STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Ocala International Airport-Jim Taylor Field – OCF
(General Aviation)
Ocala, Florida
(District 5)

May 2011

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EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Ocala International Airport-Jim Taylor Field 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 Ocala International Airport-Jim Taylor Field, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During March 2011, the PCI survey was performed at International Airport-Jim Taylor Field. 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 71, representing a Satisfactory overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Central Apron	74	Satisfactory	60	65	
North Apron	73	Satisfactory	60	65	
South Apron	49	Poor	60	65	X
Runway 18-36	87	Good	75	65	
Runway 8-26	49	Poor	75	65	X
Connector Taxiway, TW E and RW 8-26	31	Very Poor	65	65	X
Taxiway Echo	51	Poor	65	65	X
Taxiway Echo 2	83	Satisfactory	65	65	
Taxiway Echo 3	68	Fair	65	65	
Taxiway Echo 4	84	Satisfactory	65	65	
Taxiway Echo 5	81	Satisfactory	65	65	
Taxiway Echo 6	73	Satisfactory	65	65	
Taxiway Echo 7	96	Good	65	65	
Taxiway Echo 8	28	Very Poor	65	65	X
Taxiway Echo 9	49	Poor	65	65	X
Parallel Taxiway to RW 8-26	48	Poor	65	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	83	Satisfactory
Taxiway	55	Poor
Apron	73	Satisfactory
All (Weighted)	**71**	Satisfactory

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	72	Satisfactory
Secondary	49	Poor
Tertiary	82	Satisfactory
All (Weighted)	**71**	**Satisfactory**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Ocala International Airport-Jim Taylor Field, include: Central Apron, South Apron, Runway 8-26, Connector Taxiway TW E and RW 8-26, Taxiway Echo, Taxiway Echo 3, Taxiway Echo 6, Taxiway Echo 8, Taxiway Echo 9, and Parallel Taxiway to RW 8-26. 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

Project Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Central Apron	4105	AAC	168,000	$482,832.32	62	Mill and Overlay	100
2011	South Apron	4305	AC	13,600	$77,737.61	52	Mill and Overlay	100
2011	South Apron	4315	AC	16,400	$223,368.07	25	Reconstruction	100
2011	South Apron	4320	PCC	11,200	$152,544.05	18	Reconstruction	100
2011	Runway 8-26	6205	AC	150,500	$946,645.07	49	Mill and Overlay	100
2011	Connector Taxiway, TW E and RW 8-26	305	AC	18,400	$250,608.08	30	Reconstruction	100
2011	Taxiway Echo	505	AAC	230,791	$2,466,694.93	34	Reconstruction	100
2011	Taxiway Echo	540	AC	120,708	$1,378,606.53	33	Reconstruction	100
2011	Taxiway Echo	580	AC	26,400	$166,056.03	40	Mill and Overlay	100
2011	Taxiway Echo	585	AC	77,900	$661,293.30	37	Reconstruction	100
2011	Taxiway Echo 3	515	AAC	11,500	$62,433.51	53	Mill and Overlay	100
2011	Taxiway Echo 6	530	AAC	11,500	$139,771.05	32	Reconstruction	100
2011	Taxiway Echo 6	570	AC	10,000	$26,010.02	63	Mill and Overlay	100
2011	Taxiway Echo 8	535	AC	18,800	$256,056.08	27	Reconstruction	100
2011	Taxiway Echo 8	536	AAC	3,600	$41,115.61	33	Reconstruction	100
2011	Taxiway Echo 9	545	AC	16,000	$100,640.01	48	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	105	AC	85,225	$536,065.29	50	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	106	AC	7,200	$98,064.03	18	Reconstruction	100
				Total	**$8,066,541.59**	**39**		**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	$127,717.71	$8,066,541.61	$8,194,259.32
2012	$179,547.91	$0.00	$179,547.91
2013	$203,080.06	$76,651.99	$279,732.05
2014	$203,796.25	$347,186.63	$550,982.88
2015	$212,968.74	$240,636.41	$453,605.15
2016	$227,790.78	$259,588.68	$487,379.46
2017	$252,040.29	$175,680.55	$427,720.84
2018	$310,514.65	$0.00	$310,514.65
2019	$355,643.37	$179,958.10	$535,601.47
2020	$375,267.80	$442,443.64	$817,711.44
Total	**$2,448,367.56**	**$9,788,687.61**	**$12,237,055.17**

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

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

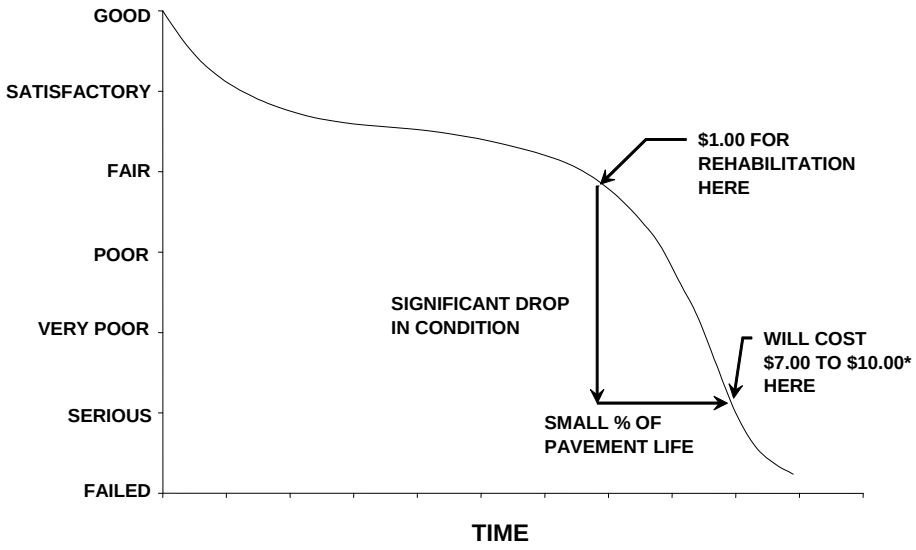
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Ocala International Airport-Jim Taylor Field (OCF) is owned and operated by the City of Ocala, Florida. The airport serves general aviation, corporate aviation, and the air cargo industry. The airport is served by two runways, Runway 8-26 and Runway 18-36, both served by full length parallel taxiways.

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

The airport began operation as Ocala International Airport in 1968 served by Eastern Airlines and then Allegheny Commuter Airlines. Scheduled service by the airline was discontinued in the early 1980s. This airport was the first in the state of Florida to use the polycon pavement surface treatment on the apron area in 2004.

Ocala International Airport-Jim Taylor Field is designated as a General Aviation (GA) airport and is located in District 5 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 Ocala International Airport-Jim Taylor Field 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
2008	Runway 18-36	Extension Runway 18-36 / 6190, 539, 596
2009	Taxiway Echo	New construction / 592
2009	Central Apron	New construction / 4135

2.2 Pavement Inventory

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

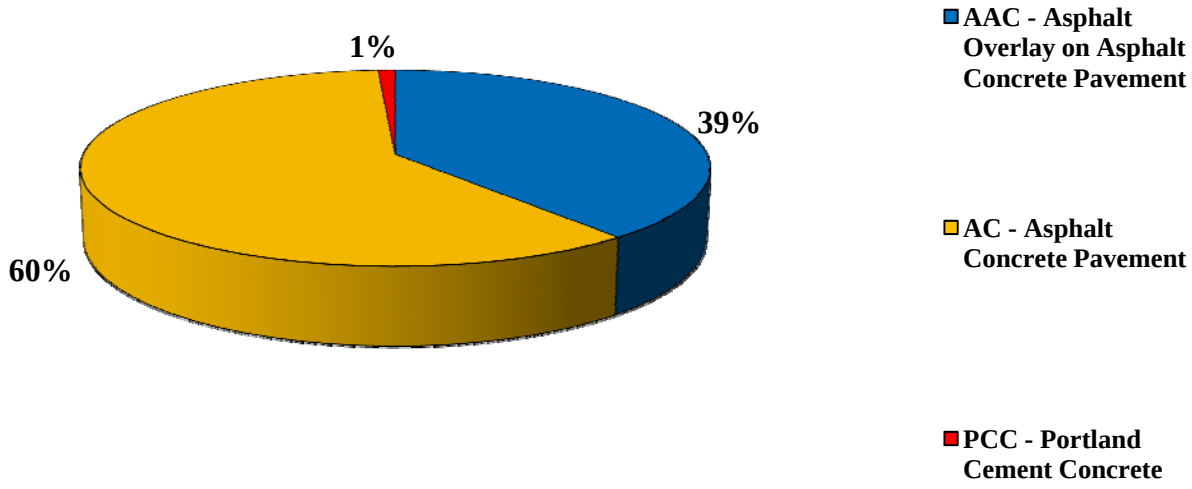
The total airfield pavement area in 2011 at Ocala International Airport-Jim Taylor Field is 2,993,234 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,272,881	42%
Taxiway	948,989	32%
Apron	771,364	26%
All (Weighted)	**2,993,234**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Ocala International Airport-Jim Taylor Field 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
Central Apron	AP CENTER	4105	168,000	P	AAC	1/1/1991	4	36
Central Apron	AP CENTER	4110	82,200	P	AAC	1/1/1991	3	18
Central Apron	AP CENTER	4115	120,000	P	AAC	1/1/1991	3	24
Central Apron	AP CENTER	4120	96,187	P	AAC	1/1/1991	3	20
Central Apron	AP CENTER	4125	31,036	P	AC	1/1/1983	1	5
Central Apron	AP CENTER	4130	19,125	P	AAC	1/1/1991	1	5
Central Apron	AP CENTER	4135	129,216	P	AC	7/1/2009	0	26
North Apron	AP N	4205	63,200	P	AC	1/1/2000	2	12
South Apron	AP S	4305	13,600	P	AC	1/1/1988	1	3
South Apron	AP S	4310	21,200	P	AC	1/1/1985	1	5
South Apron	AP S	4315	16,400	P	AC	1/1/1977	1	4
South Apron	AP S	4320	11,200	P	PCC	1/1/1977	1	4
Runway 18-36	RW 18-36	6105	67,500	P	AC	1/1/1991	5	19
Runway 18-36	RW 18-36	6110	37,500	P	AAC	1/1/1977	2	10
Runway 18-36	RW 18-36	6115	186,750	P	AC	1/1/1991	8	50
Runway 18-36	RW 18-36	6120	82,500	P	AAC	1/1/1977	5	22
Runway 18-36	RW 18-36	6125	132,500	P	AC	1/1/1988	5	27
Runway 18-36	RW 18-36	6130	77,500	P	AC	1/1/1988	3	14
Runway 18-36	RW 18-36	6135	75,000	P	AC	1/1/1988	3	14
Runway 18-36	RW 18-36	6145	15,000	P	AAC	1/1/1977	1	4
Runway 18-36	RW 18-36	6155	103,875	P	AAC	1/1/1977	5	28
Runway 18-36	RW 18-36	6165	15,000	P	AAC	1/1/1977	1	4
Runway 18-36	RW 18-36	6170	82,500	P	AC	1/1/1991	5	21
Runway 18-36	RW 18-36	6175	82,500	P	AAC	1/1/1977	5	22
Runway 18-36	RW 18-36	6180	37,500	P	AC	1/1/1991	3	11
Runway 18-36	RW 18-36	6185	37,500	P	AAC	1/1/1977	2	10
Runway 18-36	RW 18-36	6190	89,256	P	AC	1/1/2008	0	18
Runway 8-26	RW 8-26	6205	150,500	S	AC	1/1/2002	6	30
Connector Taxiway, TW E and RW 8-26	TW CONN	305	18,400	P	AC	1/1/1973	1	3
Taxiway Echo	TW E	501	24,582	T	AAC	1/1/1977	1	4
Taxiway Echo	TW E	505	230,791	P	AAC	1/1/1977	5	47
Taxiway Echo	TW E	539	9,032	P	AC	1/1/2008	1	1
Taxiway Echo	TW E	540	120,708	P	AC	1/1/1988	3	25
Taxiway Echo	TW E	580	26,400	P	AC	1/1/2000	1	9

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway Echo	TW E	585	77,900	P	AC	1/1/2000	3	29
Taxiway Echo	TW E	590	20,000	P	AC	1/1/1977	1	4
Taxiway Echo	TW E	592	24,651	P	AC	1/1/2009	0	5
Taxiway Echo	TW E	595	44,000	P	AC	1/1/2000	2	11
Taxiway Echo	TW E	596	62,650	P	AC	1/1/2008	0	17
Taxiway Echo 2	TW E2	510	10,900	P	AC	1/1/1985	1	3
Taxiway Echo 3	TW E3	515	11,500	P	AAC	1/1/1977	1	2
Taxiway Echo 3	TW E3	516	14,000	P	AAC	1/1/1977	1	3
Taxiway Echo 4	TW E4	520	14,000	P	AAC	1/1/1977	1	3
Taxiway Echo 5	TW E5	525	14,000	P	AAC	1/1/1977	1	3
Taxiway Echo 6	TW E6	530	11,500	P	AAC	1/1/1977	1	2
Taxiway Echo 6	TW E6	560	14,750	P	AC	1/1/2000	1	6
Taxiway Echo 6	TW E6	565	23,600	P	AC	1/1/2000	1	9
Taxiway Echo 6	TW E6	570	10,000	P	AC	1/1/2000	1	4
Taxiway Echo 6	TW E6	575	11,600	P	AC	1/1/1940	1	5
Taxiway Echo 7	TW E7	550	23,200	P	AC	1/1/2000	1	9
Taxiway Echo 8	TW E8	535	18,800	P	AC	1/1/1988	1	3
Taxiway Echo 8	TW E8	536	3,600	P	AAC	1/1/1977	1	1
Taxiway Echo 9	TW E9	545	16,000	P	AC	1/1/1988	1	3
Parallel Taxiway to RW 8-26	TW PR 8-26	105	85,225	P	AC	1/1/1985	4	17
Parallel Taxiway to RW 8-26	TW PR 8-26	106	7,200	P	AC	1/1/1985	1	2

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

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

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

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

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

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

3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at Ocala International Airport-Jim Taylor Field is 71, representing a Satisfactory overall network condition.

The Asphalt Concrete pavement condition of both runways varied significantly between them. Runway 8-26 exhibited low to high severity longitudinal and transversal cracking, high severity patching, low to medium severity weathering and raveling, and low severity swelling. While Runway 18-36 exhibited low severity longitudinal and transversal cracking, low severity patching, and low severity weathering and raveling.

Taxiways throughout the airfield exhibited low to high severity weathering and raveling, low to medium severity longitudinal and transverse cracking, low to medium shoving, and low to medium patching.

The Asphalt pavement of the Aprons exhibited mostly low to high severity weathering and raveling, low to high severity longitudinal and transverse cracking, and medium severity block cracking. The small PCC pavement section in the South Apron was in a serious condition, with low to medium severity shattered slabs and high severity joint seal damage.

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 Ocala International Airport-Jim Taylor Field.

Figure 3-1: Network PCI Distribution by Rating Category

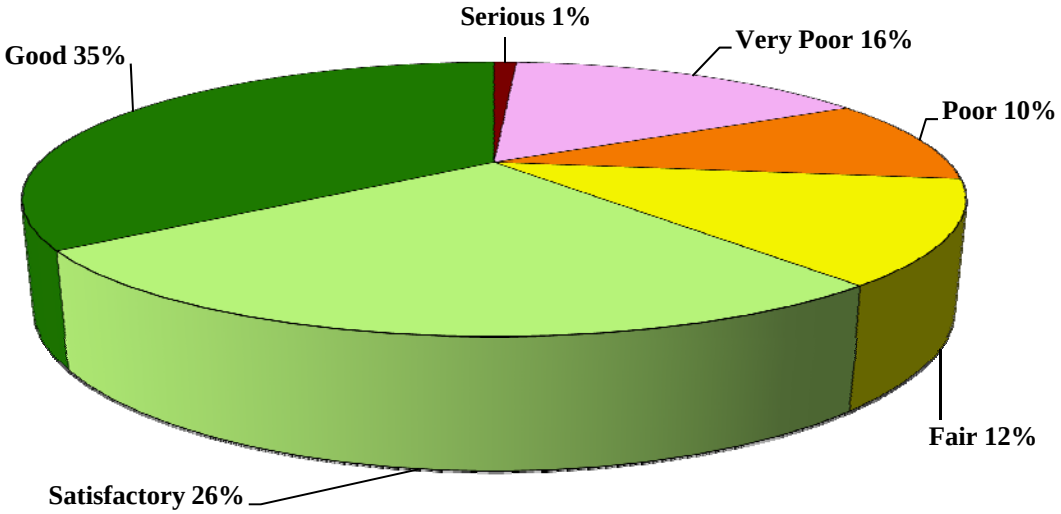


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	1,038,423	35%
Satisfactory	791,301	26%
Fair	343,786	12%
Poor	303,225	10%
Very Poor	481,699	16%
Serious	34,800	1%
Failed	0	0%

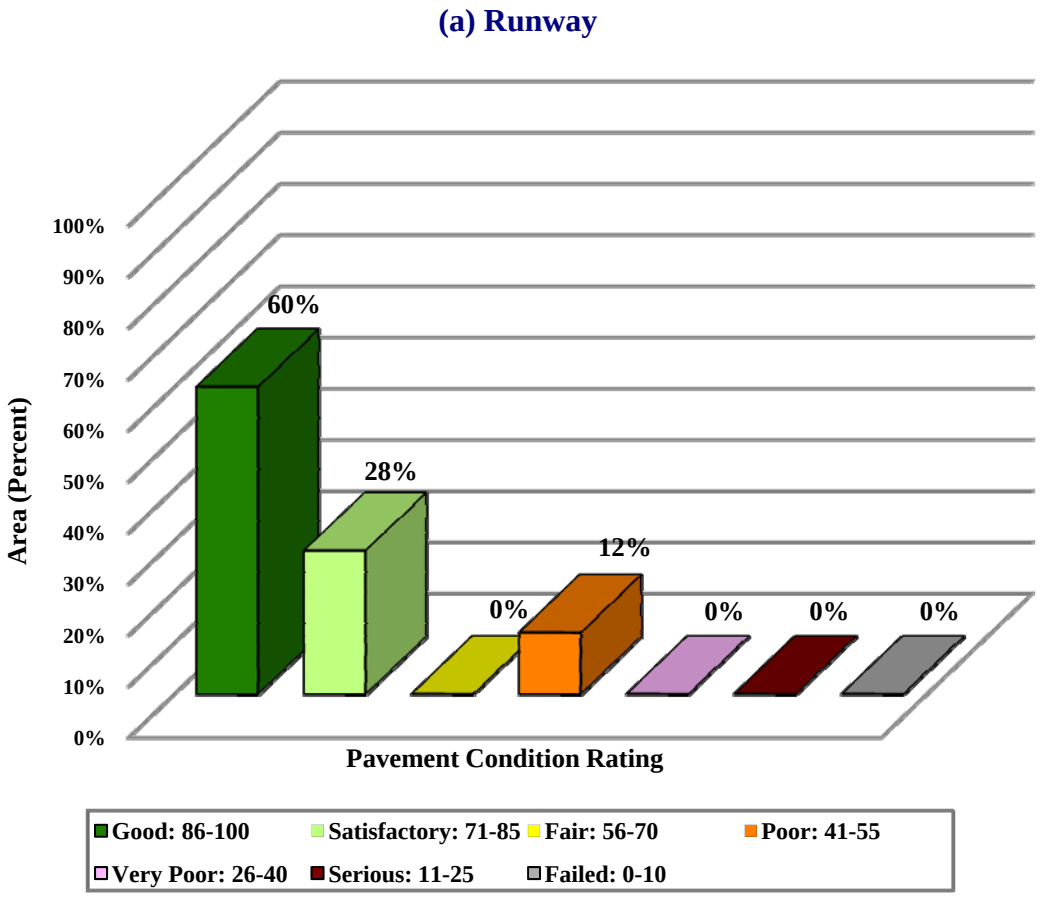
Approximately 61% of the network is in Good and Satisfactory condition while 17% of the network is in Very Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

