STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Homestead General Aviation Airport– X51
(General Aviation)
Miami, Florida
(District 6)

May 2012

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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, AMEC 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 Homestead General Aviation 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 Homestead General Aviation Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During April 2012, the PCI survey was performed at Homestead General Aviation Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2012 is 74, representing a Satisfactory overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Area Weighted PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
North Apron	81	81	Satisfactory	60	65	
Northwest Apron	68	68	Fair	60	65	
Runway 10-28	79	79	Satisfactory	75	65	
Runway 18-36	81	69 - 94	Satisfactory	75	65	
Taxiway Alpha	73	56 - 88	Satisfactory	65	65	X
Taxiway A-1	70	66 - 79	Fair	65	65	
Taxiway A-2	66	66	Fair	65	65	
Taxiway A-3	68	61 - 85	Fair	65	65	X
Taxiway Bravo	69	69 - 84	Fair	65	65	
Taxiway B-1	76	76	Satisfactory	65	65	
Taxiway B-2	43	43	Poor	65	65	X
Taxiway B-3	39	39	Very Poor	65	65	X
Taxiway B-4	40	40	Very Poor	65	65	X
Taxiway B-5	84	60 - 100	Satisfactory	65	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	80	Satisfactory
Taxiway	68	Fair
Apron	71	Satisfactory
All (Weighted)	**74**	**Satisfactory**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	74	Satisfactory
All (Weighted)	**74**	**Satisfactory**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Homestead General Aviation Airport, include: Taxiway Alpha, Taxiway A-2, Taxiway B-2, Taxiway B-3, Taxiway B-4, and Taxiway B-5. These pavement sections exhibited distresses which justify mill and overlay rehabilitation 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
Taxiway Alpha	160	AC	14,699	$34,219.32	64	Mill and Overlay	100
Taxiway Alpha	260	AC	5,369	$15,430.92	62	Mill and Overlay	100
Taxiway Alpha	295	AC	4,189	$19,136.00	56	Mill and Overlay	100
Taxiway A-3	250	AC	6,135	$19,305.51	61	Mill and Overlay	100
Taxiway B-2	120	AC	21,223	$133,494.82	43	Mill and Overlay	100
Taxiway B-3	130	AC	12,237	$85,942.43	39	Reconstruction	100
Taxiway B-4	140	AC	15,569	$97,928.84	40	Mill and Overlay	100
Taxiway B-5	150	AC	6,211	$21,241.53	60	Mill and Overlay	100
				$426,699.37	**53**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

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

Year	Preventative	Major M&R	Total Year Cost
2012	$253,422.07	$426,699.36	$680,121.43
2013	$228,914.20	$75,518.68	$304,432.88
2014	$251,694.64	$0.00	$251,694.64
2015	$91,588.93	$1,911,085.24	$2,002,674.17
2016	$104,444.93	$0.00	$104,444.93
2017	$123,407.78	$0.00	$123,407.78
2018	$105,068.66	$320,420.03	$425,488.69
2019	$118,143.41	$64,690.22	$182,833.63
2020	$134,059.65	$2,806.54	$136,866.19
2021	$151,130.62	$23,062.30	$174,192.92
Total	**$1,561,874.89**	**$2,824,282.37**	**$4,386,157.26**

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 74 in 2012 to 83 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Homestead General Aviation Airport pavements in 2021 may remain near 74. 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 Homestead General Aviation 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 (AMEC 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.

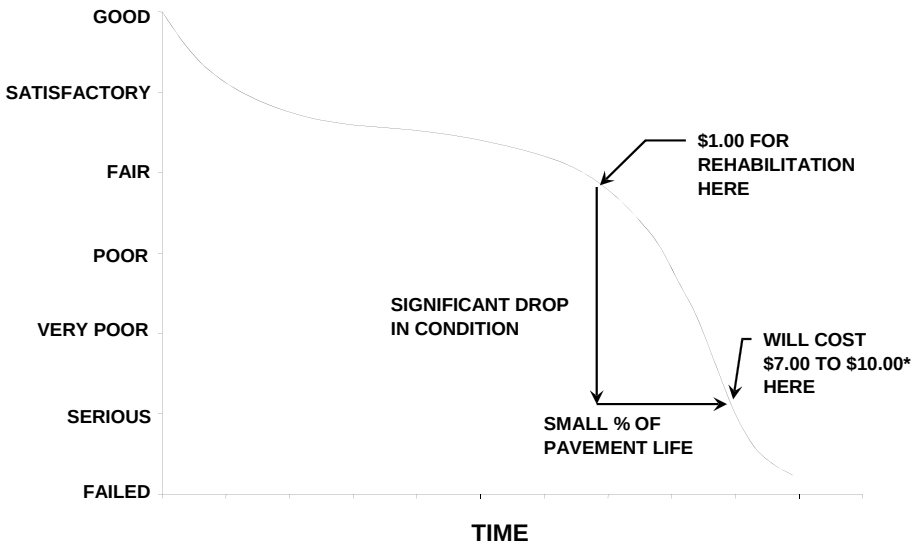
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Homestead General Aviation Airport (X51) is located three miles northwest of the City of Homestead, in Miami-Dade County, Florida. It is owned by Miami-Dade County and operated by the Miami-Dade Aviation Department. The Airport is served by two paved runways. Runway 18-36 is 100-ft wide by 3,999-ft long. Runway 10-28 is 75-ft wide by 3,000-ft long. There is also a turf runway on the north side of the airport. Runway 18-36 is served by parallel Taxiway Bravo and its connectors. Runway 10-28 is served by parallel Taxiway Alpha and its connectors. There are two aprons at the Airport, one south of Taxiway Alpha, the other southeast of the Taxiways Alpha and Bravo intersection. This Airport is designated as a General Aviation airport and is located in District 6 of the Florida Department of Transportation.

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

Homestead General Aviation Airport was purchased by Miami-Dade County in 1963. The Airport is close to several points of interest including Everglades National Park, Homestead/Miami Speedway, and the Florida Keys. Airport operations include two FBO's, skydive and glider operators, fuel facilities, and flight training.

2.1 Network Definition

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

2.1.1 *Branch Section Identification*

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

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

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

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2012 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

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

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

The updated System Inventory and Network Definition drawings for Homestead General Aviation 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	Taxiway B-5 Connector at Runway 18-36	Asphalt Pavement Rehabilitation
2009	Runway 18-36	Mill and Overlay of center 50’ with P-401 Asphalt

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 66 sample units.

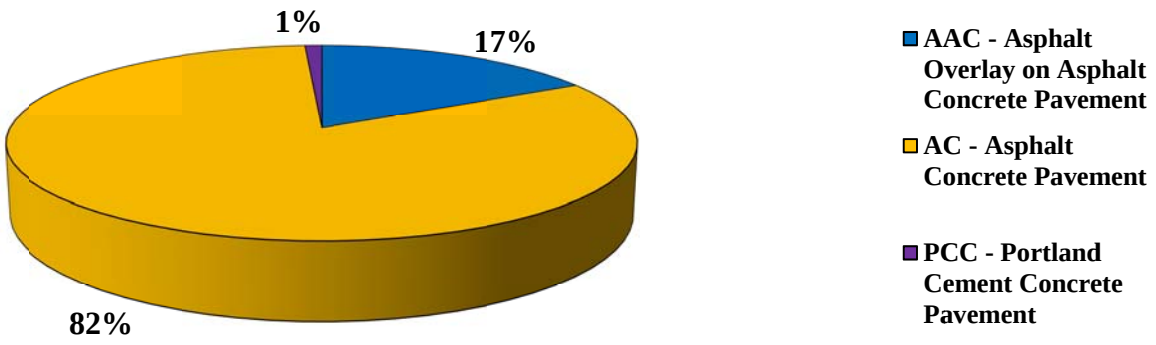
The total airfield pavement area in 2012 at Homestead General Aviation Airport is 1,498,606 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	624,825	42%
Taxiway	505,735	34%
Apron	368,046	25%
All (Weighted)	**1,498,606**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Homestead General Aviation 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 Apron	AP N	4205	85,048	P	AC	1/1/2001	3	25
NW Apron	AP NW	4105	282,998	P	AC	1/1/2001	6	59
Runway 10-28	RW 10-28	6205	224,925	P	AC	1/1/1962	12	60
Runway 18-36	RW 18-36	6105	199,950	P	AAC	1/1/2001	8	40
Runway 18-36	RW 18-36	6110	199,950	P	AC	1/1/2001	7	40
Taxiway Alpha	TW A	160	14,699	P	AC	1/1/2001	1	4
Taxiway Alpha	TW A	205	13,738	P	AC	1/1/1967	1	3
Taxiway Alpha	TW A	210	6,800	P	AAC	1/1/1994	1	2
Taxiway Alpha	TW A	215	111,200	P	AC	1/1/1962	4	28
Taxiway Alpha	TW A	220	14,799	P	AAC	1/1/1994	1	3
Taxiway Alpha	TW A	260	5,369	P	AC	1/1/2001	1	1
Taxiway Alpha	TW A	270	5,369	P	AC	1/1/2001	1	1
Taxiway Alpha	TW A	280	4,273	P	AC	1/1/2001	1	1
Taxiway Alpha	TW A	290	4,069	P	AC	1/1/2001	1	1
Taxiway Alpha	TW A	295	4,189	P	AC	1/1/1970	1	1
Taxiway A-1	TW A1	230	6,236	P	AC	1/1/1962	1	1
Taxiway A-1	TW A1	235	2,971	P	AAC	1/1/1994	1	1
Taxiway A-2	TW A2	240	11,520	P	AC	1/1/1962	1	2
Taxiway A-3	TW A3	250	6,135	P	AC	1/1/1962	1	1
Taxiway A-3	TW A3	255	2,869	P	AAC	1/1/1994	1	1
Taxiway Bravo	TW B	105	192,408	P	AC	1/1/2001	4	39
Taxiway Bravo	TW B	180	12,661	P	AC	1/1/2001	1	3
Taxiway Bravo	TW B	185	852	P	PCC	1/1/2001	1	1
Taxiway B-1	TW B1	110	20,223	P	AAC	1/1/2001	1	5
Taxiway B-2	TW B2	120	21,223	P	AC	1/1/2001	1	4
Taxiway B-3	TW B3	130	12,237	P	AC	1/1/2001	1	3
Taxiway B-4	TW B4	140	15,569	P	AC	1/1/1967	1	3
Taxiway B-5	TW B5	150	6,211	P	AC	1/1/2001	1	2
Taxiway B-5	TW B5	155	10,114	P	AAC	1/1/2009	1	2

* Note: If 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 Homestead General Aviation Airport were performed in April 2012. Data was recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Homestead General Aviation Airport is 74, representing a Satisfactory overall network condition.

The Airport exhibited overall pavement distresses associated with climate and age. Typical asphalt concrete pavement distresses include: weathering and raveling, longitudinal and transverse cracking, and patching. Portland cement concrete (PCC) distresses include joint spalling and joint seal damage.

Runway 18-36 pavements were divided into keel and outboard sections. The keel section was overlaid in the past five years and is in Good condition. The outboard section is much older and is in Fair condition. The overall runway PCI is 81, with a condition rating of Satisfactory.

Runway 18-36 pavements exhibited distresses associated with climate and age. Distresses include low, medium, and high severity weathering and raveling; low severity longitudinal and transverse cracking; and medium severity patching.

Runway 10-28 has a PCI of 79 with a condition rating of Satisfactory. The runway pavements exhibited distresses associated with climate and age. Distresses include low severity longitudinal and transverse cracking; low severity patching; and low, medium, and high severity weathering and raveling. These are climate and age related distresses.

Taxiway Bravo is in Fair condition with a PCI of 69. Asphalt concrete pavement distresses include low severity longitudinal and transverse cracking and low severity weathering and raveling. Portland cement concrete distresses include low severity joint spalling and low severity joint seal damage. These are climate, age, and load related distresses.

The Taxiway Bravo connectors range from Very Poor to Good condition. Taxiways B-2, B-3, and B-4 exhibited the most severe distresses. Distresses for these taxiways include low severity longitudinal and transverse cracking; low, medium, and high severity weathering and raveling; and low severity patching. Medium and high severity weathering and raveling were more prevalent on these taxiways than other areas of the Airport. These are climate and age related distresses.

Taxiway Alpha is in Fair to Good condition with an overall PCI of 73. Distresses include low and medium severity patching, low severity longitudinal and transverse cracking, low and medium severity weathering and raveling, low severity block cracking and low severity depression. These are climate, age, and subgrade quality related distresses.

The Taxiway Alpha connectors are in Fair condition. Distresses include low severity alligator cracking, low severity patching, low severity longitudinal and transverse cracking, low and medium severity weathering and raveling, low severity block cracking and low severity depression. These are climate, age, subgrade quality, and load related distresses.

The North and Northwest Aprons were in Fair to Satisfactory condition. The North Apron has a PCI of 81. The Northwest Apron has a PCI of 68. Distresses include low severity longitudinal and transverse cracking; low and high severity weathering and raveling; low severity patching; oil spillage; and low severity block cracking. These are climate, age, and aircraft related distresses.

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 Homestead General Aviation Airport.

Figure 3-1: Network PCI Distribution by Rating Category

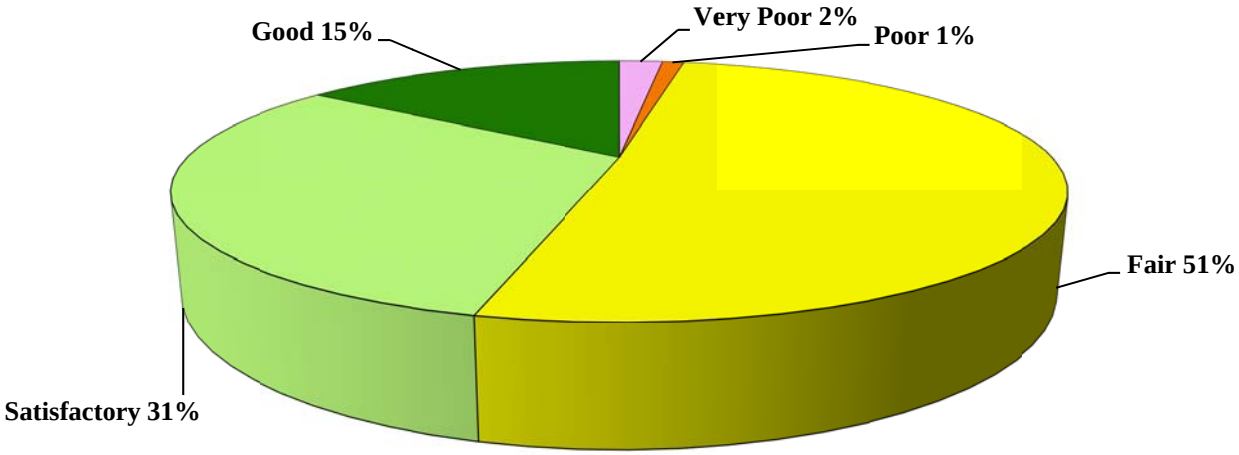


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	224,864	15%
Satisfactory	463,230	31%
Fair	761,484	51%
Poor	21,223	1%
Very Poor	27,806	2%
Serious	0	0%
Failed	0	0%

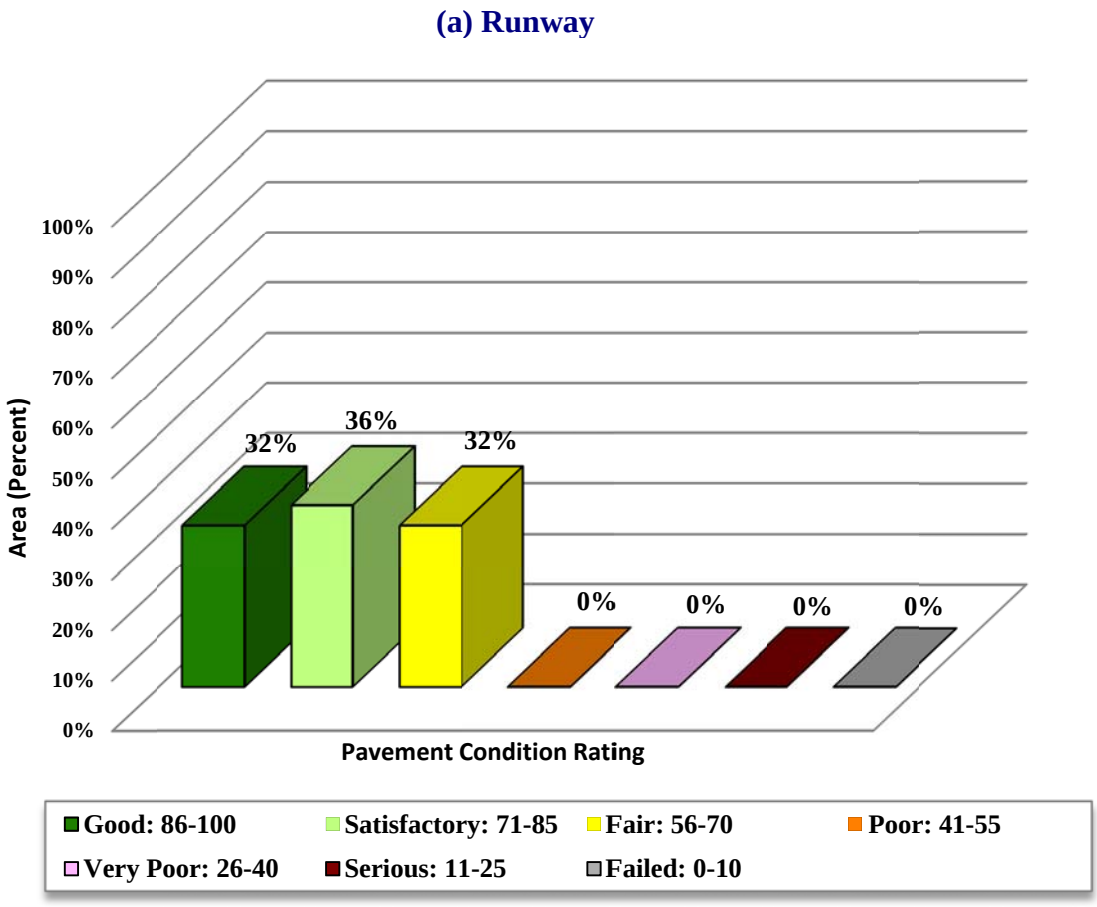
Approximately 46% of the network is in Good and Satisfactory condition while 3% of the network is in Poor and Very Poor condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

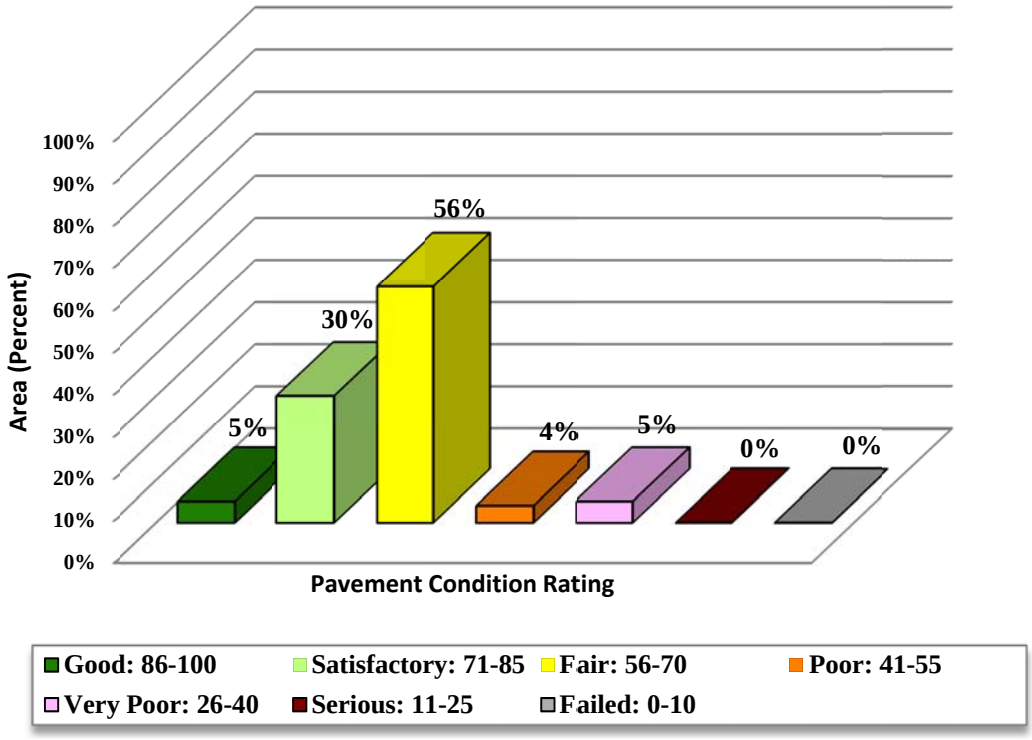
Use	Average Area-Weighted PCI	Condition Rating
Runway	80	Satisfactory
Taxiway	68	Fair
Apron	71	Satisfactory
All (Weighted)	**74**	**Satisfactory**

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

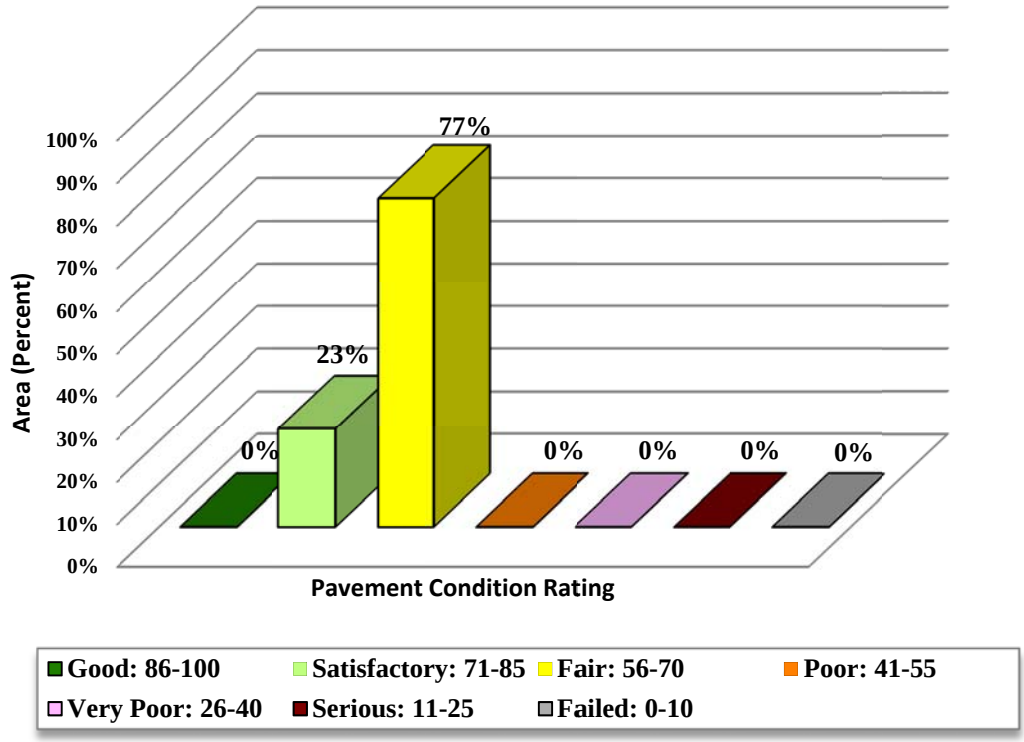
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



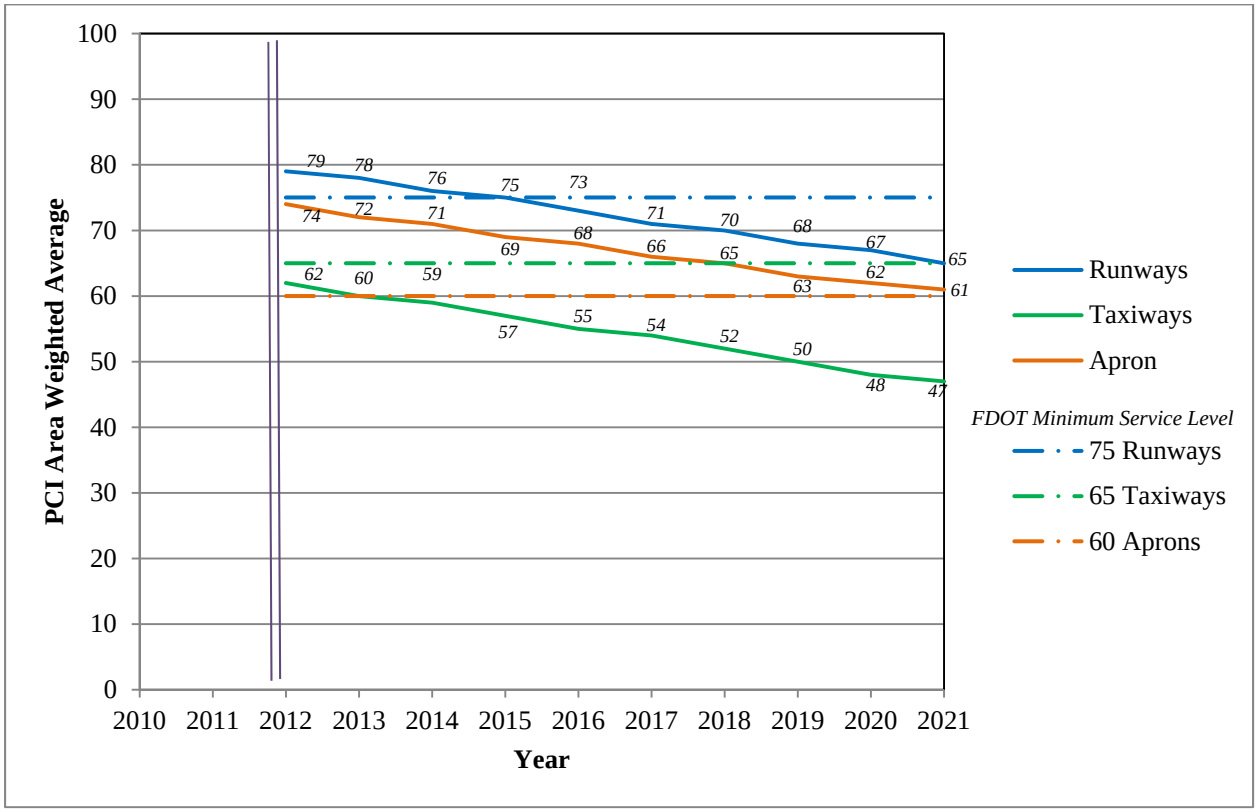
(c) Apron



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 Homestead General Aviation 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 2012 to 2021.

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in the previous SAPMP update were used in this update for the development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 5-2 gives the critical PCI levels for 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 / Weathering	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	N/A
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2012. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Alpha	160	AC	14,699	$34,219.32	64	Mill and Overlay	100
Taxiway Alpha	260	AC	5,369	$15,430.92	62	Mill and Overlay	100
Taxiway Alpha	295	AC	4,189	$19,136.00	56	Mill and Overlay	100
Taxiway A-3	250	AC	6,135	$19,305.51	61	Mill and Overlay	100
Taxiway B-2	120	AC	21,223	$133,494.82	43	Mill and Overlay	100
Taxiway B-3	130	AC	12,237	$85,942.43	39	Reconstruction	100
Taxiway B-4	140	AC	15,569	$97,928.84	40	Mill and Overlay	100
Taxiway B-5	150	AC	6,211	$21,241.53	60	Mill and Overlay	100
				$426,699.37	**53**		**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
Taxiway Alpha	160	AC	14,699	$9,554.36	64	Microsurfacing	100
Taxiway Alpha	260	AC	5,369	$3,489.94	62	Microsurfacing	100
Taxiway Alpha	295	AC	4,189	$2,722.94	56	Microsurfacing	100
Taxiway A-3	250	AC	6,135	$3,987.47	61	Microsurfacing	100
Taxiway B-2	120	AC	21,223	$13,795.17	43	Microsurfacing	100
Taxiway B-3	130	AC	12,237	$85,942.43	39	Reconstruction	100
Taxiway B-4	140	AC	15,569	$10,119.83	40	Microsurfacing	100
Taxiway B-5	150	AC	6,211	$4,037.13	60	Microsurfacing	100
				$133,649.27	**53**		**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

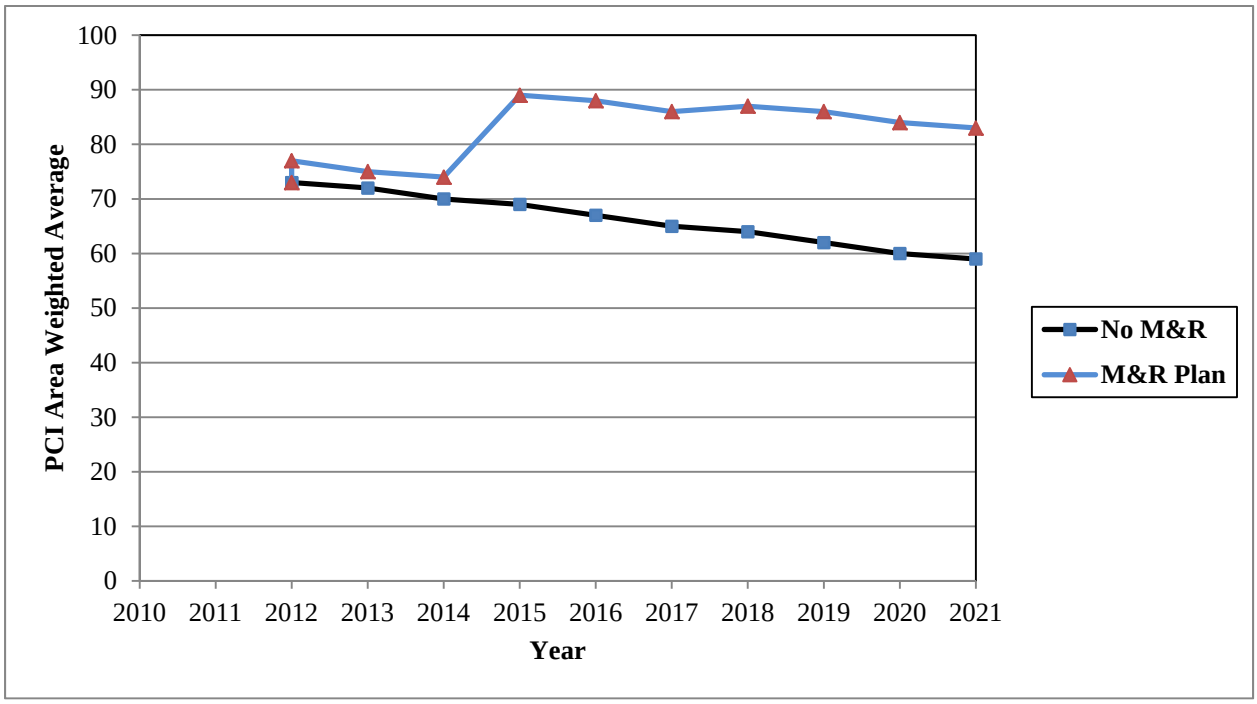
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
North Apron	AP N	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	19,844.40	SqFt	$0.40	$7,937.81
Northwest Apron	AP NW	4105	OIL SPILLAGE	N	Patching - AC Shallow	64.60	SqFt	$2.90	$187.35
Northwest Apron	AP NW	4105	WEATH/RAVEL	H	Microsurfacing - AC	18.20	SqFt	$0.65	$11.81
Northwest Apron	AP NW	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	112,199.10	SqFt	$0.40	$44,880.02
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,229.20	SqFt	$0.40	$891.70
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	H	Microsurfacing - AC	55.00	SqFt	$0.65	$35.74
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,926.10	SqFt	$0.40	$10,370.54
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,999.00	SqFt	$0.40	$1,599.60
Runway 18-36	RW 18-36	6110	PATCHING	M	Patching - AC Deep	46.10	SqFt	$4.90	$225.85
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	186,523.20	SqFt	$0.40	$74,609.91
Taxiway Alpha	TW A	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,990.30	SqFt	$0.40	$4,396.17
Taxiway Alpha	TW A	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	207.40	SqFt	$0.40	$82.96
Taxiway Alpha	TW A	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,649.60	SqFt	$0.40	$19,460.00
Taxiway Alpha	TW A	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	684.50	SqFt	$0.40	$273.78
Taxiway Alpha	TW A	270	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,369.10	SqFt	$0.40	$2,147.66
Taxiway Alpha	TW A	280	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,068.00	SqFt	$0.40	$427.20
Taxiway Alpha	TW A	290	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,017.00	SqFt	$0.40	$406.80
Taxiway A-1	TW A1	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,495.00	SqFt	$0.40	$998.00
Taxiway A-1	TW A1	235	WEATH/RAVEL	L	Surface Seal - Rejuvenating	297.00	SqFt	$0.40	$118.80
Taxiway A-2	TW A2	240	WEATH/RAVEL	M	Surface Seal - Coat Tar	482.70	SqFt	$0.40	$193.08
Taxiway A-2	TW A2	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,456.20	SqFt	$0.40	$1,382.48
Taxiway A-3	TW A3	255	WEATH/RAVEL	L	Surface Seal - Rejuvenating	287.00	SqFt	$0.40	$114.80
Taxiway Bravo	TW B	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	192,406.40	SqFt	$0.40	$76,963.20

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 Bravo	TW B	180	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,661.00	SqFt	$0.40	$5,064.46
Taxiway B-1	TW B1	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,605.80	SqFt	$0.40	$642.34
								Total =	$253,422.06

The 10 year forecast results are shown in Figure 6-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Figure 6-1: Budget Scenario Analysis



The following network level observations can be made from the figure above:

- The PCI will deteriorate from an average of 74 in 2012 to an average of 59 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 74 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 83 with this scenario is 24 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $2.8 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$253,422.07	$426,699.36	$680,121.43
2013	$228,914.20	$75,518.68	$304,432.88
2014	$251,694.64	$0.00	$251,694.64
2015	$91,588.93	$1,911,085.24	$2,002,674.17
2016	$104,444.93	$0.00	$104,444.93
2017	$123,407.78	$0.00	$123,407.78
2018	$105,068.66	$320,420.03	$425,488.69
2019	$118,143.41	$64,690.22	$182,833.63
2020	$134,059.65	$2,806.54	$136,866.19
2021	$151,130.62	$23,062.30	$174,192.92
Total	**$1,561,874.89**	**$2,824,282.37**	**$4,386,157.26**

Note: Costs are adjusted for inflation.

Approximately 15% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Taxiway Alpha** – Asphalt Pavement Mill and Overlay
- **Taxiways A-3/B-2/B-3/B-4/B-5** – Asphalt Pavement Mill and Overlay

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

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

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

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

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

- **Taxiway Alpha** – Asphalt Pavement Mill and Overlay
- **Taxiways A-3/B-2/B-3/B-4/B-5** – Asphalt Pavement Mill and Overlay

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

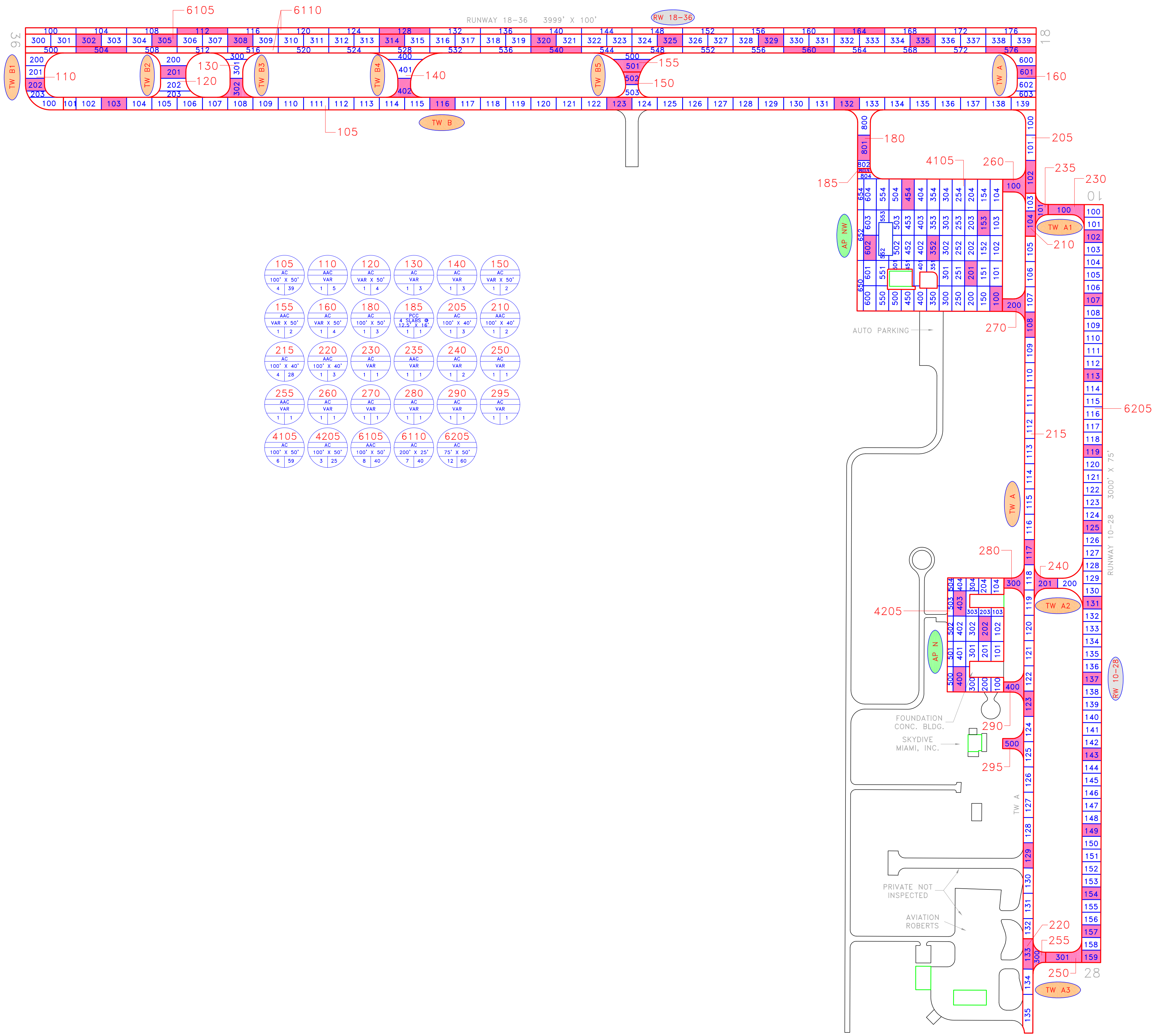
APPENDIX A

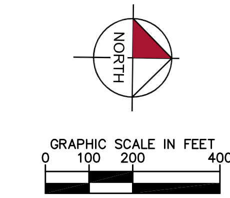
NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT





LEGEND

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

TOTAL SAMPLES INSPECTED = 66

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

NETWORK DEFINITION MAP

HOMESTEAD GENERAL AVIATION
HOMESTEAD, MIAMI-DADE CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

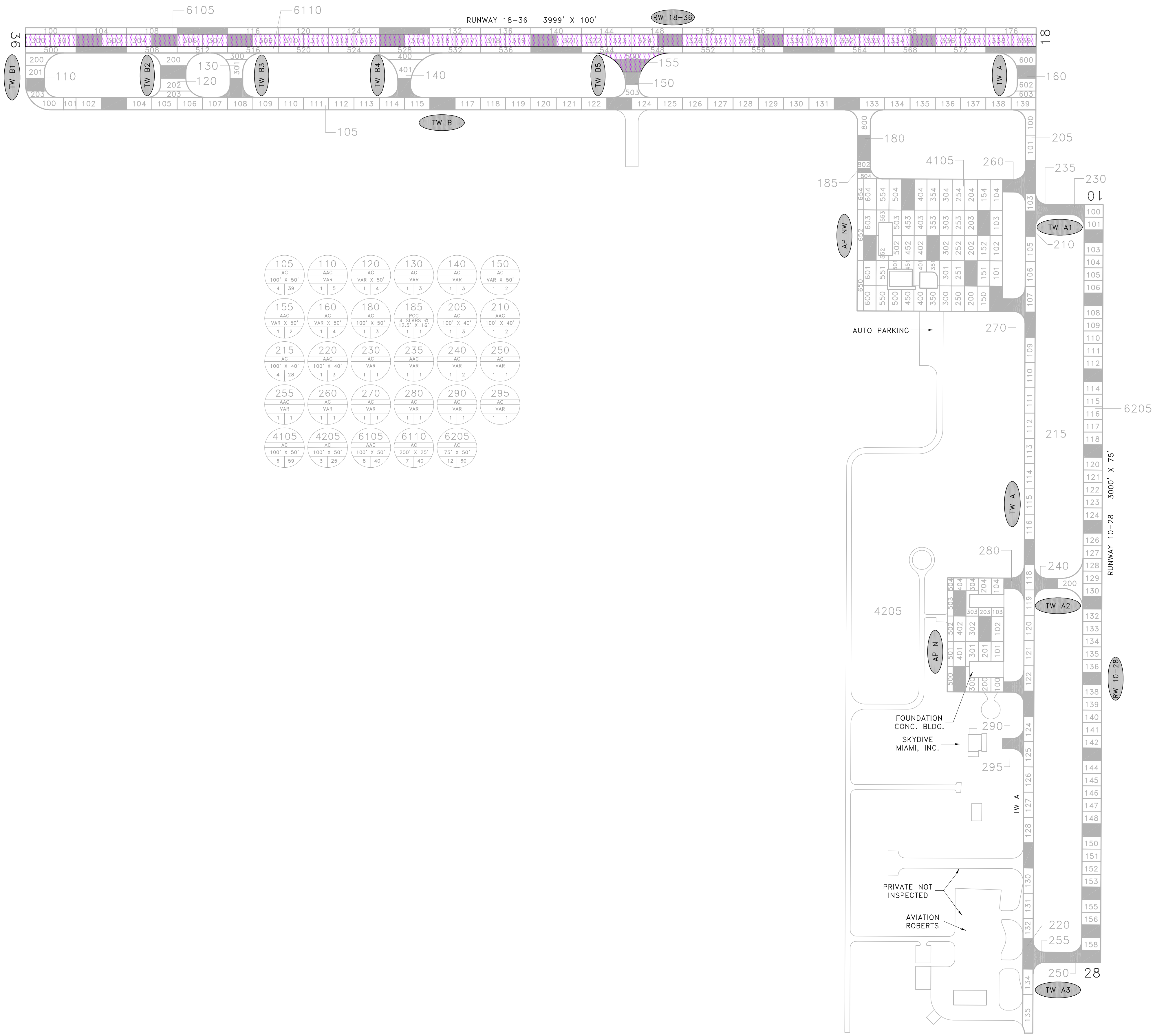
IDENTIFIER: **X51**

FDOT DISTRICT: 6

Sample Unit Centroid Coordinates

Branch	ectio	Sample	Latitude	Longitude
RW 10-28	6205	102	25.502734	-80.554727
RW 10-28	6205	107	25.502738	-80.553969
RW 10-28	6205	113	25.502742	-80.553059
RW 10-28	6205	119	25.502747	-80.552150
RW 10-28	6205	125	25.502751	-80.551240
RW 10-28	6205	131	25.502756	-80.550331
RW 10-28	6205	137	25.502760	-80.549421
RW 10-28	6205	143	25.502765	-80.548512
RW 10-28	6205	149	25.502769	-80.547602
RW 10-28	6205	154	25.502773	-80.546844
RW 10-28	6205	157	25.502775	-80.546389
RW 10-28	6205	159	25.502777	-80.546088
RW 18-36	6110	112	25.493012	-80.557095
RW 18-36	6110	128	25.495213	-80.557116
RW 18-36	6110	164	25.500165	-80.557165
RW 18-36	6110	504	25.491913	-80.556857
RW 18-36	6110	540	25.496865	-80.556905
RW 18-36	6110	560	25.499617	-80.556932
RW 18-36	6110	576	25.501816	-80.556953
RW 18-36	6105	302	25.491774	-80.556969
RW 18-36	6105	305	25.492600	-80.556977
RW 18-36	6105	308	25.493425	-80.556985
RW 18-36	6105	314	25.495076	-80.557001
RW 18-36	6105	320	25.496727	-80.557017
RW 18-36	6105	325	25.498103	-80.557031
RW 18-36	6105	329	25.499203	-80.557042
RW 18-36	6105	335	25.500854	-80.557058
AP N	4205	202	25.501588	-80.550005
AP N	4205	400	25.501316	-80.549397
AP N	4205	403	25.501311	-80.550307
AP NW	4105	100	25.501678	-80.553966
AP NW	4105	153	25.501536	-80.554874
AP NW	4105	201	25.501402	-80.554267
AP NW	4105	352	25.500987	-80.554568
AP NW	4105	454	25.500709	-80.555207
AP NW	4105	602	25.500300	-80.554564
TW A	295	500	25.501947	-80.548631

Branch	Section	Sample	Latitude	Longitude
TW A	290	400	25.501947	-80.549310
TW A	280	300	25.501943	-80.550556
TW A	270	200	25.501911	-80.553891
TW A	260	100	25.501904	-80.555325
TW A-3	255	300	25.502185	-80.546071
TW A-3	250	301	25.502508	-80.546097
TW A-2	240	201	25.502204	-80.550558
TW A-1	235	101	25.502140	-80.555034
TW A-1	230	100	25.502467	-80.555015
TW A	220	133	25.502089	-80.546109
TW A	215	108	25.502051	-80.553659
TW A	215	117	25.502065	-80.550930
TW A	215	123	25.502074	-80.549111
TW A	215	129	25.502083	-80.547292
TW A	210	104	25.502045	-80.554871
TW A	205	102	25.502042	-80.555432
TW B	185	803	25.500283	-80.555417
TW B	180	801	25.500225	-80.555763
TW A	160	601	25.501987	-80.556691
TW B-5	155	501	25.497691	-80.556743
TW B-5	150	502	25.497675	-80.556732
TW B-4	140	402	25.495215	-80.556396
TW B-3	130	302	25.493388	-80.556375
TW B-2	120	201	25.492700	-80.556600
TW B-1	110	202	25.491200	-80.556431
TW B	105	103	25.492056	-80.556214
TW B	105	116	25.495632	-80.556249
TW B	105	123	25.497558	-80.556268
TW B	105	132	25.500035	-80.556292



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	TAXIWAY B5 CONNECTOR AT RUNWAY 18-36	ASPHALT PAVEMENT REHABILITATION
2009	RUNWAY 18-36	MILL AND OVERLAY OF CENTER 50' WITH P-401 ASPHALT

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: KHA DRAWN: KHA CHECKED: KHA DATE:

SYSTEM INVENTORY MAP

HOMESTEAD GENERAL AVIATION
HOMESTEAD, MIAMI-DADE CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **X51**

FDOT DISTRICT 6

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
North Apron	AP N	APRON	4205	425	200	85,048	P	AC	1/1/2001	4/3/2012	25
Northwest Apron	AP NW	APRON	4105	600	470	282,998	P	AC	1/1/2001	4/3/2012	59
Runway 10-28	RW 10-28	RUNWAY	6205	2999	75	224,925	P	AC	1/1/1962	4/3/2012	60
Runway 18-36	RW 18-36	RUNWAY	6105	3999	50	199,950	P	AAC	1/1/2001	4/3/2012	40
Runway 18-36	RW 18-36	RUNWAY	6110	7998	25	199,950	P	AC	1/1/2001	4/3/2012	40
Taxiway Alpha	TW A	TAXIWAY	160	195	75	14,699	P	AC	1/1/2001	4/3/2012	4
Taxiway Alpha	TW A	TAXIWAY	205	340	40	13,738	P	AC	1/1/1967	4/3/2012	3
Taxiway Alpha	TW A	TAXIWAY	210	170	40	6,800	P	AAC	1/1/1994	4/3/2012	2
Taxiway Alpha	TW A	TAXIWAY	215	2780	40	111,200	P	AC	1/1/1962	4/3/2012	28
Taxiway Alpha	TW A	TAXIWAY	220	370	40	14,799	P	AAC	1/1/1994	4/3/2012	3
Taxiway Alpha	TW A	TAXIWAY	260	100	50	5,369	P	AC	1/1/2001	4/3/2012	1
Taxiway Alpha	TW A	TAXIWAY	270	100	50	5,369	P	AC	1/1/2001	4/3/2012	1
Taxiway Alpha	TW A	TAXIWAY	280	80	50	4,273	P	AC	1/1/2001	4/3/2012	1
Taxiway Alpha	TW A	TAXIWAY	290	80	50	4,069	P	AC	1/1/2001	4/3/2012	1
Taxiway Alpha	TW A	TAXIWAY	295	80	50	4,189	P	AC	1/1/1970	4/3/2012	1
Taxiway A-1	TW A1	TAXIWAY	230	150	40	6,236	P	AC	1/1/1962	4/3/2012	1
Taxiway A-1	TW A1	TAXIWAY	235	50	50	2,971	P	AAC	1/1/1994	4/3/2012	1
Taxiway A-2	TW A2	TAXIWAY	240	250	40	11,520	P	AC	1/1/1962	4/3/2012	2
Taxiway A-3	TW A3	TAXIWAY	250	150	40	6,135	P	AC	1/1/1962	4/3/2012	1
Taxiway A-3	TW A3	TAXIWAY	255	50	50	2,869	P	AAC	1/1/1994	4/3/2012	1
Taxiway Bravo	TW B	TAXIWAY	105	3848	50	192,408	P	AC	1/1/2001	4/3/2012	39
Taxiway Bravo	TW B	TAXIWAY	180	240	50	12,661	P	AC	1/1/2001	4/3/2012	3

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Bravo	TW B	TAXIWAY	185	50	16	852	P	PCC	1/1/2001	4/3/2012	1
Taxiway B-1	TW B1	TAXIWAY	110	260	75	20,223	P	AAC	1/1/2001	4/3/2012	5
Taxiway B-2	TW B2	TAXIWAY	120	200	100	21,223	P	AC	1/1/2001	4/3/2012	4
Taxiway B-3	TW B3	TAXIWAY	130	240	50	12,237	P	AC	1/1/2001	4/3/2012	3
Taxiway B-4	TW B4	TAXIWAY	140	250	50	15,569	P	AC	1/1/1967	4/3/2012	3
Taxiway B-5	TW B5	TAXIWAY	150	100	50	6,211	P	AC	1/1/2001	4/3/2012	2
Taxiway B-5	TW B5	TAXIWAY	155	100	100	10,114	P	AAC	1/1/2009	4/3/2012	2

* Note: If 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: X51 **Branch**: AP N (NORTH APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** APRON **Rank** P **Length:** 425.00 Ft **Width:** 200.00 Ft **True Area:** 85,048.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1994	IMPORTED	REPAIR			False	THIS APRON HAS A NEW EMULSION SEAL (APPROX. 1994)
01/01/1962	IMPORTED	BUILT		1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: AP NW (NW APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 470.00 Ft **True Area:** 282,998.48 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211
01/01/1967	IMPORTED	OVERLAY			True	PAVEMENT AREA SHOWN REPRESENTS NON-FENCED AREA. CONSTRUCTION FENCE LIM

Network: X51 **Branch**: RW 10-28 (RUNWAY 10-28) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** RUNWAY **Rank** P **Length:** 2,999.00 Ft **Width:** 75.00 Ft **True Area:** 224,925.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	REPAIR			False	THIS FEATURE HAS A NEW (1994) EMULSION SEAL
01/01/1962	IMPORTED	BUILT		1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank** P **Length:** 3,999.00 Ft **Width:** 50.00 Ft **True Area:** 199,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1993	IMPORTED	OVERLAY		2.00	True	1993 AC OVERLAY (2" AT CENTERLINE TO A 1" MINIMUM)
01/01/1967	IMPORTED	OVERLAY		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211
01/01/1967	IMPORTED	BUILT		2.00	True	1967 2" P401 ON 7" P211

Network: X51 **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6110 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** RUNWAY **Rank** P **Length:** 7,998.00 Ft **Width:** 25.00 Ft **True Area:** 199,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 160 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 195.00 Ft **Width:** 75.00 Ft **True Area:** 14,699.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	INITIAL	Initial Construction	$0	1.50	True	1967: 1.5"-2" P-401 ON 7" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 340.00 Ft **Width:** 40.00 Ft **True Area:** 13,738.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 170.00 Ft **Width:** 40.00 Ft **True Area:** 6,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		1.00	True	1994 1" AC OVERLAY
01/01/1962	IMPORTED	BUILT		1.00	True	1962 1" P401 ON 6" P211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** TAXIWAY **Rank** P **Length:** 2,780.00 Ft **Width:** 40.00 Ft **True Area:** 111,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1962	IMPORTED	BUILT		1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 370.00 Ft **Width:** 40.00 Ft **True Area:** 14,799.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		1.00	True	1994 1" AC OVERLAY
01/01/1962	IMPORTED	BUILT		1.00	True	1962 1" P401 ON 6" P211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 260 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5,369.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 270 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5,369.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 280 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4,273.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1962	IMPORTED	BUILT		1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 290 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4,069.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1962	IMPORTED	BUILT		1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A (TAXIWAY ALPHA) **Section:** 295 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4,189.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	BUILT			True	ESTIMATE 1970 AC PAVEMENT

Network: X51 **Branch**: TW A1 (TAXIWAY A1) **Section:** 230 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 40.00 Ft **True Area:** 6,236.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1962	INITIAL	Initial Construction	$0	1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A1 (TAXIWAY A1) **Section:** 235 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 50.00 Ft **True Area:** 2,971.07 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	ML-OL	Mill and Overlay	$0	1.00	True	1994 1" AC OVERLAY
01/01/1962	INITIAL	Initial Construction	$0	1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A2 (TAXIWAY A2) **Section:** 240 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 40.00 Ft **True Area:** 11,519.91 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1962	INITIAL	Initial Construction	$0	1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A3 (TAXIWAY A3) **Section:** 250 **Surface:** AC
L.C.D.: 01/01/1962 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 40.00 Ft **True Area:** 6,134.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1962	INITIAL	Initial Construction	$0	1.00	True	1962: 1" P-401 ON 6" P-211

Network: X51 **Branch**: TW A3 (TAXIWAY A3) **Section:** 255 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 50.00 Ft **True Area:** 2,869.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	ML-OL	Mill and Overlay	$0	1.00	True	1994 1" AC OVERLAY
01/01/1962	INITIAL	Initial Construction	$0	1.00	True	1962 1" P401 ON 6" P211

Network: X51 **Branch**: TW B (TAXIWAY BRAVO) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 3,848.16 Ft **Width:** 50.00 Ft **True Area:** 192,408.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW B (TAXIWAY BRAVO) **Section:** 180 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 50.00 Ft **True Area:** 12,661.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	IMPORTED	BUILT		1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW B (TAXIWAY BRAVO) **Section:** 185 **Surface:** PCC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 16.00 Ft **True Area:** 851.79 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1970	IMPORTED	BUILT			True	ESTIMATE 1970 PCC

Network: X51 **Branch**: TW B1 (TAXIWAY B1) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 260.00 Ft **Width:** 75.00 Ft **True Area:** 20,222.62 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1994	ML-OL	Mill and Overlay	$0	1.00	True	1994 1" AC OVERLAY
01/01/1967	INITIAL	Initial Construction	$0	2.00	True	1967 2" P401 ON 7" P211

Network: X51 **Branch**: TW B2 (TAXIWAY B2) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 21,223.34 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	INITIAL	Initial Construction	$0	1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW B3 (TAXIWAY B3) **Section:** 130 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 50.00 Ft **True Area:** 12,237.28 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	INITIAL	Initial Construction	$0	1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW B4 (TAXIWAY B4) **Section:** 140 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 50.00 Ft **True Area:** 15,568.97 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1967	INITIAL	Initial Construction	$0	0.00	True	

Network: X51 **Branch**: TW B5 (TAXIWAY B5) **Section:** 150 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 6,210.97 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	INITIAL	Initial Construction	$0	1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

Network: X51 **Branch**: TW B5 (TAXIWAY B5) **Section:** 155 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 10,114.48 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1967	INITIAL	Initial Construction	$0	1.50	True	1967: 1.5" - 2" P-401 ON 7" P-211

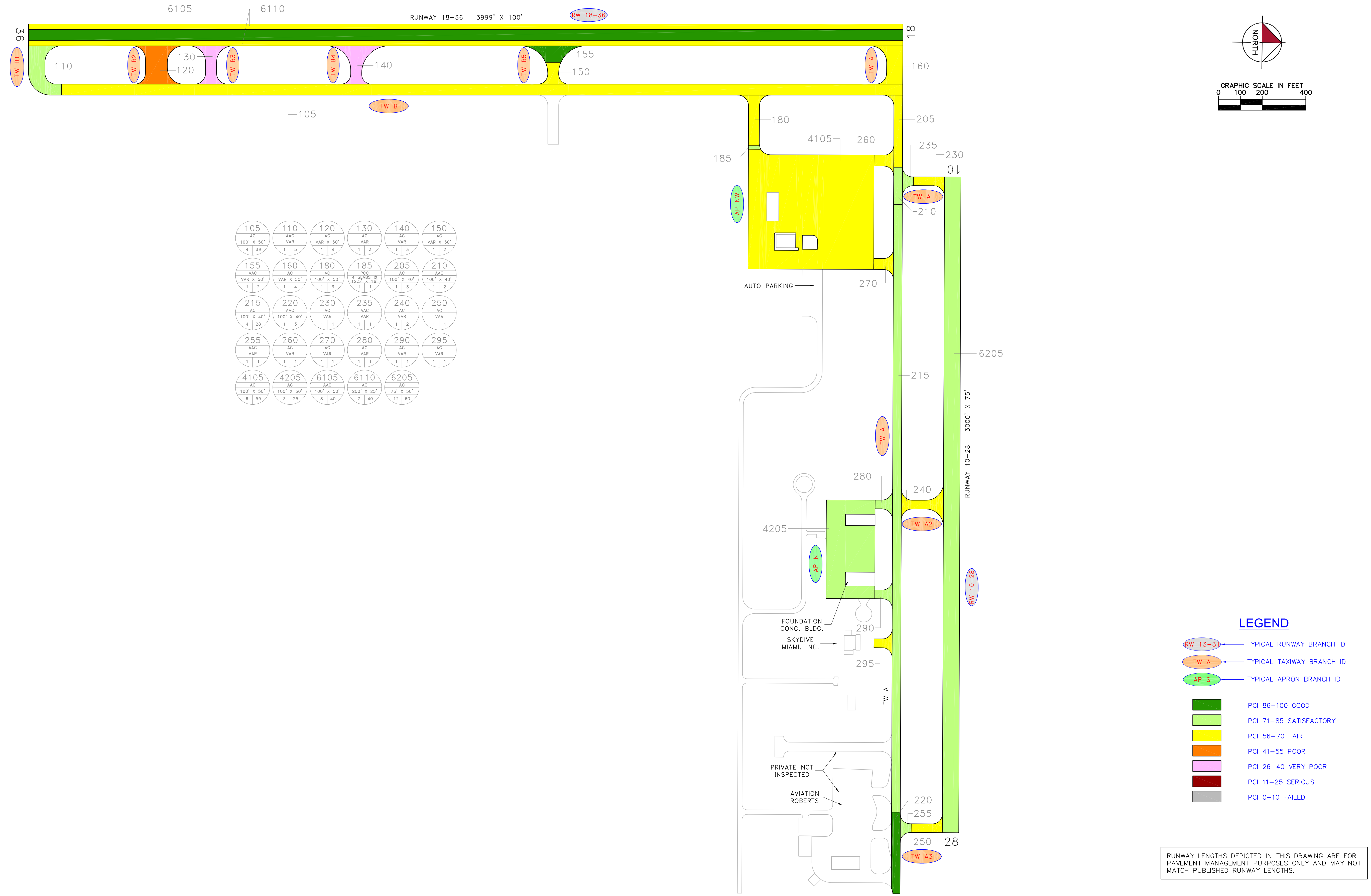
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	17	1,368,599.12	1.30	.32
Initial Construction	12	130,007.86	1.21	.50
Mill and Overlay	5	236,127.31	.60	.55
OVERLAY	5	704,497.58	1.37	.48
REPAIR	2	309,973.00		
Surface Seal - Rejuvenating	17	1,077,655.55	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

2012 CONDITION MAP

HOMESTEAD GENERAL AVIATION
HOMESTEAD, MIAMI-DADE CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **X51**

FDOT DISTRICT 6

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 Apron	AP N	APRON	4205	85,048	P	AC	3	25	81	Satisfactory
Northwest Apron	AP NW	APRON	4105	282,998	P	AC	6	59	68	Fair
Runway 10-28	RW 10-28	RUNWAY	6205	224,925	P	AC	12	60	79	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6105	199,950	P	AAC	8	40	94	Good
Runway 18-36	RW 18-36	RUNWAY	6110	199,950	P	AC	7	40	69	Fair
Taxiway Alpha	TW A	TAXIWAY	160	14,699	P	AC	1	4	64	Fair
Taxiway Alpha	TW A	TAXIWAY	205	13,738	P	AC	1	3	66	Fair
Taxiway Alpha	TW A	TAXIWAY	210	6,800	P	AAC	1	2	81	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	215	111,200	P	AC	4	28	75	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	220	14,799	P	AAC	1	3	88	Good
Taxiway Alpha	TW A	TAXIWAY	260	5,369	P	AC	1	1	62	Fair
Taxiway Alpha	TW A	TAXIWAY	270	5,369	P	AC	1	1	69	Fair
Taxiway Alpha	TW A	TAXIWAY	280	4,273	P	AC	1	1	80	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	290	4,069	P	AC	1	1	75	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	295	4,189	P	AC	1	1	56	Fair
Taxiway A-1	TW A1	TAXIWAY	230	6,236	P	AC	1	1	66	Fair
Taxiway A-1	TW A1	TAXIWAY	235	2,971	P	AAC	1	1	79	Satisfactory
Taxiway A-2	TW A2	TAXIWAY	240	11,520	P	AC	1	2	66	Fair
Taxiway A-3	TW A3	TAXIWAY	250	6,135	P	AC	1	1	61	Fair
Taxiway A-3	TW A3	TAXIWAY	255	2,869	P	AAC	1	1	85	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	105	192,408	P	AC	4	39	69	Fair
Taxiway Bravo	TW B	TAXIWAY	180	12,661	P	AC	1	3	69	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Bravo	TW B	TAXIWAY	185	852	P	PCC	1	1	84	Satisfactory
Taxiway B-1	TW B1	TAXIWAY	110	20,223	P	AAC	1	5	76	Satisfactory
Taxiway B-2	TW B2	TAXIWAY	120	21,223	P	AC	1	4	43	Poor
Taxiway B-3	TW B3	TAXIWAY	130	12,237	P	AC	1	3	39	Very Poor
Taxiway B-4	TW B4	TAXIWAY	140	15,569	P	AC	1	3	40	Very Poor
Taxiway B-5	TW B5	TAXIWAY	150	6,211	P	AC	1	2	60	Fair
Taxiway B-5	TW B5	TAXIWAY	155	10,114	P	AAC	1	2	100	Good

Note: If 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: 4 /5/2012

Branch Condition Report

Pavement Database: NetworkID: X51

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 N (NORTH APRON)	1	425.00	200.00	85,048.00	APRON	81.00	0.00	81.00
AP NW (NW APRON)	1	600.00	470.00	282,998.48	APRON	68.00	0.00	68.00
RW 10-28 (RUNWAY 10-28)	1	2,999.00	75.00	224,925.00	RUNWAY	79.00	0.00	79.00
RW 18-36 (RUNWAY 18-36)	2	11,997.00	37.50	399,900.00	RUNWAY	81.50	12.50	81.50
TW A (TAXIWAY ALPHA)	10	4,295.00	48.50	184,505.71	TAXIWAY	71.60	9.39	73.85
TW A1 (TAXIWAY A1)	2	200.00	45.00	9,207.57	TAXIWAY	72.50	6.50	70.19
TW A2 (TAXIWAY A2)	1	250.00	40.00	11,519.91	TAXIWAY	66.00	0.00	66.00
TW A3 (TAXIWAY A3)	2	200.00	45.00	9,003.71	TAXIWAY	73.00	12.00	68.65
TW B (TAXIWAY BRAVO)	3	4,138.16	38.67	205,920.94	TAXIWAY	74.00	7.07	69.06
TW B1 (TAXIWAY B1)	1	260.00	75.00	20,222.62	TAXIWAY	76.00	0.00	76.00
TW B2 (TAXIWAY B2)	1	200.00	100.00	21,223.34	TAXIWAY	43.00	0.00	43.00
TW B3 (TAXIWAY B3)	1	240.00	50.00	12,237.28	TAXIWAY	39.00	0.00	39.00
TW B4 (TAXIWAY B4)	1	250.00	50.00	15,568.97	TAXIWAY	40.00	0.00	40.00
TW B5 (TAXIWAY B5)	2	200.00	75.00	16,325.45	TAXIWAY	80.00	20.00	84.78

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	2	368,046.48	74.50	6.50	71.00
RUNWAY	3	624,825.00	80.67	10.27	80.60
TAXIWAY	24	505,735.50	68.88	14.61	68.82
All	29	1,498,606.98	70.48	14.30	74.27

STD = Standard Deviation

Date: 4 /5/2012

Section Condition Report

Pavement Database: *NetworkID: X51*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4205	01/01/1962	AC	APRON	P	0	85,048.00	04/03/2012	50	81.00
AP NW (NW APRON)	4105	01/01/1967	AC	APRON	P	0	282,998.48	04/03/2012	45	68.00
RW 10-28 (RUNWAY 10-28)	6205	01/01/1962	AC	RUNWAY	P	0	224,925.00	04/03/2012	50	79.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1993	AAC	RUNWAY	P	0	199,950.00	04/03/2012	19	94.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/1967	AC	RUNWAY	P	0	199,950.00	04/03/2012	45	69.00
TW A (TAXIWAY ALPHA)	160	01/01/1967	AC	TAXIWAY	P	0	14,699.01	04/03/2012	45	64.00
TW A (TAXIWAY ALPHA)	205	01/01/1967	AC	TAXIWAY	P	0	13,738.03	04/03/2012	45	66.00
TW A (TAXIWAY ALPHA)	210	01/01/1994	AAC	TAXIWAY	P	0	6,800.00	04/03/2012	18	81.00
TW A (TAXIWAY ALPHA)	215	01/01/1962	AC	TAXIWAY	P	0	111,200.00	04/03/2012	50	75.00
TW A (TAXIWAY ALPHA)	220	01/01/1994	AAC	TAXIWAY	P	0	14,799.10	04/03/2012	18	88.00
TW A (TAXIWAY ALPHA)	260	01/01/1967	AC	TAXIWAY	P	0	5,369.14	04/03/2012	45	62.00
TW A (TAXIWAY ALPHA)	270	01/01/1967	AC	TAXIWAY	P	0	5,369.14	04/03/2012	45	69.00
TW A (TAXIWAY ALPHA)	280	01/01/1962	AC	TAXIWAY	P	0	4,273.01	04/03/2012	50	80.00
TW A (TAXIWAY ALPHA)	290	01/01/1962	AC	TAXIWAY	P	0	4,069.14	04/03/2012	50	75.00
TW A (TAXIWAY ALPHA)	295	01/01/1970	AC	TAXIWAY	P	0	4,189.14	04/03/2012	42	56.00
TW A1 (TAXIWAY A1)	230	01/01/1962	AC	TAXIWAY	P	0	6,236.50	04/03/2012	50	66.00
TW A1 (TAXIWAY A1)	235	01/01/1994	AAC	TAXIWAY	P	0	2,971.07	04/03/2012	18	79.00
TW A2 (TAXIWAY A2)	240	01/01/1962	AC	TAXIWAY	P	0	11,519.91	04/03/2012	50	66.00
TW A3 (TAXIWAY A3)	250	01/01/1962	AC	TAXIWAY	P	0	6,134.57	04/03/2012	50	61.00
TW A3 (TAXIWAY A3)	255	01/01/1994	AAC	TAXIWAY	P	0	2,869.14	04/03/2012	18	85.00
TW B (TAXIWAY BRAVO)	105	01/01/1967	AC	TAXIWAY	P	0	192,408.00	04/03/2012	45	69.00
TW B (TAXIWAY BRAVO)	180	01/01/1967	AC	TAXIWAY	P	0	12,661.15	04/03/2012	45	69.00
TW B (TAXIWAY BRAVO)	185	01/01/1970	PCC	TAXIWAY	P	0	851.79	04/03/2012	42	84.00
TW B1 (TAXIWAY B1)	110	01/01/1967	AAC	TAXIWAY	P	0	20,222.62	04/03/2012	45	76.00
TW B2 (TAXIWAY B2)	120	01/01/1967	AC	TAXIWAY	P	0	21,223.34	04/03/2012	45	43.00
TW B3 (TAXIWAY B3)	130	01/01/1967	AC	TAXIWAY	P	0	12,237.28	04/03/2012	45	39.00

Section Condition Report

Pavement Database: *NetworkID: X51*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B4 (TAXIWAY B4)	140	01/01/1967	AC	TAXIWAY	P	0	15,568.97	04/03/2012	45	40.00
TW B5 (TAXIWAY B5)	150	01/01/1967	AC	TAXIWAY	P	0	6,210.97	04/03/2012	45	60.00
TW B5 (TAXIWAY B5)	155	01/01/2009	AAC	TAXIWAY	P	0	10,114.48	04/03/2012	3	100.00

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
03-05	**3.00**	**10,114.48**	**1**	**100.00**	**0.00**	**100.00**
16-20	**18.20**	**227,389.31**	**5**	**85.40**	**5.31**	**92.91**
over 40	**46.48**	**1,261,103.19**	**23**	**65.96**	**12.03**	**70.70**
All	**40.10**	**1,498,606.98**	**29**	**70.48**	**14.30**	**74.27**

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

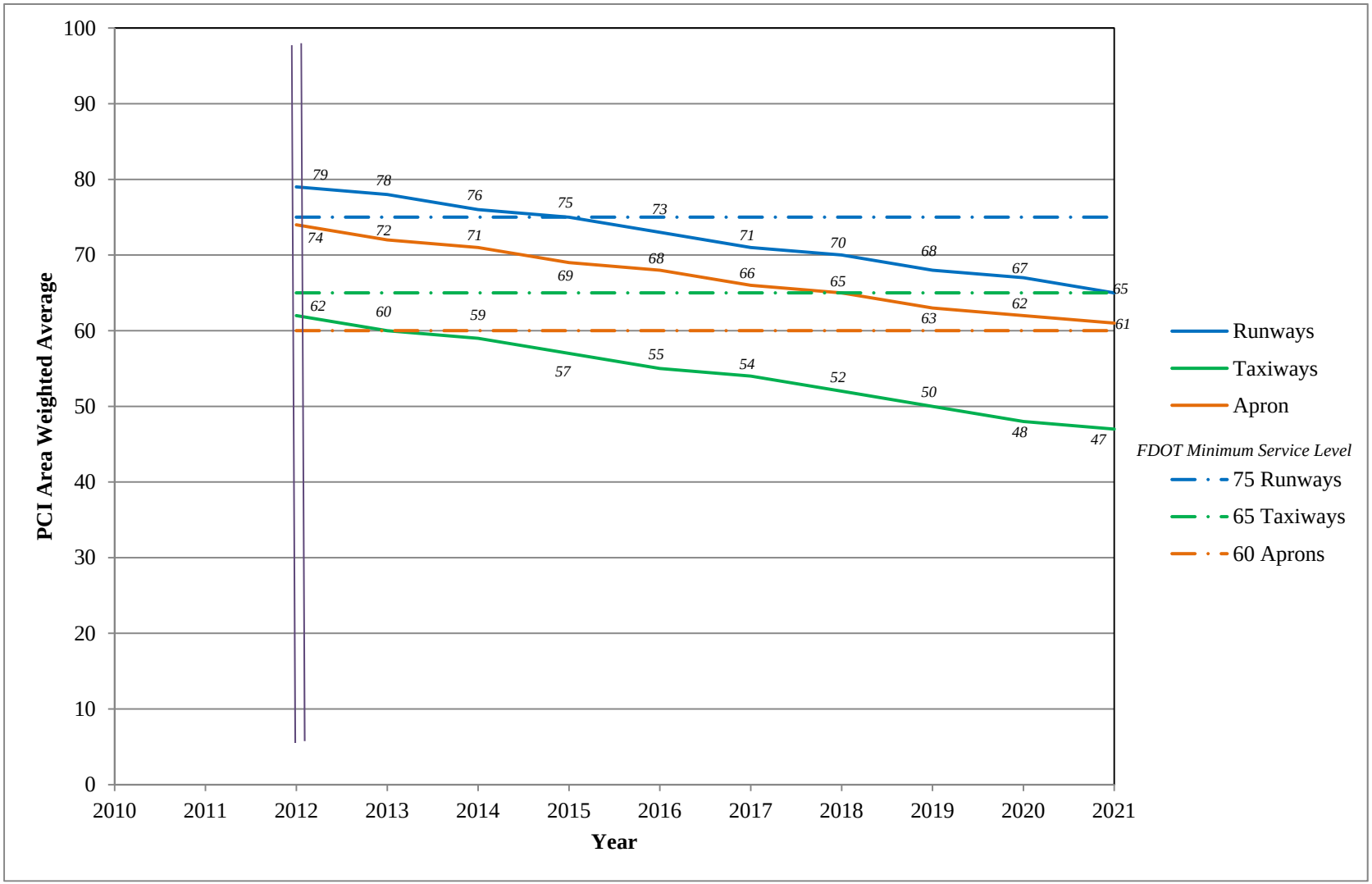
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
North Apron	AP N	4205	81	81	79	78	76	75	73	72	70	69	68
Northwest Apron	AP NW	4105	68	68	66	65	63	62	60	59	57	56	55
Runway 10-28	RW 10-28	6205	79	79	77	76	74	73	71	70	68	67	65
Runway 18-36	RW 18-36	6105	94	94	92	90	88	86	84	82	80	78	76
Runway 18-36	RW 18-36	6110	69	69	67	66	64	63	61	60	58	57	55
Taxiway Alpha	TW A	160	64	64	62	60	58	57	55	53	52	50	48
Taxiway Alpha	TW A	205	66	66	64	62	60	59	57	55	54	52	50
Taxiway Alpha	TW A	210	81	81	79	77	75	74	72	70	68	67	65
Taxiway Alpha	TW A	215	75	75	73	71	69	68	66	64	63	61	59
Taxiway Alpha	TW A	220	88	88	86	84	82	81	79	77	75	74	72
Taxiway Alpha	TW A	260	62	62	60	58	56	55	53	51	50	48	46
Taxiway Alpha	TW A	270	69	69	67	65	63	62	60	58	57	55	53
Taxiway Alpha	TW A	280	80	80	78	76	74	73	71	69	68	66	64
Taxiway Alpha	TW A	290	75	75	73	71	69	68	66	64	63	61	59
Taxiway Alpha	TW A	295	56	56	54	52	50	49	47	45	44	42	40
Taxiway A-1	TW A1	230	66	66	64	62	60	59	57	55	54	52	50
Taxiway A-1	TW A1	235	79	79	77	75	73	72	70	68	66	65	63
Taxiway A-2	TW A2	240	66	66	64	62	60	59	57	55	54	52	50
Taxiway A-3	TW A3	250	61	61	59	57	55	54	52	50	49	47	45
Taxiway A-3	TW A3	255	85	85	83	81	79	78	76	74	72	71	69
Taxiway Bravo	TW B	105	69	69	67	65	63	62	60	58	57	55	53
Taxiway Bravo	TW B	180	69	69	67	65	63	62	60	58	57	55	53

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Bravo	TW B	185	84	83	81	78	76	73	71	68	65	63	60
Taxiway B-1	TW B1	110	76	76	74	72	70	69	67	65	63	62	60
Taxiway B-2	TW B2	120	43	43	41	39	37	36	34	32	31	29	27
Taxiway B-3	TW B3	130	39	39	37	35	33	32	30	28	27	25	23
Taxiway B-4	TW B4	140	40	40	38	36	34	33	31	29	28	26	24
Taxiway B-5	TW B5	150	60	60	58	56	54	53	51	49	48	46	44
Taxiway B-5	TW B5	155	100	100	98	96	94	93	91	89	87	86	84

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 Apron	AP N	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	19,844.40	SqFt	$0.40	$7,937.81
Northwest Apron	AP NW	4105	OIL SPILLAGE	N	Patching - AC Shallow	64.60	SqFt	$2.90	$187.35
Northwest Apron	AP NW	4105	WEATH/RAVEL	H	Microsurfacing - AC	18.20	SqFt	$0.65	$11.81
Northwest Apron	AP NW	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	112,199.10	SqFt	$0.40	$44,880.02
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,229.20	SqFt	$0.40	$891.70
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	H	Microsurfacing - AC	55.00	SqFt	$0.65	$35.74
Runway 10-28	RW 10-28	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,926.10	SqFt	$0.40	$10,370.54
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,999.00	SqFt	$0.40	$1,599.60
Runway 18-36	RW 18-36	6110	PATCHING	M	Patching - AC Deep	46.10	SqFt	$4.90	$225.85
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	186,523.20	SqFt	$0.40	$74,609.91
Taxiway Alpha	TW A	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,990.30	SqFt	$0.40	$4,396.17
Taxiway Alpha	TW A	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	207.40	SqFt	$0.40	$82.96
Taxiway Alpha	TW A	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,649.60	SqFt	$0.40	$19,460.00
Taxiway Alpha	TW A	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	684.50	SqFt	$0.40	$273.78
Taxiway Alpha	TW A	270	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,369.10	SqFt	$0.40	$2,147.66
Taxiway Alpha	TW A	280	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,068.00	SqFt	$0.40	$427.20
Taxiway Alpha	TW A	290	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,017.00	SqFt	$0.40	$406.80
Taxiway A-1	TW A1	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,495.00	SqFt	$0.40	$998.00
Taxiway A-1	TW A1	235	WEATH/RAVEL	L	Surface Seal - Rejuvenating	297.00	SqFt	$0.40	$118.80
Taxiway A-2	TW A2	240	WEATH/RAVEL	M	Surface Seal - Coat Tar	482.70	SqFt	$0.40	$193.08
Taxiway A-2	TW A2	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,456.20	SqFt	$0.40	$1,382.48
Taxiway A-3	TW A3	255	WEATH/RAVEL	L	Surface Seal - Rejuvenating	287.00	SqFt	$0.40	$114.80
Taxiway Bravo	TW B	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	192,406.40	SqFt	$0.40	$76,963.20

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 Bravo	TW B	180	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,661.00	SqFt	$0.40	$5,064.46
Taxiway B-1	TW B1	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,605.80	SqFt	$0.40	$642.34
								Total =	$253,422.06

APPENDIX F

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

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway Alpha	160	AC	14,699	$34,219.32	64	Mill and Overlay	100
2012	Taxiway Alpha	260	AC	5,369	$15,430.92	62	Mill and Overlay	100
2012	Taxiway Alpha	295	AC	4,189	$19,136.00	56	Mill and Overlay	100
2012	Taxiway A-3	250	AC	6,135	$19,305.51	61	Mill and Overlay	100
2012	Taxiway B-2	120	AC	21,223	$133,494.82	43	Mill and Overlay	100
2012	Taxiway B-3	130	AC	12,237	$85,942.43	39	Reconstruction	100
2012	Taxiway B-4	140	AC	15,569	$97,928.84	40	Mill and Overlay	100
2012	Taxiway B-5	150	AC	6,211	$21,241.53	60	Mill and Overlay	100
2013	Taxiway Alpha	205	AC	13,738	$32,941.62	64	Mill and Overlay	100
2013	Taxiway A-1	230	AC	6,237	$14,954.14	64	Mill and Overlay	100
2013	Taxiway A-2	240	AC	11,520	$27,622.92	64	Mill and Overlay	100
2015	Northwest Apron	4105	AC	282,998	$804,333.94	63	Mill and Overlay	100
2015	Runway 18-36	6110	AC	199,950	$508,646.82	64	Mill and Overlay	100
2015	Taxiway Alpha	270	AC	5,369	$15,260.09	63	Mill and Overlay	100
2015	Taxiway Bravo	105	AC	192,408	$546,859.07	63	Mill and Overlay	100
2015	Taxiway Bravo	180	AC	12,661	$35,985.33	63	Mill and Overlay	100
2018	Taxiway Alpha	215	AC	111,200	$309,108.81	64	Mill and Overlay	100
2018	Taxiway Alpha	290	AC	4,069	$11,311.21	64	Mill and Overlay	100
2019	Taxiway B-1	110	AAC	20,223	$64,690.22	63	Mill and Overlay	100

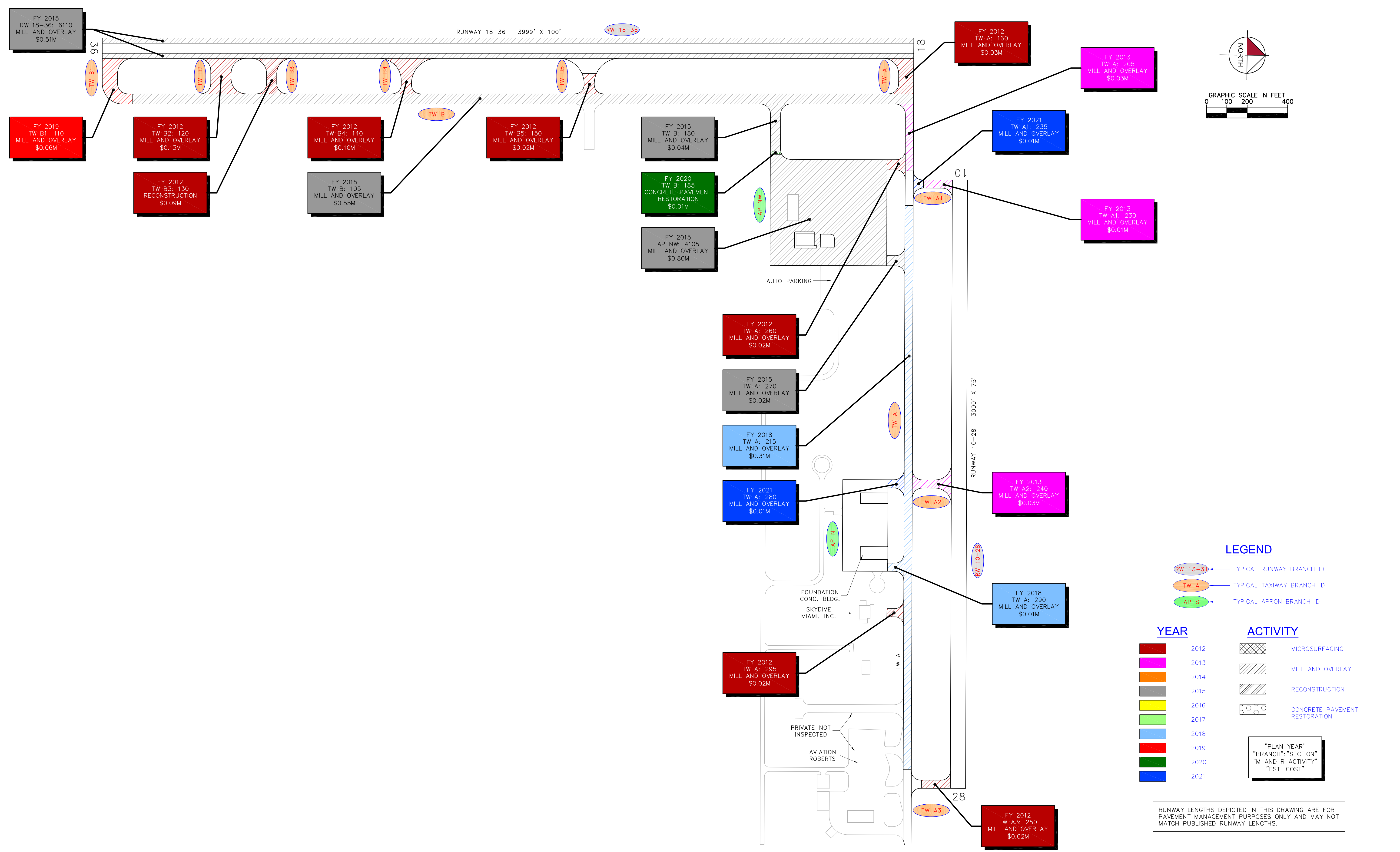
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

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
2020	Taxiway Bravo	185	PCC	852	$2,806.54	63	PCC Restoration	100
2021	Taxiway Alpha	280	AC	4,273	$12,979.33	64	Mill and Overlay	100
2021	Taxiway A-1	235	AAC	2,971	$10,082.97	63	Mill and Overlay	100
				Total	**$2,824,282.38**	**60**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

10-YEAR M&R MAP

HOMESTEAD GENERAL AVIATION
HOMESTEAD, MIAMI-DADE CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **X51**

FDOT DISTRICT 6

APPENDIX H

PHOTOGRAPHS

Runway 10-28, Section 6205, Sample Unit 159 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Runway 10-28, Section 6205, Sample Unit 149 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 10-28, Section 6205, Sample Unit 107 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Taxiway A-1, Section 230, Sample Unit 100 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (41) Alligator Cracking

Taxiway Alpha, Section 215, Sample Unit 117 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (43) Block Cracking

Taxiway A-3, Section 250, Sample Unit 301 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling, low severity (50) Patching

Runway 18-36, Section 6110, Sample Unit 164 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 18-36, Section 6105, Sample Unit 320 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway B-3, Section 130, Sample Unit 302 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Taxiway B-4, Section 140, Sample Unit 402 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Northwest Apron, Section 4105, Sample Unit 153 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Northwest Apron, Section 4105, Sample Unit 454 – Low severity (48) Longitudinal and Transverse Cracking, low severity (43) Block Cracking, low severity (52) Weathering and Raveling

North Apron, Section 4205, Sample Unit 202 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 295, Sample Unit 202 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling, medium severity (50) Patching

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 85,048.00SqFt

Section: 4205 of 1 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 85,048.00SqFt Length: 425.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 25 Surveyed: 3
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.02 Ft	Comments:
52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	216.06 Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.03 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:
50 PATCHING	L	44.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 282,998.48SqFt

Section: 4105 of 1 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 282,998.48SqFt Length: 600.00Ft Width: 470.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 59 Surveyed: 6
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	437.11 Ft	Comments:
52 WEATHERING/RAVELING	L	3,499.97 SqFt	Comments:

Sample Number: 153 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	651.17 Ft	Comments:
52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	190.05 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	247.06 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	134.03 Ft	Comments:
50 PATCHING	L	699.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:

Sample Number: 352 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

50 PATCHING	L	64.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.03 Ft	Comments:
52 WEATHERING/RAVELING	H	2.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:
49 OIL SPILLAGE	N	4.00 SqFt	Comments:

Sample Number: 454 Type: R Area: 6,150.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	586.15 Ft	Comments:
43 BLOCK CRACKING	L	1,391.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 602 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

50 PATCHING	L	54.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	409.10 Ft	Comments:
52 WEATHERING/RAVELING	L	350.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 224,925.00SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 224,925.00SqFt Length: 2,999.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 60 Surveyed: 12
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.02 Ft	Comments:
50 PATCHING	L	649.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.01 Ft	Comments:
52 WEATHERING/RAVELING	M	150.00 SqFt	Comments:
50 PATCHING	L	649.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	649.99 SqFt	Comments:

Sample Number: 113 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 Ft	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 119 Type: R Area: 3,750.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.01 Ft	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.01 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 131 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
50 PATCHING	L	60.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	350.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.02 Ft	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	450.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	77.02	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 3,750.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01	Ft	Comments:
52 WEATHERING/RAVELING	L	350.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 3,750.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.03	Ft	Comments:
52 WEATHERING/RAVELING	L	250.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 3,750.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	108.03	Ft	Comments:
52 WEATHERING/RAVELING	L	300.00	SqFt	Comments:

Sample Number: 159 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	M	96.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	11.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	65.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	110.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.02	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 399,900.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1993
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 199,950.00SqFt Length: 3,999.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 40 Surveyed: 8
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 12.00 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 320 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 329 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 29.01 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 399,900.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 199,950.00SqFt Length: 7,998.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 40 Surveyed: 7
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	264.07 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	256.07 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.05 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	352.09 Ft	Comments:

Sample Number: 540 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	204.05 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

50 PATCHING	M	4.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	101.03 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 576 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	237.06 Ft	Comments:
52 WEATHERING/RAVELING	L	2,649.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 160 of 10 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,699.01SqFt Length: 195.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 3,736.41SqFt PCI = 64
Sample Comments:

50 PATCHING	L	333.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.02 Ft	Comments:
52 WEATHERING/RAVELING	L	3,736.38 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 205 of 10 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 13,738.03SqFt Length: 340.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,200.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	231.06 Ft	Comments:
52 WEATHERING/RAVELING	L	4,159.97 SqFt	Comments:
50 PATCHING	L	180.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 210 of 10 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 6,800.00SqFt Length: 170.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 4,000.00SqFt PCI = 81
Sample Comments:

52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.02 Ft	Comments:
50 PATCHING	L	180.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	92.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 215 of 10 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 111,200.00SqFt Length: 2,780.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 28 Surveyed: 4
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 4,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 117 Type: R Area: 4,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
43 BLOCK CRACKING	L	133.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	137.04 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 123 Type: R Area: 4,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.04 Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:

Sample Number: 129 Type: R Area: 4,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 220 of 10 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 14,799.10SqFt Length: 370.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 133 Type: R Area: 4,800.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.02 Ft	Comments:	
52 WEATHERING/RAVELING	L	160.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	62.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 260 of 10 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 5,369.14SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,369.14SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	248.06 Ft	Comments:	
52 WEATHERING/RAVELING	M	804.99 SqFt	Comments:	
52 WEATHERING/RAVELING	L	4,562.96 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 270 of 10 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 5,369.14SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 5,369.14SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	265.07 Ft	Comments:
52 WEATHERING/RAVELING	L	5,369.10 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 280 of 10 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 4,273.01SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 4,273.01SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	124.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,067.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 290 of 10 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 4,069.14SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 400 Type: R Area: 4,069.14SqFt PCI = 75
Sample Comments:

50 PATCHING	L	180.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,016.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 184,505.71SqFt

Section: 295 of 10 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 4,189.14SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 4,189.14SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.03	Ft	Comments:
50 PATCHING	L	355.50	SqFt	Comments:
50 PATCHING	M	2.00	SqFt	Comments:
45 DEPRESSION	L	72.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	216.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,674.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 9,207.57SqFt

Section: 230 of 2 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,236.50SqFt Length: 150.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,236.50SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.09	Ft	Comments:
41 ALLIGATOR CRACKING	L	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,494.98	SqFt	Comments:
50 PATCHING	L	180.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 9,207.57SqFt

Section: 235 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,971.07SqFt Length: 50.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,971.07SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	143.04 Ft	Comments:	
52 WEATHERING/RAVELING	L	297.00 SqFt	Comments:	
45 DEPRESSION	L	10.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 11,519.91SqFt

Section: 240 of 1 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 11,519.91SqFt Length: 250.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,773.01SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	331.08 Ft	Comments:
52 WEATHERING/RAVELING	L	1,431.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00 SqFt	Comments:
50 PATCHING	L	180.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 9,003.71SqFt

Section: 250 of 2 From: - To: - Last Const.: 1/1/1962
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,134.57SqFt Length: 150.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 6,134.57SqFt PCI = 61
Sample Comments:

50 PATCHING	L	180.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	247.06	Ft	Comments:
52 WEATHERING/RAVELING	L	2,453.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	96.02	Ft	Comments:
52 WEATHERING/RAVELING	M	30.00	SqFt	Comments:
43 BLOCK CRACKING	L	48.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 9,003.71SqFt

Section: 255 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,869.14SqFt Length: 50.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 2,869.14SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.02 Ft	Comments:
52 WEATHERING/RAVELING	L	287.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B Name: TAXIWAY BRAVO Use: TAXIWAY Area: 205,920.94SqFt

Section: 105 of 3 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 192,408.00SqFt Length: 3,848.16Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 39 Surveyed: 4
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	319.08 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	279.07 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	262.07 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	195.05 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B Name: TAXIWAY BRAVO Use: TAXIWAY Area: 205,920.94SqFt

Section: 180 of 3 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 12,661.15SqFt Length: 240.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 801 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	421.11 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B Name: TAXIWAY BRAVO Use: TAXIWAY Area: 205,920.94SqFt

Section: 185 of 3 From: - To: - Last Const.: 1/1/1970
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 851.79SqFt Length: 50.00Ft Width: 16.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 803 Type: R Area: 4.00Slabs PCI = 84
Sample Comments:

74 JOINT SPALLING	L	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	4.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B1 Name: TAXIWAY B1 Use: TAXIWAY Area: 20,222.62SqFt

Section: 110 of 1 From: - To: - Last Const.: 1/1/1967
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 20,222.62SqFt Length: 260.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 3,777.94SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.03 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:
50 PATCHING	L	337.50 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 21,223.34SqFt

Section: 120 of 1 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 21,223.34SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,038.11SqFt PCI = 43
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.04 Ft	Comments:	
52 WEATHERING/RAVELING	M	2,518.98 SqFt	Comments:	
52 WEATHERING/RAVELING	L	2,518.98 SqFt	Comments:	
50 PATCHING	L	450.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B3 Name: TAXIWAY B3 Use: TAXIWAY Area: 12,237.28SqFt

Section: 130 of 1 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 12,237.28SqFt Length: 240.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 4,823.01SqFt PCI = 39
Sample Comments:

50 PATCHING	L	225.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	238.06	Ft	Comments:
52 WEATHERING/RAVELING	L	1,928.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,893.98	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 15,568.97SqFt

Section: 140 of 1 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 15,568.97SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 4,641.61SqFt PCI = 40
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	296.08	Ft	Comments:
52	WEATHERING/RAVELING	H	162.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	3,712.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	765.99	SqFt	Comments:
50	PATCHING	L	234.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: TAXIWAY Area: 16,325.45SqFt

Section: 150 of 2 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,210.97SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 2,841.83SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01 Ft	Comments:	
52 WEATHERING/RAVELING	L	2,557.63 SqFt	Comments:	
52 WEATHERING/RAVELING	M	284.18 SqFt	Comments:	
50 PATCHING	L	234.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/5/2012
Site Name:

Network: X51 Name: HOMESTEAD GENERAL AVIATION AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: TAXIWAY Area: 16,325.45SqFt

Section: 155 of 2 From: - To: - Last Const.: 1/1/2009
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 10,114.48SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/3/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 5,169.18SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>