland Cement Concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying natural subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland Cement Concrete supports most of the load, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

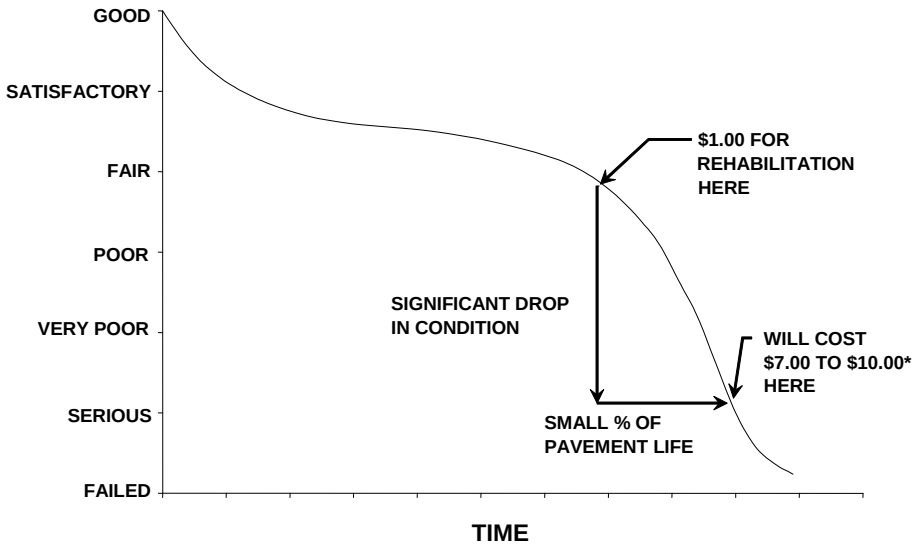
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

1.4.2 *Pavement Management System Concept*

The SAPMP utilized a Pavement Management System (PMS) to develop the M&R recommendations discussed in this report. A PMS is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1 below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent of a pavement’s life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in “good” condition depends on how well it is maintained. As the illustration demonstrates, the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Figure 1-1: Pavement Life Cycle



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

Pavements deteriorate at an accelerated rate with increasing traffic and limited M&R resources. Planned maintenance and rehabilitation, essentially preventing pavements from reaching deteriorated conditions, helps managers/owners/agencies maximize the use of their budgets and prolong the life of the pavements. A PMS provides a tool to schedule and plan maintenance and rehabilitation based on engineering information and existing and predicted conditions of pavements.

There are several components or elements that are essential to a PMS. The first steps in the implementation of a PMS are to know and clearly identify what needs to be managed, the limits of the managing agency's responsibilities and the condition of the existing pavements. Once the cause and the extent of pavement problems are known, the appropriate maintenance and/or rehabilitation can be planned. By using local unit costs and expected yearly budgets, a multi-year M&R plan can be determined.

1.4.3 *Pavement Inspection Methodology for the SAPMP*

Pavement condition assessment is one of the primary decision variables in any airport PMS. Pavement condition assessments generally include visual surveys in accordance with ASTM D 5340, "Standard Test Method for Airport Pavement Condition Index Surveys" and structural evaluation. Pavement condition surveys assess the functional condition of the pavement surface. Typically, most problems within a pavement structure will eventually reflect to the pavement surface. The structural condition and relative support of the pavement layers can be assessed utilizing non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

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

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

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of Branches, Sections, use patterns, construction types and history. The sampling rate used for the FDOT Statewide Airfield Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

AC Pavements			PCC Pavements		
N	**n**		**N**	**n**	
	Runway	**Others**		**Runway**	**Others**
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where *N = total number of sample units in Section*
n = number of sample units to inspect

The sample units to inspect are determined by a systematic random sampling technique. This means that the locations are determined such that they are distributed evenly throughout the Section. In the case when nonrepresentive distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from the sample units are used to compute the PCI value for each Section. PCI values range from 0 to 100. As Figure 1-2 below indicates, MicroPAVER provides a rating scale that relates PCI to pavement condition. A PCI between 0 and 10 is considered 'Failed' pavement, and a PCI between 86 and 100 is considered 'Good' pavement, with five other conditions for PCI values between 11 and 85.

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

Base Course - Base Course is a layer of manufactured material, usually crushed rock (aggregate) or stabilized material (asphalt or concrete or Florida Limerock), immediately beneath the surface course of a pavement, which provides support to the surface course.

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

Branch ID - A short form identification for the pavement Branch. In this report, Branch includes the common designation for the item e.g. RW 18-36.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports;
- RL – for regional relievers or small hubs;
- PR – for primary (certified under Part 139 requirements).

Critical PCI - The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland Cement Concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

Global M&R - Global M&R is defined as activities applied to entire pavement Sections with the primary objective of slowing the rate of deterioration. These activities are primary for asphalt surfaced pavements, e.g. surface treatments.

Localized M&R (Maintenance and Repair) - Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Major M&R (e.g. Rehabilitation) - Activities performed over the entire area of a pavement Section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

MicroPAVER - A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that, if properly implemented, maintained, and operated, it meets the pavement management program requirements described by the FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) - The Pavement Condition Index is a number which represents the condition of a pavement segment at a specific point in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340, published by ASTM International.

Pavement Evaluation - A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

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

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

Rank - Pavement rank in MicroPAVER determines the priority to be assigned to a pavement Section when developing an M&R plan. Pavement Sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons;
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons;
- T – for Tertiary pavements such as "T" hangars and slightly used aprons.

Reconstruction - Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation - Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit - Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition, and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Section ID - A short form identification for the pavement Section that maintains the original AirPAV identification where 100 series through 3000 series Sections are taxiways, 4000 and 5000 series Sections are aprons (the 5000 series represent run-up aprons and turnarounds), and 6000 series Sections are runways.

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

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

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

Use - In MicroPAVER, Use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Hernando County Airport (BKV), Hernando County Airport (BKV) is located approximately six miles southwest of Brooksville, Florida. Directly regulated by the Hernando County Board of County Commissioners, this airport focuses primarily on serving general aviation aircraft. The airport facility includes two runways: Runway 3-21 (Length = 5,015 ft) and Runway 9-27 (Length = 7,002 ft). Both runways are served by full-length parallel taxiways.

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

The Hernando County Airport was originally constructed in 1942 by the War Department. The airfield was used as an auxiliary airfield to MacDill Field and Drew Field for training pilots and ground crews during World War II. In late 1945, it began concluding its activities and closing down. In 1948, the airfield was deeded to the City of Brookville who subsequently transferred the property to Hernando County.

Hernando County Airport is designated as a General Aviation (GA) airport and is located in District 7 of the Florida Department of Transportation

2.1 Network Definition

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further divided into Sections with similar pavement construction and performance that may share other common attributes.

Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

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

2.1.2 *System Inventory and Network Definition Update*

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

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

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

The updated System Inventory and Network Definition drawings for Hernando County 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	South Apron	New construction
2011	Runways and Taxiways	Spall and Joint Repair

2.2 Pavement Inventory

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

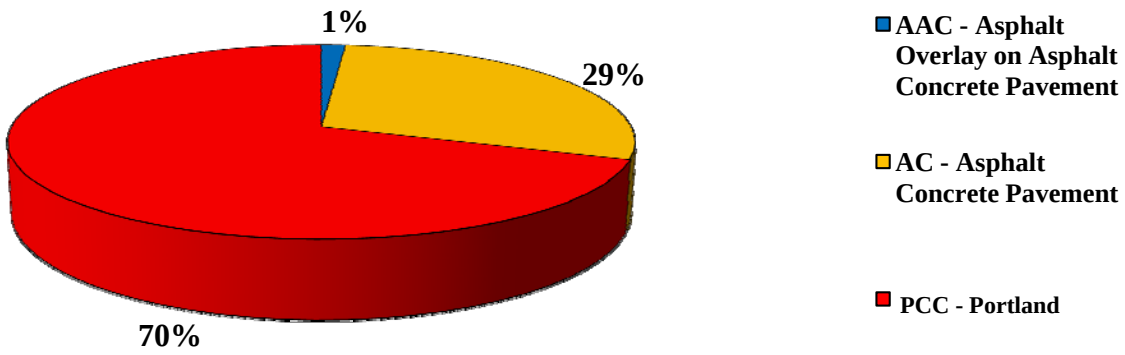
The total airfield pavement area in 2011 at Hernando County Airport is 3,843,031 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,800,000	47%
Taxiway	1,235,049	32%
Apron	807,982	21%
All (Weighted)	**3,843,031**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Hernando County 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
North East Apron	AP NE	4105	33,175	P	AC	1/1/1975	0	7
North East Apron	AP NE	4110	20,074	P	AC	1/1/1975	0	6
North East Apron	AP NE	4115	37,347	P	AC	1/1/1975	0	11
North East Apron	AP NE	4120	84,500	P	AC	1/1/1964	0	15
North East Apron	AP NE	4125	23,918	P	AAC	1/1/1975	0	6
North East Apron	AP NE	4130	5,100	P	PCC	12/31/1942	1	1
North East Apron	AP NE	4135	58,515	P	AC	1/1/1983	0	12
North East Apron	AP NE	4140	204,500	P	AC	1/1/1991	0	42
North East Apron	AP NE	4145	72,830	P	AC	1/1/1991	0	19
North East Apron	AP NE	4147	14,000	P	AAC	1/1/1989	0	2
North East Apron	AP NE	4150	28,908	P	PCC	1/1/1991	1	4
South Apron	AP S	4205	3,416	P	AC	1/1/1991	1	1
South Apron	AP S	4210	50,220	P	AC	12/25/1999	1	9
South Apron	AP S	4215	26,800	P	AC	12/25/1999	1	9
South Apron	AP S	4220	29,238	P	AC	12/25/1999	1	9
South Apron	AP S	4225	115,441	P	AC	1/1/2009	0	36
Runway 3-21	RW 3-21	6205	250,000	S	PCC	1/1/1942	10	50
Runway 3-21	RW 3-21	6210	500,000	S	PCC	1/1/1942	20	100
Runway 9-27	RW 9-27	6105	350,000	P	PCC	1/1/1942	14	70
Runway 9-27	RW 9-27	6110	700,000	P	PCC	1/1/1942	20	140
Taxiway Alpha	TW A	105	648,750	P	PCC	1/1/1942	13	173
Taxiway Alpha	TW A	110	56,750	P	PCC	1/1/1942	3	15
Taxiway Alpha	TW A	111	18,032	P	AAC	1/1/1991	0	4
Taxiway Alpha	TW A	112	18,084	P	AC	1/1/1964	0	5
Taxiway Alpha	TW A	120	10,325	P	PCC	1/1/1942	1	2
Taxiway Alpha	TW A	125	21,450	P	AC	1/1/1986	0	4
Taxiway Alpha	TW A	130	32,533	P	PCC	1/1/1942	2	8
Taxiway Alpha	TW A	135	22,160	P	AC	1/1/1986	0	8
Taxiway Alpha	TW A	140	33,000	P	PCC	1/1/1942	2	8
Taxiway Alpha	TW A	145	69,000	P	AC	1/1/1998	0	17
Taxiway Bravo	TW B	205	55,829	P	AC	1/1/1990	0	16
Taxiway Bravo	TW B	210	118,125	P	AC	1/1/1991	0	34
Taxiway Bravo	TW B	215	60,750	P	PCC	1/1/1942	3	16

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 Bravo	TW B	216	44,430	P	AC	1/1/1991	0	9
Taxiway Bravo	TW B	220	8,758	P	AC	1/1/1990	0	2
Taxiway Bravo	TW B	225	8,758	P	AC	1/1/1991	0	2
Taxiway Bravo	TW B	230	8,315	P	AC	1/1/1991	0	2

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

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

3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at Hernando County Airport is 62, representing a Fair overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distresses. Runway 3-21 exhibited low severity scaling, low severity joint seal damage, low to high severity longitudinal, transversal and diagonal cracking along with low to high severity spalling. Runway 9-27 exhibited very similar distresses throughout its Portland Cement Concrete pavement section, having low to medium severity longitudinal, transversal and diagonal cracking, along with low severity scaling, and low to medium severity spalling.

Taxiways A and B exhibited similar pavement distresses including low to medium severity longitudinal, transversal and diagonal cracking, low severity joint seal damage, low severity scaling, along with low to medium severity spalling.

North East Apron exhibited low to medium severity longitudinal and transverse cracking, low to medium severity weathering. Apron South exhibited mainly low severity longitudinal and transverse cracking, along with low severity weathering and raveling.

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 Hernando County Airport.

Figure 3-1: Network PCI Distribution by Rating Category

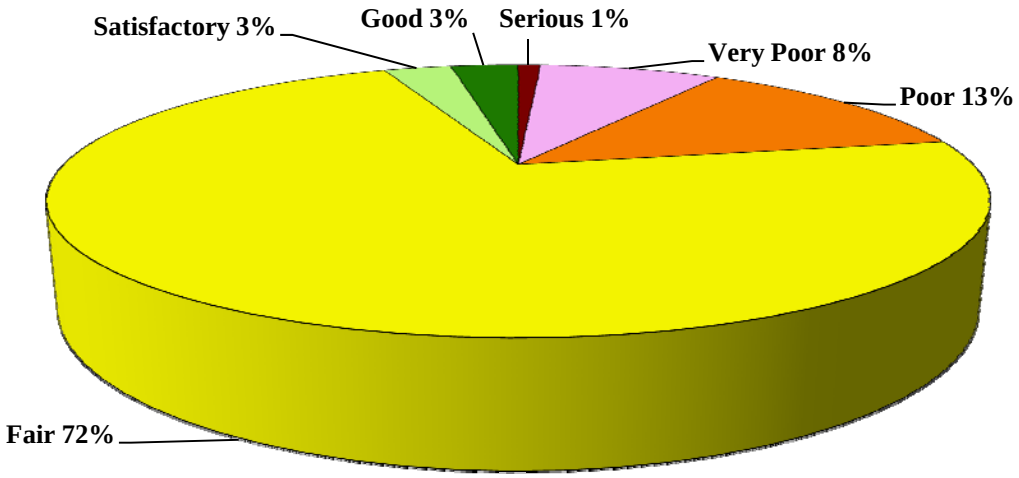


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	115,441	3%
Satisfactory	123,580	3%
Fair	2,783,800	72%
Poor	503,416	13%
Very Poor	294,634	8%
Serious	22,160	1%
Failed	0	0%

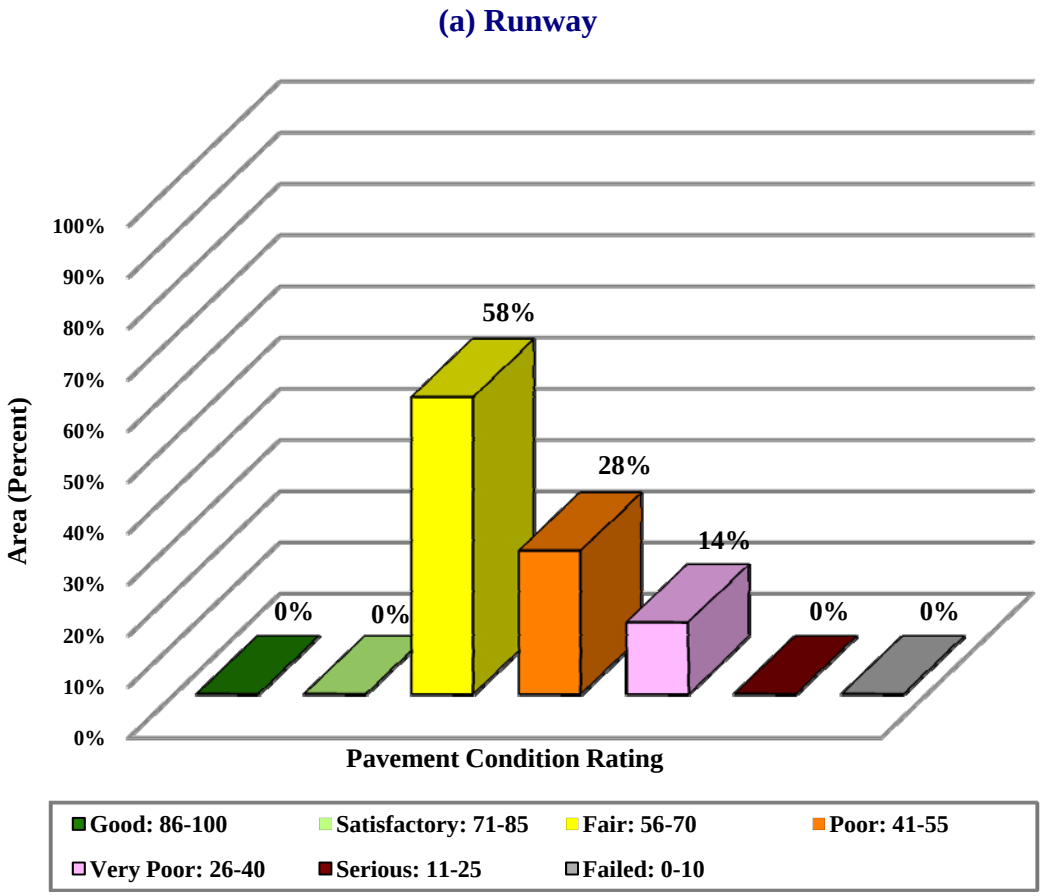
Approximately 6% of the network is in Good and Satisfactory condition while 1% of the network is in Serious and Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

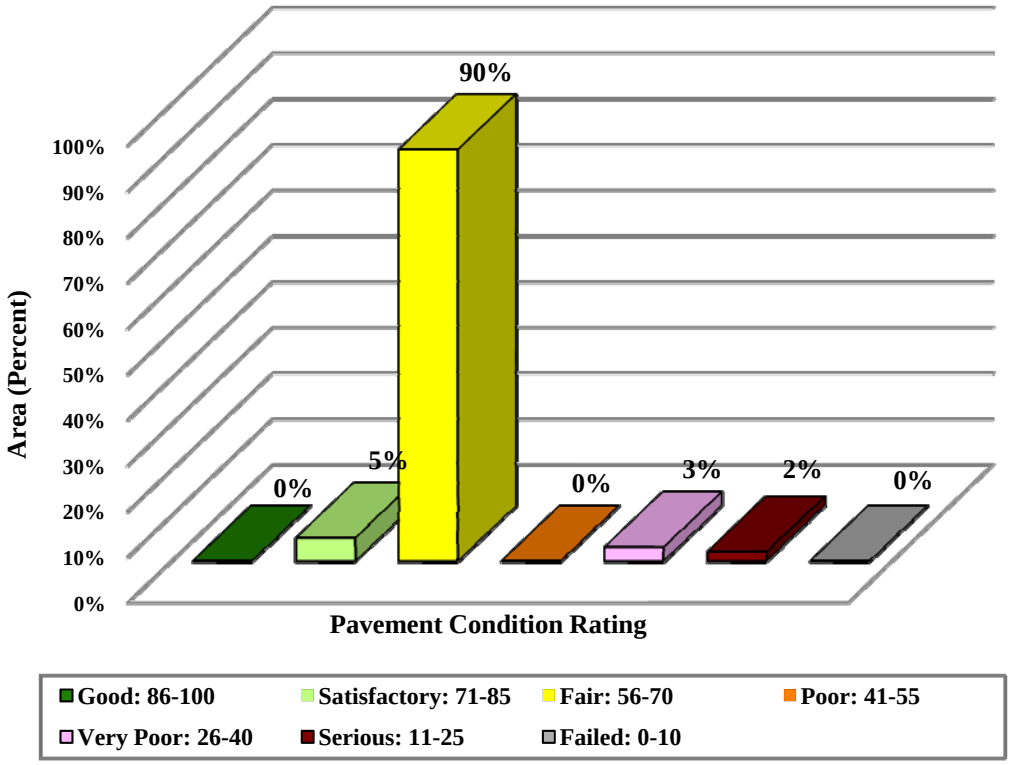
Use	Average Area-Weighted PCI	Condition Rating
Runway	56	Fair
Taxiway	66	Fair
Apron	69	Fair
All (Weighted)	**62**	Fair

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

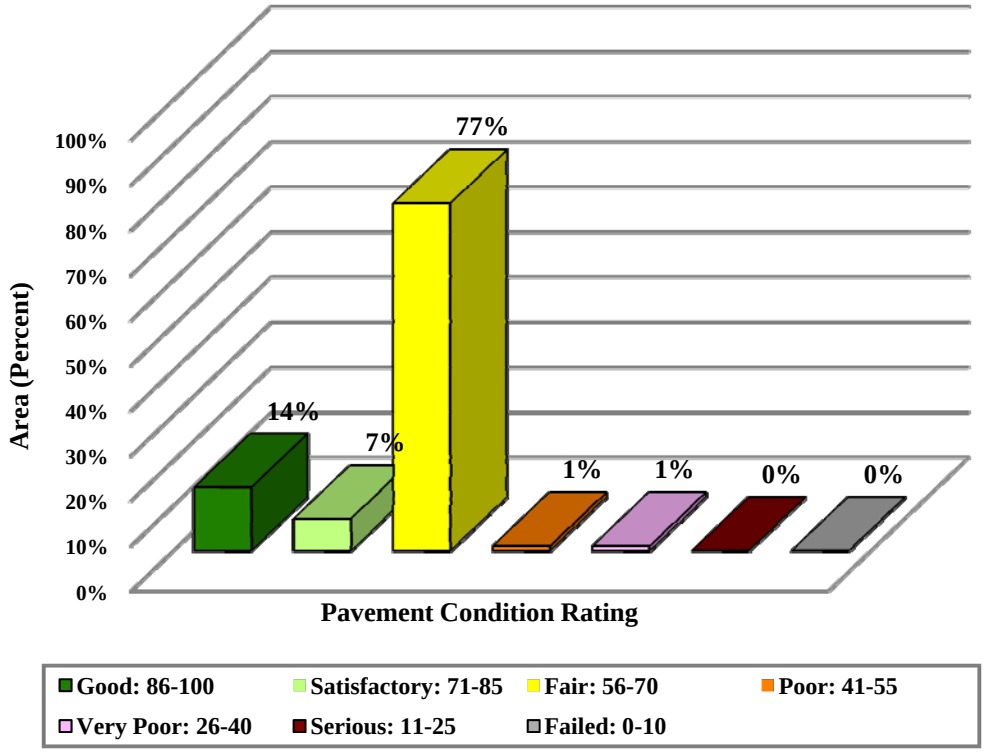
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



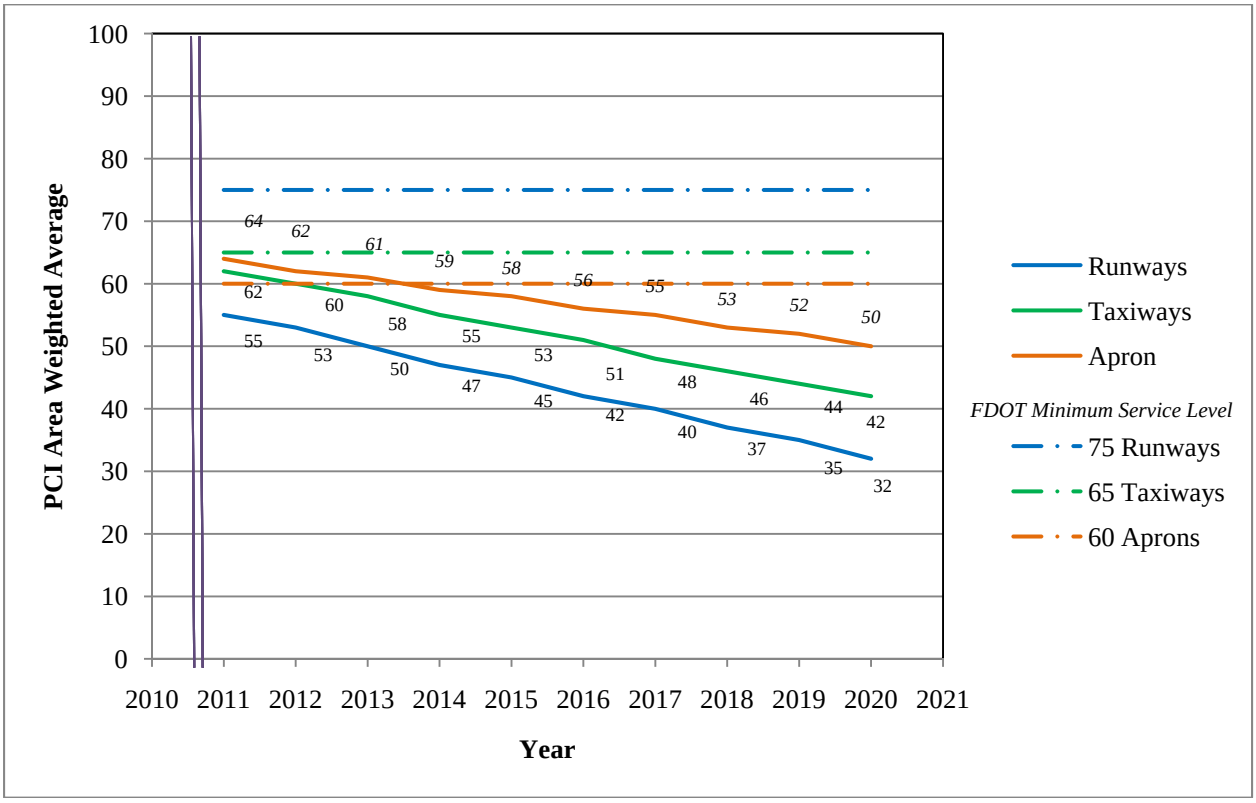
(c) Apron



4. PAVEMENT CONDITION PREDICTION

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

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

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

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

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
North East Apron	4105	AC	33,175	$122,979.80	59	Mill and Overlay	100
North East Apron	4110	AC	20,074	$91,698.07	56	Mill and Overlay	100
North East Apron	4115	AC	37,347	$202,756.91	53	Mill and Overlay	100
North East Apron	4120	AC	84,500	$385,996.16	56	Mill and Overlay	100
North East Apron	4125	AAC	23,918	$68,740.38	62	Mill and Overlay	100
North East Apron	4130	PCC	5,100	$69,462.02	25	Reconstruction	100
North East Apron	4140	AC	204,500	$699,390.49	60	Mill and Overlay	100
North East Apron	4145	AC	72,830	$416,296.33	52	Mill and Overlay	100
North East Apron	4147	AAC	14,000	$55,916.03	58	Mill and Overlay	100
North East Apron	4150	PCC	28,908	$90,973.54	61	PCC Restoration	100
South Apron	4205	AC	3,416	$19,525.86	52	Mill and Overlay	100
South Apron	4215	AC	26,800	$99,347.66	59	Mill and Overlay	100
Runway 3-21	6205	PCC	250,000	$3,405,001.10	25	Reconstruction	100
Runway 3-21	6210	PCC	500,000	$2,571,000.66	54	PCC Restoration	100
Runway 9-27	6105	PCC	350,000	$814,800.51	64	PCC Restoration	100
Runway 9-27	6110	PCC	700,000	$1,820,701.12	63	PCC Restoration	100
Taxiway Alpha	111	AAC	18,032	$77,195.03	57	Mill and Overlay	100
Taxiway Alpha	112	AC	18,084	$246,304.16	26	Reconstruction	100
Taxiway Alpha	120	PCC	10,325	$32,492.80	61	PCC Restoration	100
Taxiway Alpha	125	AC	21,450	$276,426.23	31	Reconstruction	100
Taxiway Alpha	135	AC	22,160	$301,819.30	13	Reconstruction	100
Taxiway Alpha	140	PCC	33,000	$131,802.07	58	PCC Restoration	100

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

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
Taxiway Alpha	145	AC	69,000	$275,586.15	58	Mill and Overlay	100
Taxiway Bravo	205	AC	55,829	$145,211.32	63	Mill and Overlay	100
Taxiway Bravo	210	AC	118,125	$471,791.50	58	Mill and Overlay	100
Taxiway Bravo	215	PCC	60,750	$158,010.85	63	PCC Restoration	100
Taxiway Bravo	216	AC	44,430	$253,961.91	52	Mill and Overlay	100
Taxiway Bravo	220	AC	8,758	$25,170.51	62	Mill and Overlay	100
Taxiway Bravo	225	AC	8,758	$27,561.45	61	Mill and Overlay	100
Taxiway Bravo	230	AC	8,315	$52,301.35	49	Mill and Overlay	100
			Total	**$13,410,221.27**	**52**		**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
North East Apron	4105	AC	33,175	$21,563.75	59	Microsurfacing	100
North East Apron	4110	AC	20,074	$13,048.10	56	Microsurfacing	100
North East Apron	4115	AC	37,347	$24,275.55	53	Microsurfacing	100
North East Apron	4120	AC	84,500	$54,925.00	56	Microsurfacing	100
North East Apron	4125	AAC	23,918	$15,546.70	62	Microsurfacing	100
North East Apron	4130	PCC	5,100	$69,462.02	25	Reconstruction	100
North East Apron	4140	AC	204,500	$132,925.00	60	Microsurfacing	100
North East Apron	4145	AC	72,830	$47,339.50	52	Microsurfacing	100
North East Apron	4147	AAC	14,000	$9,100.00	58	Microsurfacing	100
North East Apron	4150	PCC	28,908	$90,973.54	61	PCC Restoration	100
South Apron	4205	AC	3,416	$2,220.40	52	Microsurfacing	100
South Apron	4215	AC	26,800	$17,420.00	59	Microsurfacing	100
Runway 3-21	6205	PCC	250,000	$3,405,001.10	25	Reconstruction	100

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

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
Runway 3-21	6210	PCC	500,000	$2,571,000.66	54	PCC Restoration	100
Runway 9-27	6105	PCC	350,000	$814,800.51	64	PCC Restoration	100
Runway 9-27	6110	PCC	700,000	$1,820,701.12	63	PCC Restoration	100
Taxiway Alpha	111	AAC	18,032	$11,720.80	57	Microsurfacing	100
Taxiway Alpha	112	AC	18,084	$246,304.16	26	Reconstruction	100
Taxiway Alpha	120	PCC	10,325	$32,492.80	61	PCC Restoration	100
Taxiway Alpha	125	AC	21,450	$276,426.23	31	Reconstruction	100
Taxiway Alpha	135	AC	22,160	$301,819.30	13	Reconstruction	100
Taxiway Alpha	140	PCC	33,000	$131,802.07	58	PCC Restoration	100
Taxiway Alpha	145	AC	69,000	$44,850.00	58	Microsurfacing	100
Taxiway Bravo	205	AC	55,829	$36,288.85	63	Microsurfacing	100
Taxiway Bravo	210	AC	118,125	$76,781.25	58	Microsurfacing	100
Taxiway Bravo	215	PCC	60,750	$158,010.85	63	PCC Restoration	100
Taxiway Bravo	216	AC	44,430	$28,879.50	52	Microsurfacing	100
Taxiway Bravo	220	AC	8,758	$5,692.70	62	Microsurfacing	100
Taxiway Bravo	225	AC	8,758	$5,692.70	61	Microsurfacing	100
Taxiway Bravo	230	AC	8,315	$5,404.75	49	Microsurfacing	100
			Total	**$10,472,468.91**	**52**		**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
North East Apron	AP NE	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,803.00	SqFt	$0.40	$13,521.31
North East Apron	AP NE	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	564.70	SqFt	$0.40	$225.87
North East Apron	AP NE	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,500.00	SqFt	$0.40	$9,800.08
North East Apron	AP NE	4115	WEATH/RAVEL	M	Surface Seal - Coat Tar	6,000.00	SqFt	$0.40	$2,400.02
North East Apron	AP NE	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,264.00	SqFt	$0.40	$9,705.68
North East Apron	AP NE	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	65,141.80	SqFt	$0.40	$26,056.94
North East Apron	AP NE	4120	WEATH/RAVEL	M	Surface Seal - Coat Tar	15,425.10	SqFt	$0.40	$6,170.09
North East Apron	AP NE	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,400.00	SqFt	$0.40	$13,360.11
North East Apron	AP NE	4130	JT SEAL DMG	H	Joint Seal (Localized)	269.30	Ft	$2.00	$538.55
North East Apron	AP NE	4135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,500.00	SqFt	$0.40	$25,000.21
North East Apron	AP NE	4140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	196,360.90	SqFt	$0.40	$78,545.01
North East Apron	AP NE	4140	WEATH/RAVEL	M	Surface Seal - Coat Tar	8,139.10	SqFt	$0.40	$3,255.67
North East Apron	AP NE	4145	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,392.80	SqFt	$0.40	$557.12
North East Apron	AP NE	4145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	94,834.60	SqFt	$0.40	$37,934.14
North East Apron	AP NE	4145	WEATH/RAVEL	H	Microsurfacing - AC	22.60	SqFt	$0.65	$14.72
North East Apron	AP NE	4147	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,000.00	SqFt	$0.40	$5,600.05
South Apron	AP S	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,700.00	SqFt	$0.40	$1,080.01
South Apron	AP S	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	900.00	SqFt	$0.40	$360.00
South Apron	AP S	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	46,176.00	SqFt	$0.40	$18,470.55
South Apron	AP S	4210	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,824.00	SqFt	$0.40	$2,329.62
South Apron	AP S	4215	SHOVING	M	Grinding(Localized)	87.10	SqFt	$2.10	$182.84
South Apron	AP S	4215	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,786.70	SqFt	$0.40	$714.67
South Apron	AP S	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,013.30	SqFt	$0.40	$10,005.42
South Apron	AP S	4220	WEATH/RAVEL	M	Surface Seal - Coat Tar	3,750.00	SqFt	$0.40	$1,500.01