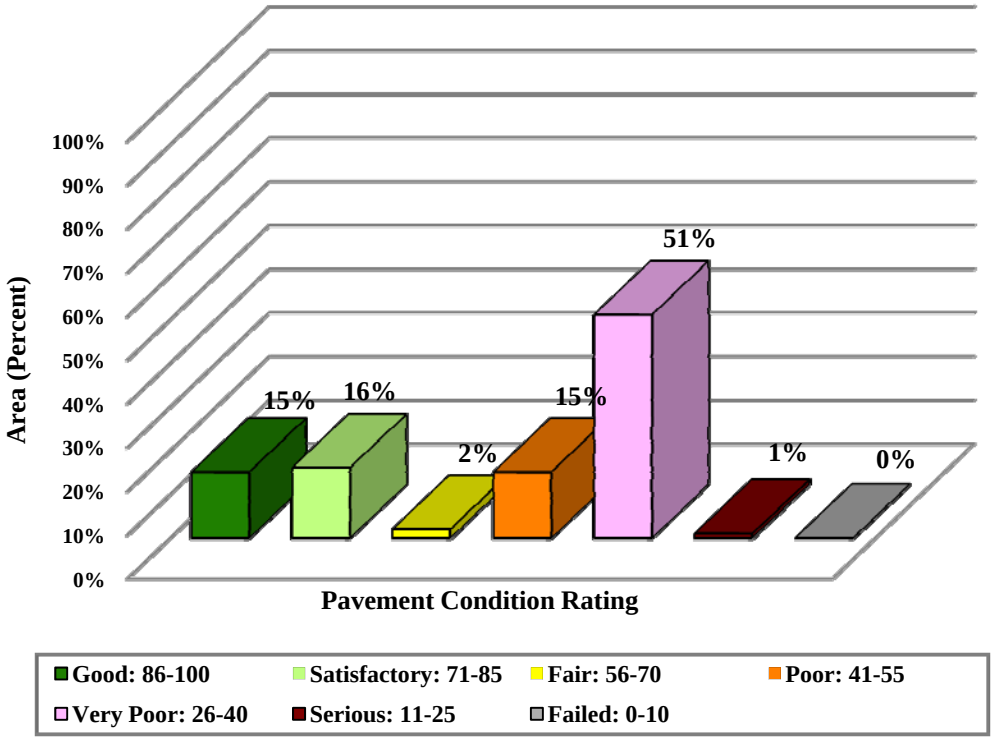
Use	Average Area-Weighted PCI	Condition Rating
Runway	83	Satisfactory
Taxiway	55	Poor
Apron	73	Satisfactory
All (Weighted)	**71**	Satisfactory

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

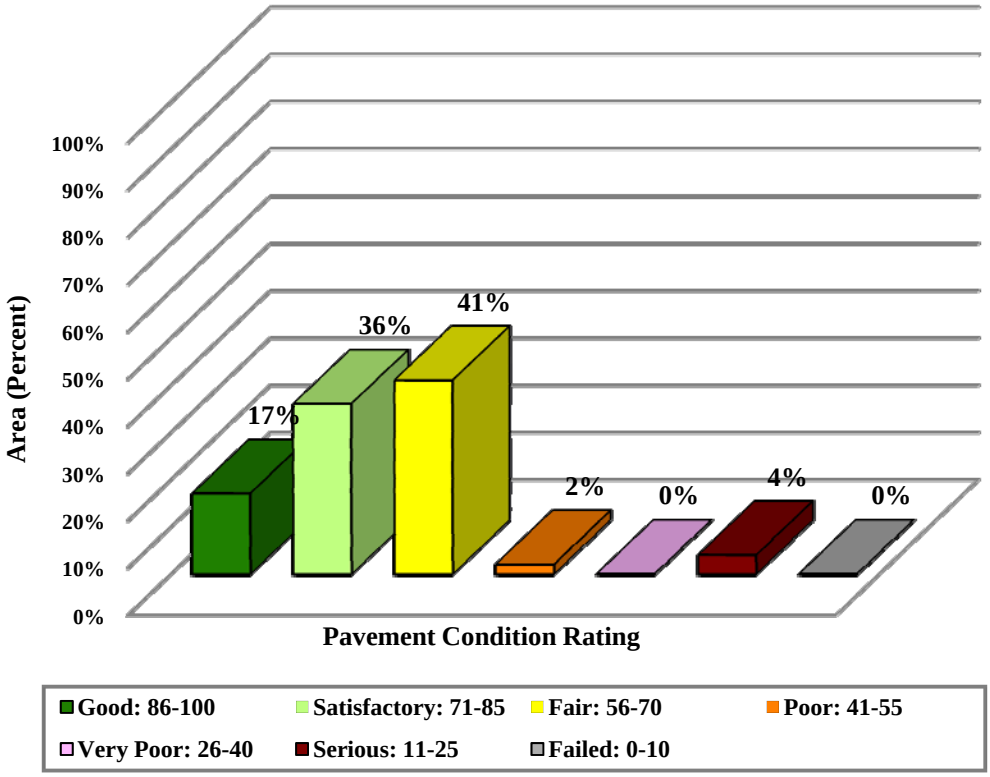
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



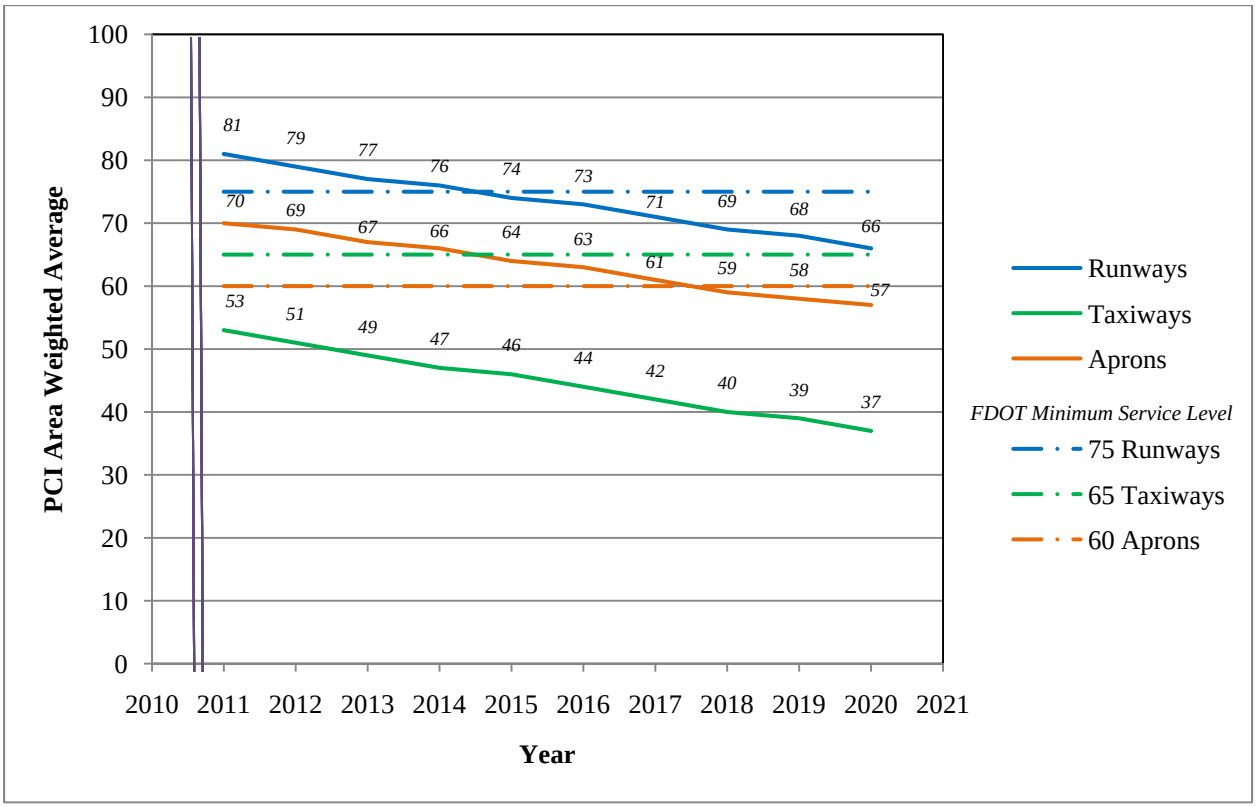
(c) Apron



4. PAVEMENT CONDITION PREDICTION

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

Project Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Central Apron	4105	AAC	168,000	$482,832.32	62	Mill and Overlay	100
2011	South Apron	4305	AC	13,600	$77,737.61	52	Mill and Overlay	100
2011	South Apron	4315	AC	16,400	$223,368.07	25	Reconstruction	100
2011	South Apron	4320	PCC	11,200	$152,544.05	18	Reconstruction	100
2011	Runway 8-26	6205	AC	150,500	$946,645.07	49	Mill and Overlay	100
2011	Connector Taxiway, TW E and RW 8-26	305	AC	18,400	$250,608.08	30	Reconstruction	100
2011	Taxiway Echo	505	AAC	230,791	$2,466,694.93	34	Reconstruction	100
2011	Taxiway Echo	540	AC	120,708	$1,378,606.53	33	Reconstruction	100
2011	Taxiway Echo	580	AC	26,400	$166,056.03	40	Mill and Overlay	100
2011	Taxiway Echo	585	AC	77,900	$661,293.30	37	Reconstruction	100
2011	Taxiway Echo 3	515	AAC	11,500	$62,433.51	53	Mill and Overlay	100
2011	Taxiway Echo 6	530	AAC	11,500	$139,771.05	32	Reconstruction	100
2011	Taxiway Echo 6	570	AC	10,000	$26,010.02	63	Mill and Overlay	100
2011	Taxiway Echo 8	535	AC	18,800	$256,056.08	27	Reconstruction	100
2011	Taxiway Echo 8	536	AAC	3,600	$41,115.61	33	Reconstruction	100
2011	Taxiway Echo 9	545	AC	16,000	$100,640.01	48	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	105	AC	85,225	$536,065.29	50	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	106	AC	7,200	$98,064.03	18	Reconstruction	100
				Total	**$8,066,541.59**	**39**		**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

Project Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Central Apron	4105	AAC	168,000	$109,200.00	62	Microsurfacing	100
2011	South Apron	4305	AC	13,600	$8,840.00	52	Microsurfacing	100
2011	South Apron	4315	AC	16,400	$223,368.07	25	Reconstruction	100
2011	South Apron	4320	PCC	11,200	$152,544.05	18	Reconstruction	100
2011	Runway 8-26	6205	AC	150,500	$97,825.00	49	Microsurfacing	100
2011	Connector Taxiway, TW E and RW 8-26	305	AC	18,400	$250,608.08	30	Reconstruction	100
2011	Taxiway Echo	505	AAC	230,791	$2,466,694.93	34	Reconstruction	100
2011	Taxiway Echo	540	AC	120,708	$1,378,606.53	33	Reconstruction	100
2011	Taxiway Echo	580	AC	26,400	$17,160.00	40	Microsurfacing	100
2011	Taxiway Echo	585	AC	77,900	$661,293.30	37	Reconstruction	100
2011	Taxiway Echo 3	515	AAC	11,500	$7,475.00	53	Microsurfacing	100
2011	Taxiway Echo 6	530	AAC	11,500	$139,771.05	32	Reconstruction	100
2011	Taxiway Echo 6	570	AC	10,000	$6,500.00	63	Microsurfacing	100
2011	Taxiway Echo 8	535	AC	18,800	$256,056.08	27	Reconstruction	100
2011	Taxiway Echo 8	536	AAC	3,600	$41,115.61	33	Reconstruction	100
2011	Taxiway Echo 9	545	AC	16,000	$10,400.00	48	Microsurfacing	100
2011	Parallel Taxiway to RW 8-26	105	AC	85,225	$55,396.25	50	Microsurfacing	100
2011	Parallel Taxiway to RW 8-26	106	AC	7,200	$98,064.03	18	Reconstruction	100
				Total	**$5,980,917.98**	**39**		**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
Central Apron	AP CENTER	4105	WEATH/RAVEL	H	Microsurfacing - AC	1,470.00	SqFt	$0.65	$955.49
Central Apron	AP CENTER	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	139,650.00	SqFt	$0.40	$55,860.46
Central Apron	AP CENTER	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	7,980.00	SqFt	$0.40	$3,192.03
Central Apron	AP CENTER	4110	L & T CR	M	Crack Sealing - AC	619.20	Ft	$2.25	$1,393.29
Central Apron	AP CENTER	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,208.00	SqFt	$0.40	$10,083.28
Central Apron	AP CENTER	4115	L & T CR	H	Crack Sealing - AC	344.00	Ft	$2.25	$774.00
Central Apron	AP CENTER	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,640.00	SqFt	$0.40	$3,456.03
Central Apron	AP CENTER	4115	L & T CR	M	Crack Sealing - AC	80.00	Ft	$2.25	$180.00
Central Apron	AP CENTER	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,855.40	SqFt	$0.40	$4,342.19
Taxiway Echo	TW E	540	L & T CR	M	Crack Sealing - AC	1,055.80	Ft	$2.25	$2,375.54
Taxiway Echo	TW E	540	WEATH/RAVEL	L	Surface Seal - Rejuvenating	44,642.60	SqFt	$0.40	$17,857.19
Taxiway Echo	TW E	540	WEATH/RAVEL	M	Surface Seal - Coat Tar	80,057.40	SqFt	$0.40	$32,023.23
Taxiway Echo	TW E	580	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,861.20	SqFt	$0.40	$744.49
Taxiway Echo	TW E	580	WEATH/RAVEL	H	Microsurfacing - AC	1,188.00	SqFt	$0.65	$772.20
Taxiway Echo	TW E	580	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,600.00	SqFt	$0.40	$2,640.02
Taxiway Echo	TW E	585	WEATH/RAVEL	H	Microsurfacing - AC	1,526.60	SqFt	$0.65	$992.27
Taxiway Echo	TW E	585	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,827.70	SqFt	$0.40	$7,531.15
Taxiway Echo	TW E	585	WEATH/RAVEL	M	Surface Seal - Coat Tar	15,265.70	SqFt	$0.40	$6,106.34
Taxiway Echo	TW E	585	SHOVING	M	Grinding(Localized)	109.20	SqFt	$2.10	$229.34
Taxiway Echo	TW E	590	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,000.00	SqFt	$0.40	$2,000.02
Taxiway Echo	TW E	595	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,812.50	SqFt	$0.40	$1,925.02
Taxiway Echo 2	TW E2	510	WEATH/RAVEL	L	Surface Seal - Rejuvenating	468.70	SqFt	$0.40	$187.48
Taxiway Echo 3	TW E3	515	L & T CR	M	Crack Sealing - AC	92.00	Ft	$2.25	$207.00
Taxiway Echo 3	TW E3	515	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,509.10	SqFt	$0.40	$1,003.64

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 Echo 3	TW E3	515	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,672.70	SqFt	$0.40	$669.10
Taxiway Echo 3	TW E3	516	WEATH/RAVEL	L	Surface Seal - Rejuvenating	420.00	SqFt	$0.40	$168.00
Taxiway Echo 4	TW E4	520	WEATH/RAVEL	L	Surface Seal - Rejuvenating	397.60	SqFt	$0.40	$159.04
Taxiway Echo 4	TW E4	520	WEATH/RAVEL	M	Surface Seal - Coat Tar	70.00	SqFt	$0.40	$28.00
Taxiway Echo 5	TW E5	525	WEATH/RAVEL	L	Surface Seal - Rejuvenating	518.00	SqFt	$0.40	$207.20
Taxiway Echo 6	TW E6	530	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,300.00	SqFt	$0.40	$920.01
Taxiway Echo 6	TW E6	530	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,200.00	SqFt	$0.40	$3,680.03
Taxiway Echo 6	TW E6	560	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,750.00	SqFt	$0.40	$5,900.05
Taxiway Echo 6	TW E6	565	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,057.30	SqFt	$0.40	$422.92
Taxiway Echo 6	TW E6	570	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,940.00	SqFt	$0.40	$3,976.03
Taxiway Echo 6	TW E6	570	WEATH/RAVEL	M	Surface Seal - Coat Tar	60.00	SqFt	$0.40	$24.00
Taxiway Echo 6	TW E6	575	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,856.00	SqFt	$0.40	$742.41
Taxiway Echo 7	TW E7	550	WEATH/RAVEL	L	Surface Seal - Rejuvenating	498.80	SqFt	$0.40	$199.52
Taxiway Echo 8	TW E8	535	WEATH/RAVEL	M	Surface Seal - Coat Tar	14,656.50	SqFt	$0.40	$5,862.64
Taxiway Echo 8	TW E8	535	WEATH/RAVEL	H	Microsurfacing - AC	451.20	SqFt	$0.65	$293.28
Taxiway Echo 8	TW E8	535	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,316.00	SqFt	$0.40	$526.40
Taxiway Echo 8	TW E8	536	WEATH/RAVEL	L	Surface Seal - Rejuvenating	540.00	SqFt	$0.40	$216.00
Taxiway Echo 8	TW E8	536	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,835.00	SqFt	$0.40	$1,134.01
Taxiway Echo 9	TW E9	545	WEATH/RAVEL	M	Surface Seal - Coat Tar	6,720.00	SqFt	$0.40	$2,688.02
Taxiway Echo 9	TW E9	545	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,280.00	SqFt	$0.40	$3,712.03
Parallel Taxiway to RW 8-26	TW PR 8-26	105	WEATH/RAVEL	M	Surface Seal - Coat Tar	11,505.40	SqFt	$0.40	$4,602.19
Parallel Taxiway to RW 8-26	TW PR 8-26	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	72,867.40	SqFt	$0.40	$29,147.19
Parallel Taxiway to RW 8-26	TW PR 8-26	105	WEATH/RAVEL	H	Microsurfacing - AC	852.30	SqFt	$0.65	$553.96

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

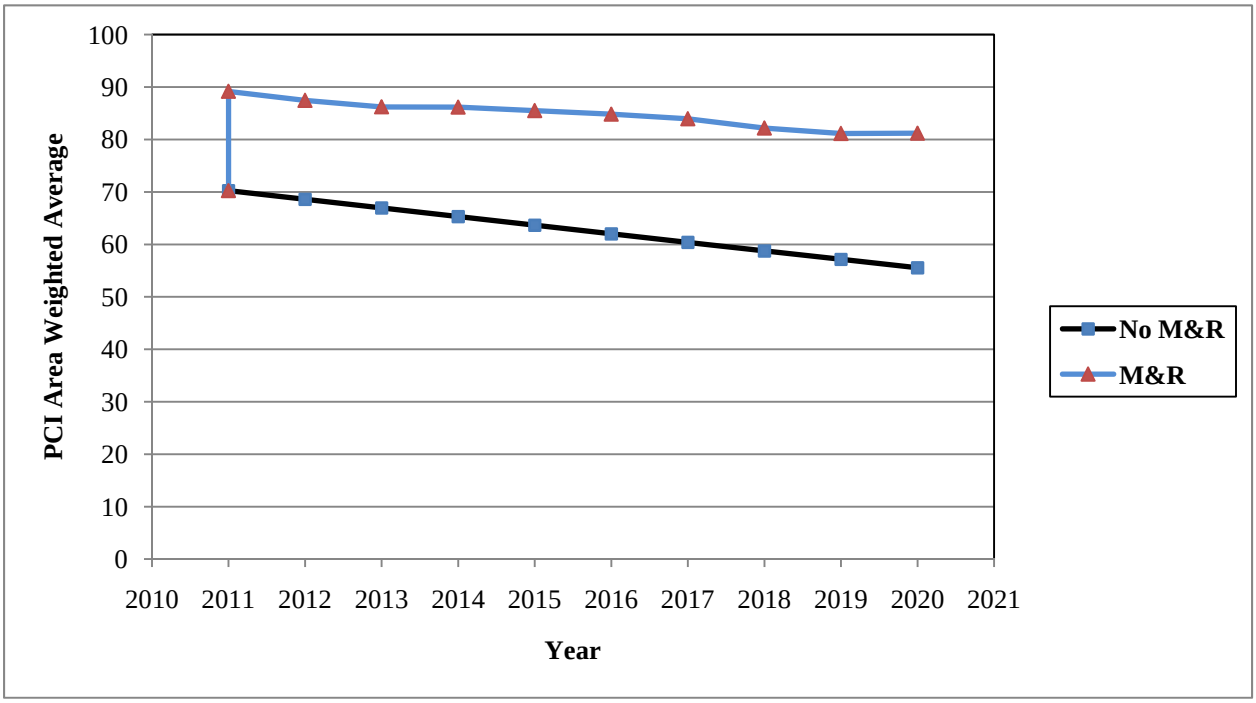
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Parallel Taxiway to RW 8-26	TW PR 8-26	105	L & T CR	M	Crack Sealing - AC	775.50	Ft	$2.25	$1,744.98
Parallel Taxiway to RW 8-26	TW PR 8-26	106	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,556.80	SqFt	$0.40	$622.71
Parallel Taxiway to RW 8-26	TW PR 8-26	106	L & T CR	M	Crack Sealing - AC	50.60	Ft	$2.25	$113.84
Parallel Taxiway to RW 8-26	TW PR 8-26	106	WEATH/RAVEL	H	Microsurfacing - AC	2,218.40	SqFt	$0.65	$1,441.94
Parallel Taxiway to RW 8-26	TW PR 8-26	106	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,424.90	SqFt	$0.40	$1,369.96
Central Apron	AP CENTER	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,145.00	SqFt	$0.40	$858.01
North Apron	AP N	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	15,800.00	SqFt	$0.40	$6,320.05
South Apron	AP S	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,318.50	SqFt	$0.40	$3,727.44
South Apron	AP S	4305	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,281.50	SqFt	$0.40	$1,712.61
South Apron	AP S	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,826.70	SqFt	$0.40	$1,130.68
South Apron	AP S	4315	WEATH/RAVEL	M	Surface Seal - Coat Tar	16,400.00	SqFt	$0.40	$6,560.05
South Apron	AP S	4315	BLOCK CR	M	Crack Sealing - AC	4,998.70	Ft	$2.25	$11,247.14
South Apron	AP S	4320	SHAT. SLAB	M	Slab Replacement - PCC	2,750.00	SqFt	$39.11	$107,552.49
South Apron	AP S	4320	JT SEAL DMG	H	Joint Seal (Localized)	764.10	Ft	$2.00	$1,528.22
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,426.00	SqFt	$0.40	$2,570.42
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,440.80	SqFt	$0.40	$1,776.33
Runway 18-36	RW 18-36	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,133.90	SqFt	$0.40	$8,453.62
Runway 18-36	RW 18-36	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,842.10	SqFt	$0.40	$8,336.91
Runway 18-36	RW 18-36	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,889.00	SqFt	$0.40	$8,755.67
Runway 18-36	RW 18-36	6130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,816.70	SqFt	$0.40	$3,926.70
Runway 18-36	RW 18-36	6135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,905.70	SqFt	$0.40	$5,962.34
Runway 18-36	RW 18-36	6145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,947.40	SqFt	$0.40	$1,578.96

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 18-36	RW 18-36	6155	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,337.60	SqFt	$0.40	$8,135.12
Runway 18-36	RW 18-36	6165	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,157.90	SqFt	$0.40	$1,263.17
Runway 18-36	RW 18-36	6170	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,052.00	SqFt	$0.40	$3,220.83
Runway 18-36	RW 18-36	6175	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,232.90	SqFt	$0.40	$8,493.23
Runway 18-36	RW 18-36	6180	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,366.70	SqFt	$0.40	$4,946.71
Runway 18-36	RW 18-36	6185	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,440.80	SqFt	$0.40	$1,776.33
Runway 8-26	RW 8-26	6205	L & T CR	M	Crack Sealing - AC	5,232.40	Ft	$2.25	$11,772.88
Runway 8-26	RW 8-26	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	22,073.30	SqFt	$0.40	$8,829.41
Runway 8-26	RW 8-26	6205	PATCHING	H	Patching - AC Deep	9.80	SqFt	$4.90	$47.83
Runway 8-26	RW 8-26	6205	L & T CR	H	Crack Sealing - AC	511.70	Ft	$2.25	$1,151.33
Runway 8-26	RW 8-26	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	128,426.70	SqFt	$0.40	$51,371.09
Connector Taxiway, TW E and RW 8-26	TW CONN	305	L & T CR	M	Crack Sealing - AC	1,012.00	Ft	$2.25	$2,277.00
Connector Taxiway, TW E and RW 8-26	TW CONN	305	WEATH/RAVEL	H	Microsurfacing - AC	368.00	SqFt	$0.65	$239.20
Connector Taxiway, TW E and RW 8-26	TW CONN	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,832.00	SqFt	$0.40	$3,532.83
Connector Taxiway, TW E and RW 8-26	TW CONN	305	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,200.00	SqFt	$0.40	$3,680.03
Taxiway Echo	TW E	501	WEATH/RAVEL	L	Surface Seal - Rejuvenating	44,002.00	SqFt	$0.40	$17,600.95
Taxiway Echo	TW E	505	L & T CR	M	Crack Sealing - AC	8,230.30	Ft	$2.25	$18,518.20
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,823.00	SqFt	$0.40	$25,129.41
Taxiway Echo	TW E	505	WEATH/RAVEL	M	Surface Seal - Coat Tar	180,677.00	SqFt	$0.40	$72,271.40
Taxiway Echo	TW E	539	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,027.80	SqFt	$0.40	$411.11
Taxiway Echo	TW E	539	PATCHING	M	Patching - AC Deep	6.60	SqFt	$4.90	$32.13
								Total =	$654,654.99

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 71 in 2011 to 56 in ten years if no M&R activities are performed.
- The PCI will remain at or above 81 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 81 with this scenario is 25 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $9.8 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$127,717.71	$8,066,541.61	$8,194,259.32
2012	$179,547.91	$0.00	$179,547.91
2013	$203,080.06	$76,651.99	$279,732.05
2014	$203,796.25	$347,186.63	$550,982.88
2015	$212,968.74	$240,636.41	$453,605.15
2016	$227,790.78	$259,588.68	$487,379.46
2017	$252,040.29	$175,680.55	$427,720.84
2018	$310,514.65	$0.00	$310,514.65
2019	$355,643.37	$179,958.10	$535,601.47
2020	$375,267.80	$442,443.64	$817,711.44
Total	**$2,448,367.56**	**$9,788,687.61**	**$12,237,055.17**

Note: Costs are adjusted for inflation.

Approximately 82% 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:

- **Central Apron** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **South Apron** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 specification. Reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 8-26** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Connector Taxiway TW E and RW 8-26** – Asphalt pavement reconstruction activity per the FAA P-401 Specification.

- **Taxiway Echo** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo 3** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Echo 6** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo 8** – Asphalt pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo 9** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Parallel Taxiway to RW 8-26** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

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

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

Pavement condition inspections were performed at Ocala International Airport-Jim Taylor Field, 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:

- **Central Apron** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **South Apron** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 specification. Reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 8-26** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Connector Taxiway TW E and RW 8-26** – Asphalt pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo 3** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Echo 6** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo 8** – Asphalt pavement reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo 9** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Parallel Taxiway to RW 8-26** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.

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

APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

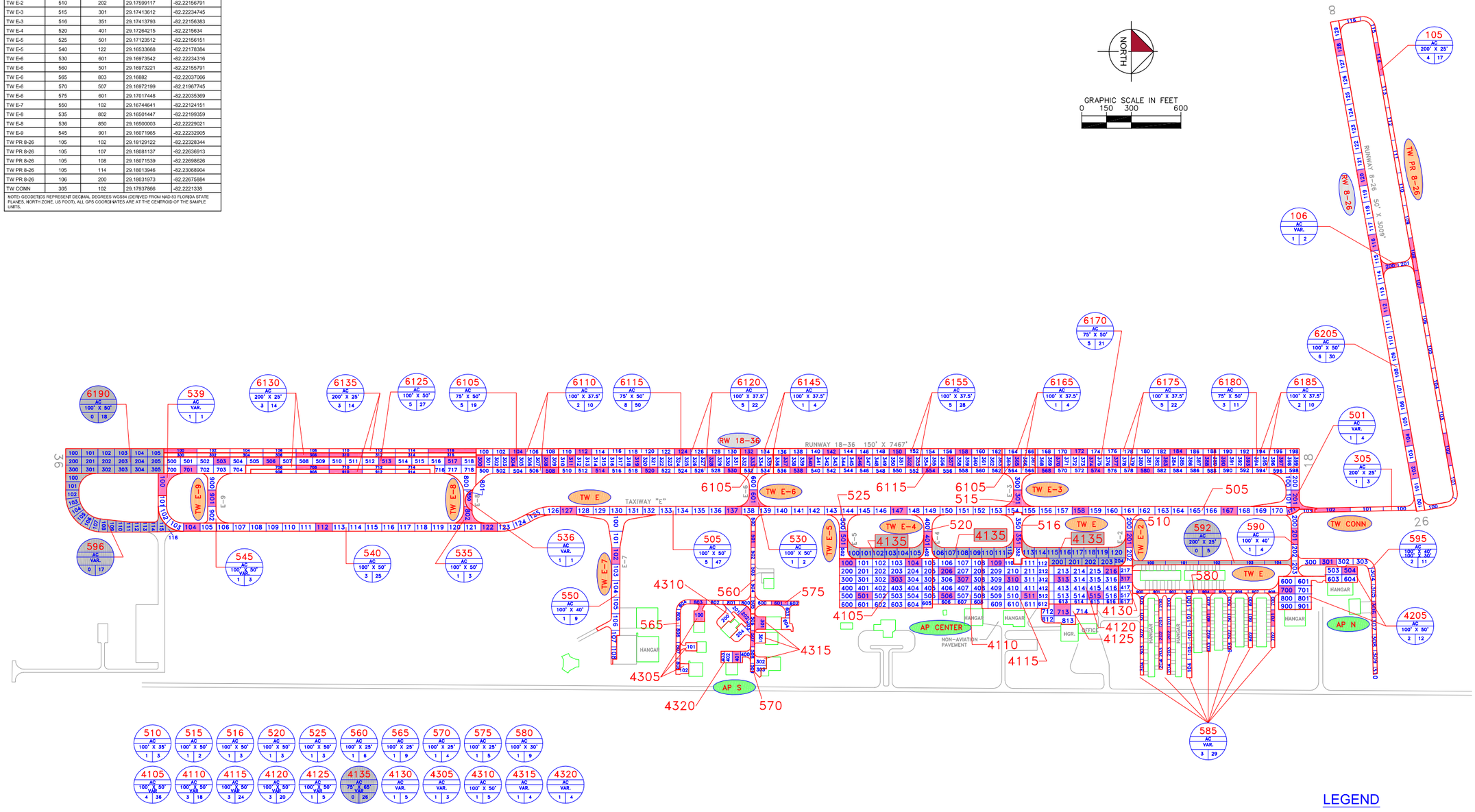
WORK HISTORY REPORT

GPS COORDINATES - OCALA INTERNATIONAL				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP CENTER	4105	100	29.1713049	-82.22111821
AP CENTER	4105	104	29.17240436	-82.22112292
AP CENTER	4105	303	29.17212968	-82.22080897
AP CENTER	4105	501	29.17157998	-82.22049286
AP CENTER	4110	206	29.17295511	-82.22096981
AP CENTER	4110	307	29.17322971	-82.22081449
AP CENTER	4110	506	29.17295502	-82.22049975
AP CENTER	4115	109	29.1737794	-82.22112976
AP CENTER	4115	310	29.17405473	-82.22081862
AP CENTER	4115	511	29.17433006	-82.22050665
AP CENTER	4120	216	29.17569078	-82.22098468
AP CENTER	4120	313	29.17487976	-82.22082277
AP CENTER	4120	515	29.1754301	-82.22051216
AP CENTER	4125	713	29.17488037	-82.22022952
AP CENTER	4130	317	29.17594448	-82.22082811
AP CENTER	4135	101	29.17161422	-82.22129904
AP CENTER	4135	109	29.17343316	-82.22130764
AP CENTER	4135	114	29.17451672	-82.22131376
AP CENTER	4135	119	29.175548	-82.22131773
AP CENTER	4135	201	29.17506814	-82.22113966
AP N	4205	504	29.1796623	-82.2209797
AP N	4205	700	29.17861728	-82.22061579
AP S	4305	100	29.16885221	-82.22016509
AP S	4310	202	29.16958246	-82.2201228
AP S	4315	301	29.16985071	-82.21997379
AP S	4320	401	29.16945786	-82.21932908
RW 18-36	6145	132	29.16965658	-82.22322274
RW 18-36	6105	300	29.16518783	-82.22303967
RW 18-36	6105	304	29.16573785	-82.22304197
RW 18-36	6105	308	29.16628787	-82.22304294
RW 18-36	6105	333	29.16972548	-82.22304898
RW 18-36	6105	365	29.17412572	-82.22305226
RW 18-36	6110	104	29.16580645	-82.22321652
RW 18-36	6110	508	29.16635668	-82.22286574
RW 18-36	6115	311	29.16670046	-82.22304294
RW 18-36	6115	319	29.1678005	-82.2230439
RW 18-36	6115	328	29.16903796	-82.22304777
RW 18-36	6115	337	29.1702755	-82.22304994
RW 18-36	6115	340	29.17068802	-82.22305067
RW 18-36	6115	346	29.17151305	-82.22305212
RW 18-36	6115	352	29.17233816	-82.22304963
RW 18-36	6115	357	29.1730256	-82.22305478
RW 18-36	6120	112	29.16690648	-82.22321837
RW 18-36	6120	124	29.16855654	-82.22322038
RW 18-36	6120	514	29.16718158	-82.22286649
RW 18-36	6120	520	29.16800661	-82.22286738
RW 18-36	6120	530	29.16938177	-82.22287021
RW 18-36	6125	503	29.1608839	-82.22303427
RW 18-36	6125	506	29.16170893	-82.22303558
RW 18-36	6125	513	29.16363399	-82.22303801
RW 18-36	6125	517	29.16473403	-82.22304035
RW 18-36	6125	701	29.16033409	-82.22287687
RW 18-36	6130	308	29.16239629	-82.22315382
RW 18-36	6130	310	29.16294631	-82.22315457
RW 18-36	6130	708	29.16239667	-82.22291883
RW 18-36	6135	100	29.1601962	-82.22322916
RW 18-36	6135	116	29.16471995	-82.22323531
RW 18-36	6135	910	29.16294683	-82.22284125
RW 18-36	6155	142	29.17103163	-82.22322503
RW 18-36	6155	150	29.17213166	-82.22322595
RW 18-36	6155	158	29.1732317	-82.22322688
RW 18-36	6155	538	29.1704817	-82.22287036
RW 18-36	6155	554	29.17268177	-82.22287335
RW 18-36	6170	370	29.17481324	-82.22305312
RW 18-36	6170	374	29.17536326	-82.22305376
RW 18-36	6170	377	29.17577569	-82.22305961
RW 18-36	6170	383	29.1766008	-82.22305562
RW 18-36	6170	388	29.17728832	-82.22305601
RW 18-36	6175	172	29.17515696	-82.22322992
RW 18-36	6175	184	29.17680682	-82.22323148
RW 18-36	6175	568	29.17460703	-82.2228765
RW 18-36	6175	574	29.17543186	-82.22287665
RW 18-36	6175	580	29.17625689	-82.22287746
RW 18-36	6180	390	29.17756333	-82.22305642
RW 18-36	6180	393	29.17797584	-82.22305715
RW 18-36	6180	397	29.17852586	-82.22305812
RW 18-36	6190	101	29.15868375	-82.2231879
RW 18-36	6190	202	29.15895894	-82.22303166
RW 18-36	6190	203	29.15923398	-82.22303213
RW 18-36	6190	205	29.15978397	-82.22303278
RW 18-36	6190	305	29.15978419	-82.22287613
RW 8-26	6205	120	29.17986207	-82.22843919
RW 8-26	6205	102	29.18072583	-82.222885
RW 8-26	6205	104	29.18062987	-82.22350213
RW 8-26	6205	112	29.18024599	-82.22597067
RW 8-26	6205	116	29.18005403	-82.22720493
RW 8-26	6205	128	29.1794781	-82.23090769
TW E	501	201	29.17889967	-82.22217507
TW E	505	127	29.16665616	-82.2221047
TW E	505	137	29.16940626	-82.22210841
TW E	505	147	29.17215635	-82.22211212
TW E	505	158	29.17518146	-82.2221162
TW E	505	167	29.17765652	-82.22211561
TW E	505	171	29.17871716	-82.22212116
TW E	539	100	29.16001102	-82.22272672
TW E	540	104	29.1603865	-82.22178034
TW E	540	112	29.16258658	-82.2217833
TW E	580	904	29.177287	-82.22058149
TW E	585	202	29.17651659	-82.21976216
TW E	585	202	29.1766541	-82.21976247
TW E	585	401	29.17731595	-82.22007736
TW E	585	701	29.17838436	-82.22007982
TW E	590	201	29.17874679	-82.22163238
TW E	592	102	29.17742145	-82.22112942
TW E	595	301	29.17930675	-82.22114931
TW E	595	306	29.18006689	-82.22024549
TW E	596	101	29.15841399	-82.22256091
TW E	596	109	29.15905455	-82.22179761
TW E	596	114	29.15974211	-82.22177908

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 - OCALA INTERNATIONAL				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW E-2	510	202	29.17599117	-82.22156791
TW E-3	515	301	29.17413612	-82.22234745
TW E-3	516	351	29.17413793	-82.22156383
TW E-4	520	401	29.17264215	-82.2215634
TW E-5	525	501	29.17123512	-82.22156151
TW E-5	540	122	29.16533668	-82.22178384
TW E-6	530	601	29.16973542	-82.22234316
TW E-6	560	501	29.16973221	-82.22155791
TW E-6	565	803	29.16882	-82.22037066
TW E-6	570	507	29.16972199	-82.21967745
TW E-6	575	601	29.17017448	-82.22035369
TW E-7	550	102	29.16744641	-82.22124151
TW E-8	535	802	29.16501447	-82.22199359
TW E-8	536	850	29.16500003	-82.22229021
TW E-9	545	901	29.16071965	-82.22232905
TW PR 8-26	105	102	29.18129122	-82.22328344
TW PR 8-26	105	107	29.18081137	-82.22636913
TW PR 8-26	105	108	29.18071539	-82.22698626
TW PR 8-26	105	114	29.18013946	-82.23068904
TW PR 8-26	106	200	29.18031973	-82.22675884
TW CONN	305	102	29.17937866	-82.2221338

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.



TOTAL SAMPLES INSPECTED = 117

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

LEGEND

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

NUMBER	DATE	REVISIONS

DESIGNED: JP | DRAWN: JCB | CHECKED: | DATE: MAY 2011

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PLOTTED: July 22, 2011 – 3:25 PM, BY: Chiles, Vanessa

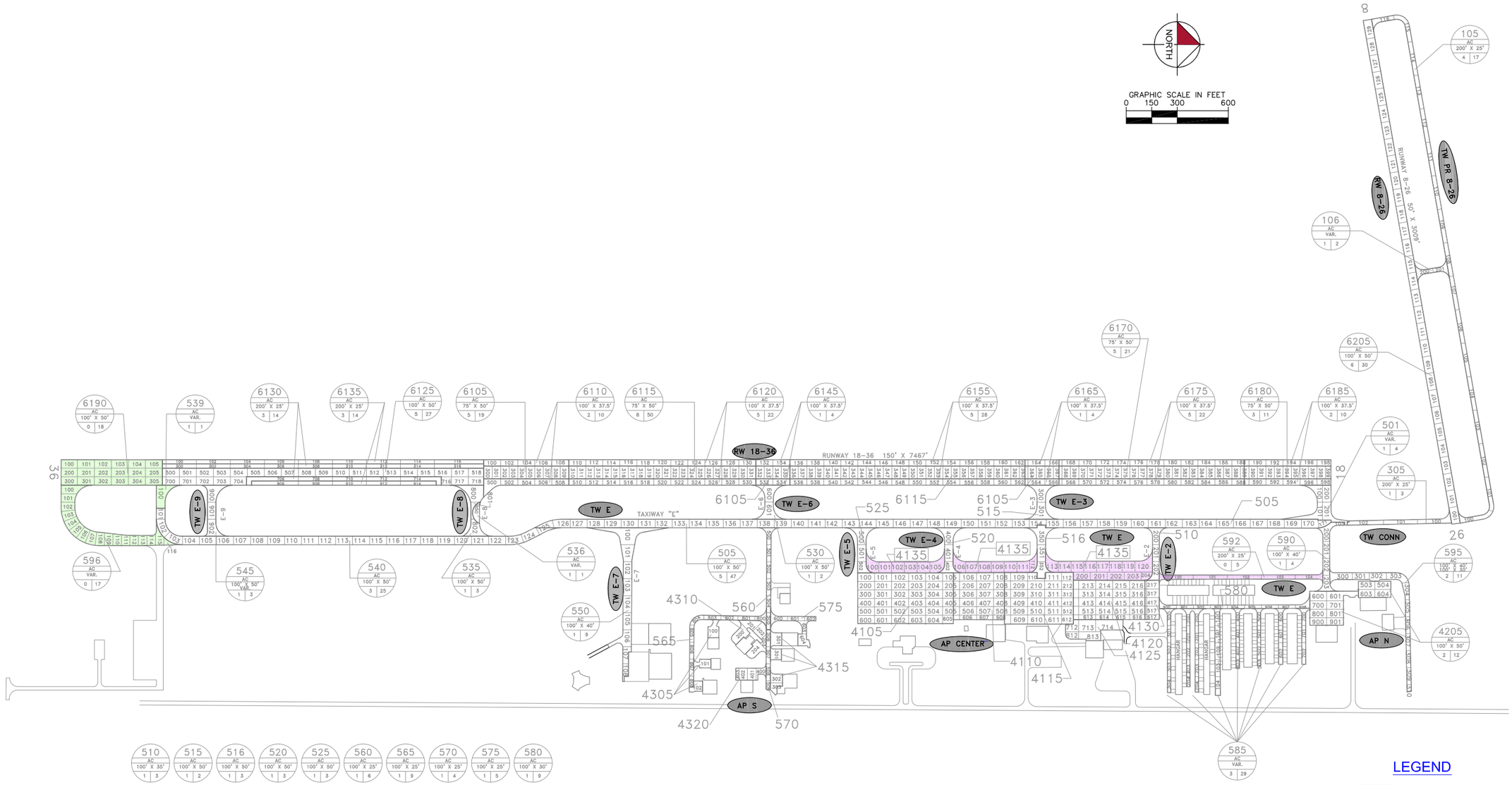
NETWORK DEFINITION MAP

OCALA INTERNATIONAL-JIM TAYLOR FIELD
OCALA, MARION, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: OCF

FDOT DISTRICT: 5



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2008	RUNWAY 18-36	EXTENSION RUNWAY 18-36 (SECTIONS 6190, 539, 596)
2009	TAXIWAY E	NEW CONSTRUCTION (SECTION 592)
2009	APRON CENTER	NEW CONSTRUCTION (SECTION 4135)

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: JP | DRAWN: JCB | CHECKED: | DATE: MAY 2011

P:\Com_Shared\FDOT Aviation 2010-2017\2010-2011-Phase II\CAD\DwkInternational\V02-OCF-INVENTORY.dwg PLOTTED: July 13, 2011 – 4:56 PM, BY: Burton, George

SYSTEM INVENTORY MAP

OCALA INTERNATIONAL-JIM TAYLOR FIELD
OCALA, MARION, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: OCF

FDOT DISTRICT: 5

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Central Apron	AP CENTER	APRON	4105	560	300	168,000	P	AAC	1/1/1991	3/9/2011	36
Central Apron	AP CENTER	APRON	4110	300	270	82,200	P	AAC	1/1/1991	3/9/2011	18
Central Apron	AP CENTER	APRON	4115	400	300	120,000	P	AAC	1/1/1991	3/9/2011	24
Central Apron	AP CENTER	APRON	4120	420	230	96,187	P	AAC	1/1/1991	3/9/2011	20
Central Apron	AP CENTER	APRON	4125	250	120	31,036	P	AC	1/1/1983	3/9/2011	5
Central Apron	AP CENTER	APRON	4130	96	200	19,125	P	AAC	1/1/1991	3/9/2011	5
Central Apron	AP CENTER	APRON	4135	1600	80	129,216	P	AC	7/1/2009	7/1/2009	26
North Apron	AP N	APRON	4205	300	200	63,200	P	AC	1/1/2000	3/9/2011	12
South Apron	AP S	APRON	4305	250	50	13,600	P	AC	1/1/1988	3/9/2011	3
South Apron	AP S	APRON	4310	300	50	21,200	P	AC	1/1/1985	3/9/2011	5
South Apron	AP S	APRON	4315	80	200	16,400	P	AC	1/1/1977	3/9/2011	4
South Apron	AP S	APRON	4320	160	70	11,200	P	PCC	1/1/1977	3/9/2011	4
Runway 18-36	RW 18-36	RUNWAY	6105	900	75	67,500	P	AC	1/1/1991	3/9/2011	19
Runway 18-36	RW 18-36	RUNWAY	6110	1000	38	37,500	P	AAC	1/1/1977	3/9/2011	10
Runway 18-36	RW 18-36	RUNWAY	6115	2490	75	186,750	P	AC	1/1/1991	3/9/2011	50
Runway 18-36	RW 18-36	RUNWAY	6120	2200	38	82,500	P	AAC	1/1/1977	3/9/2011	22
Runway 18-36	RW 18-36	RUNWAY	6125	2640	50	132,500	P	AC	1/1/1988	3/9/2011	27
Runway 18-36	RW 18-36	RUNWAY	6130	3100	25	77,500	P	AC	1/1/1988	3/9/2011	14
Runway 18-36	RW 18-36	RUNWAY	6135	3000	25	75,000	P	AC	1/1/1988	3/9/2011	14
Runway 18-36	RW 18-36	RUNWAY	6145	400	38	15,000	P	AAC	1/1/1977	3/9/2011	4
Runway 18-36	RW 18-36	RUNWAY	6155	2770	38	103,875	P	AAC	1/1/1977	3/9/2011	28
Runway 18-36	RW 18-36	RUNWAY	6165	400	38	15,000	P	AAC	1/1/1977	3/9/2011	4
Runway 18-36	RW 18-36	RUNWAY	6170	1100	75	82,500	P	AC	1/1/1991	3/9/2011	21

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Runway 18-36	RW 18-36	RUNWAY	6175	2200	38	82,500	P	AAC	1/1/1977	3/9/2011	22
Runway 18-36	RW 18-36	RUNWAY	6180	500	75	37,500	P	AC	1/1/1991	3/9/2011	11
Runway 18-36	RW 18-36	RUNWAY	6185	1000	38	37,500	P	AAC	1/1/1977	3/9/2011	10
Runway 18-36	RW 18-36	RUNWAY	6190	595	150	89,256	P	AC	1/1/2008	1/1/2008	18
Runway 8-26	RW 8-26	RUNWAY	6205	3010	50	150,500	S	AC	1/1/2002	3/9/2011	30
Connector Taxiway, TW E and RW 8-26	TW CONN	TAXIWAY	305	720	25	18,400	P	AC	1/1/1973	3/9/2011	3
Taxiway Echo	TW E	TAXIWAY	501	200	125	24,582	T	AAC	1/1/1977	3/9/2011	4
Taxiway Echo	TW E	TAXIWAY	505	4623	50	230,791	P	AAC	1/1/1977	3/9/2011	47
Taxiway Echo	TW E	TAXIWAY	539	135	70	9,032	P	AC	1/1/2008	3/9/2011	1
Taxiway Echo	TW E	TAXIWAY	540	2400	50	120,708	P	AC	1/1/1988	3/9/2011	25
Taxiway Echo	TW E	TAXIWAY	580	880	30	26,400	P	AC	1/1/2000	3/9/2011	9
Taxiway Echo	TW E	TAXIWAY	585	3300	23	77,900	P	AC	1/1/2000	3/9/2011	29
Taxiway Echo	TW E	TAXIWAY	590	380	50	20,000	P	AC	1/1/1977	3/9/2011	4
Taxiway Echo	TW E	TAXIWAY	592	960	25	24,651	P	AC	1/1/2009	1/1/2009	5
Taxiway Echo	TW E	TAXIWAY	595	1140	30	44,000	P	AC	1/1/2000	3/9/2011	11
Taxiway Echo	TW E	TAXIWAY	596	820	80	62,650	P	AC	1/1/2008	1/1/2008	17
Taxiway Echo 2	TW E2	TAXIWAY	510	300	35	10,900	P	AC	1/1/1985	3/9/2011	3
Taxiway Echo 3	TW E3	TAXIWAY	515	200	50	11,500	P	AAC	1/1/1977	3/9/2011	2
Taxiway Echo 3	TW E3	TAXIWAY	516	260	50	14,000	P	AAC	1/1/1977	3/9/2011	3
Taxiway Echo 4	TW E4	TAXIWAY	520	260	50	14,000	P	AAC	1/1/1977	3/9/2011	3
Taxiway Echo 5	TW E5	TAXIWAY	525	260	50	14,000	P	AAC	1/1/1977	3/9/2011	3
Taxiway Echo 6	TW E6	TAXIWAY	530	200	50	11,500	P	AAC	1/1/1977	3/9/2011	2
Taxiway Echo 6	TW E6	TAXIWAY	560	550	25	14,750	P	AC	1/1/2000	3/9/2011	6

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Echo 6	TW E6	TAXIWAY	565	890	25	23,600	P	AC	1/1/2000	3/9/2011	9
Taxiway Echo 6	TW E6	TAXIWAY	570	400	25	10,000	P	AC	1/1/2000	3/9/2011	4
Taxiway Echo 6	TW E6	TAXIWAY	575	415	25	11,600	P	AC	1/1/1940	3/9/2011	5
Taxiway Echo 7	TW E7	TAXIWAY	550	890	25	23,200	P	AC	1/1/2000	3/9/2011	9
Taxiway Echo 8	TW E8	TAXIWAY	535	300	50	18,800	P	AC	1/1/1988	3/9/2011	3
Taxiway Echo 8	TW E8	TAXIWAY	536	100	40	3,600	P	AAC	1/1/1977	3/9/2011	1
Taxiway Echo 9	TW E9	TAXIWAY	545	300	50	16,000	P	AC	1/1/1988	3/9/2011	3
Parallel Taxiway to RW 8-26	TW PR 8-26	TAXIWAY	105	3400	25	85,225	P	AC	1/1/1985	3/9/2011	17
Parallel Taxiway to RW 8-26	TW PR 8-26	TAXIWAY	106	180	25	7,200	P	AC	1/1/1985	3/9/2011	2

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

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

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 560.00 Ft **Width:** 300.00 Ft **True Area:** 168,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	Polycon Seal coat
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4110 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 300.00 Ft **Width:** 270.00 Ft **True Area:** 82,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	Polycon Seal coat
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401
01/01/1983	IMPORTED	BUILT		1.00	True	1983 1" P-401 8" P-211 4" P-154

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4115 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 400.00 Ft **Width:** 300.00 Ft **True Area:** 120.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	Polycon Seal coat
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4120 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 420.00 Ft **Width:** 230.00 Ft **True Area:** 96.187.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	Polycon Seal coat
01/01/1991	IMPORTED	OVERLAY		1.00	True	1991 1" P-401
01/01/1983	IMPORTED	BUILT		1.00	True	1983 1" P-401 8" P-211 4" P-154

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** APRON **Rank:** P **Length:** 250.00 Ft **Width:** 120.00 Ft **True Area:** 31.036.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	Polycon Seal coat
01/01/1983	IMPORTED	BUILT		1.00	True	1983 1" P-401 8" P-211 4" P-154

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4130 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 95.62 Ft **Width:** 200.00 Ft **True Area:** 19.125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	Polycon Seal coat
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401
01/01/1985	IMPORTED	BUILT		1.50	True	1985 1.5" P-401 8" P-211 4" P-154

Network: OCF **Branch:** AP CENTER (CENTRAL APRON) **Section:** 4135 **Surface:** AC
L.C.D.: 07/01/2009 **Use:** APRON **Rank:** P **Length:** 1,600.00 Ft **Width:** 80.00 Ft **True Area:** 129,216.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	NC-AC	New Construction - AC	$0	0.00	True	

Network: OCF **Branch:** AP N (NORTH APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** APRON **Rank:** P **Length:** 300.00 Ft **Width:** 200.00 Ft **True Area:** 63,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	ESTIMATED

Network: OCF **Branch:** AP S (SOUTH APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** APRON **Rank:** P **Length:** 250.00 Ft **Width:** 50.00 Ft **True Area:** 13,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	
01/01/1988	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** AP S (SOUTH APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** APRON **Rank:** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 21,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** AP S (SOUTH APRON) **Section:** 4315 **Surface:** AC
L.C.D.: 01/01/1977 **Use:** APRON **Rank:** P **Length:** 80.00 Ft **Width:** 200.00 Ft **True Area:** 16,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** AP S (SOUTH APRON) **Section:** 4320 **Surface:** PCC
L.C.D.: 01/01/1977 **Use:** APRON **Rank:** P **Length:** 160.00 Ft **Width:** 70.00 Ft **True Area:** 11,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank:** P **Length:** 900.00 Ft **Width:** 75.00 Ft **True Area:** 67,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		1.00	True	1991 1" P-401 1.5" S-401 .75-2.5" P-211 4" RECYCLED BIT
01/01/1959	IMPORTED	BUILT		12.00	True	1959 12" LIMEROCK 12" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 Ft **Width:** 37.50 Ft **True Area:** 37,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6115 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank:** P **Length:** 2,490.00 Ft **Width:** 75.00 Ft **True Area:** 186,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		1.00	True	1991 1" P-401 1.5" S-401 4" RECYCLED BIT
01/01/1959	IMPORTED	BUILT		10.00	True	1959 10" LIMEROCK 12" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6120 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 2,200.00 Ft **Width:** 37.50 Ft **True Area:** 82,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 10" P-211 12" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6125 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** RUNWAY **Rank:** P **Length:** 2,640.00 Ft **Width:** 50.00 Ft **True Area:** 132,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 14" P-211 10" P-154 17" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6130 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** RUNWAY **Rank:** P **Length:** 3,100.00 Ft **Width:** 25.00 Ft **True Area:** 77,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 10-14" P-211 10-14" P-154 17" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6135 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** RUNWAY **Rank:** P **Length:** 3,000.00 Ft **Width:** 25.00 Ft **True Area:** 75,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 10"P-211 14" P-154 17" SUBGRADE

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6145 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 400.00 Ft **Width:** 37.50 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6155 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 2,770.00 Ft **Width:** 37.50 Ft **True Area:** 103,875.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6165 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 400.00 Ft **Width:** 37.50 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6170 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank:** P **Length:** 1,100.00 Ft **Width:** 75.00 Ft **True Area:** 82,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/01/1991	IMPORTED	BUILT		1.00	True	1991 1" P-401 1.5" S-401 .75-2.5" P-211 4" RECYCLED BIT

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6175 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 2,200.00 Ft **Width:** 37.50 Ft **True Area:** 82,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6180 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank:** P **Length:** 500.00 Ft **Width:** 75.00 Ft **True Area:** 37,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		1.00	True	1991 1" P-401 1.5" S-401 .75-2.5" P-211 4" RECYCLED BIT

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6185 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 Ft **Width:** 37.50 Ft **True Area:** 37,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991 SLURRY SEAL
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211

Network: OCF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6190 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 595.00 Ft **Width:** 150.00 Ft **True Area:** 89,256.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NC-AC	New Construction - AC	$0	0.00	True	

Network: OCF **Branch:** RW 8-26 (RUNWAY 8-26) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank:** S **Length:** 3,010.00 Ft **Width:** 50.00 Ft **True Area:** 150,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	OL-AT	Overlay - AC Thin	$0	1.00	True	1" AC Ovly
01/01/1973	IMPORTED	BUILT		1.00	True	1973 1" P-401 10" P-211

Network: OCF **Branch:** TW CONN (CONNECTOR TAXIWAY, TW E AND RW 8-26) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1973 **Use:** TAXIWAY **Rank:** P **Length:** 720.00 Ft **Width:** 25.00 Ft **True Area:** 18,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1973	IMPORTED	BUILT		1.00	True	1973: 1" P401 ON 10" P211

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 501 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** T **Length:** 200.00 Ft **Width:** 125.00 Ft **True Area:** 24,582.00 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: OCF **Branch:** TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 4,623.00 Ft **Width:** 50.00 Ft **True Area:** 230,791.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 539 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 Ft **Width:** 70.00 Ft **True Area:** 9,032.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NC-AC	New Construction - AC	$0	0.00	True	

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 540 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 2,400.00 Ft **Width:** 50.00 Ft **True Area:** 120,708.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 14" P-211 10" P-154 17" SUBGRADE

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 580 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 880.00 Ft **Width:** 30.00 Ft **True Area:** 26,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 585 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 3,300.00 Ft **Width:** 23.00 Ft **True Area:** 77,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	Polycon Seal coat
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 590 **Surface:** AC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 Ft **Width:** 50.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	
01/01/1977	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 592 **Surface:** AC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank:** P **Length:** 960.00 Ft **Width:** 25.00 Ft **True Area:** 24,651.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	NC-AC	New Construction - AC	$0	0.00	True	

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 595 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 1,140.00 Ft **Width:** 30.00 Ft **True Area:** 44,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	Polycon Seal coat
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E (TAXIWAY E) **Section:** 596 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank:** P **Length:** 820.00 Ft **Width:** 80.00 Ft **True Area:** 62,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NC-AC	New Construction - AC	$0	0.00	True	

Network: OCF **Branch:** TW E2 (TAXIWAY E2) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 35.00 Ft **True Area:** 10,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	
01/01/1985	IMPORTED	BUILT		1.50	True	1985 1.5" P-401 8" P-211 4" P-154

Network: OCF **Branch:** TW E3 (TAXIWAY E3) **Section:** 515 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 11,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** TW E3 (TAXIWAY E3) **Section:** 516 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 260.00 Ft **Width:** 50.00 Ft **True Area:** 14,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** TW E4 (TAXIWAY E4) **Section:** 520 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 260.00 Ft **Width:** 50.00 Ft **True Area:** 14,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P401 OVERLAY
01/01/1959	IMPORTED	BUILT		1.50	True	1959: 1.5" P401 ON 12" P211 ON 12" COMP. SUBGRADE

Network: OCF **Branch:** TW E5 (TAXIWAY E5) **Section:** 525 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 260.00 Ft **Width:** 50.00 Ft **True Area:** 14,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-ST	Surface Treatment - Sand Tar	$0	0.00	False	
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** TW E6 (TAXIWAY E6) **Section:** 530 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 11,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBRGADE

Network: OCF **Branch:** TW E6 (TAXIWAY E6) **Section:** 560 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 550.00 Ft **Width:** 25.00 Ft **True Area:** 14,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	Polycon Seal coat
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E6 (TAXIWAY E6) **Section:** 565 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 890.00 Ft **Width:** 25.00 Ft **True Area:** 23,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	Polycon Seal coat
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E6 (TAXIWAY E6) **Section:** 570 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E6 (TAXIWAY E6) **Section:** 575 **Surface:** AC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 415.00 Ft **Width:** 25.00 Ft **True Area:** 11,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	Polycon Seal coat
01/01/1940	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E7 (TAXIWAY E7) **Section:** 550 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank:** P **Length:** 890.00 Ft **Width:** 25.00 Ft **True Area:** 23,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	POSD	POSD Slurry Seal	$0	0.00	False	Polycon Seal coat
01/01/2000	NC-AC	New Construction - AC	$0	0.00	True	estimated

Network: OCF **Branch:** TW E8 (TAXIWAY E8) **Section:** 535 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 18,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 14" P-211 10" P-154 17" SUBGRADE

Network: OCF **Branch:** TW E8 (TAXIWAY E8) **Section:** 536 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 3,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977 2" P-401
01/01/1959	IMPORTED	BUILT		1.50	True	1959 1.5" P-401 12" P-211 12" SUBGRADE

Network: OCF **Branch:** TW E9 (TAXIWAY E9) **Section:** 545 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 16,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 14" P-211 10" P-154 17" SUBGRADE

Network: OCF **Branch:** TW PR 8-26 (PARALLEL TAXIWAY TO RW 8-26) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 3,400.00 Ft **Width:** 25.00 Ft **True Area:** 85,225.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	BUILT		1.50	True	1985 1.5" P-401 6" P-211 4" P-154

Network: OCF **Branch:** TW PR 8-26 (PARALLEL TAXIWAY TO RW 8-26) **Section:** 106 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 Ft **Width:** 25.00 Ft **True Area:** 7,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	BUILT		1.50	True	1985 1.5" P-401 6" P-211 4" P-154

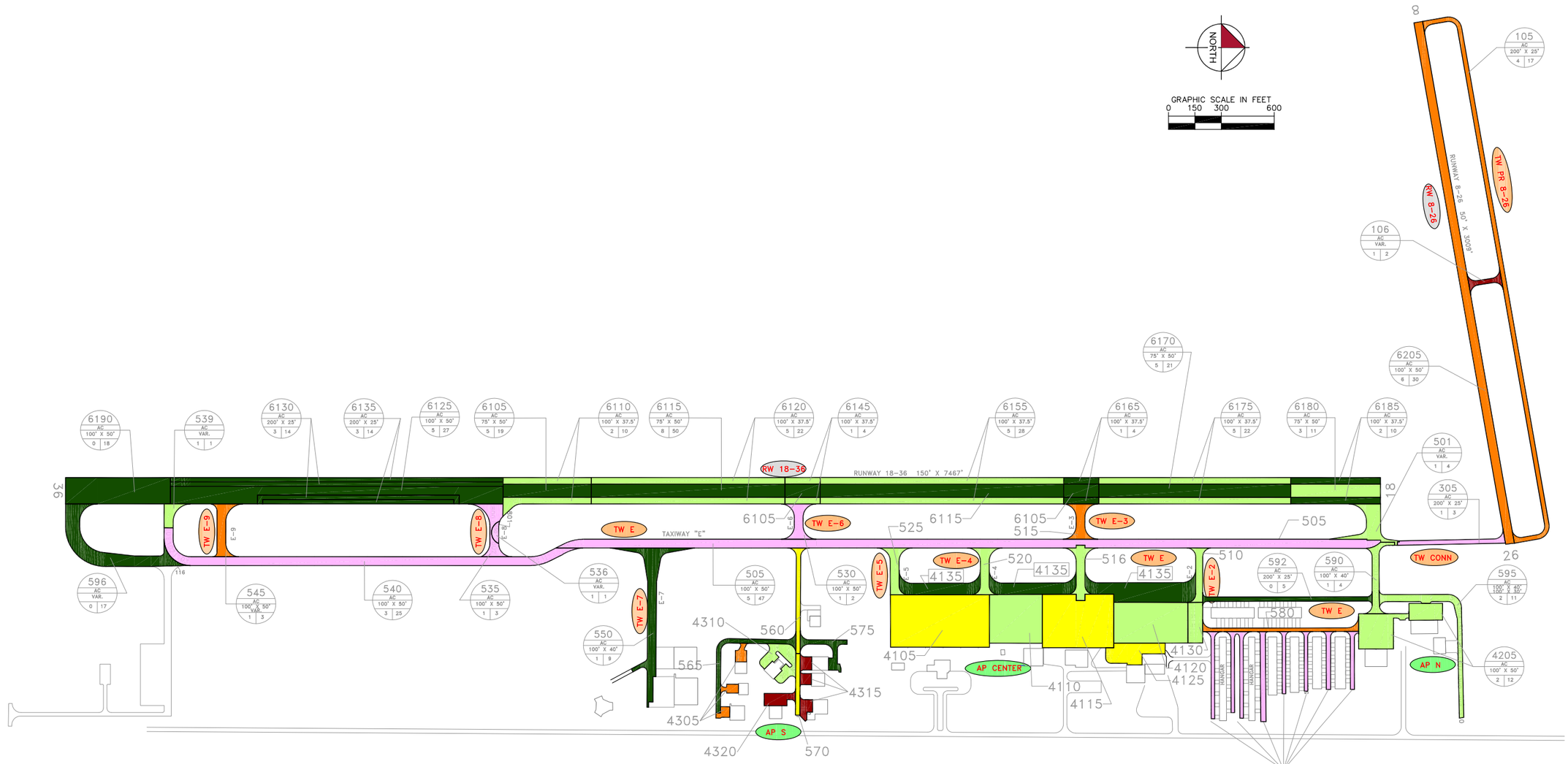
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	35	2,276,797.00	2.03	2.28
Initial Construction	1	24,582.00	.00	
New Construction - AC	19	691,855.00	.00	.00
OVERLAY	23	1,701,028.00	1.87	.34
Overlay - AC Thin	1	150,500.00	1.00	
POSD Slurry Seal	11	328,250.00	.00	.00
REPAIR	7	373,875.00		
Surface Treatment - Sand Tar	10	569,448.00	.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:	JP	DRAWN:	JCB	CHECKED:		DATE:	MAY 2011

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase 8\CAD\Doddinternational\2D3-OCF-CONDITION.dwg PLOTTED: July 13, 2011 – 4:59 PM, BY: Burton, George

2011 CONDITION MAP

OCALA INTERNATIONAL-JIM TAYLOR FIELD
OCALA, MARION, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: OCF

FDOT DISTRICT: 5

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
Central Apron	AP CENTER	APRON	4105	168,000	P	AAC	4	36	63	Fair
Central Apron	AP CENTER	APRON	4110	82,200	P	AAC	3	18	71	Satisfactory
Central Apron	AP CENTER	APRON	4115	120,000	P	AAC	3	24	70	Fair
Central Apron	AP CENTER	APRON	4120	96,187	P	AAC	3	20	73	Satisfactory
Central Apron	AP CENTER	APRON	4125	31,036	P	AC	1	5	67	Fair
Central Apron	AP CENTER	APRON	4130	19,125	P	AAC	1	5	79	Satisfactory
Central Apron	AP CENTER	APRON	4135	129,216	P	AC	0	26	100	Good
North Apron	AP N	APRON	4205	63,200	P	AC	2	12	73	Satisfactory
South Apron	AP S	APRON	4305	13,600	P	AC	1	3	52	Poor
South Apron	AP S	APRON	4310	21,200	P	AC	1	5	84	Satisfactory
South Apron	AP S	APRON	4315	16,400	P	AC	1	4	25	Serious
South Apron	AP S	APRON	4320	11,200	P	PCC	1	4	19	Serious
Runway 18-36	RW 18-36	RUNWAY	6105	67,500	P	AC	5	19	87	Good
Runway 18-36	RW 18-36	RUNWAY	6110	37,500	P	AAC	2	10	79	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6115	186,750	P	AC	8	50	87	Good
Runway 18-36	RW 18-36	RUNWAY	6120	82,500	P	AAC	5	22	82	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6125	132,500	P	AC	5	27	87	Good
Runway 18-36	RW 18-36	RUNWAY	6130	77,500	P	AC	3	14	89	Good
Runway 18-36	RW 18-36	RUNWAY	6135	75,000	P	AC	3	14	87	Good
Runway 18-36	RW 18-36	RUNWAY	6145	15,000	P	AAC	1	4	85	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6155	103,875	P	AAC	5	28	85	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6165	15,000	P	AAC	1	4	86	Good
Runway 18-36	RW 18-36	RUNWAY	6170	82,500	P	AC	5	21	88	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
Runway 18-36	RW 18-36	RUNWAY	6175	82,500	P	AAC	5	22	84	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6180	37,500	P	AC	3	11	83	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6185	37,500	P	AAC	2	10	89	Good
Runway 18-36	RW 18-36	RUNWAY	6190	89,256	P	AC	0	18	100	Good
Runway 8-26	RW 8-26	RUNWAY	6205	150,500	S	AC	6	30	49	Poor
Connector Taxiway, TW E and RW 8-26	TW CONN	TAXIWAY	305	18,400	P	AC	1	3	31	Very Poor
Taxiway Echo	TW E	TAXIWAY	501	24,582	T	AAC	1	4	82	Satisfactory
Taxiway Echo	TW E	TAXIWAY	505	230,791	P	AAC	5	47	35	Very Poor
Taxiway Echo	TW E	TAXIWAY	539	9,032	P	AC	1	1	81	Satisfactory
Taxiway Echo	TW E	TAXIWAY	540	120,708	P	AC	3	25	34	Very Poor
Taxiway Echo	TW E	TAXIWAY	580	26,400	P	AC	1	9	41	Poor
Taxiway Echo	TW E	TAXIWAY	585	77,900	P	AC	3	29	38	Very Poor
Taxiway Echo	TW E	TAXIWAY	590	20,000	P	AC	1	4	85	Satisfactory
Taxiway Echo	TW E	TAXIWAY	592	24,651	P	AC	0	5	100	Good
Taxiway Echo	TW E	TAXIWAY	595	44,000	P	AC	2	11	79	Satisfactory
Taxiway Echo	TW E	TAXIWAY	596	62,650	P	AC	0	17	100	Good
Taxiway Echo 2	TW E2	TAXIWAY	510	10,900	P	AC	1	3	83	Satisfactory
Taxiway Echo 3	TW E3	TAXIWAY	515	11,500	P	AAC	1	2	54	Poor
Taxiway Echo 3	TW E3	TAXIWAY	516	14,000	P	AAC	1	3	80	Satisfactory
Taxiway Echo 4	TW E4	TAXIWAY	520	14,000	P	AAC	1	3	84	Satisfactory
Taxiway Echo 5	TW E5	TAXIWAY	525	14,000	P	AAC	1	3	81	Satisfactory
Taxiway Echo 6	TW E6	TAXIWAY	530	11,500	P	AAC	1	2	33	Very Poor
Taxiway Echo 6	TW E6	TAXIWAY	560	14,750	P	AC	1	6	69	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Echo 6	TW E6	TAXIWAY	565	23,600	P	AC	1	9	94	Good
Taxiway Echo 6	TW E6	TAXIWAY	570	10,000	P	AC	1	4	64	Fair
Taxiway Echo 6	TW E6	TAXIWAY	575	11,600	P	AC	1	5	88	Good
Taxiway Echo 7	TW E7	TAXIWAY	550	23,200	P	AC	1	9	96	Good
Taxiway Echo 8	TW E8	TAXIWAY	535	18,800	P	AC	1	3	28	Very Poor
Taxiway Echo 8	TW E8	TAXIWAY	536	3,600	P	AAC	1	1	34	Very Poor
Taxiway Echo 9	TW E9	TAXIWAY	545	16,000	P	AC	1	3	49	Poor
Parallel Taxiway to RW 8-26	TW PR 8-26	TAXIWAY	105	85,225	P	AC	4	17	51	Poor
Parallel Taxiway to RW 8-26	TW PR 8-26	TAXIWAY	106	7,200	P	AC	1	2	19	Serious

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 /15/2011

Branch Condition Report

Pavement Database: NetworkID: OCF

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 CENTER (CENTRAL APRON)	7	3,625.62	214.29	645,764.00	APRON	74.71	11.30	74.88
AP N (NORTH APRON)	1	300.00	200.00	63,200.00	APRON	73.00	0.00	73.00
AP S (SOUTH APRON)	4	790.00	92.50	62,400.00	APRON	45.00	25.72	49.85
RW 18-36 (RUNWAY 18-36)	15	24,295.00	54.17	1,122,381.00	RUNWAY	86.53	4.46	87.10
RW 8-26 (RUNWAY 8-26)	1	3,010.00	50.00	150,500.00	RUNWAY	49.00	0.00	49.00
TW CONN (CONNECTOR TAXIWAY, TW E AND RW 8-26)	1	720.00	25.00	18,400.00	TAXIWAY	31.00	0.00	31.00
TW E (TAXIWAY E)	10	14,838.00	53.30	640,714.00	TAXIWAY	67.50	25.87	51.31
TW E2 (TAXIWAY E2)	1	300.00	35.00	10,900.00	TAXIWAY	83.00	0.00	83.00
TW E3 (TAXIWAY E3)	2	460.00	50.00	25,500.00	TAXIWAY	67.00	13.00	68.27
TW E4 (TAXIWAY E4)	1	260.00	50.00	14,000.00	TAXIWAY	84.00	0.00	84.00
TW E5 (TAXIWAY E5)	1	260.00	50.00	14,000.00	TAXIWAY	81.00	0.00	81.00
TW E6 (TAXIWAY E6)	5	2,455.00	30.00	71,450.00	TAXIWAY	69.60	21.47	73.85
TW E7 (TAXIWAY E7)	1	890.00	25.00	23,200.00	TAXIWAY	96.00	0.00	96.00
TW E8 (TAXIWAY E8)	2	400.00	45.00	22,400.00	TAXIWAY	31.00	3.00	28.96
TW E9 (TAXIWAY E9)	1	300.00	50.00	16,000.00	TAXIWAY	49.00	0.00	49.00
TW PR 8-26 (PARALLEL TAXIWAY TO RW 8-26)	2	3,580.00	25.00	92,425.00	TAXIWAY	35.00	16.00	48.51

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	12	771,364.00	64.67	22.10	72.70
RUNWAY	16	1,272,881.00	84.19	10.06	82.59
TAXIWAY	27	948,989.00	63.44	25.39	54.61
All	55	2,993,234.00	69.75	23.20	71.17

STD = Standard Deviation

Date: 6 /15/2011

Section Condition Report

Pavement Database: *NetworkID: OCF*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTRAL APRON)	4105	01/01/1991	AAC	APRON	P	0	168,000.00	03/09/2011	20	63.00
AP CENTER (CENTRAL APRON)	4110	01/01/1991	AAC	APRON	P	0	82,200.00	03/09/2011	20	71.00
AP CENTER (CENTRAL APRON)	4115	01/01/1991	AAC	APRON	P	0	120,000.00	03/09/2011	20	70.00
AP CENTER (CENTRAL APRON)	4120	01/01/1991	AAC	APRON	P	0	96,187.00	03/09/2011	20	73.00
AP CENTER (CENTRAL APRON)	4125	01/01/1983	AC	APRON	P	0	31,036.00	03/09/2011	28	67.00
AP CENTER (CENTRAL APRON)	4130	01/01/1991	AAC	APRON	P	0	19,125.00	03/09/2011	20	79.00
AP CENTER (CENTRAL APRON)	4135	07/01/2009	AC	APRON	P	0	129,216.00	07/01/2009	0	100.00
AP N (NORTH APRON)	4205	01/01/2000	AC	APRON	P	0	63,200.00	03/09/2011	11	73.00
AP S (SOUTH APRON)	4305	01/01/1988	AC	APRON	P	0	13,600.00	03/09/2011	23	52.00
AP S (SOUTH APRON)	4310	01/01/1985	AC	APRON	P	0	21,200.00	03/09/2011	26	84.00
AP S (SOUTH APRON)	4315	01/01/1977	AC	APRON	P	0	16,400.00	03/09/2011	34	25.00
AP S (SOUTH APRON)	4320	01/01/1977	PCC	APRON	P	0	11,200.00	03/09/2011	34	19.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1991	AC	RUNWAY	P	0	67,500.00	03/09/2011	20	87.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/1977	AAC	RUNWAY	P	0	37,500.00	03/09/2011	34	79.00
RW 18-36 (RUNWAY 18-36)	6115	01/01/1991	AC	RUNWAY	P	0	186,750.00	03/09/2011	20	87.00
RW 18-36 (RUNWAY 18-36)	6120	01/01/1977	AAC	RUNWAY	P	0	82,500.00	03/09/2011	34	82.00
RW 18-36 (RUNWAY 18-36)	6125	01/01/1988	AC	RUNWAY	P	0	132,500.00	03/09/2011	23	87.00
RW 18-36 (RUNWAY 18-36)	6130	01/01/1988	AC	RUNWAY	P	0	77,500.00	03/09/2011	23	89.00
RW 18-36 (RUNWAY 18-36)	6135	01/01/1988	AC	RUNWAY	P	0	75,000.00	03/09/2011	23	87.00
RW 18-36 (RUNWAY 18-36)	6145	01/01/1977	AAC	RUNWAY	P	0	15,000.00	03/09/2011	34	85.00
RW 18-36 (RUNWAY 18-36)	6155	01/01/1977	AAC	RUNWAY	P	0	103,875.00	03/09/2011	34	85.00
RW 18-36 (RUNWAY 18-36)	6165	01/01/1977	AAC	RUNWAY	P	0	15,000.00	03/09/2011	34	86.00
RW 18-36 (RUNWAY 18-36)	6170	01/01/1991	AC	RUNWAY	P	0	82,500.00	03/09/2011	20	88.00
RW 18-36 (RUNWAY 18-36)	6175	01/01/1977	AAC	RUNWAY	P	0	82,500.00	03/09/2011	34	84.00
RW 18-36 (RUNWAY 18-36)	6180	01/01/1991	AC	RUNWAY	P	0	37,500.00	03/09/2011	20	83.00
RW 18-36 (RUNWAY 18-36)	6185	01/01/1977	AAC	RUNWAY	P	0	37,500.00	03/09/2011	34	89.00
RW 18-36 (RUNWAY 18-36)	6190	01/01/2008	AC	RUNWAY	P	0	89,256.00	01/01/2008	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 8-26 (RUNWAY 8-26)	6205	01/01/2002	AC	RUNWAY	S	0	150,500.00	03/09/2011	9	49.00
TW CONN (CONNECTOR TAXIWAY, TW E AND RW 8-26)	305	01/01/1973	AC	TAXIWAY	P	0	18,400.00	03/09/2011	38	31.00
TW E (TAXIWAY E)	501	01/01/1977	AAC	TAXIWAY	T	0	24,582.00	03/09/2011	34	82.00
TW E (TAXIWAY E)	505	01/01/1977	AAC	TAXIWAY	P	0	230,791.00	03/09/2011	34	35.00
TW E (TAXIWAY E)	539	01/01/2008	AC	TAXIWAY	P	0	9,032.00	03/09/2011	3	81.00
TW E (TAXIWAY E)	540	01/01/1988	AC	TAXIWAY	P	0	120,708.00	03/09/2011	23	34.00
TW E (TAXIWAY E)	580	01/01/2000	AC	TAXIWAY	P	0	26,400.00	03/09/2011	11	41.00
TW E (TAXIWAY E)	585	01/01/2000	AC	TAXIWAY	P	0	77,900.00	03/09/2011	11	38.00
TW E (TAXIWAY E)	590	01/01/1977	AC	TAXIWAY	P	0	20,000.00	03/09/2011	34	85.00
TW E (TAXIWAY E)	592	01/01/2009	AC	TAXIWAY	P	0	24,651.00	01/01/2009	0	100.00
TW E (TAXIWAY E)	595	01/01/2000	AC	TAXIWAY	P	0	44,000.00	03/09/2011	11	79.00
TW E (TAXIWAY E)	596	01/01/2008	AC	TAXIWAY	P	0	62,650.00	01/01/2008	0	100.00
TW E2 (TAXIWAY E2)	510	01/01/1985	AC	TAXIWAY	P	0	10,900.00	03/09/2011	26	83.00
TW E3 (TAXIWAY E3)	515	01/01/1977	AAC	TAXIWAY	P	0	11,500.00	03/09/2011	34	54.00
TW E3 (TAXIWAY E3)	516	01/01/1977	AAC	TAXIWAY	P	0	14,000.00	03/09/2011	34	80.00
TW E4 (TAXIWAY E4)	520	01/01/1977	AAC	TAXIWAY	P	0	14,000.00	03/09/2011	34	84.00
TW E5 (TAXIWAY E5)	525	01/01/1977	AAC	TAXIWAY	P	0	14,000.00	03/09/2011	34	81.00
TW E6 (TAXIWAY E6)	530	01/01/1977	AAC	TAXIWAY	P	0	11,500.00	03/09/2011	34	33.00
TW E6 (TAXIWAY E6)	560	01/01/2000	AC	TAXIWAY	P	0	14,750.00	03/09/2011	11	69.00
TW E6 (TAXIWAY E6)	565	01/01/2000	AC	TAXIWAY	P	0	23,600.00	03/09/2011	11	94.00
TW E6 (TAXIWAY E6)	570	01/01/2000	AC	TAXIWAY	P	0	10,000.00	03/09/2011	11	64.00
TW E6 (TAXIWAY E6)	575	01/01/1940	AC	TAXIWAY	P	0	11,600.00	03/09/2011	71	88.00
TW E7 (TAXIWAY E7)	550	01/01/2000	AC	TAXIWAY	P	0	23,200.00	03/09/2011	11	96.00
TW E8 (TAXIWAY E8)	535	01/01/1988	AC	TAXIWAY	P	0	18,800.00	03/09/2011	23	28.00
TW E8 (TAXIWAY E8)	536	01/01/1977	AAC	TAXIWAY	P	0	3,600.00	03/09/2011	34	34.00
TW E9 (TAXIWAY E9)	545	01/01/1988	AC	TAXIWAY	P	0	16,000.00	03/09/2011	23	49.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW PR 8-26 (PARALLEL TAXIWAY TO RW 8-26)	105	01/01/1985	AC	TAXIWAY	P	0	85,225.00	03/09/2011	26	51.00
TW PR 8-26 (PARALLEL TAXIWAY TO RW 8-26)	106	01/01/1985	AC	TAXIWAY	P	0	7,200.00	03/09/2011	26	19.00

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	305,773.00	4	100.00	0.00	100.00
03-05	3.00	9,032.00	1	81.00	0.00	81.00
06-10	9.00	150,500.00	1	49.00	0.00	49.00
11-15	11.00	283,050.00	8	69.25	20.12	64.43
16-20	20.00	859,762.00	9	77.89	8.50	76.59
21-25	23.00	454,108.00	7	60.86	24.43	68.42
26-30	26.40	155,561.00	5	60.80	24.14	59.45
31-35	34.00	745,448.00	18	66.78	24.56	64.87
36-40	38.00	18,400.00	1	31.00	0.00	31.00
over 40	71.00	11,600.00	1	88.00	0.00	88.00
All	23.53	2,993,234.00	55	69.75	23.20	71.17

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
Central Apron	AP CENTER	4105	63	62	61	59	58	56	55	53	52	50	49
Central Apron	AP CENTER	4110	71	70	69	67	65	63	62	60	59	57	55
Central Apron	AP CENTER	4115	70	69	68	66	64	63	61	59	58	56	55
Central Apron	AP CENTER	4120	73	72	71	69	67	65	64	62	60	59	57
Central Apron	AP CENTER	4125	67	67	65	64	62	61	59	58	56	55	53
Central Apron	AP CENTER	4130	79	78	76	75	73	71	69	67	66	64	62
Central Apron	AP CENTER	4135	100	97	96	94	93	91	90	88	87	85	84
North Apron	AP N	4205	73	73	71	70	68	67	65	64	62	61	59
South Apron	AP S	4305	52	52	50	49	47	46	44	43	41	40	38
South Apron	AP S	4310	84	84	82	81	79	78	76	75	73	72	70
South Apron	AP S	4315	25	25	23	22	20	19	17	16	14	13	11
South Apron	AP S	4320	19	18	16	13	10	8	5	3	0	0	0
Runway 18-36	RW 18-36	6105	87	87	85	84	82	81	79	78	76	75	73
Runway 18-36	RW 18-36	6110	79	78	76	74	73	71	69	67	65	63	61
Runway 18-36	RW 18-36	6115	87	87	85	84	82	81	79	78	76	75	73
Runway 18-36	RW 18-36	6120	82	81	79	77	76	74	72	70	68	66	64
Runway 18-36	RW 18-36	6125	87	87	85	84	82	81	79	78	76	75	73
Runway 18-36	RW 18-36	6130	89	89	87	86	84	83	81	80	78	77	75
Runway 18-36	RW 18-36	6135	87	87	85	84	82	81	79	78	76	75	73
Runway 18-36	RW 18-36	6145	85	84	82	80	79	77	75	73	71	69	67
Runway 18-36	RW 18-36	6155	85	84	82	80	79	77	75	73	71	69	67
Runway 18-36	RW 18-36	6165	86	85	83	81	80	78	76	74	72	70	68
Runway 18-36	RW 18-36	6170	88	88	86	85	83	82	80	79	77	76	74
Runway 18-36	RW 18-36	6175	84	83	81	79	78	76	74	72	70	68	66

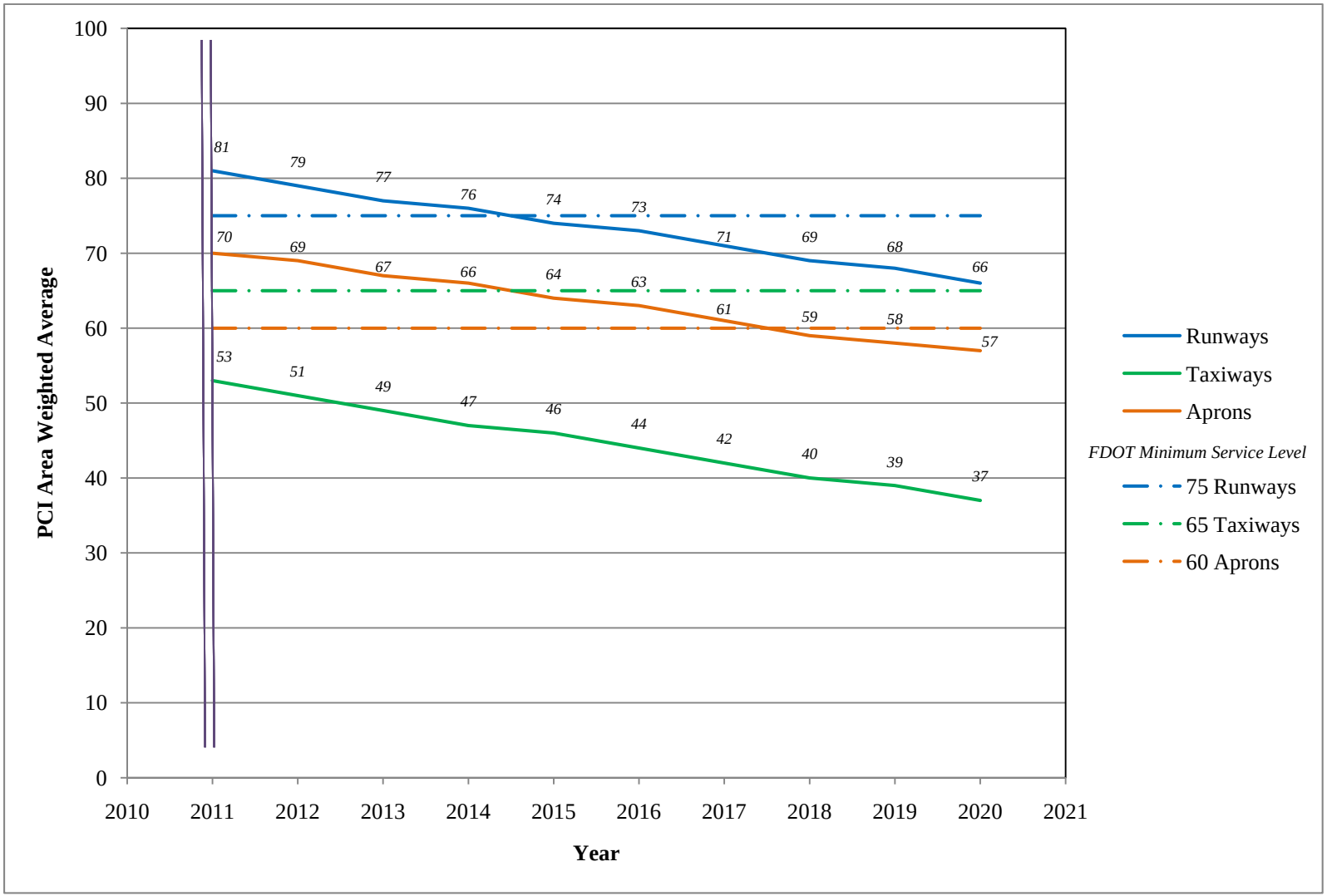
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Runway 18-36	RW 18-36	6180	83	83	81	80	78	77	75	74	72	71	69
Runway 18-36	RW 18-36	6185	89	88	86	84	83	81	79	77	75	73	71
Runway 18-36	RW 18-36	6190	100	95	93	92	90	89	88	86	85	83	82
Runway 8-26	RW 8-26	6205	49	49	47	46	44	43	41	40	38	37	35
Connector Taxiway, TW E and RW 8-26	TW CONN	305	31	30	29	27	25	24	22	20	18	17	15
Taxiway Echo	TW E	501	82	81	80	78	76	74	73	71	69	67	66
Taxiway Echo	TW E	505	35	34	33	31	29	27	26	24	22	20	19
Taxiway Echo	TW E	539	81	80	79	77	75	74	72	70	68	67	65
Taxiway Echo	TW E	540	34	33	32	30	28	27	25	23	21	20	18
Taxiway Echo	TW E	580	41	40	39	37	35	34	32	30	28	27	25
Taxiway Echo	TW E	585	38	37	36	34	32	31	29	27	25	24	22
Taxiway Echo	TW E	590	85	84	83	81	79	78	76	74	72	71	69
Taxiway Echo	TW E	592	100	96	94	92	91	89	87	85	84	82	80
Taxiway Echo	TW E	595	79	78	77	75	73	72	70	68	66	65	63
Taxiway Echo	TW E	596	100	94	92	91	89	87	85	84	82	80	79
Taxiway Echo 2	TW E2	510	83	82	81	79	77	76	74	72	70	69	67
Taxiway Echo 3	TW E3	515	54	53	52	50	48	46	45	43	41	39	38
Taxiway Echo 3	TW E3	516	80	79	78	76	74	72	71	69	67	65	64
Taxiway Echo 4	TW E4	520	84	83	82	80	78	76	75	73	71	69	68
Taxiway Echo 5	TW E5	525	81	80	79	77	75	73	72	70	68	66	65
Taxiway Echo 6	TW E6	530	33	32	31	29	27	25	24	22	20	18	17
Taxiway Echo 6	TW E6	560	69	68	67	65	63	62	60	58	56	55	53
Taxiway Echo 6	TW E6	565	94	93	92	90	88	87	85	83	81	80	78
Taxiway Echo 6	TW E6	570	64	63	62	60	58	57	55	53	51	50	48

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 Echo 6	TW E6	575	88	87	86	84	82	81	79	77	75	74	72
Taxiway Echo 7	TW E7	550	96	95	94	92	90	89	87	85	83	82	80
Taxiway Echo 8	TW E8	535	28	27	26	24	22	21	19	17	15	14	12
Taxiway Echo 8	TW E8	536	34	33	32	30	28	26	25	23	21	19	18
Taxiway Echo 9	TW E9	545	49	48	47	45	43	42	40	38	36	35	33
Parallel Taxiway to RW 8-26	TW PR 8-26	105	51	50	49	47	45	44	42	40	38	37	35
Parallel Taxiway to RW 8-26	TW PR 8-26	106	19	18	17	15	13	12	10	8	6	5	3

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
Central Apron	AP CENTER	4105	WEATH/RAVEL	H	Microsurfacing – AC	1,470.00	SqFt	$0.65	$955.49
Central Apron	AP CENTER	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	139,650.00	SqFt	$0.40	$55,860.46
Central Apron	AP CENTER	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	7,980.00	SqFt	$0.40	$3,192.03
Central Apron	AP CENTER	4110	L & T CR	M	Crack Sealing – AC	619.20	Ft	$2.25	$1,393.29
Central Apron	AP CENTER	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,208.00	SqFt	$0.40	$10,083.28
Central Apron	AP CENTER	4115	L & T CR	H	Crack Sealing – AC	344.00	Ft	$2.25	$774.00
Central Apron	AP CENTER	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,640.00	SqFt	$0.40	$3,456.03
Central Apron	AP CENTER	4115	L & T CR	M	Crack Sealing – AC	80.00	Ft	$2.25	$180.00
Central Apron	AP CENTER	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,855.40	SqFt	$0.40	$4,342.19
Taxiway Echo	TW E	540	L & T CR	M	Crack Sealing – AC	1,055.80	Ft	$2.25	$2,375.54
Taxiway Echo	TW E	540	WEATH/RAVEL	L	Surface Seal - Rejuvenating	44,642.60	SqFt	$0.40	$17,857.19
Taxiway Echo	TW E	540	WEATH/RAVEL	M	Surface Seal - Coat Tar	80,057.40	SqFt	$0.40	$32,023.23
Taxiway Echo	TW E	580	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,861.20	SqFt	$0.40	$744.49
Taxiway Echo	TW E	580	WEATH/RAVEL	H	Microsurfacing – AC	1,188.00	SqFt	$0.65	$772.20
Taxiway Echo	TW E	580	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,600.00	SqFt	$0.40	$2,640.02
Taxiway Echo	TW E	585	WEATH/RAVEL	H	Microsurfacing - AC	1,526.60	SqFt	$0.65	$992.27
Taxiway Echo	TW E	585	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,827.70	SqFt	$0.40	$7,531.15
Taxiway Echo	TW E	585	WEATH/RAVEL	M	Surface Seal - Coat Tar	15,265.70	SqFt	$0.40	$6,106.34
Taxiway Echo	TW E	585	SHOVING	M	Grinding(Localized)	109.20	SqFt	$2.10	$229.34
Taxiway Echo	TW E	590	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,000.00	SqFt	$0.40	$2,000.02
Taxiway Echo	TW E	595	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,812.50	SqFt	$0.40	$1,925.02
Taxiway Echo 2	TW E2	510	WEATH/RAVEL	L	Surface Seal - Rejuvenating	468.70	SqFt	$0.40	$187.48
Taxiway Echo 3	TW E3	515	L & T CR	M	Crack Sealing - AC	92.00	Ft	$2.25	$207.00
Taxiway Echo 3	TW E3	515	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,509.10	SqFt	$0.40	$1,003.64

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 Echo 3	TW E3	515	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,672.70	SqFt	$0.40	$669.10
Taxiway Echo 3	TW E3	516	WEATH/RAVEL	L	Surface Seal – Rejuvenating	420.00	SqFt	$0.40	$168.00
Taxiway Echo 4	TW E4	520	WEATH/RAVEL	L	Surface Seal – Rejuvenating	397.60	SqFt	$0.40	$159.04
Taxiway Echo 4	TW E4	520	WEATH/RAVEL	M	Surface Seal - Coat Tar	70.00	SqFt	$0.40	$28.00
Taxiway Echo 5	TW E5	525	WEATH/RAVEL	L	Surface Seal – Rejuvenating	518.00	SqFt	$0.40	$207.20
Taxiway Echo 6	TW E6	530	WEATH/RAVEL	L	Surface Seal – Rejuvenating	2,300.00	SqFt	$0.40	$920.01
Taxiway Echo 6	TW E6	530	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,200.00	SqFt	$0.40	$3,680.03
Taxiway Echo 6	TW E6	560	WEATH/RAVEL	L	Surface Seal – Rejuvenating	14,750.00	SqFt	$0.40	$5,900.05
Taxiway Echo 6	TW E6	565	WEATH/RAVEL	L	Surface Seal – Rejuvenating	1,057.30	SqFt	$0.40	$422.92
Taxiway Echo 6	TW E6	570	WEATH/RAVEL	L	Surface Seal – Rejuvenating	9,940.00	SqFt	$0.40	$3,976.03
Taxiway Echo 6	TW E6	570	WEATH/RAVEL	M	Surface Seal - Coat Tar	60.00	SqFt	$0.40	$24.00
Taxiway Echo 6	TW E6	575	WEATH/RAVEL	L	Surface Seal – Rejuvenating	1,856.00	SqFt	$0.40	$742.41
Taxiway Echo 7	TW E7	550	WEATH/RAVEL	L	Surface Seal – Rejuvenating	498.80	SqFt	$0.40	$199.52
Taxiway Echo 8	TW E8	535	WEATH/RAVEL	M	Surface Seal - Coat Tar	14,656.50	SqFt	$0.40	$5,862.64
Taxiway Echo 8	TW E8	535	WEATH/RAVEL	H	Microsurfacing – AC	451.20	SqFt	$0.65	$293.28
Taxiway Echo 8	TW E8	535	WEATH/RAVEL	L	Surface Seal – Rejuvenating	1,316.00	SqFt	$0.40	$526.40
Taxiway Echo 8	TW E8	536	WEATH/RAVEL	L	Surface Seal – Rejuvenating	540.00	SqFt	$0.40	$216.00
Taxiway Echo 8	TW E8	536	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,835.00	SqFt	$0.40	$1,134.01
Taxiway Echo 9	TW E9	545	WEATH/RAVEL	M	Surface Seal - Coat Tar	6,720.00	SqFt	$0.40	$2,688.02
Taxiway Echo 9	TW E9	545	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,280.00	SqFt	$0.40	$3,712.03
Parallel Taxiway to RW 8-26	TW PR 8-26	105	WEATH/RAVEL	M	Surface Seal - Coat Tar	11,505.40	SqFt	$0.40	$4,602.19
Parallel Taxiway to RW 8-26	TW PR 8-26	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	72,867.40	SqFt	$0.40	$29,147.19
Parallel Taxiway to RW 8-26	TW PR 8-26	105	WEATH/RAVEL	H	Microsurfacing - AC	852.30	SqFt	$0.65	$553.96

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
Parallel Taxiway to RW 8-26	TW PR 8-26	105	L & T CR	M	Crack Sealing - AC	775.50	Ft	$2.25	$1,744.98
Parallel Taxiway to RW 8-26	TW PR 8-26	106	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,556.80	SqFt	$0.40	$622.71
Parallel Taxiway to RW 8-26	TW PR 8-26	106	L & T CR	M	Crack Sealing - AC	50.60	Ft	$2.25	$113.84
Parallel Taxiway to RW 8-26	TW PR 8-26	106	WEATH/RAVEL	H	Microsurfacing - AC	2,218.40	SqFt	$0.65	$1,441.94
Parallel Taxiway to RW 8-26	TW PR 8-26	106	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,424.90	SqFt	$0.40	$1,369.96
Central Apron	AP CENTER	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,145.00	SqFt	$0.40	$858.01
North Apron	AP N	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	15,800.00	SqFt	$0.40	$6,320.05
South Apron	AP S	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,318.50	SqFt	$0.40	$3,727.44
South Apron	AP S	4305	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,281.50	SqFt	$0.40	$1,712.61
South Apron	AP S	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,826.70	SqFt	$0.40	$1,130.68
South Apron	AP S	4315	WEATH/RAVEL	M	Surface Seal - Coat Tar	16,400.00	SqFt	$0.40	$6,560.05
South Apron	AP S	4315	BLOCK CR	M	Crack Sealing - AC	4,998.70	Ft	$2.25	$11,247.14
South Apron	AP S	4320	SHAT. SLAB	M	Slab Replacement - PCC	2,750.00	SqFt	$39.11	$107,552.49
South Apron	AP S	4320	JT SEAL DMG	H	Joint Seal (Localized)	764.10	Ft	$2.00	$1,528.22
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,426.00	SqFt	$0.40	$2,570.42
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,440.80	SqFt	$0.40	$1,776.33
Runway 18-36	RW 18-36	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,133.90	SqFt	$0.40	$8,453.62
Runway 18-36	RW 18-36	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,842.10	SqFt	$0.40	$8,336.91
Runway 18-36	RW 18-36	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,889.00	SqFt	$0.40	$8,755.67
Runway 18-36	RW 18-36	6130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,816.70	SqFt	$0.40	$3,926.70
Runway 18-36	RW 18-36	6135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,905.70	SqFt	$0.40	$5,962.34
Runway 18-36	RW 18-36	6145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,947.40	SqFt	$0.40	$1,578.96

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
Runway 18-36	RW 18-36	6155	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,337.60	SqFt	$0.40	$8,135.12
Runway 18-36	RW 18-36	6165	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,157.90	SqFt	$0.40	$1,263.17
Runway 18-36	RW 18-36	6170	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,052.00	SqFt	$0.40	$3,220.83
Runway 18-36	RW 18-36	6175	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,232.90	SqFt	$0.40	$8,493.23
Runway 18-36	RW 18-36	6180	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,366.70	SqFt	$0.40	$4,946.71
Runway 18-36	RW 18-36	6185	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,440.80	SqFt	$0.40	$1,776.33
Runway 8-26	RW 8-26	6205	L & T CR	M	Crack Sealing - AC	5,232.40	Ft	$2.25	$11,772.88
Runway 8-26	RW 8-26	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	22,073.30	SqFt	$0.40	$8,829.41
Runway 8-26	RW 8-26	6205	PATCHING	H	Patching - AC Deep	9.80	SqFt	$4.90	$47.83
Runway 8-26	RW 8-26	6205	L & T CR	H	Crack Sealing - AC	511.70	Ft	$2.25	$1,151.33
Runway 8-26	RW 8-26	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	128,426.70	SqFt	$0.40	$51,371.09
Connector Taxiway, TW E and RW 8-26	TW CONN	305	L & T CR	M	Crack Sealing - AC	1,012.00	Ft	$2.25	$2,277.00
Connector Taxiway, TW E and RW 8-26	TW CONN	305	WEATH/RAVEL	H	Microsurfacing - AC	368.00	SqFt	$0.65	$239.20
Connector Taxiway, TW E and RW 8-26	TW CONN	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,832.00	SqFt	$0.40	$3,532.83
Connector Taxiway, TW E and RW 8-26	TW CONN	305	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,200.00	SqFt	$0.40	$3,680.03
Taxiway Echo	TW E	501	WEATH/RAVEL	L	Surface Seal - Rejuvenating	44,002.00	SqFt	$0.40	$17,600.95
Taxiway Echo	TW E	505	L & T CR	M	Crack Sealing - AC	8,230.30	Ft	$2.25	$18,518.20
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	62,823.00	SqFt	$0.40	$25,129.41
Taxiway Echo	TW E	505	WEATH/RAVEL	M	Surface Seal - Coat Tar	180,677.00	SqFt	$0.40	$72,271.40
Taxiway Echo	TW E	539	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,027.80	SqFt	$0.40	$411.11
Taxiway Echo	TW E	539	PATCHING	M	Patching - AC Deep	6.60	SqFt	$4.90	$32.13
								Total =	$654,654.99

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	Central Apron	4105	AAC	168,000. SqFt	$ 482,832.32	62	Mill and Overlay	100
2011	South Apron	4305	AC	13,600. SqFt	$ 77,737.61	52	Mill and Overlay	100
2011	South Apron	4315	AC	16,400. SqFt	$ 223,368.07	25	Reconstruction	100
2011	South Apron	4320	PCC	11,200. SqFt	$ 152,544.05	18	Reconstruction	100
2011	Runway 8-26	6205	AC	150,500. SqFt	$ 946,645.07	49	Mill and Overlay	100
2011	Connector Taxiway, TW E and RW 8-26	305	AC	18,400. SqFt	$ 250,608.08	30	Reconstruction	100
2011	Taxiway Echo	505	AAC	230,791. SqFt	$ 2,466,694.93	34	Reconstruction	100
2011	Taxiway Echo	540	AC	120,708. SqFt	$ 1,378,606.53	33	Reconstruction	100
2011	Taxiway Echo	580	AC	26,400. SqFt	$ 166,056.03	40	Mill and Overlay	100
2011	Taxiway Echo	585	AC	77,900. SqFt	$ 661,293.30	37	Reconstruction	100
2011	Taxiway Echo 3	515	AAC	11,500. SqFt	$ 62,433.51	53	Mill and Overlay	100
2011	Taxiway Echo 6	530	AAC	11,500. SqFt	$ 139,771.05	32	Reconstruction	100
2011	Taxiway Echo 6	570	AC	10,000. SqFt	$ 26,010.02	63	Mill and Overlay	100
2011	Taxiway Echo 8	535	AC	18,800. SqFt	$ 256,056.08	27	Reconstruction	100
2011	Taxiway Echo 8	536	AAC	3,600. SqFt	$ 41,115.61	33	Reconstruction	100
2011	Taxiway Echo 9	545	AC	16,000. SqFt	$ 100,640.01	48	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	105	AC	85,225. SqFt	$ 536,065.29	50	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	106	AC	7,200. SqFt	$ 98,064.03	18	Reconstruction	100
2013	Central Apron	4125	AC	31,036. SqFt	$ 76,651.99	64	Mill and Overlay	100
2014	Central Apron	4115	AAC	120,000. SqFt	$ 305,264.41	64	Mill and Overlay	100
2014	Taxiway Echo 6	560	AC	14,750. SqFt	$ 41,922.22	63	Mill and Overlay	100
2015	Central Apron	4110	AAC	82,200. SqFt	$ 240,636.41	63	Mill and Overlay	100

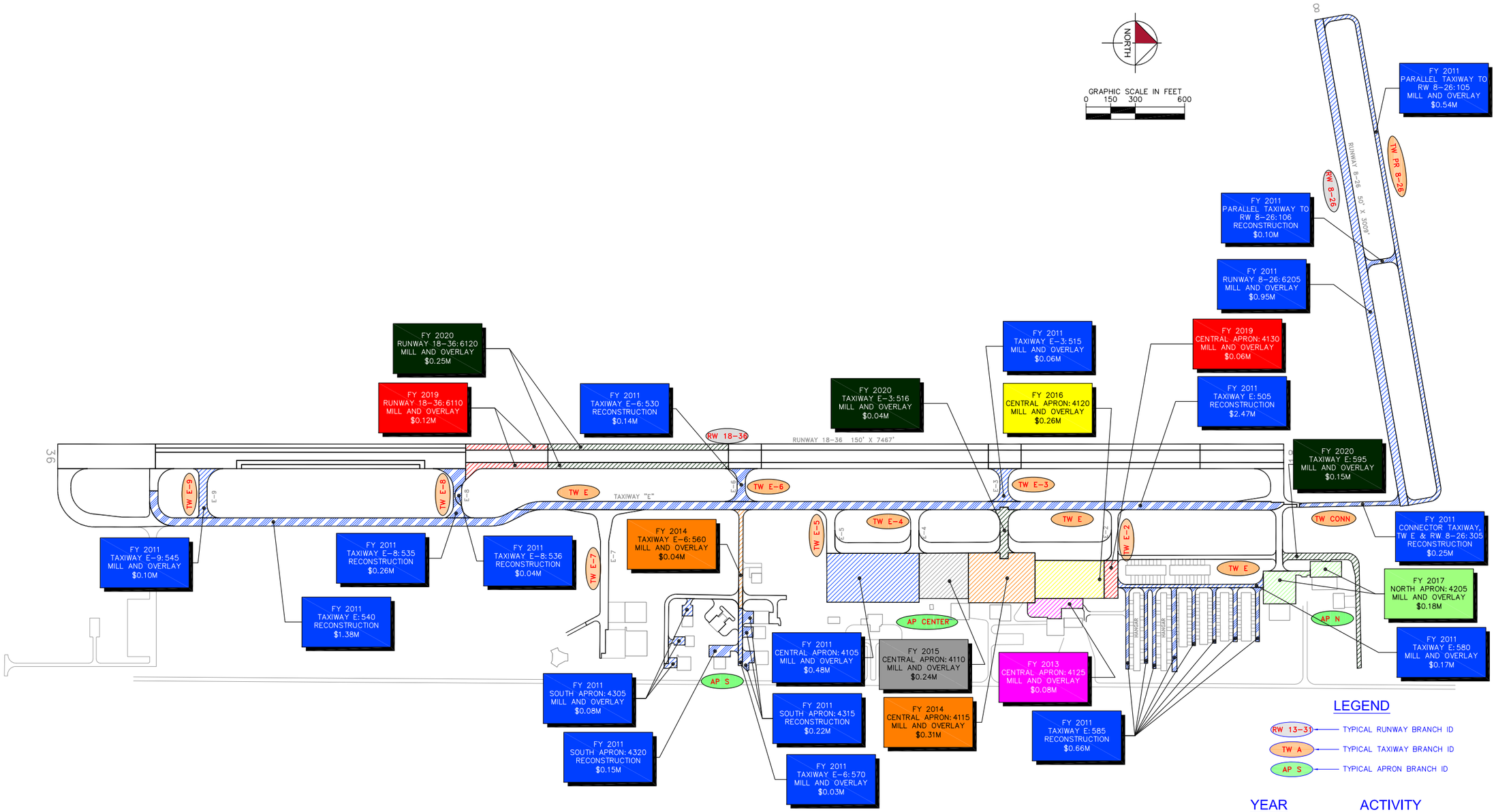
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2016	Central Apron	4120	AAC	96,187. SqFt	$ 259,588.68	64	Mill and Overlay	100
2017	North Apron	4205	AC	63,200. SqFt	$ 175,680.55	64	Mill and Overlay	100
2019	Central Apron	4130	AAC	19,125. SqFt	$ 56,400.44	64	Mill and Overlay	100
2019	Runway 18-36	6110	AAC	37,500. SqFt	$ 123,557.66	63	Mill and Overlay	100
2020	Runway 18-36	6120	AAC	82,500. SqFt	$ 250,594.90	64	Mill and Overlay	100
2020	Taxiway Echo	595	AC	44,000. SqFt	$ 149,323.55	63	Mill and Overlay	100
2020	Taxiway Echo 3	516	AAC	14,000. SqFt	$ 42,525.19	64	Mill and Overlay	100
				Total	**$9,788,687.59**	**48**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS
DESIGNED: JP	DRAWN: JCB	CHECKED: DATE: MAY 2011

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10-YEAR M & R MAP

OCALA INTERNATIONAL-JIM TAYLOR FIELD
OCALA, MARION, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
OCF
FDOT DISTRICT
5

APPENDIX H

PHOTOGRAPHS

Runway 8-26, Section 6205, Sample Unit 128 – Low, medium and high severity (48) Longitudinal and Transverse Cracking; low and medium severity (52) Weathering and Raveling.

Runway 8-26, Section 6205, Sample Unit 112 – Low, medium and high severity (48) Longitudinal and Transverse Cracking; low and medium severity (52) Weathering and Raveling.

Runway 8-26, Section 6205, Sample Unit 112 – Low, medium and high severity (48) Longitudinal and Transverse Cracking; low and medium severity (52) Weathering and Raveling.

Parallel Taxiway to RW 8-26, Section 106, Sample Unit 200 – Low and medium severity (48) Longitudinal and Transverse Cracking; low, medium and high severity (52) Weathering and Raveling.

Taxiway Echo, Section 540, Sample Unit 112 – Low severity (41) Alligator Crack, low severity (42) Bleeding, low and medium severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling.

Taxiway Echo 6, Section 530, Sample Unit 601 − Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling.

South Apron, Section 4305, Sample Unit 100 − Low severity (45) Depression, low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling, low severity (56) Swelling

Runway 18-36, Section 6180, Sample Unit 390 − Low severity (50) Patch, low severity (52) Weathering and Raveling.

Runway 8-26, Section 6205, Sample Unit 128 – Low, medium and high severity (48) Longitudinal and Transverse Cracking; low and medium severity (52) Weathering and Raveling.

Runway 8-26, Section 6205, Sample Unit 112 – Low, medium and high severity (48) Longitudinal and Transverse Cracking; low and medium severity (52) Weathering and Raveling.

Runway 8-26, Section 6205, Sample Unit 112 – Low, medium and high severity (48) Longitudinal and Transverse Cracking; low and medium severity (52) Weathering and Raveling.

Parallel Taxiway to RW 8-26, Section 106, Sample Unit 200 – Low and medium severity (48) Longitudinal and Transverse Cracking; low, medium and high severity (52) Weathering and Raveling.

Taxiway Echo, Section 540, Sample Unit 112 – Low severity (41) Alligator Crack, low severity (42) Bleeding, low and medium severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling.

Taxiway Echo 6, Section 530, Sample Unit 601 − Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling.

South Apron, Section 4305, Sample Unit 100 − Low severity (45) Depression, low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling, low severity (56) Swelling

Runway 18-36, Section 6180, Sample Unit 390 − Low severity (50) Patch, low severity (52) Weathering and Raveling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4105 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 168,000.00SqFt Length: 560.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 36 Surveyed: 4
Conditions: PCI:63.00 |
Inspection Comments:

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

52 WEATH/RAVEL	L	4,025.00	SqFt	Comments:
48 L & T CR	L	86.00	Ft	Comments:
52 WEATH/RAVEL	H	175.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATH/RAVEL	L	4,500.00	SqFt	Comments:
48 L & T CR	L	152.00	Ft	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	243.00	Ft	Comments:
52 WEATH/RAVEL	L	4,500.00	SqFt	Comments:
52 WEATH/RAVEL	M	50.00	SqFt	Comments:
56 SWELLING	L	3.00	SqFt	Comments:

Sample Number: 501 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

52 WEATH/RAVEL	L	3,600.00	SqFt	Comments:
48 L & T CR	L	43.00	Ft	Comments:
52 WEATH/RAVEL	M	900.00	SqFt	Comments:
56 SWELLING	L	3.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4110 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 82,200.00SqFt Length: 300.00Ft Width: 270.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 18 Surveyed: 3
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 206 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

50 PATCHING	L	63.00 SqFt	Comments:
48 L & T CR	L	356.00 Ft	Comments:
52 WEATH/RAVEL	L	350.00 SqFt	Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	316.00 Ft	Comments:
52 WEATH/RAVEL	L	1,850.00 SqFt	Comments:
48 L & T CR	M	108.00 Ft	Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	M	5.00 Ft	Comments:
52 WEATH/RAVEL	L	2,400.00 SqFt	Comments:
48 L & T CR	L	237.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4115 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 120,000.00SqFt Length: 400.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 24 Surveyed: 3
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 L & T CR	L	380.00 Ft	Comments:
52 WEATH/RAVEL	L	30.00 SqFt	Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 L & T CR	L	471.00 Ft	Comments:
52 WEATH/RAVEL	L	400.00 SqFt	Comments:
48 L & T CR	H	43.00 Ft	Comments:

Sample Number: 511 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 L & T CR	L	672.00 Ft	Comments:
48 L & T CR	M	10.00 Ft	Comments:
52 WEATH/RAVEL	L	650.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4120 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 96,187.00SqFt Length: 420.00Ft Width: 230.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 20 Surveyed: 3
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 216 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	280.00 SqFt	Comments:
48 L & T CR	L	328.00 Ft	Comments:

Sample Number: 313 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 L & T CR	L	372.00 Ft	Comments:
52 WEATH/RAVEL	L	1,100.00 SqFt	Comments:

Sample Number: 515 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 L & T CR	L	563.00 Ft	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4125 of 7 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 31,036.00SqFt Length: 250.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 713 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATH/RAVEL	L	300.00 SqFt	Comments:
48 L & T CR	L	697.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4130 of 7 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 19,125.00SqFt Length: 95.62Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 317 Type: R Area: 3,250.00SqFt PCI = 79
Sample Comments:

48 L & T CR	L	271.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTRAL APRON Use: APRON Area: 645,764.00SqFt

Section: 4135 of 7 From: - To: - Last Const.: 7/1/2009
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 129,216.00SqFt Length: 1,600.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/1/2009 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 63,200.00SqFt

Section: 4205 of 1 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 63,200.00SqFt Length: 300.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 12 Surveyed: 2
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	47.00 Ft	Comments:
52 WEATH/RAVEL	L	2,500.00 SqFt	Comments:
49 OIL SPILLAGE	L	5.00 SqFt	Comments:
56 SWELLING	L	10.00 SqFt	Comments:

Sample Number: 700 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 L & T CR	L	583.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 62,400.00SqFt

Section: 4305 of 4 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,600.00SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,400.00SqFt PCI = 52
Sample Comments:

48 L & T CR	L	170.00	Ft	Comments:
52 WEATH/RAVEL	M	1,700.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,700.00	SqFt	Comments:
56 SWELLING	L	46.00	SqFt	Comments:
45 DEPRESSION	L	10.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 62,400.00SqFt

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Section: 4310 of 4 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 21,200.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 4,500.00SqFt PCI = 84
Sample Comments:

52 WEATH/RAVEL	L	600.00 SqFt	Comments:
48 L & T CR	L	106.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 62,400.00SqFt

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Section: 4315 of 4 From: - To: - Last Const.: 1/1/1977
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 16,400.00SqFt Length: 80.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 3,900.00SqFt PCI = 25
Sample Comments:

52 WEATH/RAVEL	M	3,900.00 SqFt	Comments:
43 BLOCK CR	M	3,900.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 62,400.00SqFt

Section: 4320 of 4 From: - To: - Last Const.: 1/1/1977
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 11,200.00SqFt Length: 160.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:19.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 4.00Slabs PCI = 19
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6105 of 15 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 67,500.00SqFt Length: 900.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 19 Surveyed: 5
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

52 WEATH/RAVEL	L	325.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 3,750.00SqFt PCI = 86
Sample Comments:

52 WEATH/RAVEL	L	820.00 SqFt	Comments:

Sample Number: 308 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 L & T CR	L	40.00 Ft	Comments:
52 WEATH/RAVEL	L	300.00 SqFt	Comments:
50 PATCHING	L	375.00 SqFt	Comments:

Sample Number: 333 Type: R Area: 3,750.00SqFt PCI = 93
Sample Comments:

52 WEATH/RAVEL	L	200.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 3,750.00SqFt PCI = 92
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	140.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6110 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 37,500.00SqFt Length: 1,000.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 10 Surveyed: 2
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,800.00SqFt PCI = 88
Sample Comments:

52 WEATH/RAVEL	L	600.00 SqFt	Comments:

Sample Number: 508 Type: R Area: 3,800.00SqFt PCI = 71
Sample Comments:

50 PATCHING	L	638.00 SqFt	Comments:
52 WEATH/RAVEL	L	300.00 SqFt	Comments:
48 L & T CR	L	43.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6115 of 15 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 186,750.00SqFt Length: 2,490.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 50 Surveyed: 8
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 311 Type: R Area: 3,750.00SqFt PCI = 80
Sample Comments:

50 PATCHING	L	400.25 SqFt	Comments:
52 WEATH/RAVEL	L	400.00 SqFt	Comments:

Sample Number: 319 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	360.00 SqFt	Comments:

Sample Number: 328 Type: R Area: 3,750.00SqFt PCI = 87
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	470.00 SqFt	Comments:

Sample Number: 337 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

52 WEATH/RAVEL	L	525.00 SqFt	Comments:
48 L & T CR	L	75.00 Ft	Comments:

Sample Number: 340 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

52 WEATH/RAVEL	L	530.00 SqFt	Comments:

Sample Number: 346 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

52 WEATH/RAVEL	L	345.00 SqFt	Comments:

Sample Number: 352 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

52 WEATH/RAVEL	L	515.00 SqFt	Comments:

Sample Number: 357 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	250.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6120 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 82,500.00SqFt Length: 2,200.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 22 Surveyed: 5
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 3,800.00SqFt PCI = 83
Sample Comments:

48 L & T CR	L	28.00 Ft	Comments:
52 WEATH/RAVEL	L	600.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 3,800.00SqFt PCI = 85
Sample Comments:

52 WEATH/RAVEL	L	950.00 SqFt	Comments:

Sample Number: 514 Type: R Area: 3,800.00SqFt PCI = 81
Sample Comments:

52 WEATH/RAVEL	L	1,050.00 SqFt	Comments:
48 L & T CR	L	8.00 Ft	Comments:

Sample Number: 520 Type: R Area: 3,800.00SqFt PCI = 84
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	800.00 SqFt	Comments:

Sample Number: 530 Type: R Area: 3,800.00SqFt PCI = 79
Sample Comments:

52 WEATH/RAVEL	L	1,400.00 SqFt	Comments:
48 L & T CR	L	9.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6125 of 15 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 132,500.00SqFt Length: 2,640.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 27 Surveyed: 5
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 503 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATH/RAVEL	L	460.00 SqFt	Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATH/RAVEL	L	320.00 SqFt	Comments:

Sample Number: 513 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATH/RAVEL	L	700.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 517 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	1,400.00 SqFt	Comments:

Sample Number: 701 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

49 OIL SPILLAGE	L	1.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6130 of 15 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 77,500.00SqFt Length: 3,100.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 14 Surveyed: 3
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	500.00 SqFt	Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:

Sample Number: 708 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6135 of 15 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 75,000.00SqFt Length: 3,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 14 Surveyed: 3
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
52 WEATH/RAVEL L 1,500.00 SqFt Comments:

Sample Number: 116 Type: R Area: 7,500.00SqFt PCI = 89
Sample Comments:
52 WEATH/RAVEL L 900.00 SqFt Comments:

Sample Number: 810 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:
52 WEATH/RAVEL L 1,078.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6145 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 400.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 132 Type: R Area: 3,800.00SqFt PCI = 85
Sample Comments:

52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6155 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 103,875.00SqFt Length: 2,770.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 28 Surveyed: 5
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 142 Type: R Area: 3,800.00SqFt PCI = 85
Sample Comments:

52 WEATH/RAVEL	L	720.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 150 Type: R Area: 3,800.00SqFt PCI = 88
Sample Comments:

52 WEATH/RAVEL	L	550.00 SqFt	Comments:

Sample Number: 158 Type: R Area: 3,800.00SqFt PCI = 86
Sample Comments:

52 WEATH/RAVEL	L	750.00 SqFt	Comments:

Sample Number: 538 Type: R Area: 3,800.00SqFt PCI = 78
Sample Comments:

52 WEATH/RAVEL	L	1,200.00 SqFt	Comments:
42 BLEEDING	L	4.00 SqFt	Comments:
48 L & T CR	L	55.00 Ft	Comments:

Sample Number: 554 Type: R Area: 3,800.00SqFt PCI = 89
Sample Comments:

52 WEATH/RAVEL	L	500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6165 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 400.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 564 Type: R Area: 3,800.00SqFt PCI = 86
Sample Comments:

52 WEATH/RAVEL	L	800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6170 of 15 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 82,500.00SqFt Length: 1,100.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 21 Surveyed: 5
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 370 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	375.00 SqFt	Comments:

Sample Number: 374 Type: R Area: 3,750.00SqFt PCI = 87
Sample Comments:

52 WEATH/RAVEL	L	460.00 SqFt	Comments:
48 L & T CR	L	3.00 Ft	Comments:

Sample Number: 377 Type: R Area: 3,750.00SqFt PCI = 86
Sample Comments:

50 PATCHING	L	150.00 SqFt	Comments:
52 WEATH/RAVEL	L	220.00 SqFt	Comments:

Sample Number: 383 Type: R Area: 3,750.00SqFt PCI = 85
Sample Comments:

52 WEATH/RAVEL	L	375.00 SqFt	Comments:
48 L & T CR	L	75.00 Ft	Comments:

Sample Number: 388 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6175 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 82,500.00SqFt Length: 2,200.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 22 Surveyed: 5
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 172 Type: R Area: 3,800.00SqFt PCI = 83
Sample Comments:

52 WEATH/RAVEL	L	1,200.00 SqFt	Comments:

Sample Number: 184 Type: R Area: 3,800.00SqFt PCI = 81
Sample Comments:

52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:
48 L & T CR	L	10.00 Ft	Comments:

Sample Number: 568 Type: R Area: 3,800.00SqFt PCI = 86
Sample Comments:

52 WEATH/RAVEL	L	590.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 574 Type: R Area: 3,800.00SqFt PCI = 85
Sample Comments:

52 WEATH/RAVEL	L	900.00 SqFt	Comments:

Sample Number: 580 Type: R Area: 3,800.00SqFt PCI = 83
Sample Comments:

52 WEATH/RAVEL	L	1,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6180 of 15 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 37,500.00SqFt Length: 500.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 11 Surveyed: 3
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 390 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	370.00 SqFt	Comments:

Sample Number: 393 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

52 WEATH/RAVEL	L	1,600.00 SqFt	Comments:

Sample Number: 397 Type: R Area: 3,750.00SqFt PCI = 80
Sample Comments:

52 WEATH/RAVEL	L	1,740.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

Section: 6185 of 15 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 37,500.00SqFt Length: 1,000.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 10 Surveyed: 2
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 192 Type: R Area: 3,800.00SqFt PCI = 89
Sample Comments:

52 WEATH/RAVEL	L	500.00 SqFt	Comments:

Sample Number: 590 Type: R Area: 3,800.00SqFt PCI = 90
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,122,381.00SqFt

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Section: 6190 of 15 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 89,256.00SqFt Length: 595.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2008 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: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 150,500.00SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 150,500.00SqFt Length: 3,010.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 30 Surveyed: 6
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48 L & T CR	M	143.00	Ft	Comments:
56 SWELLING	L	75.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,400.00	SqFt	Comments:
48 L & T CR	L	283.00	Ft	Comments:
52 WEATH/RAVEL	M	600.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

56 SWELLING	L	60.00	SqFt	Comments:
52 WEATH/RAVEL	M	600.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,400.00	SqFt	Comments:
48 L & T CR	L	251.00	Ft	Comments:
48 L & T CR	M	168.00	Ft	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

52 WEATH/RAVEL	M	700.00	SqFt	Comments:
48 L & T CR	M	175.00	Ft	Comments:
48 L & T CR	L	203.00	Ft	Comments:
52 WEATH/RAVEL	L	4,300.00	SqFt	Comments:
48 L & T CR	H	13.00	Ft	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

52 WEATH/RAVEL	L	4,100.00	SqFt	Comments:
52 WEATH/RAVEL	M	900.00	SqFt	Comments:
48 L & T CR	M	80.00	Ft	Comments:
48 L & T CR	H	63.00	Ft	Comments:
48 L & T CR	L	257.00	Ft	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

52 WEATH/RAVEL	L	3,600.00	SqFt	Comments:
48 L & T CR	H	13.00	Ft	Comments:
52 WEATH/RAVEL	M	1,400.00	SqFt	Comments:
48 L & T CR	M	189.00	Ft	Comments:
50 PATCHING	H	0.25	SqFt	Comments:
48 L & T CR	L	104.00	Ft	Comments:
56 SWELLING	L	1.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

52 WEATH/RAVEL	M	200.00	SqFt	Comments:
48 L & T CR	M	288.00	Ft	Comments:
48 L & T CR	L	133.00	Ft	Comments:
48 L & T CR	H	13.00	Ft	Comments:
52 WEATH/RAVEL	L	4,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW CONN Name: CONNECTOR TAXIWAY, TW E A Use: TAXIWAY Area: 18,400.00SqFt

Section: 305 of 1 From: - To: - Last Const.: 1/1/1973
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 18,400.00SqFt Length: 720.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

52 WEATH/RAVEL	L	2,400.00	SqFt	Comments:
48 L & T CR	L	412.00	Ft	Comments:
52 WEATH/RAVEL	H	100.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,500.00	SqFt	Comments:
56 SWELLING	L	25.00	SqFt	Comments:
48 L & T CR	M	275.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

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Section: 501 of 10 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: T
Area: 24,582.00SqFt Length: 200.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,960.00SqFt PCI = 82
Sample Comments:

52 WEATH/RAVEL	L	900.00 SqFt	Comments:
48 L & T CR	L	41.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

Section: 505 of 10 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 230,791.00SqFt Length: 4,623.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 47 Surveyed: 5
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

52 WEATH/RAVEL	L	1,900.00 SqFt	Comments:
48 L & T CR	L	376.00 Ft	Comments:
48 L & T CR	M	114.00 Ft	Comments:
50 PATCHING	L	24.00 SqFt	Comments:
52 WEATH/RAVEL	M	3,100.00 SqFt	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

48 L & T CR	M	181.00 Ft	Comments:
52 WEATH/RAVEL	M	2,800.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,200.00 SqFt	Comments:
48 L & T CR	L	453.00 Ft	Comments:

Sample Number: 147 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

52 WEATH/RAVEL	L	1,600.00 SqFt	Comments:
52 WEATH/RAVEL	M	3,400.00 SqFt	Comments:
48 L & T CR	L	382.00 Ft	Comments:
48 L & T CR	M	200.00 Ft	Comments:

Sample Number: 158 Type: R Area: 5,000.00SqFt PCI = 30
Sample Comments:

52 WEATH/RAVEL	M	4,700.00 SqFt	Comments:
52 WEATH/RAVEL	L	300.00 SqFt	Comments:
48 L & T CR	L	529.00 Ft	Comments:
48 L & T CR	M	250.00 Ft	Comments:

Sample Number: 167 Type: R Area: 5,000.00SqFt PCI = 30
Sample Comments:

48 L & T CR	L	629.00 Ft	Comments:
52 WEATH/RAVEL	M	4,550.00 SqFt	Comments:
48 L & T CR	M	100.00 Ft	Comments:
52 WEATH/RAVEL	L	450.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

Section: 539 of 10 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 9,032.00SqFt Length: 135.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 7,250.00SqFt PCI = 81
Sample Comments:

56 SWELLING	L	8.00 SqFt	Comments:	
50 PATCHING	M	0.25 SqFt	Comments:	
52 WEATHERING/RAVELING	L	824.99 SqFt	Comments:	
50 PATCHING	L	0.25 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

Section: 540 of 10 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 120,708.00SqFt Length: 2,400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 25 Surveyed: 3
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

50 PATCHING	L	12.00 SqFt	Comments:
52 WEATH/RAVEL	L	870.00 SqFt	Comments:
48 L & T CR	L	464.00 Ft	Comments:
48 L & T CR	M	83.00 Ft	Comments:
52 WEATH/RAVEL	M	4,130.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

42 BLEEDING	L	1.50 SqFt	Comments:
41 ALLIGATOR CR	L	84.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,700.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	M	2,300.00 SqFt	Comments:
48 L & T CR	L	762.00 Ft	Comments:
48 L & T CR	M	44.00 Ft	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

41 ALLIGATOR CR	L	46.00 SqFt	Comments:
52 WEATH/RAVEL	M	3,200.00 SqFt	Comments:
48 L & T CR	L	430.00 Ft	Comments:
52 WEATH/RAVEL	L	1,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

Section: 580 of 10 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 26,400.00SqFt Length: 880.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:41.00 |
Inspection Comments:

Sample Number: 904 Type: R Area: 2,000.00SqFt PCI = 41
Sample Comments:

52 WEATH/RAVEL	L	500.00	SqFt	Comments:
54 SHOVING	L	37.00	SqFt	Comments:
52 WEATH/RAVEL	H	90.00	SqFt	Comments:
52 WEATH/RAVEL	M	141.00	SqFt	Comments:
48 L & T CR	L	83.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

Section: 585 of 10 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 77,900.00SqFt Length: 3,300.00Ft Width: 23.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 29 Surveyed: 3
Conditions: PCI:38.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 2,000.00SqFt PCI = 23
Sample Comments:

52 WEATH/RAVEL	L	1,000.00	SqFt	Comments:
52 WEATH/RAVEL	M	700.00	SqFt	Comments:
48 L & T CR	L	38.00	Ft	Comments:
54 SHOVING	L	9.00	SqFt	Comments:
52 WEATH/RAVEL	H	300.00	SqFt	Comments:

Sample Number: 401 Type: R Area: 2,500.00SqFt PCI = 30
Sample Comments:

52 WEATH/RAVEL	L	200.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,300.00	SqFt	Comments:
54 SHOVING	L	54.00	SqFt	Comments:
48 L & T CR	L	73.00	Ft	Comments:

Sample Number: 701 Type: R Area: 2,500.00SqFt PCI = 59
Sample Comments:

54 SHOVING	M	14.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,500.00	SqFt	Comments:
50 PATCHING	L	384.00	SqFt	Comments:
48 L & T CR	L	29.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

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Section: 590 of 10 From: - To: - Last Const.: 1/1/1977
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 380.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,000.00SqFt PCI = 85
Sample Comments:

52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

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Section: 592 of 10 From: - To: - Last Const.: 1/1/2009
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 24,651.00SqFt Length: 960.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

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Section: 595 of 10 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 44,000.00SqFt Length: 1,140.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 11 Surveyed: 2
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 4,000.00SqFt PCI = 81
Sample Comments:

48 L & T CR	L	192.00 Ft	Comments:
52 WEATH/RAVEL	L	300.00 SqFt	Comments:

Sample Number: 306 Type: R Area: 2,400.00SqFt PCI = 75
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:
48 L & T CR	L	160.00 Ft	Comments:
54 SHOVING	L	2.50 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 640,714.00SqFt

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Section: 596 of 10 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 62,650.00SqFt Length: 820.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2008 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: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 10,900.00SqFt

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Section: 510 of 1 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,900.00SqFt Length: 300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATH/RAVEL	L	215.00 SqFt	Comments:
50 PATCHING	L	130.00 SqFt	Comments:
48 L & T CR	L	98.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 25,500.00SqFt

Section: 515 of 2 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 11,500.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,500.00SqFt PCI = 54
Sample Comments:

50 PATCHING	L	318.00	SqFt	Comments:
48 L & T CR	M	44.00	Ft	Comments:
52 WEATH/RAVEL	M	800.00	SqFt	Comments:
48 L & T CR	L	369.00	Ft	Comments:
56 SWELLING	L	26.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,200.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 25,500.00SqFt

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Section: 516 of 2 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 14,000.00SqFt Length: 260.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 351 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 WEATH/RAVEL	L	150.00 SqFt	Comments:
48 L & T CR	L	43.00 Ft	Comments:
50 PATCHING	L	252.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 14,000.00SqFt

Section: 520 of 1 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 14,000.00SqFt Length: 260.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATH/RAVEL	M	25.00 SqFt	Comments:
52 WEATH/RAVEL	L	142.00 SqFt	Comments:
48 L & T CR	L	56.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 14,000.00SqFt

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Section: 525 of 1 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 14,000.00SqFt Length: 260.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 L & T CR	L	226.00 Ft	Comments:
52 WEATH/RAVEL	L	185.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 71,450.00SqFt

Section: 530 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 11,500.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

48	L & T CR	L	255.00 Ft	Comments:
52	WEATH/RAVEL	M	4,000.00 SqFt	Comments:
52	WEATH/RAVEL	L	1,000.00 SqFt	Comments:
43	BLOCK CR	L	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 71,450.00SqFt

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Section: 560 of 5 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,750.00SqFt Length: 550.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 2,500.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	41.00 Ft	Comments:
52 WEATH/RAVEL	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 71,450.00SqFt

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Section: 565 of 5 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,600.00SqFt Length: 890.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 803 Type: R Area: 2,500.00SqFt PCI = 94
Sample Comments:

52 WEATH/RAVEL	L	112.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 71,450.00SqFt

Section: 570 of 5 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 507 Type: R Area: 2,500.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	M	15.00 SqFt	Comments:
48 L & T CR	L	138.00 Ft	Comments:
52 WEATH/RAVEL	L	2,485.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 71,450.00SqFt

Section: 575 of 5 From: - To: - Last Const.: 1/1/1940
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 11,600.00SqFt Length: 415.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 2,500.00SqFt PCI = 88
Sample Comments:

52 WEATH/RAVEL	L	400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E7 Name: TAXIWAY E7 Use: TAXIWAY Area: 23,200.00SqFt

Section: 550 of 1 From: - To: - Last Const.: 1/1/2000
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,200.00SqFt Length: 890.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	86.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E8 Name: TAXIWAY E8 Use: TAXIWAY Area: 22,400.00SqFt

Section: 535 of 2 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 18,800.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 802 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

48 L & T CR	L	632.00	Ft	Comments:
52 WEATH/RAVEL	H	120.00	SqFt	Comments:
52 WEATH/RAVEL	L	350.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,898.00	SqFt	Comments:
50 PATCHING	L	136.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E8 Name: TAXIWAY E8 Use: TAXIWAY Area: 22,400.00SqFt

Section: 536 of 2 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,600.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 850 Type: R Area: 4,000.00SqFt PCI = 34
Sample Comments:

50 PATCHING	L	250.00 SqFt	Comments:
48 L & T CR	L	405.00 Ft	Comments:
52 WEATH/RAVEL	L	600.00 SqFt	Comments:
52 WEATH/RAVEL	M	3,150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW E9 Name: TAXIWAY E9 Use: TAXIWAY Area: 16,000.00SqFt

Section: 545 of 1 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,000.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 901 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

52 WEATH/RAVEL	M	2,100.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,900.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	306.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW PR 8-26 Name: PARALLEL TAXIWAY TO RW 8- Use: TAXIWAY Area: 92,425.00SqFt

Section: 105 of 2 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 85,225.00SqFt Length: 3,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 17 Surveyed: 4
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

56 SWELLING	L	10.00 SqFt	Comments:
48 L & T CR	M	8.00 Ft	Comments:
52 WEATH/RAVEL	M	800.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
52 WEATH/RAVEL	H	200.00 SqFt	Comments:
48 L & T CR	L	355.00 Ft	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

52 WEATH/RAVEL	L	4,400.00 SqFt	Comments:
48 L & T CR	L	385.00 Ft	Comments:
48 L & T CR	M	45.00 Ft	Comments:
56 SWELLING	L	10.00 SqFt	Comments:
52 WEATH/RAVEL	M	600.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

52 WEATH/RAVEL	M	600.00 SqFt	Comments:
48 L & T CR	L	368.00 Ft	Comments:
48 L & T CR	M	87.00 Ft	Comments:
52 WEATH/RAVEL	L	4,400.00 SqFt	Comments:
56 SWELLING	L	5.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

52 WEATH/RAVEL	L	4,300.00 SqFt	Comments:
48 L & T CR	M	42.00 Ft	Comments:
48 L & T CR	L	305.00 Ft	Comments:
56 SWELLING	L	15.00 SqFt	Comments:
52 WEATH/RAVEL	M	700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/15/2011
Site Name:

Network: OCF Name: OCALA MUNICIPAL AIRPORT

Branch: TW PR 8-26 Name: PARALLEL TAXIWAY TO RW 8- Use: TAXIWAY Area: 92,425.00SqFt

Section: 106 of 2 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 7,200.00SqFt Length: 180.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/9/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:19.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 3,700.00SqFt PCI = 19
Sample Comments:

52 WEATH/RAVEL	H	1,140.00	SqFt	Comments:
52 WEATH/RAVEL	M	800.00	SqFt	Comments:
48 L & T CR	L	244.00	Ft	Comments:
52 WEATH/RAVEL	L	1,760.00	SqFt	Comments:
48 L & T CR	M	26.00	Ft	Comments: