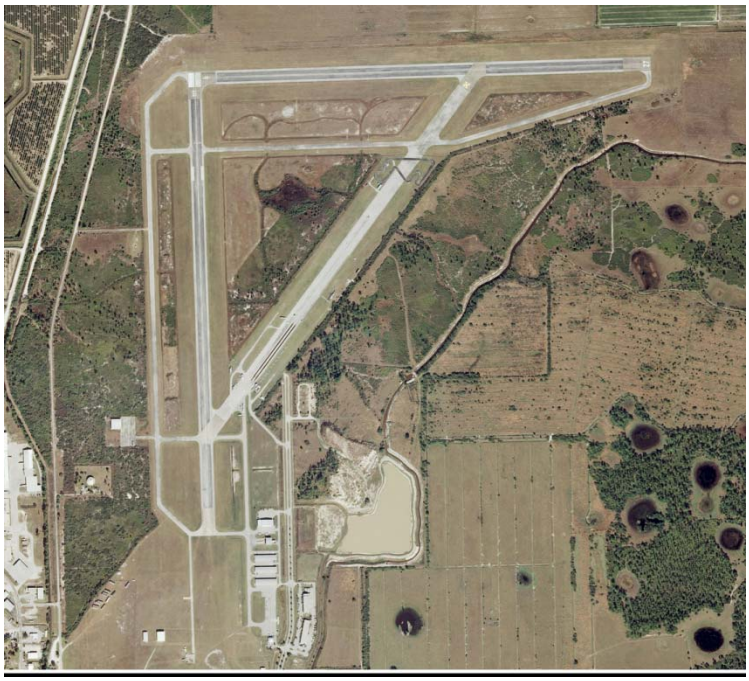
# STATE OF FLORIDA
# DEPARTMENT OF TRANSPORTATION

## AVIATION OFFICE

# Statewide Airfield Pavement Management Program

## Immokalee Regional Airport– IMM
## (General Aviation)
### Immokalee, Florida
### (District 1)



**May 2011**

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## EXECUTIVE SUMMARY

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

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

During March 2011, the PCI survey was performed at Immokalee Regional Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2011 is 36, representing a Very Poor overall network condition.

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

## Table I: Condition Summary by Branch

| Branch Name | Area Weighted PCI | Condition Rating | FDOT Minimum Service Level | MicroPAVER Minimum PCI | Action Required |
|---|---|---|---|---|---|
| Apron to Hangars | 93 | Good | 60 | 65 | |
| Apron Run-Up at RW 36 | 87 | Good | 60 | 65 | |
| South Apron and Fueling Ramp | 88 | Good | 60 | 65 | |
| Crop Apron | 39 | Very Poor | 60 | 65 | X |
| Runway 18-36 | 28 | Very Poor | 75 | 65 | X |
| Runway 4-22 (Former) | 34 | Very Poor | 75 | 65 | X |
| Runway 9-27 | 27 | Very Poor | 75 | 65 | X |
| Taxiway Alpha | 25 | Serious | 65 | 65 | X |
| Taxiway Bravo | 30 | Very Poor | 65 | 65 | X |
| Taxiway Bravo 1 | 30 | Very Poor | 65 | 65 | X |
| Taxiway Charlie | 91 | Good | 65 | 65 | |
| Taxiway to Crop Apron | 67 | Fair | 65 | 65 | |

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

## Table II: Condition Summary by Pavement Use

| Use | Average Area-Weighted PCI | Condition Rating |
|---|---|---|
| Runway | 28 | Very Poor |
| Taxiway | 37 | Very Poor |
| Apron | 86 | Good |
| **All (Weighted)** | **36** | **Very Poor** |

## Table III: Condition Summary by Pavement Rank

| Rank* | Average Area-Weighted PCI | Condition Rating |
|---|---|---|
| Primary | 36 | Very Poor |
| Secondary | 36 | Very Poor |
| Tertiary | 73 | Satisfactory |
| **All (Weighted)** | **36** | **Very Poor** |

*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 Immokalee Regional Airport, include: Runway 9-27, Runway 18-36, Taxiway Alpha, and Taxiway Bravo. Runways 9-27 and 18-36 exhibited low to medium severity distresses of block cracking, weathering, and raveling that attributed to the age of the pavement. Both runways, based on the determined PCI will benefit from a full depth pavement reconstruction. Similarly, Taxiway Alpha and Taxiway Bravo exhibited the same range of distresses that would benefit from pavement section reconstruction. The immediate needs are summarized in Table IV below.

## Table IV: Immediate Major M&R Needs

| Project Year | Branch Name | Section ID | Surface Type | Section Area ($ft^2$) | Major M&R Costs* | PCI Before M&R | M&R Activity | PCI After M&R |
|---|---|---|---|---|---|---|---|---|
| 2011 | Crop Apron | 4105 | AC | 10,000 | $70,230.01 | 39 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6105 | PCC | 30,000 | $408,600.13 | 27 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6110 | PCC | 15,000 | $204,300.07 | 30 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6115 | AC | 422,500 | $5,754,451.87 | 28 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6120 | AC | 211,250 | $2,877,225.93 | 29 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6125 | PCC | 30,000 | $408,600.13 | 17 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6130 | PCC | 15,000 | $204,300.07 | 23 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6305 | PCC | 15,000 | $138,330.04 | 36 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6310 | PCC | 35,000 | $348,425.09 | 35 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6325 | PCC | 35,000 | $476,700.15 | 30 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6330 | PCC | 15,000 | $171,315.06 | 33 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6205 | PCC | 15,000 | $204,300.07 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6210 | PCC | 7,500 | $102,150.03 | 25 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6215 | AC | 420,500 | $5,727,211.86 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6220 | AC | 210,250 | $2,863,605.93 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6225 | PCC | 30,000 | $408,600.13 | 26 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6230 | PCC | 15,000 | $204,300.07 | 4 | Reconstruction | 100 |
| 2011 | Taxiway Alpha | 205 | AC | 277,550 | $3,780,232.23 | 25 | Reconstruction | 100 |
| 2011 | Taxiway Alpha 1 | 210 | AC | 23,450 | $319,389.10 | 26 | Reconstruction | 100 |
| 2011 | Taxiway Alpha 2 | 220 | AC | 23,450 | $319,389.10 | 22 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 105 | AC | 117,050 | $1,594,221.52 | 26 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 110 | AC | 132,650 | $1,417,763.62 | 34 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 115 | AC | 10,000 | $114,210.04 | 33 | Reconstruction | 100 |
| 2011 | Taxiway Bravo 1 | 405 | AC | 33,000 | $352,704.10 | 34 | Reconstruction | 100 |
| 2011 | Taxiway Bravo 1 | 410 | AC | 69,493 | $946,494.97 | 28 | Reconstruction | 100 |
| | | | | **Total** | **$29,417,051.32** | **28** | | **100** |

* Costs are adjusted for inflation.

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

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

| Year | Preventative | Major M&R | Total Year Cost |
|---|---|---|---|
| 2011 | $20,957.69 | $29,417,051.31 | $29,438,009.00 |
| 2012 | $29,447.90 | $0.00 | $29,447.90 |
| 2013 | $26,966.46 | $86,921.18 | $113,887.64 |
| 2014 | $35,170.20 | $0.00 | $35,170.20 |
| 2015 | $42,660.34 | $0.00 | $42,660.34 |
| 2016 | $43,064.93 | $171,691.73 | $214,756.66 |
| 2017 | $56,853.78 | $0.00 | $56,853.78 |
| 2018 | $89,850.10 | $0.00 | $89,850.10 |
| 2019 | $153,829.30 | $0.00 | $153,829.30 |
| 2020 | $195,910.68 | $0.00 | $195,910.68 |
| **Total** | **$694,711.38** | **$29,675,664.22** | **$30,370,375.60** |

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 36 in 2011 to 84 in 2020. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Immokalee Regional Airport pavements in 2020 may remain near 84. 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 Immokalee Regional Airport is conducted at some point in the 10-year plan.

# 1. INTRODUCTION

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

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

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

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

## 1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

## 1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

## 1.3 Organization

### 1.3.1 *Aviation Office Program Manager Role*

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

### 1.3.2 *Consultant Role*

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

### 1.3.3 *Airport Role*

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

## 1.4 Pavement Types and Pavement Management

### 1.4.1 *Pavement basics*

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

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

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

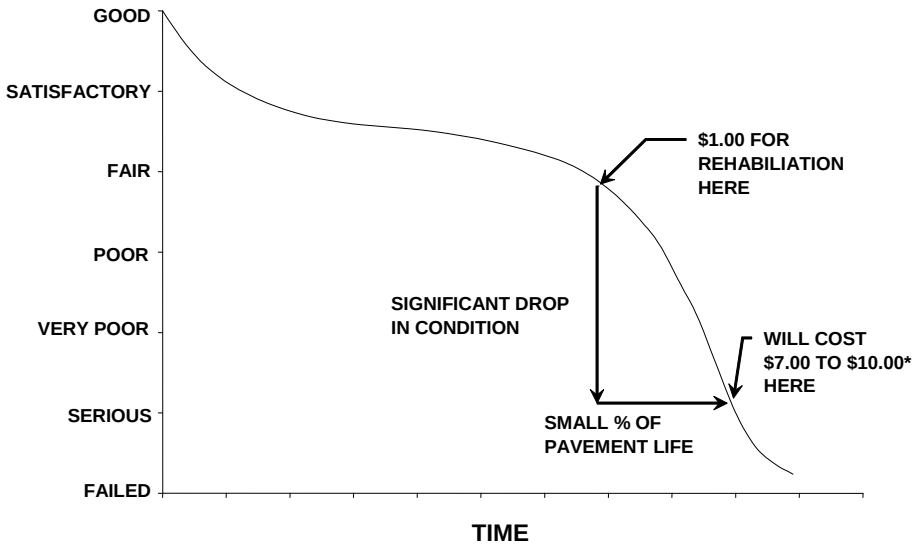
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

### 1.4.2 *Pavement Management System Concept*

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

## Figure 1-1: Pavement Life Cycle




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

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

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

### 1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

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

## Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

## Figure 1-2: PCI Rating Scale

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

### 1.5 Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# 2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Immokalee Regional Airport (IMM), consists of two runways; RW 18-36, which is 150-ft wide by 5,000-ft long and RW 9-27, which is 150-ft wide by 5,000-ft long. Inactive RW 4-22 is currently fenced off from the rest of the airfield and being used as a drag strip. Taxiways Alpha and Bravo are each 50-ft wide and are used to direct traffic to and from the active runways. Currently the airport has multiple T-Hangar facilities located on the south east side of the airport and tie-down spaces located throughout the apron. The runways are mostly constructed out of Asphalt Concrete pavement with exception to 300-ft sections of Portland Cement Concrete located at each end of all of the runways. All of the pavement throughout the taxiways, hangars and apron is constructed out of Asphalt Concrete pavement.

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

Established as Immokalee Army Airfield and activated in 1942, Immokalee Regional Airport was assigned to the US Army Air Forces East Coast Training Center. IMM was an auxiliary to Hendricks Army Airfield and was an AAF Specialized Pilot Training School. With the drawdown to the pilot training program in 1944, the airfield was transferred to the Third Air Force. Immokalee Regional Airport was turned over to the Army Corps of Engineers in 1945 and eventually discharged to the War Assets Administration. From there Immokalee Regional Airport became a civil which is currently owned and operated by Collier County.

This airport is designated as a General Aviation airport and is located in District 1 of the Florida Department of Transportation.

## 2.1 Network Definition

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

### 2.1.1 *Branch Section Identification*

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

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

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

### 2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2011 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

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

The updated System Inventory and Network Definition drawings for Immokalee Regional 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 |
|---|---|---|
| 2006 | Apron | Expansion |
| 2006 | Taxiway Charlie | Pavement Rehabilitation |

## 2.2 Pavement Inventory

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

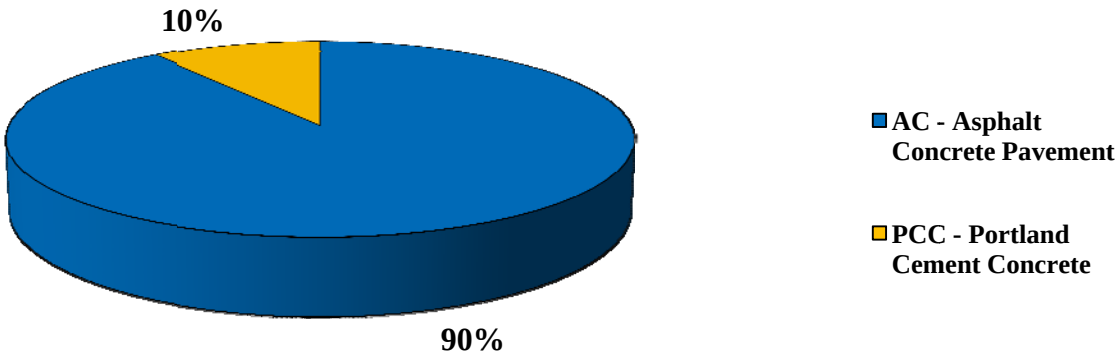
The total airfield pavement area in 2011 at Immokalee Regional Airport is 2,593,597 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

## Table 2-2: Pavement Area by Pavement Use

| Use | Area ($ft^2$) | % of Total Area |
|---|---|---|
| Runway | 1,522,000 | 59% |
| Taxiway | 824,018 | 32% |
| Apron | 247,579 | 10% |
| **All (Weighted)** | **2,593,597** | **100%** |

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

## Figure 2-1: Pavement Area by Surface Type




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

## Table 2-3: Branch and Section Inventory

| Branch Name | Branch ID | Section ID | True Area ($ft^2$) | Section Rank | Surface Type | Last Const. Date | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|
| Apron to Hangars | AP HANG | 4405 | 22,500 | P | AC | 1/1/1998 | 1 | 4 |
| Apron Run-up RW 36 | AP RU RW36 | 4305 | 8,000 | P | AC | 1/1/1998 | 1 | 1 |
| Apron Run-up RW 36 | AP RU RW36 | 4310 | 6,309 | P | AC | 1/1/2001 | 0 | 1 |
| Apron Run-up RW 36 | AP RU RW36 | 4315 | 18,752 | N | AC | 1/1/2002 | 1 | 1 |
| South Apron and Fueling Ramps | AP S | 4205 | 28,000 | P | AC | 1/1/1997 | 1 | 5 |
| South Apron and Fueling Ramps | AP S | 4210 | 63,618 | P | AC | 1/1/1998 | 2 | 5 |
| South Apron and Fueling Ramps | AP S | 4215 | 54,400 | P | AC | 7/31/2007 | 0 | 11 |
| South Apron and Fueling Ramps | AP S | 4220 | 36,000 | P | AC | 7/31/2007 | 0 | 7 |
| Crop Apron | CROP AP | 4105 | 10,000 | P | AC | 1/1/1987 | 1 | 2 |
| Runway 18-36 | RW 18-36 | 6105 | 30,000 | P | PCC | 1/1/1942 | 2 | 6 |
| Runway 18-36 | RW 18-36 | 6110 | 15,000 | P | PCC | 1/1/1942 | 1 | 3 |
| Runway 18-36 | RW 18-36 | 6115 | 422,500 | P | AC | 1/1/1942 | 17 | 106 |
| Runway 18-36 | RW 18-36 | 6120 | 211,250 | P | AC | 1/1/1942 | 8 | 53 |
| Runway 18-36 | RW 18-36 | 6125 | 30,000 | P | PCC | 1/1/1942 | 2 | 6 |
| Runway 18-36 | RW 18-36 | 6130 | 15,000 | P | PCC | 1/1/1942 | 1 | 3 |
| Runway 4-22 | RW 4-22 | 6305 | 15,000 | S | PCC | 1/1/1942 | 1 | 1 |
| Runway 4-22 | RW 4-22 | 6310 | 35,000 | S | PCC | 1/1/1942 | 2 | 3 |
| Runway 4-22 | RW 4-22 | 6325 | 35,000 | S | PCC | 1/1/1942 | 2 | 3 |
| Runway 4-22 | RW 4-22 | 6330 | 15,000 | S | PCC | 1/1/1942 | 1 | 1 |
| Runway 9-27 | RW 9-27 | 6205 | 15,000 | S | PCC | 1/1/1942 | 1 | 3 |
| Runway 9-27 | RW 9-27 | 6210 | 7,500 | S | PCC | 1/1/1942 | 1 | 1 |
| Runway 9-27 | RW 9-27 | 6215 | 420,500 | S | AC | 1/1/1942 | 17 | 105 |
| Runway 9-27 | RW 9-27 | 6220 | 210,250 | S | AC | 1/1/1942 | 8 | 53 |
| Runway 9-27 | RW 9-27 | 6225 | 30,000 | S | PCC | 1/1/1942 | 2 | 6 |
| Runway 9-27 | RW 9-27 | 6230 | 15,000 | S | PCC | 1/1/1942 | 1 | 3 |
| Taxiway Alpha | TW A | 205 | 277,550 | P | AC | 1/1/1942 | 6 | 69 |
| Taxiway Alpha 1 | TW A | 210 | 23,450 | P | AC | 1/1/1942 | 1 | 6 |
| Taxiway Alpha 2 | TW A | 220 | 23,450 | P | AC | 1/1/1942 | 1 | 6 |
| Taxiway Bravo | TW B | 105 | 117,050 | P | AC | 1/1/1942 | 4 | 29 |
| Taxiway Bravo | TW B | 110 | 132,650 | P | AC | 1/1/1942 | 4 | 33 |
| Taxiway Bravo | TW B | 115 | 10,000 | P | AC | 1/1/1942 | 1 | 3 |
| Taxiway Bravo 1 | TW B1 | 405 | 33,000 | P | AC | 1/1/1942 | 2 | 4 |
| Taxiway Bravo 1 | TW B1 | 410 | 69,493 | P | AC | 1/1/1942 | 1 | 1 |
| Taxiway Charlie | TW C | 310 | 56,000 | S | AC | 1/1/1998 | 2 | 14 |

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

| Branch Name | Branch ID | Section ID | True Area ($ft^2$) | Section Rank | Surface Type | Last Const. Date | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|
| Taxiway Charlie | TW C | 315 | 49,875 | S | AC | 1/1/2007 | 3 | 18 |
| Taxiway to Crop Apron | TW TO AP | 305 | 31,500 | T | AC | 1/1/1987 | 2 | 8 |

Note: If a new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Section 4310 was not inspected due to obstruction.

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

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

### 3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at Immokalee Regional Airport is 36, representing a Very Poor overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distresses. Asphalt Concrete pavement distresses include; weathering, raveling, longitudinal and transverse cracking, and block cracking distresses of which are common of pavements of similar age. The Portland Cement Concrete pavement also exhibited distresses associated with climate and age such as; corner breaks, LTD cracking, joint seal damage, scaling/map cracking, shrinkage cracks, joint and corner spalling.

The Asphalt Concrete pavement on RW 9-27 exhibited low and medium severity block cracking along with medium severity weathering and raveling. Portland Cement Concrete pavement distresses were very similar throughout the airport and consisted of; corner breaks, LTD cracking, joint seal damage, scaling/map cracking, shrinkage cracks, joint and corner spalling. All of these distresses were typically of low to medium severity.

RW 18-36 exhibited low and medium severity block cracking along with medium severity weathering and raveling. Low and medium severity longitudinal and transverse cracking was also observed throughout the runway pavement section.

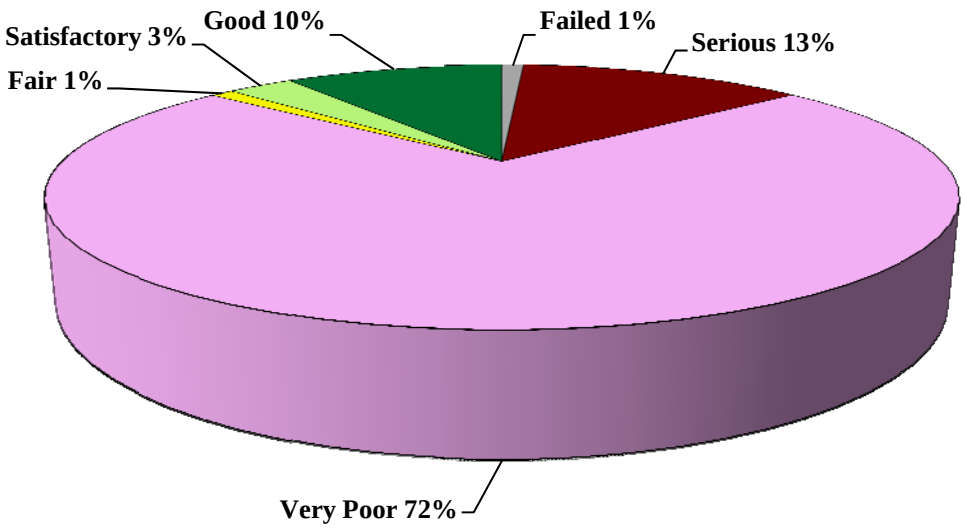
Taxiways Alpha and Bravo exhibited very similar distresses to the runways, with low and medium severity longitudinal and transverse cracking in addition to medium severity weathering and raveling. Block cracking with low and medium severity was also a very prevalent distress throughout the two main taxiways. Taxiway Charlie was recently reconstructed in 2006 and appeared to be in a good overall condition. Small amounts of low severity longitudinal cracking were observed along the pavement joints which is a common distress due to the pavement being the weakest at this location.

A large portion of the apron pavement was recently reconstructed in 2006 and was not inspected due to its new condition. The recently constructed pavement section was assumed to have a PCI of 100. The remaining older pavement sections of the apron exhibited low severity longitudinal and transverse cracking with low severity weathering and raveling.

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

Figure 3-1 provides the PCI distribution by rating category for Immokalee Regional Airport.

## Figure 3-1: Network PCI Distribution by Rating Category




## Figure 3-1a: Condition Rating Summary

| Condition Rating | Total Area ($ft^2$) | Percent |
|---|---|---|
| Good | 253,084 | 10% |
| Satisfactory | 90,370 | 3% |
| Fair | 31,500 | 1% |
| Poor | 0 | 0% |
| Very Poor | 1,857,643 | 72% |
| Serious | 346,000 | 13% |
| Failed | 15,000 | 1% |

Approximately 13% of the network is in Good and Satisfactory condition while 14% of the network is in Serious and Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

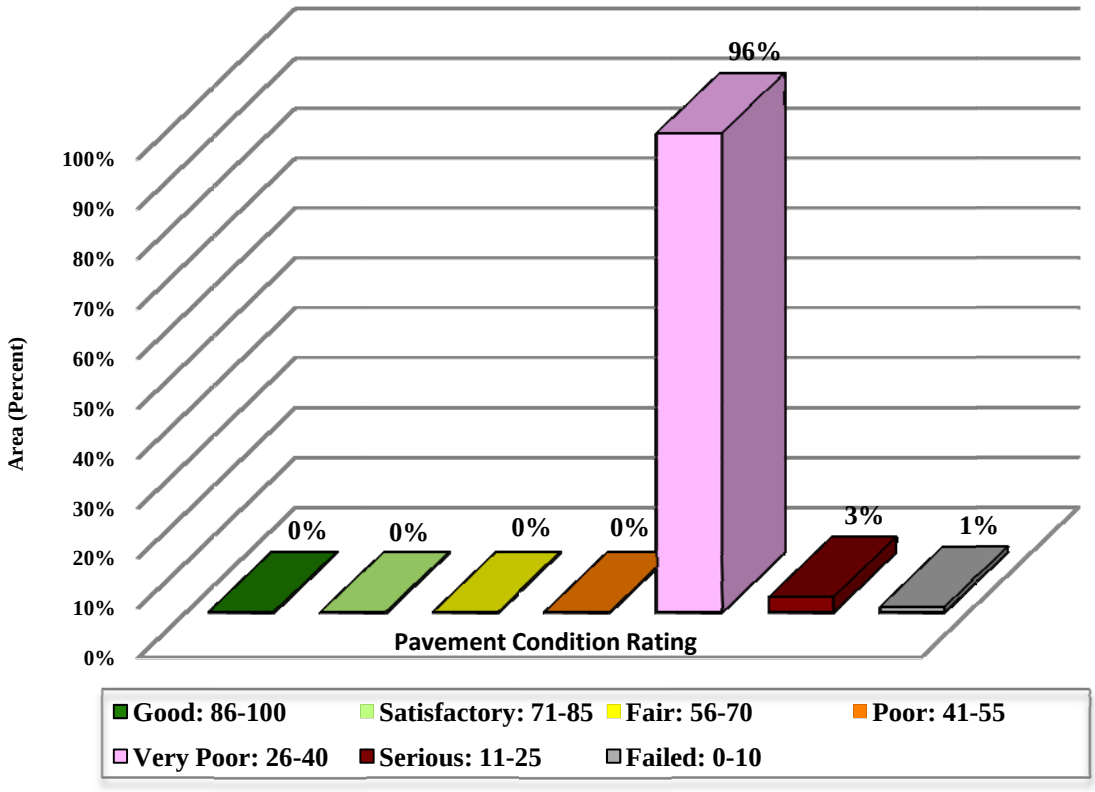
## Table 3-3: Condition by Pavement Use

| Use | Area-Weighted PCI | Condition Rating |
|---|---|---|
| Runway | 28 | Very Poor |
| Taxiway | 37 | Very Poor |
| Apron | 86 | Good |
| **All (Weighted)** | **36** | **Very Poor** |

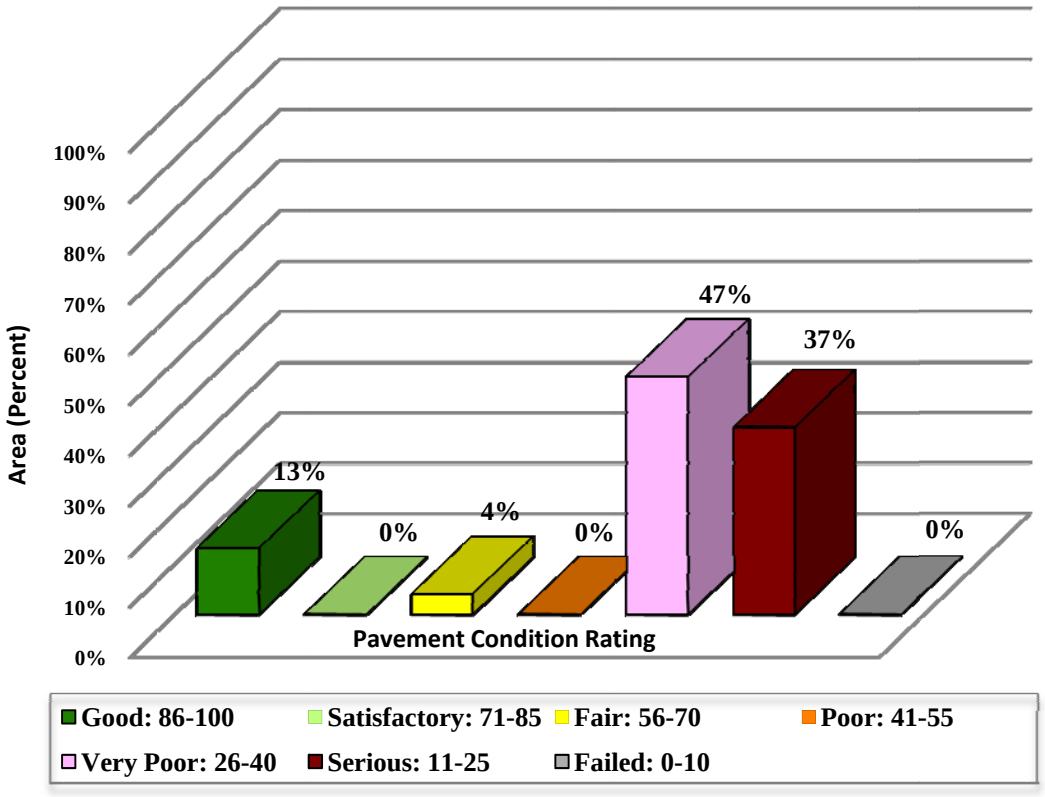
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

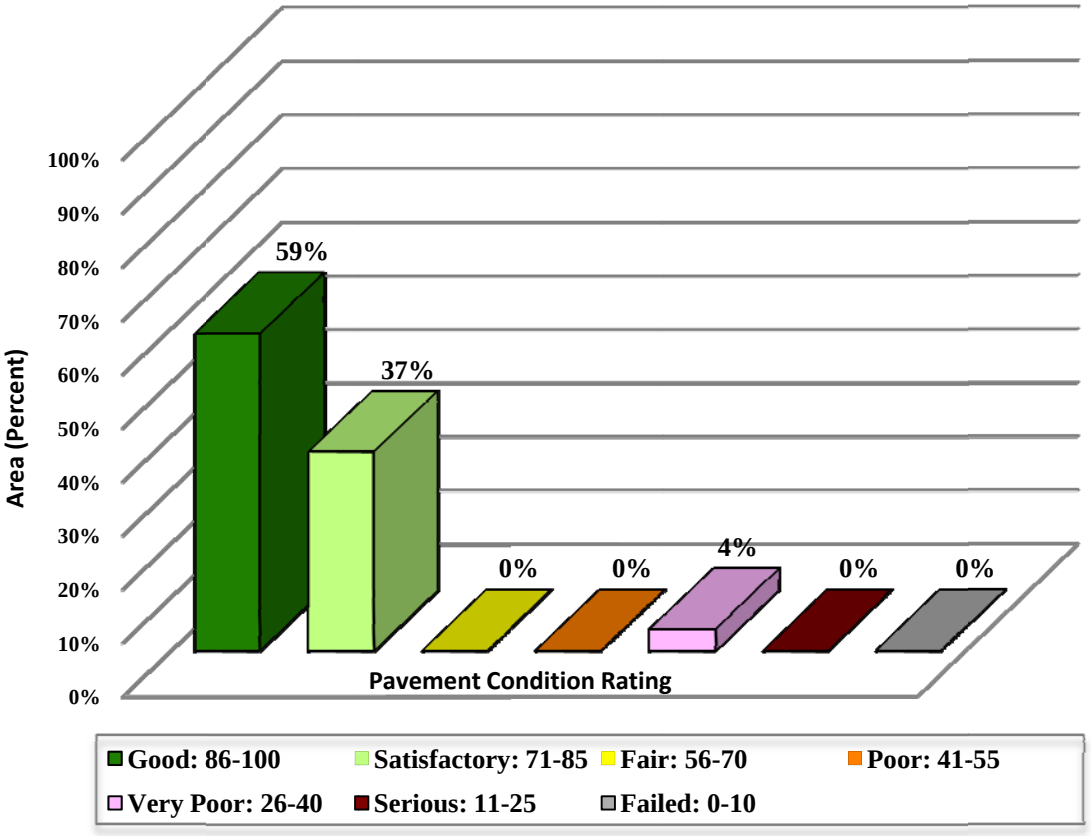
### (a) Runway



**(b) Taxiway**


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
13%
0%
4%
0%
47%
37%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

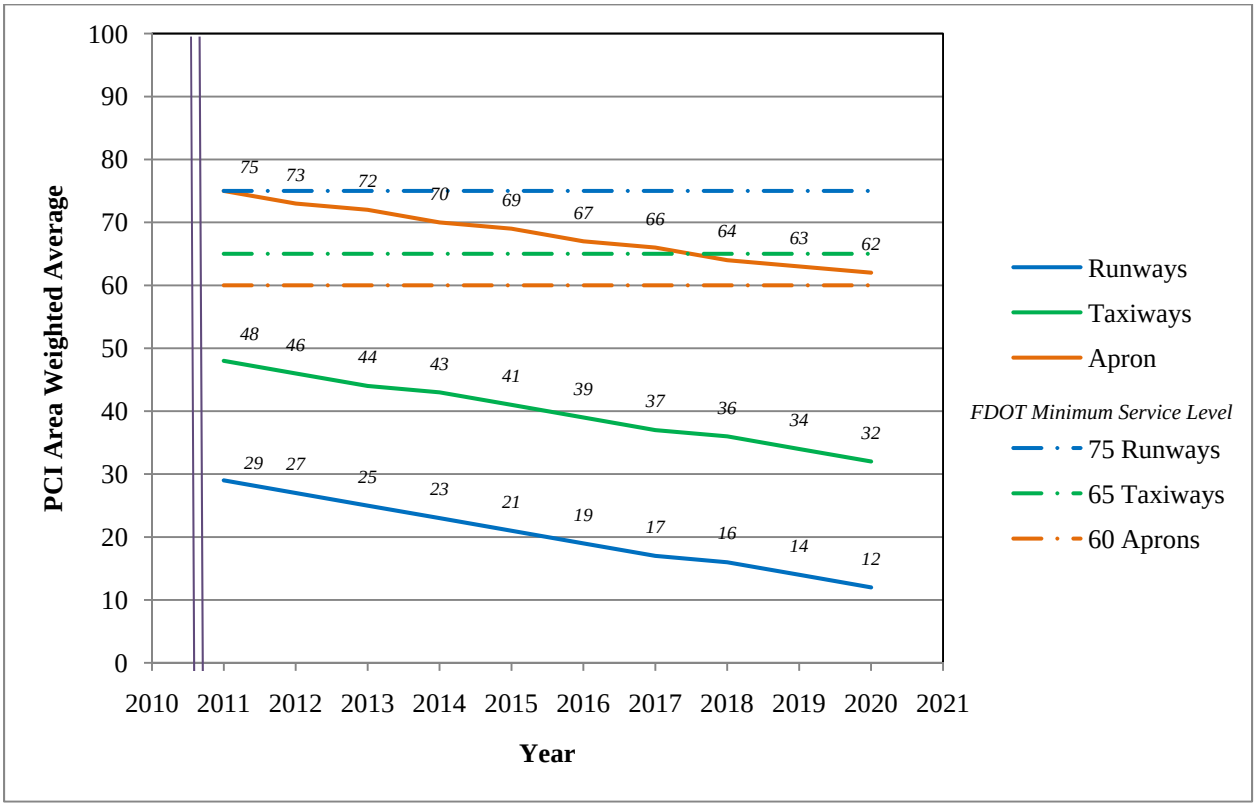
## (c) Apron


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
59%
37%
0%
0%
4%
0%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

## 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 Immokalee Regional Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum service level for General Aviation (GA) airports.

**Figure 4-1: Predicted PCI by Pavement Use**




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

# 5. MAINTENANCE POLICIES AND COSTS

## 5.1 Policies

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

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

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

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

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

## Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

## Table 5-2: Critical PCI for General Aviation Airports

| Use | Critical PCI |
|---|---|
| Runway | 65 |
| Taxiway | 65 |
| Apron | 65 |

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

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

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

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

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

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

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

### 5.2 Unit Costs

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

### 5.3 M&R Activities

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

## Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

## 6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

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

## Table 6-1: Summary of Immediate Major M&R Needs

| Project Year | Branch Name | Section ID | Surface Type | Section Area ($ft^2$) | Major M&R Costs* | PCI Before M&R | M&R Activity | PCI After M&R |
|---|---|---|---|---|---|---|---|---|
| 2011 | Crop Apron | 4105 | AC | 10,000 | $70,230.01 | 39 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6105 | PCC | 30,000 | $408,600.13 | 27 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6110 | PCC | 15,000 | $204,300.07 | 30 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6115 | AC | 422,500 | $5,754,451.87 | 28 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6120 | AC | 211,250 | $2,877,225.93 | 29 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6125 | PCC | 30,000 | $408,600.13 | 17 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6130 | PCC | 15,000 | $204,300.07 | 23 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6305 | PCC | 15,000 | $138,330.04 | 36 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6310 | PCC | 35,000 | $348,425.09 | 35 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6325 | PCC | 35,000 | $476,700.15 | 30 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6330 | PCC | 15,000 | $171,315.06 | 33 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6205 | PCC | 15,000 | $204,300.07 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6210 | PCC | 7,500 | $102,150.03 | 25 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6215 | AC | 420,500 | $5,727,211.86 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6220 | AC | 210,250 | $2,863,605.93 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6225 | PCC | 30,000 | $408,600.13 | 26 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6230 | PCC | 15,000 | $204,300.07 | 4 | Reconstruction | 100 |
| 2011 | Taxiway Alpha | 205 | AC | 277,550 | $3,780,232.23 | 25 | Reconstruction | 100 |
| 2011 | Taxiway Alpha 1 | 210 | AC | 23,450 | $319,389.10 | 26 | Reconstruction | 100 |
| 2011 | Taxiway Alpha 2 | 220 | AC | 23,450 | $319,389.10 | 22 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 105 | AC | 117,050 | $1,594,221.52 | 26 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 110 | AC | 132,650 | $1,417,763.62 | 34 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 115 | AC | 10,000 | $114,210.04 | 33 | Reconstruction | 100 |
| 2011 | Taxiway Bravo 1 | 405 | AC | 33,000 | $352,704.10 | 34 | Reconstruction | 100 |
| 2011 | Taxiway Bravo 1 | 410 | AC | 69,493 | $946,494.97 | 28 | Reconstruction | 100 |
| | | | | **Total** | **$29,417,051.32** | **28** | | **100** |

* Costs are adjusted for inflation.

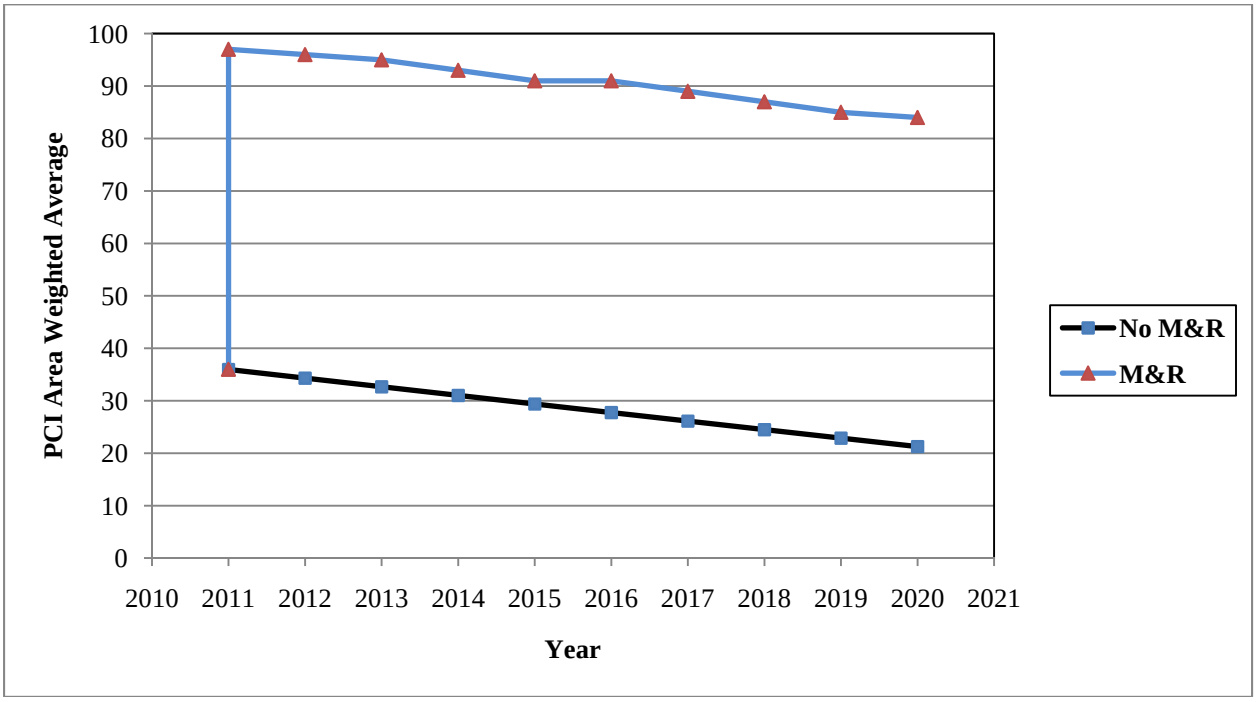
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-2 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

## Table 6-2: Summary of Year 1 Maintenance Activities

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| Apron to Hangars | AP HANG | 4405 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 300.00 | SqFt | $0.40 | $120.00 |
| Apron Run-up RW 36 | AP RU RW36 | 4305 | OIL SPILLAGE | N | Patching - AC Shallow | 48.10 | SqFt | $2.90 | $139.37 |
| Apron Run-up RW 36 | AP RU RW36 | 4305 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 484.80 | SqFt | $0.40 | $193.94 |
| Apron Run-up RW 36 | AP RU RW36 | 4315 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 2,812.80 | SqFt | $0.40 | $1,125.12 |
| Apron Run-up RW 36 | AP RU RW36 | 4315 | OIL SPILLAGE | N | Patching - AC Shallow | 38.30 | SqFt | $2.90 | $110.94 |
| South Apron and Fueling Ramps | AP S | 4205 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 2,800.00 | SqFt | $0.40 | $1,120.00 |
| South Apron and Fueling Ramps | AP S | 4210 | L & T CR | M | Crack Sealing - AC | 559.00 | Ft | $2.25 | $1,257.71 |
| South Apron and Fueling Ramps | AP S | 4210 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 19,045.00 | SqFt | $0.40 | $7,618.07 |
| Taxiway Charlie | TW C | 310 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 569.90 | SqFt | $0.40 | $227.96 |
| Taxiway Charlie | TW C | 315 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 47.50 | SqFt | $0.40 | $19.00 |
| Taxiway to Crop Apron | TW TO AP | 305 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 22,049.80 | SqFt | $0.40 | $8,820.00 |
| Taxiway to Crop Apron | TW TO AP | 305 | L & T CR | M | Crack Sealing - AC | 91.40 | Ft | $2.25 | $205.59 |
| | | | | | | | | **Total =** | $20,957.70 |

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 36 in 2011 to 21 in ten years if no M&R activities are performed.
- The PCI will remain at or above 84 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 84 with this scenario is 63 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $29.7 million.

## 7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

| Year | Preventative | Major M&R | Total Year Cost |
|---|---|---|---|
| 2011 | $20,957.69 | $29,417,051.31 | $29,438,009.00 |
| 2012 | $29,447.90 | $0.00 | $29,447.90 |
| 2013 | $26,966.46 | $86,921.18 | $113,887.64 |
| 2014 | $35,170.20 | $0.00 | $35,170.20 |
| 2015 | $42,660.34 | $0.00 | $42,660.34 |
| 2016 | $43,064.93 | $171,691.73 | $214,756.66 |
| 2017 | $56,853.78 | $0.00 | $56,853.78 |
| 2018 | $89,850.10 | $0.00 | $89,850.10 |
| 2019 | $153,829.30 | $0.00 | $153,829.30 |
| 2020 | $195,910.68 | $0.00 | $195,910.68 |
| **Total** | **$694,711.38** | **$29,675,664.22** | **$30,370,375.60** |

Note: Costs are adjusted for inflation.

Approximately 99% of the total Major M&R cost is required in the first year (2011). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Crop Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Runway 18-36** – Reconstruction of PCC pavement per the FAA P-501 Specification and Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Runway 4-22** – Reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 9-27** – Reconstruction of PCC pavement per the FAA P-501 Specification and Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.

- **Taxiway Alpha 1** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Alpha 2** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Bravo** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Bravo 1** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.

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

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

# 8. VISUAL AIDS

## 8.1 System Inventory and Network Definition Drawings

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

## 8.2 Condition Map

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

## 8.3 10-Year M&R Map

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

## 8.4 Photographs

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

## 9. RECOMMENDATIONS

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

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

- **Crop Apron** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Runway 18-36** – Reconstruction of PCC pavement per the FAA P-501 Specification and Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Runway 4-22** – Reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 9-27** – Reconstruction of PCC pavement per the FAA P-501 Specification and Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Alpha 1** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Alpha 2** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Bravo** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Bravo 1** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.

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

# APPENDIX A

**NETWORK DEFINITION MAP**

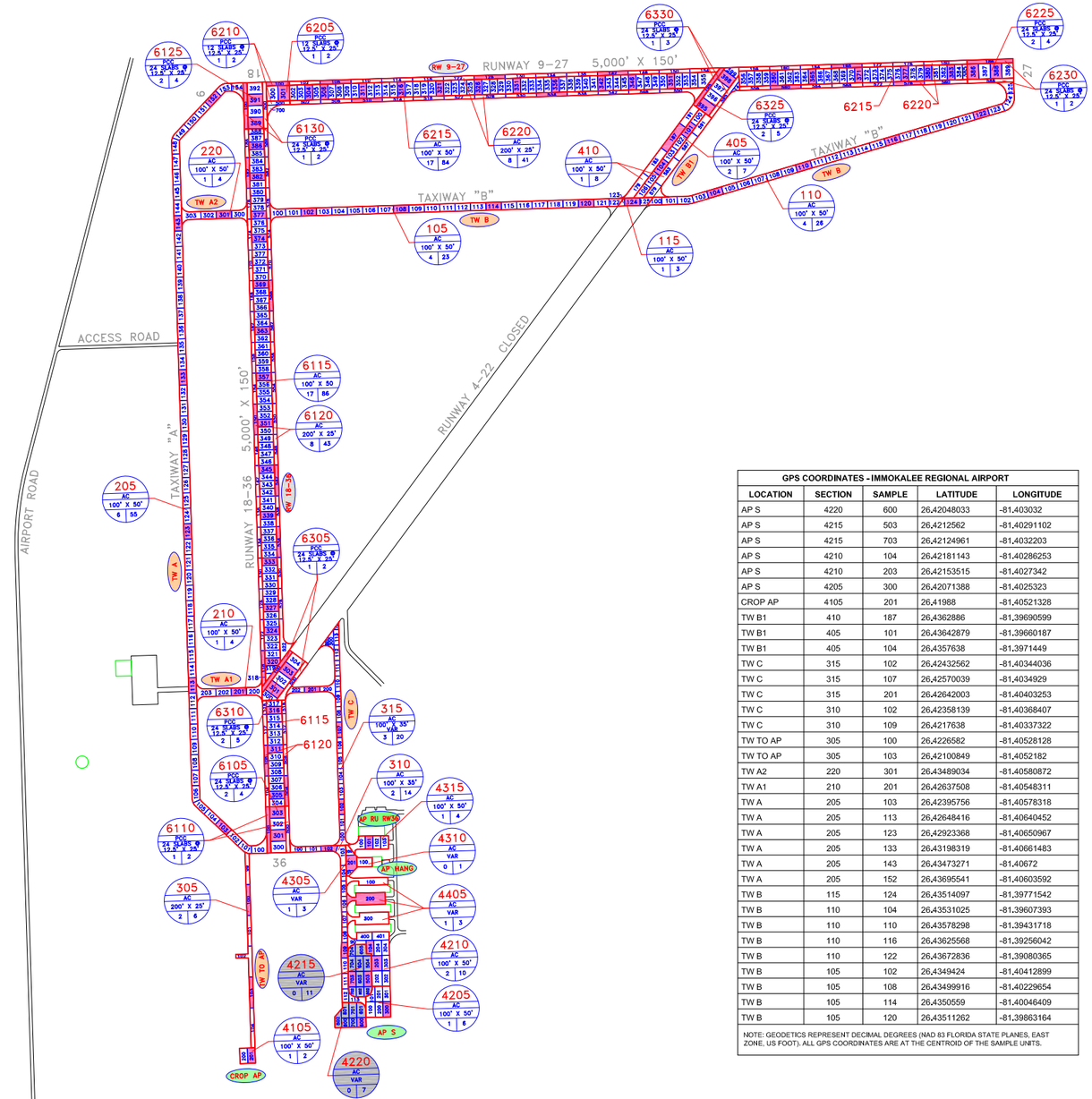
**SYSTEM INVENTORY MAP**

**PAVEMENT INVENTORY TABLE**

**WORK HISTORY REPORT**

| GPS COORDINATES - IMMOKALEE REGIONAL AIRPORT | | | | |
|---|---|---|---|---|
| LOCATION | SECTION | SAMPLE | LATITUDE | LONGITUDE |
| RW 4-22 | 6330 | 195 | 26,43720341 | -81,39620496 |
| RW 4-22 | 6325 | 395 | 26,4368444 | -81,39626248 |
| RW 4-22 | 6325 | 398 | 26,43734313 | -81,39585521 |
| RW 4-22 | 6310 | 301 | 26,42641908 | -81,40477496 |
| RW 4-22 | 6310 | 303 | 26,42675159 | -81,40450349 |
| RW 4-22 | 6305 | 100 | 26,42674322 | -81,4047452 |
| RW 9-27 | 6230 | 186 | 26,43766676 | -81,39063222 |
| RW 9-27 | 6225 | 386 | 26,4374843 | -81,39096926 |
| RW 9-27 | 6225 | 388 | 26,43749845 | -81,39051114 |
| RW 9-27 | 6220 | 106 | 26,43726542 | -81,40360624 |
| RW 9-27 | 6220 | 126 | 26,43736 | -81,4005521 |
| RW 9-27 | 6220 | 142 | 26,43743562 | -81,39810879 |
| RW 9-27 | 6220 | 168 | 26,437579 | -81,39347258 |
| RW 9-27 | 6220 | 510 | 26,43694065 | -81,40298228 |
| RW 9-27 | 6220 | 534 | 26,43705413 | -81,39931732 |
| RW 9-27 | 6220 | 560 | 26,43719754 | -81,39468113 |
| RW 9-27 | 6220 | 576 | 26,43727306 | -81,39223782 |
| RW 9-27 | 6215 | 304 | 26,43707701 | -81,40413415 |
| RW 9-27 | 6215 | 306 | 26,43708647 | -81,40382873 |
| RW 9-27 | 6215 | 311 | 26,43711013 | -81,4030652 |
| RW 9-27 | 6215 | 316 | 26,43713378 | -81,40230167 |
| RW 9-27 | 6215 | 321 | 26,43715742 | -81,40153813 |
| RW 9-27 | 6215 | 326 | 26,43718106 | -81,4007746 |
| RW 9-27 | 6215 | 331 | 26,4372047 | -81,40001107 |
| RW 9-27 | 6215 | 336 | 26,43722833 | -81,39924753 |
| RW 9-27 | 6215 | 342 | 26,43725669 | -81,39833129 |
| RW 9-27 | 6215 | 346 | 26,43727559 | -81,39772046 |
| RW 9-27 | 6215 | 351 | 26,43729921 | -81,39695693 |
| RW 9-27 | 6215 | 360 | 26,4373623 | -81,39491675 |
| RW 9-27 | 6215 | 365 | 26,43738591 | -81,39415321 |
| RW 9-27 | 6215 | 371 | 26,43741423 | -81,39323697 |
| RW 9-27 | 6215 | 377 | 26,43744255 | -81,39232072 |
| RW 9-27 | 6215 | 380 | 26,4374567 | -81,3918626 |
| RW 9-27 | 6215 | 383 | 26,43747086 | -81,39140448 |
| RW 9-27 | 6210 | 100 | 26,43722993 | -81,40475154 |
| RW 9-27 | 6205 | 301 | 26,43706163 | -81,40463044 |
| RW 18-36 | 6130 | 100 | 26,43683176 | -81,40538609 |
| RW 18-36 | 6125 | 390 | 26,43652835 | -81,40518338 |
| RW 18-36 | 6125 | 392 | 26,43694078 | -81,40519915 |
| RW 18-36 | 6120 | 108 | 26,4251463 | -81,40493929 |
| RW 18-36 | 6120 | 118 | 26,42679682 | -81,40500477 |
| RW 18-36 | 6120 | 150 | 26,43123649 | -81,40517214 |
| RW 18-36 | 6120 | 182 | 26,43563572 | -81,40534035 |
| RW 18-36 | 6120 | 504 | 26,42460823 | -81,40453654 |
| RW 18-36 | 6120 | 534 | 26,42904871 | -81,4047063 |
| RW 18-36 | 6120 | 542 | 26,43014851 | -81,40474834 |
| RW 18-36 | 6120 | 566 | 26,43344794 | -81,40487449 |
| RW 18-36 | 6115 | 305 | 26,42453358 | -81,40472478 |
| RW 18-36 | 6115 | 311 | 26,42535843 | -81,40475631 |
| RW 18-36 | 6115 | 316 | 26,42604581 | -81,40478259 |
| RW 18-36 | 6115 | 320 | 26,42691482 | -81,40482236 |
| RW 18-36 | 6115 | 324 | 26,42746182 | -81,40483672 |
| RW 18-36 | 6115 | 327 | 26,42787424 | -81,40485249 |
| RW 18-36 | 6115 | 333 | 26,4286991 | -81,40488403 |
| RW 18-36 | 6115 | 339 | 26,42952396 | -81,40491556 |
| RW 18-36 | 6115 | 345 | 26,43034881 | -81,4049471 |
| RW 18-36 | 6115 | 351 | 26,43117367 | -81,40497864 |
| RW 18-36 | 6115 | 357 | 26,43199852 | -81,40501017 |
| RW 18-36 | 6115 | 363 | 26,43282338 | -81,40504171 |
| RW 18-36 | 6115 | 369 | 26,43364823 | -81,40507325 |
| RW 18-36 | 6115 | 375 | 26,43447309 | -81,40510479 |
| RW 18-36 | 6115 | 378 | 26,43488552 | -81,40512056 |
| RW 18-36 | 6115 | 383 | 26,4355729 | -81,40514684 |
| RW 18-36 | 6115 | 387 | 26,4361228 | -81,40516787 |
| RW 18-36 | 6110 | 100 | 26,42390902 | -81,40489199 |
| RW 18-36 | 6105 | 301 | 26,42381183 | -81,40469719 |
| RW 18-36 | 6105 | 303 | 26,42422425 | -81,40471295 |
| AP HANG | 4405 | 200 | 26,42268415 | -81,40301142 |
| AP RU RW36 | 4315 | 101 | 26,42368902 | -81,40289286 |
| AP RU RW36 | 4305 | 201 | 26,42332916 | -81,403249 |

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




| GPS COORDINATES - IMMOKALEE REGIONAL AIRPORT | | | | |
|---|---|---|---|---|
| LOCATION | SECTION | SAMPLE | LATITUDE | LONGITUDE |
| AP S | 4220 | 600 | 26,42048033 | -81,403032 |
| AP S | 4215 | 503 | 26,4212562 | -81,40291102 |
| AP S | 4215 | 703 | 26,42124961 | -81,4032203 |
| AP S | 4210 | 104 | 26,42181143 | -81,40286253 |
| AP S | 4210 | 203 | 26,42153515 | -81,4027342 |
| AP S | 4205 | 300 | 26,42071388 | -81,4025323 |
| CROP AP | 4105 | 201 | 26,41988 | -81,40521328 |
| TW B1 | 410 | 187 | 26,4362886 | -81,39690599 |
| TW B1 | 405 | 101 | 26,43642879 | -81,39660187 |
| TW B1 | 405 | 104 | 26,4357638 | -81,3971449 |
| TW C | 315 | 102 | 26,42432562 | -81,40344036 |
| TW C | 315 | 107 | 26,42570039 | -81,4034929 |
| TW C | 315 | 201 | 26,42642003 | -81,40403253 |
| TW C | 310 | 102 | 26,42358139 | -81,40368407 |
| TW C | 310 | 109 | 26,4217638 | -81,40337322 |
| TW TO AP | 305 | 100 | 26,4226582 | -81,40528128 |
| TW TO AP | 305 | 103 | 26,42100849 | -81,4052182 |
| TW A2 | 220 | 301 | 26,43489034 | -81,40580872 |
| TW A1 | 210 | 201 | 26,42637508 | -81,40548311 |
| TW A | 205 | 103 | 26,42395756 | -81,40578318 |
| TW A | 205 | 113 | 26,42648416 | -81,40640452 |
| TW A | 205 | 123 | 26,42923368 | -81,40650967 |
| TW A | 205 | 133 | 26,43198319 | -81,40661483 |
| TW A | 205 | 143 | 26,43473271 | -81,40672 |
| TW A | 205 | 152 | 26,43695541 | -81,40603592 |
| TW B | 115 | 124 | 26,43514097 | -81,39771542 |
| TW B | 110 | 104 | 26,43531025 | -81,39607393 |
| TW B | 110 | 110 | 26,43578298 | -81,39431718 |
| TW B | 110 | 116 | 26,43625568 | -81,39256042 |
| TW B | 110 | 122 | 26,43672836 | -81,39080365 |
| TW B | 105 | 102 | 26,4349424 | -81,40412899 |
| TW B | 105 | 108 | 26,43499916 | -81,40229654 |
| TW B | 105 | 114 | 26,4350559 | -81,40046409 |
| TW B | 105 | 120 | 26,43511262 | -81,39863164 |

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

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

## 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
- 605 (AC, 100' x 50', VAR, 1, 8) — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

**TOTAL SAMPLES INSPECTED = 104**

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

| NUMBER | DATE | REVISIONS |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

DESIGNED: ELT | DRAWN: BAL | CHECKED: DRB | DATE: APRIL 2011

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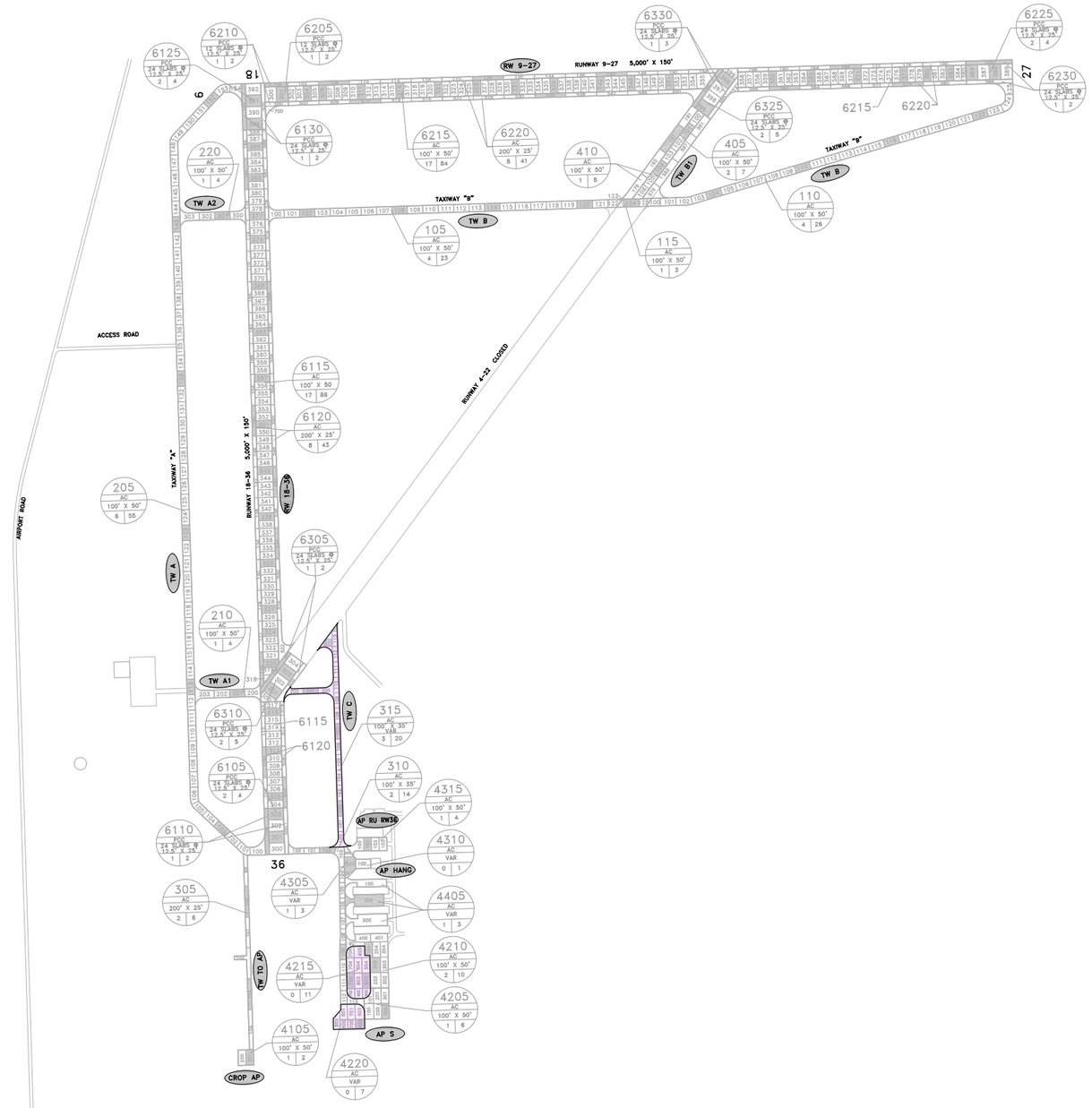
NETWORK DEFINITION MAP

# IMMOKALEE REGIONAL AIRPORT
## COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: IMM
FDOT DISTRICT: 1




NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

## CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

| CONSTRUCTION YEAR | LOCATION | WORK TYPE / PAVEMENT SECTION |
|---|---|---|
| 2006 | APRON | EXPANSION |
| 2006 | TAXIWAY CHARLIE | PAVEMENT REHABILITATION |

## LEGEND

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

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

| NUMBER | DATE | REVISIONS |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

| DESIGNED: | ELT | DRAWN: | BAL | CHECKED: | DRB | DATE: | APRIL 2011 |
|---|---|---|---|---|---|---|---|

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SYSTEM INVENTORY MAP

# IMMOKALEE REGIONAL AIRPORT
# COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: IMM

FDOT DISTRICT: 1

# Table A-1: Pavement Inventory

| Branch Name | Branch ID | Branch Use | Section ID | Length (ft) | Width (ft) | True Area ($ft^2$) | Section Rank | Surface Type | Last Const. Date | Last Insp. Date | Total Samples |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Apron to Hangars | AP HANG | APRON | 4405 | 900 | 25 | 22,500 | P | AC | 1/1/1998 | 3/28/2011 | 4 |
| Apron Run-up RW 36 | AP RU RW36 | APRON | 4305 | 150 | 50 | 8,000 | P | AC | 1/1/1998 | 3/28/2011 | 1 |
| Apron Run-up RW 36 | AP RU RW36 | APRON | 4310 | 80 | 66 | 6,309 | P | AC | 1/1/2001 | 3/28/2011 | 1 |
| Apron Run-up RW 36 | AP RU RW36 | APRON | 4315 | 185 | 86 | 18,752 | N | AC | 1/1/2002 | 3/28/2011 | 1 |
| South Apron and Fueling Ramps | AP S | APRON | 4205 | 140 | 200 | 28,000 | P | AC | 1/1/1997 | 3/28/2011 | 5 |
| South Apron and Fueling Ramps | AP S | APRON | 4210 | 216 | 355 | 63,618 | P | AC | 1/1/1998 | 3/28/2011 | 5 |
| South Apron and Fueling Ramps | AP S | APRON | 4215 | 340 | 160 | 54,400 | P | AC | 7/31/2007 | 3/28/2011 | 11 |
| South Apron and Fueling Ramps | AP S | APRON | 4220 | 180 | 200 | 36,000 | P | AC | 7/31/2007 | 3/28/2011 | 7 |
| Crop Apron | CROP AP | APRON | 4105 | 100 | 100 | 10,000 | P | AC | 1/1/1987 | 3/28/2011 | 2 |
| Runway 18-36 | RW 18-36 | RUNWAY | 6105 | 300 | 100 | 30,000 | P | PCC | 1/1/1942 | 3/28/2011 | 6 |
| Runway 18-36 | RW 18-36 | RUNWAY | 6110 | 600 | 25 | 15,000 | P | PCC | 1/1/1942 | 3/28/2011 | 3 |
| Runway 18-36 | RW 18-36 | RUNWAY | 6115 | 4,225 | 100 | 422,500 | P | AC | 1/1/1942 | 3/28/2011 | 106 |
| Runway 18-36 | RW 18-36 | RUNWAY | 6120 | 8,450 | 25 | 211,250 | P | AC | 1/1/1942 | 3/28/2011 | 53 |
| Runway 18-36 | RW 18-36 | RUNWAY | 6125 | 300 | 100 | 30,000 | P | PCC | 1/1/1942 | 3/28/2011 | 6 |
| Runway 18-36 | RW 18-36 | RUNWAY | 6130 | 600 | 25 | 15,000 | P | PCC | 1/1/1942 | 3/28/2011 | 3 |
| Runway 4-22 | RW 4-22 | RUNWAY | 6305 | 600 | 25 | 15,000 | S | PCC | 1/1/1942 | 3/28/2011 | 1 |
| Runway 4-22 | RW 4-22 | RUNWAY | 6310 | 350 | 100 | 35,000 | S | PCC | 1/1/1942 | 3/28/2011 | 3 |
| Runway 4-22 | RW 4-22 | RUNWAY | 6325 | 350 | 100 | 35,000 | S | PCC | 1/1/1942 | 3/28/2011 | 3 |
| Runway 4-22 | RW 4-22 | RUNWAY | 6330 | 600 | 25 | 15,000 | S | PCC | 1/1/1942 | 3/28/2011 | 1 |
| Runway 9-27 | RW 9-27 | RUNWAY | 6205 | 150 | 100 | 15,000 | S | PCC | 1/1/1942 | 3/28/2011 | 3 |
| Runway 9-27 | RW 9-27 | RUNWAY | 6210 | 300 | 25 | 7,500 | S | PCC | 1/1/1942 | 3/28/2011 | 1 |
| Runway 9-27 | RW 9-27 | RUNWAY | 6215 | 4,205 | 100 | 420,500 | S | AC | 1/1/1942 | 3/28/2011 | 105 |
| Runway 9-27 | RW 9-27 | RUNWAY | 6220 | 8,410 | 25 | 210,250 | S | AC | 1/1/1942 | 3/28/2011 | 53 |

## Table A-1: Pavement Inventory (Continued)

| Branch Name | Branch ID | Branch Use | Section ID | Length (ft) | Width (ft) | True Area ($ft^2$) | Section Rank | Surface Type | Last Const. Date | Last Insp. Date | Total Samples |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Runway 9-27 | RW 9-27 | RUNWAY | 6225 | 300 | 100 | 30,000 | S | PCC | 1/1/1942 | 3/28/2011 | 6 |
| Runway 9-27 | RW 9-27 | RUNWAY | 6230 | 600 | 25 | 15,000 | S | PCC | 1/1/1942 | 3/28/2011 | 3 |
| Taxiway Alpha | TW A | TAXIWAY | 205 | 5,551 | 50 | 277,550 | P | AC | 1/1/1942 | 3/28/2011 | 69 |
| Taxiway Alpha 1 | TW A1 | TAXIWAY | 210 | 469 | 50 | 23,450 | P | AC | 1/1/1942 | 3/28/2011 | 6 |
| Taxiway Alpha 2 | TW A2 | TAXIWAY | 220 | 469 | 50 | 23,450 | P | AC | 1/1/1942 | 3/28/2011 | 6 |
| Taxiway Bravo | TW B | TAXIWAY | 105 | 2,341 | 50 | 117,050 | P | AC | 1/1/1942 | 3/28/2011 | 29 |
| Taxiway Bravo | TW B | TAXIWAY | 110 | 2,653 | 50 | 132,650 | P | AC | 1/1/1942 | 3/28/2011 | 33 |
| Taxiway Bravo | TW B | TAXIWAY | 115 | 200 | 50 | 10,000 | P | AC | 1/1/1942 | 3/28/2011 | 3 |
| Taxiway Bravo 1 | TW B1 | TAXIWAY | 405 | 660 | 50 | 33,000 | P | AC | 1/1/1942 | 3/28/2011 | 4 |
| Taxiway Bravo 1 | TW B1 | TAXIWAY | 410 | 1,270 | 50 | 69,493 | P | AC | 1/1/1942 | 3/28/2011 | 1 |
| Taxiway Charlie | TW C | TAXIWAY | 310 | 1,600 | 35 | 56,000 | S | AC | 1/1/1998 | 3/28/2011 | 14 |
| Taxiway Charlie | TW C | TAXIWAY | 315 | 1,425 | 35 | 49,875 | S | AC | 1/1/2007 | 3/28/2011 | 18 |
| Taxiway to Crop Apron | TW TO AP | TAXIWAY | 305 | 1,260 | 25 | 31,500 | T | AC | 1/1/1987 | 3/28/2011 | 8 |

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

Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Section 4310 was not inspected due to obstruction.

**Network:** IMM **Branch:** AP HANG (APRON TO HANGARS) **Section:** 4405 **Surface:** AC
**L.C.D.:** 01/01/1998 **Use:** APRON **Rank:** P **Length:** 900.00 Ft **Width:** 25.00 Ft **True Area:** 22,500.00 SqF

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

**Network:** IMM **Branch:** AP RU RW36 (APRON RUN-UP RW 36) **Section:** 4305 **Surface:** AC
**L.C.D.:** 01/01/1998 **Use:** APRON **Rank:** P **Length:** 150.00 Ft **Width:** 50.00 Ft **True Area:** 8,000.00 SqF

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

**Network:** IMM **Branch:** AP RU RW36 (APRON RUN-UP RW 36) **Section:** 4310 **Surface:** AC
**L.C.D.:** 01/01/2001 **Use:** APRON **Rank:** P **Length:** 80.00 Ft **Width:** 66.00 Ft **True Area:** 6,309.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/2001 | NC-AC | New Construction - AC | $0 | 0.00 | True | |

**Network:** IMM **Branch:** AP RU RW36 (APRON RUN-UP RW 36) **Section:** 4315 **Surface:** AC
**L.C.D.:** 01/01/2002 **Use:** APRON **Rank:** N **Length:** 185.00 Ft **Width:** 86.00 Ft **True Area:** 18,752.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/2002 | NC-AC | New Construction - AC | $0 | 0.00 | True | |

**Network:** IMM **Branch:** AP S (SOUTH APRON AND FUELING RAMPS) **Section:** 4205 **Surface:** AC
**L.C.D.:** 01/01/1997 **Use:** APRON **Rank:** P **Length:** 140.00 Ft **Width:** 200.00 Ft **True Area:** 28,000.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1997 | IMPORTED | BUILT | | | True | 1997 AC PAVEMENT |

**Network:** IMM **Branch:** AP S (SOUTH APRON AND FUELING RAMPS) **Section:** 4210 **Surface:** AC
**L.C.D.:** 01/01/1998 **Use:** APRON **Rank:** P **Length:** 216.00 Ft **Width:** 355.00 Ft **True Area:** 63,618.00 SqF

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

**Network:** IMM **Branch:** AP S (SOUTH APRON AND FUELING RAMPS) **Section:** 4215 **Surface:** AC
**L.C.D.:** 07/31/2007 **Use:** APRON **Rank:** P **Length:** 340.00 Ft **Width:** 160.00 Ft **True Area:** 54,400.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 07/31/2007 | INITIAL | Initial Construction | $0 | 0.00 | True | |

**Network:** IMM **Branch:** AP S (SOUTH APRON AND FUELING RAMPS) **Section:** 4220 **Surface:** AC
**L.C.D.:** 07/31/2007 **Use:** APRON **Rank:** P **Length:** 180.00 Ft **Width:** 200.00 Ft **True Area:** 36,000.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 07/31/2007 | INITIAL | Initial Construction | $0 | 0.00 | True | |

**Network:** IMM **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4105 **Surface:** AC
**L.C.D.:** 01/01/1987 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 10,000.00 SqF

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

**Network:** IMM **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6105 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30.000.00 SqF

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

**Network:** IMM **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6110 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15.000.00 SqF

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

**Network:** IMM **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6115 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 4.225.00 Ft **Width:** 100.00 Ft **True Area:** 422.500.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | OVERLAY | | 2.00 | True | ? PAVEMENT SECTION IS 2" AC ON 8" BASE? |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |
| 01/01/1942 | IMPORTED | BUILT | | | True | *EMULSION SEAL - RECENT SEAL - REDUCES SEVERITY OF RAVELING |

**Network:** IMM **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6120 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 8.450.00 Ft **Width:** 25.00 Ft **True Area:** 211.250.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? PAVEMENT SECTION IS 2" AC ON 8" BASE? |

**Network:** IMM **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6125 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30.000.00 SqF

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

**Network:** IMM **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6130 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15.000.00 SqF

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

**Network:** IMM **Branch:** RW 4-22 (RUNWAY 4-22) **Section:** 6305 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15.000.00 SqF

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

**Network:** IMM **Branch:** RW 4-22 (RUNWAY 4-22) **Section:** 6310 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 35.000.00 SqF

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

**Network:** IMM **Branch:** RW 4-22 (RUNWAY 4-22) **Section:** 6325 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 35.000.00 SqF

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

**Network:** IMM **Branch:** RW 4-22 (RUNWAY 4-22) **Section:** 6330 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15.000.00 SqF

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

**Network:** IMM **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6205 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 15.000.00 SqF

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

**Network:** IMM **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6210 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 300.00 Ft **Width:** 25.00 Ft **True Area:** 7.500.00 SqF

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

**Network:** IMM **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6215 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 4.205.00 Ft **Width:** 100.00 Ft **True Area:** 420.500.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? PAVEMENT SECTION IS 2" AC ON 8" BASE? |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | EMULSION SEAL - RECENT SEAL - REDUCES SEVERITY OF RAVELING RECORDED |

**Network:** IMM **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6220 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 8.410.00 Ft **Width:** 25.00 Ft **True Area:** 210.250.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? PAVEMENT SECTION IS 2" AC ON 8" BASE? |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |

**Network:** IMM **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6225 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30.000.00 SqF

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

**Network:** IMM **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6230 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15.000.00 SqF

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

**Network:** IMM **Branch:** TW A (TAXIWAY A) **Section:** 205 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 5,551.00 Ft **Width:** 50.00 Ft **True Area:** 277,550.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? PAVEMENT SECTIONIS 2" AC ON 8" BASE? |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |

**Network:** IMM **Branch:** TW A (TAXIWAY A) **Section:** 210 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 469.00 Ft **Width:** 50.00 Ft **True Area:** 23,450.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | BUILT | | | True | ESTIMATE 1942 AC PAVEMENT |
| 01/01/1942 | IMPORTED | OVERLAY | | 2.00 | True | PAVEMENT SECTION IS 2" AC ON 8" BASE? |

**Network:** IMM **Branch:** TW A (TAXIWAY A) **Section:** 220 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 469.00 Ft **Width:** 50.00 Ft **True Area:** 23,450.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? PAVEMENT SECTION IS 2" AC ON 8" BASE? |

**Network:** IMM **Branch:** TW B (TAXIWAY B) **Section:** 105 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 2,341.00 Ft **Width:** 50.00 Ft **True Area:** 117,050.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? PAVEMENT SECTION IS 2" AC ON 8" BASE? |

**Network:** IMM **Branch:** TW B (TAXIWAY B) **Section:** 110 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 2,653.00 Ft **Width:** 50.00 Ft **True Area:** 132,650.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | OVERLAY | | | True | ESTIMATE 1942 AC PAVEMENT |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | ? 2" AC ON 8" BASE? |

**Network:** IMM **Branch:** TW B (TAXIWAY B) **Section:** 115 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,000.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | EST 1942 2" AC SURFACE ON 8" AGG BASE |

**Network:** IMM **Branch:** TW B1 (TAXIWAY B) **Section:** 405 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 660.00 Ft **Width:** 50.00 Ft **True Area:** 33,000.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | EST 1942 2" AC SURFACE ON 8" AGG BASE |

**Network:** IMM **Branch:** TW B1 (TAXIWAY B) **Section:** 410 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 1,270.00 Ft **Width:** 50.00 Ft **True Area:** 69,493.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | INITIAL | Initial Construction | $0 | 0.00 | True | |

**Network:** IMM **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AC
**L.C.D.:** 01/01/1998 **Use:** TAXIWAY **Rank:** S **Length:** 1,600.00 Ft **Width:** 35.00 Ft **True Area:** 56,000.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1998 | INITIAL | Initial Construction | $0 | 0.00 | True | |

**Network:** IMM **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
**L.C.D.:** 01/01/2007 **Use:** TAXIWAY **Rank:** S **Length:** 1,425.00 Ft **Width:** 35.00 Ft **True Area:** 49,875.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness ( in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/2007 | INITIAL | Initial Construction | $0 | 0.00 | True | |

**Network:** IMM **Branch:** TW TO AP (TAXIWAY TO CROP AP) **Section:** 305 **Surface:** AC
**L.C.D.:** 01/01/1987 **Use:** TAXIWAY **Rank:** T **Length:** 1,260.00 Ft **Width:** 25.00 Ft **True Area:** 31,500.00 SqF

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

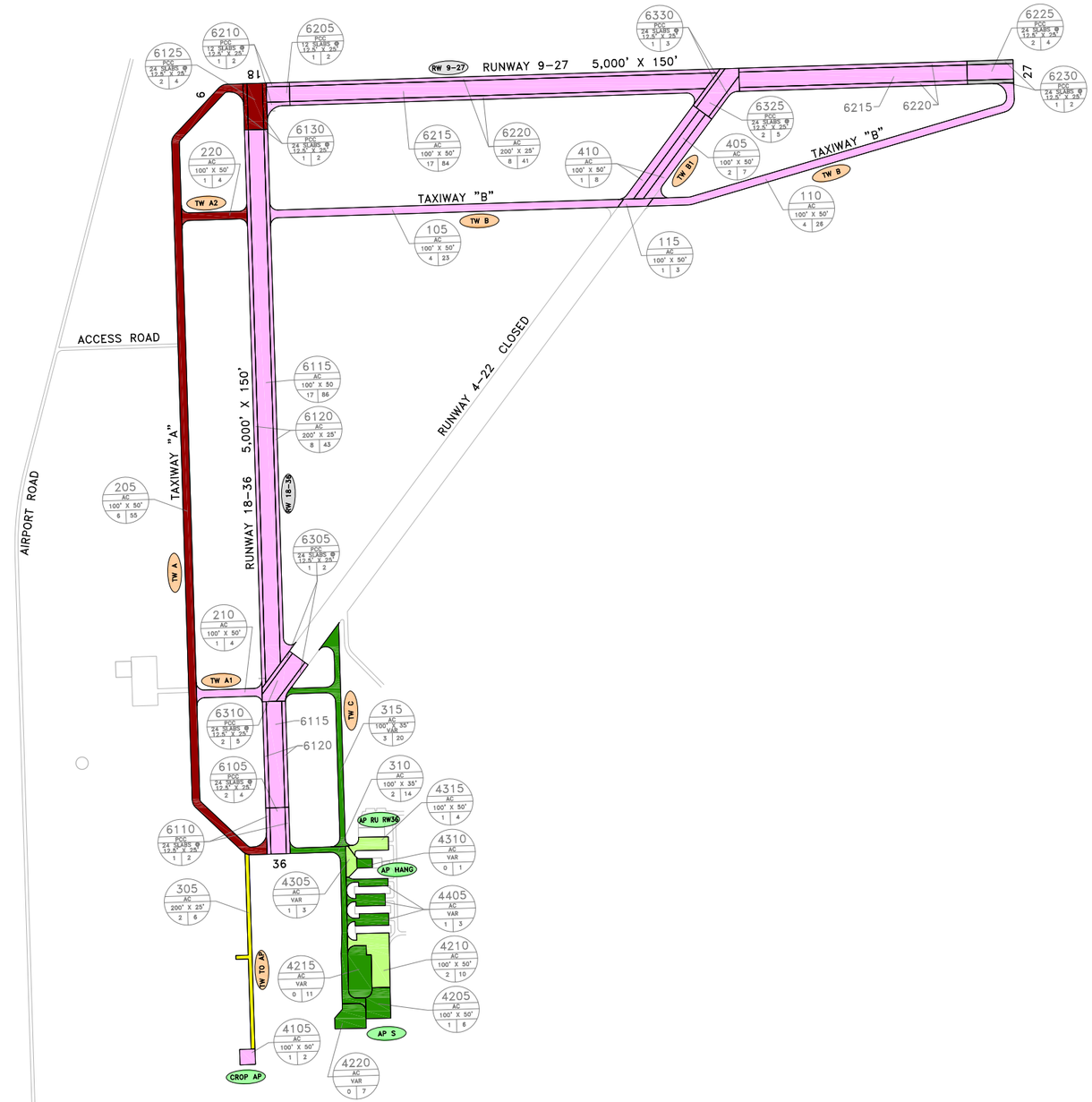
**Summary:**

| Work Description | Section Count | Area Total (SqFt) | Thickness Avg (in) | Thickness STD (in) |
|---|---|---|---|---|
| BUILT | 29 | 2,302,768.00 | 2.00 | .00 |
| Initial Construction | 5 | 265,768.00 | .00 | .00 |
| New Construction - AC | 2 | 25,061.00 | .00 | .00 |
| OVERLAY | 11 | 2,681,650.00 | 2.00 | .00 |

STD = Standard Deviation

# APPENDIX B

## 2011 CONDITION MAP
## PAVEMENT CONDITION INDEX TABLE





GRAPHIC SCALE IN FEET
0 200 400 800

## LEGEND

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

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

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

| NUMBER | DATE | REVISIONS |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

| DESIGNED: | ELT | DRAWN: | BAL | CHECKED: | DRB | DATE: | APRIL 2011 |
|---|---|---|---|---|---|---|---|

K:\IMM_Aviation\140179000\CADD\PLANSHEETS\MAP\CM0815\2015-MM-CONDITION.dwg PLOTTED: July 12, 2011 - 3:45 PM, BY: Stanford, Rex

2011 CONDITION MAP

# IMMOKALEE REGIONAL AIRPORT
# COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: IMM
FDOT DISTRICT: 1

# Table B-1: Pavement Condition Index

| Branch Name | Branch ID | Branch Use | Section ID | True Area ($ft^2$) | Section Rank | Surface Type | Total Samples Inspected | Total Samples | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| Apron to Hangars | AP HANG | APRON | 4405 | 22,500 | P | AC | 1 | 4 | 93 | Good |
| Apron Run-up RW 36 | AP RU RW36 | APRON | 4305 | 8,000 | P | AC | 1 | 1 | 85 | Satisfactory |
| Apron Run-up RW 36 | AP RU RW36 | APRON | 4310 | 6,309 | P | AC | 0 | 1 | 100 | Good |
| Apron Run-up RW 36 | AP RU RW36 | APRON | 4315 | 18,752 | N | AC | 1 | 1 | 84 | Satisfactory |
| South Apron and Fueling Ramps | AP S | APRON | 4205 | 28,000 | P | AC | 1 | 5 | 87 | Good |
| South Apron and Fueling Ramps | AP S | APRON | 4210 | 63,618 | P | AC | 2 | 5 | 72 | Satisfactory |
| South Apron and Fueling Ramps | AP S | APRON | 4215 | 54,400 | P | AC | 0 | 11 | 100 | Good |
| South Apron and Fueling Ramps | AP S | APRON | 4220 | 36,000 | P | AC | 0 | 7 | 100 | Good |
| Crop Apron | CROP AP | APRON | 4105 | 10,000 | P | AC | 1 | 2 | 39 | Very Poor |
| Runway 18-36 | RW 18-36 | RUNWAY | 6105 | 30,000 | P | PCC | 2 | 6 | 28 | Very Poor |
| Runway 18-36 | RW 18-36 | RUNWAY | 6110 | 15,000 | P | PCC | 1 | 3 | 31 | Very Poor |
| Runway 18-36 | RW 18-36 | RUNWAY | 6115 | 422,500 | P | AC | 17 | 106 | 28 | Very Poor |
| Runway 18-36 | RW 18-36 | RUNWAY | 6120 | 211,250 | P | AC | 8 | 53 | 29 | Very Poor |
| Runway 18-36 | RW 18-36 | RUNWAY | 6125 | 30,000 | P | PCC | 2 | 6 | 18 | Serious |
| Runway 18-36 | RW 18-36 | RUNWAY | 6130 | 15,000 | P | PCC | 1 | 3 | 24 | Serious |
| Runway 4-22 | RW 4-22 | RUNWAY | 6305 | 15,000 | S | PCC | 1 | 1 | 37 | Very Poor |
| Runway 4-22 | RW 4-22 | RUNWAY | 6310 | 35,000 | S | PCC | 2 | 3 | 36 | Very Poor |
| Runway 4-22 | RW 4-22 | RUNWAY | 6325 | 35,000 | S | PCC | 2 | 3 | 31 | Very Poor |
| Runway 4-22 | RW 4-22 | RUNWAY | 6330 | 15,000 | S | PCC | 1 | 1 | 34 | Very Poor |
| Runway 9-27 | RW 9-27 | RUNWAY | 6205 | 15,000 | S | PCC | 1 | 3 | 29 | Very Poor |
| Runway 9-27 | RW 9-27 | RUNWAY | 6210 | 7,500 | S | PCC | 1 | 1 | 26 | Very Poor |
| Runway 9-27 | RW 9-27 | RUNWAY | 6215 | 420,500 | S | AC | 17 | 105 | 28 | Very Poor |
| Runway 9-27 | RW 9-27 | RUNWAY | 6220 | 210,250 | S | AC | 8 | 53 | 28 | Very Poor |

## Table B-1: Pavement Condition Index (Continued)

| Branch Name | Branch ID | Branch Use | Section ID | True Area ($ft^2$) | Section Rank | Surface Type | Total Samples Inspected | Total Samples | PCI | PCI Category |
|---|---|---|---|---|---|---|---|---|---|---|
| Runway 9-27 | RW 9-27 | RUNWAY | 6225 | 30,000 | S | PCC | 2 | 6 | 27 | Very Poor |
| Runway 9-27 | RW 9-27 | RUNWAY | 6230 | 15,000 | S | PCC | 1 | 3 | 5 | Failed |
| Taxiway Alpha | TW A | TAXIWAY | 205 | 277,550 | P | AC | 6 | 69 | 25 | Serious |
| Taxiway Alpha 1 | TW A1 | TAXIWAY | 210 | 23,450 | P | AC | 1 | 6 | 26 | Very Poor |
| Taxiway Alpha 2 | TW A2 | TAXIWAY | 220 | 23,450 | P | AC | 1 | 6 | 22 | Serious |
| Taxiway Bravo | TW B | TAXIWAY | 105 | 117,050 | P | AC | 4 | 29 | 26 | Very Poor |
| Taxiway Bravo | TW B | TAXIWAY | 110 | 132,650 | P | AC | 4 | 33 | 34 | Very Poor |
| Taxiway Bravo | TW B | TAXIWAY | 115 | 10,000 | P | AC | 1 | 3 | 33 | Very Poor |
| Taxiway Bravo 1 | TW B1 | TAXIWAY | 405 | 33,000 | P | AC | 2 | 4 | 34 | Very Poor |
| Taxiway Bravo 1 | TW B1 | TAXIWAY | 410 | 69,493 | P | AC | 1 | 1 | 28 | Very Poor |
| Taxiway Charlie | TW C | TAXIWAY | 310 | 56,000 | S | AC | 2 | 14 | 89 | Good |
| Taxiway Charlie | TW C | TAXIWAY | 315 | 49,875 | S | AC | 3 | 18 | 94 | Good |
| Taxiway to Crop Apron | TW TO AP | TAXIWAY | 305 | 31,500 | T | AC | 2 | 8 | 67 | Fair |

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

Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Section 4310 was not inspected due to obstruction.

# APPENDIX C

## BRANCH CONDITION REPORT
## SECTION CONDITION REPORT

Date: 5 /17/2011

# Branch Condition Report

*Pavement Database: NetworkID: IMM*



| 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 HANG (APRON TO HANGARS) | 1 | 900.00 | 25.00 | 22,500.00 | APRON | 93.00 | 0.00 | 93.00 |
| AP RU RW36 (APRON RUN-UP RW 36) | 3 | 415.00 | 67.33 | 33,061.00 | APRON | 89.67 | 7.32 | 87.30 |
| AP S (SOUTH APRON AND FUELING RAMPS) | 4 | 876.00 | 228.75 | 182,018.00 | APRON | 89.75 | 11.54 | 88.21 |
| AP SW (SOUTHWEST APRON) | 1 | 100.00 | 100.00 | 10,000.00 | APRON | 39.00 | 0.00 | 39.00 |
| RW 18-36 (RUNWAY 18-36) | 6 | 14,475.00 | 62.50 | 723,750.00 | RUNWAY | 26.33 | 4.27 | 27.86 |
| RW 4-22 (RUNWAY 4-22) | 4 | 1,900.00 | 62.50 | 100,000.00 | RUNWAY | 34.50 | 2.29 | 34.10 |
| RW 9-27 (RUNWAY 9-27) | 6 | 13,965.00 | 62.50 | 698,250.00 | RUNWAY | 23.83 | 8.47 | 27.46 |
| TW A (TAXIWAY A) | 3 | 6,489.00 | 50.00 | 324,450.00 | TAXIWAY | 24.33 | 1.70 | 24.86 |
| TW B (TAXIWAY B) | 3 | 5,194.00 | 50.00 | 259,700.00 | TAXIWAY | 31.00 | 3.56 | 30.36 |
| TW B1 (TAXIWAY B) | 2 | 1,930.00 | 50.00 | 102,493.00 | TAXIWAY | 31.00 | 3.00 | 29.93 |
| TW C (TAXIWAY C) | 2 | 3,025.00 | 35.00 | 105,875.00 | TAXIWAY | 91.50 | 2.50 | 91.36 |
| TW TO AP (TAXIWAY TO CROP AP) | 1 | 1,260.00 | 25.00 | 31,500.00 | TAXIWAY | 67.00 | 0.00 | 67.00 |

# Branch Condition Report



*Pavement Database:*

| Use Category | Number of Sections | Total Area (SqFt) | Arithmetic Average PCI | Average PCI STD. | Weighted Average PCI |
|---|---|---|---|---|---|
| APRON | 9 | 247,579.00 | 84.44 | 18.34 | 86.54 |
| RUNWAY | 16 | 1,522,000.00 | 27.44 | 7.27 | 28.09 |
| TAXIWAY | 11 | 824,018.00 | 43.45 | 25.44 | 37.38 |
| **All** | 36 | 2,593,597.00 | 46.58 | 28.80 | 36.62 |

STD = Standard Deviation

Date: 5 /17/2011

# Section Condition Report

*Pavement Database:* *NetworkID: IMM*



| Branch ID | Section ID | Last Const. Date | Surface | Use | Rank | Lanes | True Area (SqFt) | Last Inspection Date | Age At Inspection | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| AP HANG (APRON TO HANGARS) | 4405 | 01/01/1998 | AC | APRON | P | 0 | 22,500.00 | 03/28/2011 | 13 | 93.00 |
| AP RU RW36 (APRON RUN-UP RW 36) | 4305 | 01/01/1998 | AC | APRON | P | 0 | 8,000.00 | 03/28/2011 | 13 | 85.00 |
| AP RU RW36 (APRON RUN-UP RW 36) | 4310 | 01/01/2001 | AC | APRON | P | 0 | 6,309.00 | 01/01/2001 | 0 | 100.00 |
| AP RU RW36 (APRON RUN-UP RW 36) | 4315 | 01/01/2002 | AC | APRON | N | 0 | 18,752.00 | 03/28/2011 | 9 | 84.00 |
| AP S (SOUTH APRON AND FUELING RAMPS) | 4205 | 01/01/1997 | AC | APRON | P | 0 | 28,000.00 | 03/28/2011 | 14 | 87.00 |
| AP S (SOUTH APRON AND FUELING RAMPS) | 4210 | 01/01/1998 | AC | APRON | P | 0 | 63,618.00 | 03/28/2011 | 13 | 72.00 |
| AP S (SOUTH APRON AND FUELING RAMPS) | 4215 | 07/31/2007 | AC | APRON | P | 0 | 54,400.00 | 07/31/2007 | 0 | 100.00 |
| AP S (SOUTH APRON AND FUELING RAMPS) | 4220 | 07/31/2007 | AC | APRON | P | 0 | 36,000.00 | 07/31/2007 | 0 | 100.00 |
| AP SW (SOUTHWEST APRON) | 4105 | 01/01/1987 | AC | APRON | P | 0 | 10,000.00 | 03/28/2011 | 24 | 39.00 |
| RW 18-36 (RUNWAY 18-36) | 6105 | 01/01/1942 | PCC | RUNWAY | P | 0 | 30,000.00 | 03/28/2011 | 69 | 28.00 |
| RW 18-36 (RUNWAY 18-36) | 6110 | 01/01/1942 | PCC | RUNWAY | P | 0 | 15,000.00 | 03/28/2011 | 69 | 31.00 |
| RW 18-36 (RUNWAY 18-36) | 6115 | 01/01/1942 | AC | RUNWAY | P | 0 | 422,500.00 | 03/28/2011 | 69 | 28.00 |
| RW 18-36 (RUNWAY 18-36) | 6120 | 01/01/1942 | AC | RUNWAY | P | 0 | 211,250.00 | 03/28/2011 | 69 | 29.00 |
| RW 18-36 (RUNWAY 18-36) | 6125 | 01/01/1942 | PCC | RUNWAY | P | 0 | 30,000.00 | 03/28/2011 | 69 | 18.00 |
| RW 18-36 (RUNWAY 18-36) | 6130 | 01/01/1942 | PCC | RUNWAY | P | 0 | 15,000.00 | 03/28/2011 | 69 | 24.00 |
| RW 4-22 (RUNWAY 4-22) | 6305 | 01/01/1942 | PCC | RUNWAY | S | 0 | 15,000.00 | 03/28/2011 | 69 | 37.00 |
| RW 4-22 (RUNWAY 4-22) | 6310 | 01/01/1942 | PCC | RUNWAY | S | 0 | 35,000.00 | 03/28/2011 | 69 | 36.00 |
| RW 4-22 (RUNWAY 4-22) | 6325 | 01/01/1942 | PCC | RUNWAY | S | 0 | 35,000.00 | 03/28/2011 | 69 | 31.00 |
| RW 4-22 (RUNWAY 4-22) | 6330 | 01/01/1942 | PCC | RUNWAY | S | 0 | 15,000.00 | 03/28/2011 | 69 | 34.00 |
| RW 9-27 (RUNWAY 9-27) | 6205 | 01/01/1942 | PCC | RUNWAY | S | 0 | 15,000.00 | 03/28/2011 | 69 | 29.00 |
| RW 9-27 (RUNWAY 9-27) | 6210 | 01/01/1942 | PCC | RUNWAY | S | 0 | 7,500.00 | 03/28/2011 | 69 | 26.00 |
| RW 9-27 (RUNWAY 9-27) | 6215 | 01/01/1942 | AC | RUNWAY | S | 0 | 420,500.00 | 03/28/2011 | 69 | 28.00 |
| RW 9-27 (RUNWAY 9-27) | 6220 | 01/01/1942 | AC | RUNWAY | S | 0 | 210,250.00 | 03/28/2011 | 69 | 28.00 |
| RW 9-27 (RUNWAY 9-27) | 6225 | 01/01/1942 | PCC | RUNWAY | S | 0 | 30,000.00 | 03/28/2011 | 69 | 27.00 |
| RW 9-27 (RUNWAY 9-27) | 6230 | 01/01/1942 | PCC | RUNWAY | S | 0 | 15,000.00 | 03/28/2011 | 69 | 5.00 |

# Section Condition Report

*Pavement Database:* *NetworkID: IMM*



| Branch ID | Section ID | Last Const. Date | Surface | Use | Rank | Lanes | True Area (SqFt) | Last Inspection Date | Age At Inspection | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| TW A (TAXIWAY A) | 205 | 01/01/1942 | AC | TAXIWAY | P | 0 | 277,550.00 | 03/28/2011 | 69 | 25.00 |
| TW A (TAXIWAY A) | 210 | 01/01/1942 | AC | TAXIWAY | P | 0 | 23,450.00 | 03/28/2011 | 69 | 26.00 |
| TW A (TAXIWAY A) | 220 | 01/01/1942 | AC | TAXIWAY | P | 0 | 23,450.00 | 03/28/2011 | 69 | 22.00 |
| TW B (TAXIWAY B) | 105 | 01/01/1942 | AC | TAXIWAY | P | 0 | 117,050.00 | 03/28/2011 | 69 | 26.00 |
| TW B (TAXIWAY B) | 110 | 01/01/1942 | AC | TAXIWAY | P | 0 | 132,650.00 | 03/28/2011 | 69 | 34.00 |
| TW B (TAXIWAY B) | 115 | 01/01/1942 | AC | TAXIWAY | P | 0 | 10,000.00 | 03/28/2011 | 69 | 33.00 |
| TW B1 (TAXIWAY B) | 405 | 01/01/1942 | AC | TAXIWAY | P | 0 | 33,000.00 | 03/28/2011 | 69 | 34.00 |
| TW B1 (TAXIWAY B) | 410 | 01/01/1942 | AC | TAXIWAY | P | 0 | 69,493.00 | 03/28/2011 | 69 | 28.00 |
| TW C (TAXIWAY C) | 310 | 01/01/1998 | AC | TAXIWAY | S | 0 | 56,000.00 | 03/28/2011 | 13 | 89.00 |
| TW C (TAXIWAY C) | 315 | 01/01/2007 | AC | TAXIWAY | S | 0 | 49,875.00 | 03/28/2011 | 4 | 94.00 |
| TW TO AP (TAXIWAY TO CROP AP) | 305 | 01/01/1987 | AC | TAXIWAY | T | 0 | 31,500.00 | 03/28/2011 | 24 | 67.00 |

# Section Condition Report

*Pavement Database:*

| Age Category | Average Age At Inspection | Total Area (SqFt) | Number of Sections | Arithmetic Average PCI | PCI Standard Deviation | Weighted Average PCI |
|---|---|---|---|---|---|---|
| 0-02 | 0.00 | 96,709.00 | 3 | 100.00 | 0.00 | 100.00 |
| 03-05 | 4.00 | 49,875.00 | 1 | 94.00 | 0.00 | 94.00 |
| 06-10 | 9.00 | 18,752.00 | 1 | 84.00 | 0.00 | 84.00 |
| 11-15 | 13.20 | 178,118.00 | 5 | 85.20 | 7.11 | 82.94 |
| 21-25 | 24.00 | 41,500.00 | 2 | 53.00 | 14.00 | 60.25 |
| over 40 | 69.00 | 2,208,643.00 | 24 | 27.79 | 6.45 | 27.96 |
| **All** | 49.53 | 2,593,597.00 | 36 | 46.58 | 28.80 | 36.62 |

# APPENDIX D

## PAVEMENT CONDITION PREDICTION TABLE
## PREDICTED PCI BY PAVEMENT USE GRAPH

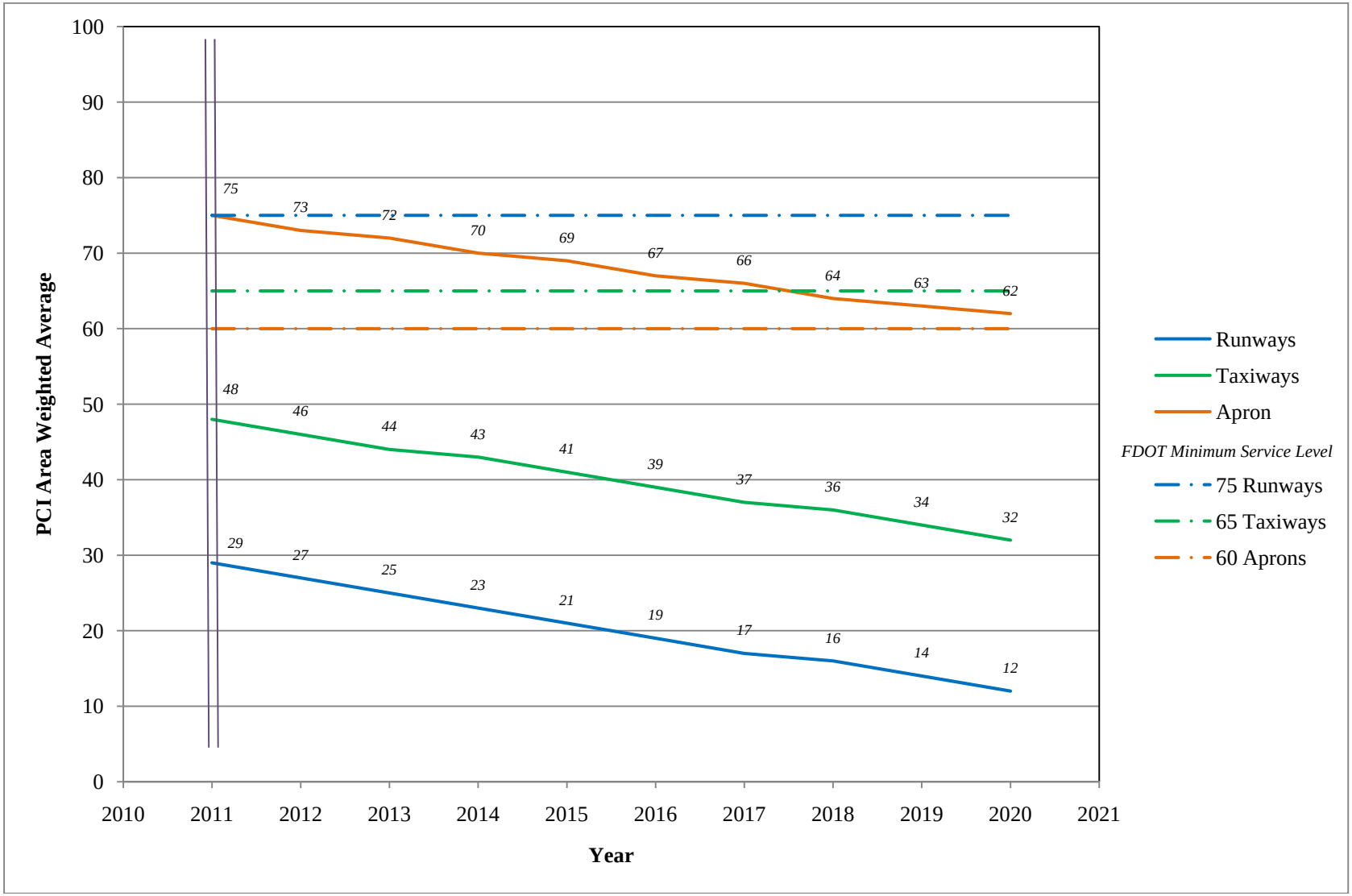
# Table D-1: Pavement Condition Prediction

| Branch Name | Branch ID | Section ID | Current PCI | PCI Forecast | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Apron to Hangars | AP HANG | 4405 | 93 | 93 | 91 | 90 | 88 | 87 | 85 | 84 | 82 | 81 | 80 |
| Apron Run-up RW 36 | AP RU RW36 | 4305 | 85 | 85 | 83 | 82 | 80 | 79 | 77 | 76 | 74 | 73 | 72 |
| Apron Run-up RW 36 | AP RU RW36 | 4310 | 100 | 85 | 83 | 82 | 80 | 79 | 78 | 76 | 75 | 73 | 72 |
| Apron Run-up RW 36 | AP RU RW36 | 4315 | 84 | 84 | 82 | 81 | 79 | 78 | 76 | 75 | 73 | 72 | 71 |
| South Apron and Fueling Ramps | AP S | 4205 | 87 | 87 | 85 | 84 | 82 | 81 | 79 | 78 | 76 | 75 | 74 |
| South Apron and Fueling Ramps | AP S | 4210 | 72 | 72 | 70 | 69 | 67 | 66 | 64 | 63 | 61 | 60 | 59 |
| South Apron and Fueling Ramps | AP S | 4215 | 100 | 94 | 93 | 91 | 90 | 89 | 87 | 86 | 84 | 83 | 81 |
| South Apron and Fueling Ramps | AP S | 4220 | 100 | 94 | 93 | 91 | 90 | 89 | 87 | 86 | 84 | 83 | 81 |
| Crop Apron | CROP AP | 4105 | 39 | 39 | 37 | 36 | 34 | 33 | 31 | 30 | 28 | 27 | 26 |
| Runway 18-36 | RW 18-36 | 6105 | 28 | 27 | 25 | 22 | 20 | 17 | 14 | 12 | 9 | 7 | 4 |
| Runway 18-36 | RW 18-36 | 6110 | 31 | 30 | 28 | 25 | 23 | 20 | 17 | 15 | 12 | 10 | 7 |
| Runway 18-36 | RW 18-36 | 6115 | 28 | 28 | 26 | 25 | 23 | 22 | 20 | 19 | 17 | 16 | 14 |
| Runway 18-36 | RW 18-36 | 6120 | 29 | 29 | 27 | 26 | 24 | 23 | 21 | 20 | 18 | 17 | 15 |
| Runway 18-36 | RW 18-36 | 6125 | 18 | 17 | 15 | 12 | 10 | 7 | 4 | 2 | 0 | 0 | 0 |
| Runway 18-36 | RW 18-36 | 6130 | 24 | 23 | 21 | 18 | 16 | 13 | 10 | 8 | 5 | 3 | 0 |
| Runway 4-22 | RW 4-22 | 6305 | 37 | 36 | 34 | 31 | 29 | 26 | 23 | 21 | 18 | 16 | 13 |
| Runway 4-22 | RW 4-22 | 6310 | 36 | 35 | 33 | 30 | 28 | 25 | 22 | 20 | 17 | 15 | 12 |
| Runway 4-22 | RW 4-22 | 6325 | 31 | 30 | 28 | 25 | 23 | 20 | 17 | 15 | 12 | 10 | 7 |
| Runway 4-22 | RW 4-22 | 6330 | 34 | 33 | 31 | 28 | 26 | 23 | 20 | 18 | 15 | 13 | 10 |
| Runway 9-27 | RW 9-27 | 6205 | 29 | 28 | 26 | 23 | 21 | 18 | 15 | 13 | 10 | 8 | 5 |
| Runway 9-27 | RW 9-27 | 6210 | 26 | 25 | 23 | 20 | 18 | 15 | 12 | 10 | 7 | 5 | 2 |
| Runway 9-27 | RW 9-27 | 6215 | 28 | 28 | 26 | 25 | 23 | 22 | 20 | 19 | 17 | 16 | 14 |
| Runway 9-27 | RW 9-27 | 6220 | 28 | 28 | 26 | 25 | 23 | 22 | 20 | 19 | 17 | 16 | 14 |
| Runway 9-27 | RW 9-27 | 6225 | 27 | 26 | 24 | 21 | 19 | 16 | 13 | 11 | 8 | 6 | 3 |

## Table D-1: Pavement Condition Prediction (Continued)

| Branch Name | Branch ID | Section ID | Current PCI | PCI Forecast | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Runway 9-27 | RW 9-27 | 6230 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Taxiway Alpha | TW A | 205 | 25 | 25 | 23 | 21 | 19 | 18 | 16 | 14 | 13 | 11 | 9 |
| Taxiway Alpha 1 | TW A1 | 210 | 26 | 26 | 24 | 22 | 20 | 19 | 17 | 15 | 14 | 12 | 10 |
| Taxiway Alpha 2 | TW A2 | 220 | 22 | 22 | 20 | 18 | 16 | 15 | 13 | 11 | 10 | 8 | 6 |
| Taxiway Bravo | TW B | 105 | 26 | 26 | 24 | 22 | 20 | 19 | 17 | 15 | 14 | 12 | 10 |
| Taxiway Bravo | TW B | 110 | 34 | 34 | 32 | 30 | 28 | 27 | 25 | 23 | 22 | 20 | 18 |
| Taxiway Bravo | TW B | 115 | 33 | 33 | 31 | 29 | 27 | 26 | 24 | 22 | 21 | 19 | 17 |
| Taxiway Bravo 1 | TW B1 | 405 | 34 | 34 | 32 | 30 | 28 | 27 | 25 | 23 | 22 | 20 | 18 |
| Taxiway Bravo 1 | TW B1 | 410 | 28 | 28 | 26 | 24 | 22 | 21 | 19 | 17 | 16 | 14 | 12 |
| Taxiway Charlie | TW C | 310 | 89 | 89 | 87 | 85 | 83 | 82 | 80 | 78 | 77 | 75 | 73 |
| Taxiway Charlie | TW C | 315 | 94 | 94 | 92 | 90 | 88 | 87 | 85 | 83 | 82 | 80 | 78 |
| Taxiway to Crop Apron | TW TO AP | 305 | 67 | 67 | 65 | 63 | 61 | 60 | 58 | 56 | 55 | 53 | 51 |

## Figure D-1: Predicted PCI by Pavement Use



# APPENDIX E

## YEAR 1 MAINTENANCE ACTIVITIES TABLE

# Table E-1: Year 1 Maintenance Activities

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| Apron to Hangars | AP HANG | 4405 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 300.00 | SqFt | $0.40 | $120.00 |
| Apron Run-up RW 36 | AP RU RW36 | 4305 | OIL SPILLAGE | N | Patching - AC Shallow | 48.10 | SqFt | $2.90 | $139.37 |
| Apron Run-up RW 36 | AP RU RW36 | 4305 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 484.80 | SqFt | $0.40 | $193.94 |
| Apron Run-up RW 36 | AP RU RW36 | 4315 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 2,812.80 | SqFt | $0.40 | $1,125.12 |
| Apron Run-up RW 36 | AP RU RW36 | 4315 | OIL SPILLAGE | N | Patching - AC Shallow | 38.30 | SqFt | $2.90 | $110.94 |
| South Apron and Fueling Ramps | AP S | 4205 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 2,800.00 | SqFt | $0.40 | $1,120.00 |
| South Apron and Fueling Ramps | AP S | 4210 | L & T CR | M | Crack Sealing - AC | 559.00 | Ft | $2.25 | $1,257.71 |
| South Apron and Fueling Ramps | AP S | 4210 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 19,045.00 | SqFt | $0.40 | $7,618.07 |
| Taxiway Charlie | TW C | 310 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 569.90 | SqFt | $0.40 | $227.96 |
| Taxiway Charlie | TW C | 315 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 47.50 | SqFt | $0.40 | $19.00 |
| Taxiway to Crop Apron | TW TO AP | 305 | WEATH/RAVEL | L | Surface Seal - Rejuvenating | 22,049.80 | SqFt | $0.40 | $8,820.00 |
| Taxiway to Crop Apron | TW TO AP | 305 | L & T CR | M | Crack Sealing - AC | 91.40 | Ft | $2.25 | $205.59 |
| | | | | | | | | **Total =** | $20,957.70 |

# APPENDIX F

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

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

| Year | Branch Name | Section ID | Surface Type | Section Area ($ft^2$) | Major M&R Costs* | PCI Before M&R | M&R Activity | PCI After M&R |
|---|---|---|---|---|---|---|---|---|
| 2011 | Crop Apron | 4105 | AC | 10,000. SqFt | $ 70,230.01 | 39 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6105 | PCC | 30,000. SqFt | $ 408,600.13 | 27 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6110 | PCC | 15,000. SqFt | $ 204,300.07 | 30 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6115 | AC | 422,500. SqFt | $ 5,754,451.87 | 28 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6120 | AC | 211,250. SqFt | $ 2,877,225.93 | 29 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6125 | PCC | 30,000. SqFt | $ 408,600.13 | 17 | Reconstruction | 100 |
| 2011 | Runway 18-36 | 6130 | PCC | 15,000. SqFt | $ 204,300.07 | 23 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6305 | PCC | 15,000. SqFt | $ 138,330.04 | 36 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6310 | PCC | 35,000. SqFt | $ 348,425.09 | 35 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6325 | PCC | 35,000. SqFt | $ 476,700.15 | 30 | Reconstruction | 100 |
| 2011 | Runway 4-22 | 6330 | PCC | 15,000. SqFt | $ 171,315.06 | 33 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6205 | PCC | 15,000. SqFt | $ 204,300.07 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6210 | PCC | 7,500. SqFt | $ 102,150.03 | 25 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6215 | AC | 420,500. SqFt | $ 5,727,211.86 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6220 | AC | 210,250. SqFt | $ 2,863,605.93 | 28 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6225 | PCC | 30,000. SqFt | $ 408,600.13 | 26 | Reconstruction | 100 |
| 2011 | Runway 9-27 | 6230 | PCC | 15,000. SqFt | $ 204,300.07 | 4 | Reconstruction | 100 |
| 2011 | Taxiway Alpha | 205 | AC | 277,550. SqFt | $ 3,780,232.23 | 25 | Reconstruction | 100 |
| 2011 | Taxiway Alpha 1 | 210 | AC | 23,450. SqFt | $ 319,389.10 | 26 | Reconstruction | 100 |
| 2011 | Taxiway Alpha 2 | 220 | AC | 23,450. SqFt | $ 319,389.10 | 22 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 105 | AC | 117,050. SqFt | $ 1,594,221.52 | 26 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 110 | AC | 132,650. SqFt | $ 1,417,763.62 | 34 | Reconstruction | 100 |
| 2011 | Taxiway Bravo | 115 | AC | 10,000. SqFt | $ 114,210.04 | 33 | Reconstruction | 100 |

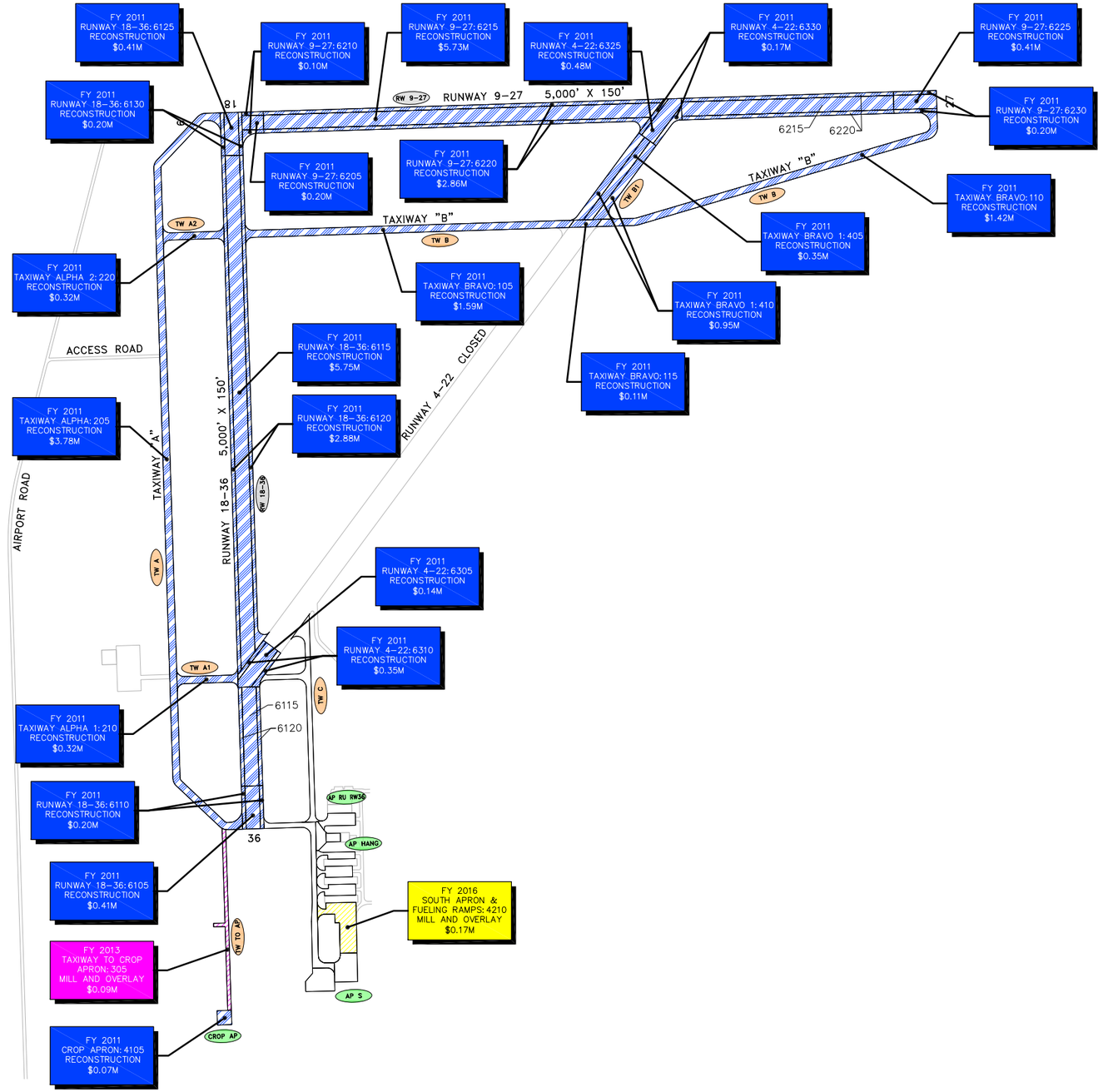
## Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

| Year | Branch Name | Section ID | Surface Type | Section Area ($ft^2$) | Major M&R Costs* | PCI Before M&R | M&R Activity | PCI After M&R |
|---|---|---|---|---|---|---|---|---|
| 2011 | Taxiway Bravo 1 | 405 | AC | 33,000. SqFt | $ 352,704.10 | 34 | Reconstruction | 100 |
| 2011 | Taxiway Bravo 1 | 410 | AC | 69,493. SqFt | $ 946,494.97 | 28 | Reconstruction | 100 |
| 2013 | Taxiway to Crop Apron | 305 | AC | 31,500. SqFt | $ 86,921.18 | 63 | Mill and Overlay | 100 |
| 2016 | South Apron and Fueling Ramps | 4210 | AC | 63,618. SqFt | $ 171,691.73 | 64 | Mill and Overlay | 100 |
| | | | | **Total** | **$29,675,664.23** | **30** | | **100** |

* Costs are adjusted for inflation.

# APPENDIX G

## 10-YEAR M&R MAP




| NUMBER | DATE | REVISIONS |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

| DESIGNED: | ELT | DRAWN: | BAL | CHECKED: | DRB | DATE: | APRIL 2011 |
|---|---|---|---|---|---|---|---|

K:\DPB_Aviation\427760201\CAD\PLANSHEETS\MAP EXHIBITS\2014-IMM-MAINTENANCE.dwg PLOTTED: July 13, 2011 - 3:46 PM, BY: Stanford, Rae

10-YEAR M & R MAP

**IMMOKALEE REGIONAL AIRPORT**
**COLLIER COUNTY, FLORIDA**

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
IMM
FDOT DISTRICT
1

# APPENDIX H

## PHOTOGRAPHS

Runway 9-27, Section 6225, Sample Unit 388 – Low, medium and high severity (62) Corner Break, (63) LTD Cracking, (65) Joint Seal Damage, (70) Scaling/Map Cracking, (72) Shattered Slabs, (73) Shrinkage Cracks, (74) Joint Spalling, (75) Corner Spalling

Runway 9-27, Section 6225, Sample Unit 388 – Low, medium and high severity (62) Corner Break, (63) LTD Cracking, (65) Joint Seal Damage, (70) Scaling/Map Cracking, (72) Shattered Slabs, (73) Shrinkage Cracks, (74) Joint Spalling, (75) Corner Spalling

Runway 9-27, Section 6215, Sample Unit 380 – Low and medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 9-27, Section 6215, Sample Unit 380 – Low and medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 18-36, Section 6125, Sample Unit 392 – Low, medium and high severity (62) Corner Break, (63) LTD Cracking, (65) Joint Seal Damage, (70) Scaling/Map Cracking, (72) Shattered Slabs, (73) Shrinkage Cracks, (74) Joint Spalling, (75) Corner Spalling

Runway 18-36, Section 6125, Sample Unit 392 – Low, medium and high severity (62) Corner Break, (63) LTD Cracking, (65) Joint Seal Damage, (70) Scaling/Map Cracking, (72) Shattered Slabs, (73) Shrinkage Cracks, (74) Joint Spalling, (75) Corner Spalling

Runway 18-36, Section 6115, Sample Unit 383 – Medium severity (43) Block Cracking, medium severity (48) Longitudinal and Transverse Cracking, medium severity (52) Weathering and Raveling

Runway 18-36, Section 6115, Sample Unit 383 – Medium severity (43) Block Cracking, medium severity (48) Longitudinal and Transverse Cracking, medium severity (52) Weathering and Raveling

Taxiway A-1, Section 210, Sample Unit 201 – Medium severity (43) Block Cracking, medium severity (50) Patch, medium severity (52) Weathering and Raveling

Taxiway A-1, Section 210, Sample Unit 201 – Medium severity (43) Block Cracking, medium severity (50) Patch, medium severity (52) Weathering and Raveling

Taxiway Bravo, Section 105, Sample Unit 108 – Low and medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway Bravo, Section 105, Sample Unit 108 – Low and medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Apron, Section 4210, Sample Unit 203 – Low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patch ,low severity (52) Weathering and Raveling

# APPENDIX I

## PCI RE-INSPECTION REPORT

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP HANG Name: APRON TO HANGARS Use: APRON Area: 22,500.00SqFt

---

Section: 4405 of 1 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 22,500.00SqFt Length: 900.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

---

Sample Number: 200 Type: R Area: 7,500.00SqFt PCI = 93
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 | WEATHERING/RAVELING | L | 100.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 39.01 Ft | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP RU RW36 Name: APRON RUN-UP RW 36 Use: APRON Area: 33,061.00SqFt

---

Section: 4305 of 3 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 8,000.00SqFt Length: 150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments:

---

Sample Number: 201 Type: R Area: 6,600.00SqFt PCI = 85
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 | WEATHERING/RAVELING | L | 400.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 130.03 Ft | Comments: |
| 49 | OIL SPILLAGE | N | 20.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP RU RW36 Name: APRON RUN-UP RW 36 Use: APRON Area: 33,061.00SqFt

---

Section: 4310 of 3 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 6,309.00SqFt Length: 80.00Ft Width: 66.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

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

---

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

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: AP RU RW36 Name: APRON RUN-UP RW 36 Use: APRON Area: 33,061.00SqFt

Section: 4315 of 3 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: N
Area: 18,752.00SqFt Length: 185.00Ft Width: 86.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,300.00SqFt PCI = 84
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 49 OIL SPILLAGE | N | 4.00 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | L | 644.99 | SqFt | Comments: |
| 50 PATCHING | L | 1.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP S Name: SOUTH APRON AND FUELING R Use: APRON Area: 182,018.00SqFt

---

Section: 4205 of 4 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 28,000.00SqFt Length: 140.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:87.00 |
Inspection Comments:

---

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 9.00 Ft | Comments: |
| 52 | WEATHERING/RAVELING | L | 500.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: AP S Name: SOUTH APRON AND FUELING R Use: APRON Area: 182,018.00SqFt

Section: 4210 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 63,618.00SqFt Length: 216.00Ft Width: 355.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 5 Surveyed: 2
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 4,584.00SqFt PCI = 69
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 52 | WEATHERING/RAVELING | L | 687.99 | SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 100.03 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 210.05 | Ft | Comments: |
| 43 | BLOCK CRACKING | L | 108.00 | SqFt | Comments: |

Sample Number: 203 Type: R Area: 6,800.00SqFt PCI = 74
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 50 | PATCHING | L | 1.50 | SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 100.03 | Ft | Comments: |
| 52 | WEATHERING/RAVELING | L | 2,719.98 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP S Name: SOUTH APRON AND FUELING R Use: APRON Area: 182,018.00SqFt

---

Section: 4215 of 4 From: - To: - Last Const.: 7/31/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 54,400.00SqFt Length: 340.00Ft Width: 160.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 7/31/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

---

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

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP S Name: SOUTH APRON AND FUELING R Use: APRON Area: 182,018.00SqFt

---

Section: 4220 of 4 From: - To: - Last Const.: 7/31/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 36,000.00SqFt Length: 180.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 7/31/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

---

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

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 10,000.00SqFt

---

Section: 4105 of 1 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:39.00 |
Inspection Comments:

---

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 | WEATHERING/RAVELING | M | 4,999.96 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 30.01 Ft | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 723,750.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 | JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 75 | CORNER SPALLING | L | 12.00 Slabs | Comments: |
| 70 | SCALING/CRAZING | L | 12.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | M | 3.00 Slabs | Comments: |
| 74 | JOINT SPALLING | L | 9.00 Slabs | Comments: |
| 74 | JOINT SPALLING | M | 3.00 Slabs | Comments: |
| 73 | SHRINKAGE CRACKING | N | 9.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | L | 2.00 Slabs | Comments: |
| 70 | SCALING/CRAZING | M | 11.00 Slabs | Comments: |

Sample Number: 303 Type: R Area: 24.00Slabs PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 | JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 70 | SCALING/CRAZING | L | 23.00 Slabs | Comments: |
| 74 | JOINT SPALLING | L | 22.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | L | 8.00 Slabs | Comments: |
| 73 | SHRINKAGE CRACKING | N | 22.00 Slabs | Comments: |
| 75 | CORNER SPALLING | L | 8.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | M | 9.00 Slabs | Comments: |
| 62 | CORNER BREAK | L | 1.00 Slabs | Comments: |
| 74 | JOINT SPALLING | M | 1.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 723,750.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 24.00Slabs PCI = 31
Sample Comments:

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 17.00 Slabs | Comments: |
| 63 LINEAR CRACKING | M | 11.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 24.00 Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 8.00 Slabs | Comments: |
| 75 CORNER SPALLING | L | 3.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 6.00 Slabs | Comments: |
| 62 CORNER BREAK | L | 1.00 Slabs | Comments: |
| 62 CORNER BREAK | M | 1.00 Slabs | Comments: |
| 75 CORNER SPALLING | M | 1.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 723,750.00SqFt

Section: 6115 of 6 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 422,500.00SqFt Length: 4,225.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 106 Surveyed: 17
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 1,999.98 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 1,999.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 29
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 500.00 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 320 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,799.98 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 153.04 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,346.96 | SqFt | Comments: |

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,855.98 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 50.01 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 16.00 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 327 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 1,949.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 333 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 1,549.99 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 362.09 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 339 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 314.08 | Ft | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

| | | | | | |
|---|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 22.01 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 1,599.99 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 345 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 293.08 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 2,499.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 351 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 251.06 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 2,599.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 357 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,699.98 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 150.04 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 402.10 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 1,049.99 | SqFt | Comments: |

Sample Number: 369 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,599.98 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 196.05 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 24
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 316.08 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 2,049.98 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 80.02 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 374.10 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 1,499.99 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 383 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 172.04 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 2,549.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 387 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 198.05 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 954.99 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 723,750.00SqFt

Section: 6120 of 6 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 211,250.00SqFt Length: 8,450.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 53 Surveyed: 8
Conditions: PCI:29.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,999.97 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 12.00 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 21
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 642.16 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 53.01 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 999.99 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,987.96 | SqFt | Comments: |

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 29
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 50.01 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 787.20 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 182 Type: R Area: 5,000.00SqFt PCI = 30
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 700.18 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 62.02 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 18.00 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 2,999.98 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 534 Type: R Area: 5,000.00SqFt PCI = 30
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 111.03 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 725.19 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

Sample Number: 542 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 570.15 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 16.00 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Sample Number: 566 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 628.16 | Ft | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 723,750.00SqFt

Section: 6125 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:18.00 |
Inspection Comments:

Sample Number: 390 Type: R Area: 24.00Slabs PCI = 16
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 | JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | M | 20.00 Slabs | Comments: |
| 75 | CORNER SPALLING | L | 4.00 Slabs | Comments: |
| 74 | JOINT SPALLING | L | 10.00 Slabs | Comments: |
| 75 | CORNER SPALLING | M | 6.00 Slabs | Comments: |
| 73 | SHRINKAGE CRACKING | N | 7.00 Slabs | Comments: |
| 62 | CORNER BREAK | M | 4.00 Slabs | Comments: |
| 74 | JOINT SPALLING | M | 9.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | L | 5.00 Slabs | Comments: |
| 74 | JOINT SPALLING | H | 1.00 Slabs | Comments: |
| 75 | CORNER SPALLING | H | 1.00 Slabs | Comments: |
| 74 | JOINT SPALLING | M | 2.00 Slabs | Comments: |
| 70 | SCALING/CRAZING | L | 21.00 Slabs | Comments: |

Sample Number: 392 Type: R Area: 24.00Slabs PCI = 21
Sample Comments: SAMPLE UNIT RENAMED ON 6/20/05

| | | | | |
|---|---|---|---|---|
| 65 | JOINT SEAL DAMAGE | H | 24.00 Slabs | Comments: |
| 71 | FAULTING | L | 2.00 Slabs | Comments: |
| 74 | JOINT SPALLING | L | 16.00 Slabs | Comments: |
| 75 | CORNER SPALLING | L | 6.00 Slabs | Comments: |
| 74 | JOINT SPALLING | M | 4.00 Slabs | Comments: |
| 75 | CORNER SPALLING | M | 4.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | M | 16.00 Slabs | Comments: |
| 70 | SCALING/CRAZING | L | 9.00 Slabs | Comments: |
| 73 | SHRINKAGE CRACKING | N | 4.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | L | 6.00 Slabs | Comments: |
| 74 | JOINT SPALLING | H | 1.00 Slabs | Comments: |
| 74 | JOINT SPALLING | H | 2.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 723,750.00SqFt

Section: 6130 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 24.00Slabs PCI = 24
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | H | 24.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 20.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 24.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 11.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 17.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 1.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 3.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 2.00 | Slabs | Comments: |
| 75 CORNER SPALLING | M | 3.00 | Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 100,000.00SqFt

Section: 6305 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:37.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 25.00Slabs PCI = 37
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 25.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 16.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 9.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | M | 6.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 10.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 12.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 8.00 | Slabs | Comments: |
| 62 CORNER BREAK | L | 1.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 2.00 | Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 100,000.00SqFt

Section: 6310 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 35,000.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 2
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 30
Sample Comments:

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 70 SCALING/CRAZING | M | 13.00 Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 11.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 12.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 8.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 11.00 Slabs | Comments: |
| 75 CORNER SPALLING | L | 11.00 Slabs | Comments: |

Sample Number: 303 Type: R Area: 24.00Slabs PCI = 43
Sample Comments:

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 11.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 16.00 Slabs | Comments: |
| 75 CORNER SPALLING | L | 15.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 5.00 Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 10.00 Slabs | Comments: |
| 63 LINEAR CRACKING | M | 2.00 Slabs | Comments: |
| 74 JOINT SPALLING | M | 1.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 100,000.00SqFt

Section: 6325 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 35,000.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 2
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 395 Type: R Area: 24.00Slabs PCI = 31
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | H | 24.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 17.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 5.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 18.00 | Slabs | Comments: |
| 75 CORNER SPALLING | M | 4.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 6.00 | Slabs | Comments: |
| 62 CORNER BREAK | L | 3.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 5.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 6.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 1.00 | Slabs | Comments: |

Sample Number: 398 Type: R Area: 24.00Slabs PCI = 30
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | H | 24.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 15.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 22.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 2.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 6.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 11.00 | Slabs | Comments: |
| 75 CORNER SPALLING | M | 3.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 1.00 | Slabs | Comments: |
| 62 CORNER BREAK | L | 1.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 3.00 | Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 100,000.00SqFt

Section: 6330 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 195 Type: R Area: 24.00Slabs PCI = 34
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | H | 24.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 24.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 20.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 7.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 8.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 7.00 | Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 698,250.00SqFt

Section: 6205 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 15,000.00SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:29.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 29
Sample Comments:

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 24.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 8.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 11.00 Slabs | Comments: |
| 63 LINEAR CRACKING | M | 10.00 Slabs | Comments: |
| 75 CORNER SPALLING | L | 3.00 Slabs | Comments: |
| 75 CORNER SPALLING | M | 4.00 Slabs | Comments: |
| 74 JOINT SPALLING | M | 1.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 2.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 698,250.00SqFt

Section: 6210 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 7,500.00SqFt Length: 300.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments:

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

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 12.00 Slabs | Comments: |
| 63 LINEAR CRACKING | M | 8.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 4.00 Slabs | Comments: |
| 75 CORNER SPALLING | L | 2.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 2.00 Slabs | Comments: |
| 66 SMALL PATCH | L | 2.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 4.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 698,250.00SqFt

Section: 6215 of 6 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 420,500.00SqFt Length: 4,205.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 105 Surveyed: 17
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,499.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,249.97 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 500.00 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 749.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 749.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 749.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 300.00 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 331 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 336 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 346 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,499.97 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 500.00 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 351 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,749.97 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 749.99 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,999.97 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 500.00 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 380 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,999.97 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 500.00 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

Sample Number: 383 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,999.97 SqFt | Comments: | |
| 43 BLOCK CRACKING | L | 500.00 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 698,250.00SqFt

Section: 6220 of 6 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 210,250.00SqFt Length: 8,410.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 53 Surveyed: 8
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,249.97 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 500.00 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 126 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 500.00 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 3,249.97 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,499.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 1,499.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 510 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 500.00 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 2,999.98 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 534 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,999.98 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 999.99 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

Sample Number: 576 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,499.98 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | L | 1,999.98 SqFt | Comments: | |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: | |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 698,250.00SqFt

Section: 6225 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 386 Type: R Area: 24.00Slabs PCI = 29
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 24.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 17.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 12.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 8.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 10.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 5.00 | Slabs | Comments: |
| 75 CORNER SPALLING | M | 4.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 7.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 7.00 | Slabs | Comments: |
| 62 CORNER BREAK | L | 1.00 | Slabs | Comments: |
| 75 CORNER SPALLING | H | 1.00 | Slabs | Comments: |

Sample Number: 388 Type: R Area: 24.00Slabs PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | H | 24.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 10.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 18.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 10.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | H | 2.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 7.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 7.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 5.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 4.00 | Slabs | Comments: |
| 62 CORNER BREAK | M | 2.00 | Slabs | Comments: |
| 75 CORNER SPALLING | M | 4.00 | Slabs | Comments: |
| 62 CORNER BREAK | L | 1.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 1.00 | Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 698,250.00SqFt

Section: 6230 of 6 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:5.00 |
Inspection Comments:

Sample Number: 186 Type: R Area: 24.00Slabs PCI = 5
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | M | 24.00 | Slabs | Comments: |
| 75 CORNER SPALLING | L | 4.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | M | 13.00 | Slabs | Comments: |
| 74 JOINT SPALLING | M | 3.00 | Slabs | Comments: |
| 74 JOINT SPALLING | L | 19.00 | Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 2.00 | Slabs | Comments: |
| 70 SCALING/CRAZING | L | 5.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | H | 7.00 | Slabs | Comments: |
| 62 CORNER BREAK | L | 1.00 | Slabs | Comments: |
| 63 LINEAR CRACKING | L | 1.00 | Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 324,450.00SqFt

Section: 205 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 277,550.00SqFt Length: 5,551.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 69 Surveyed: 6
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,999.97 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 | SqFt | Comments: |
| 50 PATCHING | L | 6.00 | SqFt | Comments: |

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 4,999.96 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 4,999.96 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,499.97 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 55.01 | Ft | Comments: |
| 50 PATCHING | M | 4.00 | SqFt | Comments: |

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 4,999.96 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 22
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 490.13 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 1,499.99 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 20.01 | Ft | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

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Network: IMM Name: IMMOKALEE AIRPORT

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Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 324,450.00SqFt

---

Section: 210 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,450.00SqFt Length: 469.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments:

---

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

| | | | |
|---|---|---|---|
| 50 PATCHING | M | 150.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 3,999.97 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,499.96 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

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Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 324,450.00SqFt

---

Section: 220 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,450.00SqFt Length: 469.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:22.00 |
Inspection Comments:

---

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 22
Sample Comments:

| | | | |
|---|---|---|---|
| 50 PATCHING | M | 150.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 4,999.96 SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 259,700.00SqFt

Section: 105 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 117,050.00SqFt Length: 2,341.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 29 Surveyed: 4
Conditions: PCI:26.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 500.13 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 63.02 Ft | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,999.96 SqFt | Comments: |

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CRACKING | M | 2,499.98 SqFt | Comments: |
| 43 | BLOCK CRACKING | L | 1,999.98 SqFt | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,999.96 SqFt | Comments: |

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 24
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CRACKING | M | 3,499.97 SqFt | Comments: |
| 43 | BLOCK CRACKING | L | 1,199.99 SqFt | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,999.96 SqFt | Comments: |

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 21
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CRACKING | L | 1,199.99 SqFt | Comments: |
| 43 | BLOCK CRACKING | M | 3,599.97 SqFt | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,999.96 SqFt | Comments: |
| 50 | PATCHING | M | 3.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 259,700.00SqFt

Section: 110 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 132,650.00SqFt Length: 2,653.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 33 Surveyed: 4
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 320.08 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 143.04 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 12.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 150.04 | Ft | Comments: |
| 43 BLOCK CRACKING | M | 2,399.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | L | 4,999.92 | SqFt | Comments: |

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 24
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | L | 1,999.98 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 2,599.98 | SqFt | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 249.06 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 200.05 | Ft | Comments: |
| 52 WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

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Network: IMM Name: IMMOKALEE AIRPORT

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Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 259,700.00SqFt

---

Section: 115 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

---

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 500.13 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 31.01 | Ft | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

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Network: IMM Name: IMMOKALEE AIRPORT

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Branch: TW B1 Name: TAXIWAY B Use: TAXIWAY Area: 102,493.00SqFt

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Section: 405 of 2 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 33,000.00SqFt Length: 660.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 4 Surveyed: 2
Conditions: PCI:34.00 |
Inspection Comments:

---

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 400.10 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 320.08 | Ft | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,799.96 | SqFt | Comments: |

---

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 281.07 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 470.12 | Ft | Comments: |
| 52 | WEATHERING/RAVELING | M | 4,999.96 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

---

Branch: TW B1 Name: TAXIWAY B Use: TAXIWAY Area: 102,493.00SqFt

---

Section: 410 of 2 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 69,493.00SqFt Length: 1,270.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:28.00 |
Inspection Comments:

---

Sample Number: 187 Type: R Area: 10,000.00SqFt PCI = 28
Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 50 | PATCHING | M | 6.00 | SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 950.24 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 376.10 | Ft | Comments: |
| 52 | WEATHERING/RAVELING | M | 9,999.92 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

---

Network: IMM Name: IMMOKALEE AIRPORT

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Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 105,875.00SqFt

---

Section: 310 of 2 From: 1+00 To: 17+00 Last Const.: 1/1/1998
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: S
Area: 56,000.00SqFt Length: 1,600.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

---

Last Insp. Date: 3/28/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI:89.00 |
Inspection Comments:

---

Sample Number: 102 Type: R Area: 3,724.00SqFt PCI = 98
Sample Comments:

| | | | |
|---|---|---|---|
| 52 WEATHERING/RAVELING | L | 30.00 SqFt | Comments: |

---

Sample Number: 109 Type: R Area: 4,137.00SqFt PCI = 82
Sample Comments:

| | | | |
|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 219.06 Ft | Comments: |
| 52 WEATHERING/RAVELING | L | 50.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

Network: IMM Name: IMMOKALEE AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 105,875.00SqFt

Section: 315 of 2 From: 1+00 To: 15+25 Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: S
Area: 49,875.00SqFt Length: 1,425.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 3/28/2011 Total Samples: 18 Surveyed: 3
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 95
Sample Comments:

| | | | |
|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 40.01 Ft | Comments: |

Sample Number: 107 Type: R Area: 3,500.00SqFt PCI = 95
Sample Comments:

| | | | |
|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 37.01 Ft | Comments: |

Sample Number: 201 Type: R Area: 3,500.00SqFt PCI = 91
Sample Comments:

| | | | |
|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 70.02 Ft | Comments: |
| 52 WEATHERING/RAVELING | L | 10.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: 5/17/2011
Site Name:

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Network: IMM Name: IMMOKALEE AIRPORT

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Branch: TW TO AP Name: TAXIWAY TO CROP AP Use: TAXIWAY Area: 31,500.00SqFt

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Section: 305 of 1 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 31,500.00SqFt Length: 1,260.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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Last Insp. Date: 3/28/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

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Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 174.04 Ft | Comments: |
| 52 | WEATHERING/RAVELING | L | 3,499.97 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 29.01 Ft | Comments: |

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Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CRACKING | L | 562.50 SqFt | Comments: |
| 52 | WEATHERING/RAVELING | L | 3,499.97 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 189.05 Ft | Comments: |