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

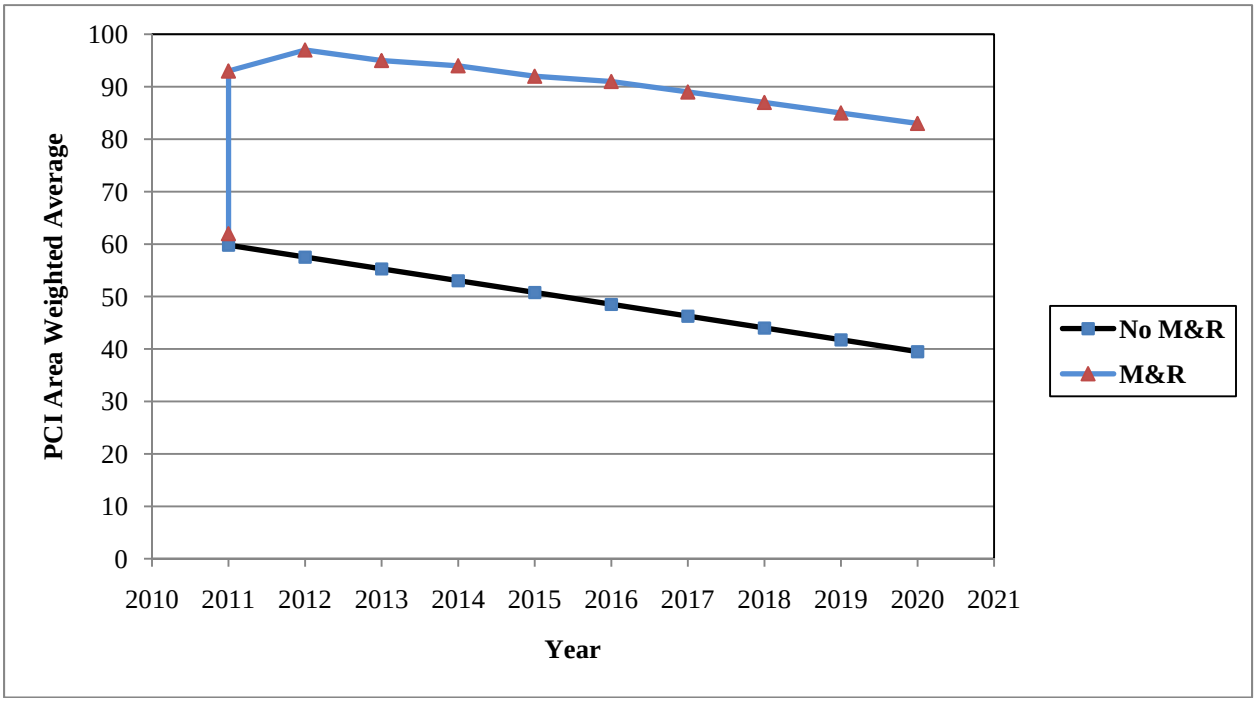
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
South Apron	AP S	4220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,500.00	SqFt	$0.40	$9,000.07
Runway 3-21	RW 3-21	6205	CORNER SPALL	M	Patching - PCC Partial Depth	201.80	SqFt	$19.06	$3,846.75
Runway 3-21	RW 3-21	6205	CORNER SPALL	H	Patching - PCC Partial Depth	107.60	SqFt	$19.06	$2,051.60
Runway 3-21	RW 3-21	6205	JOINT SPALL	M	Patching - PCC Partial Depth	419.80	SqFt	$19.06	$8,001.24
Runway 3-21	RW 3-21	6205	JOINT SPALL	H	Patching - PCC Partial Depth	3,431.00	SqFt	$19.06	$65,394.78
Runway 3-21	RW 3-21	6205	LINEAR CR	H	Crack Sealing – PCC	281.30	Ft	$4.24	$1,192.50
Runway 3-21	RW 3-21	6205	JT SEAL DMG	M	Joint Seal (Localized)	15,980.00	Ft	$2.00	$31,960.10
Runway 3-21	RW 3-21	6205	LINEAR CR	M	Crack Sealing – PCC	1,875.00	Ft	$4.24	$7,950.02
Runway 3-21	RW 3-21	6210	JOINT SPALL	H	Patching - PCC Partial Depth	40.40	SqFt	$19.06	$769.35
Runway 3-21	RW 3-21	6210	JOINT SPALL	M	Patching - PCC Partial Depth	32.30	SqFt	$19.06	$615.48
Runway 3-21	RW 3-21	6210	LINEAR CR	M	Crack Sealing – PCC	1,218.80	Ft	$4.24	$5,167.51
Runway 3-21	RW 3-21	6210	CORNER SPALL	H	Patching - PCC Partial Depth	13.50	SqFt	$19.06	$256.45
Runway 3-21	RW 3-21	6210	SMALL PATCH	M	Patching - PCC Partial Depth	67.30	SqFt	$19.06	$1,282.25
Runway 3-21	RW 3-21	6210	LINEAR CR	H	Crack Sealing – PCC	93.80	Ft	$4.24	$397.50
Runway 9-27	RW 9-27	6105	JOINT SPALL	M	Patching - PCC Partial Depth	129.20	SqFt	$19.06	$2,461.92
Runway 9-27	RW 9-27	6105	CORNER SPALL	M	Patching - PCC Partial Depth	67.30	SqFt	$19.06	$1,282.25
Runway 9-27	RW 9-27	6105	LINEAR CR	M	Crack Sealing – PCC	187.50	Ft	$4.24	$795.00
Runway 9-27	RW 9-27	6110	SMALL PATCH	M	Patching - PCC Partial Depth	18.80	SqFt	$19.06	$359.03
Runway 9-27	RW 9-27	6110	LINEAR CR	M	Crack Sealing – PCC	262.50	Ft	$4.24	$1,113.00
Taxiway Alpha	TW A	105	SMALL PATCH	M	Patching - PCC Partial Depth	70.70	SqFt	$19.06	$1,347.82
Taxiway Alpha	TW A	111	WEATH/RAVEL	L	Surface Seal – Rejuvenating	16,776.50	SqFt	$0.40	$6,710.66
Taxiway Alpha	TW A	111	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,023.50	SqFt	$0.40	$409.40
Taxiway Alpha	TW A	112	DEPRESSION	M	Patching - AC Deep	21.30	SqFt	$4.90	$104.57

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Alpha	TW A	112	WEATH/RAVEL	H	Microsurfacing - AC	1,365.00	SqFt	$0.65	$887.24
Taxiway Alpha	TW A	112	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,689.50	SqFt	$0.40	$3,075.83
Taxiway Alpha	TW A	112	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,145.50	SqFt	$0.40	$3,658.23
Taxiway Alpha	TW A	125	WEATH/RAVEL	M	Surface Seal - Coat Tar	21,450.00	SqFt	$0.40	$8,580.07
Taxiway Alpha	TW A	135	L & T CR	M	Crack Sealing - AC	664.80	Ft	$2.25	$1,495.80
Taxiway Alpha	TW A	135	WEATH/RAVEL	H	Microsurfacing - AC	22,160.00	SqFt	$0.65	$14,403.91
Taxiway Alpha	TW A	145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	68,613.60	SqFt	$0.40	$27,445.67
Taxiway Alpha	TW A	145	WEATH/RAVEL	M	Surface Seal - Coat Tar	386.40	SqFt	$0.40	$154.56
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	55,829.00	SqFt	$0.40	$22,331.79
Taxiway Bravo	TW B	210	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,849.50	SqFt	$0.40	$739.81
Taxiway Bravo	TW B	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	116,275.50	SqFt	$0.40	$46,510.59
Taxiway Bravo	TW B	215	CORNER SPALL	H	Patching - PCC Partial Depth	14.50	SqFt	$19.06	$276.40
Taxiway Bravo	TW B	216	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,199.60	SqFt	$0.40	$479.85
Taxiway Bravo	TW B	216	WEATH/RAVEL	L	Surface Seal - Rejuvenating	43,230.40	SqFt	$0.40	$17,292.30
Taxiway Bravo	TW B	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,495.30	SqFt	$0.40	$3,398.13
Taxiway Bravo	TW B	220	WEATH/RAVEL	M	Surface Seal - Coat Tar	262.70	SqFt	$0.40	$105.10
Taxiway Bravo	TW B	225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,730.00	SqFt	$0.40	$2,692.04
Taxiway Bravo	TW B	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,315.00	SqFt	$0.40	$3,326.03
								Total =	$576,651.29

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 62 in 2011 to 40 in ten years if no M&R activities are performed.
- The PCI will remain at or above 83 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 83 with this scenario is 43 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $15.8 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$57,648.29	$13,410,221.27	$13,467,869.56
2012	$172,805.68	$408,846.36	$581,652.04
2013	$22,531.72	$1,790,162.44	$1,812,694.16
2014	$13,889.79	$161,293.98	$175,183.77
2015	$18,962.66	$0.00	$18,962.66
2016	$87,692.52	$0.00	$87,692.52
2017	$139,721.75	$0.00	$139,721.75
2018	$248,493.59	$0.00	$248,493.59
2019	$368,229.75	$0.00	$368,229.75
2020	$472,361.01	$0.00	$472,361.01
Total	**$1,602,336.76**	**$15,770,524.05**	**$17,372,860.81**

Note: Costs are adjusted for inflation.

Approximately 85% of the total Major M&R cost is required in the first year (2011). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **North East Apron** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **South Apron** – Restoration and reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 3-21** – Restoration of PCC pavement activity per the FAA P-501 Specification.
- **Runway 9-27** – Restoration and reconstruction of PCC pavement per the FAA P-501 Specification.

- **Taxiway Alpha** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification and restoration of PCC pavement per the FAA P-501 Specification.
- **Taxiway Bravo** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification and restoration of PCC pavement per the FAA P-501 Specification.

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

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

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

- **North East Apron** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **South Apron** – Restoration and reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 3-21** – Restoration of PCC pavement activity per the FAA P-501 Specification.
- **Runway 9-27** – Restoration and reconstruction of PCC pavement per the FAA P-501 Specification.
- **Taxiway Alpha** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification and restoration of PCC pavement per the FAA P-501 Specification.
- **Taxiway Bravo** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification and restoration of PCC pavement per the FAA P-501 Specification.

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

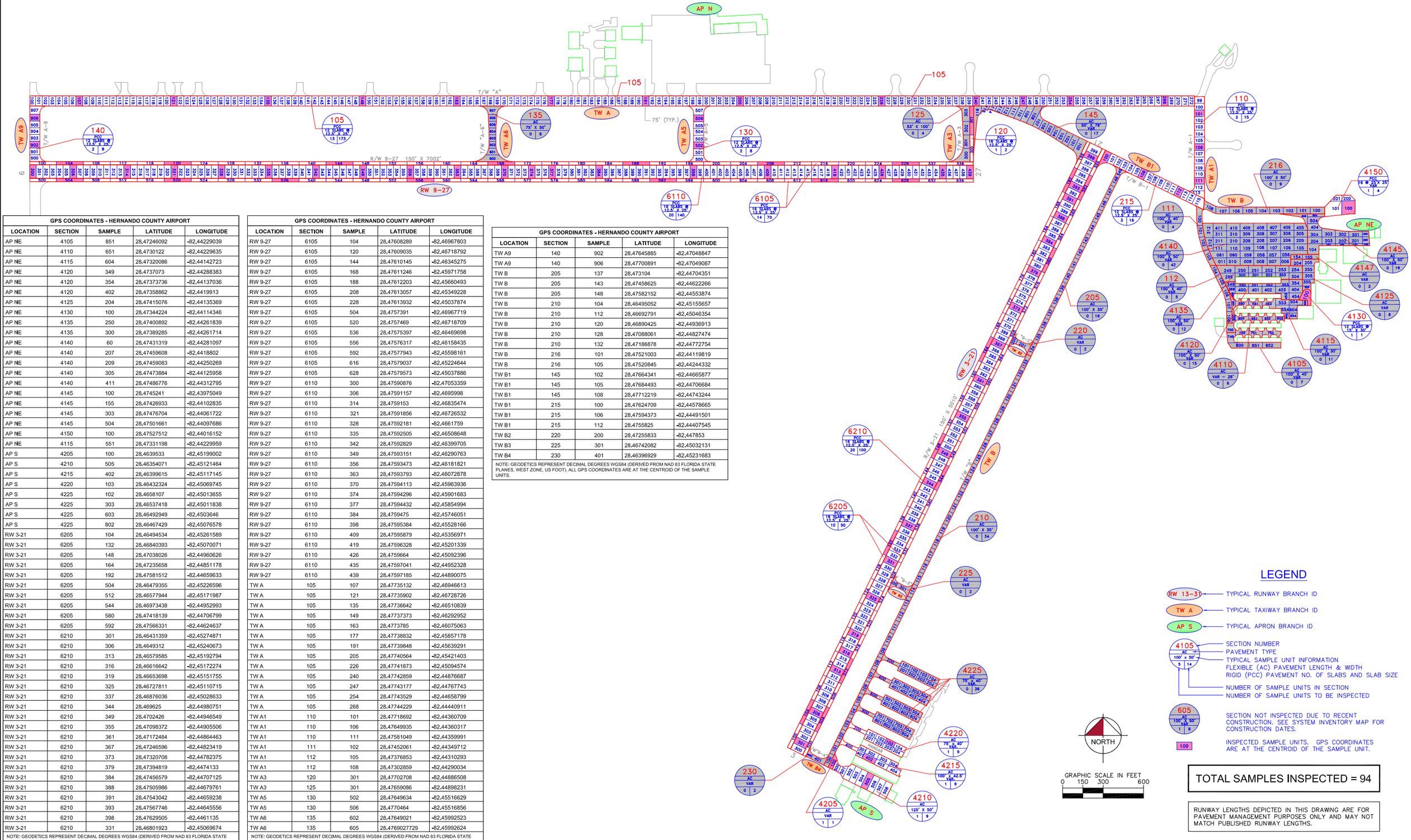
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



GPS COORDINATES - HERNANDO COUNTY AIRPORT

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP NE	4105	851	28.47246092	-82.44229039
AP NE	4110	651	28.4730122	-82.44229635
AP NE	4115	604	28.47320086	-82.44142723
AP NE	4120	349	28.4737073	-82.44288383
AP NE	4120	354	28.47373736	-82.44137036
AP NE	4120	402	28.47358862	-82.4419913
AP NE	4125	204	28.47415076	-82.44135369
AP NE	4130	100	28.47344224	-82.44114346
AP NE	4135	250	28.47400892	-82.44261839
AP NE	4135	300	28.47389285	-82.44261714
AP NE	4140	60	28.47431319	-82.44281097
AP NE	4140	207	28.47459608	-82.4418802
AP NE	4140	209	28.47459083	-82.44250269
AP NE	4140	305	28.47473884	-82.44125958
AP NE	4140	411	28.47486776	-82.443312795
AP NE	4145	100	28.4745241	-82.43975049
AP NE	4145	155	28.47426933	-82.44102835
AP NE	4145	303	28.47476704	-82.44061722
AP NE	4145	504	28.47501661	-82.44097686
AP NE	4150	100	28.47527512	-82.44016152
AP NE	4115	551	28.47331198	-82.44229959
AP S	4205	100	28.4639533	-82.45199002
AP S	4210	505	28.46354071	-82.45121464
AP S	4215	402	28.46399615	-82.45117145
AP S	4220	103	28.46432324	-82.45069745
AP S	4225	102	28.4658107	-82.45013655
AP S	4225	303	28.46537418	-82.45011838
AP S	4225	603	28.46492949	-82.4503646
AP S	4225	802	28.46467429	-82.45076578
RW 3-21	6205	104	28.46494534	-82.45261589
RW 3-21	6205	132	28.46840393	-82.45070071
RW 3-21	6205	148	28.47038026	-82.44960626
RW 3-21	6205	164	28.47235658	-82.44851178
RW 3-21	6205	192	28.47581512	-82.44659633
RW 3-21	6205	504	28.46479355	-82.45226596
RW 3-21	6205	512	28.46577944	-82.45171987
RW 3-21	6205	544	28.46973438	-82.44952993
RW 3-21	6205	580	28.47418139	-82.44706799
RW 3-21	6205	592	28.47566331	-82.44624637
RW 3-21	6210	301	28.46431359	-82.45274871
RW 3-21	6210	306	28.4649312	-82.45240673
RW 3-21	6210	313	28.46579585	-82.45192794
RW 3-21	6210	316	28.46616642	-82.45172274
RW 3-21	6210	319	28.46653698	-82.45151755
RW 3-21	6210	325	28.46727811	-82.45110715
RW 3-21	6210	337	28.46876036	-82.45028633
RW 3-21	6210	344	28.469625	-82.44980751
RW 3-21	6210	349	28.4702426	-82.44946549
RW 3-21	6210	355	28.47098372	-82.44905506
RW 3-21	6210	361	28.47172484	-82.44864463
RW 3-21	6210	367	28.47246596	-82.44823419
RW 3-21	6210	373	28.47320708	-82.44782375
RW 3-21	6210	379	28.47394819	-82.4474133
RW 3-21	6210	384	28.47456579	-82.44707125
RW 3-21	6210	388	28.47505986	-82.44679761
RW 3-21	6210	391	28.47543042	-82.44659238
RW 3-21	6210	393	28.47567746	-82.44645556
RW 3-21	6210	398	28.47629505	-82.4461135
RW 3-21	6210	331	28.46801923	-82.45069674

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

GPS COORDINATES - HERNANDO COUNTY AIRPORT

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 9-27	6105	104	28.47608289	-82.46967803
RW 9-27	6105	120	28.47609035	-82.46718792
RW 9-27	6105	144	28.47610145	-82.46345275
RW 9-27	6105	168	28.47611246	-82.45971758
RW 9-27	6105	188	28.47612203	-82.45660493
RW 9-27	6105	208	28.47613057	-82.45349228
RW 9-27	6105	228	28.47613932	-82.45037874
RW 9-27	6105	504	28.4757391	-82.46967719
RW 9-27	6105	520	28.4757469	-82.46718709
RW 9-27	6105	536	28.47575397	-82.46469698
RW 9-27	6105	556	28.47576317	-82.46158435
RW 9-27	6105	592	28.47577943	-82.45598161
RW 9-27	6105	616	28.47579037	-82.45224644
RW 9-27	6105	628	28.47579573	-82.45037886
RW 9-27	6110	300	28.47590876	-82.47053359
RW 9-27	6110	306	28.47591157	-82.4695998
RW 9-27	6110	314	28.4759153	-82.46835474
RW 9-27	6110	321	28.47591856	-82.46726532
RW 9-27	6110	328	28.47592181	-82.4661759
RW 9-27	6110	335	28.47592505	-82.46508648
RW 9-27	6110	342	28.47592829	-82.46399705
RW 9-27	6110	349	28.47593151	-82.46290763
RW 9-27	6110	356	28.47593473	-82.46181821
RW 9-27	6110	363	28.47593793	-82.46072878
RW 9-27	6110	370	28.47594113	-82.45963936
RW 9-27	6110	374	28.47594296	-82.45901683
RW 9-27	6110	377	28.47594432	-82.45854994
RW 9-27	6110	384	28.4759475	-82.45746051
RW 9-27	6110	398	28.47595384	-82.45528166
RW 9-27	6110	409	28.47595879	-82.45356971
RW 9-27	6110	419	28.47596328	-82.45201339
RW 9-27	6110	426	28.4759664	-82.45092396
RW 9-27	6110	435	28.47597041	-82.44952328
RW 9-27	6110	439	28.47597185	-82.44890075
TW A	105	107	28.47735132	-82.46946613
TW A	105	121	28.47735902	-82.46728726
TW A	105	135	28.47736642	-82.46510839
TW A	105	149	28.47737373	-82.46292952
TW A	105	163	28.4773785	-82.46075063
TW A	105	177	28.47738832	-82.45857178
TW A	105	191	28.47739848	-82.45639291
TW A	105	205	28.47740564	-82.45421403
TW A	105	226	28.47741873	-82.45094574
TW A	105	240	28.47742859	-82.44876687
TW A	105	247	28.47743177	-82.44767743
TW A	105	254	28.47743529	-82.44658799
TW A	105	268	28.47744229	-82.44440911
TW A1	110	101	28.47718692	-82.44360709
TW A1	110	106	28.47649935	-82.44360317
TW A1	110	111	28.47581049	-82.44359991
TW A1	111	102	28.47452061	-82.44349712
TW A1	112	105	28.47376853	-82.44310293
TW A1	112	108	28.47302859	-82.44290034
TW A3	120	301	28.47702708	-82.44886508
TW A3	125	301	28.47659086	-82.44898231
TW A5	130	502	28.47649634	-82.45516629
TW A5	130	506	28.4770464	-82.45516856
TW A6	135	602	28.47649021	-82.45992523
TW A6	135	605	28.4769027729	-82.45992624

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

GPS COORDINATES - HERNANDO COUNTY AIRPORT

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW A9	140	902	28.47645885	-82.47048847
TW A9	140	906	28.47700891	-82.47049087
TW B	205	137	28.473104	-82.44704351
TW B	205	143	28.47458625	-82.44622266
TW B	205	148	28.47582152	-82.44553874
TW B	210	104	28.46495052	-82.45155657
TW B	210	112	28.46692791	-82.45046354
TW B	210	120	28.46890425	-82.44936913
TW B	210	128	28.47088061	-82.44827474
TW B	210	132	28.47186878	-82.44772754
TW B	216	101	28.47521003	-82.44119819
TW B	216	105	28.47520845	-82.44244332
TW B1	145	102	28.47664341	-82.44665877
TW B1	145	105	28.47684493	-82.44706684
TW B1	145	108	28.47712219	-82.44743244
TW B1	215	100	28.47624709	-82.44578665
TW B1	215	106	28.47594373	-82.44491501
TW B1	215	112	28.4755825	-82.44407545
TW B2	220	200	28.47255833	-82.447853
TW B3	225	301	28.46742082	-82.45032131
TW B4	230	401	28.46396929	-82.45231683

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

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 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; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 / AC / 100' x 50' / VAR / 0 / 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.

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

TOTAL SAMPLES INSPECTED = 94

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

NUMBER	DATE	REVISIONS

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

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PLOTTED: July 14, 2011 – 12:45 PM, BY: Burton, George

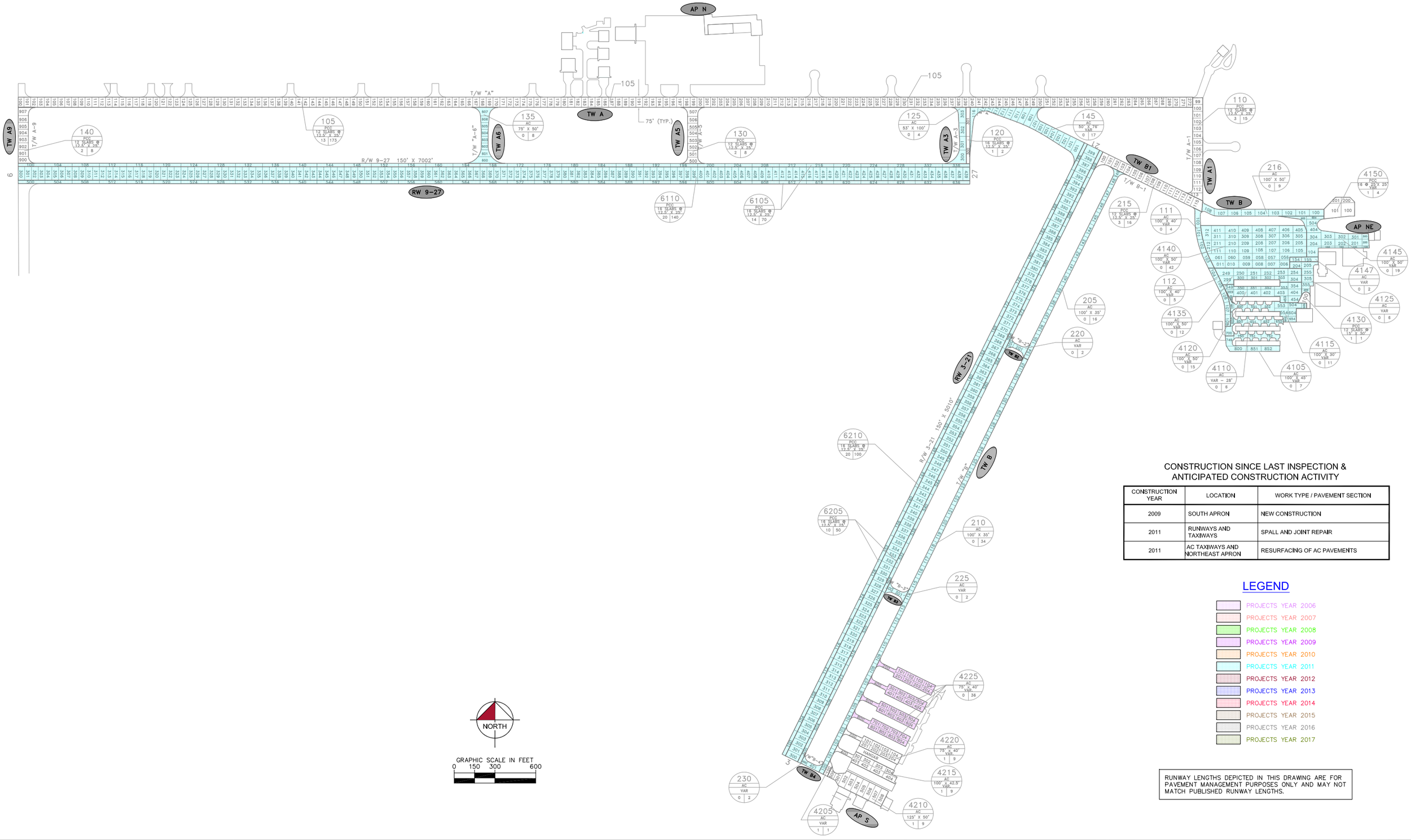
NETWORK DEFINITION MAP

HERNANDO COUNTY AIRPORT
HERNANDO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: BKV

FDOT DISTRICT: 7



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	SOUTH APRON	NEW CONSTRUCTION
2011	RUNWAYS AND TAXIWAYS	SPALL AND JOINT REPAIR
2011	AC TAXIWAYS AND NORTHEAST APRON	RESURFACING OF AC PAVEMENTS

LEGEND

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

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

NUMBER	DATE	REVISIONS

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

P:\Com_Shared\FDOT Aviation 2010-2017\2010-2011-Phase II\CADD\Hernando County\2002-BKV-INVENTORY.dwg

PLOTTED: July 14, 2011 – 3:36 PM, BY: Burton, George

SYSTEM INVENTORY MAP

HERNANDO COUNTY AIRPORT
HERNANDO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: BKV

FDOT DISTRICT: 7

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	Sample Units in Section
North East Apron	AP NE	APRON	4105	800	42	33,175	P	AC	1/1/1975	7/25/2007	7
North East Apron	AP NE	APRON	4110	390	50	20,074	P	AC	1/1/1975	7/25/2007	6
North East Apron	AP NE	APRON	4115	500	75	37,347	P	AC	1/1/1975	7/25/2007	11
North East Apron	AP NE	APRON	4120	422	200	84,500	P	AC	1/1/1964	7/25/2007	15
North East Apron	AP NE	APRON	4125	260	90	23,918	P	AAC	1/1/1975	7/25/2007	6
North East Apron	AP NE	APRON	4130	25	200	5,100	P	PCC	12/31/1942	3/17/2011	1
North East Apron	AP NE	APRON	4135	612	95	58,515	P	AC	1/1/1983	7/25/2007	12
North East Apron	AP NE	APRON	4140	1,022	200	204,500	P	AC	1/1/1991	7/25/2007	42
North East Apron	AP NE	APRON	4145	600	120	72,830	P	AC	1/1/1991	7/25/2007	19
North East Apron	AP NE	APRON	4147	70	200	14,000	P	AAC	1/1/1989	7/25/2007	2
North East Apron	AP NE	APRON	4150	148	200	28,908	P	PCC	1/1/1991	3/17/2011	4
Runway 3-21	RW 3-21	RUNWAY	6205	10,000	25	250,000	S	PCC	1/1/1942	3/17/2011	50
Runway 3-21	RW 3-21	RUNWAY	6210	5,000	100	500,000	S	PCC	1/1/1942	3/17/2011	100
Runway 9-27	RW 9-27	RUNWAY	6105	14,000	25	350,000	P	PCC	1/1/1942	3/17/2011	70
Runway 9-27	RW 9-27	RUNWAY	6110	7,000	100	700,000	P	PCC	1/1/1942	3/17/2011	140
South Apron	AP S	APRON	4205	100	35	3,416	P	AC	1/1/1991	3/17/2011	1
South Apron	AP S	APRON	4210	453	112	50,220	P	AC	12/25/1999	3/17/2011	9
South Apron	AP S	APRON	4215	355	65	26,800	P	AC	12/25/1999	3/17/2011	9
South Apron	AP S	APRON	4220	453	65	29,238	P	AC	12/25/1999	3/17/2011	9
South Apron	AP S	APRON	4225	1,800	65	115,441	P	AC	1/1/2009	1/1/2009	36
Taxiway Alpha	TW A	TAXIWAY	105	8,650	75	648,750	P	PCC	1/1/1942	3/17/2011	173
Taxiway Alpha	TW A	TAXIWAY	110	750	75	56,750	P	PCC	1/1/1942	3/17/2011	15
Taxiway Alpha	TW A	TAXIWAY	111	445	40	18,032	P	AAC	1/1/1991	7/25/2007	4

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	Sample Units in Section
Taxiway Alpha	TW A	TAXIWAY	112	455	40	18,084	P	AC	1/1/1964	7/25/2007	5
Taxiway Alpha	TW A	TAXIWAY	120	413	25	10,325	P	PCC	1/1/1942	3/17/2011	2
Taxiway Alpha	TW A	TAXIWAY	125	400	53	21,450	P	AC	1/1/1986	7/25/2007	4
Taxiway Alpha	TW A	TAXIWAY	130	430	75	32,533	P	PCC	1/1/1942	3/17/2011	8
Taxiway Alpha	TW A	TAXIWAY	135	418	53	22,160	P	AC	1/1/1986	7/25/2007	8
Taxiway Alpha	TW A	TAXIWAY	140	440	75	33,000	P	PCC	1/1/1942	3/17/2011	8
Taxiway Alpha	TW A	TAXIWAY	145	850	76	69,000	P	AC	1/1/1998	7/25/2007	17
Taxiway Bravo	TW B	TAXIWAY	205	1,590	35	55,829	P	AC	1/1/1990	7/25/2007	16
Taxiway Bravo	TW B	TAXIWAY	210	3,375	35	118,125	P	AC	1/1/1991	7/25/2007	34
Taxiway Bravo	TW B	TAXIWAY	215	810	75	60,750	P	PCC	1/1/1942	3/17/2011	16
Taxiway Bravo	TW B	TAXIWAY	216	885	50	44,430	P	AC	1/1/1991	7/25/2007	9
Taxiway Bravo	TW B	TAXIWAY	220	150	35	8,758	P	AC	1/1/1990	7/25/2007	2
Taxiway Bravo	TW B	TAXIWAY	225	150	35	8,758	P	AC	1/1/1991	7/25/2007	2
Taxiway Bravo	TW B	TAXIWAY	230	150	35	8,315	P	AC	1/1/1991	11/5/1998	2

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: BKV **Branch:** AP NE (NE APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 800.00 Ft **Width:** 42.00 Ft **True Area:** 33,175.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	BUILT		2.00	True	2" P-401 ON 6" P-211 (ESTIMATE 1975)
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SP & MS

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 390.00 Ft **Width:** 50.00 Ft **True Area:** 20,074.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	BUILT		2.00	True	2" P-401 ON 6" P-211 (ESTIMATE 1975)
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SP & MS

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 500.00 Ft **Width:** 75.00 Ft **True Area:** 37,347.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SP & MS
01/01/1975	IMPORTED	BUILT		2.00	True	2" P-401 ON 6" P-211 (ESTIMATE 1975 CONSTRUCTION)

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/1964 **Use:** APRON **Rank:** P **Length:** 422.50 Ft **Width:** 200.00 Ft **True Area:** 84,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1964	IMPORTED	BUILT		2.00	True	1964: 2" P-401 ON 6" P-211
01/01/1964	IMPORTED	OVERLAY			True	SOIL: SP & MS

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4125 **Surface:** AAC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 260.00 Ft **Width:** 90.00 Ft **True Area:** 23,918.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	OVERLAY			True	ESTIMATE 1975 AC OVERLAY
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SP & MS
01/01/1964	IMPORTED	BUILT		2.00	True	1964: 2" P-401 ON 6" P-211

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4130 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 25.50 Ft **Width:** 200.00 Ft **True Area:** 5,100.00 SqF

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

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4135 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** APRON **Rank:** P **Length:** 612.00 Ft **Width:** 95.00 Ft **True Area:** 58,515.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983: 2" AC TYPE S1 ON 6" P-211
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SP & MS

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 1,022.50 Ft **Width:** 200.00 Ft **True Area:** 204,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP-MS

01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" AC ON 6" LIMEROCK

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4145 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 600.00 Ft **Width:** 120.00 Ft **True Area:** 72,830.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP-MS
01/01/1991	IMPORTED	BUILT		4.00	True	1991: 4" AC ON 8" LIMEROCK

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4147 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** APRON **Rank:** P **Length:** 70.00 Ft **Width:** 200.00 Ft **True Area:** 14,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	ESTIMATE 1989 AC OVERLAY ON AC

Network: BKV **Branch:** AP NE (NE APRON) **Section:** 4150 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 148.00 Ft **Width:** 200.00 Ft **True Area:** 28,908.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		15.00	True	1991: 15" PORTLAND CEMENT CONCRETE ON 10" LIMEROCK
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP-MS

Network: BKV **Branch:** AP S (SOUTH APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 35.00 Ft **True Area:** 3,416.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" AC ON 6" LIMEROCK

Network: BKV **Branch:** AP S (SOUTH APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 453.00 Ft **Width:** 112.00 Ft **True Area:** 50,220.00 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: BKV **Branch:** AP S (SOUTH APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 355.00 Ft **Width:** 65.00 Ft **True Area:** 26,800.00 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: BKV **Branch:** AP S (SOUTH APRON) **Section:** 4220 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 453.00 Ft **Width:** 65.00 Ft **True Area:** 29,238.00 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: BKV **Branch:** AP S (SOUTH APRON) **Section:** 4225 **Surface:** AC
L.C.D.: 01/01/2009 **Use:** APRON **Rank:** P **Length:** 1,800.00 Ft **Width:** 65.00 Ft **True Area:** 115,441.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	INITIAL	Initial Construction	$0	0.00	True	

Network: BKV **Branch:** RW 3-21 (RUNWAY 3-21) **Section:** 6205 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 10,000.00 Ft **Width:** 25.00 Ft **True Area:** 250,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2011	JS-LC	Joint Seal (Localized)	$0	0.00	False	
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP & ML
01/01/1942	IMPORTED	BUILT		8.00	True	1942 8" PCC PAVEMENT

Network: BKV **Branch:** RW 3-21 (RUNWAY 3-21) **Section:** 6210 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 5,000.00 Ft **Width:** 100.00 Ft **True Area:** 500,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2011	JS-LC	Joint Seal (Localized)	$0	0.00	False	
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP & ML
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: BKV **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6105 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 14,000.00 Ft **Width:** 25.00 Ft **True Area:** 350,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2011	JS-LC	Joint Seal (Localized)	$0	0.00	False	
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP & ML
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: BKV **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6110 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 7,000.00 Ft **Width:** 100.00 Ft **True Area:** 700,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2011	JS-LC	Joint Seal (Localized)	$0	0.00	False	
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP & ML
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 8,650.00 Ft **Width:** 75.00 Ft **True Area:** 648,750.00 SqF

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

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 750.00 Ft **Width:** 75.00 Ft **True Area:** 56,750.00 SqF

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

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 111 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 445.00 Ft **Width:** 40.00 Ft **True Area:** 18,032.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP & MS
01/01/1991	IMPORTED	OVERLAY		1.00	True	1991: 1" P-401 OVERLAY
01/01/1964	IMPORTED	BUILT		2.00	True	1964: 2" P-401 ON 6" P-211

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 112 **Surface:** AC
L.C.D.: 01/01/1964 **Use:** TAXIWAY **Rank:** P **Length:** 455.00 Ft **Width:** 40.00 Ft **True Area:** 18,084.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1964	IMPORTED	BUILT		2.00	True	1964: 2" P-401 ON 6" P-211

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 413.00 Ft **Width:** 25.00 Ft **True Area:** 10,325.00 SqF

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

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 Ft **Width:** 53.00 Ft **True Area:** 21,450.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT		4.00	True	1986: 4" P-401 ON 6" P-211
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP & ML

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 130 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 430.00 Ft **Width:** 75.00 Ft **True Area:** 32,533.00 SqF

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

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 135 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 418.00 Ft **Width:** 53.00 Ft **True Area:** 22,160.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP & ML
01/01/1986	IMPORTED	BUILT		4.00	True	1986: 4" P-401 ON 6" P-211

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 140 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 440.00 Ft **Width:** 75.00 Ft **True Area:** 33,000.00 SqF

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

Network: BKV **Branch:** TW A (TAXIWAY A) **Section:** 145 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank:** P **Length:** 850.00 Ft **Width:** 76.00 Ft **True Area:** 69,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT			True	EST 1998: AC PAVEMENT

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 1,590.00 Ft **Width:** 35.00 Ft **True Area:** 55,829.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	BUILT		2.00	True	1990: 2" AC ON 6" LIMEROCK
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SM

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 3,375.00 Ft **Width:** 35.00 Ft **True Area:** 118,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" AC ON 6" LIMEROCK

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 215 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 810.00 Ft **Width:** 75.00 Ft **True Area:** 60,750.00 SqF

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

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 216 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 885.00 Ft **Width:** 50.00 Ft **True Area:** 44,430.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP / ML
01/01/1991	IMPORTED	BUILT		4.00	True	1991: 4" AC ON 14" LIMEROCK

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 220 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 Ft **Width:** 35.00 Ft **True Area:** 8,758.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1990	IMPORTED	BUILT		2.00	True	1990: 2" AC ON 6" LIMEROCK

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 225 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 Ft **Width:** 35.00 Ft **True Area:** 8,758.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" AC ON 6" LIMEROCK

Network: BKV **Branch:** TW B (TAXIWAY B) **Section:** 230 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 Ft **Width:** 35.00 Ft **True Area:** 8,315.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" AC ON 6" LIMEROCK

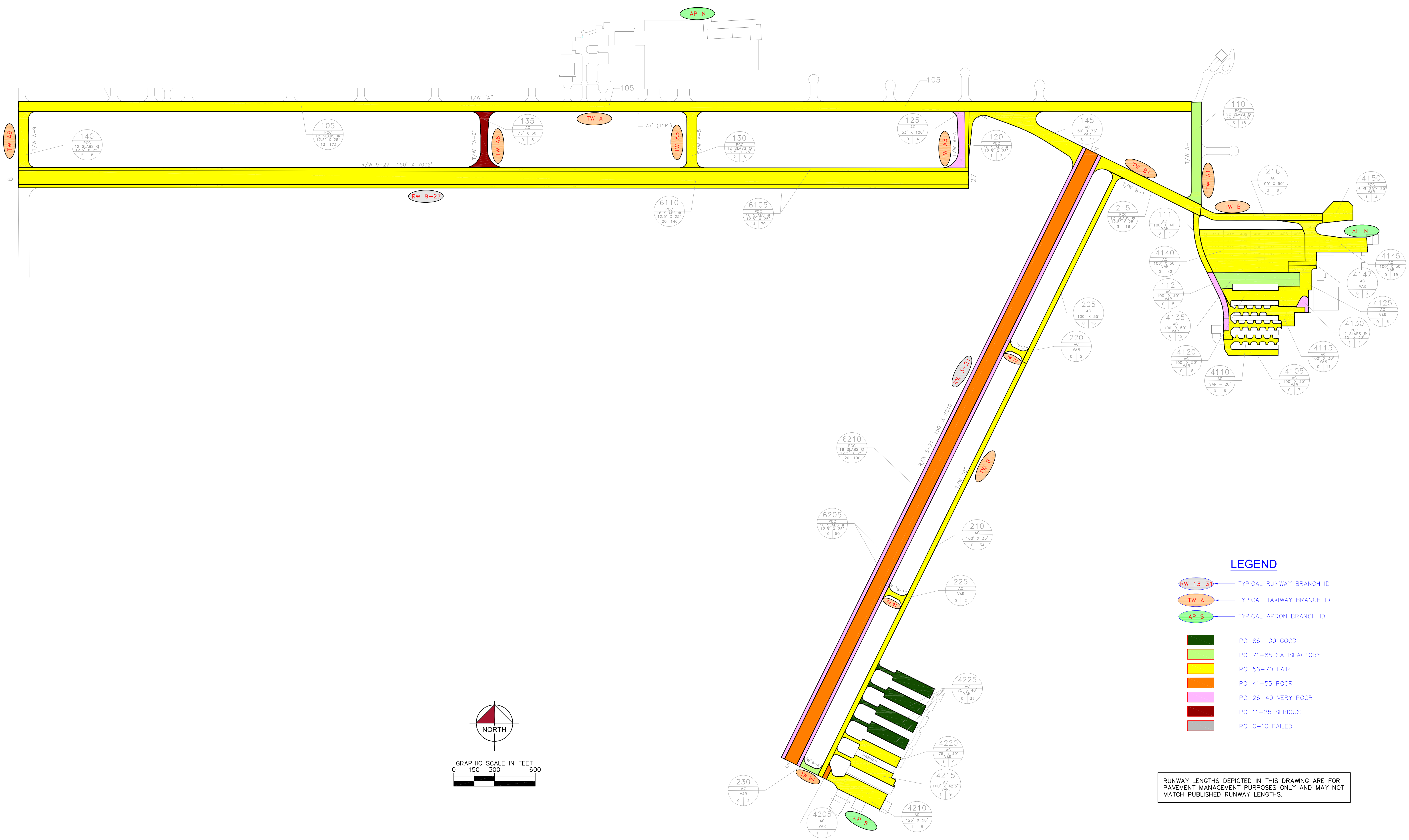
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	33	3,621,332.00	4.81	3.35
Initial Construction	4	221,699.00	.00	.00
Joint Seal (Localized)	4	1,800,000.00	.00	.00
OVERLAY	32	3,562,198.00	1.00	

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE


AP N
T/W "A"
105
TW A
75' (TYP.)
TW A9
TW A6
TW A5
TW A3
TW A1
TW B1
TW B
AP NE
RW 9-27
R/W 9-27 150' X 7002'
RW 3-21
R/W 3-21 150' X 5010'
AP S
HANGAR
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
PCI 86-100 GOOD
PCI 71-85 SATISFACTORY
PCI 56-70 FAIR
PCI 41-55 POOR
PCI 26-40 VERY POOR
PCI 11-25 SERIOUS
PCI 0-10 FAILED
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

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

2011 CONDITION MAP

HERNANDO COUNTY AIRPORT
HERNANDO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: BKV

FDOT DISTRICT: 7

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
North East Apron	AP NE	APRON	4105	33,175	P	AC	0	7	65	Fair
North East Apron	AP NE	APRON	4110	20,074	P	AC	0	6	62	Fair
North East Apron	AP NE	APRON	4115	37,347	P	AC	0	11	59	Fair
North East Apron	AP NE	APRON	4120	84,500	P	AC	0	15	62	Fair
North East Apron	AP NE	APRON	4125	23,918	P	AAC	0	6	69	Fair
North East Apron	AP NE	APRON	4130	5,100	P	PCC	1	1	26	Very Poor
North East Apron	AP NE	APRON	4135	58,515	P	AC	0	12	71	Satisfactory
North East Apron	AP NE	APRON	4140	204,500	P	AC	0	42	66	Fair
North East Apron	AP NE	APRON	4145	72,830	P	AC	0	19	58	Fair
North East Apron	AP NE	APRON	4147	14,000	P	AAC	0	2	64	Fair
North East Apron	AP NE	APRON	4150	28,908	P	PCC	1	4	62	Fair
Runway 3-21	RW 3-21	RUNWAY	6205	250,000	S	PCC	10	50	26	Very Poor
Runway 3-21	RW 3-21	RUNWAY	6210	500,000	S	PCC	20	100	55	Poor
Runway 9-27	RW 9-27	RUNWAY	6105	350,000	P	PCC	14	70	65	Fair
Runway 9-27	RW 9-27	RUNWAY	6110	700,000	P	PCC	20	140	64	Fair
South Apron	AP S	APRON	4205	3,416	P	AC	1	1	52	Poor
South Apron	AP S	APRON	4210	50,220	P	AC	1	9	66	Fair
South Apron	AP S	APRON	4215	26,800	P	AC	1	9	59	Fair
South Apron	AP S	APRON	4220	29,238	P	AC	1	9	66	Fair
South Apron	AP S	APRON	4225	115,441	P	AC	0	36	100	Good
Taxiway Alpha	TW A	TAXIWAY	105	648,750	P	PCC	13	173	69	Fair
Taxiway Alpha	TW A	TAXIWAY	110	56,750	P	PCC	3	15	71	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	111	18,032	P	AAC	0	4	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 Alpha	TW A	TAXIWAY	112	18,084	P	AC	0	5	33	Very Poor
Taxiway Alpha	TW A	TAXIWAY	120	10,325	P	PCC	1	2	62	Fair
Taxiway Alpha	TW A	TAXIWAY	125	21,450	P	AC	0	4	38	Very Poor
Taxiway Alpha	TW A	TAXIWAY	130	32,533	P	PCC	2	8	67	Fair
Taxiway Alpha	TW A	TAXIWAY	135	22,160	P	AC	0	8	20	Serious
Taxiway Alpha	TW A	TAXIWAY	140	33,000	P	PCC	2	8	59	Fair
Taxiway Alpha	TW A	TAXIWAY	145	69,000	P	AC	0	17	65	Fair
Taxiway Bravo	TW B	TAXIWAY	205	55,829	P	AC	0	16	70	Fair
Taxiway Bravo	TW B	TAXIWAY	210	118,125	P	AC	0	34	65	Fair
Taxiway Bravo	TW B	TAXIWAY	215	60,750	P	PCC	3	16	64	Fair
Taxiway Bravo	TW B	TAXIWAY	216	44,430	P	AC	0	9	59	Fair
Taxiway Bravo	TW B	TAXIWAY	220	8,758	P	AC	0	2	69	Fair
Taxiway Bravo	TW B	TAXIWAY	225	8,758	P	AC	0	2	68	Fair
Taxiway Bravo	TW B	TAXIWAY	230	8,315	P	AC	0	2	71	Satisfactory

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 6 /9/2011

Branch Condition Report

Pavement Database: NetworkID: BKV

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 NE (NE APRON)	11	4,850.50	133.82	582,867.00	APRON	60.36	11.48	63.81
AP S (SOUTH APRON)	5	3,161.00	68.40	225,115.00	APRON	68.60	16.54	82.39
RW 3-21 (RUNWAY 3-21)	2	15,000.00	62.50	750,000.00	RUNWAY	40.50	14.50	45.33
RW 9-27 (RUNWAY 9-27)	2	21,000.00	62.50	1,050,000.00	RUNWAY	64.50	0.50	64.33
TW A (TAXIWAY A)	10	13,251.00	58.70	930,084.00	TAXIWAY	54.80	16.85	65.64
TW B (TAXIWAY B)	7	7,110.00	42.86	304,965.00	TAXIWAY	66.57	3.89	65.21

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	16	807,982.00	62.94	13.81	68.98
RUNWAY	4	1,800,000.00	52.50	15.79	56.42
TAXIWAY	17	1,235,049.00	59.65	14.38	65.54
All	37	3,843,031.00	60.30	14.64	61.99

STD = Standard Deviation

Date: 6 /9/2011

Section Condition Report

Pavement Database: *NetworkID: BKV*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP NE (NE APRON)	4105	01/01/1975	AC	APRON	P	0	33,175.00	07/25/2007	32	65.00
AP NE (NE APRON)	4110	01/01/1975	AC	APRON	P	0	20,074.00	07/25/2007	32	62.00
AP NE (NE APRON)	4115	01/01/1975	AC	APRON	P	0	37,347.00	07/25/2007	32	59.00
AP NE (NE APRON)	4120	01/01/1964	AC	APRON	P	0	84,500.00	07/25/2007	43	62.00
AP NE (NE APRON)	4125	01/01/1975	AAC	APRON	P	0	23,918.00	07/25/2007	32	69.00
AP NE (NE APRON)	4130	01/01/1942	PCC	APRON	P	0	5,100.00	03/17/2011	69	26.00
AP NE (NE APRON)	4135	01/01/1983	AC	APRON	P	0	58,515.00	07/25/2007	24	71.00
AP NE (NE APRON)	4140	01/01/1991	AC	APRON	P	0	204,500.00	07/25/2007	16	66.00
AP NE (NE APRON)	4145	01/01/1991	AC	APRON	P	0	72,830.00	07/25/2007	16	58.00
AP NE (NE APRON)	4147	01/01/1989	AAC	APRON	P	0	14,000.00	07/25/2007	18	64.00
AP NE (NE APRON)	4150	01/01/1991	PCC	APRON	P	0	28,908.00	03/17/2011	20	62.00
AP S (SOUTH APRON)	4205	01/01/1991	AC	APRON	P	0	3,416.00	03/17/2011	20	52.00
AP S (SOUTH APRON)	4210	12/25/1999	AC	APRON	P	0	50,220.00	03/17/2011	12	66.00
AP S (SOUTH APRON)	4215	12/25/1999	AC	APRON	P	0	26,800.00	03/17/2011	12	59.00
AP S (SOUTH APRON)	4220	12/25/1999	AC	APRON	P	0	29,238.00	03/17/2011	12	66.00
AP S (SOUTH APRON)	4225	01/01/2009	AC	APRON	P	0	115,441.00	01/01/2009	0	100.00
RW 3-21 (RUNWAY 3-21)	6205	01/01/1942	PCC	RUNWAY	S	0	250,000.00	03/17/2011	69	26.00
RW 3-21 (RUNWAY 3-21)	6210	01/01/1942	PCC	RUNWAY	S	0	500,000.00	03/17/2011	69	55.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/1942	PCC	RUNWAY	P	0	350,000.00	03/17/2011	69	65.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/1942	PCC	RUNWAY	P	0	700,000.00	03/17/2011	69	64.00
TW A (TAXIWAY A)	105	01/01/1942	PCC	TAXIWAY	P	0	648,750.00	03/17/2011	69	69.00
TW A (TAXIWAY A)	110	01/01/1942	PCC	TAXIWAY	P	0	56,750.00	03/17/2011	69	71.00
TW A (TAXIWAY A)	111	01/01/1991	AAC	TAXIWAY	P	0	18,032.00	07/25/2007	16	64.00
TW A (TAXIWAY A)	112	01/01/1964	AC	TAXIWAY	P	0	18,084.00	07/25/2007	43	33.00
TW A (TAXIWAY A)	120	01/01/1942	PCC	TAXIWAY	P	0	10,325.00	03/17/2011	69	62.00
TW A (TAXIWAY A)	125	01/01/1986	AC	TAXIWAY	P	0	21,450.00	07/25/2007	21	38.00
TW A (TAXIWAY A)	130	01/01/1942	PCC	TAXIWAY	P	0	32,533.00	03/17/2011	69	67.00

Section Condition Report

Pavement Database: *NetworkID: BKV*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	135	01/01/1986	AC	TAXIWAY	P	0	22,160.00	07/25/2007	21	20.00
TW A (TAXIWAY A)	140	01/01/1942	PCC	TAXIWAY	P	0	33,000.00	03/17/2011	69	59.00
TW A (TAXIWAY A)	145	01/01/1998	AC	TAXIWAY	P	0	69,000.00	07/25/2007	9	65.00
TW B (TAXIWAY B)	205	01/01/1990	AC	TAXIWAY	P	0	55,829.00	07/25/2007	17	70.00
TW B (TAXIWAY B)	210	01/01/1991	AC	TAXIWAY	P	0	118,125.00	07/25/2007	16	65.00
TW B (TAXIWAY B)	215	01/01/1942	PCC	TAXIWAY	P	0	60,750.00	03/17/2011	69	64.00
TW B (TAXIWAY B)	216	01/01/1991	AC	TAXIWAY	P	0	44,430.00	07/25/2007	16	59.00
TW B (TAXIWAY B)	220	01/01/1990	AC	TAXIWAY	P	0	8,758.00	07/25/2007	17	69.00
TW B (TAXIWAY B)	225	01/01/1991	AC	TAXIWAY	P	0	8,758.00	07/25/2007	16	68.00
TW B (TAXIWAY B)	230	01/01/1991	AC	TAXIWAY	P	0	8,315.00	11/05/1998	7	71.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	115,441.00	1	100.00	0.00	100.00
06-10	8.00	77,315.00	2	68.00	3.00	65.65
11-15	12.00	106,258.00	3	63.67	3.30	64.23
16-20	17.09	577,586.00	11	63.36	5.10	64.32
21-25	22.00	102,125.00	3	43.00	21.12	53.00
31-35	32.00	114,514.00	4	63.75	3.70	63.35
over 40	65.00	2,749,792.00	13	55.62	15.52	59.99
All	34.57	3,843,031.00	37	60.30	14.64	61.99

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

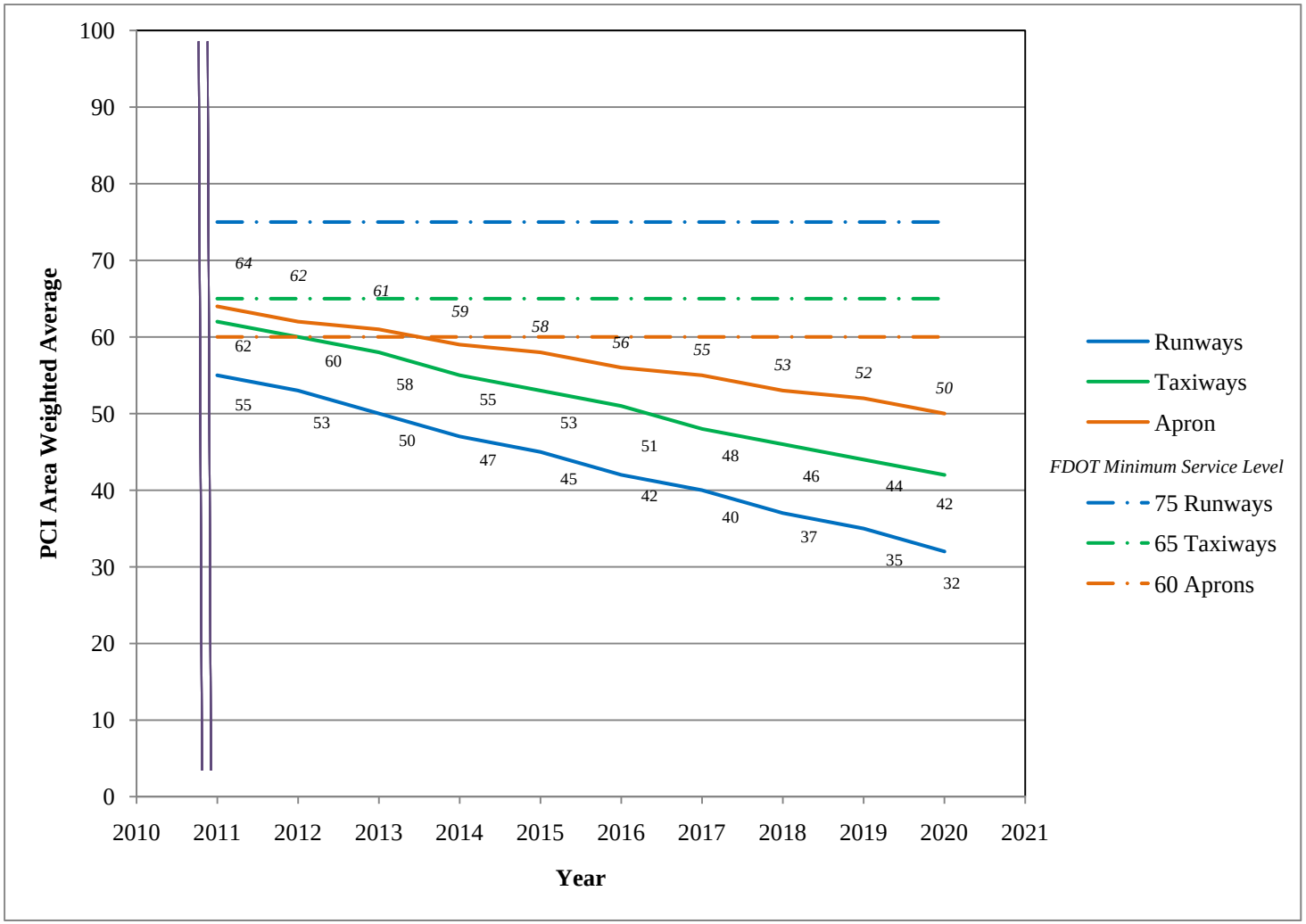
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
North East Apron	AP NE	4105	65	59	58	56	55	53	52	51	49	48	46
North East Apron	AP NE	4110	62	56	55	53	52	50	49	48	46	45	43
North East Apron	AP NE	4115	59	53	52	50	49	47	46	45	43	42	40
North East Apron	AP NE	4120	62	56	55	53	52	50	49	48	46	45	43
North East Apron	AP NE	4125	69	62	61	59	57	56	54	53	51	50	49
North East Apron	AP NE	4130	26	25	23	20	18	15	12	10	7	5	2
North East Apron	AP NE	4135	71	65	64	62	61	59	58	57	55	54	52
North East Apron	AP NE	4140	66	60	59	57	56	54	53	52	50	49	47
North East Apron	AP NE	4145	58	52	51	49	48	46	45	44	42	41	39
North East Apron	AP NE	4147	64	58	56	55	53	52	50	49	47	46	45
North East Apron	AP NE	4150	62	61	59	56	54	51	48	46	43	41	38
South Apron	AP S	4205	52	52	50	49	47	46	44	43	41	40	39
South Apron	AP S	4210	66	66	64	63	61	60	58	57	55	54	53
South Apron	AP S	4215	59	59	57	56	54	53	51	50	48	47	46
South Apron	AP S	4220	66	66	64	63	61	60	58	57	55	54	53
South Apron	AP S	4225	100	96	95	93	92	91	89	88	86	85	83
Runway 3-21	RW 3-21	6205	26	25	23	20	18	15	12	10	7	5	2
Runway 3-21	RW 3-21	6210	55	54	52	49	47	44	41	39	36	34	31
Runway 9-27	RW 9-27	6105	65	64	62	59	57	54	51	49	46	44	41
Runway 9-27	RW 9-27	6110	64	63	61	58	56	53	50	48	45	43	40
Taxiway Alpha	TW A	105	69	68	66	63	61	58	55	53	50	48	45
Taxiway Alpha	TW A	110	71	70	68	65	63	60	57	55	52	50	47
Taxiway Alpha	TW A	111	64	57	55	54	52	50	48	47	45	43	41
Taxiway Alpha	TW A	112	33	26	25	23	21	19	18	16	14	13	11

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Taxiway Alpha	TW A	120	62	61	59	56	54	51	48	46	43	41	38
Taxiway Alpha	TW A	125	38	31	30	28	26	24	23	21	19	18	16
Taxiway Alpha	TW A	130	67	66	64	61	59	56	53	51	48	46	43
Taxiway Alpha	TW A	135	20	13	12	10	8	6	5	3	1	0	0
Taxiway Alpha	TW A	140	59	58	56	53	51	48	45	43	40	38	35
Taxiway Alpha	TW A	145	65	58	57	55	53	51	50	48	46	45	43
Taxiway Bravo	TW B	205	70	63	62	60	58	56	55	53	51	50	48
Taxiway Bravo	TW B	210	65	58	57	55	53	51	50	48	46	45	43
Taxiway Bravo	TW B	215	64	63	61	58	56	53	50	48	45	43	40
Taxiway Bravo	TW B	216	59	52	51	49	47	45	44	42	40	39	37
Taxiway Bravo	TW B	220	69	62	61	59	57	55	54	52	50	49	47
Taxiway Bravo	TW B	225	68	61	60	58	56	54	53	51	49	48	46
Taxiway Bravo	TW B	230	71	49	48	46	44	42	41	39	37	36	34

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
North East Apron	AP NE	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,803.00	SqFt	$0.40	$13,521.31
North East Apron	AP NE	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	564.70	SqFt	$0.40	$225.87
North East Apron	AP NE	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,500.00	SqFt	$0.40	$9,800.08
North East Apron	AP NE	4115	WEATH/RAVEL	M	Surface Seal - Coat Tar	6,000.00	SqFt	$0.40	$2,400.02
North East Apron	AP NE	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,264.00	SqFt	$0.40	$9,705.68
North East Apron	AP NE	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	65,141.80	SqFt	$0.40	$26,056.94
North East Apron	AP NE	4120	WEATH/RAVEL	M	Surface Seal - Coat Tar	15,425.10	SqFt	$0.40	$6,170.09
North East Apron	AP NE	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,400.00	SqFt	$0.40	$13,360.11
North East Apron	AP NE	4130	JT SEAL DMG	H	Joint Seal (Localized)	269.30	Ft	$2.00	$538.55
North East Apron	AP NE	4135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,500.00	SqFt	$0.40	$25,000.21
North East Apron	AP NE	4140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	196,360.90	SqFt	$0.40	$78,545.01
North East Apron	AP NE	4140	WEATH/RAVEL	M	Surface Seal - Coat Tar	8,139.10	SqFt	$0.40	$3,255.67
North East Apron	AP NE	4145	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,392.80	SqFt	$0.40	$557.12
North East Apron	AP NE	4145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	94,834.60	SqFt	$0.40	$37,934.14
North East Apron	AP NE	4145	WEATH/RAVEL	H	Microsurfacing - AC	22.60	SqFt	$0.65	$14.72
North East Apron	AP NE	4147	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,000.00	SqFt	$0.40	$5,600.05
South Apron	AP S	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,700.00	SqFt	$0.40	$1,080.01
South Apron	AP S	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	900.00	SqFt	$0.40	$360.00
South Apron	AP S	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	46,176.00	SqFt	$0.40	$18,470.55
South Apron	AP S	4210	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,824.00	SqFt	$0.40	$2,329.62
South Apron	AP S	4215	SHOVING	M	Grinding(Localized)	87.10	SqFt	$2.10	$182.84
South Apron	AP S	4215	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,786.70	SqFt	$0.40	$714.67
South Apron	AP S	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,013.30	SqFt	$0.40	$10,005.42
South Apron	AP S	4220	WEATH/RAVEL	M	Surface Seal - Coat Tar	3,750.00	SqFt	$0.40	$1,500.01

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
South Apron	AP S	4220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,500.00	SqFt	$0.40	$9,000.07
Runway 3-21	RW 3-21	6205	CORNER SPALL	M	Patching - PCC Partial Depth	201.80	SqFt	$19.06	$3,846.75
Runway 3-21	RW 3-21	6205	CORNER SPALL	H	Patching - PCC Partial Depth	107.60	SqFt	$19.06	$2,051.60
Runway 3-21	RW 3-21	6205	JOINT SPALL	M	Patching - PCC Partial Depth	419.80	SqFt	$19.06	$8,001.24
Runway 3-21	RW 3-21	6205	JOINT SPALL	H	Patching - PCC Partial Depth	3,431.00	SqFt	$19.06	$65,394.78
Runway 3-21	RW 3-21	6205	LINEAR CR	H	Crack Sealing - PCC	281.30	Ft	$4.24	$1,192.50
Runway 3-21	RW 3-21	6205	JT SEAL DMG	M	Joint Seal (Localized)	15,980.00	Ft	$2.00	$31,960.10
Runway 3-21	RW 3-21	6205	LINEAR CR	M	Crack Sealing - PCC	1,875.00	Ft	$4.24	$7,950.02
Runway 3-21	RW 3-21	6210	JOINT SPALL	H	Patching - PCC Partial Depth	40.40	SqFt	$19.06	$769.35
Runway 3-21	RW 3-21	6210	JOINT SPALL	M	Patching - PCC Partial Depth	32.30	SqFt	$19.06	$615.48
Runway 3-21	RW 3-21	6210	LINEAR CR	M	Crack Sealing - PCC	1,218.80	Ft	$4.24	$5,167.51
Runway 3-21	RW 3-21	6210	CORNER SPALL	H	Patching - PCC Partial Depth	13.50	SqFt	$19.06	$256.45
Runway 3-21	RW 3-21	6210	SMALL PATCH	M	Patching - PCC Partial Depth	67.30	SqFt	$19.06	$1,282.25
Runway 3-21	RW 3-21	6210	LINEAR CR	H	Crack Sealing - PCC	93.80	Ft	$4.24	$397.50
Runway 9-27	RW 9-27	6105	JOINT SPALL	M	Patching - PCC Partial Depth	129.20	SqFt	$19.06	$2,461.92
Runway 9-27	RW 9-27	6105	CORNER SPALL	M	Patching - PCC Partial Depth	67.30	SqFt	$19.06	$1,282.25
Runway 9-27	RW 9-27	6105	LINEAR CR	M	Crack Sealing - PCC	187.50	Ft	$4.24	$795.00
Runway 9-27	RW 9-27	6110	SMALL PATCH	M	Patching - PCC Partial Depth	18.80	SqFt	$19.06	$359.03
Runway 9-27	RW 9-27	6110	LINEAR CR	M	Crack Sealing - PCC	262.50	Ft	$4.24	$1,113.00
Taxiway Alpha	TW A	105	SMALL PATCH	M	Patching - PCC Partial Depth	70.70	SqFt	$19.06	$1,347.82
Taxiway Alpha	TW A	111	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,776.50	SqFt	$0.40	$6,710.66
Taxiway Alpha	TW A	111	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,023.50	SqFt	$0.40	$409.40
Taxiway Alpha	TW A	112	DEPRESSION	M	Patching - AC Deep	21.30	SqFt	$4.90	$104.57
Taxiway Alpha	TW A	112	WEATH/RAVEL	H	Microsurfacing - AC	1,365.00	SqFt	$0.65	$887.24

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Alpha	TW A	112	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,689.50	SqFt	$0.40	$3,075.83
Taxiway Alpha	TW A	112	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,145.50	SqFt	$0.40	$3,658.23
Taxiway Alpha	TW A	125	WEATH/RAVEL	M	Surface Seal - Coat Tar	21,450.00	SqFt	$0.40	$8,580.07
Taxiway Alpha	TW A	135	L & T CR	M	Crack Sealing - AC	664.80	Ft	$2.25	$1,495.80
Taxiway Alpha	TW A	135	WEATH/RAVEL	H	Microsurfacing - AC	22,160.00	SqFt	$0.65	$14,403.91
Taxiway Alpha	TW A	145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	68,613.60	SqFt	$0.40	$27,445.67
Taxiway Alpha	TW A	145	WEATH/RAVEL	M	Surface Seal - Coat Tar	386.40	SqFt	$0.40	$154.56
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	55,829.00	SqFt	$0.40	$22,331.79
Taxiway Bravo	TW B	210	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,849.50	SqFt	$0.40	$739.81
Taxiway Bravo	TW B	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	116,275.50	SqFt	$0.40	$46,510.59
Taxiway Bravo	TW B	215	CORNER SPALL	H	Patching - PCC Partial Depth	14.50	SqFt	$19.06	$276.40
Taxiway Bravo	TW B	216	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,199.60	SqFt	$0.40	$479.85
Taxiway Bravo	TW B	216	WEATH/RAVEL	L	Surface Seal - Rejuvenating	43,230.40	SqFt	$0.40	$17,292.30
Taxiway Bravo	TW B	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,495.30	SqFt	$0.40	$3,398.13
Taxiway Bravo	TW B	220	WEATH/RAVEL	M	Surface Seal - Coat Tar	262.70	SqFt	$0.40	$105.10
Taxiway Bravo	TW B	225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,730.00	SqFt	$0.40	$2,692.04
Taxiway Bravo	TW B	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,315.00	SqFt	$0.40	$3,326.03
								Total =	$576,651.29

APPENDIX F

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

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	North East Apron	4105	AC	33,175. SqFt	$ 122,979.80	59	Mill and Overlay	100
2011	North East Apron	4110	AC	20,074. SqFt	$ 91,698.07	56	Mill and Overlay	100
2011	North East Apron	4115	AC	37,347. SqFt	$ 202,756.91	53	Mill and Overlay	100
2011	North East Apron	4120	AC	84,500. SqFt	$ 385,996.16	56	Mill and Overlay	100
2011	North East Apron	4125	AAC	23,918. SqFt	$ 68,740.38	62	Mill and Overlay	100
2011	North East Apron	4130	PCC	5,100. SqFt	$ 69,462.02	25	Reconstruction	100
2011	North East Apron	4140	AC	204,500. SqFt	$ 699,390.49	60	Mill and Overlay	100
2011	North East Apron	4145	AC	72,830. SqFt	$ 416,296.33	52	Mill and Overlay	100
2011	North East Apron	4147	AAC	14,000. SqFt	$ 55,916.03	58	Mill and Overlay	100
2011	North East Apron	4150	PCC	28,908. SqFt	$ 90,973.54	61	PCC Restoration	100
2011	South Apron	4205	AC	3,416. SqFt	$ 19,525.86	52	Mill and Overlay	100
2011	South Apron	4215	AC	26,800. SqFt	$ 99,347.66	59	Mill and Overlay	100
2011	Runway 3-21	6205	PCC	250,000. SqFt	$ 3,405,001.10	25	Reconstruction	100
2011	Runway 3-21	6210	PCC	500,000. SqFt	$ 2,571,000.66	54	PCC Restoration	100
2011	Runway 9-27	6105	PCC	350,000. SqFt	$ 814,800.51	64	PCC Restoration	100
2011	Runway 9-27	6110	PCC	700,000. SqFt	$ 1,820,701.12	63	PCC Restoration	100
2011	Taxiway Alpha	111	AAC	18,032. SqFt	$ 77,195.03	57	Mill and Overlay	100
2011	Taxiway Alpha	112	AC	18,084. SqFt	$ 246,304.16	26	Reconstruction	100
2011	Taxiway Alpha	120	PCC	10,325. SqFt	$ 32,492.80	61	PCC Restoration	100
2011	Taxiway Alpha	125	AC	21,450. SqFt	$ 276,426.23	31	Reconstruction	100
2011	Taxiway Alpha	135	AC	22,160. SqFt	$ 301,819.30	13	Reconstruction	100
2011	Taxiway Alpha	140	PCC	33,000. SqFt	$ 131,802.07	58	PCC Restoration	100
2011	Taxiway Alpha	145	AC	69,000. SqFt	$ 275,586.15	58	Mill and Overlay	100
2011	Taxiway Bravo	205	AC	55,829. SqFt	$ 145,211.32	63	Mill and Overlay	100

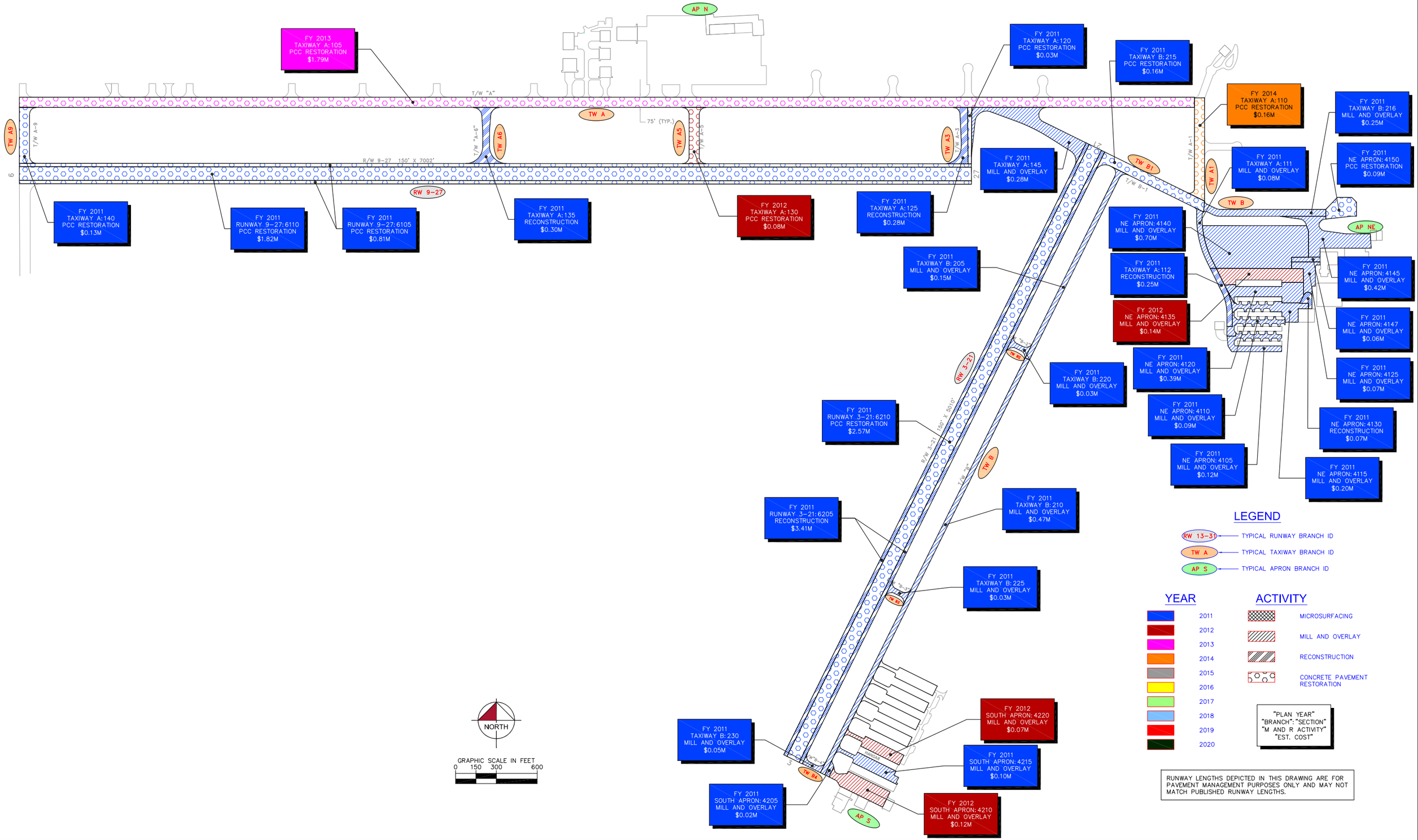
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Taxiway Bravo	210	AC	118,125. SqFt	$ 471,791.50	58	Mill and Overlay	100
2011	Taxiway Bravo	215	PCC	60,750. SqFt	$ 158,010.85	63	PCC Restoration	100
2011	Taxiway Bravo	216	AC	44,430. SqFt	$ 253,961.91	52	Mill and Overlay	100
2011	Taxiway Bravo	220	AC	8,758. SqFt	$ 25,170.51	62	Mill and Overlay	100
2011	Taxiway Bravo	225	AC	8,758. SqFt	$ 27,561.45	61	Mill and Overlay	100
2011	Taxiway Bravo	230	AC	8,315. SqFt	$ 52,301.35	49	Mill and Overlay	100
2012	North East Apron	4135	AC	58,515. SqFt	$ 140,309.70	64	Mill and Overlay	100
2012	South Apron	4210	AC	50,220. SqFt	$ 120,419.60	64	Mill and Overlay	100
2012	South Apron	4220	AC	29,238. SqFt	$ 70,108.09	64	Mill and Overlay	100
2012	Taxiway Alpha	130	PCC	32,533. SqFt	$ 78,008.98	64	PCC Restoration	100
2013	Taxiway Alpha	105	PCC	648,750. SqFt	$ 1,790,162.44	63	PCC Restoration	100
2014	Taxiway Alpha	110	PCC	56,750. SqFt	$ 161,293.98	63	PCC Restoration	100
				Total	**$15,770,524.06**	**54**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

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

P:\Com_Share\FDOT Aviation 2010-2017\2010-2011-Phase II\CAD\Hernando\County\204-BKV-MAINTENANCE.dwg PLOTTED: July 14, 2011 – 12:15 PM, BY: Burton, George

10-YEAR M & R MAP

HERNANDO COUNTY AIRPORT
HERNANDO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
BKV
FDOT DISTRICT
7

APPENDIX H

PHOTOGRAPHS

Taxiway Alpha, Section 140, Sample Unit 906 – Low severity (63) Linear Cracking, low severity (65) Joint Seal Damage, low severity (66) Small Patch, low severity (67) Large Patch, low severity (70) Scaling.

Taxiway Alpha, Section 140, Sample Unit 906 – Low severity (63) Linear Cracking, low severity (65) Joint Seal Damage, low severity (66) Small Patch, low severity (67) Large Patch, low severity (70) Scaling.

Taxiway Alpha, Section 105, Sample Unit 121 – Low severity (65) Joint Seal Damage, low and medium severity (66) Small Patch, low severity (70) Scaling, low severity (73) Shrinkage Cracking.

Runway 3-21, Section 6210, Sample Unit 301 – Low and medium severity (63) Linear Cracking, low severity (65) Joint Seal Damage, low and medium severity (66) Small Patch, low severity (70) Scaling, low severity (74) Joint Spalling.

Runway 9-27, Section 6110, Sample Unit 306 – Low severity (63) Linear Cracking, low severity (65) Joint Seal Damage, low severity (66) Small Patch, low severity (70) Scaling.

Runway 9-27, Section 6105, Sample Unit 520 – Low and medium severity (63) Linear Cracking, low severity (65) Joint Seal Damage, low severity (66) Small Patch, low severity (67) Large Patch, low severity (70) Scaling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4105 of 11 From: - To: - Last Const.: 1/1/1975
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 33,175.00SqFt Length: 800.00Ft Width: 42.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 7 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 851 Type: R Area: 4,500.00SqFt PCI = 65
Sample Comments:

48 L & T CR	L	72.00 Ft	Comments:
52 WEATH/RAVEL	L	3,951.00 SqFt	Comments:
52 WEATH/RAVEL	M	66.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4110 of 11 From: - To: - Last Const.: 1/1/1975
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 20,074.00SqFt Length: 390.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 651 Type: R Area: 2,800.00SqFt PCI = 62
Sample Comments:

45	DEPRESSION	L	23.00 SqFt	Comments:
48	L & T CR	L	102.00 Ft	Comments:
52	WEATH/RAVEL	L	2,800.00 SqFt	Comments:
56	SWELLING	L	17.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4115 of 11 From: - To: - Last Const.: 1/1/1975
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 37,347.00SqFt Length: 500.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 11 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 551 Type: R Area: 3,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	M	500.00 SqFt	Comments:	
48 L & T CR	L	52.00 Ft	Comments:	
52 WEATH/RAVEL	L	2,022.00 SqFt	Comments:	
56 SWELLING	L	130.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4120 of 11 From: - To: - Last Const.: 1/1/1964
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 84,500.00SqFt Length: 422.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 15 Surveyed: 3
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 349 Type: R Area: 3,750.00SqFt PCI = 49
Sample Comments:

52 WEATH/RAVEL	M	2,250.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,500.00 SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 WEATH/RAVEL	M	260.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,100.00 SqFt	Comments:
53 RUTTING	L	100.00 SqFt	Comments:
48 L & T CR	L	327.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4125 of 11 From: - To: - Last Const.: 1/1/1975
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 23,918.00SqFt Length: 260.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52	WEATH/RAVEL	L	5,000.00 SqFt	Comments:
45	DEPRESSION	L	42.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4130 of 11 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 5,100.00SqFt Length: 25.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 12.00Slabs PCI = 26
Sample Comments:

70 SCALING	M	12.00 Slabs	Comments:	
65 JT SEAL DMG	H	12.00 Slabs	Comments:	
63 LINEAR CR	L	11.00 Slabs	Comments:	
72 SHAT. SLAB	L	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4135 of 11 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 58,515.00SqFt Length: 612.00Ft Width: 95.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 12 Surveyed: 2
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	54.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4140 of 11 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 204,500.00SqFt Length: 1,022.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 42 Surveyed: 5
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 60 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	M	140.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,860.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

52 WEATH/RAVEL	M	300.00	SqFt	Comments:
56 SWELLING	L	90.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,700.00	SqFt	Comments:
50 PATCHING	L	8.25	SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	4,750.00	SqFt	Comments:
52 WEATH/RAVEL	M	250.00	SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	23.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,925.00	SqFt	Comments:
52 WEATH/RAVEL	M	75.00	SqFt	Comments:

Sample Number: 411 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

56 SWELLING	L	74.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,770.00	SqFt	Comments:
52 WEATH/RAVEL	M	230.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4145 of 11 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 72,830.00SqFt Length: 600.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 19 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 7,000.00SqFt PCI = 57
Sample Comments:

56 SWELLING	L	84.00	SqFt	Comments:
45 DEPRESSION	L	33.00	SqFt	Comments:
52 WEATH/RAVEL	M	26.00	SqFt	Comments:
52 WEATH/RAVEL	L	6,974.00	SqFt	Comments:
48 L & T CR	L	81.00	Ft	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

52 WEATH/RAVEL	H	4.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,776.00	SqFt	Comments:
56 SWELLING	L	188.00	SqFt	Comments:
52 WEATH/RAVEL	M	220.00	SqFt	Comments:
48 L & T CR	L	37.00	Ft	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	44.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	168.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4147 of 11 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 14,000.00SqFt Length: 70.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 155 Type: R Area: 3,500.00SqFt PCI = 64
Sample Comments:

52	WEATH/RAVEL	L	3,500.00 SqFt	Comments:
45	DEPRESSION	L	364.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 582,867.00SqFt

Section: 4150 of 11 From: - To: - Last Const.: 1/1/1991
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 28,908.00SqFt Length: 148.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CR	L	8.00	Slabs	Comments:
70 SCALING	L	3.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
72 SHAT. SLAB	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 225,115.00SqFt

Section: 4205 of 5 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 3,416.00SqFt Length: 100.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 52
Sample Comments:

52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
45 DEPRESSION	L	100.00 SqFt	Comments:
48 L & T CR	L	30.00 Ft	Comments:
52 WEATH/RAVEL	M	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 225,115.00SqFt

Section: 4210 of 5 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 50,220.00SqFt Length: 453.00Ft Width: 112.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 505 Type: R Area: 6,250.00SqFt PCI = 66
Sample Comments:

52 WEATH/RAVEL	M	700.00 SqFt	Comments:
48 L & T CR	L	15.00 Ft	Comments:
52 WEATH/RAVEL	L	5,550.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 225,115.00SqFt

Section: 4215 of 5 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 26,800.00SqFt Length: 355.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 3,000.00SqFt PCI = 59
Sample Comments:

52	WEATH/RAVEL	L	2,800.00 SqFt	Comments:
52	WEATH/RAVEL	M	200.00 SqFt	Comments:
50	PATCHING	L	30.00 SqFt	Comments:
54	SHOVING	M	6.00 SqFt	Comments:
54	SHOVING	L	2.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 225,115.00SqFt

Section: 4220 of 5 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 29,238.00SqFt Length: 453.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 66
Sample Comments:

56 SWELLING	L	20.00 SqFt	Comments:	
52 WEATH/RAVEL	M	500.00 SqFt	Comments:	
52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 225,115.00SqFt

Section: 4225 of 5 From: - To: - Last Const.: 1/1/2009
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 115,441.00SqFt Length: 1,800.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2009 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 750,000.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 250,000.00SqFt Length: 10,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 50 Surveyed: 10
Conditions: PCI:26.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 16.00Slabs PCI = 34
Sample Comments:

63 LINEAR CR	L	2.00 Slabs	Comments:
75 CORNER SPALL	M	1.00 Slabs	Comments:
74 JOINT SPALL	M	3.00 Slabs	Comments:
74 JOINT SPALL	H	5.00 Slabs	Comments:
65 JT SEAL DMG	M	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:

Sample Number: 132 Type: R Area: 16.00Slabs PCI = 16
Sample Comments:

65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
74 JOINT SPALL	H	13.00 Slabs	Comments:
75 CORNER SPALL	H	3.00 Slabs	Comments:
63 LINEAR CR	M	3.00 Slabs	Comments:
63 LINEAR CR	L	3.00 Slabs	Comments:
75 CORNER SPALL	M	2.00 Slabs	Comments:
73 SHRINKAGE CR	L	2.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:

Sample Number: 148 Type: R Area: 16.00Slabs PCI = 16
Sample Comments:

67 LARGE PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALL	H	13.00 Slabs	Comments:
75 CORNER SPALL	M	1.00 Slabs	Comments:
63 LINEAR CR	L	7.00 Slabs	Comments:
63 LINEAR CR	M	3.00 Slabs	Comments:
63 LINEAR CR	H	1.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	M	16.00 Slabs	Comments:

Sample Number: 164 Type: R Area: 16.00Slabs PCI = 17
Sample Comments:

74 JOINT SPALL	H	11.00 Slabs	Comments:
63 LINEAR CR	M	2.00 Slabs	Comments:
63 LINEAR CR	H	2.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
74 JOINT SPALL	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Sample Number: 192 Type: R Area: 16.00Slabs PCI = 28
Sample Comments:

74 JOINT SPALL	H	6.00	Slabs	Comments:
75 CORNER SPALL	M	4.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
75 CORNER SPALL	H	3.00	Slabs	Comments:
63 LINEAR CR	M	2.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
65 JT SEAL DMG	M	16.00	Slabs	Comments:

Sample Number: 504 Type: R Area: 16.00Slabs PCI = 32
Sample Comments:

74 JOINT SPALL	M	2.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	L	8.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:
74 JOINT SPALL	H	1.00	Slabs	Comments:
63 LINEAR CR	M	4.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
65 JT SEAL DMG	M	16.00	Slabs	Comments:
74 JOINT SPALL	L	4.00	Slabs	Comments:

Sample Number: 512 Type: R Area: 16.00Slabs PCI = 23
Sample Comments:

63 LINEAR CR	M	2.00	Slabs	Comments:
75 CORNER SPALL	H	2.00	Slabs	Comments:
65 JT SEAL DMG	M	16.00	Slabs	Comments:
74 JOINT SPALL	H	14.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:

Sample Number: 544 Type: R Area: 16.00Slabs PCI = 31
Sample Comments:

74 JOINT SPALL	L	1.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
75 CORNER SPALL	M	5.00	Slabs	Comments:
74 JOINT SPALL	H	10.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
65 JT SEAL DMG	M	16.00	Slabs	Comments:

Sample Number: 580 Type: R Area: 16.00Slabs PCI = 35
Sample Comments:

65 JT SEAL DMG	M	16.00	Slabs	Comments:
74 JOINT SPALL	H	9.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
75 CORNER SPALL	L	6.00	Slabs	Comments:
74 JOINT SPALL	M	2.00	Slabs	Comments:

Sample Number: 592 Type: R Area: 16.00Slabs PCI = 26
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

63 LINEAR CR M 4.00 Slabs Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 750,000.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 500,000.00SqFt Length: 5,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 100 Surveyed: 20
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 16.00Slabs PCI = 53
Sample Comments:

70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	6.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:
74 JOINT SPALL	L	7.00	Slabs	Comments:
66 SMALL PATCH	M	4.00	Slabs	Comments:

Sample Number: 306 Type: R Area: 16.00Slabs PCI = 48
Sample Comments:

73 SHRINKAGE CR	L	1.00	Slabs	Comments:
63 LINEAR CR	L	6.00	Slabs	Comments:
66 SMALL PATCH	L	10.00	Slabs	Comments:
67 LARGE PATCH	L	1.00	Slabs	Comments:
63 LINEAR CR	M	2.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:

Sample Number: 313 Type: R Area: 16.00Slabs PCI = 39
Sample Comments:

73 SHRINKAGE CR	L	3.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
72 SHAT. SLAB	L	1.00	Slabs	Comments:
66 SMALL PATCH	L	7.00	Slabs	Comments:
74 JOINT SPALL	H	1.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
63 LINEAR CR	L	6.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:

Sample Number: 316 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

63 LINEAR CR	L	4.00	Slabs	Comments:
74 JOINT SPALL	L	1.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	12.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:

Sample Number: 319 Type: R Area: 16.00Slabs PCI = 54
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
74 JOINT SPALL	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

63 LINEAR CR	M	1.00 Slabs	Comments:
75 CORNER SPALL	L	1.00 Slabs	Comments:
63 LINEAR CR	L	6.00 Slabs	Comments:
66 SMALL PATCH	L	9.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 325 Type: R Area: 16.00Slabs PCI = 54
Sample Comments:

65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	9.00 Slabs	Comments:
63 LINEAR CR	L	5.00 Slabs	Comments:
74 JOINT SPALL	L	3.00 Slabs	Comments:
63 LINEAR CR	M	1.00 Slabs	Comments:
73 SHRINKAGE CR	L	1.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 331 Type: R Area: 16.00Slabs PCI = 45
Sample Comments:

63 LINEAR CR	L	8.00 Slabs	Comments:
73 SHRINKAGE CR	L	2.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
63 LINEAR CR	M	1.00 Slabs	Comments:
63 LINEAR CR	H	1.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:

Sample Number: 337 Type: R Area: 16.00Slabs PCI = 46
Sample Comments:

67 LARGE PATCH	L	5.00 Slabs	Comments:
63 LINEAR CR	L	12.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
63 LINEAR CR	M	2.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:

Sample Number: 344 Type: R Area: 16.00Slabs PCI = 60
Sample Comments:

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

Sample Number: 349 Type: R Area: 16.00Slabs PCI = 58
Sample Comments:

63 LINEAR CR	L	10.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:
73 SHRINKAGE CR	L	1.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	10.00 Slabs	Comments:

Sample Number: 355 Type: R Area: 16.00Slabs PCI = 54
Sample Comments:

65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	10.00 Slabs	Comments:
70 SCALING	L	15.00 Slabs	Comments:
70 SCALING	M	1.00 Slabs	Comments:
73 SHRINKAGE CR	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

75 CORNER SPALL	L	1.00	Slabs	Comments:
66 SMALL PATCH	M	1.00	Slabs	Comments:
63 LINEAR CR	L	7.00	Slabs	Comments:

Sample Number: 361 Type: R Area: 16.00Slabs PCI = 52
Sample Comments:

73 SHRINKAGE CR	L	6.00	Slabs	Comments:
63 LINEAR CR	L	10.00	Slabs	Comments:
66 SMALL PATCH	L	11.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:

Sample Number: 367 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:
66 SMALL PATCH	L	9.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
63 LINEAR CR	L	1.00	Slabs	Comments:

Sample Number: 373 Type: R Area: 16.00Slabs PCI = 60
Sample Comments:

63 LINEAR CR	L	12.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
73 SHRINKAGE CR	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	9.00	Slabs	Comments:

Sample Number: 379 Type: R Area: 16.00Slabs PCI = 55
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
74 JOINT SPALL	L	4.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:
73 SHRINKAGE CR	L	2.00	Slabs	Comments:
63 LINEAR CR	L	4.00	Slabs	Comments:
66 SMALL PATCH	L	11.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:

Sample Number: 384 Type: R Area: 16.00Slabs PCI = 55
Sample Comments:

70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	M	1.00	Slabs	Comments:
63 LINEAR CR	L	11.00	Slabs	Comments:
66 SMALL PATCH	L	13.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:

Sample Number: 388 Type: R Area: 16.00Slabs PCI = 66
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	L	10.00	Slabs	Comments:
73 SHRINKAGE CR	L	1.00	Slabs	Comments:

Sample Number: 391 Type: R Area: 16.00Slabs PCI = 63
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	12.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

63 LINEAR CR	L	7.00 Slabs	Comments:	
73 SHRINKAGE CR	L	1.00 Slabs	Comments:	

Sample Number: 393 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:	
65 JT SEAL DMG	L	16.00 Slabs	Comments:	
66 SMALL PATCH	L	10.00 Slabs	Comments:	
63 LINEAR CR	L	13.00 Slabs	Comments:	

Sample Number: 398 Type: R Area: 16.00Slabs PCI = 58
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:	
63 LINEAR CR	L	8.00 Slabs	Comments:	
66 SMALL PATCH	L	15.00 Slabs	Comments:	
74 JOINT SPALL	M	1.00 Slabs	Comments:	
73 SHRINKAGE CR	L	1.00 Slabs	Comments:	
65 JT SEAL DMG	L	16.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,050,000.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 350,000.00SqFt Length: 14,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 70 Surveyed: 14
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 16.00Slabs PCI = 70
Sample Comments:

66 SMALL PATCH	L	3.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
63 LINEAR CR	L	4.00 Slabs	Comments:

Sample Number: 120 Type: R Area: 16.00Slabs PCI = 57
Sample Comments:

66 SMALL PATCH	L	8.00 Slabs	Comments:
74 JOINT SPALL	M	2.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
75 CORNER SPALL	M	3.00 Slabs	Comments:

Sample Number: 144 Type: R Area: 16.00Slabs PCI = 68
Sample Comments:

67 LARGE PATCH	L	1.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	9.00 Slabs	Comments:
74 JOINT SPALL	L	2.00 Slabs	Comments:

Sample Number: 168 Type: R Area: 16.00Slabs PCI = 76
Sample Comments:

65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 188 Type: R Area: 16.00Slabs PCI = 76
Sample Comments:

66 SMALL PATCH	L	6.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:

Sample Number: 208 Type: R Area: 16.00Slabs PCI = 71
Sample Comments:

75 CORNER SPALL	L	1.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Sample Number: 228 Type: R Area: 16.00Slabs PCI = 60
Sample Comments:

74 JOINT SPALL	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	9.00 Slabs	Comments:
63 LINEAR CR	L	10.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 504 Type: R Area: 16.00Slabs PCI = 70
Sample Comments:

66 SMALL PATCH	L	5.00 Slabs	Comments:
63 LINEAR CR	L	6.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	3.00 Slabs	Comments:

Sample Number: 520 Type: R Area: 16.00Slabs PCI = 50
Sample Comments:

67 LARGE PATCH	L	1.00 Slabs	Comments:
63 LINEAR CR	L	5.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	M	2.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:

Sample Number: 536 Type: R Area: 16.00Slabs PCI = 54
Sample Comments:

74 JOINT SPALL	M	2.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
75 CORNER SPALL	M	2.00 Slabs	Comments:
75 CORNER SPALL	L	1.00 Slabs	Comments:
63 LINEAR CR	L	6.00 Slabs	Comments:

Sample Number: 556 Type: R Area: 16.00Slabs PCI = 60
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:
74 JOINT SPALL	L	2.00 Slabs	Comments:
63 LINEAR CR	L	8.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:

Sample Number: 592 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

67 LARGE PATCH	L	1.00 Slabs	Comments:
63 LINEAR CR	L	6.00 Slabs	Comments:
66 SMALL PATCH	L	6.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 616 Type: R Area: 16.00Slabs PCI = 68
Sample Comments:

66 SMALL PATCH	L	5.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
74 JOINT SPALL	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Sample Number: 628 Type: R Area: 16.00Slabs PCI = 63
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
63 LINEAR CR	L	7.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	5.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,050,000.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 700,000.00SqFt Length: 7,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 140 Surveyed: 20
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 16.00Slabs PCI = 48
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	L	11.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:
63 LINEAR CR	M	2.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:

Sample Number: 306 Type: R Area: 16.00Slabs PCI = 70
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
70 SCALING	L	7.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	L	11.00 Slabs	Comments:

Sample Number: 314 Type: R Area: 16.00Slabs PCI = 60
Sample Comments:

67 LARGE PATCH	L	5.00 Slabs	Comments:
63 LINEAR CR	L	9.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:

Sample Number: 321 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

63 LINEAR CR	L	10.00 Slabs	Comments:
66 SMALL PATCH	L	10.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 328 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

67 LARGE PATCH	L	1.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
63 LINEAR CR	L	6.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	12.00 Slabs	Comments:

Sample Number: 335 Type: R Area: 16.00Slabs PCI = 61
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
63 LINEAR CR	L	7.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

67 LARGE PATCH	L	1.00 Slabs	Comments:	

Sample Number: 342 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	9.00 Slabs	Comments:
63 LINEAR CR	L	11.00 Slabs	Comments:

Sample Number: 349 Type: R Area: 16.00Slabs PCI = 64
Sample Comments:

66 SMALL PATCH	L	4.00 Slabs	Comments:
63 LINEAR CR	L	5.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:

Sample Number: 356 Type: R Area: 16.00Slabs PCI = 73
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	L	3.00 Slabs	Comments:

Sample Number: 363 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

66 SMALL PATCH	L	6.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
63 LINEAR CR	L	11.00 Slabs	Comments:

Sample Number: 370 Type: R Area: 16.00Slabs PCI = 72
Sample Comments:

65 JT SEAL DMG	L	16.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
63 LINEAR CR	L	3.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 374 Type: R Area: 16.00Slabs PCI = 66
Sample Comments:

66 SMALL PATCH	L	3.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:
63 LINEAR CR	L	8.00 Slabs	Comments:

Sample Number: 377 Type: R Area: 16.00Slabs PCI = 72
Sample Comments:

66 SMALL PATCH	L	3.00 Slabs	Comments:
63 LINEAR CR	L	3.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
70 SCALING	L	16.00 Slabs	Comments:

Sample Number: 384 Type: R Area: 16.00Slabs PCI = 63
Sample Comments:

70 SCALING	L	16.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	L	11.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Sample Number: 398 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

66 SMALL PATCH	L	8.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
63 LINEAR CR	L	6.00	Slabs	Comments:

Sample Number: 409 Type: R Area: 16.00Slabs PCI = 66
Sample Comments:

63 LINEAR CR	L	6.00	Slabs	Comments:
66 SMALL PATCH	L	5.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:

Sample Number: 419 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

70 SCALING	L	16.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	4.00	Slabs	Comments:
63 LINEAR CR	L	8.00	Slabs	Comments:

Sample Number: 426 Type: R Area: 16.00Slabs PCI = 66
Sample Comments:

63 LINEAR CR	L	8.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:

Sample Number: 435 Type: R Area: 16.00Slabs PCI = 66
Sample Comments:

63 LINEAR CR	L	4.00	Slabs	Comments:
65 JT SEAL DMG	L	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
68 POPOUTS	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:

Sample Number: 439 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

65 JT SEAL DMG	L	16.00	Slabs	Comments:
63 LINEAR CR	L	10.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 105 of 10 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 648,750.00SqFt Length: 8,650.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 173 Surveyed: 13
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 12.00Slabs PCI = 71
Sample Comments:

66 SMALL PATCH	L	7.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:

Sample Number: 121 Type: R Area: 12.00Slabs PCI = 70
Sample Comments:

70 SCALING	L	12.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
73 SHRINKAGE CR	L	1.00 Slabs	Comments:

Sample Number: 135 Type: R Area: 12.00Slabs PCI = 71
Sample Comments:

66 SMALL PATCH	L	5.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:

Sample Number: 149 Type: R Area: 12.00Slabs PCI = 70
Sample Comments:

65 JT SEAL DMG	L	12.00 Slabs	Comments:
66 SMALL PATCH	L	8.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:

Sample Number: 163 Type: R Area: 12.00Slabs PCI = 71
Sample Comments:

66 SMALL PATCH	L	9.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:

Sample Number: 177 Type: R Area: 12.00Slabs PCI = 71
Sample Comments:

67 LARGE PATCH	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Sample Number: 191 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

75 CORNER SPALL	L	1.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:
65 JT SEAL DMG	L	12.00	Slabs	Comments:
67 LARGE PATCH	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	5.00	Slabs	Comments:

Sample Number: 205 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

63 LINEAR CR	L	3.00	Slabs	Comments:
66 SMALL PATCH	L	7.00	Slabs	Comments:
65 JT SEAL DMG	L	12.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:

Sample Number: 226 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

65 JT SEAL DMG	L	12.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	7.00	Slabs	Comments:

Sample Number: 240 Type: R Area: 14.00Slabs PCI = 66
Sample Comments:

63 LINEAR CR	L	1.00	Slabs	Comments:
67 LARGE PATCH	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	8.00	Slabs	Comments:
65 JT SEAL DMG	L	14.00	Slabs	Comments:
70 SCALING	L	14.00	Slabs	Comments:

Sample Number: 247 Type: R Area: 12.00Slabs PCI = 71
Sample Comments:

66 SMALL PATCH	L	4.00	Slabs	Comments:
65 JT SEAL DMG	L	12.00	Slabs	Comments:
67 LARGE PATCH	L	3.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:

Sample Number: 254 Type: R Area: 12.00Slabs PCI = 66
Sample Comments:

63 LINEAR CR	L	2.00	Slabs	Comments:
67 LARGE PATCH	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	7.00	Slabs	Comments:
65 JT SEAL DMG	L	12.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:

Sample Number: 268 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

65 JT SEAL DMG	L	12.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:
63 LINEAR CR	L	3.00	Slabs	Comments:
66 SMALL PATCH	L	6.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 110 of 10 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 56,750.00SqFt Length: 750.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 15 Surveyed: 3
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

67 LARGE PATCH	L	2.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
65 JT SEAL DMG	L	12.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:

Sample Number: 106 Type: R Area: 12.00Slabs PCI = 80
Sample Comments:

65 JT SEAL DMG	L	12.00	Slabs	Comments:
70 SCALING	L	12.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:

Sample Number: 111 Type: R Area: 12.00Slabs PCI = 66
Sample Comments:

70 SCALING	L	12.00	Slabs	Comments:
63 LINEAR CR	L	6.00	Slabs	Comments:
65 JT SEAL DMG	L	12.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 111 of 10 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 18,032.00SqFt Length: 445.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	56.00 Ft	Comments:
52 WEATH/RAVEL	M	230.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,770.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 112 of 10 From: - To: - Last Const.: 1/1/1964
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 18,084.00SqFt Length: 455.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 4,000.00SqFt PCI = 21
Sample Comments:

52 WEATH/RAVEL	M	3,400.00	SqFt	Comments:
52 WEATH/RAVEL	H	600.00	SqFt	Comments:
48 L & T CR	L	308.00	Ft	Comments:

Sample Number: 108 Type: R Area: 4,000.00SqFt PCI = 44
Sample Comments:

45 DEPRESSION	M	3.00	SqFt	Comments:
52 WEATH/RAVEL	M	620.00	SqFt	Comments:
48 L & T CR	L	632.00	Ft	Comments:
45 DEPRESSION	L	24.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,380.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 120 of 10 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,325.00SqFt Length: 413.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 12.00Slabs PCI = 62
Sample Comments:

65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:
63 LINEAR CRACKING	L	10.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 125 of 10 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 21,450.00SqFt Length: 400.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:38.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,300.00SqFt PCI = 38
Sample Comments:

52 WEATH/RAVEL	M	5,300.00 SqFt	Comments:
48 L & T CR	L	223.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 130 of 10 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 32,533.00SqFt Length: 430.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 12.00Slabs PCI = 72
Sample Comments:

63 LINEAR CR	L	2.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:

Sample Number: 506 Type: R Area: 12.00Slabs PCI = 62
Sample Comments:

66 SMALL PATCH	L	4.00 Slabs	Comments:
63 LINEAR CR	L	8.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 135 of 10 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,160.00SqFt Length: 418.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 8 Surveyed: 2
Conditions: PCI:20.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 2,500.00SqFt PCI = 20
Sample Comments:

48 L & T CR	M	100.00 Ft	Comments:
52 WEATH/RAVEL	H	2,500.00 SqFt	Comments:
48 L & T CR	L	105.00 Ft	Comments:

Sample Number: 605 Type: R Area: 2,500.00SqFt PCI = 20
Sample Comments:

48 L & T CR	M	50.00 Ft	Comments:
48 L & T CR	L	142.00 Ft	Comments:
52 WEATH/RAVEL	H	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 140 of 10 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 33,000.00SqFt Length: 440.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 902 Type: R Area: 12.00Slabs PCI = 61
Sample Comments:

63 LINEAR CR	L	4.00 Slabs	Comments:
66 SMALL PATCH	L	8.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:

Sample Number: 906 Type: R Area: 12.00Slabs PCI = 57
Sample Comments:

63 LINEAR CR	L	4.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
67 LARGE PATCH	L	5.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 930,084.00SqFt

Section: 145 of 10 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 69,000.00SqFt Length: 850.00Ft Width: 76.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 17 Surveyed: 3
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	46.00 Ft	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

50 PATCHING	L	0.75 SqFt	Comments:
52 WEATH/RAVEL	L	4,952.00 SqFt	Comments:
52 WEATH/RAVEL	M	48.00 SqFt	Comments:
48 L & T CR	L	37.00 Ft	Comments:

Sample Number: 108 Type: R Area: 7,500.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	73.00 Ft	Comments:
52 WEATH/RAVEL	L	7,450.00 SqFt	Comments:
52 WEATH/RAVEL	M	50.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 205 of 7 From: - To: - Last Const.: 1/1/1990
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 55,829.00SqFt Length: 1,590.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 16 Surveyed: 3
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 137 Type: R Area: 3,500.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	25.00 Ft	Comments:
50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Sample Number: 143 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:
48 L & T CR	L	12.00 Ft	Comments:

Sample Number: 148 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 210 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 118,125.00SqFt Length: 3,375.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 34 Surveyed: 5
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,500.00SqFt PCI = 62
Sample Comments:

48 L & T CR	L	29.00 Ft	Comments:
50 PATCHING	L	0.75 SqFt	Comments:
52 WEATH/RAVEL	L	3,342.00 SqFt	Comments:
52 WEATH/RAVEL	M	158.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 3,500.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	M	70.00 SqFt	Comments:
48 L & T CR	L	47.00 Ft	Comments:
52 WEATH/RAVEL	L	3,430.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:
48 L & T CR	L	200.00 Ft	Comments:

Sample Number: 128 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	200.00 Ft	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 3,500.00SqFt PCI = 62
Sample Comments:

52 WEATH/RAVEL	L	3,454.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
48 L & T CR	L	56.00 Ft	Comments:
52 WEATH/RAVEL	M	46.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 215 of 7 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 60,750.00SqFt Length: 810.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/17/2011 Total Samples: 16 Surveyed: 3
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 12.00Slabs PCI = 68
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:

Sample Number: 106 Type: R Area: 12.00Slabs PCI = 72
Sample Comments:

70 SCALING	L	12.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
75 CORNER SPALL	L	1.00 Slabs	Comments:
74 JOINT SPALL	L	1.00 Slabs	Comments:

Sample Number: 112 Type: R Area: 12.00Slabs PCI = 51
Sample Comments:

66 SMALL PATCH	L	6.00 Slabs	Comments:
67 LARGE PATCH	L	1.00 Slabs	Comments:
75 CORNER SPALL	H	1.00 Slabs	Comments:
63 LINEAR CR	L	5.00 Slabs	Comments:
65 JT SEAL DMG	L	12.00 Slabs	Comments:
70 SCALING	L	12.00 Slabs	Comments:
74 JOINT SPALL	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 216 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 44,430.00SqFt Length: 885.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 9 Surveyed: 2
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

52 WEATH/RAVEL	M	150.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	39.00	Ft	Comments:
52 WEATH/RAVEL	L	4,850.00	SqFt	Comments:
56 SWELLING	L	314.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52 WEATH/RAVEL	M	120.00	SqFt	Comments:
56 SWELLING	L	76.00	SqFt	Comments:
48 L & T CR	L	19.00	Ft	Comments:
52 WEATH/RAVEL	L	4,880.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 220 of 7 From: - To: - Last Const.: 1/1/1990
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,758.00SqFt Length: 150.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 2,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	1,940.00 SqFt	Comments:
52 WEATH/RAVEL	M	60.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 225 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,758.00SqFt Length: 150.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/25/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 4,500.00SqFt PCI = 68
Sample Comments:

48 L & T CR	L	130.00 Ft	Comments:
50 PATCHING	L	42.50 SqFt	Comments:
52 WEATH/RAVEL	L	3,458.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/9/2011
Site Name:

Network: BKV Name: HERNANDO COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 304,965.00SqFt

Section: 230 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,315.00SqFt Length: 150.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/5/1998 Total Samples: 2 Surveyed: 1
Conditions: PCI:71.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 400 Type: R Area: 1,994.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	4.00 Ft	Comments:
52 WEATH/RAVEL	L	1,994.00 SqFt	Comments: