STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Okeechobee County Airport– OBE
(General Aviation)
Okeechobee, Florida
(District 1)

May 2011

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EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Okeechobee County Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at Okeechobee County Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During March 2011, the PCI survey was performed at Okeechobee County Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2011 is 69, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Apron	91	Good	60	65	
Apron at T-Hangars	69	Fair	60	65	
Runway 14-32	48	Poor	75	65	X
Runway 5-23	70	Fair	75	65	X
Taxiway Alpha	100	Good	65	65	
Taxiway Bravo	77	Satisfactory	65	65	
Taxiway Charlie	100	Good	65	65	
Taxiway Delta	95	Good	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	60	Fair
Taxiway	91	Good
Apron	88	Good
All (Weighted)	**69**	**Fair**

*Runway condition reflects very poor and serious condition runway shoulders. This degrades the overall PCI of the runway section.

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	79	Satisfactory
Secondary	48	Poor
Tertiary	100	Good
All (Weighted)	**69**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Okeechobee County Airport, include: Shoulder pavement for both Runways 14-32 and 5-23. These pavement sections exhibited medium and high severity block cracking along with low and medium severity weathering and raveling. Due to the extent of these distresses, both runway shoulders justify full pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Runway 14-32 (Shoulders)	6210	AAC	286,760	$3,905,672.47	21	Reconstruction	100
Runway 5-23 (Shoulders)	6110	AC	250,000	$3,405,001.10	25	Reconstruction	100
			Total	**$7,310,673.57**	**23**		**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	$71,003.77	$7,310,673.57	$7,381,677.34
2012	$100,289.92	$0.00	$100,289.92
2013	$116,931.24	$0.00	$116,931.24
2014	$136,089.67	$72,958.19	$209,047.86
2015	$162,473.53	$0.00	$162,473.53
2016	$109,518.38	$779,680.93	$889,199.31
2017	$140,683.58	$0.00	$140,683.58
2018	$130,884.08	$471,304.11	$602,188.19
2019	$167,620.71	$12,289.87	$179,910.58
2020	$202,388.53	$0.00	$202,388.53
Total	**$1,337,883.41**	**$8,646,906.67**	**$9,984,790.08**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year major M&R plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 69 in 2011 to 83 in 2020. Appendix F lists the major M&R for the 10-Year program. Appendix G graphically depicts the 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 Okeechobee County Airport pavements in 2020 may remain near 83. 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 Okeechobee County Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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

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

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

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

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

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

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

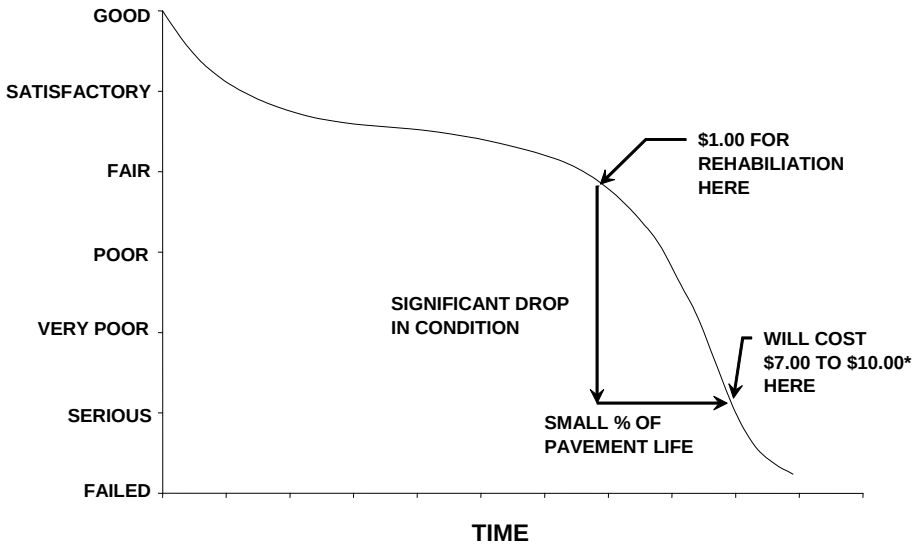
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

1.4.2 *Pavement Management System Concept*

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

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

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

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Okeechobee County Airport (OBE) consists of two runways; RW 14-32, which is 75-ft wide by 4,000-ft long and RW 5-23, which is 100-ft wide by 5,000-ft long. RW 5-23 recently underwent rehabilitation which was completed in March of 2008. The rehabilitation of RW 5-23 consisted of milling ½" of the existing asphalt surface along the centerline with a 1.5% slope outwards. A tack coat was then applied, followed by a 2.5" overlay of new P-401 asphalt surface course. RW 5-23 is served by parallel taxiway Alpha and taxiway connectors Charlie and Delta, all of which are 35-ft wide. Rehabilitation for taxiways Alpha and Charlie was completed in March of 2011, which consisted of milling 2" from the existing asphalt surface and overlaying new P-401-SP surface course. The overlay process included placing an Armi layer down on the milled surface, followed by two lifts of the new P-401-SP surface course. RW 14-32 is served by 35-ft wide parallel taxiway Bravo. Currently the airport has T-Hangar facilities located on the east side of taxiway Alpha and off of taxiway Bravo. Tie-down spaces are located throughout the apron. All of the pavement for the runway, taxiways, apron and hangars is constructed with Asphalt Concrete.

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

Okeechobee County Airport serves commercial, corporate business, governmental and general aviation needs for Okeechobee County and surrounding areas. This airport is designated as a General Aviation airport and is located in District 1 of the Florida Department of Transportation.

2.1 Network Definition

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

2.1.1 *Branch Section Identification*

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

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

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

2.1.2 *System Inventory and Network Definition Update*

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

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

The updated System Inventory and Network Definition drawings for Okeechobee County Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity

Construction Year	Location	Work Type / Pavement Section
2007-2008	Runway 5-23	Mill and Overlay
2007	Apron	Mill and Overlay
2010-2011	Taxiways Alpha, Charlie and Delta	Mill and Overlay, Construct 90-Degree End Connectors Between Taxiway Alpha and Runway 5-23

2.2 Pavement Inventory

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

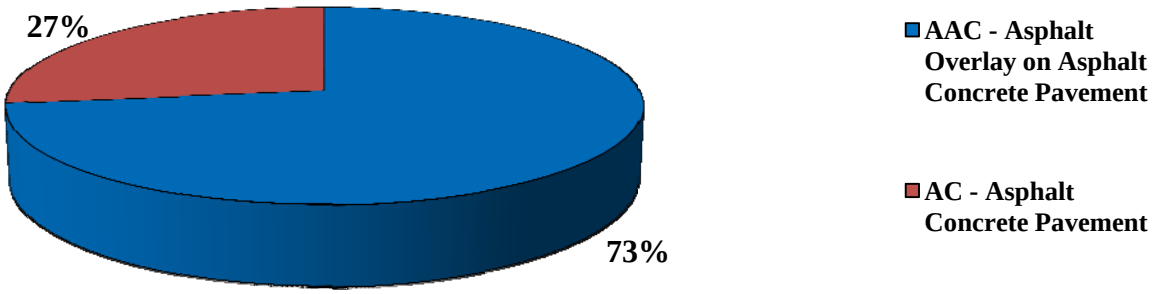
The total airfield pavement area in 2011 at Okeechobee County Airport is 1,962,500 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,325,660	68%
Taxiway	407,690	21%
Apron	229,150	12%
All (Weighted)	**1,962,500**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Apron	AP	4105	89,240	P	AC	12/31/2007	3	20
Apron	PA	4110	111,230	P	AAC	12/31/2007	3	25
Apron at T-Hangars	AP T-HANG	4205	28,680	P	AC	12/25/1999	1	9
Runway 14-32	RW 14-32	6205	288,900	S	AAC	1/1/2003	17	76
Runway 14-32	RW 14-32	6210	286,760	S	AAC	1/1/2003	9	78
Runway 5-23	RW 5-23	6105	500,000	P	AAC	7/31/2008	15	100
Runway 5-23	RW 5-23	6110	250,000	P	AC	1/1/1943	5	50
Taxiway Alpha	TW A	105	83,570	P	AAC	3/15/2011	0	22
Taxiway Alpha	TW A	110	118,545	P	AAC	3/15/2011	0	32
Taxiway Alpha	TW A	115	3,730	P	AAC	1/1/1998	2	2
Taxiway Alpha	TW A	125	3,730	T	AAC	3/15/2011	0	2
Taxiway Bravo	TW B	205	147,333	P	AC	1/1/1943	5	42
Taxiway Bravo	TW B	210	7,032	P	AAC	3/15/2011	0	2
Taxiway Charlie	TW C	305	23,480	P	AAC	3/15/2011	0	6
Taxiway Delta	TW D	405	12,620	P	AC	1/1/1991	1	3
Taxiway Delta	TW D	410	7,650	P	AAC	3/15/2011	0	3

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. Table 3-1 below lists the pavement distress types and related causes for asphalt concrete (AC).

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

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

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

3.2 Pavement Condition Index Results

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

Overall the airport exhibited pavement distresses associated with climate and age distresses. Asphalt Concrete pavement distresses include; weathering, raveling, longitudinal and transverse cracking, and block cracking distresses of which are common of pavements of similar age. The shoulders of both runways indicate that they were part of the original runway width and have since been converted to runway shoulders. Medium to high severity block cracking has developed on these shoulders, indicating that no major work has been done on the shoulders in some time.

Taxiways Alpha and Charlie recently went through mill and overlay rehabilitation in March of 2011. The recently constructed pavement was assumed to have a PCI of 100.

The full strength pavement for Runway 5-23 at the width of 100-ft exhibited low severity weathering and raveling in addition to longitudinal cracks primarily located along the paving joints. This is a common distress due to the pavement being weakest at the joint locations. Other than these isolated distresses, RW 5-23 appeared to be in a good overall condition. The full strength pavement section for Runway 5-23 has a PCI of 92 with a condition rating of 'Good'. The shoulders which are composed of the original runway pavement have a PCI of 25 with a condition rating of 'Serious', which is below the recommended condition based on both the FDOT and FAA General Aviation minimum PCI.

The full strength pavement for Runway 14-32 exhibited low to medium severity weathering and raveling in addition to longitudinal and transverse cracking. Small instances of swelling were observed where water had infiltrated into longitudinal or transverse cracks and expanded through heat cycles, resulting in swelling of the asphalt pavement. The full strength pavement section for Runway 14-32 has a PCI of 74 with a condition rating of 'Satisfactory'. The shoulders which are composed of the original runway pavement have a PCI of 22 with a condition rating of 'Serious', which is below the recommended condition based on both the FDOT and FAA General Aviation minimum PCI.

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 Okeechobee County Airport.

Figure 3-1: Network PCI Distribution by Rating Category

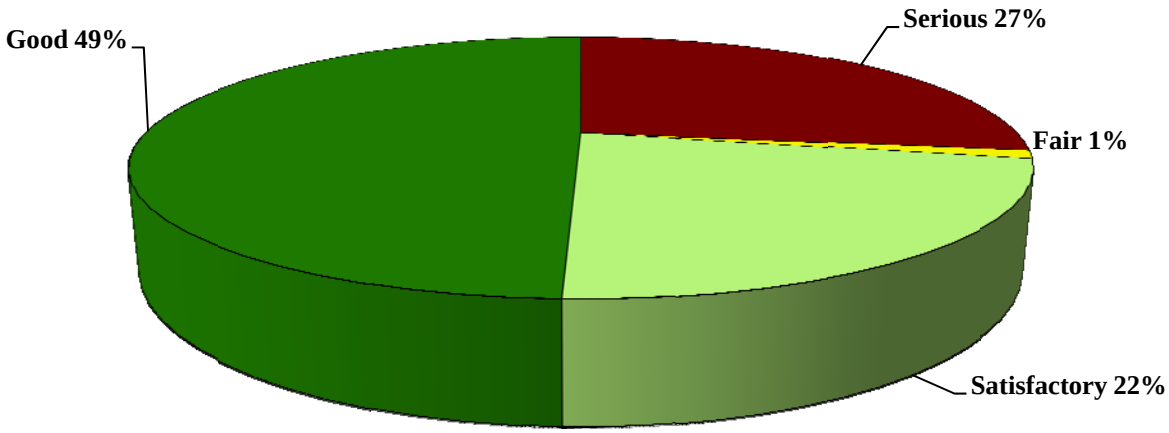


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	957,097	49%
Satisfactory	439,963	22%
Fair	28,680	1%
Poor	0	0%
Very Poor	0	0%
Serious	536,760	27%
Failed	0	0%

Approximately 71% of the network is in Good and Satisfactory condition while 27% of the network is in Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

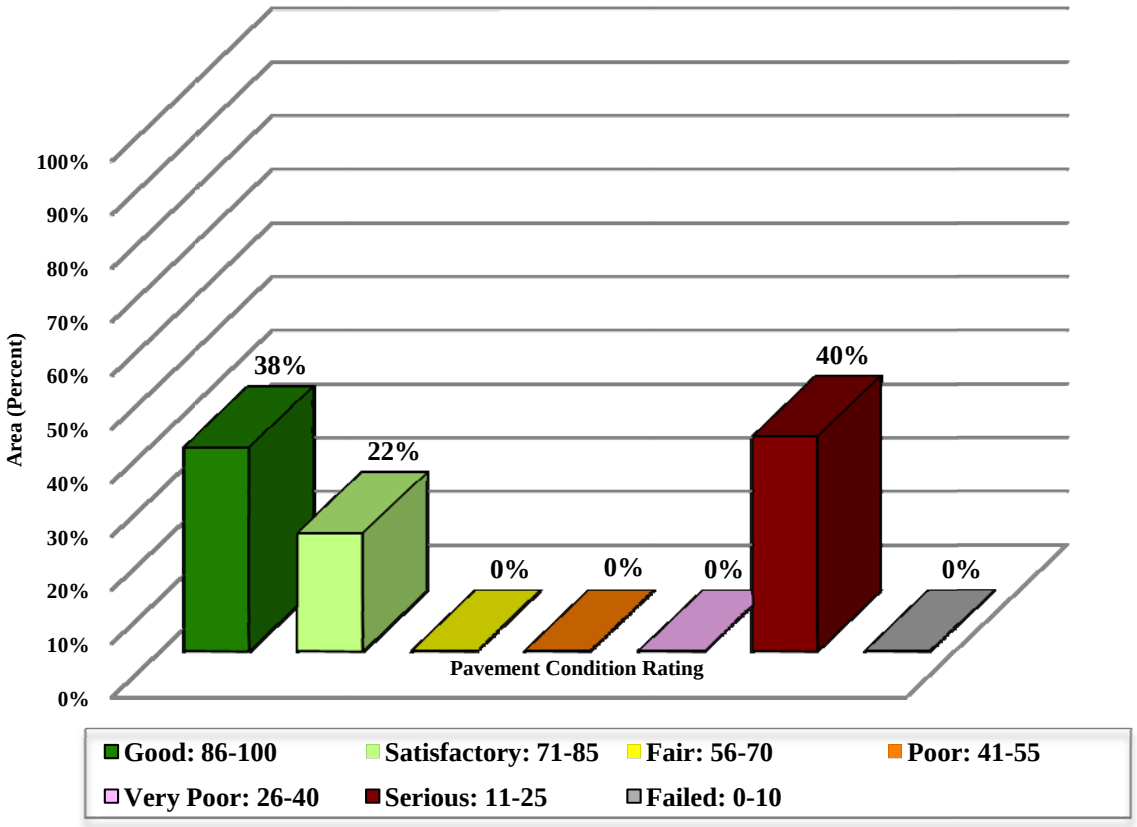
Table 3-2: Condition by Pavement Use

Use	Area-Weighted PCI	Condition Rating
Runway	60	Fair
Taxiway	91	Good
Apron	88	Good
All (Weighted)	**69**	**Fair**

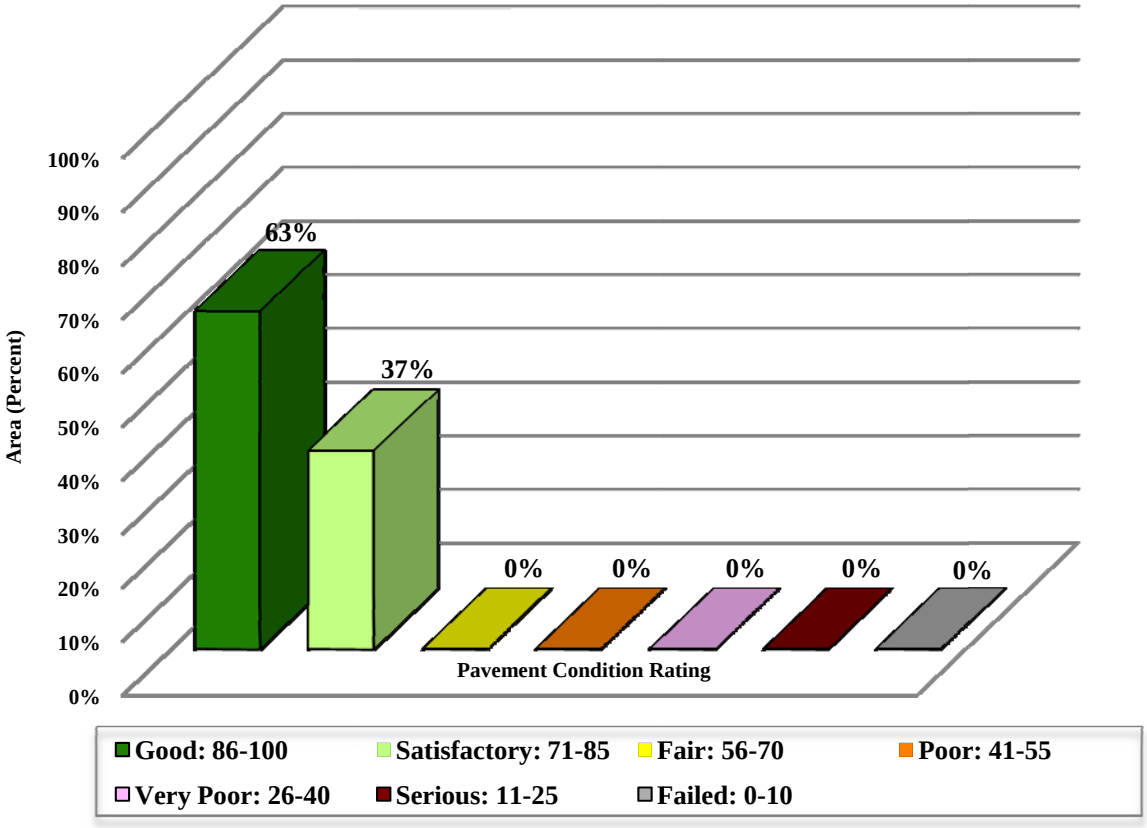
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

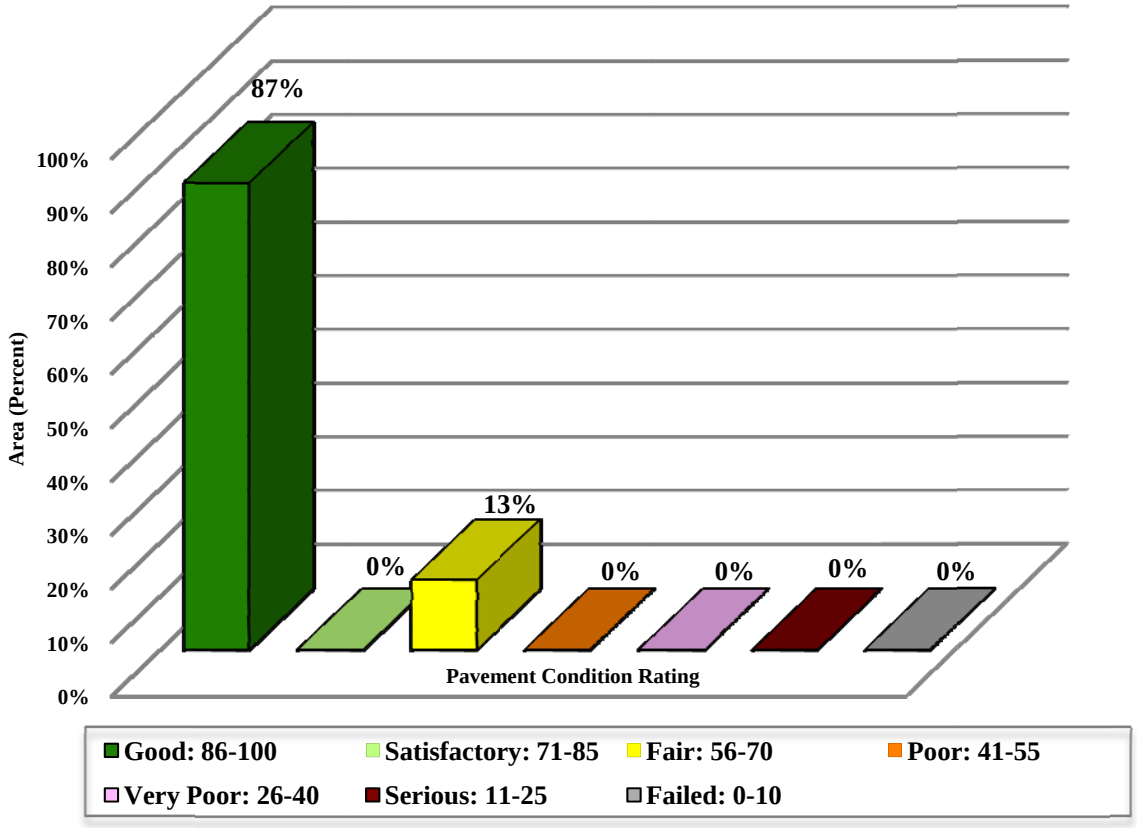
(a) Runway



(b) Taxiway


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
63%
37%
0%
0%
0%
0%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

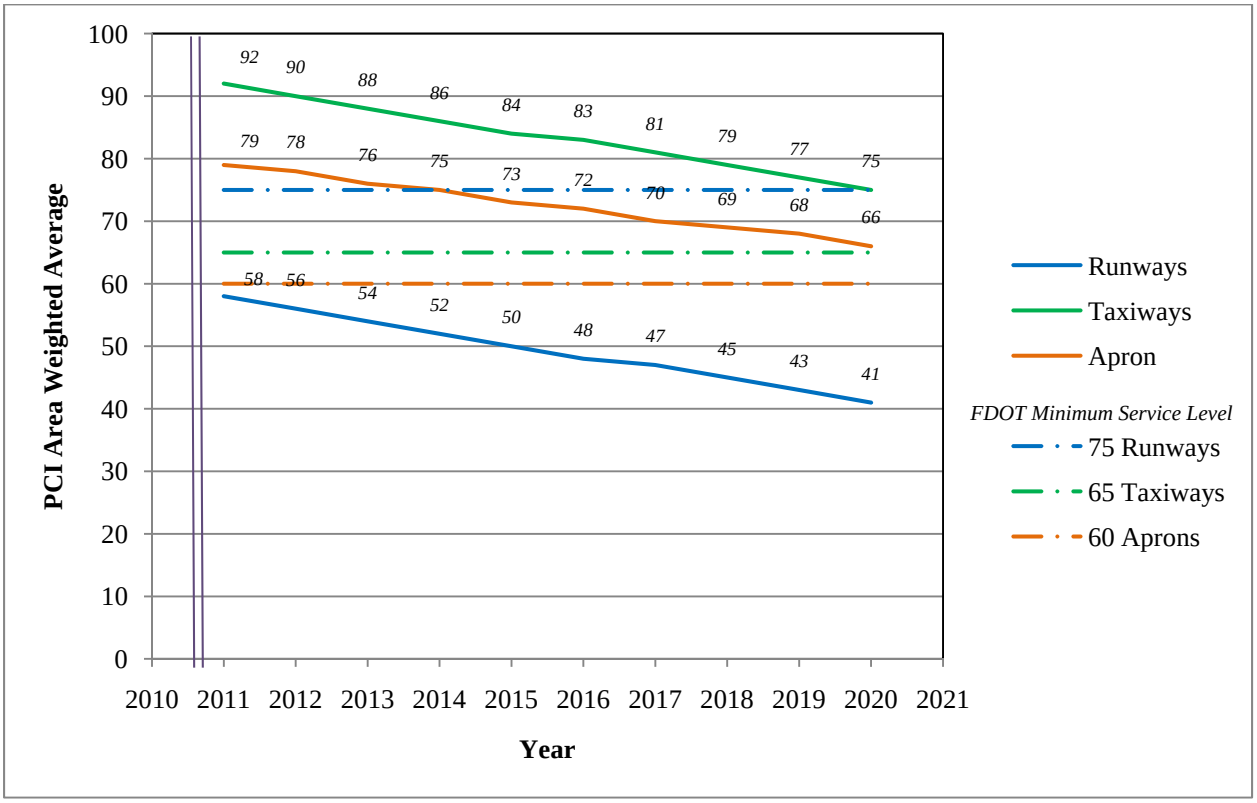
(c) Apron


87%
0%
13%
0%
0%
0%
0%
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

4. PAVEMENT CONDITION PREDICTION

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

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Mill and Overlay (AC) or 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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Runway 14-32 (Shoulders)	6210	AAC	286,760	$3,905,672.47	21	Reconstruction	100
Runway 5-23 (Shoulders)	6110	AC	250,000	$3,405,001.10	25	Reconstruction	100
			Total	**$7,310,673.57**	**23**		**100**

* Costs are adjusted for inflation.

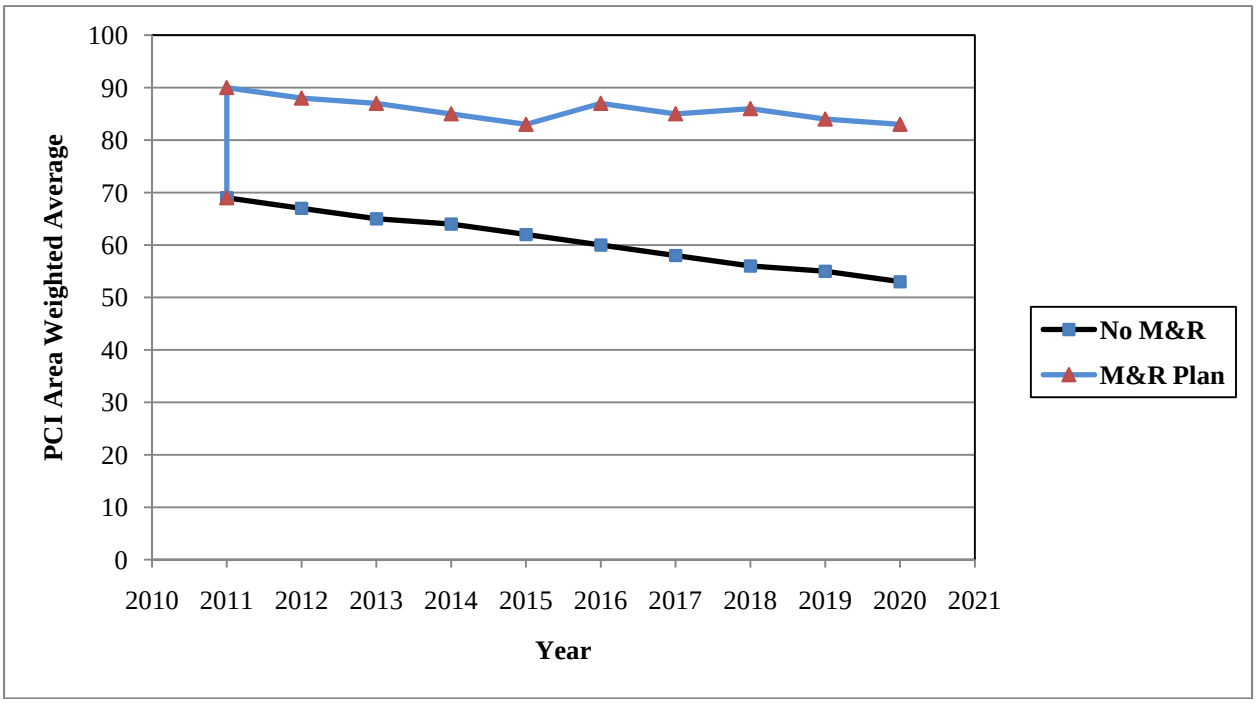
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-2 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to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

Table 6-2: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 14-32	RW 14-32	6205	L & T CR	M	Crack Sealing - AC	1,413.50	Ft	$2.25	$3,180.38
Runway 14-32	RW 14-32	6205	OIL SPILLAGE	N	Patching - AC Shallow	57.80	SqFt	$2.90	$167.71
Runway 14-32	RW 14-32	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	71,119.80	SqFt	$0.40	$28,448.17
Runway 14-32	RW 14-32	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	268.40	SqFt	$0.40	$107.35
Runway 5-23	RW 5-23	6105	OIL SPILLAGE	N	Patching - AC Shallow	680.90	SqFt	$2.90	$1,974.69
Runway 5-23	RW 5-23	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,973.30	SqFt	$0.40	$1,989.33
Apron at T-Hangars	AP T-HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,208.00	SqFt	$0.40	$6,883.27
Apron at T-Hangars	AP	4110	OIL SPILLAGE	N	Patching - AC Shallow	72.40	SqFt	$2.90	$210.05
Apron at T-Hangars	AP	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,880.90	SqFt	$0.40	$10,352.43
Apron at T-Hangars	AP	4105	OIL SPILLAGE	N	Patching - AC Shallow	48.00	SqFt	$2.90	$139.20
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	180.30	SqFt	$0.40	$72.11
								Total =	$53,452.58

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

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from 69 in 2011 to 53 in ten years if no M&R activities are performed.
- The PCI will remain at or above 83 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 83 with this scenario is 30 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $8.6 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	$71,003.77	$7,310,673.57	$7,381,677.34
2012	$100,289.92	$0.00	$100,289.92
2013	$116,931.24	$0.00	$116,931.24
2014	$136,089.67	$72,958.19	$209,047.86
2015	$162,473.53	$0.00	$162,473.53
2016	$109,518.38	$779,680.93	$889,199.31
2017	$140,683.58	$0.00	$140,683.58
2018	$130,884.08	$471,304.11	$602,188.19
2019	$167,620.71	$12,289.87	$179,910.58
2020	$202,388.53	$0.00	$202,388.53
Total	**$1,337,883.41**	**$8,646,906.67**	**$9,984,790.08**

Note: Costs are adjusted for inflation.

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

- **Runway 14-32 Shoulders** – Asphalt Pavement reconstruction per the FAA P-401 Specification.
- **Runway 5-23 Shoulders** – Asphalt Pavement reconstruction 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 Okeechobee County Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

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

- **Runway 14-32 Shoulders** – Asphalt Pavement reconstruction per the FAA P-401 Specification.
- **Runway 5-23 Shoulders** – Asphalt Pavement reconstruction 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

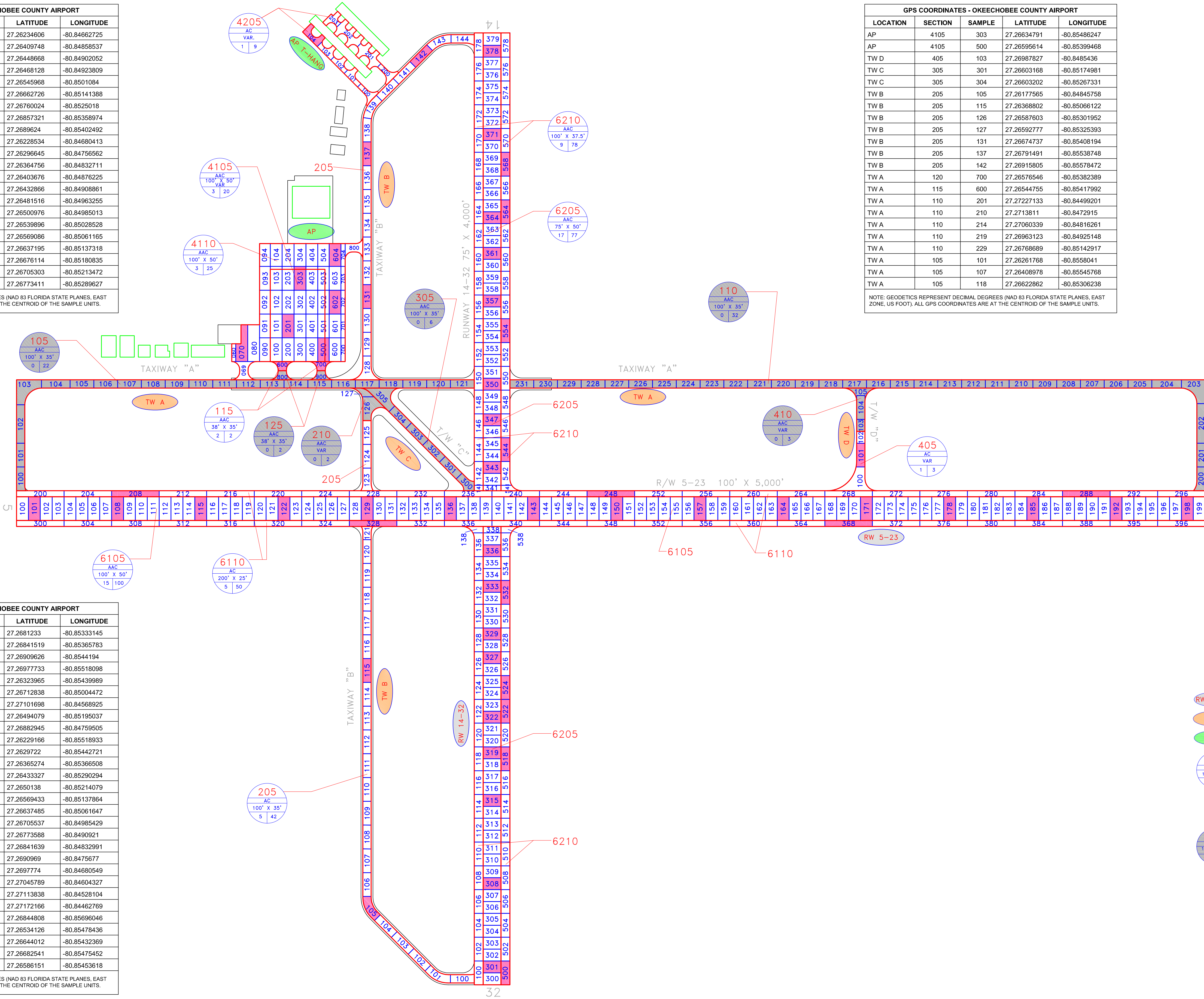
WORK HISTORY REPORT

GPS COORDINATES - OKEECHOBEE COUNTY AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW14-32	6210	500	27.26234606	-80.84662725
RW14-32	6210	518	27.26409748	-80.84858537
RW14-32	6210	522	27.26448668	-80.84902052
RW14-32	6210	524	27.26468128	-80.84923809
RW14-32	6210	532	27.26545968	-80.8501084
RW14-32	6210	544	27.26662726	-80.85141388
RW14-32	6210	554	27.26760024	-80.8525018
RW14-32	6210	564	27.26857321	-80.85358974
RW14-32	6210	568	27.2689624	-80.85402492
RW14-32	6205	301	27.26228534	-80.84680413
RW14-32	6205	308	27.26296645	-80.84756562
RW14-32	6205	315	27.26364756	-80.84832711
RW14-32	6205	319	27.26403676	-80.84876225
RW14-32	6205	322	27.26432866	-80.84908861
RW14-32	6205	327	27.26481516	-80.84963255
RW14-32	6205	329	27.26500976	-80.84985013
RW14-32	6205	333	27.26539896	-80.85028528
RW14-32	6205	336	27.26569086	-80.85061165
RW14-32	6205	343	27.26637195	-80.85137318
RW14-32	6205	347	27.26676114	-80.85180835
RW14-32	6205	350	27.26705303	-80.85213472
RW14-32	6205	357	27.26773411	-80.85289627

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

GPS COORDINATES - OKEECHOBEE COUNTY AIRPORT				
LOCATION			LATITUDE	LONGITUDE
RW14-32	SECTION	SAMPLE	27.2681233	-80.85333145
RW14-32	6205	361	27.26841519	-80.85365783
RW14-32	6205	364	27.26909626	-80.8544194
RW14-32	6205	371	27.26977733	-80.85518098
RW 5-23	6205	378	27.26323965	-80.85439989
RW 5-23	6110	208	27.26712838	-80.85004472
RW 5-23	6110	248	27.27101698	-80.84568925
RW 5-23	6110	288	27.26494079	-80.85195037
RW 5-23	6110	328	27.26882945	-80.84759505
RW 5-23	6110	368	27.26229166	-80.85518933
RW 5-23	6105	104/108	27.2629722	-80.85442721
RW 5-23	6105	115	27.26365274	-80.85366508
RW 5-23	6105	122	27.26433327	-80.85290294
RW 5-23	6105	129	27.2650138	-80.85214079
RW 5-23	6105	136	27.26569433	-80.85137864
RW 5-23	6105	143	27.26637485	-80.85061647
RW 5-23	6105	150	27.26705537	-80.84985429
RW 5-23	6105	157	27.26773588	-80.8490921
RW 5-23	6105	164	27.26841639	-80.84832991
RW 5-23	6105	171	27.2690969	-80.8475677
RW 5-23	6105	178	27.2697774	-80.84680549
RW 5-23	6105	185	27.27045789	-80.84604327
RW 5-23	6105	192	27.27113838	-80.84528104
RW 5-23	6105	198	27.27172166	-80.84462769
AP T-HANG	4205	104	27.26844808	-80.85696046
AP	4110	70	27.26534126	-80.85478436
AP	4110	602	27.26644012	-80.85432369
AP	4110	604	27.26682541	-80.85475452
AP	4105	201	27.26586151	-80.85453618

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



GPS COORDINATES - OKEECHOBEE COUNTY AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP	4105	303	27.26634791	-80.85486247
AP	4105	500	27.26595614	-80.85399468
TW D	405	103	27.26987827	-80.8485436
TW C	305	301	27.26603168	-80.85174981
TW C	305	304	27.26603202	-80.85267331
TW B	205	105	27.26177565	-80.84845758
TW B	205	115	27.26368802	-80.85066122
TW B	205	126	27.26587603	-80.85301952
TW B	205	127	27.26592777	-80.85325393
TW B	205	131	27.26674737	-80.85408194
TW B	205	137	27.26791491	-80.85538748
TW B	205	142	27.26915805	-80.85578472
TW A	120	700	27.26576546	-80.85382389
TW A	115	600	27.26544755	-80.85417992
TW A	110	201	27.27227133	-80.84499201
TW A	110	210	27.2713811	-80.8472915
TW A	110	214	27.27060339	-80.84816261
TW A	110	219	27.26963123	-80.84925148
TW A	110	229	27.26768689	-80.85142917
TW A	105	101	27.26261768	-80.8558041
TW A	105	107	27.26408978	-80.85545768
TW A	105	118	27.26622862	-80.85306238

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

NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

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.

TOTAL SAMPLES INSPECTED = 61

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

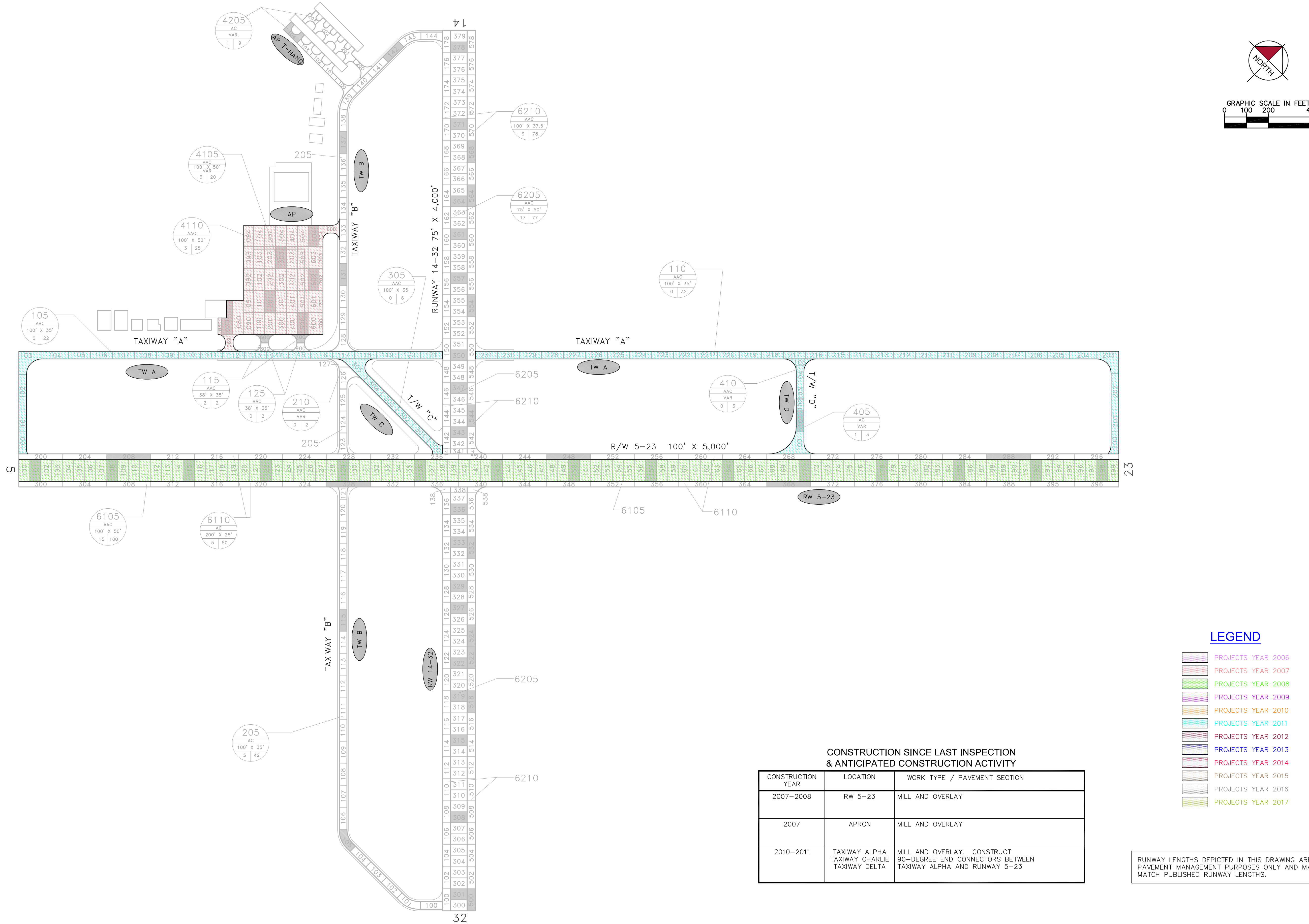
NETWORK DEFINITION MAP

OKEECHOBEE COUNTY AIRPORT
OKEECHOBEE, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: OBE

FDOT DISTRICT: 1



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

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2007–2008	RW 5–23	MILL AND OVERLAY
2007	APRON	MILL AND OVERLAY
2010–2011	TAXIWAY ALPHA TAXIWAY CHARLIE TAXIWAY DELTA	MILL AND OVERLAY. CONSTRUCT 90-DEGREE END CONNECTORS BETWEEN TAXIWAY ALPHA AND RUNWAY 5–23

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT DRAWN: ALB CHECKED: DRB DATE:

SYSTEM INVENTORY MAP

OKEECHOBEE COUNTY AIRPORT
OKEECHOBEE, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: OBE

FDOT DISTRICT: 1

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Apron	AP	APRON	4105	388	230	89,240	P	AC	12/31/2007	3/16/2011	20
Apron	PA	APRON	4110	550	200	111,230	P	AAC	12/31/2007	3/16/2011	25
Apron at T-Hangars	AP T-HANG	APRON	4205	785	35	28,680	P	AC	12/25/1999	3/16/2011	9
Runway 14-32	RW 14-32	RUNWAY	6205	3,852	75	288,900	S	AAC	1/1/2003	3/16/2011	76
Runway 14-32	RW 14-32	RUNWAY	6210	7,604	38	286,760	S	AAC	1/1/2003	3/16/2011	78
Runway 5-23	RW 5-23	RUNWAY	6105	5,000	100	500,000	P	AAC	7/31/2008	3/16/2011	100
Runway 5-23	RW 5-23	RUNWAY	6110	10,000	25	250,000	P	AC	1/1/1943	3/16/2011	50
Taxiway Alpha	TW A	TAXIWAY	105	2,390	35	83,570	P	AAC	3/15/2011	3/15/2011	22
Taxiway Alpha	TW A	TAXIWAY	110	3,390	35	118,545	P	AAC	3/15/2011	3/15/2011	32
Taxiway Alpha	TW A	TAXIWAY	115	75	35	3,730	P	AAC	1/1/1998	3/16/2011	2
Taxiway Alpha	TW A	TAXIWAY	125	75	35	3,730	T	AAC	3/15/2011	3/15/2011	2
Taxiway Bravo	TW B	TAXIWAY	205	4,155	35	147,333	P	AC	1/1/1943	3/16/2011	42
Taxiway Bravo	TW B	TAXIWAY	210	135	35	7,032	P	AAC	3/15/2011	3/15/2011	2
Taxiway Charlie	TW C	TAXIWAY	305	610	35	23,480	P	AAC	3/15/2011	3/15/2011	6
Taxiway Delta	TW D	TAXIWAY	405	250	35	12,620	P	AC	1/1/1991	3/16/2011	3
Taxiway Delta	TW D	TAXIWAY	410	180	35	7,650	P	AAC	3/15/2011	3/15/2011	3

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: OBE **Branch**: AP (APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 12/31/2007 **Use:** APRON **Rank** P **Length:** 388.00 Ft **Width:** 230.00 Ft **True Area:** 89,240.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/31/2007	ML-OL	Mill and Overlay	$0	0.00	True	2007: 2" MILL AND 4" P-401 SP OVERLAY
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1988	IMPORTED	BUILT		2.00	True	1988: 2" P-401 ON 6" P-211

Network: OBE **Branch**: AP (APRON) **Section:** 4110 **Surface:** AAC
L.C.D.: 12/31/2007 **Use:** APRON **Rank** P **Length:** 550.00 Ft **Width:** 200.00 Ft **True Area:** 111,230.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/31/2007	ML-OL	Mill and Overlay	$0	1.50	True	2007: MILL 1.5" AND 1.5" P-401 SP OVERLAY
01/01/1998	IMPORTED	BUILT			True	ESTIMATE 1998 AC PAVEMENT

Network: OBE **Branch**: AP T-HANG (APRON AT T-HANGARS) **Section:** 4205 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 785.00 Ft **Width:** 35.00 Ft **True Area:** 28,680.00 SqF

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

Network: OBE **Branch**: RW 14-32 (RUNWAY 14-32) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2003 **Use:** RUNWAY **Rank** S **Length:** 3,852.00 Ft **Width:** 75.00 Ft **True Area:** 288,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1983	IMPORTED	OVERLAY		1.50	True	1983: 1.5" P-401 OVERLAY
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" BIT. SURFACE ON 8" BITUMINOUS STABILIZED BASE

Network: OBE **Branch**: RW 14-32 (RUNWAY 14-32) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/2003 **Use:** RUNWAY **Rank** S **Length:** 7,604.00 Ft **Width:** 37.50 Ft **True Area:** 286,760.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" BITUMINOUS SURFACE COURSE ON 8" BITUMINOUS TREATED BASE

Network: OBE **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6105 **Surface:** AAC
L.C.D.: 07/31/2008 **Use:** RUNWAY **Rank** P **Length:** 5,000.00 Ft **Width:** 100.00 Ft **True Area:** 500,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/31/2008	ML-OL	Mill and Overlay	$0	1.50	True	2008: MILL 1.5" AND 1.5" P-401 OVERLAY
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982: 1.5" P-401 OVERLAY
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" BITUMINOUS TREATED BASE

Network: OBE **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6110 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank** P **Length:** 10,000.00 Ft **Width:** 25.00 Ft **True Area:** 250,000.00 SqF

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

01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" BITUMINOUS TREATED BASE
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SM

Network: OBE **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 03/15/2011 **Use:** TAXIWAY **Rank** P **Length:** 2,390.00 Ft **Width:** 35.00 Ft **True Area:** 83,570.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/15/2011	ML-OL	Mill and Overlay	$0	4.00	True	2011: 2" MILL AND 4" P-401 SP OVERLAY
01/01/1985	IMPORTED	OVERLAY		1.50	True	1985: 1.5" P-401 OVERLAY
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE

Network: OBE **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 03/15/2011 **Use:** TAXIWAY **Rank** P **Length:** 3,390.00 Ft **Width:** 35.00 Ft **True Area:** 118,545.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/15/2011	ML-OL	Mill and Overlay	$0	4.00	True	2011: 2" MILL AND 4" P-401 SP OVERLAY
01/01/1985	IMPORTED	OVERLAY		1.50	True	1985 1.5" P401 SURFACE COURSE
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE

Network: OBE **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 75.00 Ft **Width:** 35.00 Ft **True Area:** 3,730.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY			True	1998 AC OVERLAY
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P401 ON 6" P211

Network: OBE **Branch**: TW A (TAXIWAY A) **Section:** 125 **Surface:** AAC
L.C.D.: 03/15/2011 **Use:** TAXIWAY **Rank** T **Length:** 75.00 Ft **Width:** 35.00 Ft **True Area:** 3,730.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/15/2011	ML-OL	Mill and Overlay	$0	4.00	True	2011: 2" MILL AND 4" P-401 SP OVERLAY
01/01/1998	INITIAL	Initial Construction	$0	0.00	True	1988 2" P401 ON 6" P211

Network: OBE **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank** P **Length:** 4,155.00 Ft **Width:** 35.00 Ft **True Area:** 147,333.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" BITUMINOUS TREATED BASE

Network: OBE **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 03/15/2011 **Use:** TAXIWAY **Rank** P **Length:** 135.00 Ft **Width:** 35.00 Ft **True Area:** 7,032.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/15/2011	ML-OL	Mill and Overlay	$0	4.00	True	2011: 2" MILL AND 4" P-401 SP OVERLAY
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: OBE **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 03/15/2011 **Use:** TAXIWAY **Rank** P **Length:** 610.00 Ft **Width:** 35.00 Ft **True Area:** 23,480.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/15/2011	ML-OL	Mill and Overlay	$0	4.00	True	2011: 2" MILL AND 4" P-401 SP OVERLAY

01/01/1943	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE

Network: OBE **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 35.00 Ft **True Area:** 12,620.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	REPAIR			False	THIS PAVEMENT WAS LESS THAN 2 YEARS OLD DURING 1993 PCI SURVEY AND WAS
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" P-401 ON 6" P-211
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SM

Network: OBE **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AAC
L.C.D.: 03/15/2011 **Use:** TAXIWAY **Rank** P **Length:** 180.00 Ft **Width:** 35.00 Ft **True Area:** 7,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/15/2011	ML-OL	Mill and Overlay	$0	2.00	True	2011: 2" MILL AND 4" P-401-SP OVERLAY
01/01/1991	INITIAL	Initial Construction	$0	0.00	True	

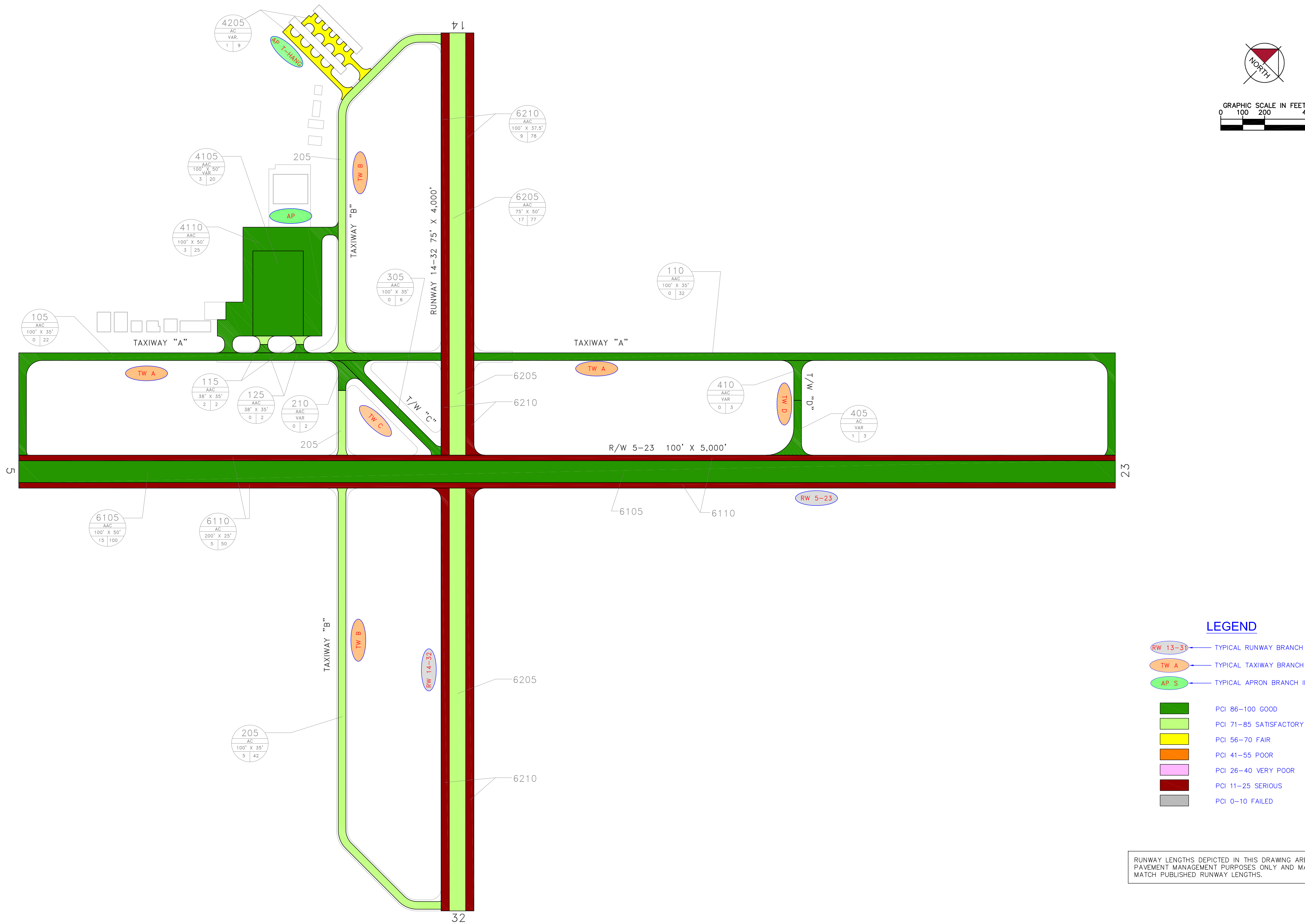
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	12	1,915,408.00	2.00	.00
Initial Construction	4	47,092.00	.00	.00
Mill and Overlay	11	1,520,137.00	2.27	1.78
OVERLAY	14	2,676,648.00	1.50	.00
REPAIR	1	12,620.00		

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: ELT DRAWN: ALB CHECKED: DRB DATE:

2011 CONDITION MAP

OKEECHOBEE COUNTY AIRPORT
OKEECHOBEE, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **OBE**

FDOT DISTRICT 1

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Apron	AP	APRON	4105	89,240	P	AC	3	20	95	Good
Apron	PA	APRON	4110	111,230	P	AAC	3	25	88	Good
Apron at T-Hangars	AP T-HANG	APRON	4205	28,680	P	AC	1	9	69	Fair
Runway 14-32	RW 14-32	RUNWAY	6205	288,900	S	AAC	17	76	74	Satisfactory
Runway 14-32	RW 14-32	RUNWAY	6210	286,760	S	AAC	9	78	22	Serious
Runway 5-23	RW 5-23	RUNWAY	6105	500,000	P	AAC	15	100	92	Good
Runway 5-23	RW 5-23	RUNWAY	6110	250,000	P	AC	5	50	25	Serious
Taxiway Alpha	TW A	TAXIWAY	105	83,570	P	AAC	0	22	100	Good
Taxiway Alpha	TW A	TAXIWAY	110	118,545	P	AAC	0	32	100	Good
Taxiway Alpha	TW A	TAXIWAY	115	3,730	P	AAC	2	2	78	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	125	3,730	T	AAC	0	2	100	Good
Taxiway Bravo	TW B	TAXIWAY	205	147,333	P	AC	5	42	76	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	210	7,032	P	AAC	0	2	100	Good
Taxiway Charlie	TW C	TAXIWAY	305	23,480	P	AAC	0	6	100	Good
Taxiway Delta	TW D	TAXIWAY	405	12,620	P	AC	1	3	92	Good
Taxiway Delta	TW D	TAXIWAY	410	7,650	P	AAC	0	3	100	Good

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 4 /7/2011

Branch Condition Report

Pavement Database: NetworkID: OBE

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 (APRON)	2	938.00	215.00	200,470.00	APRON	91.50	3.50	91.12
AP T-HANG (APRON AT T-HANGARS)	1	785.00	35.00	28,680.00	APRON	69.00	0.00	69.00
RW 14-32 (RUNWAY 14-32)	2	11,456.00	56.25	575,660.00	RUNWAY	48.00	26.00	48.10
RW 5-23 (RUNWAY 5-23)	2	15,000.00	62.50	750,000.00	RUNWAY	58.50	33.50	69.67
TW A (TAXIWAY A)	4	5,930.00	35.00	209,575.00	TAXIWAY	94.50	9.53	99.61
TW B (TAXIWAY B)	2	4,290.00	35.00	154,365.00	TAXIWAY	88.00	12.00	77.09
TW C (TAXIWAY C)	1	610.00	35.00	23,480.00	TAXIWAY	100.00	0.00	100.00
TW D (TAXIWAY D)	2	430.00	35.00	20,270.00	TAXIWAY	96.00	4.00	95.02

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	3	229,150.00	84.00	10.98	88.35
RUNWAY	4	1,325,660.00	53.25	30.44	60.30
TAXIWAY	9	407,690.00	94.00	9.43	90.88
All	16	1,962,500.00	81.94	24.35	69.93

STD = Standard Deviation

Date: 4 /7/2011

Section Condition Report

Pavement Database: *NetworkID: OBE*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	12/31/2007	AC	APRON	P	0	89,240.00	03/16/2011	4	95.00
AP (APRON)	4110	12/31/2007	AAC	APRON	P	0	111,230.00	03/16/2011	4	88.00
AP T-HANG (APRON AT T-HANGARS)	4205	12/25/1999	AC	APRON	P	0	28,680.00	03/16/2011	12	69.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2003	AAC	RUNWAY	S	0	288,900.00	03/16/2011	8	74.00
RW 14-32 (RUNWAY 14-32)	6210	01/01/2003	AAC	RUNWAY	S	0	286,760.00	03/16/2011	8	22.00
RW 5-23 (RUNWAY 5-23)	6105	07/31/2008	AAC	RUNWAY	P	0	500,000.00	03/16/2011	3	92.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/1943	AC	RUNWAY	P	0	250,000.00	03/16/2011	68	25.00
TW A (TAXIWAY A)	105	03/15/2011	AAC	TAXIWAY	P	0	83,570.00	03/15/2011	0	100.00
TW A (TAXIWAY A)	110	03/15/2011	AAC	TAXIWAY	P	0	118,545.00	03/15/2011	0	100.00
TW A (TAXIWAY A)	115	01/01/1998	AAC	TAXIWAY	P	0	3,730.00	03/16/2011	13	78.00
TW A (TAXIWAY A)	125	03/15/2011	AAC	TAXIWAY	T	0	3,730.00	03/15/2011	0	100.00
TW B (TAXIWAY B)	205	01/01/1943	AC	TAXIWAY	P	0	147,333.00	03/16/2011	68	76.00
TW B (TAXIWAY B)	210	03/15/2011	AAC	TAXIWAY	P	0	7,032.00	03/15/2011	0	100.00
TW C (TAXIWAY C)	305	03/15/2011	AAC	TAXIWAY	P	0	23,480.00	03/15/2011	0	100.00
TW D (TAXIWAY D)	405	01/01/1991	AC	TAXIWAY	P	0	12,620.00	03/16/2011	20	92.00
TW D (TAXIWAY D)	410	03/15/2011	AAC	TAXIWAY	P	0	7,650.00	03/15/2011	0	100.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**244,007.00**	**6**	**100.00**	**0.00**	**100.00**
03-05	**3.67**	**700,470.00**	**3**	**91.67**	**2.87**	**91.75**
06-10	**8.00**	**575,660.00**	**2**	**48.00**	**26.00**	**48.10**
11-15	**12.50**	**32,410.00**	**2**	**73.50**	**4.50**	**70.04**
16-20	**20.00**	**12,620.00**	**1**	**92.00**	**0.00**	**92.00**
over 40	**68.00**	**397,333.00**	**2**	**50.50**	**25.50**	**43.91**
All	**13.00**	**1,962,500.00**	**16**	**81.94**	**24.35**	**69.93**

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Apron	AP	4105	95	95	93	92	90	89	87	86	84	83	82
Apron	AP	4110	88	88	86	85	83	82	80	79	77	76	75
Apron at T-Hangars	AP T-HANG	4205	69	69	67	66	64	63	61	60	58	57	56
Runway 14-32	RW 14-32	6205	74	73	71	70	68	66	64	62	60	58	56
Runway 14-32	RW 14-32	6210	22	21	19	18	16	14	12	10	8	6	4
Runway 5-23	RW 5-23	6105	92	91	89	88	86	84	82	80	78	76	74
Runway 5-23	RW 5-23	6110	25	25	23	22	20	19	17	16	14	13	11
Taxiway Alpha	TW A	105	100	99	98	96	94	92	91	89	87	85	84
Taxiway Alpha	TW A	110	100	99	98	96	94	92	91	89	87	85	84
Taxiway Alpha	TW A	115	78	77	76	74	72	70	69	67	65	63	62
Taxiway Alpha	TW A	125	100	99	96	93	90	87	84	81	78	75	72
Taxiway Bravo	TW B	205	76	75	74	72	70	69	67	65	63	62	60
Taxiway Bravo	TW B	210	100	99	96	93	90	87	84	81	78	75	72
Taxiway Charlie	TW C	305	100	99	98	96	94	93	91	89	87	86	84
Taxiway Delta	TW D	405	92	91	90	88	86	85	83	81	79	78	76
Taxiway Delta	TW D	410	100	99	96	93	90	87	84	81	78	75	72

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
Runway 14-32	RW 14-32	6205	L & T CR	M	Crack Sealing - AC	1,413.50	Ft	$2.25	$3,180.38
Runway 14-32	RW 14-32	6205	OIL SPILLAGE	N	Patching - AC Shallow	57.80	SqFt	$2.90	$167.71
Runway 14-32	RW 14-32	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	71,119.80	SqFt	$0.40	$28,448.17
Runway 14-32	RW 14-32	6205	WEATH/RAVEL	M	Surface Seal - Coat Tar	268.40	SqFt	$0.40	$107.35
Runway 5-23	RW 5-23	6105	OIL SPILLAGE	N	Patching - AC Shallow	680.90	SqFt	$2.90	$1,974.69
Runway 5-23	RW 5-23	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,973.30	SqFt	$0.40	$1,989.33
Apron at T-Hangars	AP T-HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,208.00	SqFt	$0.40	$6,883.27
Apron at T-Hangars	AP	4110	OIL SPILLAGE	N	Patching - AC Shallow	72.40	SqFt	$2.90	$210.05
Apron at T-Hangars	AP	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,880.90	SqFt	$0.40	$10,352.43
Apron at T-Hangars	AP	4105	OIL SPILLAGE	N	Patching - AC Shallow	48.00	SqFt	$2.90	$139.20
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	180.30	SqFt	$0.40	$72.11
								Total =	$53,452.58

APPENDIX F

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

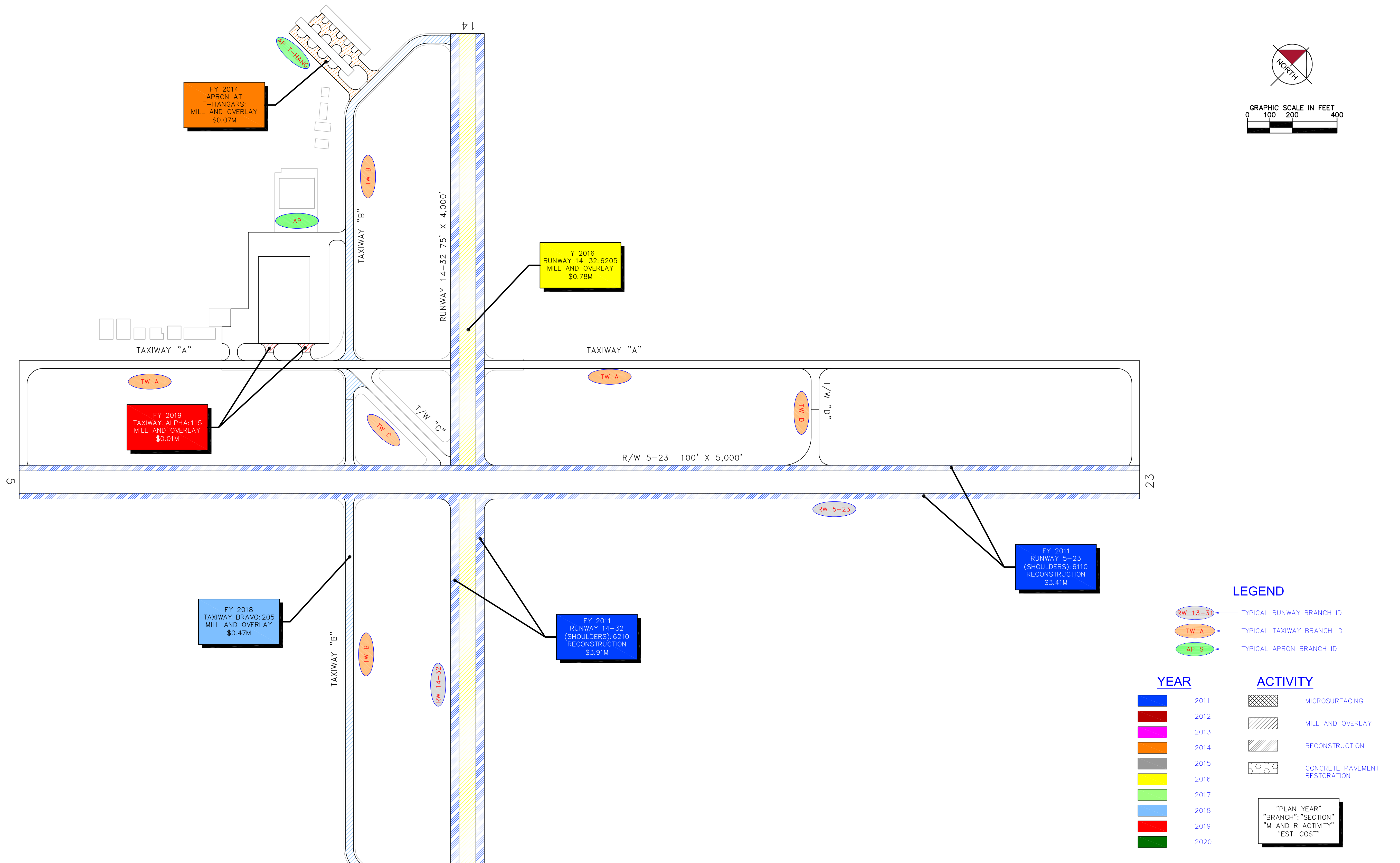
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

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	Runway 14-32 (Shoulders)	6210	AAC	286,760	$3,905,672.47	21	Reconstruction	100
2011	Runway 5-23 (Shoulders)	6110	AC	250,000	$3,405,001.10	25	Reconstruction	100
2014	Apron at T-Hangars	4205	AC	28,680	$72,958.19	64	Mill and Overlay	100
2016	Runway 14-32	6205	AAC	288,900	$779,680.93	64	Mill and Overlay	100
2018	Taxiway Bravo	205	AC	147,333	$471,304.11	63	Mill and Overlay	100
2019	Taxiway Alpha	115	AAC	3,730	$12,289.87	63	Mill and Overlay	100
				Total	**$8,646,906.67**	**50**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



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

NUMBER	DATE	REVISIONS					
DESIGNED:	ELT	DRAWN:	ALB	CHECKED:	DRB	DATE:	

K:\WPB_Aviation\142179005\CADD\PLANSHEETS\OBE\EXHIBITS\004-OBE-MAINTENANCE.dwg PLOTTED: July 12, 2011 - 4:07 PM, BY: Stanford, Rex

10 YEAR M & R MAP

OKEECHOBEE COUNTY AIRPORT
OKEECHOBEE, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
OBE
FDOT DISTRICT
1

APPENDIX H

PHOTOGRAPHS

Apron, Section 4105, Sample Unit 460 – Low severity (50) Patching

Runway 5-23, Section 6105, Sample Unit 129 – Low severity (48) Longitudinal Cracking and low severity (52) Weathering and Raveling

Runway 5-23, Section 6105, Sample Unit 101 – Low severity (48) Longitudinal Cracking, (49) Oil Spillage, and low severity (52) Weathering and Raveling

Runway 5-23, Section 6105, Sample Unit 101 – Low severity (48) Longitudinal Cracking, (49) Oil Spillage, and low severity (52) Weathering and Raveling

Runway 14-32, Section 6205, Sample Unit 301 – Low severity (48) Longitudinal Cracking, low severity (52) Weathering and Raveling, low severity (56) Swell

Runway 14-32, Section 6205, Sample Unit 301 – Low severity (48) Longitudinal Cracking, low severity (52) Weathering and Raveling, low severity (56) Swell

Runway 14-32 Shoulder, Section 6210, Sample Unit 500 – Medium and high severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 14-32 Shoulder, Section 6210, Sample Unit 500 – Medium and high severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 5-23 Shoulder, Section 6110 – Medium and high severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 5-23 Shoulder, Section 6110 – Medium and high severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway Bravo, Section 205, Sample Unit 137 – Low severity (48) Longitudinal Cracking, low severity (52) Weathering and Raveling

Taxiway Bravo, Section 205, Sample Unit 137 – Low severity (48) Longitudinal Cracking, low severity (52) Weathering and Raveling

Taxiway Bravo, Section 205, Sample Unit 105 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swell

Taxiway Bravo, Section 205, Sample Unit 105 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swell

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: AP Name: APRON Use: APRON Area: 200,470.00SqFt

Section: 4105 of 2 From: - To: - Last Const.: 12/31/200
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 89,240.00SqFt Length: 388.00Ft Width: 230.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 20 Surveyed: 3
Conditions: PCI:95.00 |
Inspection Comments: KHA

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

49 OIL SPILLAGE	N	4.00 SqFt	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
50 PATCHING	L	64.00 SqFt	Comments:

Sample Number: 500 Type: R Area: 4,750.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	24.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: AP Name: APRON Use: APRON Area: 200,470.00SqFt

Section: 4110 of 2 From: - To: - Last Const.: 12/31/200
Surface: AAC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 111,230.00SqFt Length: 550.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 25 Surveyed: 3
Conditions: PCI:88.00 |
Inspection Comments: KHA

Sample Number: 70 Type: R Area: 5,990.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	3,594.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:

Sample Number: 602 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

50 PATCHING	L	20.00 SqFt	Comments:
49 OIL SPILLAGE	N	6.00 SqFt	Comments:

Sample Number: 604 Type: R Area: 4,800.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	80.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 28,680.00SqFt

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Section: 4205 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 28,680.00SqFt Length: 785.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 9 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments: KHA

Sample Number: 104 Type: R Area: 3,175.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,905.00 SqFt	Comments:
50 PATCHING	L	80.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 575,660.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/2003
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 288,900.00SqFt Length: 3,852.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 76 Surveyed: 17
Conditions: PCI:74.00 |
Inspection Comments: KHA

Sample Number: 301 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.00	Ft	Comments:
56 SWELLING	L	20.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	228.00	Ft	Comments:

Sample Number: 315 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 319 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
45 DEPRESSION	L	6.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 322 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	60.00	SqFt	Comments:

Sample Number: 327 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	271.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 329 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00	SqFt	Comments:

Sample Number: 333 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

43 BLOCK CRACKING	L	245.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

52 WEATHERING/RAVELING L 1,200.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 30.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 360.00 Ft Comments:

Sample Number: 336 Type: R Area: 3,750.00SqFt PCI = 65
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 217.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:
43 BLOCK CRACKING L 580.00 SqFt Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:

Sample Number: 343 Type: R Area: 3,750.00SqFt PCI = 65
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 294.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:
43 BLOCK CRACKING L 40.00 SqFt Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:

Sample Number: 347 Type: R Area: 3,750.00SqFt PCI = 63
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 36.00 Ft Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:
49 OIL SPILLAGE N 7.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 126.00 Ft Comments:
43 BLOCK CRACKING L 596.00 SqFt Comments:

Sample Number: 350 Type: R Area: 3,750.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 357 Type: R Area: 3,750.00SqFt PCI = 68
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 268.00 Ft Comments:
43 BLOCK CRACKING L 660.00 SqFt Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:

Sample Number: 361 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 137.00 Ft Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:

Sample Number: 364 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 171.00 Ft Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:

Sample Number: 371 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:
43 BLOCK CRACKING L 240.00 SqFt Comments:
52 WEATHERING/RAVELING L 1,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 211.00 Ft Comments:

Sample Number: 378 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 281.00 Ft Comments:
52 WEATHERING/RAVELING L 1,200.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 575,660.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/2003
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 286,760.00SqFt Length: 7,604.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 78 Surveyed: 9
Conditions: PCI:22.00 |
Inspection Comments: KHA

Sample Number: 500 Type: R Area: 3,750.00SqFt PCI = 8
Sample Comments:

43 BLOCK CRACKING	M	1,875.00 SqFt	Comments:
43 BLOCK CRACKING	H	1,875.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 518 Type: R Area: 3,750.00SqFt PCI = 10
Sample Comments:

43 BLOCK CRACKING	M	2,812.00 SqFt	Comments:
43 BLOCK CRACKING	H	938.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 522 Type: R Area: 3,750.00SqFt PCI = 11
Sample Comments:

43 BLOCK CRACKING	M	2,812.00 SqFt	Comments:
43 BLOCK CRACKING	H	750.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 524 Type: R Area: 3,750.00SqFt PCI = 13
Sample Comments:

43 BLOCK CRACKING	M	3,375.00 SqFt	Comments:
43 BLOCK CRACKING	H	375.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 532 Type: R Area: 3,750.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	3,749.97 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 544 Type: R Area: 3,750.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	M	3,000.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 554 Type: R Area: 3,750.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:
43 BLOCK CRACKING	M	563.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 564 Type: R Area: 3,750.00SqFt PCI = 31
Sample Comments:

43 BLOCK CRACKING	M	375.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,625.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Sample Number: 568 Type: R Area: 3,750.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	3,749.97 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,749.97 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,000.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 7/31/2008
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 500,000.00SqFt Length: 5,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: INCLUDES ALL/PART PRIOR SEC. 610

Last Insp. Date3/16/2011 Total Samples: 100 Surveyed: 15
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

49 OIL SPILLAGE	N	12.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

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

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

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

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	56.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	77.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	64.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

52 WEATHERING/RAVELING L 50.00 SqFt Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 69.00 Ft Comments:
52 WEATHERING/RAVELING L 50.00 SqFt Comments:

Sample Number: 171 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 25.00 Ft Comments:
52 WEATHERING/RAVELING L 25.00 SqFt Comments:

Sample Number: 178 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:
52 WEATHERING/RAVELING L 21.00 SqFt Comments:

Sample Number: 185 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 74.00 Ft Comments:
52 WEATHERING/RAVELING L 50.00 SqFt Comments:

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
49 OIL SPILLAGE N 75.00 SqFt Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,000.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 250,000.00SqFt Length: 10,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: INCLUDES ALL/PART PRIOR SEC. 610

Last Insp. Date3/16/2011 Total Samples: 50 Surveyed: 5
Conditions: PCI:25.00 |
Inspection Comments: KHA

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 248 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 288 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 209,575.00SqFt

Section: 105 of 4 From: - To: - Last Const.: 3/15/2011
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 83,570.00SqFt Length: 2,390.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date12/11/2006 Total Samples: 19 Surveyed: 2
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	315.08 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	124.03 Ft	Comments:	
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:	
56 SWELLING	L	150.00 SqFt	Comments:	

Sample Number: 118 Type: R Area: 3,500.00SqFt PCI = 63
Sample Comments:

43 BLOCK CRACKING	L	799.99 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	126.03 Ft	Comments:	
56 SWELLING	L	66.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	76.02 Ft	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 209,575.00SqFt

Section: 110 of 4 From: - To: - Last Const.: 3/15/2011
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 118,545.00SqFt Length: 3,390.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date12/11/2006 Total Samples: 28 Surveyed: 5
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 204 Type: R Area: 3,500.00SqFt PCI = 49
Sample Comments:

56 SWELLING	L	8.00 SqFt	Comments:
48 L & T CR	M	257.00 Ft	Comments:
52 WEATH/RAVEL	L	3,020.00 SqFt	Comments:
52 WEATH/RAVEL	M	480.00 SqFt	Comments:

Sample Number: 210 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	500.00 SqFt	Comments:
48 L & T CR	L	180.00 Ft	Comments:
56 SWELLING	L	3.00 SqFt	Comments:
48 L & T CR	M	46.00 Ft	Comments:

Sample Number: 214 Type: R Area: 3,500.00SqFt PCI = 43
Sample Comments:

50 PATCHING	L	350.00 SqFt	Comments:
56 SWELLING	L	138.00 SqFt	Comments:
48 L & T CR	L	407.00 Ft	Comments:
52 WEATH/RAVEL	L	2,700.00 SqFt	Comments:
52 WEATH/RAVEL	M	800.00 SqFt	Comments:

Sample Number: 219 Type: R Area: 3,500.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	316.00 Ft	Comments:
53 RUTTING	L	200.00 SqFt	Comments:
48 L & T CR	M	68.00 Ft	Comments:
56 SWELLING	L	91.00 SqFt	Comments:

Sample Number: 229 Type: R Area: 3,500.00SqFt PCI = 47
Sample Comments:

48 L & T CR	M	258.00 Ft	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:
56 SWELLING	L	140.00 SqFt	Comments:
48 L & T CR	L	200.00 Ft	Comments:
43 BLOCK CR	L	190.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 209,575.00SqFt

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Section: 115 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,730.00SqFt Length: 75.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: INCLUDES HALF OF OLD 115 AND 120

Last Insp. Date3/16/2011 Total Samples: 2 Surveyed: 2
Conditions: PCI:78.00 |
Inspection Comments: KHA

Sample Number: 600 Type: R Area: 3,730.00SqFt PCI = 80
Sample Comments:

52 WEATHERING/RAVELING	L	1,865.00 SqFt	Comments:

Sample Number: 700 Type: R Area: 3,730.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	1,865.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 209,575.00SqFt

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Section: 125 of 4 From: - To: - Last Const.: 3/15/2011
Surface: AAC Family: DEFAULT Zone: Category: Rank: T
Area: 3,730.00SqFt Length: 75.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: INCORPORATED REPAVED PORTIONS OF

Last Insp. Date3/15/2011 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: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 154,365.00SqFt

Section: 205 of 2 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 147,333.00SqFt Length: 4,155.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 42 Surveyed: 5
Conditions: PCI:76.00 |
Inspection Comments: KHA

Sample Number: 105 Type: R Area: 3,610.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:
56 SWELLING	L	8.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	161.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 131 Type: R Area: 3,500.00SqFt PCI = 71
Sample Comments:

43 BLOCK CRACKING	L	56.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	252.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 137 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	245.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Sample Number: 142 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	244.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 154,365.00SqFt

Section: 210 of 2 From: - To: - Last Const.: 3/15/2011
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 7,032.00SqFt Length: 135.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: WAS PREVIOUSLY PART OF SECTION 1

Last Insp. Date3/15/2011 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: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 23,480.00SqFt

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Section: 305 of 1 From: - To: - Last Const.: 3/15/2011
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,480.00SqFt Length: 610.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date12/7/1998 Total Samples: 6 Surveyed: 2
Conditions: PCI:100.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 301 Type: R Area: 3,500.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 304 Type: R Area: 3,500.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 20,270.00SqFt

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Section: 405 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 12,620.00SqFt Length: 250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/16/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 4/7/2011
Site Name:

Network: OBE Name: OKEECHOBEE COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 20,270.00SqFt

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Section: 410 of 2 From: - To: - Last Const.: 3/15/2011
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 7,650.00SqFt Length: 180.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/15/2011 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>