STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Lake City Municipal Airport – LCQ
(General Aviation)
Lake City, Florida
(District 2)

May 2011

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

TABLE OF CONTENTS

SECTION **PAGE NO.**

APPENDICES

EXECUTIVE SUMMARY

In 2010, the Florida Department of Transportation (FDOT) Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, MACTEC Engineering and Consulting and All About Pavements, Inc., to provided 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 Lake City Municipal 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 Lake City Municipal Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During February 2011, the PCI survey was performed at Lake City Municipal 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 69, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
East Apron	56	Fair	60	65	X
North Apron	93	Good	60	65	
Run Up and Turnaround Apron RW10-28	92	Good	60	65	
Runway 10-28	69	Fair	75	65	X
Runway 5-23	64	Fair	75	65	X
Taxiway Alpha	68	Fair	65	65	
Taxiway Alpha 1	65	Fair	65	65	
Taxiway Alpha 2	72	Satisfactory	65	65	
Taxiway Alpha 5	72	Satisfactory	65	65	
Taxiway Alpha 6	58	Fair	65	65	X
Taxiway Bravo 2	55	Poor	65	65	X
Taxiway Charlie	74	Satisfactory	65	65	
Taxiway Delta	71	Satisfactory	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	69	Fair
Taxiway	65	Fair
Apron	72	Satisfactory
All (Weighted)	**69**	Fair

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	68	Fair
Secondary	64	Fair
Tertiary	88	Good
All (Weighted)	**69**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Lake City Municipal Airport, include: East Apron, Runway 5-23, Taxiway Alpha 1, Taxiway Alpha 6, Taxiway Bravo 2, Taxiway Charlie, and Taxiway Delta. Pavement conditions in these areas justify either mill and overlay rehabilitation activity or full pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
East Apron	4210	AC	36,700	$85,437.65	64	Mill and Overlay	100
East Apron	4212	AC	32,000	$201,280.02	50	Mill and Overlay	100
East Apron	4215	AC	108,500	$464,488.72	57	Mill and Overlay	100
East Apron	4228	AC	26,000	$354,120.11	22	Reconstruction	100
East Apron	4230	AC	94,200	$592,518.05	48	Mill and Overlay	100
East Apron	4235	AC	86,936	$226,120.68	63	Mill and Overlay	100
East Apron	4240	AC	176,250	$703,942.88	58	Mill and Overlay	100
East Apron	4242	AC	65,000	$885,300.29	16	Reconstruction	100
Runway 5-23	6205	AAC	288,750	$751,039.21	63	Mill and Overlay	100
Taxiway Alpha 1	105	AC	73,675	$171,515.51	64	Mill and Overlay	100
Taxiway Alpha 6	130	AAC	30,000	$128,430.06	57	Mill and Overlay	100
Taxiway Bravo 2	202	AAC	50,900	$203,294.71	58	Mill and Overlay	100
Taxiway Bravo 2	205	AAC	20,625	$129,731.26	48	Mill and Overlay	100
Taxiway Bravo 2	210	AAC	139,500	$837,418.59	51	Mill and Overlay	100
Taxiway Bravo 2	215	AAC	14,900	$34,687.22	64	Mill and Overlay	100
Taxiway Bravo 2	220	AAC	127,500	$545,827.76	57	Mill and Overlay	100
Taxiway Charlie	304	AAC	9,300	$58,497.00	44	Mill and Overlay	100
Taxiway Delta	402	AAC	7,900	$38,354.51	55	Mill and Overlay	100
			Total	**$6,412,004.23**	**52**		**100**

* Costs are adjusted for inflation.

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$118,243.04	$6,412,004.22	$6,530,247.26
2012	$356,540.24	$559,337.69	$915,877.92
2013	$237,677.71	$1,531,261.59	$1,768,939.30
2014	$122,919.10	$1,494,895.63	$1,617,814.73
2015	$147,126.97	$27,511.95	$174,638.93
2016	$136,875.53	$330,601.99	$467,477.51
2017	$171,099.30	$17,609.27	$188,708.57
2018	$143,096.12	$665,403.38	$808,499.49
2019	$198,154.07	$111,768.71	$309,922.79
2020	$277,282.92	$0.00	$277,282.92
Total	**$1,909,015.00**	**$11,150,394.43**	**$13,059,409.42**

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 69 in 2011 to 85 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 Lake City Airport pavements in 2020 may remain near 85. 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 Lake City Municipal 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 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.

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.

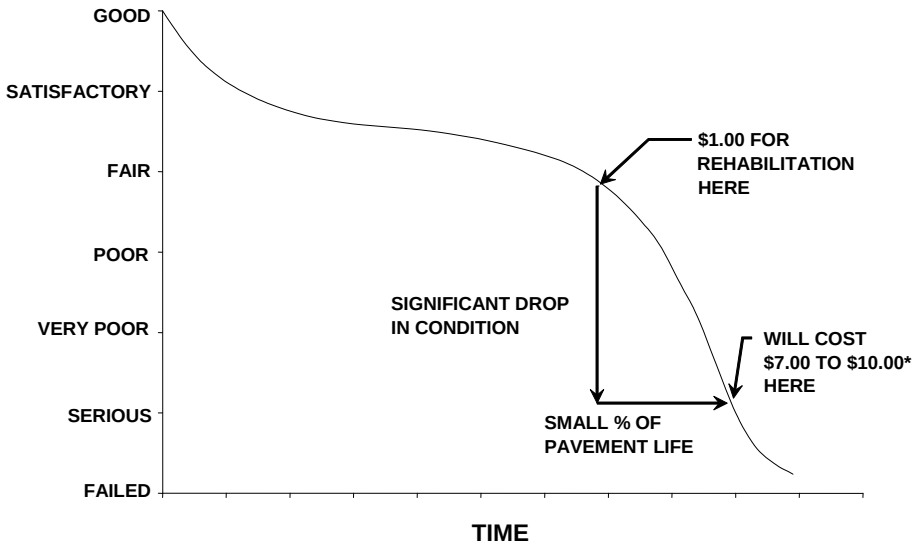
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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 - 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

Lake City Municipal Airport (LCQ) is located approximately 3 miles east of Lake City, Florida. Owned and directly regulated by the City of Lake City, this airport primarily serves the aviation needs of the communities in and around the City of Lake City and Columbia County. The airport facility includes two intersecting runways: Runway 10-28 and Runway 5-23. Runway 10-28 has a partial parallel taxiway located on the north side of the runway. Runway 5-23 has a partial parallel taxiway on the south side of the runway.

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

The airfield was constructed by the US Navy during World War II to facilitate pilot training. It was one of several facilities supporting Naval Air Station Jacksonville and was used to train Navy and Marine pilots in land-based PV-1 Venturas and PV-2 Harpoons. After the war, the airfield was deemed surplus and conveyed to the city of Lake City by the General Services Administration.

This airport is designated as a General Aviation airport and is located in District 2 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 Lake City Municipal 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
2007	Apron NW	New Construction / Section 4116
2010	Apron NW	New Construction / Section 4125
2010	Apron RW 10-28	New Construction / Section 5130
2010	Apron RW 10-28	New Construction / Section 5135

2.2 Pavement Inventory

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

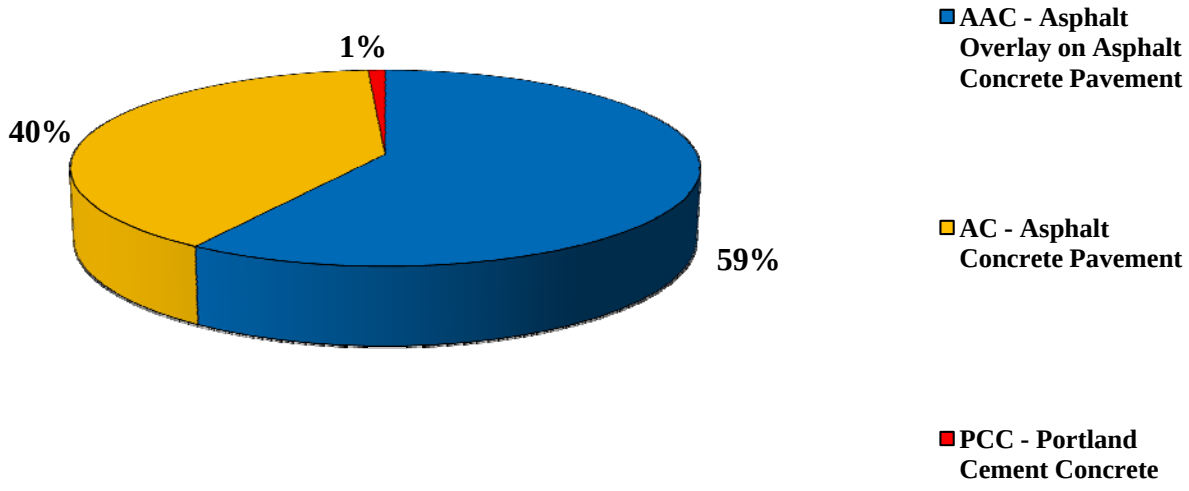
The total airfield pavement area in 2011 at Lake City Municipal Airport is 3,798,499 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,495,500	39%
Taxiway	910,055	24%
Apron	1,392,944	37%
All (Weighted)	**3,798,499**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Lake City Municipal 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
East Apron	AP E	4230	94,200	P	AC	1/1/1997	2	22
East Apron	AP E	4215	108,500	P	AC	1/1/1997	3	25
East Apron	AP E	4240	176,250	P	AC	1/1/1997	3	25
East Apron	AP E	4228	26,000	P	AC	12/25/1999	1	5
East Apron	AP E	4250	30,500	P	AC	12/25/1999	1	6
East Apron	AP E	4212	32,000	P	AC	12/25/1999	1	7
East Apron	AP E	4210	36,700	P	AC	12/25/1999	1	7
East Apron	AP E	4220	37,900	P	AC	12/25/1999	1	8
East Apron	AP E	4242	65,000	P	AC	12/25/1999	2	13
East Apron	AP E	4235	86,936	P	AC	12/25/1999	3	21
East Apron	AP E	4205	101,500	T	AC	12/25/1999	3	24
North Apron	AP NW	4125	32,584	T	AC	1/1/2004	0	7
North Apron	AP NW	4116	3,402	P	PCC	1/1/2004	1	1
North Apron	AP NW	4120	28,500	P	AC	1/1/2004	1	6
North Apron	AP NW	4115	45,781	P	AC	1/1/2004	1	9
North Apron	AP NW	4110	43,000	P	AAC	1/1/2004	1	10
North Apron	AP NW	4105	167,034	T	AAC	1/1/2004	4	38
Run Up and Turnaround Apron RW10-28	AP RW10-28	5105	4,240	P	AC	1/1/1988	1	1
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	44,000	P	AC	1/1/1997	2	14
Run Up and Turnaround Apron RW10-28	AP RW10-28	5115	44,000	P	AC	1/1/1997	2	15
Run Up and Turnaround Apron RW10-28	AP RW10-28	5130	164,917	P	AC	7/1/2007	0	43
Run Up and Turnaround Apron RW10-28	AP RW10-28	5135	20,000	P	PCC	7/1/2010	0	4
Runway 10-28	RW 10-28	6110	281,250	P	AAC	1/1/1985	11	56
Runway 10-28	RW 10-28	6105	562,500	P	AAC	1/1/1985	20	113
Runway 10-28	RW 10-28	6120	59,000	P	AAC	1/1/1998	3	12
Runway 10-28	RW 10-28	6116	60,000	P	AAC	1/1/1998	3	12
Runway 10-28	RW 10-28	6115	118,000	P	AAC	1/1/1998	5	23
Runway 10-28	RW 10-28	6114	120,000	P	AAC	1/1/1998	5	24
Runway 5-23	RW 5-23	6209	2,625	S	AAC	1/1/1985	1	1
Runway 5-23	RW 5-23	6207	3,375	S	AAC	1/1/1985	1	1
Runway 5-23	RW 5-23	6205	288,750	S	AAC	1/1/1992	15	74

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 Alpha	TW A	120	13,500	P	AC	1/1/1988	1	4
Taxiway Alpha 1	TW A1	105	73,675	P	AC	1/1/1988	4	21
Taxiway Alpha 2	TW A2	110	122,500	P	AC	1/1/1988	5	35
Taxiway Alpha 2	TW A2	109	15,500	P	AAC	1/1/1992	1	4
Taxiway Alpha 5	TW A5	125	10,500	P	AC	1/1/1977	1	3
Taxiway Alpha 6	TW A6	130	30,000	P	AAC	1/1/1965	2	6
Taxiway Bravo 2	TW B2	205	20,625	P	AAC	1/1/1977	2	5
Taxiway Bravo 2	TW B2	210	139,500	P	AAC	1/1/1977	5	37
Taxiway Bravo 2	TW B2	202	50,900	P	AAC	1/1/1988	1	10
Taxiway Bravo 2	TW B2	215	14,900	P	AAC	1/1/1992	1	3
Taxiway Bravo 2	TW B2	220	127,500	P	AAC	1/1/1997	5	35
Taxiway Charlie	TW C	304	9,300	P	AAC	1/1/1977	1	2
Taxiway Charlie	TW C	305	45,580	P	AAC	1/1/1977	1	3
Taxiway Charlie	TW C	310	80,000	P	AC	1/1/2004	3	16
Taxiway Delta	TW D	402	7,900	P	AAC	1/1/1992	1	1
Taxiway Delta	TW D	405	80,175	P	AAC	1/1/1992	4	21
Taxiway Delta	TW D	410	52,000	P	AC	1/1/2004	1	3
Taxiway Delta	TW D	420	16,000	P	AC	1/1/2004	2	13

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

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

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

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

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

3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at Lake City Municipal Airport is 69, representing a Fair overall network condition.

The Asphalt Concrete pavement of both Runways exhibited low severity weathering and raveling along with low to medium severity longitudinal and transversal cracking. Small areas of low severity bleeding, patching, and swelling were also observed on the asphalt pavement of both Runways.

Taxiways throughout the airfield exhibited low to medium severity longitudinal and transverse cracking with low to medium severity weathering and raveling. Taxiway Bravo 2 exhibited the most distress, with low to medium severity block cracking throughout the asphalt pavement

The Run Up and Turnaround Apron RW10-28 and the North Apron were in relatively good shape. Sections with medium severity weathering and raveling, longitudinal and transversal cracking, and swelling were localized to a few small areas.

The Portland Cement Concrete pavement section in North Apron exhibited high severity Joint seal damage distress in 12 slabs. The AC sections of the North Apron were all in good condition with limited amounts of distress including longitudinal and transverse cracking and weathering and raveling.

The East Apron was in worse condition than the Run Up and Turnaround Apron RW10-28 and the North Apron. Block cracking, weathering and raveling, and patching distresses that went from low severity to high severity were observed throughout the Asphalt Concrete pavement, in addition to low and medium severity longitudinal and transversal cracking, and depressions.

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 Lake City Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

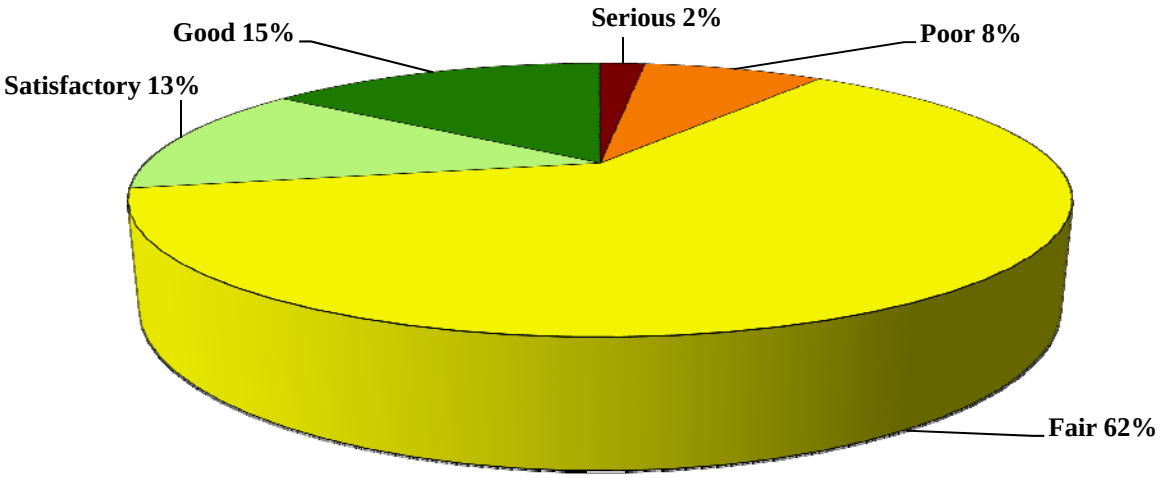


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	561,816	15%
Satisfactory	477,427	13%
Fair	2,372,631	62%
Poor	295,625	8%
Very Poor	0	0%
Serious	91,000	2%
Failed	0	0%

Approximately 28% of the network is in Good and Satisfactory condition while 10% of the network is in Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

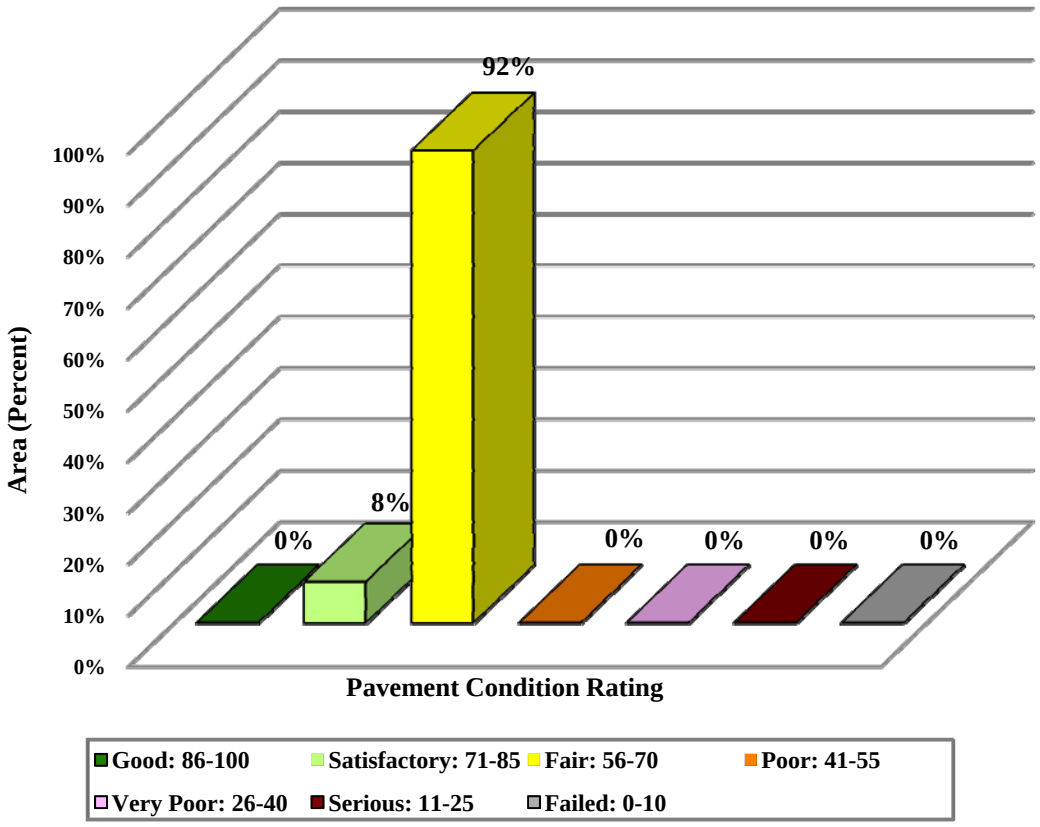
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	69	Fair
Taxiway	65	Fair
Apron	72	Satisfactory
All (Weighted)	**69**	Fair

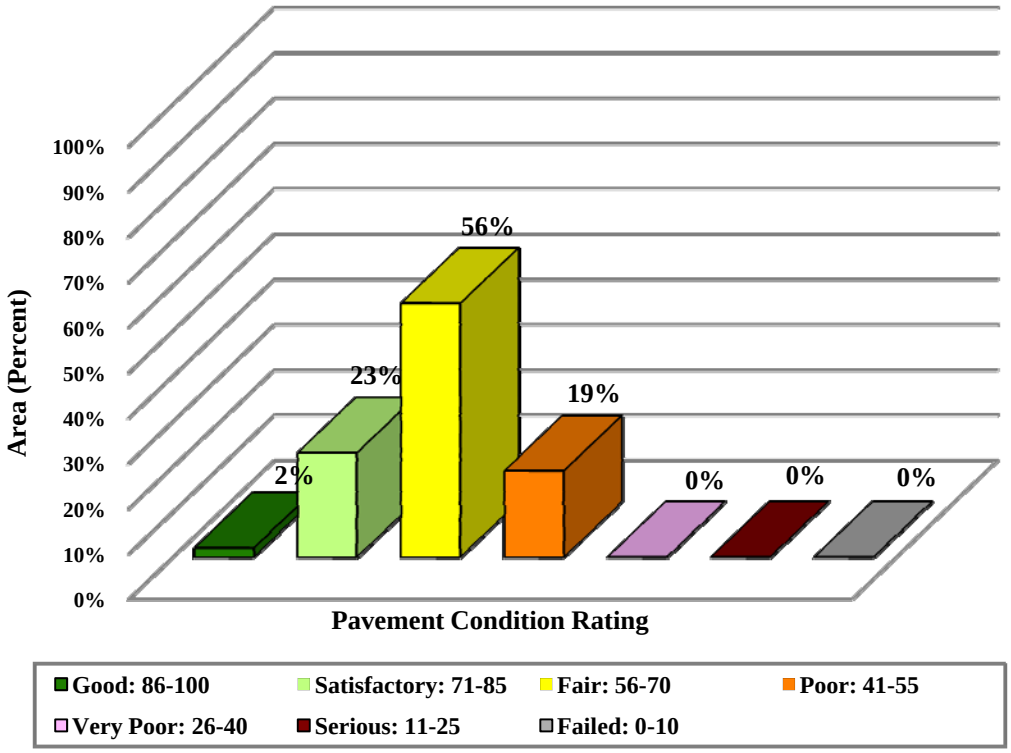
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

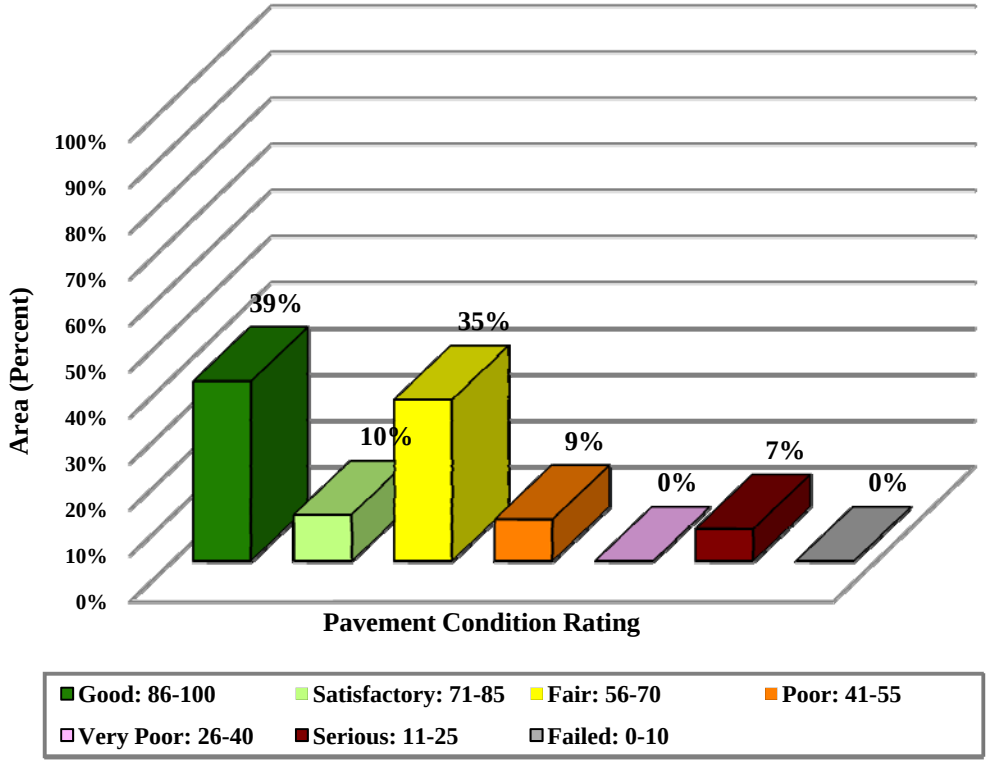
(a) Runway



(b) Taxiway



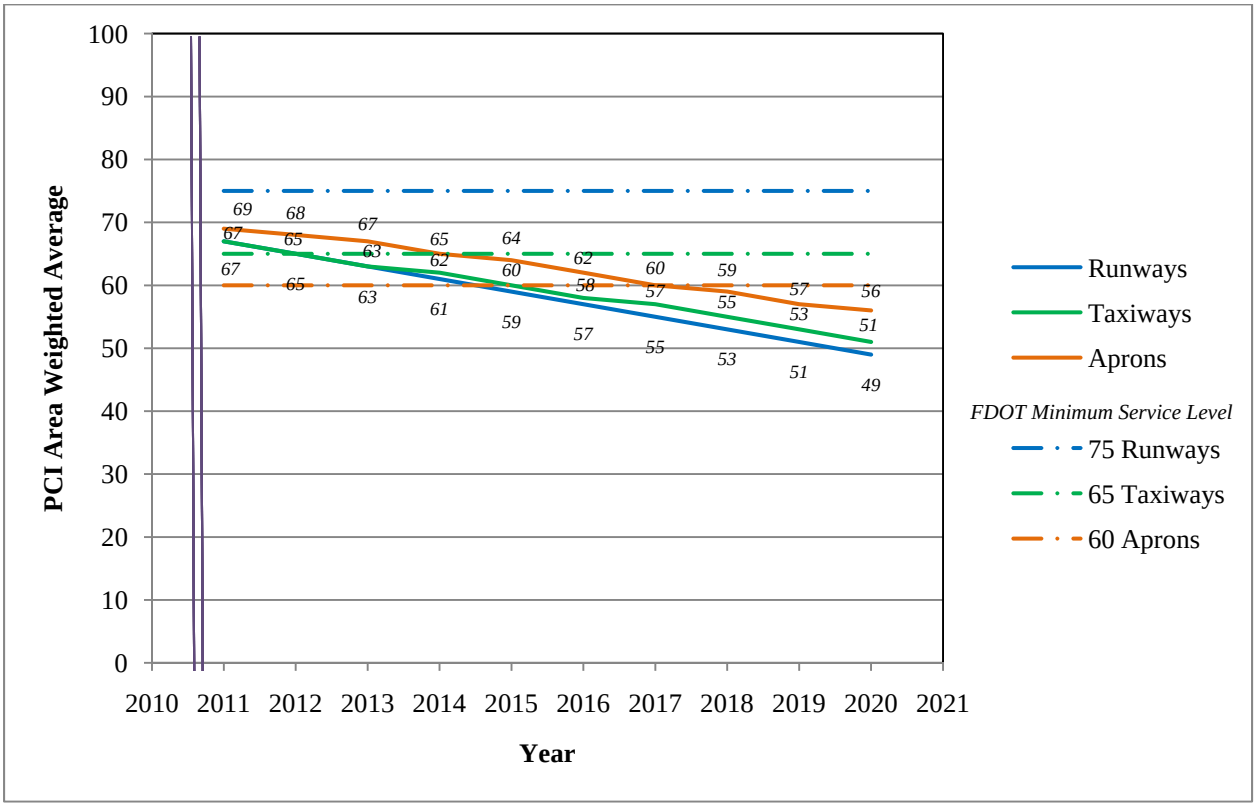
(c) Apron



4. PAVEMENT CONDITION PREDICTION

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

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
East Apron	4210	AC	36,700	$85,437.65	64	Mill and Overlay	100
East Apron	4212	AC	32,000	$201,280.02	50	Mill and Overlay	100
East Apron	4215	AC	108,500	$464,488.72	57	Mill and Overlay	100
East Apron	4228	AC	26,000	$354,120.11	22	Reconstruction	100
East Apron	4230	AC	94,200	$592,518.05	48	Mill and Overlay	100
East Apron	4235	AC	86,936	$226,120.68	63	Mill and Overlay	100
East Apron	4240	AC	176,250	$703,942.88	58	Mill and Overlay	100
East Apron	4242	AC	65,000	$885,300.29	16	Reconstruction	100
Runway 5-23	6205	AAC	288,750	$751,039.21	63	Mill and Overlay	100
Taxiway Alpha 1	105	AC	73,675	$171,515.51	64	Mill and Overlay	100
Taxiway Alpha 6	130	AAC	30,000	$128,430.06	57	Mill and Overlay	100
Taxiway Bravo 2	202	AAC	50,900	$203,294.71	58	Mill and Overlay	100
Taxiway Bravo 2	205	AAC	20,625	$129,731.26	48	Mill and Overlay	100
Taxiway Bravo 2	210	AAC	139,500	$837,418.59	51	Mill and Overlay	100
Taxiway Bravo 2	215	AAC	14,900	$34,687.22	64	Mill and Overlay	100
Taxiway Bravo 2	220	AAC	127,500	$545,827.76	57	Mill and Overlay	100
Taxiway Charlie	304	AAC	9,300	$58,497.00	44	Mill and Overlay	100
Taxiway Delta	402	AAC	7,900	$38,354.51	55	Mill and Overlay	100
			Total	**$6,412,004.23**	**52**		**100**

* Costs are adjusted for inflation.

FDOT recognizes that the costs attributed to the aforementioned 'Major Activity' of performing a pavement 'Mill and Overlay' may conflict with budgetary constraints. Table 6-2 presents an alternative minor rehabilitative activity to the mid-range performing pavements. The alternative activity is performing a 'Microsurfacing/Slurry Seal' to the pavement to retard the degradation of the facility until funding is available for a 'Mill and Overlay' activity.

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
East Apron	4210	AC	36,700	$23,855.00	64	Microsurfacing	100
East Apron	4212	AC	32,000	$20,800.00	50	Microsurfacing	100
East Apron	4215	AC	108,500	$70,525.00	57	Microsurfacing	100
East Apron	4228	AC	26,000	$354,120.11	22	Reconstruction	100
East Apron	4230	AC	94,200	$61,230.00	48	Microsurfacing	100
East Apron	4235	AC	86,936	$56,508.40	63	Microsurfacing	100
East Apron	4240	AC	176,250	$114,562.50	58	Microsurfacing	100
East Apron	4242	AC	65,000	$885,300.29	16	Reconstruction	100
Runway 5-23	6205	AAC	288,750	$187,687.50	63	Microsurfacing	100
Taxiway Alpha 1	105	AC	73,675	$47,888.75	64	Microsurfacing	100
Taxiway Alpha 6	130	AAC	30,000	$19,500.00	57	Microsurfacing	100
Taxiway Bravo 2	202	AAC	50,900	$33,085.00	58	Microsurfacing	100
Taxiway Bravo 2	205	AAC	20,625	$13,406.25	48	Microsurfacing	100
Taxiway Bravo 2	210	AAC	139,500	$90,675.00	51	Microsurfacing	100
Taxiway Bravo 2	215	AAC	14,900	$9,685.00	64	Microsurfacing	100
Taxiway Bravo 2	220	AAC	127,500	$82,875.00	57	Microsurfacing	100
Taxiway Charlie	304	AAC	9,300	$6,045.00	44	Microsurfacing	100
Taxiway Delta	402	AAC	7,900	$5,135.00	55	Microsurfacing	100
			Total	**$2,082,883.80**	**52**		**100**

* Costs are adjusted for inflation.

In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
East Apron	AP E	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,712.10	SqFt	$0.40	$3,484.86
East Apron	AP E	4210	L & T CR	M	Crack Sealing - AC	78.30	Ft	$2.25	$176.16
East Apron	AP E	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,808.00	SqFt	$0.40	$3,523.23
East Apron	AP E	4212	PATCHING	M	Patching - AC Deep	6,069.50	SqFt	$4.90	$29,740.43
East Apron	AP E	4212	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,072.00	SqFt	$0.40	$1,228.81
East Apron	AP E	4215	BLOCK CR	H	Crack Sealing - AC	78.10	Ft	$2.25	$175.66
East Apron	AP E	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	40,504.30	SqFt	$0.40	$16,201.85
East Apron	AP E	4215	L & T CR	M	Crack Sealing - AC	604.80	Ft	$2.25	$1,360.70
Runway 5-23	RW 5-23	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,387.20	SqFt	$0.40	$13,354.99
Runway 5-23	RW 5-23	6205	L & T CR	M	Crack Sealing - AC	2,669.30	Ft	$2.25	$6,006.01
Runway 5-23	RW 5-23	6207	WEATH/RAVEL	L	Surface Seal - Rejuvenating	75.00	SqFt	$0.40	$30.00
Runway 5-23	RW 5-23	6209	WEATH/RAVEL	L	Surface Seal - Rejuvenating	84.00	SqFt	$0.40	$33.60
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,414.30	SqFt	$0.40	$4,165.75
Taxiway Alpha 1	TW A1	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	46,046.90	SqFt	$0.40	$18,418.90
Taxiway Alpha 1	TW A1	105	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,099.40	SqFt	$0.40	$2,039.76
Taxiway Alpha 2	TW A2	109	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,370.00	SqFt	$0.40	$3,348.03
Taxiway Alpha 2	TW A2	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,300.00	SqFt	$0.40	$24,920.21
Taxiway Alpha 5	TW A5	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,500.00	SqFt	$0.40	$3,000.03
Taxiway Alpha 6	TW A6	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	29,997.30	SqFt	$0.40	$11,999.01
Taxiway Bravo 2	TW B2	202	WEATH/RAVEL	L	Surface Seal - Rejuvenating	50,900.00	SqFt	$0.40	$20,360.17
Taxiway Bravo 2	TW B2	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,537.50	SqFt	$0.40	$1,815.02
Taxiway Bravo 2	TW B2	205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,237.50	SqFt	$0.40	$495.00
Taxiway Bravo 2	TW B2	205	WEATH/RAVEL	H	Microsurfacing - AC	2.80	SqFt	$0.65	$1.79
Taxiway Bravo 2	TW B2	205	BLOCK CR	M	Crack Sealing - AC	377.20	Ft	$2.25	$848.68

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Bravo 2	TW B2	210	BLOCK CR	M	Crack Sealing - AC	907.10	Ft	$2.25	$2,040.94
Taxiway Bravo 2	TW B2	210	L & T CR	M	Crack Sealing - AC	297.60	Ft	$2.25	$669.60
Taxiway Bravo 2	TW B2	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,108.00	SqFt	$0.40	$13,243.31
Taxiway Bravo 2	TW B2	215	L & T CR	M	Crack Sealing - AC	71.00	Ft	$2.25	$159.64
Taxiway Bravo 2	TW B2	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,547.60	SqFt	$0.40	$1,419.06
Taxiway Bravo 2	TW B2	220	L & T CR	M	Crack Sealing - AC	924.80	Ft	$2.25	$2,080.80
Taxiway Bravo 2	TW B2	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,604.00	SqFt	$0.40	$1,441.61
Taxiway Charlie	TW C	304	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,658.20	SqFt	$0.40	$3,063.30
Taxiway Charlie	TW C	304	L & T CR	M	Crack Sealing - AC	146.70	Ft	$2.25	$329.97
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,460.00	SqFt	$0.40	$3,784.03
Taxiway Charlie	TW C	310	L & T CR	M	Crack Sealing - AC	20.10	Ft	$2.25	$45.28
Taxiway Charlie	TW C	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	65.40	SqFt	$0.40	$26.16
Taxiway Delta	TW D	402	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,054.70	SqFt	$0.40	$1,221.88
Taxiway Delta	TW D	402	L & T CR	M	Crack Sealing - AC	48.50	Ft	$2.25	$109.02
Taxiway Delta	TW D	405	L & T CR	M	Crack Sealing - AC	547.50	Ft	$2.25	$1,231.96
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,455.30	SqFt	$0.40	$4,182.17
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,690.90	SqFt	$0.40	$9,076.44
Taxiway Delta	TW D	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	105.60	SqFt	$0.40	$42.24
East Apron	AP E	4220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,400.70	SqFt	$0.40	$2,160.32
East Apron	AP E	4228	WEATH/RAVEL	H	Microsurfacing - AC	665.60	SqFt	$0.65	$432.64
East Apron	AP E	4228	WEATH/RAVEL	M	Surface Seal - Coat Tar	25,334.40	SqFt	$0.40	$10,133.84
East Apron	AP E	4228	PATCHING	M	Patching - AC Deep	661.00	SqFt	$4.90	$3,238.82
East Apron	AP E	4228	DEPRESSION	M	Patching - AC Deep	161.40	SqFt	$4.90	$791.10

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

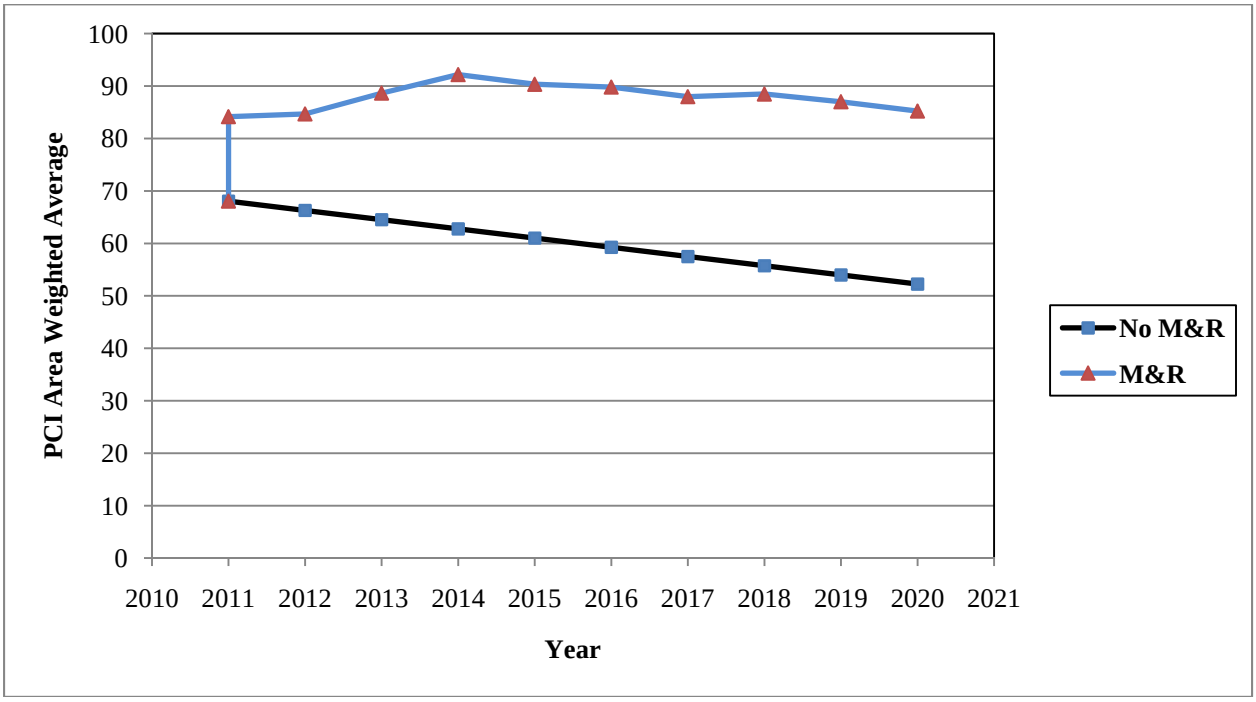
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
East Apron	AP E	4230	WEATH/RAVEL	M	Surface Seal - Coat Tar	339.10	SqFt	$0.40	$135.65
East Apron	AP E	4230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,119.50	SqFt	$0.40	$847.81
East Apron	AP E	4230	PATCHING	H	Patching - AC Deep	1,419.20	SqFt	$4.90	$6,954.24
East Apron	AP E	4230	L & T CR	M	Crack Sealing - AC	461.60	Ft	$2.25	$1,038.56
East Apron	AP E	4230	BLOCK CR	M	Crack Sealing - AC	1,335.10	Ft	$2.25	$3,004.01
East Apron	AP E	4235	PATCHING	M	Patching - AC Deep	3,547.60	SqFt	$4.90	$17,383.42
East Apron	AP E	4235	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,318.40	SqFt	$0.40	$927.37
East Apron	AP E	4240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,241.00	SqFt	$0.40	$5,696.45
East Apron	AP E	4242	WEATH/RAVEL	M	Surface Seal - Coat Tar	45,617.60	SqFt	$0.40	$18,247.17
East Apron	AP E	4242	PATCHING	M	Patching - AC Deep	19,946.80	SqFt	$4.90	$97,739.39
East Apron	AP E	4242	BLOCK CR	M	Crack Sealing - AC	13,904.20	Ft	$2.25	$31,284.56
East Apron	AP E	4250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,982.50	SqFt	$0.40	$793.01
North Apron	AP NW	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	8.00	SqFt	$0.40	$3.20
North Apron	AP NW	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	914.20	SqFt	$0.40	$365.69
North Apron	AP NW	4116	JT SEAL DMG	H	Joint Seal (Localized)	213.70	Ft	$2.00	$427.43
Run Up and Turnaround Apron RW10-28	AP RW10-28	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,544.00	SqFt	$0.40	$1,017.61
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	L & T CR	M	Crack Sealing - AC	224.40	Ft	$2.25	$504.90
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,432.00	SqFt	$0.40	$1,372.81
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	SWELLING	M	Patching - AC Deep	207.90	SqFt	$4.90	$1,018.95
Runway 10-28	RW 10-28	6105	WEATH/RAVEL	M	Surface Seal - Coat Tar	140.60	SqFt	$0.40	$56.25
Runway 10-28	RW 10-28	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	39,318.80	SqFt	$0.40	$15,727.63
Runway 10-28	RW 10-28	6105	DEPRESSION	M	Patching - AC Deep	576.30	SqFt	$4.90	$2,823.75

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 10-28	RW 10-28	6105	L & T CR	M	Crack Sealing - AC	1,490.60	Ft	$2.25	$3,353.91
Runway 10-28	RW 10-28	6110	PATCHING	M	Patching - AC Deep	13.00	SqFt	$4.90	$63.66
Runway 10-28	RW 10-28	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,002.80	SqFt	$0.40	$6,801.19
Runway 10-28	RW 10-28	6110	L & T CR	M	Crack Sealing - AC	5.10	Ft	$2.25	$11.51
Runway 10-28	RW 10-28	6114	L & T CR	M	Crack Sealing - AC	2,217.60	Ft	$2.25	$4,989.61
Runway 10-28	RW 10-28	6114	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,390.40	SqFt	$0.40	$956.17
Runway 10-28	RW 10-28	6114	WEATH/RAVEL	M	Surface Seal - Coat Tar	62.40	SqFt	$0.40	$24.96
Runway 10-28	RW 10-28	6115	L & T CR	M	Crack Sealing - AC	500.30	Ft	$2.25	$1,125.72
Runway 10-28	RW 10-28	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,529.20	SqFt	$0.40	$9,411.76
Runway 10-28	RW 10-28	6116	L & T CR	M	Crack Sealing - AC	812.00	Ft	$2.25	$1,827.00
Runway 10-28	RW 10-28	6116	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,400.00	SqFt	$0.40	$560.00
Runway 10-28	RW 10-28	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,688.00	SqFt	$0.40	$5,475.25
								Total	$469,623.38

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 69 in 2011 to 52 in ten years if no M&R activities are performed.
- The PCI will remain at or above 85 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 85 with this scenario is 33 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $11.2 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	$118,243.04	$6,412,004.22	$6,530,247.26
2012	$356,540.24	$559,337.69	$915,877.92
2013	$237,677.71	$1,531,261.59	$1,768,939.30
2014	$122,919.10	$1,494,895.63	$1,617,814.73
2015	$147,126.97	$27,511.95	$174,638.93
2016	$136,875.53	$330,601.99	$467,477.51
2017	$171,099.30	$17,609.27	$188,708.57
2018	$143,096.12	$665,403.38	$808,499.49
2019	$198,154.07	$111,768.71	$309,922.79
2020	$277,282.92	$0.00	$277,282.92
Total	**$1,909,015.00**	**$11,150,394.43**	**$13,059,409.42**

Note: Costs are adjusted for inflation.

Approximately 58% 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:

- **East Apron** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 specification.
- **Runway 5-23** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Alpha 1** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Alpha 6** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Bravo 2** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.

- **Taxiway Charlie** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Delta** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

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

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

Pavement condition inspections were performed at Lake City Municipal 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:

- **East Apron** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 specification.
- **Runway 5-23** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Alpha 1** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Alpha 6** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Bravo 2** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Charlie** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.
- **Taxiway Delta** – Asphalt pavement mill and overlay activity per the FAA P-401 specification.

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

APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

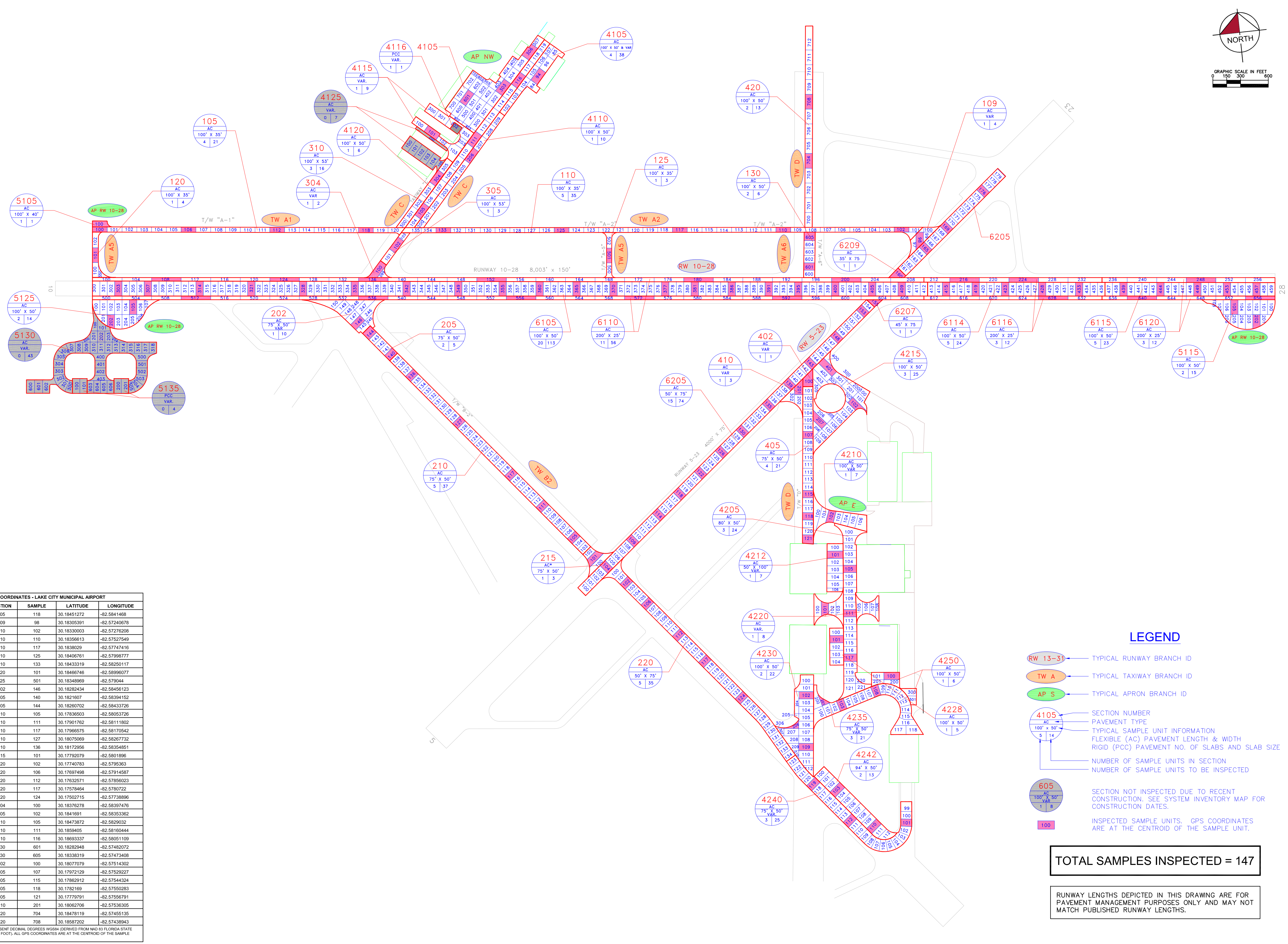
WORK HISTORY REPORT

GPS COORDINATES - LAKE CITY MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP E	4205	105	30.1771541	-82.57475244
AP E	4205	111	30.17633518	-82.57486804
AP E	4205	117	30.17551271	-82.5749756
AP E	4210	102	30.17816876	-82.57501368
AP E	4212	101	30.1774489	-82.5750284
AP E	4215	102	30.18013654	-82.57417581
AP E	4215	207	30.17998899	-82.57504527
AP E	4215	401	30.18092741	-82.57469323
AP E	4220	101	30.17648313	-82.57538542
AP E	4228	101	30.17588629	-82.5752196
AP E	4230	102	30.17492034	-82.57601191
AP E	4230	109	30.17396549	-82.57615023
AP E	4230	206	30.17439382	-82.5763131
AP E	4235	103	30.17466793	-82.57528335
AP E	4235	108	30.17484537	-82.57451986
AP E	4235	201	30.17479306	-82.57567767
AP E	4240	101	30.1723376	-82.5742144
AP E	4240	112	30.17250684	-82.57541091
AP E	4240	119	30.17326436	-82.57609409
AP E	4242	103	30.17310509	-82.57559774
AP E	4242	110	30.1723486	-82.57491551
AP E	4250	100	30.17507907	-82.57414484
AP NW	4105	94	30.18696033	-82.58008005
AP NW	4105	303	30.18683708	-82.58085212
AP NW	4105	306	30.1874255	-82.58020625
AP NW	4105	601	30.18672603	-82.58165199
AP NW	4110	205	30.18564481	-82.58170506
AP NW	4115	101	30.18616051	-82.58248324
AP NW	4116	302	30.18618684	-82.58196442
AP NW	4120	304	30.18531241	-82.58250182
AP NW	4125	102	30.1858176	-82.582774
AP RW 10-28	5105	100	30.18522939	-82.589782
AP RW 10-28	5115	105	30.181109	-82.56589544
AP RW 10-28	5115	202	30.18079656	-82.56546157
AP RW 10-28	5125	105	30.18362196	-82.58929598
AP RW 10-28	5125	202	30.18340601	-82.58980504
AP RW 10-28	5130	202	30.18315197	-82.5900516
AP RW 10-28	5130	401	30.18264194	-82.59013976
AP RW 10-28	5130	501	30.18254776	-82.58926042
AP RW 10-28	5130	601	30.18237103	-82.59151248
AP RW 10-28	5130	604	30.18222984	-82.59027072
AP RW 10-28	5135	101	30.18227915	-82.59055792
RW 5-23	6205	104	30.17774555	-82.57991907
RW 5-23	6205	109	30.17816825	-82.57929444
RW 5-23	6205	114	30.17859231	-82.57867171
RW 5-23	6205	118	30.17892859	-82.57817086
RW 5-23	6205	122	30.17926651	-82.57767148
RW 5-23	6205	126	30.17960443	-82.57717211
RW 5-23	6205	130	30.17994235	-82.57667273
RW 5-23	6205	135	30.18036474	-82.57604849
RW 5-23	6205	139	30.18070266	-82.5755491
RW 5-23	6205	143	30.18104057	-82.57504971
RW 5-23	6205	148	30.18146296	-82.57442547
RW 5-23	6205	153	30.18188534	-82.57380122
RW 5-23	6205	165	30.18289905	-82.57230299
RW 5-23	6205	169	30.18323695	-82.57180357
RW 5-23	6205	176	30.18382827	-82.57092959
RW 5-23	6207	155	30.18200647	-82.57351791
RW 5-23	6209	160	30.18250529	-82.57296037
RW 10-28	6105	303	30.18400103	-82.589561
RW 10-28	6105	307	30.18392937	-82.58893338
RW 10-28	6105	314	30.18381565	-82.58783336
RW 10-28	6105	321	30.18369342	-82.58673457
RW 10-28	6105	328	30.18357543	-82.58563518
RW 10-28	6105	335	30.18345743	-82.58453578
RW 10-28	6105	342	30.18333943	-82.58343639
RW 10-28	6105	349	30.18322141	-82.582337
RW 10-28	6105	355	30.18312025	-82.58139467
RW 10-28	6105	360	30.18303594	-82.5806094
RW 10-28	6105	365	30.18295162	-82.57982412
RW 10-28	6105	370	30.18286311	-82.57903945
RW 10-28	6105	377	30.18274506	-82.57794007
RW 10-28	6105	381	30.18267759	-82.57731186
RW 10-28	6105	386	30.18259185	-82.57652679
RW 10-28	6105	391	30.18250496	-82.57574189
RW 10-28	6105	395	30.18243673	-82.57511379
RW 10-28	6105	400	30.18235144	-82.57432866
RW 10-28	6105	405	30.18226945	-82.57354306
RW 10-28	6105	409	30.18220234	-82.5729148
RW 10-28	6110	108	30.18405675	-82.58851639
RW 10-28	6110	124	30.18378708	-82.58600347
RW 10-28	6110	136	30.1835848	-82.58411879
RW 10-28	6110	152	30.18331505	-82.58160589
RW 10-28	6110	180	30.18283812	-82.57720906
RW 10-28	6110	200	30.18249888	-82.57406825
RW 10-28	6110	512	30.18364895	-82.58793704
RW 10-28	6110	536	30.18324539	-82.58416766
RW 10-28	6110	556	30.18290586	-82.58102678
RW 10-28	6110	572	30.18263605	-82.57851391
RW 10-28	6110	592	30.18230008	-82.57537265
RW 10-28	6114	415	30.18209979	-82.57197267
RW 10-28	6114	419	30.18203192	-82.57134452
RW 10-28	6114	423	30.18196405	-82.57071637
RW 10-28	6114	428	30.18187921	-82.56993118
RW 10-28	6114	433	30.18179436	-82.56914599
RW 10-28	6115	439	30.18169222	-82.56820382
RW 10-28	6115	444	30.18160691	-82.5674187
RW 10-28	6115	449	30.18152174	-82.56663356
RW 10-28	6115	453	30.18145507	-82.56600523
RW 10-28	6115	457	30.18138702	-82.56537711
RW 10-28	6116	216	30.18222667	-82.57155574
RW 10-28	6116	224	30.18209168	-82.57029932
RW 10-28	6116	628	30.18169303	-82.56971874
RW 10-28	6120	248	30.18168335	-82.56653057
RW 10-28	6120	640	30.1814895	-82.56783428
RW 10-28	6120	656	30.18122045	-82.56532133
TW A1	105	100	30.18513164	-82.58979918
TW A1	105	106	30.18492769	-82.58791471
TW A1	105	112	30.18471909	-82.58603092

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

GPS COORDINATES - LAKE CITY MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW A1	105	118	30.18451272	-82.5841468
TW A2	109	98	30.18305391	-82.57240678
TW A2	110	102	30.18330003	-82.57276208
TW A2	110	110	30.18356613	-82.57527549
TW A2	110	117	30.1838029	-82.57747416
TW A2	110	125	30.18406761	-82.57998777
TW A2	110	133	30.18433319	-82.58250117
TW A5	120	101	30.18466746	-82.58996077
TW A5	125	501	30.18348969	-82.579044
TW B2	202	146	30.18282434	-82.58456123
TW B2	205	140	30.1821607	-82.58394152
TW B2	205	144	30.18260702	-82.58433726
TW B2	210	105	30.17836503	-82.58053726
TW B2	210	111	30.17901762	-82.58111802
TW B2	210	117	30.17966575	-82.58170542
TW B2	210	127	30.18075069	-82.58267732
TW B2	210	136	30.18172956	-82.58354851
TW B2	215	101	30.17792079	-82.5801896
TW B2	220	102	30.17740783	-82.5795363
TW B2	220	106	30.17697498	-82.57914587
TW B2	220	112	30.17632571	-82.57856023
TW B2	220	117	30.17578464	-82.5780722
TW B2	220	124	30.17502715	-82.57738896
TW C	304	100	30.18376278	-82.58397476
TW C	305	102	30.1841691	-82.58353362
TW C	310	105	30.18473872	-82.5829032
TW C	310	111	30.1859405	-82.58160444
TW C	310	116	30.18693337	-82.58051109
TW D	130	601	30.18282948	-82.57482072
TW D	130	605	30.18338319	-82.57473408
TW D	402	100	30.18077079	-82.57514302
TW D	405	107	30.17972129	-82.57529227
TW D	405	115	30.17862912	-82.57544324
TW D	405	118	30.1782169	-82.57550283
TW D	405	121	30.17779791	-82.57556791
TW D	410	201	30.18062706	-82.57536305
TW D	420	704	30.18478119	-82.57455135
TW D	420	708	30.18587202	-82.57438943

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



NUMBER	DATE	REVISIONS

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

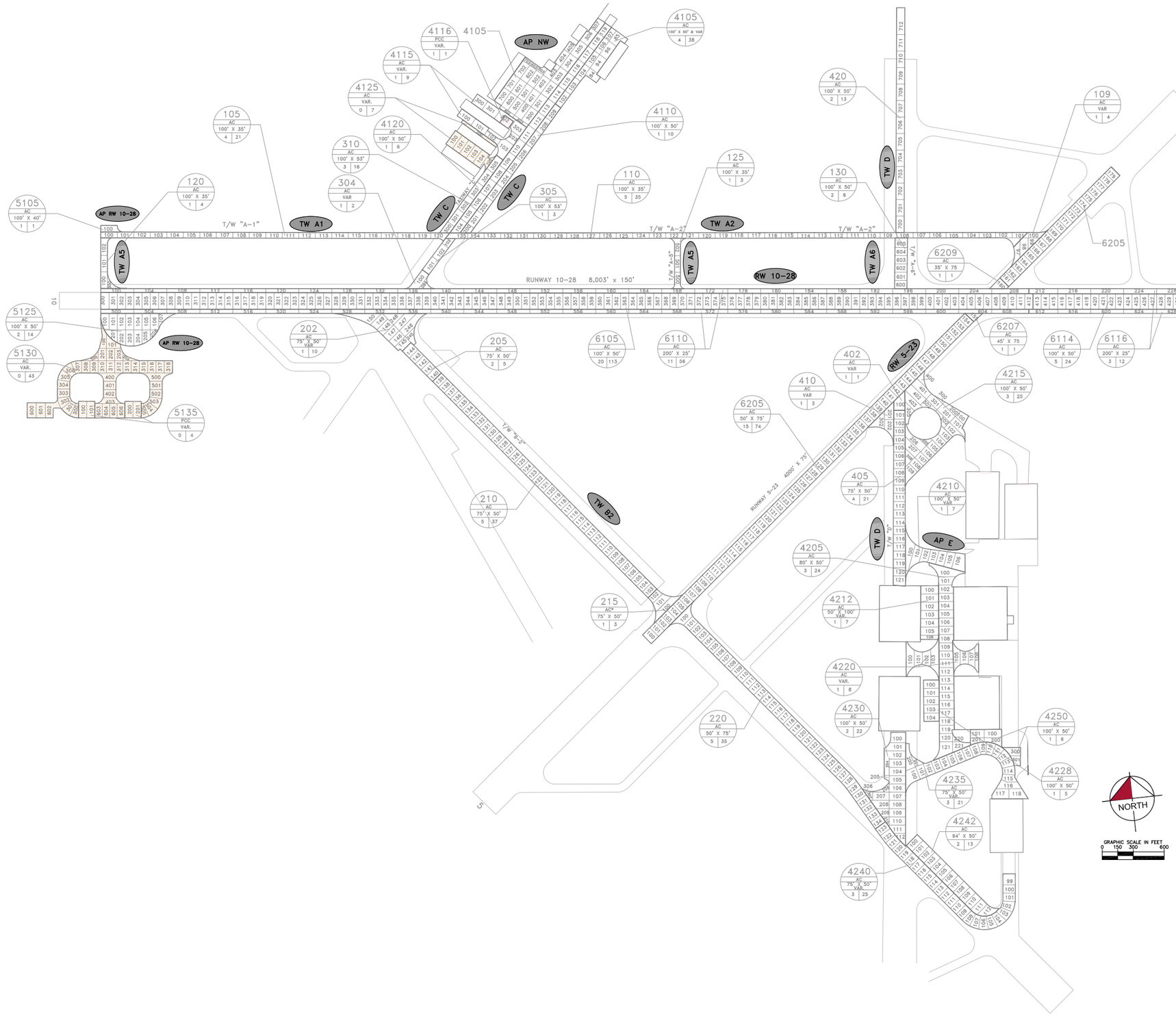
NETWORK DEFINITION MAP

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **LCQ**

FDOT DISTRICT 2



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2007	APRON NW	NEW CONSTRUCTION / SECTION 4116
2010	APRON NW	NEW CONSTRUCTION / SECTION 4125
2010	APRON RW10-28	NEW CONSTRUCTION / SECTION 5130
2010	APRON RW10-28	NEW CONSTRUCTION / SECTION 5135

LEGEND

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

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

NUMBER	DATE	REVISIONS

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

P:\Com_Shared\FDOT Aviation 2010-2017\2010-2011-Phase II\CAD\LakeCityMunicipal\202-LCQ-INVENTORY.dwg
PLOTTED: July 13, 2011 - 2:33 PM, BY: Burton, George

SYSTEM INVENTORY MAP

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LCQ
FDOT DISTRICT: 2

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
East Apron	AP E	APRON	4230	650	100	94,200	P	AC	1/1/1997	2/2/2011	22
East Apron	AP E	APRON	4215	475.00	200	108,500	P	AC	1/1/1997	2/2/2011	25
East Apron	AP E	APRON	4240	2,350.00	75	176,250	P	AC	1/1/1997	2/2/2011	25
East Apron	AP E	APRON	4228	260	100	26,000	P	AC	12/25/1999	2/2/2011	5
East Apron	AP E	APRON	4250	300	80	30,500	P	AC	12/25/1999	2/2/2011	6
East Apron	AP E	APRON	4212	320.00	100	32,000	P	AC	12/25/1999	2/2/2011	7
East Apron	AP E	APRON	4210	350	100	36,700	P	AC	12/25/1999	2/2/2011	7
East Apron	AP E	APRON	4220	350	70	37,900	P	AC	12/25/1999	2/2/2011	8
East Apron	AP E	APRON	4242	650	100	65,000	P	AC	12/25/1999	2/2/2011	13
East Apron	AP E	APRON	4235	1100	80	86,936	P	AC	12/25/1999	2/2/2011	21
East Apron	AP E	APRON	4205	1,100.00	80	101,500	T	AC	12/25/1999	2/2/2011	24
North Apron	AP NW	APRON	4125	270.00	118	32,584	T	AC	1/1/2004	1/1/2004	7
North Apron	AP NW	APRON	4116	63.00	54	3,402	P	PCC	1/1/2004	2/2/2011	1
North Apron	AP NW	APRON	4120	570	50	28,500	P	AC	1/1/2004	2/2/2011	6
North Apron	AP NW	APRON	4115	820	55	45,781	P	AC	1/1/2004	2/2/2011	9
North Apron	AP NW	APRON	4110	860	50	43,000	P	AAC	1/1/2004	2/2/2011	10
North Apron	AP NW	APRON	4105	3300	50	167,034	T	AAC	1/1/2004	2/2/2011	38
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5105	100	40	4,240	P	AC	1/1/1988	2/2/2011	1
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5125	220	200	44,000	P	AC	1/1/1997	2/2/2011	14
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5115	220	200	44,000	P	AC	1/1/1997	2/2/2011	15

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5130	2200	75	164,917	P	AC	7/1/2007	7/1/2007	43
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5135	200	100	20,000	P	PCC	7/1/2010	7/1/2010	4
Runway 10-28	RW 10-28	RUNWAY	6110	11,250.00	25	281,250	P	AAC	1/1/1985	2/2/2011	56
Runway 10-28	RW 10-28	RUNWAY	6105	5625	100	562,500	P	AAC	1/1/1985	2/2/2011	113
Runway 10-28	RW 10-28	RUNWAY	6120	2360	25	59,000	P	AAC	1/1/1998	2/2/2011	12
Runway 10-28	RW 10-28	RUNWAY	6116	2,400.00	25	60,000	P	AAC	1/1/1998	2/2/2011	12
Runway 10-28	RW 10-28	RUNWAY	6115	1180	100	118,000	P	AAC	1/1/1998	2/2/2011	23
Runway 10-28	RW 10-28	RUNWAY	6114	1,200.00	100	120,000	P	AAC	1/1/1998	2/2/2011	24
Runway 5-23	RW 5-23	RUNWAY	6209	35	75	2,625	S	AAC	1/1/1985	2/2/2011	1
Runway 5-23	RW 5-23	RUNWAY	6207	45.00	75	3,375	S	AAC	1/1/1985	2/2/2011	1
Runway 5-23	RW 5-23	RUNWAY	6205	3850	75	288,750	S	AAC	1/1/1992	2/2/2011	74
Taxiway Alpha	TW A	TAXIWAY	120	300	35	13,500	P	AC	1/1/1988	2/2/2011	4
Taxiway Alpha 1	TW A1	TAXIWAY	105	2105	35	73,675	P	AC	1/1/1988	2/2/2011	21
Taxiway Alpha 2	TW A2	TAXIWAY	110	3500	35	122,500	P	AC	1/1/1988	2/2/2011	35
Taxiway Alpha 2	TW A2	TAXIWAY	109	190	75	15,500	P	AAC	1/1/1992	2/2/2011	4
Taxiway Alpha 5	TW A5	TAXIWAY	125	300	35	10,500	P	AC	1/1/1977	2/2/2011	3
Taxiway Alpha 6	TW A6	TAXIWAY	130	750	40	30,000	P	AAC	1/1/1965	2/2/2011	6
Taxiway Bravo 2	TW B2	TAXIWAY	205	275	75	20,625	P	AAC	1/1/1977	2/2/2011	5
Taxiway Bravo 2	TW B2	TAXIWAY	210	1860	75	139,500	P	AAC	1/1/1977	2/2/2011	37
Taxiway Bravo 2	TW B2	TAXIWAY	202	255	160	50,900	P	AAC	1/1/1988	2/2/2011	10
Taxiway Bravo 2	TW B2	TAXIWAY	215	140	75	14,900	P	AAC	1/1/1992	2/2/2011	3

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway Bravo 2	TW B2	TAXIWAY	220	1700	75	127,500	P	AAC	1/1/1997	2/2/2011	35
Taxiway Charlie	TW C	TAXIWAY	304	100	53	9,300	P	AAC	1/1/1977	2/2/2011	2
Taxiway Charlie	TW C	TAXIWAY	305	860	53	45,580	P	AAC	1/1/1977	2/2/2011	3
Taxiway Charlie	TW C	TAXIWAY	310	1600	50	80,000	P	AC	1/1/2004	2/2/2011	16
Taxiway Delta	TW D	TAXIWAY	402	105	75	7,900	P	AAC	1/1/1992	2/2/2011	1
Taxiway Delta	TW D	TAXIWAY	405	1069	75	80,175	P	AAC	1/1/1992	2/2/2011	21
Taxiway Delta	TW D	TAXIWAY	410	1040	50	52,000	P	AC	1/1/2004	2/2/2011	3
Taxiway Delta	TW D	TAXIWAY	420	320	50	16,000	P	AC	1/1/2004	2/2/2011	13

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

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** T **Length:** 1,100.00 Ft **Width:** 80.00 Ft **True Area:** 101,500.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 36,700.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4212 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 320.00 Ft **Width:** 100.00 Ft **True Area:** 32,000.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 475.00 Ft **Width:** 200.00 Ft **True Area:** 108,500.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4220 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 350.00 Ft **Width:** 70.00 Ft **True Area:** 37,900.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4228 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 260.00 Ft **Width:** 100.00 Ft **True Area:** 26,000.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4230 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 650.00 Ft **Width:** 100.00 Ft **True Area:** 94,200.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4235 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 1,100.00 Ft **Width:** 80.00 Ft **True Area:** 86,936.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4240 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 2,350.00 Ft **Width:** 75.00 Ft **True Area:** 176,250.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4242 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 650.00 Ft **Width:** 100.00 Ft **True Area:** 65,000.00 SqF

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

Network: LCQ **Branch:** AP E (EAST APRON) **Section:** 4250 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 300.00 Ft **Width:** 80.00 Ft **True Area:** 30,500.00 SqF

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

Network: LCQ **Branch:** AP NW (NORTH APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** T **Length:** 3,300.00 Ft **Width:** 50.00 Ft **True Area:** 167,034.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	0.00	True	

Network: LCQ **Branch:** AP NW (NORTH APRON) **Section:** 4110 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** P **Length:** 860.00 Ft **Width:** 50.00 Ft **True Area:** 43,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	0.00	True	

Network: LCQ **Branch:** AP NW (NORTH APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** P **Length:** 820.00 Ft **Width:** 55.00 Ft **True Area:** 45,781.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	0.00	True	

Network: LCQ **Branch:** AP NW (NORTH APRON) **Section:** 4116 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** P **Length:** 63.00 Ft **Width:** 54.00 Ft **True Area:** 3,402.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** AP NW (NORTH APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** P **Length:** 570.00 Ft **Width:** 50.00 Ft **True Area:** 28,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** AP NW (NORTH APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** T **Length:** 270.00 Ft **Width:** 118.00 Ft **True Area:** 32,584.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** AP RW10-28 (RUN UP AND TURNAROUND APRON **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** APRON **Rank:** PRW10-28) **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 4,240.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** AP RW10-28 (RUN UP AND TURNAROUND APRON **Section:** 5115 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 220.00 Ft **Width:** 200.00 Ft **True Area:** 44,000.00 SqF

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

Network: LCQ **Branch:** AP RW10-28 (RUN UP AND TURNAROUND APRON **Section:** 5125 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 220.00 Ft **Width:** 200.00 Ft **True Area:** 44,000.00 SqF

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

Network: LCQ **Branch:** AP RW10-28 (RUN UP AND TURNAROUND APRON **Section:** 5130 **Surface:** AC
L.C.D.: 07/01/2007 **Use:** APRON **Rank:** P **Length:** 2,200.00 Ft **Width:** 75.00 Ft **True Area:** 164,917.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** AP RW10-28 (RUN UP AND TURNAROUND APRON **Section:** 5135 **Surface:** PCC
L.C.D.: 07/01/2010 **Use:** APRON **Rank:** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** P **Length:** 5,625.00 Ft **Width:** 100.00 Ft **True Area:** 562,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** P **Length:** 11,250.00 Ft **Width:** 25.00 Ft **True Area:** 281,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6114 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank:** P **Length:** 1,200.00 Ft **Width:** 100.00 Ft **True Area:** 120,000.00 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: LCQ **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank:** P **Length:** 1,180.00 Ft **Width:** 100.00 Ft **True Area:** 118,000.00 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: LCQ **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6116 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank:** P **Length:** 2,400.00 Ft **Width:** 25.00 Ft **True Area:** 60,000.00 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: LCQ **Branch:** RW 10-28 (RUNWAY 10-28) **Section:** 6120 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank:** P **Length:** 2,360.00 Ft **Width:** 25.00 Ft **True Area:** 59,000.00 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: LCQ **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank:** S **Length:** 3,850.00 Ft **Width:** 75.00 Ft **True Area:** 288,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6207 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** S **Length:** 45.00 Ft **Width:** 75.00 Ft **True Area:** 3,375.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6209 **Surface:** AAC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank:** S **Length:** 35.00 Ft **Width:** 75.00 Ft **True Area:** 2,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 35.00 Ft **True Area:** 13,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW A1 (TAXIWAY A1) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 2,105.00 Ft **Width:** 35.00 Ft **True Area:** 73,675.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW A2 (TAXIWAY A2) **Section:** 109 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 Ft **Width:** 75.00 Ft **True Area:** 15,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW A2 (TAXIWAY A2) **Section:** 110 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 3,500.00 Ft **Width:** 35.00 Ft **True Area:** 122,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW A5 (TAXIWAY A5) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 35.00 Ft **True Area:** 10,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW A6 (TAXIWAY A6) **Section:** 130 **Surface:** AAC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank:** P **Length:** 750.00 Ft **Width:** 40.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW B2 (TAXIWAY B2) **Section:** 202 **Surface:** AAC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 255.00 Ft **Width:** 160.00 Ft **True Area:** 50,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW B2 (TAXIWAY B2) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 275.00 Ft **Width:** 75.00 Ft **True Area:** 20,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW B2 (TAXIWAY B2) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 1,860.00 Ft **Width:** 75.00 Ft **True Area:** 139,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW B2 (TAXIWAY B2) **Section:** 215 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 Ft **Width:** 75.00 Ft **True Area:** 14,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW B2 (TAXIWAY B2) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank:** P **Length:** 1,700.00 Ft **Width:** 75.00 Ft **True Area:** 127,500.00 SqF

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

Network: LCQ **Branch:** TW C (TAXIWAY C) **Section:** 304 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 53.00 Ft **True Area:** 9,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 860.00 Ft **Width:** 53.00 Ft **True Area:** 45,580.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,600.00 Ft **Width:** 50.00 Ft **True Area:** 80,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW D (TAXIWAY D) **Section:** 402 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 Ft **Width:** 75.00 Ft **True Area:** 7,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 1,069.00 Ft **Width:** 75.00 Ft **True Area:** 80,175.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,040.00 Ft **Width:** 50.00 Ft **True Area:** 52,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: LCQ **Branch:** TW D (TAXIWAY D) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank:** P **Length:** 320.00 Ft **Width:** 50.00 Ft **True Area:** 16,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

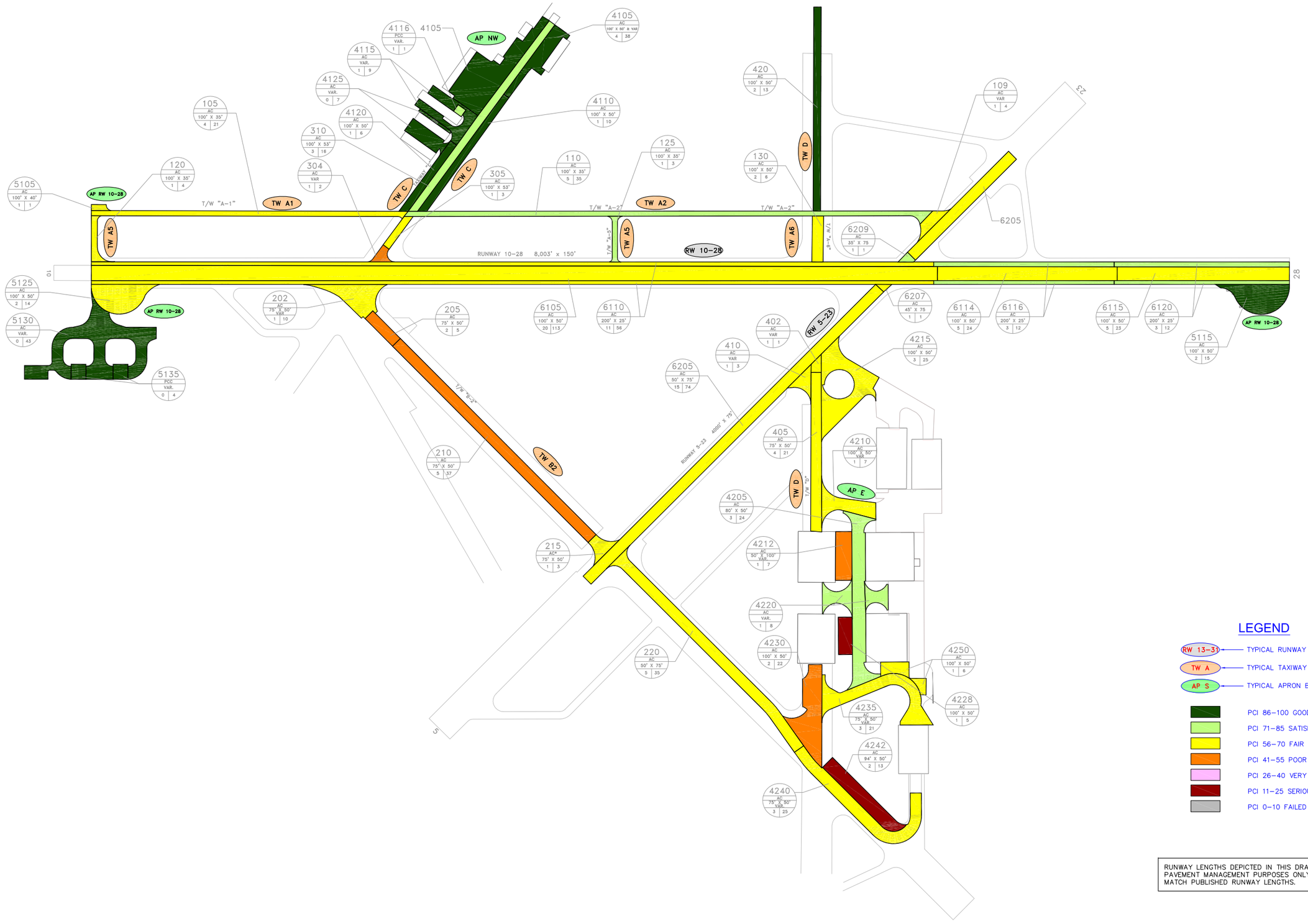
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - AC	3	255,815.00	.00	.00
Initial Construction	46	3,542,684.00	.00	.00

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED

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

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

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\LCQ01\LakeCityMunicipal\LCQ-LCQ-CONDITION.dwg
PLOTTED: July 13, 2011 - 2:41 PM, BY: Burton, George

2011 CONDITION MAP

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LCQ
FDOT DISTRICT: 2

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
East Apron	AP E	APRON	4230	94,200	P	AC	2	22	49	Poor
East Apron	AP E	APRON	4215	108,500	P	AC	3	25	58	Fair
East Apron	AP E	APRON	4240	176,250	P	AC	3	25	59	Fair
East Apron	AP E	APRON	4228	26,000	P	AC	1	5	23	Serious
East Apron	AP E	APRON	4250	30,500	P	AC	1	6	66	Fair
East Apron	AP E	APRON	4212	32,000	P	AC	1	7	51	Poor
East Apron	AP E	APRON	4210	36,700	P	AC	1	7	65	Fair
East Apron	AP E	APRON	4220	37,900	P	AC	1	8	76	Satisfactory
East Apron	AP E	APRON	4242	65,000	P	AC	2	13	17	Serious
East Apron	AP E	APRON	4235	86,936	P	AC	3	21	64	Fair
East Apron	AP E	APRON	4205	101,500	T	AC	3	24	74	Satisfactory
North Apron	AP NW	APRON	4125	32,584	T	AC	0	7	100	Good
North Apron	AP NW	APRON	4116	3,402	P	PCC	1	1	80	Satisfactory
North Apron	AP NW	APRON	4120	28,500	P	AC	1	6	93	Good
North Apron	AP NW	APRON	4115	45,781	P	AC	1	9	87	Good
North Apron	AP NW	APRON	4110	43,000	P	AAC	1	10	97	Good
North Apron	AP NW	APRON	4105	167,034	T	AAC	4	38	94	Good
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5105	4,240	P	AC	1	1	66	Fair
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5125	44,000	P	AC	2	14	67	Fair
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5115	44,000	P	AC	2	15	90	Good
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5130	164,917	P	AC	0	43	100	Good

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Run Up and Turnaround Apron RW10-28	AP RW10-28	APRON	5135	20,000	P	PCC	0	4	100	Good
Runway 10-28	RW 10-28	RUNWAY	6110	281,250	P	AAC	11	56	70	Fair
Runway 10-28	RW 10-28	RUNWAY	6105	562,500	P	AAC	20	113	69	Fair
Runway 10-28	RW 10-28	RUNWAY	6120	59,000	P	AAC	3	12	78	Satisfactory
Runway 10-28	RW 10-28	RUNWAY	6116	60,000	P	AAC	3	12	78	Satisfactory
Runway 10-28	RW 10-28	RUNWAY	6115	118,000	P	AAC	5	23	70	Fair
Runway 10-28	RW 10-28	RUNWAY	6114	120,000	P	AAC	5	24	66	Fair
Runway 5-23	RW 5-23	RUNWAY	6209	2,625	S	AAC	1	1	76	Satisfactory
Runway 5-23	RW 5-23	RUNWAY	6207	3,375	S	AAC	1	1	67	Fair
Runway 5-23	RW 5-23	RUNWAY	6205	288,750	S	AAC	15	74	64	Fair
Taxiway Alpha	TW A	TAXIWAY	120	13,500	P	AC	1	4	68	Fair
Taxiway Alpha 1	TW A1	TAXIWAY	105	73,675	P	AC	4	21	65	Fair
Taxiway Alpha 2	TW A2	TAXIWAY	110	122,500	P	AC	5	35	73	Satisfactory
Taxiway Alpha 2	TW A2	TAXIWAY	109	15,500	P	AAC	1	4	66	Fair
Taxiway Alpha 5	TW A5	TAXIWAY	125	10,500	P	AC	1	3	72	Satisfactory
Taxiway Alpha 6	TW A6	TAXIWAY	130	30,000	P	AAC	2	6	58	Fair
Taxiway Bravo 2	TW B2	TAXIWAY	205	20,625	P	AAC	2	5	49	Poor
Taxiway Bravo 2	TW B2	TAXIWAY	210	139,500	P	AAC	5	37	52	Poor
Taxiway Bravo 2	TW B2	TAXIWAY	202	50,900	P	AAC	1	10	59	Fair
Taxiway Bravo 2	TW B2	TAXIWAY	215	14,900	P	AAC	1	3	65	Fair
Taxiway Bravo 2	TW B2	TAXIWAY	220	127,500	P	AAC	5	35	58	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Charlie	TW C	TAXIWAY	304	9,300	P	AAC	1	2	45	Poor
Taxiway Charlie	TW C	TAXIWAY	305	45,580	P	AAC	1	3	66	Fair
Taxiway Charlie	TW C	TAXIWAY	310	80,000	P	AC	3	16	82	Satisfactory
Taxiway Delta	TW D	TAXIWAY	402	7,900	P	AAC	1	1	56	Fair
Taxiway Delta	TW D	TAXIWAY	405	80,175	P	AAC	4	21	69	Fair
Taxiway Delta	TW D	TAXIWAY	410	52,000	P	AC	1	3	70	Fair
Taxiway Delta	TW D	TAXIWAY	420	16,000	P	AC	2	13	95	Good

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 6 /8/2011

Branch Condition Report

Pavement Database: NetworkID: LCQ

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 E (EAST APRON)	11	7,905.00	98.64	795,486.00	APRON	54.73	18.21	56.56
AP NW (NORTH APRON)	6	5,883.00	62.83	320,301.00	APRON	91.83	6.62	93.77
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5	2,940.00	123.00	277,157.00	APRON	84.60	15.23	92.65
RW 10-28 (RUNWAY 10-28)	6	24,015.00	62.50	1,200,750.00	RUNWAY	71.83	4.56	69.92
RW 5-23 (RUNWAY 5-23)	3	3,930.00	75.00	294,750.00	RUNWAY	69.00	5.10	64.14
TW A (TAXIWAY A)	1	300.00	35.00	13,500.00	TAXIWAY	68.00	0.00	68.00
TW A1 (TAXIWAY A1)	1	2,105.00	35.00	73,675.00	TAXIWAY	65.00	0.00	65.00
TW A2 (TAXIWAY A2)	2	3,690.00	55.00	138,000.00	TAXIWAY	69.50	3.50	72.21
TW A5 (TAXIWAY A5)	1	300.00	35.00	10,500.00	TAXIWAY	72.00	0.00	72.00
TW A6 (TAXIWAY A6)	1	750.00	40.00	30,000.00	TAXIWAY	58.00	0.00	58.00
TW B2 (TAXIWAY B2)	5	4,230.00	92.00	353,425.00	TAXIWAY	56.60	5.61	55.55
TW C (TAXIWAY C)	3	2,560.00	52.00	134,880.00	TAXIWAY	64.33	15.15	74.04
TW D (TAXIWAY D)	4	2,534.00	62.50	156,075.00	TAXIWAY	72.50	14.12	71.34

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	22	1,392,944.00	71.64	22.87	72.30
RUNWAY	9	1,495,500.00	70.89	4.93	68.78
TAXIWAY	18	910,055.00	64.89	11.53	64.74
All	49	3,798,499.00	69.02	17.26	69.11

STD = Standard Deviation

Date: 6 /8/2011

Section Condition Report

Pavement Database: *NetworkID: LCQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4205	12/25/1999	AC	APRON	T	0	101,500.00	02/02/2011	12	74.00
AP E (EAST APRON)	4210	12/25/1999	AC	APRON	P	0	36,700.00	02/02/2011	12	65.00
AP E (EAST APRON)	4212	12/25/1999	AC	APRON	P	0	32,000.00	02/02/2011	12	51.00
AP E (EAST APRON)	4215	01/01/1997	AC	APRON	P	0	108,500.00	02/02/2011	14	58.00
AP E (EAST APRON)	4220	12/25/1999	AC	APRON	P	0	37,900.00	02/02/2011	12	76.00
AP E (EAST APRON)	4228	12/25/1999	AC	APRON	P	0	26,000.00	02/02/2011	12	23.00
AP E (EAST APRON)	4230	01/01/1997	AC	APRON	P	0	94,200.00	02/02/2011	14	49.00
AP E (EAST APRON)	4235	12/25/1999	AC	APRON	P	0	86,936.00	02/02/2011	12	64.00
AP E (EAST APRON)	4240	01/01/1997	AC	APRON	P	0	176,250.00	02/02/2011	14	59.00
AP E (EAST APRON)	4242	12/25/1999	AC	APRON	P	0	65,000.00	02/02/2011	12	17.00
AP E (EAST APRON)	4250	12/25/1999	AC	APRON	P	0	30,500.00	02/02/2011	12	66.00
AP NW (NORTH APRON)	4105	01/01/2004	AAC	APRON	T	0	167,034.00	02/02/2011	7	94.00
AP NW (NORTH APRON)	4110	01/01/2004	AAC	APRON	P	0	43,000.00	02/02/2011	7	97.00
AP NW (NORTH APRON)	4115	01/01/2004	AC	APRON	P	0	45,781.00	02/02/2011	7	87.00
AP NW (NORTH APRON)	4116	01/01/2004	PCC	APRON	P	0	3,402.00	02/02/2011	7	80.00
AP NW (NORTH APRON)	4120	01/01/2004	AC	APRON	P	0	28,500.00	02/02/2011	7	93.00
AP NW (NORTH APRON)	4125	01/01/2004	AC	APRON	T	0	32,584.00	01/01/2004	0	100.00
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5105	01/01/1988	AC	APRON	P	0	4,240.00	02/02/2011	23	66.00
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5115	01/01/1997	AC	APRON	P	0	44,000.00	02/02/2011	14	90.00
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5125	01/01/1997	AC	APRON	P	0	44,000.00	02/02/2011	14	67.00
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5130	07/01/2007	AC	APRON	P	0	164,917.00	07/01/2007	0	100.00
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5135	07/01/2010	PCC	APRON	P	0	20,000.00	07/01/2010	0	100.00
RW 10-28 (RUNWAY 10-28)	6105	01/01/1985	AAC	RUNWAY	P	0	562,500.00	02/02/2011	26	69.00
RW 10-28 (RUNWAY 10-28)	6110	01/01/1985	AAC	RUNWAY	P	0	281,250.00	02/02/2011	26	70.00

Section Condition Report

Pavement Database: *NetworkID: LCQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 10-28 (RUNWAY 10-28)	6114	01/01/1998	AAC	RUNWAY	P	0	120,000.00	02/02/2011	13	66.00
RW 10-28 (RUNWAY 10-28)	6115	01/01/1998	AAC	RUNWAY	P	0	118,000.00	02/02/2011	13	70.00
RW 10-28 (RUNWAY 10-28)	6116	01/01/1998	AAC	RUNWAY	P	0	60,000.00	02/02/2011	13	78.00
RW 10-28 (RUNWAY 10-28)	6120	01/01/1998	AAC	RUNWAY	P	0	59,000.00	02/02/2011	13	78.00
RW 5-23 (RUNWAY 5-23)	6205	01/01/1992	AAC	RUNWAY	S	0	288,750.00	02/02/2011	19	64.00
RW 5-23 (RUNWAY 5-23)	6207	01/01/1985	AAC	RUNWAY	S	0	3,375.00	02/02/2011	26	67.00
RW 5-23 (RUNWAY 5-23)	6209	01/01/1985	AAC	RUNWAY	S	0	2,625.00	02/02/2011	26	76.00
TW A (TAXIWAY A)	120	01/01/1988	AC	TAXIWAY	P	0	13,500.00	02/02/2011	23	68.00
TW A1 (TAXIWAY A1)	105	01/01/1988	AC	TAXIWAY	P	0	73,675.00	02/02/2011	23	65.00
TW A2 (TAXIWAY A2)	109	01/01/1992	AAC	TAXIWAY	P	0	15,500.00	02/02/2011	19	66.00
TW A2 (TAXIWAY A2)	110	01/01/1988	AC	TAXIWAY	P	0	122,500.00	02/02/2011	23	73.00
TW A5 (TAXIWAY A5)	125	01/01/1977	AC	TAXIWAY	P	0	10,500.00	02/02/2011	34	72.00
TW A6 (TAXIWAY A6)	130	01/01/1965	AAC	TAXIWAY	P	0	30,000.00	02/02/2011	46	58.00
TW B2 (TAXIWAY B2)	202	01/01/1988	AAC	TAXIWAY	P	0	50,900.00	02/02/2011	23	59.00
TW B2 (TAXIWAY B2)	205	01/01/1977	AAC	TAXIWAY	P	0	20,625.00	02/02/2011	34	49.00
TW B2 (TAXIWAY B2)	210	01/01/1977	AAC	TAXIWAY	P	0	139,500.00	02/02/2011	34	52.00
TW B2 (TAXIWAY B2)	215	01/01/1992	AAC	TAXIWAY	P	0	14,900.00	02/02/2011	19	65.00
TW B2 (TAXIWAY B2)	220	01/01/1997	AAC	TAXIWAY	P	0	127,500.00	02/02/2011	14	58.00
TW C (TAXIWAY C)	304	01/01/1977	AAC	TAXIWAY	P	0	9,300.00	02/02/2011	34	45.00
TW C (TAXIWAY C)	305	01/01/1977	AAC	TAXIWAY	P	0	45,580.00	02/02/2011	34	66.00
TW C (TAXIWAY C)	310	01/01/2004	AC	TAXIWAY	P	0	80,000.00	02/02/2011	7	82.00
TW D (TAXIWAY D)	402	01/01/1992	AAC	TAXIWAY	P	0	7,900.00	02/02/2011	19	56.00
TW D (TAXIWAY D)	405	01/01/1992	AAC	TAXIWAY	P	0	80,175.00	02/02/2011	19	69.00
TW D (TAXIWAY D)	410	01/01/2004	AC	TAXIWAY	P	0	52,000.00	02/02/2011	7	70.00
TW D (TAXIWAY D)	420	01/01/2004	AC	TAXIWAY	P	0	16,000.00	02/02/2011	7	95.00

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	217,501.00	3	100.00	0.00	100.00
06-10	7.00	435,717.00	8	87.25	8.74	88.36
11-15	12.89	1,367,986.00	18	61.61	17.71	61.96
16-20	19.00	407,225.00	5	64.00	4.34	64.94
21-25	23.00	264,815.00	5	66.20	4.53	67.72
26-30	26.00	849,750.00	4	70.50	3.35	69.34
31-35	34.00	225,505.00	5	56.80	10.38	55.20
over 40	46.00	30,000.00	1	58.00	0.00	58.00
All	16.69	3,798,499.00	49	69.02	17.26	69.11

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
East Apron	AP E	4205	74	73	72	71	69	68	66	65	63	62	60
East Apron	AP E	4210	65	64	63	62	60	59	57	56	54	53	51
East Apron	AP E	4212	51	50	49	48	46	45	43	42	40	39	37
East Apron	AP E	4215	58	57	56	55	53	52	50	49	47	46	44
East Apron	AP E	4220	76	75	74	73	71	70	68	67	65	64	62
East Apron	AP E	4228	23	22	21	20	18	17	15	14	12	11	9
East Apron	AP E	4230	49	48	47	46	44	43	41	40	38	37	35
East Apron	AP E	4235	64	63	62	61	59	58	56	55	53	52	50
East Apron	AP E	4240	59	58	57	56	54	53	51	50	48	47	45
East Apron	AP E	4242	17	16	15	14	12	11	9	8	6	5	3
East Apron	AP E	4250	66	65	64	63	61	60	58	57	55	54	52
North Apron	AP NW	4105	94	93	91	89	87	85	83	81	79	77	75
North Apron	AP NW	4110	97	96	94	92	90	87	85	83	81	79	77
North Apron	AP NW	4115	87	86	85	84	82	81	79	78	76	75	73
North Apron	AP NW	4116	80	79	76	74	71	69	66	64	61	58	56
North Apron	AP NW	4120	93	92	91	90	88	87	85	84	82	81	79
North Apron	AP NW	4125	100	89	88	86	85	83	82	80	79	78	76
Run Up and Turnaround Apron RW10-28	AP RW10-28	5105	66	65	64	63	61	60	58	57	55	54	52
Run Up and Turnaround Apron RW10-28	AP RW10-28	5115	90	89	88	87	85	84	82	81	79	78	76
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	67	66	65	64	62	61	59	58	56	55	53

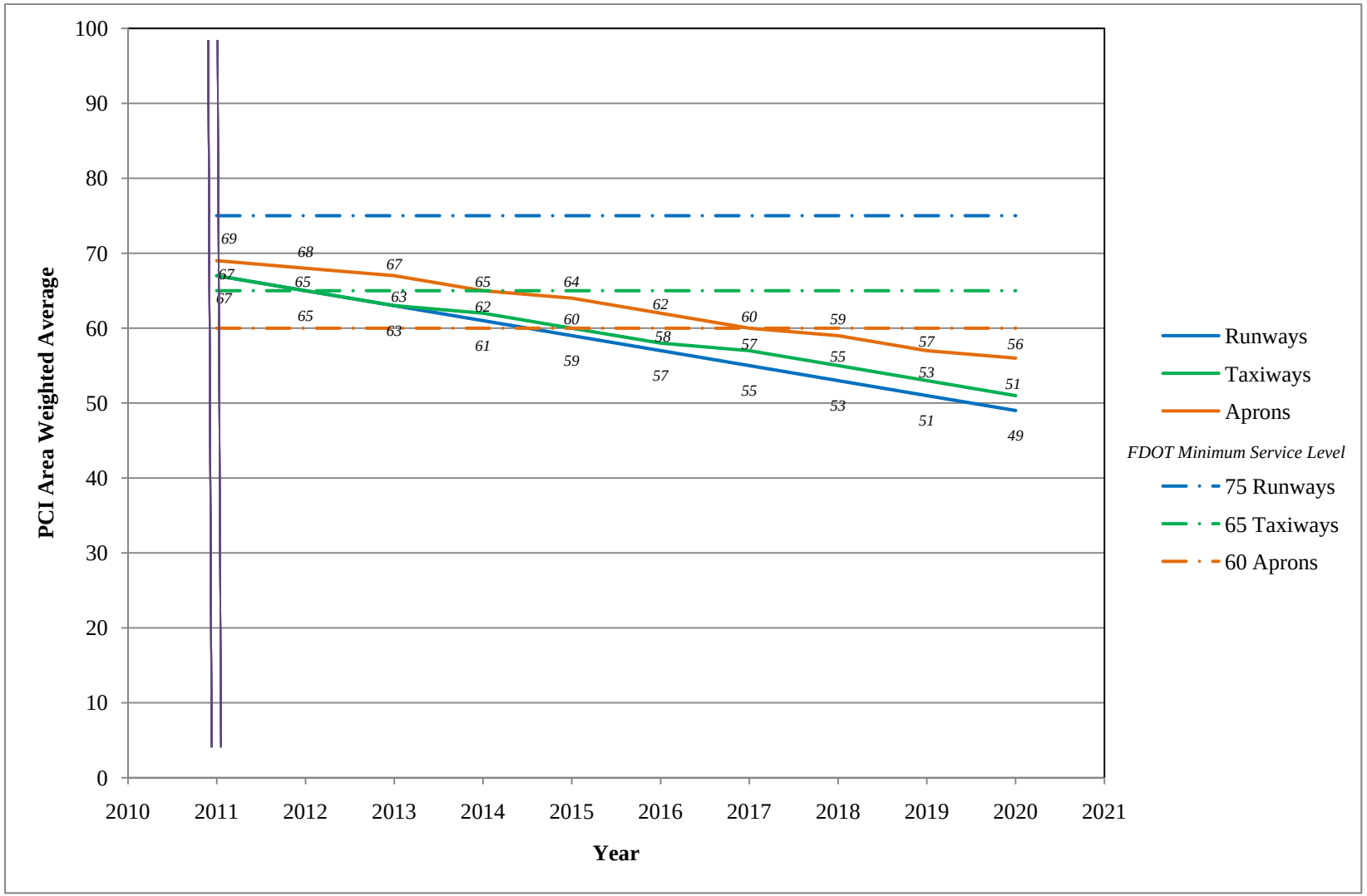
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Run Up and Turnaround Apron RW10-28	AP RW10-28	5130	100	94	93	91	90	88	87	85	84	83	81
Run Up and Turnaround Apron RW10-28	AP RW10-28	5135	100	97	95	92	90	87	85	82	79	77	74
Runway 10-28	RW 10-28	6105	69	68	66	64	62	60	58	56	55	53	51
Runway 10-28	RW 10-28	6110	70	69	67	65	63	61	59	57	56	54	52
Runway 10-28	RW 10-28	6114	66	65	63	61	59	57	55	53	52	50	48
Runway 10-28	RW 10-28	6115	70	69	67	65	63	61	59	57	56	54	52
Runway 10-28	RW 10-28	6116	78	77	75	73	71	69	67	65	64	62	60
Runway 10-28	RW 10-28	6120	78	77	75	73	71	69	67	65	64	62	60
Runway 5-23	RW 5-23	6205	64	63	61	59	57	55	53	51	50	48	46
Runway 5-23	RW 5-23	6207	67	66	64	62	60	58	56	54	53	51	49
Runway 5-23	RW 5-23	6209	76	75	73	71	69	67	65	63	62	60	58
Taxiway Alpha	TW A	120	68	67	66	64	62	60	59	57	55	54	52
Taxiway Alpha 1	TW A1	105	65	64	63	61	59	57	56	54	52	51	49
Taxiway Alpha 2	TW A2	109	66	65	64	62	60	58	57	55	53	51	50
Taxiway Alpha 2	TW A2	110	73	72	71	69	67	65	64	62	60	59	57
Taxiway Alpha 5	TW A5	125	72	71	70	68	66	64	63	61	59	58	56
Taxiway Alpha 6	TW A6	130	58	57	56	54	52	50	49	47	45	43	42
Taxiway Bravo 2	TW B2	202	59	58	57	55	53	51	50	48	46	44	43
Taxiway Bravo 2	TW B2	205	49	48	47	45	43	41	40	38	36	34	33
Taxiway Bravo 2	TW B2	210	52	51	50	48	46	44	43	41	39	37	36

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Taxiway Bravo 2	TW B2	215	65	64	63	61	59	57	56	54	52	50	49
Taxiway Bravo 2	TW B2	220	58	57	56	54	52	50	49	47	45	43	42
Taxiway Charlie	TW C	304	45	44	43	41	39	37	36	34	32	30	29
Taxiway Charlie	TW C	305	66	65	64	62	60	58	57	55	53	51	50
Taxiway Charlie	TW C	310	82	81	80	78	76	74	73	71	69	68	66
Taxiway Delta	TW D	402	56	55	54	52	50	48	47	45	43	41	40
Taxiway Delta	TW D	405	69	68	67	65	63	61	60	58	56	54	53
Taxiway Delta	TW D	410	70	69	68	66	64	62	61	59	57	56	54
Taxiway Delta	TW D	420	95	94	93	91	89	87	86	84	82	81	79

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
East Apron	AP E	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,712.10	SqFt	$0.40	$3,484.86
East Apron	AP E	4210	L & T CR	M	Crack Sealing - AC	78.30	Ft	$2.25	$176.16
East Apron	AP E	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,808.00	SqFt	$0.40	$3,523.23
East Apron	AP E	4212	PATCHING	M	Patching - AC Deep	6,069.50	SqFt	$4.90	$29,740.43
East Apron	AP E	4212	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,072.00	SqFt	$0.40	$1,228.81
East Apron	AP E	4215	BLOCK CR	H	Crack Sealing - AC	78.10	Ft	$2.25	$175.66
East Apron	AP E	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	40,504.30	SqFt	$0.40	$16,201.85
East Apron	AP E	4215	L & T CR	M	Crack Sealing - AC	604.80	Ft	$2.25	$1,360.70
Runway 5-23	RW 5-23	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,387.20	SqFt	$0.40	$13,354.99
Runway 5-23	RW 5-23	6205	L & T CR	M	Crack Sealing - AC	2,669.30	Ft	$2.25	$6,006.01
Runway 5-23	RW 5-23	6207	WEATH/RAVEL	L	Surface Seal - Rejuvenating	75.00	SqFt	$0.40	$30.00
Runway 5-23	RW 5-23	6209	WEATH/RAVEL	L	Surface Seal - Rejuvenating	84.00	SqFt	$0.40	$33.60
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,414.30	SqFt	$0.40	$4,165.75
Taxiway Alpha 1	TW A1	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	46,046.90	SqFt	$0.40	$18,418.90
Taxiway Alpha 1	TW A1	105	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,099.40	SqFt	$0.40	$2,039.76
Taxiway Alpha 2	TW A2	109	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,370.00	SqFt	$0.40	$3,348.03
Taxiway Alpha 2	TW A2	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,300.00	SqFt	$0.40	$24,920.21
Taxiway Alpha 5	TW A5	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,500.00	SqFt	$0.40	$3,000.03
Taxiway Alpha 6	TW A6	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	29,997.30	SqFt	$0.40	$11,999.01
Taxiway Bravo 2	TW B2	202	WEATH/RAVEL	L	Surface Seal - Rejuvenating	50,900.00	SqFt	$0.40	$20,360.17
Taxiway Bravo 2	TW B2	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,537.50	SqFt	$0.40	$1,815.02
Taxiway Bravo 2	TW B2	205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,237.50	SqFt	$0.40	$495.00
Taxiway Bravo 2	TW B2	205	WEATH/RAVEL	H	Microsurfacing – AC	2.80	SqFt	$0.65	$1.79
Taxiway Bravo 2	TW B2	205	BLOCK CR	M	Crack Sealing – AC	377.20	Ft	$2.25	$848.68

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Bravo 2	TW B2	210	BLOCK CR	M	Crack Sealing – AC	907.10	Ft	$2.25	$2,040.94
Taxiway Bravo 2	TW B2	210	L & T CR	M	Crack Sealing – AC	297.60	Ft	$2.25	$669.60
Taxiway Bravo 2	TW B2	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	33,108.00	SqFt	$0.40	$13,243.31
Taxiway Bravo 2	TW B2	215	L & T CR	M	Crack Sealing – AC	71.00	Ft	$2.25	$159.64
Taxiway Bravo 2	TW B2	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,547.60	SqFt	$0.40	$1,419.06
Taxiway Bravo 2	TW B2	220	L & T CR	M	Crack Sealing – AC	924.80	Ft	$2.25	$2,080.80
Taxiway Bravo 2	TW B2	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,604.00	SqFt	$0.40	$1,441.61
Taxiway Charlie	TW C	304	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,658.20	SqFt	$0.40	$3,063.30
Taxiway Charlie	TW C	304	L & T CR	M	Crack Sealing – AC	146.70	Ft	$2.25	$329.97
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,460.00	SqFt	$0.40	$3,784.03
Taxiway Charlie	TW C	310	L & T CR	M	Crack Sealing – AC	20.10	Ft	$2.25	$45.28
Taxiway Charlie	TW C	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	65.40	SqFt	$0.40	$26.16
Taxiway Delta	TW D	402	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,054.70	SqFt	$0.40	$1,221.88
Taxiway Delta	TW D	402	L & T CR	M	Crack Sealing – AC	48.50	Ft	$2.25	$109.02
Taxiway Delta	TW D	405	L & T CR	M	Crack Sealing – AC	547.50	Ft	$2.25	$1,231.96
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,455.30	SqFt	$0.40	$4,182.17
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,690.90	SqFt	$0.40	$9,076.44
Taxiway Delta	TW D	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	105.60	SqFt	$0.40	$42.24
East Apron	AP E	4220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,400.70	SqFt	$0.40	$2,160.32
East Apron	AP E	4228	WEATH/RAVEL	H	Microsurfacing – AC	665.60	SqFt	$0.65	$432.64
East Apron	AP E	4228	WEATH/RAVEL	M	Surface Seal - Coat Tar	25,334.40	SqFt	$0.40	$10,133.84
East Apron	AP E	4228	PATCHING	M	Patching - AC Deep	661.00	SqFt	$4.90	$3,238.82
East Apron	AP E	4228	DEPRESSION	M	Patching - AC Deep	161.40	SqFt	$4.90	$791.10

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

East Apron	AP E	4230	WEATH/RAVEL	M	Surface Seal - Coat Tar	339.10	SqFt	$0.40	$135.65
East Apron	AP E	4230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,119.50	SqFt	$0.40	$847.81
East Apron	AP E	4230	PATCHING	H	Patching - AC Deep	1,419.20	SqFt	$4.90	$6,954.24
East Apron	AP E	4230	L & T CR	M	Crack Sealing – AC	461.60	Ft	$2.25	$1,038.56
East Apron	AP E	4230	BLOCK CR	M	Crack Sealing – AC	1,335.10	Ft	$2.25	$3,004.01
East Apron	AP E	4235	PATCHING	M	Patching - AC Deep	3,547.60	SqFt	$4.90	$17,383.42
East Apron	AP E	4235	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,318.40	SqFt	$0.40	$927.37
East Apron	AP E	4240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,241.00	SqFt	$0.40	$5,696.45
East Apron	AP E	4242	WEATH/RAVEL	M	Surface Seal - Coat Tar	45,617.60	SqFt	$0.40	$18,247.17
East Apron	AP E	4242	PATCHING	M	Patching - AC Deep	19,946.80	SqFt	$4.90	$97,739.39
East Apron	AP E	4242	BLOCK CR	M	Crack Sealing – AC	13,904.20	Ft	$2.25	$31,284.56
East Apron	AP E	4250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,982.50	SqFt	$0.40	$793.01
North Apron	AP NW	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	8.00	SqFt	$0.40	$3.20
North Apron	AP NW	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	914.20	SqFt	$0.40	$365.69
North Apron	AP NW	4116	JT SEAL DMG	H	Joint Seal (Localized)	213.70	Ft	$2.00	$427.43
Run Up and Turnaround Apron RW10-28	AP RW10-28	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,544.00	SqFt	$0.40	$1,017.61
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	L & T CR	M	Crack Sealing – AC	224.40	Ft	$2.25	$504.90
Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,432.00	SqFt	$0.40	$1,372.81

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

Run Up and Turnaround Apron RW10-28	AP RW10-28	5125	SWELLING	M	Patching - AC Deep	207.90	SqFt	$4.90	$1,018.95
Runway 10-28	RW 10-28	6105	WEATH/RAVEL	M	Surface Seal - Coat Tar	140.60	SqFt	$0.40	$56.25
Runway 10-28	RW 10-28	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	39,318.80	SqFt	$0.40	$15,727.63
Runway 10-28	RW 10-28	6105	DEPRESSION	M	Patching - AC Deep	576.30	SqFt	$4.90	$2,823.75
Runway 10-28	RW 10-28	6105	L & T CR	M	Crack Sealing – AC	1,490.60	Ft	$2.25	$3,353.91
Runway 10-28	RW 10-28	6110	PATCHING	M	Patching - AC Deep	13.00	SqFt	$4.90	$63.66
Runway 10-28	RW 10-28	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,002.80	SqFt	$0.40	$6,801.19
Runway 10-28	RW 10-28	6110	L & T CR	M	Crack Sealing – AC	5.10	Ft	$2.25	$11.51
Runway 10-28	RW 10-28	6114	L & T CR	M	Crack Sealing – AC	2,217.60	Ft	$2.25	$4,989.61
Runway 10-28	RW 10-28	6114	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,390.40	SqFt	$0.40	$956.17
Runway 10-28	RW 10-28	6114	WEATH/RAVEL	M	Surface Seal - Coat Tar	62.40	SqFt	$0.40	$24.96
Runway 10-28	RW 10-28	6115	L & T CR	M	Crack Sealing – AC	500.30	Ft	$2.25	$1,125.72
Runway 10-28	RW 10-28	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,529.20	SqFt	$0.40	$9,411.76
Runway 10-28	RW 10-28	6116	L & T CR	M	Crack Sealing – AC	812.00	Ft	$2.25	$1,827.00
Runway 10-28	RW 10-28	6116	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,400.00	SqFt	$0.40	$560.00
Runway 10-28	RW 10-28	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,688.00	SqFt	$0.40	$5,475.25
								Total =	**$469,623.38**

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	East Apron	4210	AC	36,700. SqFt	$85,437.65	64	Mill and Overlay	100
2011	East Apron	4212	AC	32,000. SqFt	$201,280.02	50	Mill and Overlay	100
2011	East Apron	4215	AC	108,500. SqFt	$464,488.72	57	Mill and Overlay	100
2011	East Apron	4228	AC	26,000. SqFt	$354,120.11	22	Reconstruction	100
2011	East Apron	4230	AC	94,200. SqFt	$592,518.05	48	Mill and Overlay	100
2011	East Apron	4235	AC	86,936. SqFt	$226,120.68	63	Mill and Overlay	100
2011	East Apron	4240	AC	176,250. SqFt	$703,942.88	58	Mill and Overlay	100
2011	East Apron	4242	AC	65,000. SqFt	$885,300.29	16	Reconstruction	100
2011	Runway 5-23	6205	AAC	288,750. SqFt	$751,039.21	63	Mill and Overlay	100
2011	Taxiway Alpha 1	105	AC	73,675. SqFt	$171,515.51	64	Mill and Overlay	100
2011	Taxiway Alpha 6	130	AAC	30,000. SqFt	$128,430.06	57	Mill and Overlay	100
2011	Taxiway Bravo 2	202	AAC	50,900. SqFt	$203,294.71	58	Mill and Overlay	100
2011	Taxiway Bravo 2	205	AAC	20,625. SqFt	$129,731.26	48	Mill and Overlay	100
2011	Taxiway Bravo 2	210	AAC	139,500. SqFt	$837,418.59	51	Mill and Overlay	100
2011	Taxiway Bravo 2	215	AAC	14,900. SqFt	$34,687.22	64	Mill and Overlay	100
2011	Taxiway Bravo 2	220	AAC	127,500. SqFt	$545,827.76	57	Mill and Overlay	100
2011	Taxiway Charlie	304	AAC	9,300. SqFt	$58,497.00	44	Mill and Overlay	100
2011	Taxiway Delta	402	AAC	7,900. SqFt	$38,354.51	55	Mill and Overlay	100
2012	East Apron	4250	AC	30,500. SqFt	$73,134.17	65	Mill and Overlay	100
2012	Run Up and Turnaround Apron RW10-28	5105	AC	4,240. SqFt	$10,166.85	65	Mill and Overlay	100
2012	Runway 10-28	6114	AAC	120,000. SqFt	$321,483.80	65	Mill and Overlay	100

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Runway 5-23	6207	AAC	3,375. SqFt	$8,092.72	66	Mill and Overlay	100
2012	Taxiway Alpha 2	109	AAC	15,500. SqFt	$37,166.54	65	Mill and Overlay	100
2012	Taxiway Charlie	305	AAC	45,580. SqFt	$109,293.62	65	Mill and Overlay	100
2013	Run Up and Turnaround Apron RW10-28	5125	AC	44,000. SqFt	$108,670.18	66	Mill and Overlay	100
2013	Runway 10-28	6105	AAC	562,500. SqFt	$1,389,249.42	68	Mill and Overlay	100
2013	Taxiway Alpha	120	AC	13,500. SqFt	$33,341.99	67	Mill and Overlay	100
2014	Runway 10-28	6110	AAC	281,250. SqFt	$799,364.44	69	Mill and Overlay	100
2014	Runway 10-28	6115	AAC	118,000. SqFt	$335,377.79	69	Mill and Overlay	100
2014	Taxiway Delta	405	AAC	80,175. SqFt	$227,872.16	68	Mill and Overlay	100
2014	Taxiway Delta	410	AC	52,000. SqFt	$132,281.24	69	Mill and Overlay	100
2015	Taxiway Alpha 5	125	AC	10,500. SqFt	$27,511.95	71	Mill and Overlay	100
2016	Taxiway Alpha 2	110	AC	122,500. SqFt	$330,601.99	72	Mill and Overlay	100
2017	North Apron	4116	PCC	3,402. SqFt	$9,456.73	79	PCC Restoration	100
2017	Runway 5-23	6209	AAC	2,625. SqFt	$8,152.55	75	Mill and Overlay	100
2018	East Apron	4205	AC	101,500. SqFt	$324,688.75	73	Mill and Overlay	100
2018	Runway 10-28	6116	AAC	60,000. SqFt	$171,788.89	77	Mill and Overlay	100
2018	Runway 10-28	6120	AAC	59,000. SqFt	$168,925.74	77	Mill and Overlay	100
2019	East Apron	4220	AC	37,900. SqFt	$111,768.71	75	Mill and Overlay	100
				Total	**$11,150,394.46**	**62**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP

FY 2017
NORTH APRON: 4116
PCC RESTORATION
$0.01M

FY 2011
TAXIWAY A1: 105
MILL AND OVERLAY
$0.17M

FY 2016
TAXIWAY A2: 110
MILL AND OVERLAY
$0.33M

FY 2011
TAXIWAY C: 304
MILL AND OVERLAY
$0.06M

FY 2012
RUN UP AND
TURNAROUND: 5105
MILL AND OVERLAY
$0.01M

FY 2013
TAXIWAY A: 120
MILL AND OVERLAY
$0.03M

FY 2013
RUN UP AND
TURNAROUND: 5125
MILL AND OVERLAY
$0.11M

FY 2013
RUNWAY 10-28: 6105
MILL AND OVERLAY
$1.39M

FY 2011
TAXIWAY B2: 202
MILL AND OVERLAY
$0.20M

FY 2011
TAXIWAY B2: 205
MILL AND OVERLAY
$0.13M

FY 2011
TAXIWAY B2: 210
MILL AND OVERLAY
$0.84M

FY 2011
TAXIWAY B2: 215
MILL AND OVERLAY
$0.03M

FY 2011
TAXIWAY B2: 220
MILL AND OVERLAY
$0.55M

FY 2012
TAXIWAY C: 305
MILL AND OVERLAY
$0.11M

FY 2014
RUNWAY 10-28: 6110
MILL AND OVERLAY
$0.80M

FY 2015
TAXIWAY A5: 125
MILL AND OVERLAY
$0.03M

FY 2011
TAXIWAY A6: 130
MILL AND OVERLAY
$0.13M

FY 2017
RUNWAY 5-23: 6209
MILL AND OVERLAY
$0.01M

FY 2012
TAXIWAY A2: 109
MILL AND OVERLAY
$0.04M

FY 2011
RUNWAY 5-23: 6205
MILL AND OVERLAY
$0.75M

FY 2018
RUNWAY 10-28: 6120
MILL AND OVERLAY
$0.17M

FY 2014
RUNWAY 10-28: 6115
MILL AND OVERLAY
$0.34M

FY 2012
RUNWAY 10-28: 6114
MILL AND OVERLAY
$0.32M

FY 2018
RUNWAY 10-28: 6116
MILL AND OVERLAY
$0.17M

FY 2012
RUNWAY 5-23: 6207
MILL AND OVERLAY
$0.01M

FY 2011
TAXIWAY D: 402
MILL AND OVERLAY
$0.04M

FY 2014
TAXIWAY D: 410
MILL AND OVERLAY
$0.13M

FY 2014
TAXIWAY D: 405
MILL AND OVERLAY
$0.23M

FY 2011
EAST APRON: 4215
MILL AND OVERLAY
$0.46M

FY 2011
EAST APRON: 4210
MILL AND OVERLAY
$0.09M

FY 2011
EAST APRON: 4212
MILL AND OVERLAY
$0.20M

FY 2019
EAST APRON: 4220
MILL AND OVERLAY
$0.11M

FY 2018
EAST APRON: 4205
MILL AND OVERLAY
$0.32M

FY 2012
EAST APRON: 4250
MILL AND OVERLAY
$0.07M

FY 2011
EAST APRON: 4235
MILL AND OVERLAY
$0.23M

FY 2011
EAST APRON: 4228
RECONSTRUCTION
$0.35M

FY 2011
EAST APRON: 4230
MILL AND OVERLAY
$0.59M

FY 2011
EAST APRON: 4240
MILL AND OVERLAY
$0.70M

FY 2011
EAST APRON: 4242
RECONSTRUCTION
$0.89M

AP NW
AP RW 10-28
TW A1
TW A5
TW C
TW B2
TW A2
TW A6
TW D
RW 10-28
RW 5-23
AP E
T/W "A-1"
T/W "A-2"
T/W "A-3"
T/W "A-4"
T/W "A-5"
T/W "B-2"
RUNWAY 10-28 8,003' x 150'
RUNWAY 5-23 4000' x 75'
01
28
23
5

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

YEAR	
	2011
	2012
	2013
	2014
	2015
	2016
	2017
	2018
	2019
	2020

ACTIVITY	
	MICROSURFACING
	MILL AND OVERLAY
	RECONSTRUCTION
	CONCRETE PAVEMENT RESTORATION

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

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

NUMBER	DATE	REVISIONS

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

P:\Civil_Shared\7201 Aviation 2010-2017\2010-201--Press F\LCQ01\LakeCityAirport\Q04-LCQ-10MNTENANCE.dwg

PLOTTED: July 13, 2011 – 2:45 PM, BY: Barton, George

10-YEAR M & R MAP

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
LCQ
FDOT DISTRICT
2

APPENDIX H

PHOTOGRAPHS

Runway 10-28, Section 6110, Sample Unit 136 – Low and medium severity (48) Longitudinal and Transverse Cracking, medium severity (50) Patching, low severity (52) Weathering and Raveling, low severity (56) Swelling.

Run Up Apron to Runway 10-28, Section 5125, Sample Unit 105 − Low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low and medium severity (56) Swelling.

Runway 10-28, Section 6105, Sample Unit 391 − Medium severity (45) Depression, low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low severity (52) Weathering and Raveling, low severity (56) Swelling.

Taxiway Charlie, Section 304, Sample Unit 100 − Low severity (43) Block Cracking, low and medium severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low severity (52) Weathering and Raveling.

Runway 10-28, Section 6114, Sample Unit 423 – Low severity (42) Bleeding, low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling.

Apron East, Section 4242, Sample Unit 110 − Medium severity (43) Block Cracking, medium severity (50) Patching, medium severity (52) Weathering and Raveling.

East Apron, Section 4228, Sample Unit 101 – Low and medium severity (45) Depression, low severity (48) Longitudinal and Transverse Cracking, low and medium (50) Patching, medium and high severity (52) Weathering and Raveling.

Taxiway Alpha 1, Section 105, Sample Unit 118 – Low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling.

Run Up and Turnaround Apron RW 10-28, Section 5105, Sample Unit 100 − Low severity (45) Depression, low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low severity (52) Weathering and Raveling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4205 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T
Area: 101,500.00SqFt Length: 1,100.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 24 Surveyed: 3
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 4,000.00SqFt PCI = 73
Sample Comments:

48 L & T CR	L	238.00 Ft	Comments:
52 WEATH/RAVEL	L	360.00 SqFt	Comments:
56 SWELLING	L	120.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 4,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	291.00 Ft	Comments:
56 SWELLING	L	100.00 SqFt	Comments:
52 WEATH/RAVEL	L	220.00 SqFt	Comments:

Sample Number: 117 Type: R Area: 4,000.00SqFt PCI = 79
Sample Comments:

56 SWELLING	L	215.00 SqFt	Comments:
52 WEATH/RAVEL	L	450.00 SqFt	Comments:
48 L & T CR	L	121.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4210 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 36,700.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 7 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 65
Sample Comments:

48 L & T CR	L	294.00	Ft	Comments:
52 WEATH/RAVEL	L	900.00	SqFt	Comments:
48 L & T CR	M	8.00	Ft	Comments:
56 SWELLING	L	350.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

---

Section: 4212 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 32,000.00SqFt Length: 320.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 7 Surveyed: 1
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 WEATH/RAVEL	L	480.00	SqFt	Comments:
56 SWELLING	L	55.00	SqFt	Comments:
48 L & T CR	L	164.00	Ft	Comments:
50 PATCHING	M	900.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4215 of 11 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 108,500.00SqFt Length: 475.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 25 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 60
Sample Comments:

48 L & T CR	L	490.00	Ft	Comments:
56 SWELLING	L	175.00	SqFt	Comments:
52 WEATH/RAVEL	L	800.00	SqFt	Comments:
45 DEPRESSION	L	24.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 L & T CR	L	611.00	Ft	Comments:
52 WEATH/RAVEL	L	980.00	SqFt	Comments:
56 SWELLING	L	425.00	SqFt	Comments:
50 PATCHING	L	1.25	SqFt	Comments:
48 L & T CR	M	85.00	Ft	Comments:

Sample Number: 401 Type: R Area: 6,250.00SqFt PCI = 57
Sample Comments:

43 BLOCK CR	H	36.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,913.00	SqFt	Comments:
56 SWELLING	L	100.00	SqFt	Comments:
48 L & T CR	L	834.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4220 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 37,900.00SqFt Length: 350.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 8 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 76
Sample Comments:

48 L & T CR	L	177.00 Ft	Comments:
50 PATCHING	L	2.50 SqFt	Comments:
52 WEATH/RAVEL	L	570.00 SqFt	Comments:
56 SWELLING	L	45.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4228 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 26,000.00SqFt Length: 260.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

50 PATCHING	M	108.00	SqFt	Comments:
45 DEPRESSION	L	130.00	SqFt	Comments:
52 WEATH/RAVEL	H	128.00	SqFt	Comments:
48 L & T CR	L	165.00	Ft	Comments:
52 WEATH/RAVEL	M	4,872.00	SqFt	Comments:
45 DEPRESSION	M	22.00	SqFt	Comments:
50 PATCHING	L	30.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4230 of 11 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 94,200.00SqFt Length: 650.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 22 Surveyed: 2
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

56 SWELLING	L	68.00	SqFt	Comments:
52 WEATH/RAVEL	L	100.00	SqFt	Comments:
48 L & T CR	L	556.00	Ft	Comments:
48 L & T CR	M	17.00	Ft	Comments:
50 PATCHING	L	2.50	SqFt	Comments:
42 BLEEDING	L	3.00	SqFt	Comments:
49 OIL SPILLAGE	L	11.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

52 WEATH/RAVEL	M	36.00	SqFt	Comments:
56 SWELLING	L	75.00	SqFt	Comments:
49 OIL SPILLAGE	L	6.00	SqFt	Comments:
48 L & T CR	M	32.00	Ft	Comments:
48 L & T CR	L	635.00	Ft	Comments:
50 PATCHING	H	135.00	SqFt	Comments:
52 WEATH/RAVEL	L	125.00	SqFt	Comments:
43 BLOCK CR	M	465.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4235 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 86,936.00SqFt Length: 1,100.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 21 Surveyed: 3
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

52 WEATH/RAVEL	L	90.00 SqFt	Comments:
56 SWELLING	L	225.00 SqFt	Comments:
48 L & T CR	L	243.00 Ft	Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	550.00 SqFt	Comments:
48 L & T CR	L	204.00 Ft	Comments:
52 WEATH/RAVEL	L	180.00 SqFt	Comments:
50 PATCHING	L	2.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 3,750.00SqFt PCI = 53
Sample Comments:

48 L & T CR	L	116.00 Ft	Comments:
50 PATCHING	M	600.00 SqFt	Comments:
56 SWELLING	L	30.00 SqFt	Comments:
52 WEATH/RAVEL	L	150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4240 of 11 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 176,250.00SqFt Length: 2,350.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 25 Surveyed: 3
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

56 SWELLING	L	419.00 SqFt	Comments:
45 DEPRESSION	L	6.00 SqFt	Comments:
48 L & T CR	L	425.00 Ft	Comments:
43 BLOCK CR	L	245.00 SqFt	Comments:
52 WEATH/RAVEL	L	650.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 54
Sample Comments:

56 SWELLING	L	240.00 SqFt	Comments:
48 L & T CR	L	647.00 Ft	Comments:
45 DEPRESSION	L	100.00 SqFt	Comments:
52 WEATH/RAVEL	L	175.00 SqFt	Comments:

Sample Number: 119 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

56 SWELLING	L	110.00 SqFt	Comments:
48 L & T CR	L	732.00 Ft	Comments:
52 WEATH/RAVEL	L	185.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4242 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 65,000.00SqFt Length: 650.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 13 Surveyed: 2
Conditions: PCI:17.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 4,700.00SqFt PCI = 16
Sample Comments:

43 BLOCK CR	M	3,300.00	SqFt	Comments:
56 SWELLING	L	44.00	SqFt	Comments:
50 PATCHING	M	1,400.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,300.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 4,700.00SqFt PCI = 17
Sample Comments:

43 BLOCK CR	M	3,297.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,297.00	SqFt	Comments:
50 PATCHING	M	1,403.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 795,486.00SqFt

Section: 4250 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 30,500.00SqFt Length: 300.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

56 SWELLING	L	40.00	SqFt	Comments:
49 OIL SPILLAGE	L	54.00	SqFt	Comments:
45 DEPRESSION	L	119.00	SqFt	Comments:
52 WEATH/RAVEL	L	325.00	SqFt	Comments:
50 PATCHING	L	93.00	SqFt	Comments:
48 L & T CR	L	105.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 320,301.00SqFt

Section: 4105 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: T
Area: 167,034.00SqFt Length: 3,300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 38 Surveyed: 4
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 94 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

50 PATCHING	L	1.25 SqFt	Comments:
56 SWELLING	L	12.00 SqFt	Comments:
48 L & T CR	L	3.00 Ft	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

45 DEPRESSION	L	20.00 SqFt	Comments:
52 WEATH/RAVEL	M	1.00 SqFt	Comments:
48 L & T CR	L	38.00 Ft	Comments:

Sample Number: 306 Type: R Area: 4,700.00SqFt PCI = 96
Sample Comments:

45 DEPRESSION	L	9.00 SqFt	Comments:
56 SWELLING	L	7.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	6.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 320,301.00SqFt

Section: 4110 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 43,000.00SqFt Length: 860.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 10 Surveyed: 1
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 206 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

50 PATCHING	L	5.25 SqFt	Comments:	
56 SWELLING	L	8.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 320,301.00SqFt

Section: 4115 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 45,781.00SqFt Length: 820.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,700.00SqFt PCI = 87
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	193.00 SqFt	Comments:
48 L & T CR	L	84.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 320,301.00SqFt

Section: 4116 of 6 From: - To: - Last Const.: 1/1/2004
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 3,402.00SqFt Length: 63.00Ft Width: 54.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 12.00Slabs PCI = 80
Sample Comments:

65 JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 320,301.00SqFt

Section: 4120 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 28,500.00SqFt Length: 570.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 L & T CR	L	87.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 320,301.00SqFt

Section: 4125 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T
Area: 32,584.00SqFt Length: 270.00Ft Width: 118.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2004 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 277,157.00SqFt

Section: 5105 of 5 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 4,240.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 66
Sample Comments:

48	L & T CR	L	156.00 Ft	Comments:
52	WEATH/RAVEL	L	2,400.00 SqFt	Comments:
50	PATCHING	L	0.50 SqFt	Comments:
45	DEPRESSION	L	91.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 277,157.00SqFt

Section: 5115 of 5 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 44,000.00SqFt Length: 220.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 15 Surveyed: 2
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

50 PATCHING	L	800.50 SqFt	Comments:

Sample Number: 203 Type: R Area: 4,750.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	16.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 277,157.00SqFt

Section: 5125 of 5 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 44,000.00SqFt Length: 220.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 L & T CR	L	174.00 Ft	Comments:
48 L & T CR	M	18.00 Ft	Comments:
52 WEATH/RAVEL	L	380.00 SqFt	Comments:
56 SWELLING	M	35.00 SqFt	Comments:
56 SWELLING	L	440.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	M	33.00 Ft	Comments:
48 L & T CR	L	281.00 Ft	Comments:
56 SWELLING	L	170.00 SqFt	Comments:
52 WEATH/RAVEL	L	400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 277,157.00SqFt

Section: 5130 of 5 From: - To: - Last Const.: 7/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 164,917.00SqFt Length: 2,200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/1/2007 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: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 277,157.00SqFt

Section: 5135 of 5 From: - To: - Last Const.: 7/1/2010
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/1/2010 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 562,500.00SqFt Length: 5,625.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 113 Surveyed: 20
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

56 SWELLING	L	117.00	SqFt	Comments:
48 L & T CR	L	94.00	Ft	Comments:
52 WEATH/RAVEL	L	1,300.00	SqFt	Comments:
48 L & T CR	M	38.00	Ft	Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 L & T CR	L	156.00	Ft	Comments:
56 SWELLING	L	210.00	SqFt	Comments:
48 L & T CR	M	13.00	Ft	Comments:
52 WEATH/RAVEL	L	500.00	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATH/RAVEL	L	240.00	SqFt	Comments:
56 SWELLING	L	950.00	SqFt	Comments:
48 L & T CR	L	289.00	Ft	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	1,400.00	SqFt	Comments:
56 SWELLING	L	430.00	SqFt	Comments:
45 DEPRESSION	L	86.00	SqFt	Comments:
48 L & T CR	L	203.00	Ft	Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

56 SWELLING	L	760.00	SqFt	Comments:
48 L & T CR	L	211.00	Ft	Comments:
52 WEATH/RAVEL	L	140.00	SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

56 SWELLING	L	390.00	SqFt	Comments:
48 L & T CR	L	187.00	Ft	Comments:
52 WEATH/RAVEL	M	25.00	SqFt	Comments:
52 WEATH/RAVEL	L	220.00	SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

52 WEATH/RAVEL	L	300.00	SqFt	Comments:
56 SWELLING	L	680.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

50 PATCHING		L	0.25	SqFt	Comments:
48 L & T CR		M	43.00	Ft	Comments:
48 L & T CR		L	382.00	Ft	Comments:

Sample Number: 349 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 L & T CR		M	30.00	Ft	Comments:
48 L & T CR		L	247.00	Ft	Comments:
56 SWELLING		L	650.00	SqFt	Comments:
52 WEATH/RAVEL		L	350.00	SqFt	Comments:

Sample Number: 355 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

56 SWELLING		L	370.00	SqFt	Comments:
52 WEATH/RAVEL		L	150.00	SqFt	Comments:
48 L & T CR		L	281.00	Ft	Comments:
48 L & T CR		M	30.00	Ft	Comments:

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 L & T CR		L	128.00	Ft	Comments:
52 WEATH/RAVEL		L	290.00	SqFt	Comments:
50 PATCHING		L	0.25	SqFt	Comments:
56 SWELLING		L	420.00	SqFt	Comments:
48 L & T CR		M	8.00	Ft	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR		L	255.00	Ft	Comments:
48 L & T CR		M	50.00	Ft	Comments:
52 WEATH/RAVEL		L	120.00	SqFt	Comments:
56 SWELLING		L	275.00	SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

50 PATCHING		L	0.25	SqFt	Comments:
48 L & T CR		L	265.00	Ft	Comments:
52 WEATH/RAVEL		L	175.00	SqFt	Comments:
56 SWELLING		L	510.00	SqFt	Comments:

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR		M	50.00	Ft	Comments:
50 PATCHING		L	0.25	SqFt	Comments:
52 WEATH/RAVEL		L	200.00	SqFt	Comments:
48 L & T CR		L	277.00	Ft	Comments:
56 SWELLING		L	375.00	SqFt	Comments:

Sample Number: 381 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

52 WEATH/RAVEL		L	225.00	SqFt	Comments:
56 SWELLING		L	430.00	SqFt	Comments:
48 L & T CR		L	368.00	Ft	Comments:

Sample Number: 386 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

56 SWELLING		L	400.00	SqFt	Comments:
48 L & T CR		L	265.00	Ft	Comments:
52 WEATH/RAVEL		L	150.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

52 WEATH/RAVEL	L	160.00	SqFt	Comments:
48 L & T CR	L	353.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
56 SWELLING	L	270.00	SqFt	Comments:
45 DEPRESSION	M	86.00	SqFt	Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 L & T CR	L	303.00	Ft	Comments:
52 WEATH/RAVEL	L	120.00	SqFt	Comments:
56 SWELLING	L	560.00	SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

56 SWELLING	L	450.00	SqFt	Comments:
52 WEATH/RAVEL	L	300.00	SqFt	Comments:
48 L & T CR	L	129.00	Ft	Comments:

Sample Number: 405 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	650.00	SqFt	Comments:
48 L & T CR	M	3.00	Ft	Comments:
48 L & T CR	L	117.00	Ft	Comments:
52 WEATH/RAVEL	L	325.00	SqFt	Comments:

Sample Number: 409 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

50 PATCHING	L	598.00	SqFt	Comments:
48 L & T CR	L	43.00	Ft	Comments:
52 WEATH/RAVEL	L	325.00	SqFt	Comments:
56 SWELLING	L	700.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 281,250.00SqFt Length: 11,250.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 56 Surveyed: 11
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:
56 SWELLING	L	1,100.00 SqFt	Comments:
48 L & T CR	L	157.00 Ft	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

56 SWELLING	L	1,200.00 SqFt	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:
48 L & T CR	L	167.00 Ft	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 L & T CR	L	86.00 Ft	Comments:
52 WEATH/RAVEL	L	240.00 SqFt	Comments:
50 PATCHING	M	0.50 SqFt	Comments:
48 L & T CR	M	1.00 Ft	Comments:
56 SWELLING	L	775.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 L & T CR	L	37.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
56 SWELLING	L	500.00 SqFt	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 L & T CR	L	24.00 Ft	Comments:
56 SWELLING	L	925.00 SqFt	Comments:
52 WEATH/RAVEL	L	300.00 SqFt	Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATH/RAVEL	L	380.00 SqFt	Comments:
56 SWELLING	L	975.00 SqFt	Comments:
48 L & T CR	L	157.00 Ft	Comments:

Sample Number: 512 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

56 SWELLING	L	180.00 SqFt	Comments:
52 WEATH/RAVEL	L	500.00 SqFt	Comments:
48 L & T CR	L	47.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 L & T CR	L	54.00 Ft	Comments:
56 SWELLING	L	850.00 SqFt	Comments:
52 WEATH/RAVEL	L	260.00 SqFt	Comments:

Sample Number: 556 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 L & T CR	L	84.00 Ft	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:
56 SWELLING	L	500.00 SqFt	Comments:

Sample Number: 572 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

56 SWELLING	L	370.00 SqFt	Comments:
48 L & T CR	L	56.00 Ft	Comments:
52 WEATH/RAVEL	L	400.00 SqFt	Comments:

Sample Number: 592 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

56 SWELLING	L	450.00 SqFt	Comments:
48 L & T CR	L	38.00 Ft	Comments:
52 WEATH/RAVEL	L	245.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00SqFt

Section: 6114 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 120,000.00SqFt Length: 1,200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 24 Surveyed: 5
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 415 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 L & T CR	M	85.00	Ft	Comments:
50 PATCHING	L	2,000.00	SqFt	Comments:
48 L & T CR	L	170.00	Ft	Comments:
52 WEATH/RAVEL	L	140.00	SqFt	Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	296.00	Ft	Comments:
48 L & T CR	M	150.00	Ft	Comments:
52 WEATH/RAVEL	L	108.00	SqFt	Comments:

Sample Number: 423 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

42 BLEEDING	L	16.00	SqFt	Comments:
48 L & T CR	L	373.00	Ft	Comments:
48 L & T CR	M	100.00	Ft	Comments:
52 WEATH/RAVEL	L	70.00	SqFt	Comments:

Sample Number: 428 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 L & T CR	M	77.00	Ft	Comments:
52 WEATH/RAVEL	M	13.00	SqFt	Comments:
48 L & T CR	L	405.00	Ft	Comments:
52 WEATH/RAVEL	L	115.00	SqFt	Comments:

Sample Number: 433 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 L & T CR	L	370.00	Ft	Comments:
52 WEATH/RAVEL	L	65.00	SqFt	Comments:
42 BLEEDING	L	45.00	SqFt	Comments:
48 L & T CR	M	50.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00SqFt

Section: 6115 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 118,000.00SqFt Length: 1,180.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 23 Surveyed: 5
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 439 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 L & T CR	L	231.00 Ft	Comments:
56 SWELLING	L	35.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,200.00 SqFt	Comments:

Sample Number: 444 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 L & T CR	L	457.00 Ft	Comments:
48 L & T CR	M	44.00 Ft	Comments:
52 WEATH/RAVEL	L	310.00 SqFt	Comments:

Sample Number: 449 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 L & T CR	M	17.00 Ft	Comments:
48 L & T CR	L	504.00 Ft	Comments:
52 WEATH/RAVEL	L	325.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 453 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	500.00 SqFt	Comments:
56 SWELLING	L	175.00 SqFt	Comments:
48 L & T CR	L	410.00 Ft	Comments:

Sample Number: 457 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	2,650.00 SqFt	Comments:
48 L & T CR	M	45.00 Ft	Comments:
48 L & T CR	L	340.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00SqFt

Section: 6116 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 60,000.00SqFt Length: 2,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 12 Surveyed: 3
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 216 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 L & T CR	M	42.00 Ft	Comments:
48 L & T CR	L	170.00 Ft	Comments:
52 WEATH/RAVEL	L	100.00 SqFt	Comments:

Sample Number: 224 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 WEATH/RAVEL	L	50.00 SqFt	Comments:
48 L & T CR	L	131.00 Ft	Comments:
48 L & T CR	M	66.00 Ft	Comments:

Sample Number: 628 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

52 WEATH/RAVEL	L	200.00 SqFt	Comments:
48 L & T CR	L	122.00 Ft	Comments:
48 L & T CR	M	95.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00SqFt

Section: 6120 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 59,000.00SqFt Length: 2,360.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 12 Surveyed: 3
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 248 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:
48 L & T CR	L	267.00 Ft	Comments:

Sample Number: 640 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

52 WEATH/RAVEL	L	180.00 SqFt	Comments:
48 L & T CR	L	114.00 Ft	Comments:

Sample Number: 656 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

56 SWELLING	L	475.00 SqFt	Comments:
48 L & T CR	L	310.00 Ft	Comments:
52 WEATH/RAVEL	L	2,900.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 294,750.00SqFt

Section: 6205 of 3 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 288,750.00SqFt Length: 3,850.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 74 Surveyed: 15
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

48 L & T CR	L	534.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	850.00 SqFt	Comments:
48 L & T CR	M	70.00 Ft	Comments:

Sample Number: 109 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	335.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	325.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 3,750.00SqFt PCI = 63
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
48 L & T CR	M	100.00 Ft	Comments:
48 L & T CR	L	281.00 Ft	Comments:
56 SWELLING	L	340.00 SqFt	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 3,750.00SqFt PCI = 64
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	129.00 SqFt	Comments:
48 L & T CR	L	304.00 Ft	Comments:
56 SWELLING	L	45.00 SqFt	Comments:
48 L & T CR	M	100.00 Ft	Comments:

Sample Number: 122 Type: R Area: 3,750.00SqFt PCI = 55
Sample Comments:

48 L & T CR	L	639.00 Ft	Comments:
56 SWELLING	L	60.00 SqFt	Comments:
48 L & T CR	M	50.00 Ft	Comments:
52 WEATH/RAVEL	L	850.00 SqFt	Comments:

Sample Number: 126 Type: R Area: 3,750.00SqFt PCI = 57
Sample Comments:

48 L & T CR	L	546.00 Ft	Comments:
56 SWELLING	L	80.00 SqFt	Comments:
48 L & T CR	M	100.00 Ft	Comments:
52 WEATH/RAVEL	L	150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Sample Number: 130 Type: R Area: 3,750.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	L	110.00	SqFt	Comments:
48 L & T CR	L	649.00	Ft	Comments:
56 SWELLING	L	80.00	SqFt	Comments:

Sample Number: 135 Type: R Area: 3,750.00SqFt PCI = 56
Sample Comments:

42 BLEEDING	L	1.00	SqFt	Comments:
56 SWELLING	L	150.00	SqFt	Comments:
52 WEATH/RAVEL	L	650.00	SqFt	Comments:
48 L & T CR	L	577.00	Ft	Comments:
48 L & T CR	M	50.00	Ft	Comments:

Sample Number: 139 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

42 BLEEDING	L	3.00	SqFt	Comments:
52 WEATH/RAVEL	L	850.00	SqFt	Comments:
48 L & T CR	L	393.00	Ft	Comments:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

48 L & T CR	L	518.00	Ft	Comments:
56 SWELLING	L	125.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	700.00	SqFt	Comments:

Sample Number: 148 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

43 BLOCK CR	L	650.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,050.00	SqFt	Comments:
56 SWELLING	L	225.00	SqFt	Comments:
48 L & T CR	L	356.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 153 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	271.00	Ft	Comments:
52 WEATH/RAVEL	L	150.00	SqFt	Comments:
56 SWELLING	L	364.00	SqFt	Comments:

Sample Number: 165 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48 L & T CR	L	181.00	Ft	Comments:
52 WEATH/RAVEL	L	300.00	SqFt	Comments:
56 SWELLING	L	70.00	SqFt	Comments:

Sample Number: 169 Type: R Area: 3,750.00SqFt PCI = 65
Sample Comments:

48 L & T CR	L	374.00	Ft	Comments:
56 SWELLING	L	330.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	100.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 L & T CR	M	50.00	Ft	Comments:
48 L & T CR	L	253.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

56 SWELLING	L	42.00	SqFt	Comments:
52 WEATH/RAVEL	L	90.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 294,750.00SqFt

Section: 6207 of 3 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 3,375.00SqFt Length: 45.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 155 Type: R Area: 3,375.00SqFt PCI = 67
Sample Comments:

52 WEATH/RAVEL	L	75.00 SqFt	Comments:	
50 PATCHING	L	296.25 SqFt	Comments:	
48 L & T CR	L	237.00 Ft	Comments:	
56 SWELLING	L	255.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 294,750.00SqFt

Section: 6209 of 3 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 2,625.00SqFt Length: 35.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 160 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	120.00	SqFt	Comments:
56 SWELLING	L	225.00	SqFt	Comments:
48 L & T CR	L	133.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 13,500.00SqFt

Section: 120 of 1 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 13,500.00SqFt Length: 300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

45 DEPRESSION	L	15.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,700.00 SqFt	Comments:
48 L & T CR	L	91.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 73,675.00SqFt

Section: 105 of 1 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 73,675.00SqFt Length: 2,105.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 21 Surveyed: 4
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,500.00SqFt PCI = 65
Sample Comments:

52 WEATH/RAVEL	L	1,500.00	SqFt	Comments:
48 L & T CR	L	171.00	Ft	Comments:
52 WEATH/RAVEL	M	19.00	SqFt	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
45 DEPRESSION	L	42.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	100.00	Ft	Comments:
52 WEATH/RAVEL	L	2,750.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	2,500.00	SqFt	Comments:
48 L & T CR	L	100.00	Ft	Comments:

Sample Number: 118 Type: R Area: 3,500.00SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	L	2,000.00	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	M	950.00	SqFt	Comments:
48 L & T CR	L	147.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 138,000.00SqFt

Section: 109 of 2 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 15,500.00SqFt Length: 190.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 98 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

50 PATCHING	L	45.00 SqFt	Comments:
45 DEPRESSION	L	76.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,700.00 SqFt	Comments:
48 L & T CR	L	291.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 138,000.00SqFt

Section: 110 of 2 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 122,500.00SqFt Length: 3,500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 35 Surveyed: 5
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48 L & T CR	L	128.00 Ft	Comments:
52 WEATH/RAVEL	L	1,750.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 3,500.00SqFt PCI = 73
Sample Comments:

48 L & T CR	L	154.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	1,750.00 SqFt	Comments:

Sample Number: 117 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48 L & T CR	L	131.00 Ft	Comments:
52 WEATH/RAVEL	L	2,000.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 125 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48 L & T CR	L	100.00 Ft	Comments:
52 WEATH/RAVEL	L	1,500.00 SqFt	Comments:

Sample Number: 133 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	123.00 Ft	Comments:
45 DEPRESSION	L	40.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,900.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 10,500.00SqFt

Section: 125 of 1 From: - To: - Last Const.: 1/1/1977
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,500.00SqFt Length: 300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

52 WEATH/RAVEL	L	2,500.00 SqFt	Comments:
48 L & T CR	L	111.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A6 Name: TAXIWAY A6 Use: TAXIWAY Area: 30,000.00SqFt

Section: 130 of 1 From: - To: - Last Const.: 1/1/1965
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 750.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CR	L	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 605 Type: R Area: 6,000.00SqFt PCI = 57
Sample Comments:

50 PATCHING	L	1.00 SqFt	Comments:
43 BLOCK CR	L	6,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,999.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00SqFt

Section: 202 of 5 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 50,900.00SqFt Length: 255.00Ft Width: 160.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 10 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,750.00SqFt PCI = 59
Sample Comments:

43 BLOCK CR	L	2,100.00 SqFt	Comments:
56 SWELLING	L	125.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00SqFt

Section: 205 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 20,625.00SqFt Length: 275.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 5 Surveyed: 2
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 140 Type: R Area: 3,750.00SqFt PCI = 49
Sample Comments:

52 WEATH/RAVEL	H	1.00 SqFt	Comments:
43 BLOCK CR	L	400.00 SqFt	Comments:
48 L & T CR	L	408.00 Ft	Comments:
41 ALLIGATOR CR	L	100.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,100.00 SqFt	Comments:

Sample Number: 144 Type: R Area: 3,750.00SqFt PCI = 50
Sample Comments:

43 BLOCK CR	L	900.00 SqFt	Comments:
52 WEATH/RAVEL	L	550.00 SqFt	Comments:
43 BLOCK CR	M	450.00 SqFt	Comments:
52 WEATH/RAVEL	M	450.00 SqFt	Comments:
48 L & T CR	L	168.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00SqFt

Section: 210 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 139,500.00SqFt Length: 1,860.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 37 Surveyed: 5
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 3,750.00SqFt PCI = 53
Sample Comments:

43 BLOCK CR	L	200.00 SqFt	Comments:
48 L & T CR	L	474.00 Ft	Comments:
41 ALLIGATOR CR	L	100.00 SqFt	Comments:
52 WEATH/RAVEL	L	450.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 3,750.00SqFt PCI = 53
Sample Comments:

43 BLOCK CR	L	700.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,950.00 SqFt	Comments:
48 L & T CR	M	40.00 Ft	Comments:
48 L & T CR	L	612.00 Ft	Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 55
Sample Comments:

43 BLOCK CR	M	350.00 SqFt	Comments:
43 BLOCK CR	L	1,100.00 SqFt	Comments:
52 WEATH/RAVEL	L	650.00 SqFt	Comments:
56 SWELLING	L	85.00 SqFt	Comments:
48 L & T CR	L	217.00 Ft	Comments:

Sample Number: 127 Type: R Area: 3,750.00SqFt PCI = 45
Sample Comments:

48 L & T CR	L	456.00 Ft	Comments:
56 SWELLING	L	55.00 SqFt	Comments:
52 WEATH/RAVEL	L	900.00 SqFt	Comments:
43 BLOCK CR	L	650.00 SqFt	Comments:
41 ALLIGATOR CR	L	120.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 3,750.00SqFt PCI = 55
Sample Comments:

48 L & T CR	L	418.00 Ft	Comments:
41 ALLIGATOR CR	L	100.00 SqFt	Comments:
52 WEATH/RAVEL	L	500.00 SqFt	Comments:
43 BLOCK CR	M	50.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00SqFt

Section: 215 of 5 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 14,900.00SqFt Length: 140.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,250.00SqFt PCI = 65
Sample Comments:

52 WEATH/RAVEL	L	1,250.00	SqFt	Comments:
56 SWELLING	L	160.00	SqFt	Comments:
48 L & T CR	L	203.00	Ft	Comments:
48 L & T CR	M	25.00	Ft	Comments:
45 DEPRESSION	L	84.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00SqFt

Section: 220 of 5 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 127,500.00SqFt Length: 1,700.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 35 Surveyed: 5
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 58
Sample Comments:

45 DEPRESSION	L	40.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	430.00	Ft	Comments:
56 SWELLING	L	180.00	SqFt	Comments:
48 L & T CR	M	45.00	Ft	Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	292.00	Ft	Comments:
56 SWELLING	L	560.00	SqFt	Comments:
45 DEPRESSION	L	76.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

48 L & T CR	L	388.00	Ft	Comments:
48 L & T CR	M	76.00	Ft	Comments:
52 WEATH/RAVEL	L	95.00	SqFt	Comments:
56 SWELLING	L	370.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 48
Sample Comments:

52 WEATH/RAVEL	L	360.00	SqFt	Comments:
48 L & T CR	M	15.00	Ft	Comments:
45 DEPRESSION	L	140.00	SqFt	Comments:
56 SWELLING	L	190.00	SqFt	Comments:
48 L & T CR	L	730.00	Ft	Comments:

Sample Number: 124 Type: R Area: 3,750.00SqFt PCI = 57
Sample Comments:

52 WEATH/RAVEL	L	75.00	SqFt	Comments:
56 SWELLING	L	250.00	SqFt	Comments:
48 L & T CR	L	178.00	Ft	Comments:
49 OIL SPILLAGE	L	12.00	SqFt	Comments:
43 BLOCK CR	L	1,050.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 134,880.00SqFt

Section: 304 of 3 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 9,300.00SqFt Length: 100.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,600.00SqFt PCI = 45
Sample Comments:

43 BLOCK CR	L	2,120.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,141.00	SqFt	Comments:
48 L & T CR	M	41.00	Ft	Comments:
48 L & T CR	L	103.00	Ft	Comments:
50 PATCHING	L	459.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 134,880.00SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 45,580.00SqFt Length: 860.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,300.00SqFt PCI = 66
Sample Comments:

48 L & T CR	L	691.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	1,100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 134,880.00SqFt

Section: 310 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 80,000.00SqFt Length: 1,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 16 Surveyed: 3
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,300.00SqFt PCI = 90
Sample Comments:

48 L & T CR	L	70.00 Ft	Comments:
48 L & T CR	M	4.00 Ft	Comments:

Sample Number: 111 Type: R Area: 5,300.00SqFt PCI = 95
Sample Comments:

48 L & T CR	L	45.00 Ft	Comments:

Sample Number: 116 Type: R Area: 5,300.00SqFt PCI = 62
Sample Comments:

45 DEPRESSION	L	600.00 SqFt	Comments:
48 L & T CR	L	69.00 Ft	Comments:
52 WEATH/RAVEL	M	13.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00SqFt

Section: 402 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,900.00SqFt Length: 105.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,750.00SqFt PCI = 56
Sample Comments:

48 L & T CR	L	509.00	Ft	Comments:
52 WEATH/RAVEL	L	1,450.00	SqFt	Comments:
48 L & T CR	M	23.00	Ft	Comments:
56 SWELLING	L	200.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00SqFt

Section: 405 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 80,175.00SqFt Length: 1,069.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 21 Surveyed: 4
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

52 WEATH/RAVEL	L	1,400.00	SqFt	Comments:
48 L & T CR	L	299.00	Ft	Comments:

Sample Number: 115 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

48 L & T CR	M	45.00	Ft	Comments:
48 L & T CR	L	278.00	Ft	Comments:
56 SWELLING	L	45.00	SqFt	Comments:
42 BLEEDING	L	2.00	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	95.00	SqFt	Comments:

Sample Number: 118 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

52 WEATH/RAVEL	L	250.00	SqFt	Comments:
56 SWELLING	L	110.00	SqFt	Comments:
48 L & T CR	L	266.00	Ft	Comments:
48 L & T CR	M	48.00	Ft	Comments:
42 BLEEDING	L	1.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 4,125.00SqFt PCI = 69
Sample Comments:

50 PATCHING	L	1.00	SqFt	Comments:
42 BLEEDING	L	1.00	SqFt	Comments:
48 L & T CR	L	298.00	Ft	Comments:
48 L & T CR	M	12.00	Ft	Comments:
52 WEATH/RAVEL	L	260.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00SqFt

Section: 410 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 52,000.00SqFt Length: 1,040.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 2,750.00SqFt PCI = 70
Sample Comments:

56 SWELLING	L	84.00	SqFt	Comments:
48 L & T CR	L	217.00	Ft	Comments:
52 WEATH/RAVEL	L	1,200.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/8/2011
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00SqFt

---

Section: 420 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,000.00SqFt Length: 320.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/2/2011 Total Samples: 13 Surveyed: 2
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 704 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 L & T CR	L	41.00 Ft	Comments:

Sample Number: 708 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

52 WEATH/RAVEL	L	66.00 SqFt	Comments:
48 L & T CR	L	6.00 Ft	Comments: