STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Palatka Municipal Airport – 28J
(General Aviation)
Palatka, Florida
(District 2)

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 Palatka Municipal Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at Palatka Municipal 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 Palatka Municipal Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2011 is 66, 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	79	Satisfactory	60	65	
Apron at East T-Hangar	76	Satisfactory	60	65	
Apron at North T-Hangars	50	Poor	60	65	X
Runway 12-30	27	Very Poor	75	65	X
Runway 17-35	100	Good	75	65	
Runway 9-27	62	Fair	75	65	X
Taxiway Alpha	68	Fair	65	65	
Taxiway Bravo	72	Satisfactory	65	65	
Taxiway Charlie	54	Poor	65	65	X
Taxiway Charlie 2	93	Good	65	65	
Taxiway	51	Poor	65	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	65	Fair
Taxiway	66	Fair
Apron	71	Satisfactory
All (Weighted)	**66**	Fair

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	67	Fair
Secondary	70	Fair
Tertiary	35	Very Poor
All (Weighted)	**66**	**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 Palatka Municipal Airport, include: Apron, Apron at East T-Hangar, Apron at North T-Hangar, Runway 12-30, Runway 9-27, Taxiway Alpha, Taxiway Bravo, Taxiway Charlie, and Taxiway Delta. Asphalt pavement conditions in these areas justify either mill and overlay rehabilitation activity or full pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	AC	35,500	$483,510.16	19	Reconstruction	100
Apron at East T-Hangar	4305	AC	18,300	$42,602.43	64	Mill and Overlay	100
Apron at North T-Hangars	4205	AC	43,075	$270,941.77	50	Mill and Overlay	100
Apron at North T-Hangars	4210	AC	46,400	$278,539.23	51	Mill and Overlay	100
Runway 12-30	6305	AC	7,500	$102,150.03	12	Reconstruction	100
Runway 12-30	6310	AC	23,250	$146,242.51	46	Mill and Overlay	100
Runway 12-30	6315	AC	138,750	$1,889,775.61	25	Reconstruction	100
Runway 12-30	6316	AC	25,125	$342,202.61	27	Reconstruction	100
Runway 9-27	6105	AAC	255,251	$594,224.70	64	Mill and Overlay	100
Runway 9-27	6110	AAC	240,000	$624,240.38	63	Mill and Overlay	100
Runway 9-27	6115	AC	103,500	$532,197.14	54	Mill and Overlay	100
Taxiway Alpha	100	AC	57,500	$445,970.11	38	Reconstruction	100
Taxiway Alpha	107	AC	5,200	$63,200.82	32	Reconstruction	100
Taxiway Alpha	125	AC	14,868	$126,214.49	37	Reconstruction	100
Taxiway Bravo	2003	AAC	2,812	$8,081.69	62	Mill and Overlay	100
Taxiway Bravo	705	AC	43,682	$594,949.03	10	Reconstruction	100
Taxiway Charlie	305	AC	41,857	$263,280.55	45	Mill and Overlay	100
Taxiway Charlie	310	AC	95,400	$545,306.47	52	Mill and Overlay	100
Taxiway Charlie	311	AAC	4,165	$26,197.85	43	Mill and Overlay	100
Taxiway Charlie	315	AAC	2,512	$25,006.97	35	Reconstruction	100
Taxiway Delta	405	AC	14,738	$92,702.03	50	Mill and Overlay	100
Taxiway Delta	410	AAC	11,650	$63,247.86	53	Mill and Overlay	100
			Total	**$7,560,784.44**	**42**		**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	$53,804.76	$7,560,784.45	$7,614,589.21
2012	$42,071.39	$0.00	$42,071.39
2013	$50,195.98	$17,698.81	$67,894.79
2014	$57,416.35	$31,528.35	$88,944.71
2015	$70,829.26	$0.00	$70,829.26
2016	$91,286.01	$0.00	$91,286.01
2017	$123,727.31	$0.00	$123,727.31
2018	$161,176.46	$0.00	$161,176.46
2019	$212,373.93	$7,887.92	$220,261.85
2020	$200,207.14	$567,480.41	$767,687.55
Total	**$1,063,088.59**	**$8,185,379.94**	**$9,248,468.54**

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 66 in 2011 to 83 in 2020. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Palatka Municipal 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 Palatka Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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

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

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, MACTEC Engineering and Consulting and All About Pavements, Inc., to 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.

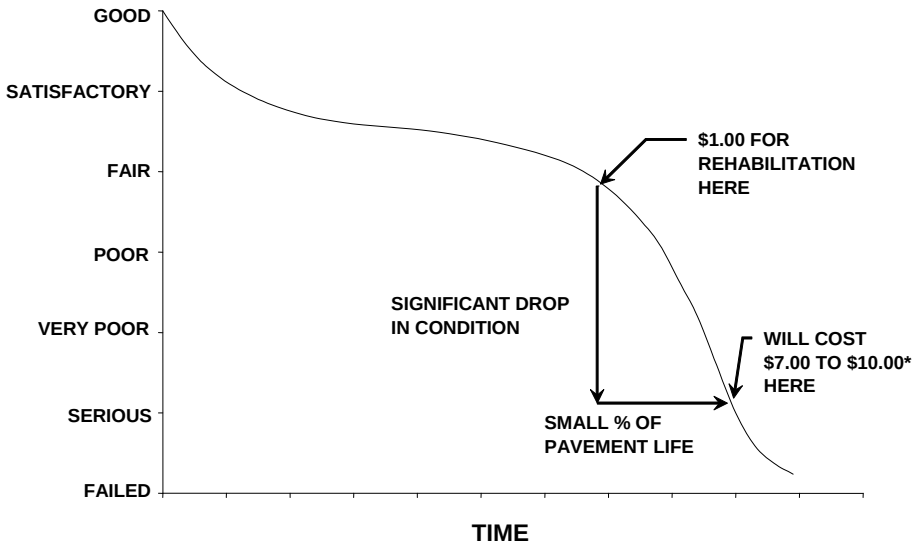
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Palatka Municipal Airport (28J) is located two miles northwest of Palatka, Florida and has a six member City Commission made up of the City Mayor, City Vice Mayor, City Manager, and three Commissioners. The airport focuses primarily on recreational/sport activities, flight training, and law enforcement and is served by three runways. The two intersecting runways are Runway 17-35 and Runway 9-27. The third runway is Runway 12-30. All runways are served by full-length parallel taxiways.

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

The airport was opened in 1938 with a total of 214 acres. In 1942, the U.S. Navy acquired the airport from the city under a government lease. The airport was renamed "Kay Larkin Field" after a local pilot who was killed during World War II. In 1942, the airfield was returned to the city of Palatka.

This airport is designated as a General Aviation (GA) airport and is located in District 2 of the Florida Department of Transportation.

2.1 Network Definition

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

2.1.1 *Branch Section Identification*

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

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

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

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2011 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent

construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

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

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

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

Construction Year	Location	Work Type / Pavement Section
2008	Taxiway Bravo	Rehabilitation
2009	Runway 17-35	Re-paving
2009	Taxiway Charlie 2	New Construction
2009	Apron at North T-Hangars	New Construction
2010	Main Ramp	Rehabilitation

2.2 Pavement Inventory

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

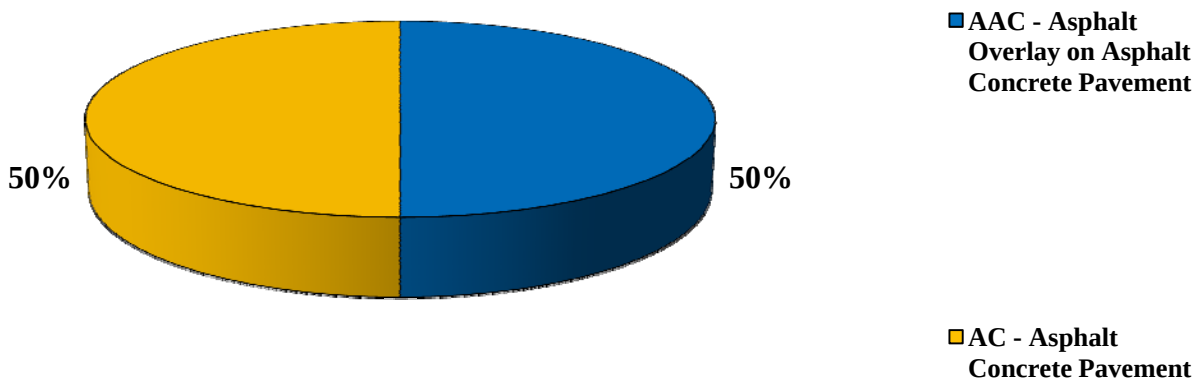
The total airfield pavement area in 2011 at Palatka Municipal Airport is 2,042,838 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,050,841	51%
Taxiway	690,414	34%
Apron	301,583	15%
All (Weighted)	**2,042,838**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Apron	AP	4105	35,500	P	AC	1/1/1966	0	7
Apron	AP	4110	76,947	P	AAC	7/1/2010	3	16
Apron	AP	4115	71,412	P	AAC	7/1/2010	1	15
Apron at East T-Hangar	AP E T-HAN	4305	18,300	P	AC	12/25/1999	2	9
Apron at East T-Hangar	AP E T-HAN	4310	9,949	P	AC	7/1/2009	0	2
Apron at North T-Hangars	AP N T-HAN	4205	43,075	P	AC	12/25/1999	3	17
Apron at North T-Hangars	AP N T-HAN	4210	46,400	P	AC	12/25/1999	2	9
Runway 12-30	RW 12-30	6305	7,500	T	AC	1/1/1942	1	2
Runway 12-30	RW 12-30	6310	23,250	S	AC	1/1/1984	2	8
Runway 12-30	RW 12-30	6315	138,750	S	AC	1/1/1942	7	37
Runway 12-30	RW 12-30	6316	25,125	S	AC	1/1/1986	3	8
Runway 17-35	RW 17-35	6205	243,003	S	AAC	7/1/2009	0	65
Runway 17-35	RW 17-35	6210	14,462	S	AAC	7/1/2009	0	4
Runway 9-27	RW 9-27	6105	255,251	P	AAC	1/1/1994	14	51
Runway 9-27	RW 9-27	6110	240,000	P	AAC	1/1/1994	10	48
Runway 9-27	RW 9-27	6115	103,500	P	AC	1/1/2004	5	21
Taxiway Alpha	TW A	100	57,500	T	AC	1/1/2003	3	13
Taxiway Alpha	TW A	105	147,200	P	AC	1/1/2006	5	38
Taxiway Alpha	TW A	107	5,200	P	AC	1/1/2006	1	2
Taxiway Alpha	TW A	110	61,800	P	AC	1/1/2006	3	16
Taxiway Alpha	TW A	115	6,414	P	AAC	1/1/2005	1	2
Taxiway Alpha	TW A	120	2,394	P	AC	1/1/2006	1	1
Taxiway Alpha	TW A	125	14,868	P	AC	1/1/2006	1	3
Taxiway Bravo	TW B	205	72,489	P	AAC	7/1/2008	2	18
Taxiway Bravo	TW B	210	30,918	P	AC	7/1/2008	2	6
Taxiway Bravo	TW B	215	20,015	P	AC	7/1/2008	1	4
Taxiway Bravo	TW B	705	43,682	P	AC	1/1/1942	2	9
Taxiway Bravo	TW B	2003	2,812	P	AAC	1/1/2006	1	1
Taxiway Bravo	TW B	2005	11,093	P	AC	1/1/2006	1	3
Taxiway Bravo	TW B	2008	5,783	P	AAC	7/1/2008	0	1
Taxiway Charlie	TW C	304	8,848	P	AAC	7/1/2010	2	2
Taxiway Charlie	TW C	305	41,857	P	AC	1/1/1983	3	11
Taxiway Charlie	TW C	306	6,765	P	AAC	7/1/2010	0	2
Taxiway Charlie	TW C	310	95,400	P	AC	1/1/1986	4	23
Taxiway Charlie	TW C	311	4,165	P	AAC	1/1/1994	1	1

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

Branch Name	Branch ID	Section ID	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway Charlie	TW C	315	2,512	P	AAC	1/1/1994	1	1
Taxiway Charlie 2	TW C2	320	22,311	P	AC	7/1/2009	2	5
Taxiway Delta	TW D	405	14,738	P	AC	1/1/1986	1	3
Taxiway Delta	TW D	410	11,650	P	AAC	7/1/2010	1	2

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

A PCI survey is performed by measuring the amount and severity of pavement distresses, which are caused by traffic load, climate, and other factors, observed within a sample unit. This data is imported into MicroPAVER, which calculates PCI values for the pavement sections. Tables 3-1 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 Palatka Municipal 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 Palatka Municipal Airport is 66, representing a Fair overall network condition.

The Asphalt Concrete pavement condition of all three runways varied significantly between them. Runway 17-35 had been recently repaved in 2009 and was in a good condition. Runway 9-27 exhibited low to medium severity weathering and raveling, low to medium severity longitudinal and transversal cracking, and low severity swelling and corrugations. Runway 12-30 exhibited the poorest conditions, with low to high severity weathering and raveling, low to high severity block cracking, low to medium severity longitudinal and transversal cracking, low to medium severity patching, and medium severity alligator cracking.

Taxiways throughout the airfield exhibited mostly low to high severity weathering and raveling. The end of Taxiway Bravo that has not been overlaid also showed evidence of low to medium severity block cracking, low to medium severity patching and medium severity alligator cracking.

Aprons showed similar conditions as the Taxiways, with low to high severity weathering and raveling as the most predominant distress, in addition to low to medium severity patching, and small areas of low severity longitudinal and transversal cracking.

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 Palatka Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

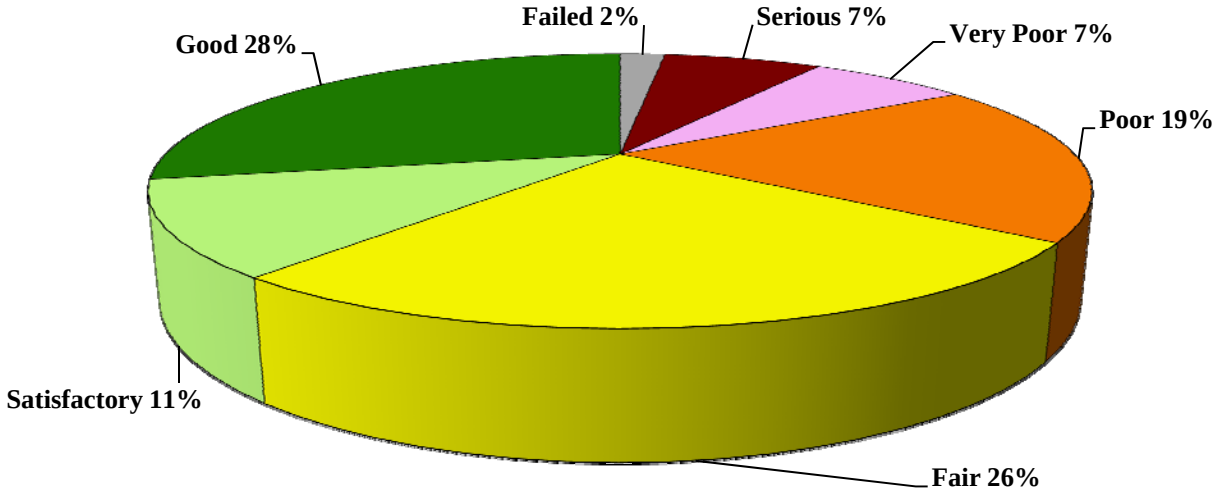


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	562,887	28%
Satisfactory	231,409	11%
Fair	533,870	26%
Poor	384,035	19%
Very Poor	140,705	7%
Serious	146,250	7%
Failed	43,682	2%

Approximately 39% of the network is in Good and Satisfactory condition while 9% of the network is in Serious and Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

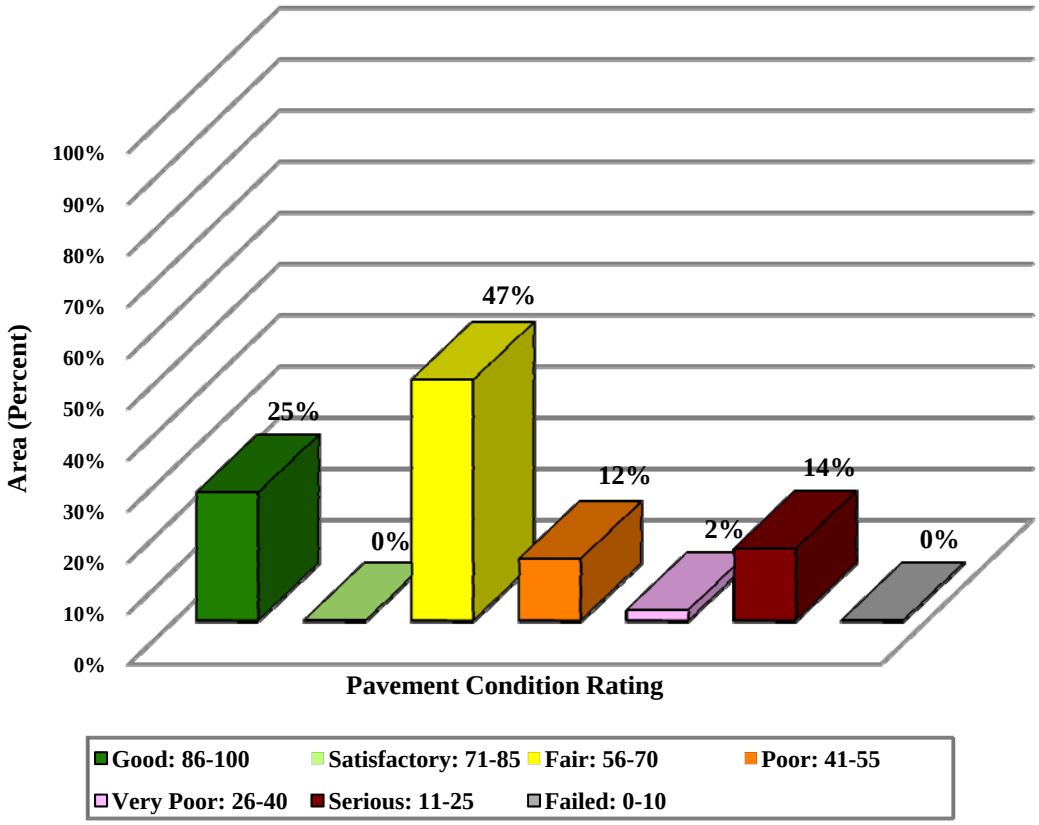
Table 3-2: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	65	Fair
Taxiway	66	Fair
Apron	71	Satisfactory
All (Weighted)	**66**	Fair

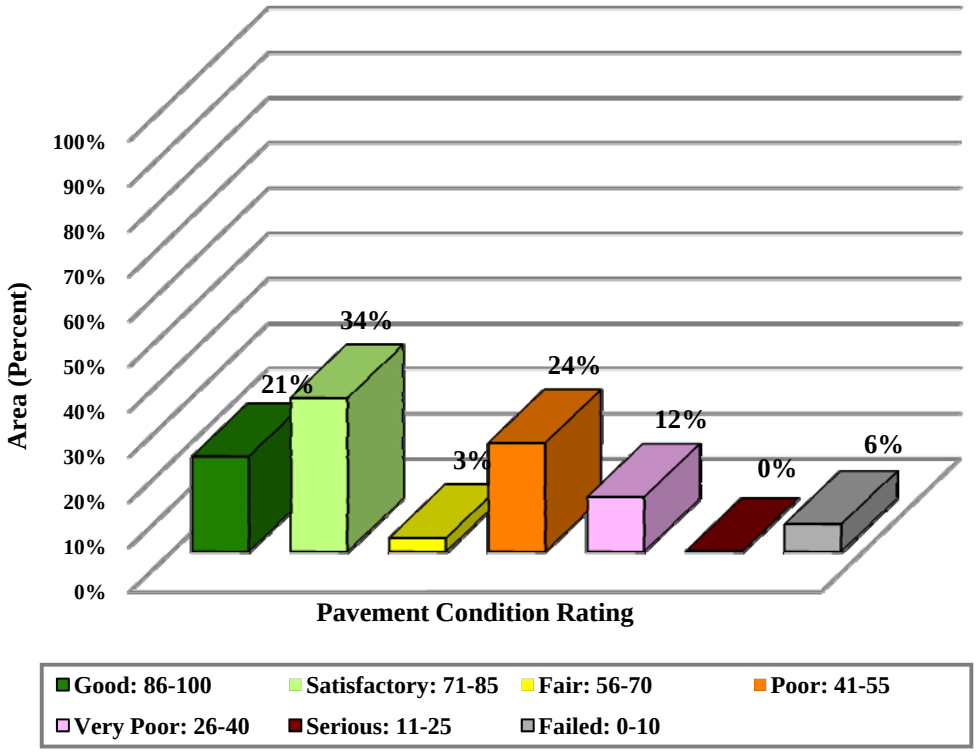
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

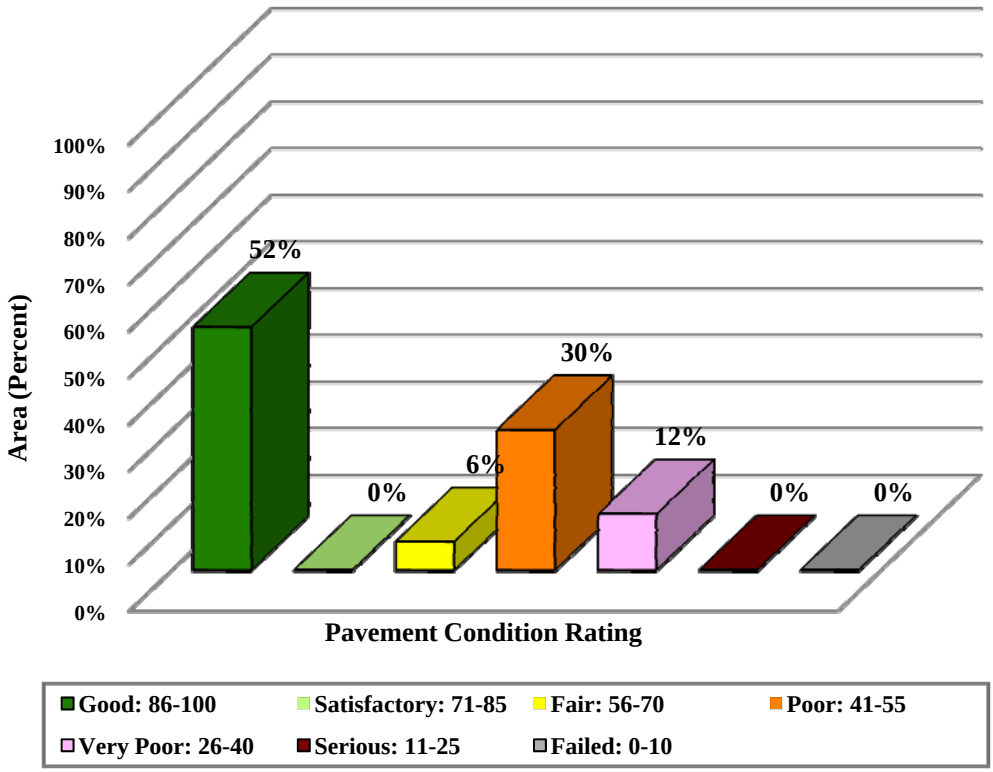
(a) Runway



(b) Taxiway



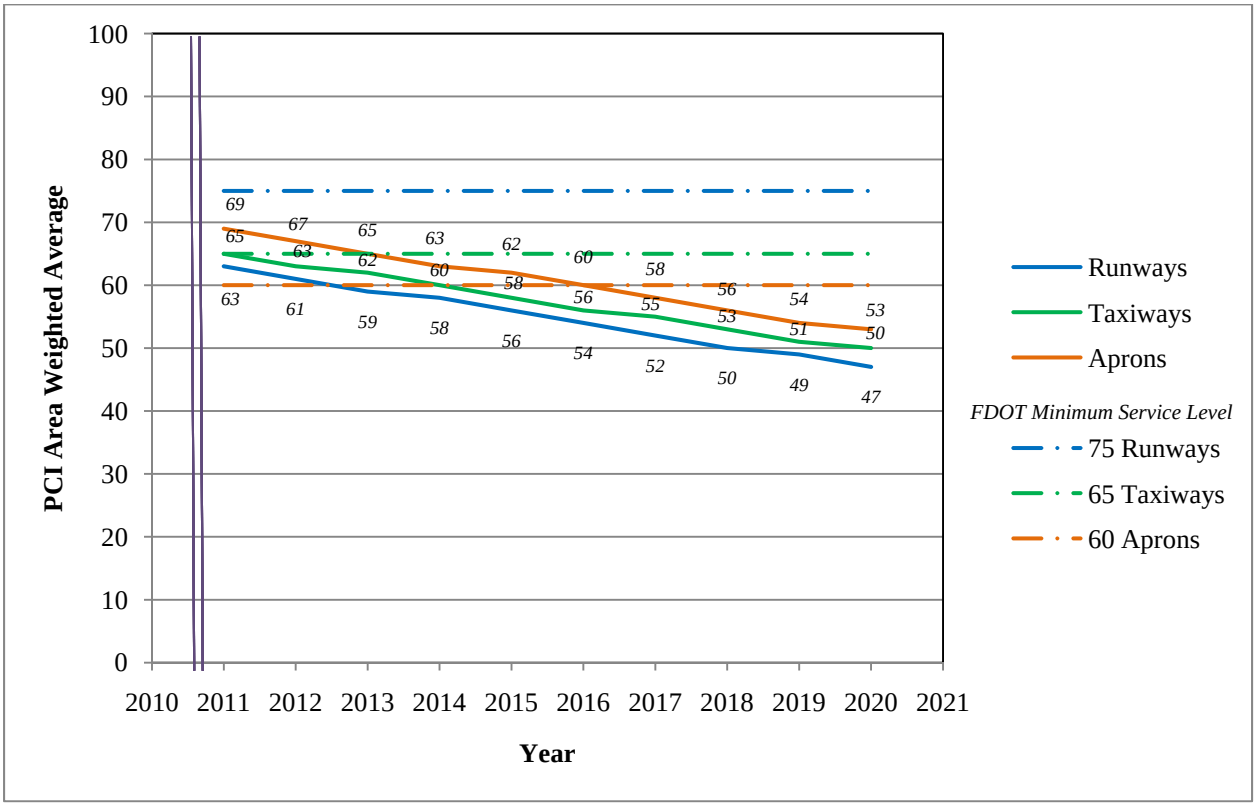
(c) Apron



4. PAVEMENT CONDITION PREDICTION

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

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	AC	35,500	$483,510.16	19	Reconstruction	100
Apron at East T-Hangar	4305	AC	18,300	$42,602.43	64	Mill and Overlay	100
Apron at North T-Hangars	4205	AC	43,075	$270,941.77	50	Mill and Overlay	100
Apron at North T-Hangars	4210	AC	46,400	$278,539.23	51	Mill and Overlay	100
Runway 12-30	6305	AC	7,500	$102,150.03	12	Reconstruction	100
Runway 12-30	6310	AC	23,250	$146,242.51	46	Mill and Overlay	100
Runway 12-30	6315	AC	138,750	$1,889,775.61	25	Reconstruction	100
Runway 12-30	6316	AC	25,125	$342,202.61	27	Reconstruction	100
Runway 9-27	6105	AAC	255,251	$594,224.70	64	Mill and Overlay	100
Runway 9-27	6110	AAC	240,000	$624,240.38	63	Mill and Overlay	100
Runway 9-27	6115	AC	103,500	$532,197.14	54	Mill and Overlay	100
Taxiway Alpha	100	AC	57,500	$445,970.11	38	Reconstruction	100
Taxiway Alpha	107	AC	5,200	$63,200.82	32	Reconstruction	100
Taxiway Alpha	125	AC	14,868	$126,214.49	37	Reconstruction	100
Taxiway Bravo	2003	AAC	2,812	$8,081.69	62	Mill and Overlay	100
Taxiway Bravo	705	AC	43,682	$594,949.03	10	Reconstruction	100
Taxiway Charlie	305	AC	41,857	$263,280.55	45	Mill and Overlay	100
Taxiway Charlie	310	AC	95,400	$545,306.47	52	Mill and Overlay	100
Taxiway Charlie	311	AAC	4,165	$26,197.85	43	Mill and Overlay	100
Taxiway Charlie	315	AAC	2,512	$25,006.97	35	Reconstruction	100
Taxiway Delta	405	AC	14,738	$92,702.03	50	Mill and Overlay	100
Taxiway Delta	410	AAC	11,650	$63,247.86	53	Mill and Overlay	100
			Total	**$7,560,784.44**	**42**		**100**

* Costs are adjusted for inflation.

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	AC	35,500	$483,510.16	19	Reconstruction	100
Apron at East T-Hangar	4305	AC	18,300	$11,895.00	64	Microsurfacing	100
Apron at North T-Hangars	4205	AC	43,075	$27,998.75	50	Microsurfacing	100
Apron at North T-Hangars	4210	AC	46,400	$30,160.00	51	Microsurfacing	100
Runway 12-30	6305	AC	7,500	$102,150.03	12	Reconstruction	100
Runway 12-30	6310	AC	23,250	$15,112.50	46	Microsurfacing	100
Runway 12-30	6315	AC	138,750	$1,889,775.61	25	Reconstruction	100
Runway 12-30	6316	AC	25,125	$342,202.61	27	Reconstruction	100
Runway 9-27	6105	AAC	255,251	$165,913.15	64	Microsurfacing	100
Runway 9-27	6110	AAC	240,000	$156,000.00	63	Microsurfacing	100
Runway 9-27	6115	AC	103,500	$67,275.00	54	Microsurfacing	100
Taxiway Alpha	100	AC	57,500	$445,970.11	38	Reconstruction	100
Taxiway Alpha	107	AC	5,200	$63,200.82	32	Reconstruction	100
Taxiway Alpha	125	AC	14,868	$126,214.49	37	Reconstruction	100
Taxiway Bravo	2003	AAC	2,812	$1,827.80	62	Microsurfacing	100
Taxiway Bravo	705	AC	43,682	$594,949.03	10	Reconstruction	100
Taxiway Charlie	305	AC	41,857	$27,207.05	45	Microsurfacing	100
Taxiway Charlie	310	AC	95,400	$62,010.00	52	Microsurfacing	100
Taxiway Charlie	311	AAC	4,165	$2,707.25	43	Microsurfacing	100
Taxiway Charlie	315	AAC	2,512	$25,006.97	35	Reconstruction	100
Taxiway Delta	405	AC	14,738	$9,579.70	50	Microsurfacing	100
Taxiway Delta	410	AAC	11,650	$7,572.50	53	Microsurfacing	100
			Total	**$4,658,238.53**	**42**		**100**

* Costs are adjusted for inflation.

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

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Apron	AP	4105	PATCHING	M	Patching - AC Deep	439.90	SqFt	$4.90	$2,155.70
Apron	AP	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	35,044.20	SqFt	$0.40	$14,017.81
Apron	AP	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	30,467.70	SqFt	$0.40	$12,187.19
Apron	AP	4110	WEATH/RAVEL	M	Surface Seal - Coat Tar	297.70	SqFt	$0.40	$119.06
Apron at East T-Hangar	AP E T-HAN	4305	WEATH/RAVEL	M	Surface Seal - Coat Tar	170.80	SqFt	$0.40	$68.32
Apron at East T-Hangar	AP E T-HAN	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,092.60	SqFt	$0.40	$7,237.10
Apron at North T-Hangars	AP N T-HAN	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,723.00	SqFt	$0.40	$689.21
Apron at North T-Hangars	AP N T-HAN	4205	WEATH/RAVEL	H	Microsurfacing - AC	3,569.10	SqFt	$0.65	$2,319.88
Apron at North T-Hangars	AP N T-HAN	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	43,936.50	SqFt	$0.40	$17,574.75
Apron at North T-Hangars	AP N T-HAN	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45,628.60	SqFt	$0.40	$18,251.59
Apron at North T-Hangars	AP N T-HAN	4210	WEATH/RAVEL	M	Surface Seal - Coat Tar	8,398.40	SqFt	$0.40	$3,359.39
Apron at North T-Hangars	AP N T-HAN	4210	WEATH/RAVEL	H	Microsurfacing - AC	261.00	SqFt	$0.65	$169.65
Runway 12-30	RW 12-30	6305	BLOCK CR	H	Crack Sealing - AC	1,524.00	Ft	$2.25	$3,429.00
Runway 12-30	RW 12-30	6305	BLOCK CR	M	Crack Sealing - AC	289.60	Ft	$2.25	$651.51
Runway 12-30	RW 12-30	6305	WEATH/RAVEL	M	Surface Seal - Coat Tar	7,500.00	SqFt	$0.40	$3,000.03
Runway 12-30	RW 12-30	6310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,825.00	SqFt	$0.40	$7,130.06
Runway 12-30	RW 12-30	6310	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,425.00	SqFt	$0.40	$2,170.02
Runway 12-30	RW 12-30	6315	PATCHING	M	Patching - AC Deep	830.80	SqFt	$4.90	$4,070.78
Runway 12-30	RW 12-30	6315	WEATH/RAVEL	M	Surface Seal - Coat Tar	69,216.40	SqFt	$0.40	$27,686.80
Runway 12-30	RW 12-30	6315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	67,963.70	SqFt	$0.40	$27,185.71
Runway 12-30	RW 12-30	6315	WEATH/RAVEL	H	Microsurfacing - AC	1,480.00	SqFt	$0.65	$961.99
Runway 12-30	RW 12-30	6315	BLOCK CR	M	Crack Sealing - AC	21,305.00	Ft	$2.25	$47,936.31
Runway 12-30	RW 12-30	6315	BLOCK CR	H	Crack Sealing - AC	612.20	Ft	$2.25	$1,377.48
Runway 12-30	RW 12-30	6315	ALLIGATOR CR	M	Patching - AC Deep	333.70	SqFt	$4.90	$1,635.22

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

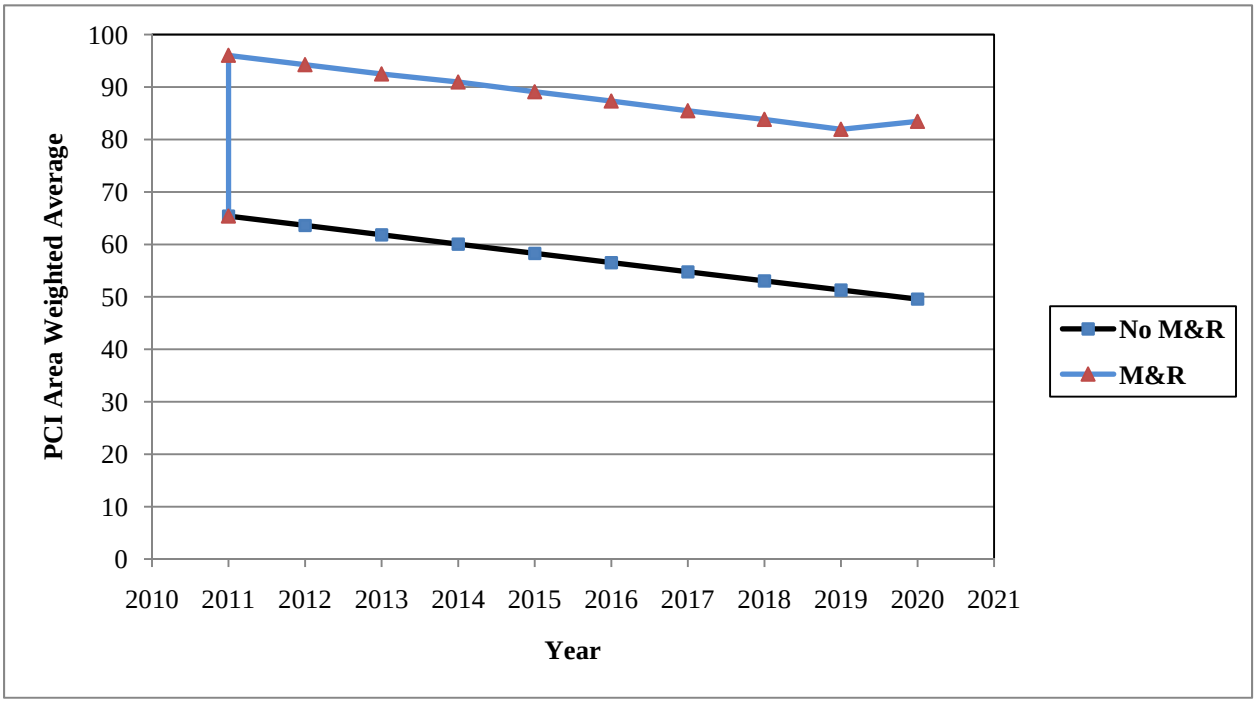
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 12-30	RW 12-30	6316	BLOCK CR	M	Crack Sealing - AC	2,099.30	Ft	$2.25	$4,723.52
Runway 12-30	RW 12-30	6316	WEATH/RAVEL	M	Surface Seal - Coat Tar	12,933.20	SqFt	$0.40	$5,173.34
Runway 12-30	RW 12-30	6316	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,304.20	SqFt	$0.40	$2,121.68
Runway 12-30	RW 12-30	6316	WEATH/RAVEL	H	Microsurfacing - AC	1,487.40	SqFt	$0.65	$966.80
Runway 12-30	RW 12-30	6316	BLOCK CR	H	Crack Sealing - AC	453.40	Ft	$2.25	$1,020.06
Runway 12-30	RW 12-30	6316	L & T CR	M	Crack Sealing - AC	111.70	Ft	$2.25	$251.25
Runway 9-27	RW 9-27	6105	L & T CR	M	Crack Sealing - AC	36.40	Ft	$2.25	$81.96
Runway 9-27	RW 9-27	6105	CORRUGATION	L	Patching - AC Deep	2,092.50	SqFt	$4.90	$10,253.35
Runway 9-27	RW 9-27	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	239,991.40	SqFt	$0.40	$95,997.37
Runway 9-27	RW 9-27	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	240,000.00	SqFt	$0.40	$96,000.80
Runway 9-27	RW 9-27	6110	L & T CR	M	Crack Sealing - AC	288.00	Ft	$2.25	$648.00
Runway 9-27	RW 9-27	6110	CORRUGATION	L	Patching - AC Deep	306.40	SqFt	$4.90	$1,501.13
Runway 9-27	RW 9-27	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	79,215.50	SqFt	$0.40	$31,686.48
Runway 9-27	RW 9-27	6115	WEATH/RAVEL	M	Surface Seal - Coat Tar	25,284.50	SqFt	$0.40	$10,113.87
Taxiway Alpha	TW A	100	WEATH/RAVEL	M	Surface Seal - Coat Tar	39,770.80	SqFt	$0.40	$15,908.47
Taxiway Alpha	TW A	100	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,729.20	SqFt	$0.40	$7,091.73
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	55,200.00	SqFt	$0.40	$22,080.18
Taxiway Alpha	TW A	107	WEATH/RAVEL	H	Microsurfacing - AC	108.30	SqFt	$0.65	$70.42
Taxiway Alpha	TW A	107	WEATH/RAVEL	L	Surface Seal - Rejuvenating	758.30	SqFt	$0.40	$303.34
Taxiway Alpha	TW A	107	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,333.30	SqFt	$0.40	$1,733.35
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,222.50	SqFt	$0.40	$6,489.05
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,414.00	SqFt	$0.40	$2,565.62
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	821.50	SqFt	$0.40	$328.59
Taxiway Alpha	TW A	125	WEATH/RAVEL	M	Surface Seal - Coat Tar	10,169.70	SqFt	$0.40	$4,067.92

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Alpha	TW A	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,698.30	SqFt	$0.40	$1,879.33
Taxiway Bravo	TW B	2003	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,812.00	SqFt	$0.40	$1,124.81
Taxiway Bravo	TW B	2005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,472.80	SqFt	$0.40	$7,389.18
Taxiway Bravo	TW B	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,832.00	SqFt	$0.40	$2,332.82
Taxiway Bravo	TW B	705	BLOCK CR	M	Crack Sealing - AC	9,875.50	Ft	$2.25	$22,219.95
Taxiway Bravo	TW B	705	WEATH/RAVEL	M	Surface Seal - Coat Tar	30,960.00	SqFt	$0.40	$12,384.10
Taxiway Bravo	TW B	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,600.00	SqFt	$0.40	$1,440.01
Taxiway Bravo	TW B	705	WEATH/RAVEL	H	Microsurfacing - AC	1,080.00	SqFt	$0.65	$702.00
Taxiway Bravo	TW B	705	ALLIGATOR CR	M	Patching - AC Deep	1,349.80	SqFt	$4.90	$6,613.90
Taxiway Bravo	TW B	705	PATCHING	M	Patching - AC Deep	64.10	SqFt	$4.90	$314.33
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,526.70	SqFt	$0.40	$10,210.77
Taxiway Charlie	TW C	305	WEATH/RAVEL	M	Surface Seal - Coat Tar	22,673.30	SqFt	$0.40	$9,069.39
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	69,880.50	SqFt	$0.40	$27,952.43
Taxiway Charlie	TW C	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	20,988.00	SqFt	$0.40	$8,395.27
Taxiway Charlie	TW C	311	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,401.70	SqFt	$0.40	$560.68
Taxiway Charlie	TW C	311	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,763.30	SqFt	$0.40	$1,105.34
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,004.80	SqFt	$0.40	$401.92
Taxiway Charlie	TW C	315	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,507.20	SqFt	$0.40	$602.89
Taxiway Charlie 2	TW C2	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	782.60	SqFt	$0.40	$313.06
Taxiway	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,078.10	SqFt	$0.40	$7,231.31
Taxiway	TW D	405	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,171.90	SqFt	$0.40	$1,668.76
Taxiway	TW D	410	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,000.00	SqFt	$0.40	$800.01
Taxiway	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,000.00	SqFt	$0.40	$2,400.02
								Total =	$653,675.12

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 66 in 2011 to 50 in ten years if no M&R activities are performed.
- The PCI will remain at or above 82 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 83 with this scenario is 33 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $8.2 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$53,804.76	$7,560,784.45	$7,614,589.21
2012	$42,071.39	$0.00	$42,071.39
2013	$50,195.98	$17,698.81	$67,894.79
2014	$57,416.35	$31,528.35	$88,944.71
2015	$70,829.26	$0.00	$70,829.26
2016	$91,286.01	$0.00	$91,286.01
2017	$123,727.31	$0.00	$123,727.31
2018	$161,176.46	$0.00	$161,176.46
2019	$212,373.93	$7,887.92	$220,261.85
2020	$200,207.14	$567,480.41	$767,687.55
Total	**$1,063,088.59**	**$8,185,379.94**	**$9,248,468.54**

Note: Costs are adjusted for inflation.

Approximately 92% 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:

- **Apron** – Asphalt pavement reconstruction activity per the FAA P-401 Specification.
- **Apron at East T-Hangar** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Apron at North T-Hangar** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Runway 12-30** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Runway 9-27** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.

- **Taxiway Alpha** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Bravo** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Charlie** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

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

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

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

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

- **Apron** – Asphalt pavement reconstruction activity per the FAA P-401 Specification.
- **Apron at East T-Hangar** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Apron at North T-Hangar** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Runway 12-30** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Runway 9-27** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Bravo** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Charlie** – Asphalt pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification.

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

APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

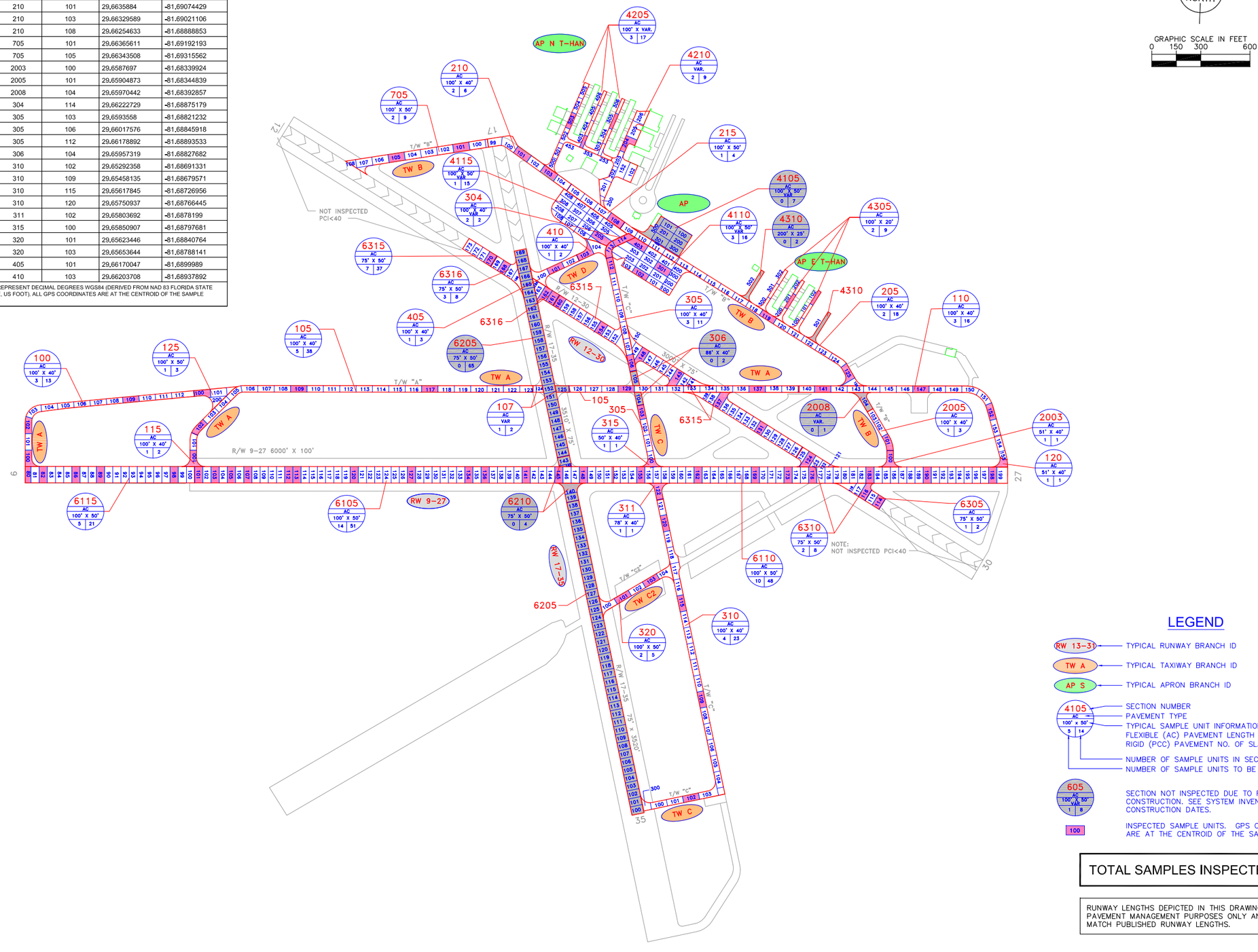
WORK HISTORY REPORT

GPS COORDINATES - PALATKA MUNICIPAL-LT. KAY LARKIN FIELD				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP	4105	201	29,66238289	-81,68793333
AP	4110	102	29,66167975	-81,68836317
AP	4110	301	29,66177079	-81,68794263
AP	4110	403	29,66215725	-81,688407
AP	4115	205	29,66225248	-81,68918034
AP	4115	307	29,66266719	-81,68962592
AP E T-HAN	4305	201	29,66133462	-81,68546057
AP E T-HAN	4310	501	29,66091078	-81,68486738
AP N T-HAN	4205	305	29,66421516	-81,68901563
AP N T-HAN	4205	403	29,66384617	-81,68957699
AP N T-HAN	4205	503	29,6641897	-81,68984065
AP N T-HAN	4210	204	29,66384333	-81,68876691
RW 12-30	6310	114	29,65803829	-81,68357855
RW 12-30	6310	116	29,65819846	-81,6838367
RW 12-30	6310	124	29,65869893	-81,68495898
RW 12-30	6315	131	29,65918232	-81,68591195
RW 12-30	6315	137	29,65961081	-81,68671969
RW 12-30	6315	143	29,65996551	-81,68757485
RW 12-30	6315	148	29,66027981	-81,68827546
RW 12-30	6315	154	29,66073004	-81,68906923
RW 12-30	6315	160	29,66113379	-81,68989289
RW 12-30	6316	161	29,66120108	-81,69003017
RW 12-30	6316	162	29,66123935	-81,69018609
RW 12-30	6316	168	29,6616721	-81,69099111
RW 12-30	6316	170	29,66180668	-81,69126566
RW 17-35	6205	101	29,65281261	-81,68797617
RW 17-35	6205	107	29,65361115	-81,68821317
RW 17-35	6205	111	29,6541435	-81,68837116
RW 17-35	6205	118	29,65507513	-81,68864765
RW 17-35	6205	123	29,65574058	-81,68884515
RW 17-35	6205	126	29,65613984	-81,68896365
RW 17-35	6205	130	29,6566722	-81,68912165
RW 17-35	6205	135	29,65733765	-81,68931915
RW 17-35	6205	144	29,65861566	-81,68969794
RW 17-35	6205	148	29,65914543	-81,68985491
RW 17-35	6205	154	29,65994396	-81,69009196
RW 17-35	6205	161	29,66087557	-81,69036851
RW 17-35	6205	167	29,66167409	-81,69060557
RW 17-35	6210	140	29,658015	-81,68951081
RW 9-27	6105	101	29,65795081	-81,69666635
RW 9-27	6105	103	29,65796448	-81,69635101
RW 9-27	6105	105	29,65797744	-81,69603654
RW 9-27	6105	107	29,6579904	-81,69572206
RW 9-27	6105	112	29,65802279	-81,69493587
RW 9-27	6110	155	29,65830121	-81,68817457
RW 9-27	6110	162	29,6583465	-81,68707389
RW 9-27	6110	169	29,65839178	-81,68597321
RW 9-27	6110	173	29,65841765	-81,68534425
RW 9-27	6110	176	29,65843705	-81,68487252
RW 9-27	6110	183	29,65848231	-81,68377184
RW 9-27	6110	190	29,65852757	-81,68267116
RW 9-27	6110	198	29,65857928	-81,68141323
RW 9-27	6115	80	29,65781649	-81,69994418
RW 9-27	6115	82	29,65782769	-81,69965303
RW 9-27	6115	86	29,65785428	-81,69902407
RW 9-27	6115	89	29,65787373	-81,69855235
RW 9-27	6115	98	29,65793207	-81,69713721
RW 9-27	6115	113	29,65802927	-81,69477863
RW 9-27	6115	120	29,65807462	-81,69367795
RW 9-27	6115	127	29,65811995	-81,69257728
RW 9-27	6115	134	29,65816528	-81,6914766
RW 9-27	6115	136	29,65817823	-81,69116212
RW 9-27	6115	141	29,6582106	-81,69037593
RW 9-27	6115	145	29,65823649	-81,68974697
RW 9-27	6115	148	29,65825591	-81,68927525
TW A	100	100	29,65809134	-81,69995089
TW A	100	102	29,6586467	-81,69998092
TW A	100	109	29,65916094	-81,69803689
TW A	105	102	29,6587484	-81,69669205
TW A	105	109	29,6594724	-81,69482219
TW A	105	117	29,65957606	-81,69230633
TW A	105	129	29,65973139	-81,68853252
TW A	105	137	29,65983491	-81,68601665
TW A	107	125	29,65968103	-81,68976236
TW A	110	141	29,65988665	-81,68475871
TW A	110	147	29,65996423	-81,68287179
TW A	110	152	29,65964362	-81,68150601
TW A	115	100	29,65821904	-81,69678487
TW A	120	155	29,65880669	-81,6812191

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

GPS COORDINATES - PALATKA MUNICIPAL-LT. KAY LARKIN FIELD				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW A	125	100	29,65932461	-81,69667246
TW B	205	113	29,66186481	-81,68752137
TW B	205	119	29,6610573	-81,68587407
TW B	205	125	29,66014386	-81,68425848
TW B	210	101	29,6635884	-81,69074429
TW B	210	103	29,66329589	-81,69021106
TW B	210	108	29,66254633	-81,68888853
TW B	705	101	29,66365611	-81,69192193
TW B	705	105	29,66343508	-81,69315562
TW B	2003	100	29,6587697	-81,68339924
TW B	2005	101	29,65904873	-81,68344839
TW B	2008	104	29,65970442	-81,68392857
TW C	304	114	29,66222729	-81,68875179
TW C	305	103	29,6593558	-81,68821232
TW C	305	106	29,66017576	-81,68845918
TW C	305	112	29,66178892	-81,68893533
TW C	306	104	29,65957319	-81,68827682
TW C	310	102	29,65292358	-81,68691331
TW C	310	109	29,65458135	-81,68679571
TW C	310	115	29,65617845	-81,68726956
TW C	310	120	29,65750937	-81,68766445
TW C	311	102	29,65803692	-81,6878199
TW C	315	100	29,65850907	-81,68797681
TW C2	320	101	29,65623446	-81,68840764
TW C2	320	103	29,65653644	-81,68788141
TW D	405	101	29,66170047	-81,6899989
TW D	410	103	29,66203708	-81,68937892

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



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 = 94

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

NUMBER	DATE	REVISIONS

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

PLOTTED: July 14, 2011 – 3:13 PM, BY: Burton, George

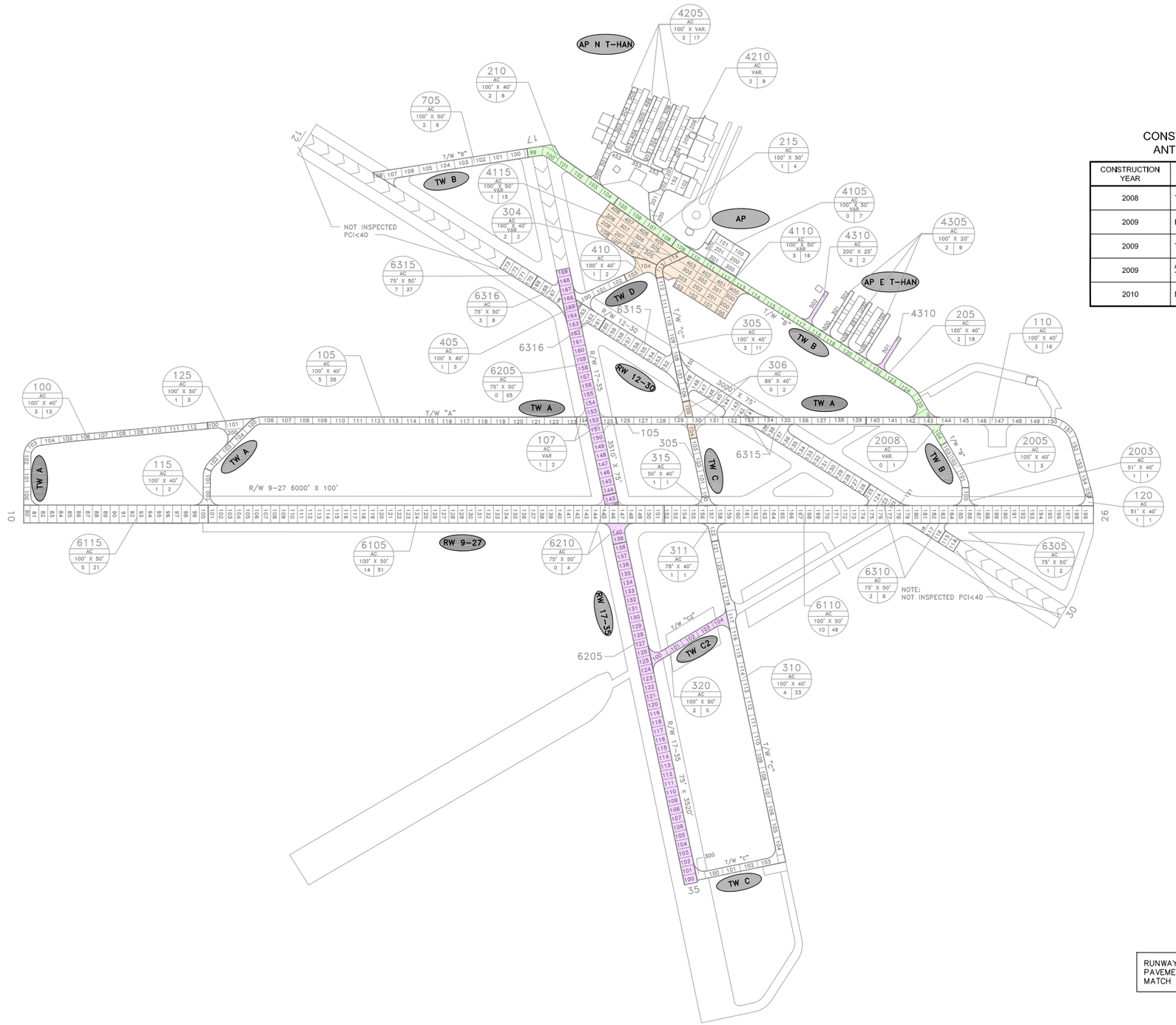
NETWORK DEFINITION MAP

PALATKA MUNICIPAL-LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER 28J

FDOT DISTRICT 2



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2008	TAXIWAY B	REHABILITATION
2009	RUNWAY 17-35	RE-PAVING
2009	TAXIWAY C2	NEW CONSTRUCTION
2009	APRON AT NORTH T-HANGARS	NEW CONSTRUCTION
2010	MAIN RAMP	REHABILITATION

LEGEND

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

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

NUMBER	DATE	REVISIONS

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

PLOTTED: July 15, 2011 – 11:17 AM, BY: Burton, George

SYSTEM INVENTORY MAP

PALATKA MUNICIPAL-LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER 28J

FDOT DISTRICT 2

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Apron	AP	APRON	4105	177	200	35,500	P	AC	1/1/1966	10/27/2006	7
Apron	AP	APRON	4110	400	200	76,947	P	AAC	7/1/2010	3/22/2011	16
Apron	AP	APRON	4115	400	180	71,412	P	AAC	7/1/2010	3/22/2011	15
Apron at East T-Hangar	AP E T-HAN	APRON	4305	840	20	18,300	P	AC	12/25/1999	3/22/2011	9
Apron at East T-Hangar	AP E T-HAN	APRON	4310	400	25	9,949	P	AC	7/1/2009	7/1/2009	2
Apron at North T-Hangars	AP N T-HAN	APRON	4205	1615	25	43,075	P	AC	12/25/1999	3/22/2011	17
Apron at North T-Hangars	AP N T-HAN	APRON	4210	630	65	46,400	P	AC	12/25/1999	3/22/2011	9
Runway 12-30	RW 12-30	RUNWAY	6305	100	75	7,500	T	AC	1/1/1942	3/22/2011	2
Runway 12-30	RW 12-30	RUNWAY	6310	310	75	23,250	S	AC	1/1/1984	3/22/2011	8
Runway 12-30	RW 12-30	RUNWAY	6315	1850	75	138,750	S	AC	1/1/1942	3/22/2011	37
Runway 12-30	RW 12-30	RUNWAY	6316	335	75	25,125	S	AC	1/1/1986	3/22/2011	8
Runway 17-35	RW 17-35	RUNWAY	6205	3240	75	243,003	S	AAC	7/1/2009	7/1/2009	65
Runway 17-35	RW 17-35	RUNWAY	6210	172	75	14,462	S	AAC	7/1/2009	7/1/2009	4
Runway 9-27	RW 9-27	RUNWAY	6105	2550	100	255,251	P	AAC	1/1/1994	3/22/2011	51
Runway 9-27	RW 9-27	RUNWAY	6110	2400	100	240,000	P	AAC	1/1/1994	3/22/2011	48
Runway 9-27	RW 9-27	RUNWAY	6115	1045	100	103,500	P	AC	1/1/2004	3/22/2011	21
Taxiway Alpha	TW A	TAXIWAY	100	1150	50	57,500	T	AC	1/1/2003	3/22/2011	13
Taxiway Alpha	TW A	TAXIWAY	105	3680	40	147,200	P	AC	1/1/2006	3/22/2011	38
Taxiway Alpha	TW A	TAXIWAY	107	130	40	5,200	P	AC	1/1/2006	3/22/2011	2
Taxiway Alpha	TW A	TAXIWAY	110	1545	40	61,800	P	AC	1/1/2006	3/22/2011	16
Taxiway Alpha	TW A	TAXIWAY	115	160	40	6,414	P	AAC	1/1/2005	3/22/2011	2
Taxiway Alpha	TW A	TAXIWAY	120	60	40	2,394	P	AC	1/1/2006	3/22/2011	1
Taxiway Alpha	TW A	TAXIWAY	125	240	40	14,868	P	AC	1/1/2006	3/22/2011	3

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
Taxiway Bravo	TW B	TAXIWAY	205	1730	50	72,489	P	AAC	7/1/2008	3/22/2011	18
Taxiway Bravo	TW B	TAXIWAY	210	585	50	30,918	P	AC	7/1/2008	3/22/2011	6
Taxiway Bravo	TW B	TAXIWAY	215	400	50	20,015	P	AC	7/1/2008	3/22/2011	4
Taxiway Bravo	TW B	TAXIWAY	705	840	50	43,682	P	AC	1/1/1942	3/22/2011	9
Taxiway Bravo	TW B	TAXIWAY	2003	70	40	2,812	P	AAC	1/1/2006	3/22/2011	1
Taxiway Bravo	TW B	TAXIWAY	2005	280	40	11,093	P	AC	1/1/2006	3/22/2011	3
Taxiway Bravo	TW B	TAXIWAY	2008	125	40	5,783	P	AAC	7/1/2008	7/1/2008	1
Taxiway Charlie	TW C	TAXIWAY	304	222	40	8,848	P	AAC	7/1/2010	3/22/2011	2
Taxiway Charlie	TW C	TAXIWAY	305	1063	40	41,857	P	AC	1/1/1983	3/22/2011	11
Taxiway Charlie	TW C	TAXIWAY	306	172	40	6,765	P	AAC	7/1/2010	7/1/2010	2
Taxiway Charlie	TW C	TAXIWAY	310	2385	40	95,400	P	AC	1/1/1986	3/22/2011	23
Taxiway Charlie	TW C	TAXIWAY	311	104	40	4,165	P	AAC	1/1/1994	3/22/2011	1
Taxiway Charlie	TW C	TAXIWAY	315	63	40	2,512	P	AAC	1/1/1994	3/22/2011	1
Taxiway Charlie 2	TW C2	TAXIWAY	320	490	50	22,311	P	AC	7/1/2009	3/22/2011	5
Taxiway	TW D	TAXIWAY	405	295	40	14,738	P	AC	1/1/1986	3/22/2011	3
Taxiway	TW D	TAXIWAY	410	188	40	11,650	P	AAC	7/1/2010	3/22/2011	2

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

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

Network: 28J **Branch:** AP (APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1966 **Use:** APRON **Rank:** P **Length:** 177.50 Ft **Width:** 200.00 Ft **True Area:** 35,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1966	IMPORTED	BUILT			True	1966 AC PAVEMENT

Network: 28J **Branch:** AP (APRON) **Section:** 4110 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank:** P **Length:** 400.00 Ft **Width:** 200.00 Ft **True Area:** 76,947.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1989	IMPORTED	BUILT			True	ESTIMATE 1989 AC PAVEMENT

Network: 28J **Branch:** AP (APRON) **Section:** 4115 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank:** P **Length:** 400.00 Ft **Width:** 180.00 Ft **True Area:** 71,412.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	BUILT			True	ESTIMATE 1986 AC PAVEMENT

Network: 28J **Branch:** AP E T-HAN (APRON AT EAST T-HANGAR) **Section:** 4305 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 840.00 Ft **Width:** 20.00 Ft **True Area:** 18,300.00 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: 28J **Branch:** AP E T-HAN (APRON AT EAST T-HANGAR) **Section:** 4310 **Surface:** AC
L.C.D.: 07/01/2009 **Use:** APRON **Rank:** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 9,949.00 SqF

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

Network: 28J **Branch:** AP N T-HAN (APRON AT NORTH T-HANGARS) **Section:** 4205 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 1,615.00 Ft **Width:** 25.00 Ft **True Area:** 43,075.00 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: 28J **Branch:** AP N T-HAN (APRON AT NORTH T-HANGARS) **Section:** 4210 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 630.00 Ft **Width:** 65.00 Ft **True Area:** 46,400.00 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: 28J **Branch:** RW 12-30 (RUNWAY 12-30) **Section:** 6305 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** T **Length:** 100.00 Ft **Width:** 75.00 Ft **True Area:** 7,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	1942 AC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** RW 12-30 (RUNWAY 12-30) **Section:** 6310 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** RUNWAY **Rank:** S **Length:** 310.00 Ft **Width:** 75.00 Ft **True Area:** 23,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	ESTIMATE 1984 AC PAVEMENT

01/01/1984	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** RW 12-30 (RUNWAY 12-30) **Section:** 6315 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** S **Length:** 1,850.00 Ft **Width:** 75.00 Ft **True Area:** 138,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	1942 AC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** RW 12-30 (RUNWAY 12-30) **Section:** 6316 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** RUNWAY **Rank:** S **Length:** 335.00 Ft **Width:** 75.00 Ft **True Area:** 25,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT			True	1986 AC PAVEMENT

Network: 28J **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6205 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** RUNWAY **Rank:** S **Length:** 3,240.00 Ft **Width:** 75.00 Ft **True Area:** 243,003.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	BUILT		1.50	True	1986: 1.5" AC ON ?" LIME ROCK ON EXISTING 1942 9" LIME ROCK
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** RW 17-35 (RUNWAY 17-35) **Section:** 6210 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** RUNWAY **Rank:** S **Length:** 172.00 Ft **Width:** 75.00 Ft **True Area:** 14,462.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	BUILT			True	1982 AC PAVEMENT

Network: 28J **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank:** P **Length:** 2,550.00 Ft **Width:** 100.00 Ft **True Area:** 255,251.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		1.50	True	1994: 1.5" AC OVERLAY
01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1982	IMPORTED	BUILT		1.50	True	1982: 1.5" AC ON EXISTING LIMEROCK

Network: 28J **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank:** P **Length:** 2,400.00 Ft **Width:** 100.00 Ft **True Area:** 240,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		1.50	True	1994: 1.5" AC OVERLAY
01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1984	IMPORTED	OVERLAY			True	ESTIMATE 1984 AC PAVEMENT

Network: 28J **Branch:** RW 9-27 (RUNWAY 9-27) **Section:** 6115 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank:** P **Length:** 1,045.00 Ft **Width:** 100.00 Ft **True Area:** 103,500.00 SqF

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

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 100 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank:** T **Length:** 1,150.00 Ft **Width:** 50.00 Ft **True Area:** 57,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 3,680.00 Ft **Width:** 40.00 Ft **True Area:** 147,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON ?" LIME ROCK ON EXISTING +- 9" LIME ROCK

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 107 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 130.00 Ft **Width:** 40.00 Ft **True Area:** 5,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	BUILT			True	ASSUME: 1986 AC SURFACE PLACED ON EXISTING 1942 LIME ROCK BASE

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 1,545.00 Ft **Width:** 40.00 Ft **True Area:** 61,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON 8" LIME ROCK BASE
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** P **Length:** 160.35 Ft **Width:** 40.00 Ft **True Area:** 6,414.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1994	IMPORTED	OVERLAY			True	1994: AC OVERLAY FEATHERED FROM RUNWAY
01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON 9" LIMEROCK

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 59.85 Ft **Width:** 40.00 Ft **True Area:** 2,394.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1994	IMPORTED	OVERLAY			True	1994: AC OVERLAY FEATHERED FROM RUNWAY
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON 8" LIMEROCK

Network: 28J **Branch:** TW A (TAXIWAY A) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 Ft **Width:** 40.00 Ft **True Area:** 14,868.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	NC-AC	New Construction - AC	$0	0.00	True	

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 2003 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 70.30 Ft **Width:** 40.00 Ft **True Area:** 2,812.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	

01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1994	IMPORTED	OVERLAY			True	1994: AC OVERLAY
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON 2" LIMEROCK ON 9" EXISTNG LIMEROCK

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 2005 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank:** P **Length:** 280.00 Ft **Width:** 40.00 Ft **True Area:** 11.093.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON 2" PROPOSED LIME ROCK ON EXISTING +-9" LIME
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 2008 **Surface:** AAC
L.C.D.: 07/01/2008 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 Ft **Width:** 40.00 Ft **True Area:** 5.783.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2006	INITIAL	Initial Construction	$0	0.00	True	

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 205 **Surface:** AAC
L.C.D.: 07/01/2008 **Use:** TAXIWAY **Rank:** P **Length:** 1.730.00 Ft **Width:** 50.00 Ft **True Area:** 72.489.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON ?" LIME ROCK PLACED ON EXISTING +- 9" LIME R
01/01/1983	IMPORTED	OVERLAY			True	SOIL: SP

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 210 **Surface:** AC
L.C.D.: 07/01/2008 **Use:** TAXIWAY **Rank:** P **Length:** 585.00 Ft **Width:** 50.00 Ft **True Area:** 30.918.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	IMPORTED	BUILT			True	1942 AC ON LIME ROCK BASE

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 215 **Surface:** AC
L.C.D.: 07/01/2008 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 20.015.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	OVERLAY			True	ESTIMATE 1986 AC PAVEMENT
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1986	IMPORTED	BUILT			True	EMULSION SEAL

Network: 28J **Branch:** TW B (TAXIWAY B) **Section:** 705 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 840.00 Ft **Width:** 50.00 Ft **True Area:** 43.682.00 SqF

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

Network: 28J **Branch:** TW C (TAXIWAY C) **Section:** 304 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** TAXIWAY **Rank:** P **Length:** 222.00 Ft **Width:** 40.00 Ft **True Area:** 8,848.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	

01/01/1983	INITIAL	Initial Construction	$0	0.00	True	

Network: 28J **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank:** P **Length:** 1,063.00 Ft **Width:** 40.00 Ft **True Area:** 41,857.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5" RECYCLED AC ON ?" LIME ROCK ON EXISTING +- 9" LIME ROCK BAS

Network: 28J **Branch:** TW C (TAXIWAY C) **Section:** 306 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** TAXIWAY **Rank:** P **Length:** 172.00 Ft **Width:** 40.00 Ft **True Area:** 6,765.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	INITIAL	Initial Construction	$0	0.00	True	

Network: 28J **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 2,385.00 Ft **Width:** 40.00 Ft **True Area:** 95,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1986	IMPORTED	BUILT		1.50	True	1986: 1.5" AC ON ?" LIME ROCK ON EXISTING +- 9" LIME ROCK

Network: 28J **Branch:** TW C (TAXIWAY C) **Section:** 311 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank:** P **Length:** 104.12 Ft **Width:** 40.00 Ft **True Area:** 4,165.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1994	IMPORTED	OVERLAY			True	1994: AC OVERLAY
01/01/1983	IMPORTED	BUILT		1.50	True	1983: 1.5"" RECYCLED AC ON 9" LIMEROCK

Network: 28J **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank:** P **Length:** 62.80 Ft **Width:** 40.00 Ft **True Area:** 2,512.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY			True	1994: AC OVERLAY
01/01/1994	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1983	IMPORTED	BUILT		1.50	True	1983:1.5" RECYCLED AC ON 8" LIMEROCK

Network: 28J **Branch:** TW C2 (TAXIWAY C2) **Section:** 320 **Surface:** AC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank:** P **Length:** 490.00 Ft **Width:** 50.00 Ft **True Area:** 22,311.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	INITIAL	Initial Construction	$0	0.00	True	

Network: 28J **Branch:** TW D (TAXIWAY) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 295.00 Ft **Width:** 40.00 Ft **True Area:** 14,738.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT		1.50	True	1986: 1.5" AC ON ?" LIME ROCK ON EXISTING +- 9" EXISTING LIME ROCK
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP

Work History Report

Pavement Database:

Network: 28J **Branch:** TW D (TAXIWAY) **Section:** 410 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** TAXIWAY **Rank:** P **Length:** 188.00 Ft **Width:** 40.00 Ft **True Area:** 11,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

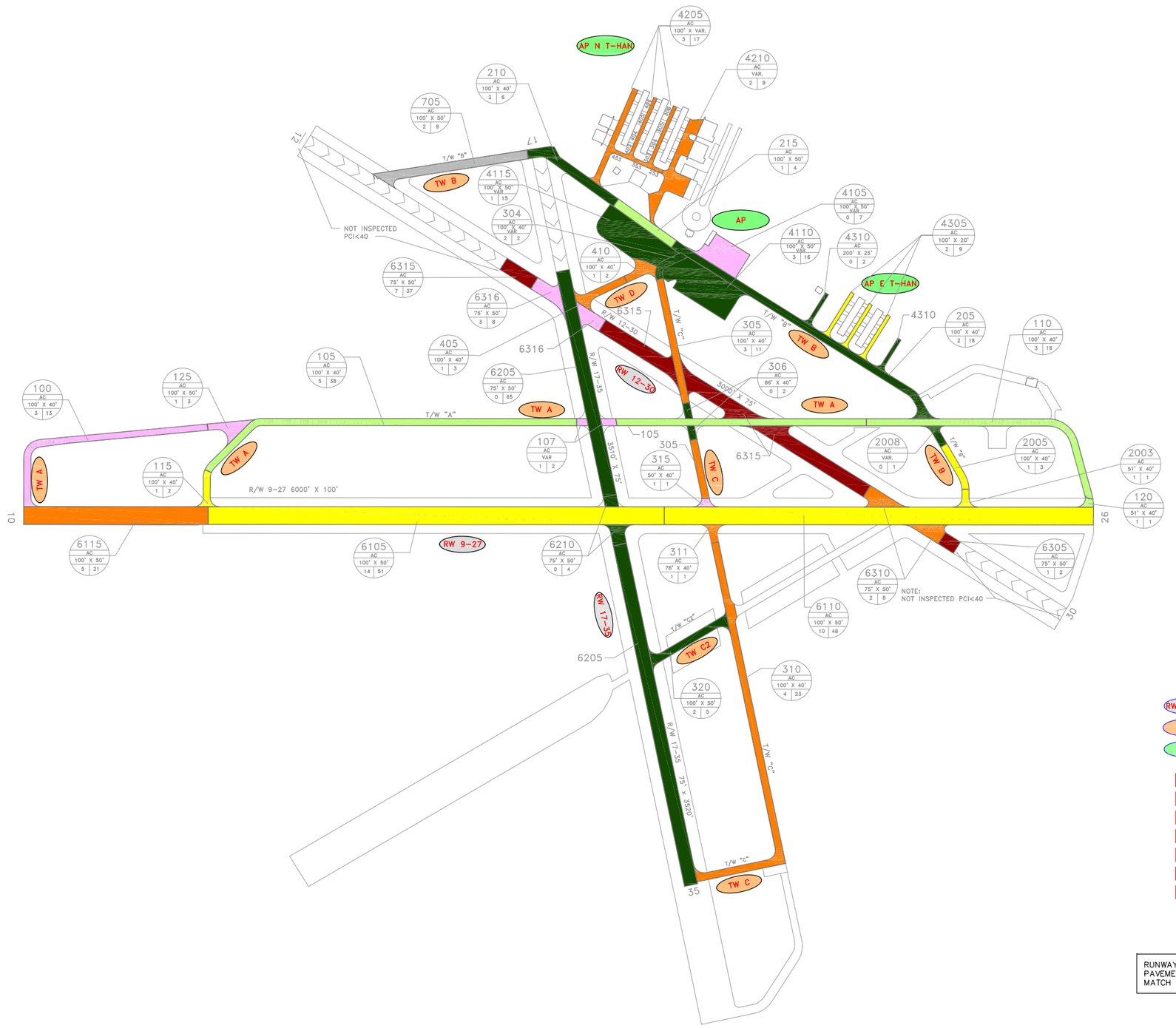
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	27	1,693,889.00	1.50	.00
Initial Construction	9	220,632.00	.00	.00
Mill and Overlay	18	799,205.00	.00	.00
New Construction - AC	3	128,317.00	.00	.00
OVERLAY	26	1,882,349.00	1.50	

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



LEGEND

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

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

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

PLOTTED: July 14, 2011 - 3:29 PM, BY: Burton, George

2011 CONDITION MAP

PALATKA MUNICIPAL-LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER 28J

FDOT DISTRICT 2

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Apron	AP	APRON	4105	35,500	P	AC	0	7	26	Very Poor
Apron	AP	APRON	4110	76,947	P	AAC	3	16	86	Good
Apron	AP	APRON	4115	71,412	P	AAC	1	15	100	Good
Apron at East T-Hangar	AP E T-HAN	APRON	4305	18,300	P	AC	2	9	64	Fair
Apron at East T-Hangar	AP E T-HAN	APRON	4310	9,949	P	AC	0	2	100	Good
Apron at North T-Hangars	AP N T-HAN	APRON	4205	43,075	P	AC	3	17	50	Poor
Apron at North T-Hangars	AP N T-HAN	APRON	4210	46,400	P	AC	2	9	51	Poor
Runway 12-30	RW 12-30	RUNWAY	6305	7,500	T	AC	1	2	12	Serious
Runway 12-30	RW 12-30	RUNWAY	6310	23,250	S	AC	2	8	46	Poor
Runway 12-30	RW 12-30	RUNWAY	6315	138,750	S	AC	7	37	25	Serious
Runway 12-30	RW 12-30	RUNWAY	6316	25,125	S	AC	3	8	27	Very Poor
Runway 17-35	RW 17-35	RUNWAY	6205	243,003	S	AAC	0	65	100	Good
Runway 17-35	RW 17-35	RUNWAY	6210	14,462	S	AAC	0	4	100	Good
Runway 9-27	RW 9-27	RUNWAY	6105	255,251	P	AAC	14	51	65	Fair
Runway 9-27	RW 9-27	RUNWAY	6110	240,000	P	AAC	10	48	64	Fair
Runway 9-27	RW 9-27	RUNWAY	6115	103,500	P	AC	5	21	54	Poor
Taxiway Alpha	TW A	TAXIWAY	100	57,500	T	AC	3	13	38	Very Poor
Taxiway Alpha	TW A	TAXIWAY	105	147,200	P	AC	5	38	79	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	107	5,200	P	AC	1	2	32	Very Poor
Taxiway Alpha	TW A	TAXIWAY	110	61,800	P	AC	3	16	81	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	115	6,414	P	AAC	1	2	67	Fair
Taxiway Alpha	TW A	TAXIWAY	120	2,394	P	AC	1	1	77	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	125	14,868	P	AC	1	3	37	Very Poor

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Bravo	TW B	TAXIWAY	205	72,489	P	AAC	2	18	97	Good
Taxiway Bravo	TW B	TAXIWAY	210	30,918	P	AC	2	6	97	Good
Taxiway Bravo	TW B	TAXIWAY	215	20,015	P	AC	1	4	79	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	705	43,682	P	AC	2	9	10	Failed
Taxiway Bravo	TW B	TAXIWAY	2003	2,812	P	AAC	1	1	62	Fair
Taxiway Bravo	TW B	TAXIWAY	2005	11,093	P	AC	1	3	69	Fair
Taxiway Bravo	TW B	TAXIWAY	2008	5,783	P	AAC	0	1	100	Good
Taxiway Charlie	TW C	TAXIWAY	304	8,848	P	AAC	2	2	100	Good
Taxiway Charlie	TW C	TAXIWAY	305	41,857	P	AC	3	11	45	Poor
Taxiway Charlie	TW C	TAXIWAY	306	6,765	P	AAC	0	2	100	Good
Taxiway Charlie	TW C	TAXIWAY	310	95,400	P	AC	4	23	52	Poor
Taxiway Charlie	TW C	TAXIWAY	311	4,165	P	AAC	1	1	43	Poor
Taxiway Charlie	TW C	TAXIWAY	315	2,512	P	AAC	1	1	35	Very Poor
Taxiway Charlie 2	TW C2	TAXIWAY	320	22,311	P	AC	2	5	93	Good
Taxiway Delta	TW D	TAXIWAY	405	14,738	P	AC	1	3	50	Poor
Taxiway Delta	TW D	TAXIWAY	410	11,650	P	AAC	1	2	53	Poor

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 6 /16/2011

Branch Condition Report

Pavement Database: NetworkID: 28J

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)	3	977.50	193.33	183,859.00	APRON	70.67	32.10	79.85
AP E T-HAN (APRON AT EAST T-HANGAR)	2	1,240.00	22.50	28,249.00	APRON	82.00	18.00	76.68
AP N T-HAN (APRON AT NORTH T-HANGARS)	2	2,245.00	45.00	89,475.00	APRON	50.50	0.50	50.52
RW 12-30 (RUNWAY 12-30)	4	2,595.00	75.00	194,625.00	RUNWAY	27.50	12.13	27.27
RW 17-35 (RUNWAY 17-35)	2	3,412.00	75.00	257,465.00	RUNWAY	100.00	0.00	100.00
RW 9-27 (RUNWAY 9-27)	3	5,995.00	100.00	598,751.00	RUNWAY	61.00	4.97	62.70
TW A (TAXIWAY A)	7	6,965.20	41.43	295,376.00	TAXIWAY	58.71	20.44	68.22
TW B (TAXIWAY B)	7	4,030.30	45.71	186,792.00	TAXIWAY	73.43	29.33	72.63
TW C (TAXIWAY C)	6	4,008.92	40.00	159,547.00	TAXIWAY	62.50	26.97	54.36
TW C2 (TAXIWAY C2)	1	490.00	50.00	22,311.00	TAXIWAY	93.00	0.00	93.00
TW D (TAXIWAY)	2	483.00	40.00	26,388.00	TAXIWAY	51.50	1.50	51.32

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	7	301,583.00	68.14	26.09	70.85
RUNWAY	9	1,050,841.00	54.78	29.53	65.27
TAXIWAY	23	690,414.00	65.04	25.77	66.36
All	39	2,042,838.00	63.23	27.16	66.47

STD = Standard Deviation

Date: 6 /16/2011

Section Condition Report

Pavement Database: *NetworkID: 28J*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1966	AC	APRON	P	0	35,500.00	10/27/2006	40	26.00
AP (APRON)	4110	07/01/2010	AAC	APRON	P	0	76,947.00	03/22/2011	1	86.00
AP (APRON)	4115	07/01/2010	AAC	APRON	P	0	71,412.00	03/22/2011	1	100.00
AP E T-HAN (APRON AT EAST T-HANGAR)	4305	12/25/1999	AC	APRON	P	0	18,300.00	03/22/2011	12	64.00
AP E T-HAN (APRON AT EAST T-HANGAR)	4310	07/01/2009	AC	APRON	P	0	9,949.00	07/01/2009	0	100.00
AP N T-HAN (APRON AT NORTH T-HANGARS)	4205	12/25/1999	AC	APRON	P	0	43,075.00	03/22/2011	12	50.00
AP N T-HAN (APRON AT NORTH T-HANGARS)	4210	12/25/1999	AC	APRON	P	0	46,400.00	03/22/2011	12	51.00
RW 12-30 (RUNWAY 12-30)	6305	01/01/1942	AC	RUNWAY	T	0	7,500.00	03/22/2011	69	12.00
RW 12-30 (RUNWAY 12-30)	6310	01/01/1984	AC	RUNWAY	S	0	23,250.00	03/22/2011	27	46.00
RW 12-30 (RUNWAY 12-30)	6315	01/01/1942	AC	RUNWAY	S	0	138,750.00	03/22/2011	69	25.00
RW 12-30 (RUNWAY 12-30)	6316	01/01/1986	AC	RUNWAY	S	0	25,125.00	03/22/2011	25	27.00
RW 17-35 (RUNWAY 17-35)	6205	07/01/2009	AAC	RUNWAY	S	0	243,003.00	07/01/2009	0	100.00
RW 17-35 (RUNWAY 17-35)	6210	07/01/2009	AAC	RUNWAY	S	0	14,462.00	07/01/2009	0	100.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/1994	AAC	RUNWAY	P	0	255,251.00	03/22/2011	17	65.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/1994	AAC	RUNWAY	P	0	240,000.00	03/22/2011	17	64.00
RW 9-27 (RUNWAY 9-27)	6115	01/01/2004	AC	RUNWAY	P	0	103,500.00	03/22/2011	7	54.00
TW A (TAXIWAY A)	100	01/01/2003	AC	TAXIWAY	T	0	57,500.00	03/22/2011	8	38.00
TW A (TAXIWAY A)	105	01/01/2006	AC	TAXIWAY	P	0	147,200.00	03/22/2011	5	79.00
TW A (TAXIWAY A)	107	01/01/2006	AC	TAXIWAY	P	0	5,200.00	03/22/2011	5	32.00
TW A (TAXIWAY A)	110	01/01/2006	AC	TAXIWAY	P	0	61,800.00	03/22/2011	5	81.00
TW A (TAXIWAY A)	115	01/01/2005	AAC	TAXIWAY	P	0	6,414.00	03/22/2011	6	67.00
TW A (TAXIWAY A)	120	01/01/2006	AC	TAXIWAY	P	0	2,394.00	03/22/2011	5	77.00
TW A (TAXIWAY A)	125	01/01/2006	AC	TAXIWAY	P	0	14,868.00	03/22/2011	5	37.00
TW B (TAXIWAY B)	2003	01/01/2006	AAC	TAXIWAY	P	0	2,812.00	03/22/2011	5	62.00
TW B (TAXIWAY B)	2005	01/01/2006	AC	TAXIWAY	P	0	11,093.00	03/22/2011	5	69.00
TW B (TAXIWAY B)	2008	07/01/2008	AAC	TAXIWAY	P	0	5,783.00	07/01/2008	0	100.00

Section Condition Report

Pavement Database: *NetworkID: 28J*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	205	07/01/2008	AAC	TAXIWAY	P	0	72,489.00	03/22/2011	3	97.00
TW B (TAXIWAY B)	210	07/01/2008	AC	TAXIWAY	P	0	30,918.00	03/22/2011	3	97.00
TW B (TAXIWAY B)	215	07/01/2008	AC	TAXIWAY	P	0	20,015.00	03/22/2011	3	79.00
TW B (TAXIWAY B)	705	01/01/1942	AC	TAXIWAY	P	0	43,682.00	03/22/2011	69	10.00
TW C (TAXIWAY C)	304	07/01/2010	AAC	TAXIWAY	P	0	8,848.00	03/22/2011	1	100.00
TW C (TAXIWAY C)	305	01/01/1983	AC	TAXIWAY	P	0	41,857.00	03/22/2011	28	45.00
TW C (TAXIWAY C)	306	07/01/2010	AAC	TAXIWAY	P	0	6,765.00	07/01/2010	0	100.00
TW C (TAXIWAY C)	310	01/01/1986	AC	TAXIWAY	P	0	95,400.00	03/22/2011	25	52.00
TW C (TAXIWAY C)	311	01/01/1994	AAC	TAXIWAY	P	0	4,165.00	03/22/2011	17	43.00
TW C (TAXIWAY C)	315	01/01/1994	AAC	TAXIWAY	P	0	2,512.00	03/22/2011	17	35.00
TW C2 (TAXIWAY C2)	320	07/01/2009	AC	TAXIWAY	P	0	22,311.00	03/22/2011	2	93.00
TW D (TAXIWAY)	405	01/01/1986	AC	TAXIWAY	P	0	14,738.00	03/22/2011	25	50.00
TW D (TAXIWAY)	410	07/01/2010	AAC	TAXIWAY	P	0	11,650.00	03/22/2011	1	53.00

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	0.60	471,130.00	10	93.20	14.11	96.22
03-05	4.40	368,789.00	10	71.00	20.92	81.58
06-10	7.00	167,414.00	3	53.00	11.86	49.00
11-15	12.00	107,775.00	3	55.00	6.38	52.81
16-20	17.00	501,928.00	4	51.75	13.06	64.19
21-25	25.00	135,263.00	3	43.00	11.34	47.14
26-30	27.50	65,107.00	2	45.50	0.50	45.36
36-40	40.00	35,500.00	1	26.00	0.00	26.00
over 40	69.00	189,932.00	3	15.67	6.65	21.04
All	14.15	2,042,838.00	39	63.23	27.16	66.47

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

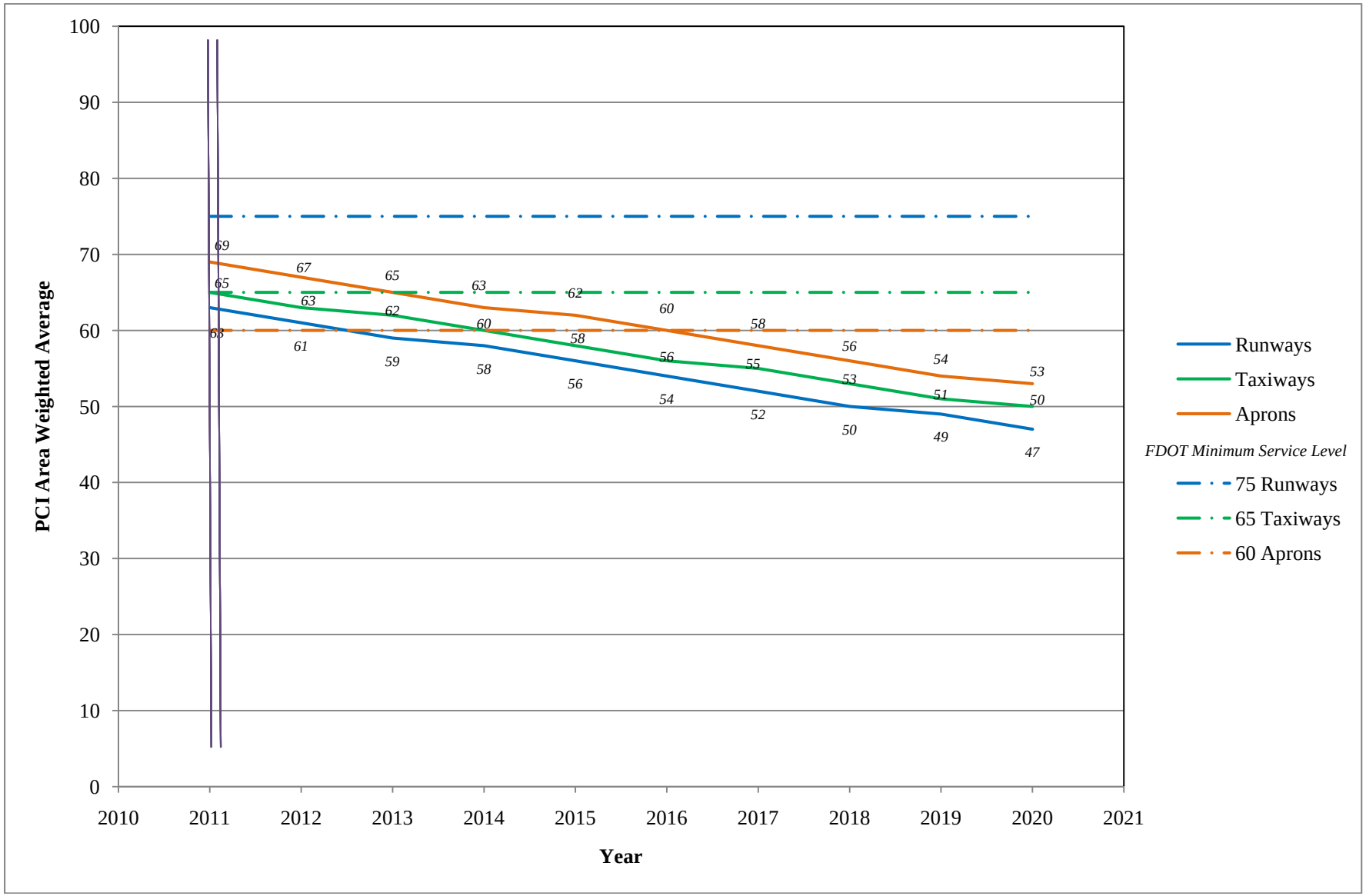
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Apron	AP	4105	26	19	18	16	15	13	12	11	9	8	6
Apron	AP	4110	86	85	83	81	79	77	75	74	72	70	68
Apron	AP	4115	100	99	97	95	93	90	88	86	84	82	80
Apron at East T-Hangar	AP E T-HAN	4305	64	64	62	61	59	58	56	55	53	52	51
Apron at East T-Hangar	AP E T-HAN	4310	100	97	96	94	93	91	90	88	87	85	84
Apron at North T-Hangars	AP N T-HAN	4205	50	50	48	47	45	44	42	41	39	38	37
Apron at North T-Hangars	AP N T-HAN	4210	51	51	49	48	46	45	43	42	40	39	38
Runway 12-30	RW 12-30	6305	12	12	10	9	7	6	4	3	1	0	0
Runway 12-30	RW 12-30	6310	46	46	44	43	41	40	38	37	35	34	32
Runway 12-30	RW 12-30	6315	25	25	23	22	20	19	17	16	14	13	11
Runway 12-30	RW 12-30	6316	27	27	25	24	22	21	19	18	16	15	13
Runway 17-35	RW 17-35	6205	100	96	94	92	90	88	86	84	82	80	79
Runway 17-35	RW 17-35	6210	100	96	94	92	90	88	86	84	82	80	79
Runway 9-27	RW 9-27	6105	65	64	63	61	59	57	55	53	51	49	47
Runway 9-27	RW 9-27	6110	64	63	62	60	58	56	54	52	50	48	46
Runway 9-27	RW 9-27	6115	54	54	52	51	49	48	46	45	43	42	40
Taxiway Alpha	TW A	100	38	38	36	34	32	31	29	27	26	24	22
Taxiway Alpha	TW A	105	79	79	77	75	73	72	70	68	67	65	63
Taxiway Alpha	TW A	107	32	32	30	28	26	25	23	21	20	18	16
Taxiway Alpha	TW A	110	81	81	79	77	75	74	72	70	69	67	65
Taxiway Alpha	TW A	115	67	67	65	63	61	60	58	56	54	53	51
Taxiway Alpha	TW A	120	77	77	75	73	71	70	68	66	65	63	61
Taxiway Alpha	TW A	125	37	37	35	33	31	30	28	26	25	23	21

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Taxiway Bravo	TW B	2003	62	62	60	58	56	55	53	51	49	48	46
Taxiway Bravo	TW B	2005	69	69	67	65	63	62	60	58	57	55	53
Taxiway Bravo	TW B	2008	100	95	93	91	89	88	86	84	82	81	79
Taxiway Bravo	TW B	205	97	97	95	93	91	90	88	86	84	83	81
Taxiway Bravo	TW B	210	97	97	95	93	91	90	88	86	84	83	81
Taxiway Bravo	TW B	215	79	79	77	75	73	72	70	68	66	65	63
Taxiway Bravo	TW B	705	10	10	8	6	4	3	1	0	0	0	0
Taxiway Charlie	TW C	304	100	100	98	96	94	93	91	89	87	86	84
Taxiway Charlie	TW C	305	45	45	43	41	39	38	36	34	32	31	29
Taxiway Charlie	TW C	306	100	98	96	95	93	91	89	88	86	84	82
Taxiway Charlie	TW C	310	52	52	50	48	46	45	43	41	40	38	36
Taxiway Charlie	TW C	311	43	43	41	39	37	36	34	32	30	29	27
Taxiway Charlie	TW C	315	35	35	33	31	29	28	26	24	22	21	19
Taxiway Charlie 2	TW C2	320	93	93	91	89	87	86	84	82	81	79	77
Taxiway	TW D	405	50	50	48	46	44	43	41	39	38	36	34
Taxiway	TW D	410	53	53	51	49	47	46	44	42	40	39	37

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Apron	AP	4105	PATCHING	M	Patching - AC Deep	439.90	SqFt	$4.90	$2,155.70
Apron	AP	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	35,044.20	SqFt	$0.40	$14,017.81
Apron	AP	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	30,467.70	SqFt	$0.40	$12,187.19
Apron	AP	4110	WEATH/RAVEL	M	Surface Seal - Coat Tar	297.70	SqFt	$0.40	$119.06
Apron at East T-Hangar	AP E T-HAN	4305	WEATH/RAVEL	M	Surface Seal - Coat Tar	170.80	SqFt	$0.40	$68.32
Apron at East T-Hangar	AP E T-HAN	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,092.60	SqFt	$0.40	$7,237.10
Apron at North T-Hangars	AP N T-HAN	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,723.00	SqFt	$0.40	$689.21
Apron at North T-Hangars	AP N T-HAN	4205	WEATH/RAVEL	H	Microsurfacing - AC	3,569.10	SqFt	$0.65	$2,319.88
Apron at North T-Hangars	AP N T-HAN	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	43,936.50	SqFt	$0.40	$17,574.75
Apron at North T-Hangars	AP N T-HAN	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45,628.60	SqFt	$0.40	$18,251.59
Apron at North T-Hangars	AP N T-HAN	4210	WEATH/RAVEL	M	Surface Seal - Coat Tar	8,398.40	SqFt	$0.40	$3,359.39
Apron at North T-Hangars	AP N T-HAN	4210	WEATH/RAVEL	H	Microsurfacing - AC	261.00	SqFt	$0.65	$169.65
Runway 12-30	RW 12-30	6305	BLOCK CR	H	Crack Sealing - AC	1,524.00	Ft	$2.25	$3,429.00
Runway 12-30	RW 12-30	6305	BLOCK CR	M	Crack Sealing - AC	289.60	Ft	$2.25	$651.51
Runway 12-30	RW 12-30	6305	WEATH/RAVEL	M	Surface Seal - Coat Tar	7,500.00	SqFt	$0.40	$3,000.03
Runway 12-30	RW 12-30	6310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,825.00	SqFt	$0.40	$7,130.06
Runway 12-30	RW 12-30	6310	WEATH/RAVEL	M	Surface Seal - Coat Tar	5,425.00	SqFt	$0.40	$2,170.02
Runway 12-30	RW 12-30	6315	PATCHING	M	Patching - AC Deep	830.80	SqFt	$4.90	$4,070.78
Runway 12-30	RW 12-30	6315	WEATH/RAVEL	M	Surface Seal - Coat Tar	69,216.40	SqFt	$0.40	$27,686.80
Runway 12-30	RW 12-30	6315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	67,963.70	SqFt	$0.40	$27,185.71
Runway 12-30	RW 12-30	6315	WEATH/RAVEL	H	Microsurfacing - AC	1,480.00	SqFt	$0.65	$961.99
Runway 12-30	RW 12-30	6315	BLOCK CR	M	Crack Sealing - AC	21,305.00	Ft	$2.25	$47,936.31
Runway 12-30	RW 12-30	6315	BLOCK CR	H	Crack Sealing - AC	612.20	Ft	$2.25	$1,377.48
Runway 12-30	RW 12-30	6315	ALLIGATOR CR	M	Patching - AC Deep	333.70	SqFt	$4.90	$1,635.22

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 12-30	RW 12-30	6316	BLOCK CR	M	Crack Sealing - AC	2,099.30	Ft	$2.25	$4,723.52
Runway 12-30	RW 12-30	6316	WEATH/RAVEL	M	Surface Seal - Coat Tar	12,933.20	SqFt	$0.40	$5,173.34
Runway 12-30	RW 12-30	6316	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,304.20	SqFt	$0.40	$2,121.68
Runway 12-30	RW 12-30	6316	WEATH/RAVEL	H	Microsurfacing - AC	1,487.40	SqFt	$0.65	$966.80
Runway 12-30	RW 12-30	6316	BLOCK CR	H	Crack Sealing - AC	453.40	Ft	$2.25	$1,020.06
Runway 12-30	RW 12-30	6316	L & T CR	M	Crack Sealing - AC	111.70	Ft	$2.25	$251.25
Runway 9-27	RW 9-27	6105	L & T CR	M	Crack Sealing - AC	36.40	Ft	$2.25	$81.96
Runway 9-27	RW 9-27	6105	CORRUGATION	L	Patching - AC Deep	2,092.50	SqFt	$4.90	$10,253.35
Runway 9-27	RW 9-27	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	239,991.40	SqFt	$0.40	$95,997.37
Runway 9-27	RW 9-27	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	240,000.00	SqFt	$0.40	$96,000.80
Runway 9-27	RW 9-27	6110	L & T CR	M	Crack Sealing - AC	288.00	Ft	$2.25	$648.00
Runway 9-27	RW 9-27	6110	CORRUGATION	L	Patching - AC Deep	306.40	SqFt	$4.90	$1,501.13
Runway 9-27	RW 9-27	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	79,215.50	SqFt	$0.40	$31,686.48
Runway 9-27	RW 9-27	6115	WEATH/RAVEL	M	Surface Seal - Coat Tar	25,284.50	SqFt	$0.40	$10,113.87
Taxiway Alpha	TW A	100	WEATH/RAVEL	M	Surface Seal - Coat Tar	39,770.80	SqFt	$0.40	$15,908.47
Taxiway Alpha	TW A	100	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,729.20	SqFt	$0.40	$7,091.73
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	55,200.00	SqFt	$0.40	$22,080.18
Taxiway Alpha	TW A	107	WEATH/RAVEL	H	Microsurfacing - AC	108.30	SqFt	$0.65	$70.42
Taxiway Alpha	TW A	107	WEATH/RAVEL	L	Surface Seal - Rejuvenating	758.30	SqFt	$0.40	$303.34
Taxiway Alpha	TW A	107	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,333.30	SqFt	$0.40	$1,733.35
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,222.50	SqFt	$0.40	$6,489.05
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,414.00	SqFt	$0.40	$2,565.62
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	821.50	SqFt	$0.40	$328.59
Taxiway Alpha	TW A	125	WEATH/RAVEL	M	Surface Seal - Coat Tar	10,169.70	SqFt	$0.40	$4,067.92

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Alpha	TW A	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,698.30	SqFt	$0.40	$1,879.33
Taxiway Bravo	TW B	2003	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,812.00	SqFt	$0.40	$1,124.81
Taxiway Bravo	TW B	2005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,472.80	SqFt	$0.40	$7,389.18
Taxiway Bravo	TW B	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,832.00	SqFt	$0.40	$2,332.82
Taxiway Bravo	TW B	705	BLOCK CR	M	Crack Sealing - AC	9,875.50	Ft	$2.25	$22,219.95
Taxiway Bravo	TW B	705	WEATH/RAVEL	M	Surface Seal - Coat Tar	30,960.00	SqFt	$0.40	$12,384.10
Taxiway Bravo	TW B	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,600.00	SqFt	$0.40	$1,440.01
Taxiway Bravo	TW B	705	WEATH/RAVEL	H	Microsurfacing - AC	1,080.00	SqFt	$0.65	$702.00
Taxiway Bravo	TW B	705	ALLIGATOR CR	M	Patching - AC Deep	1,349.80	SqFt	$4.90	$6,613.90
Taxiway Bravo	TW B	705	PATCHING	M	Patching - AC Deep	64.10	SqFt	$4.90	$314.33
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,526.70	SqFt	$0.40	$10,210.77
Taxiway Charlie	TW C	305	WEATH/RAVEL	M	Surface Seal - Coat Tar	22,673.30	SqFt	$0.40	$9,069.39
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	69,880.50	SqFt	$0.40	$27,952.43
Taxiway Charlie	TW C	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	20,988.00	SqFt	$0.40	$8,395.27
Taxiway Charlie	TW C	311	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,401.70	SqFt	$0.40	$560.68
Taxiway Charlie	TW C	311	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,763.30	SqFt	$0.40	$1,105.34
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,004.80	SqFt	$0.40	$401.92
Taxiway Charlie	TW C	315	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,507.20	SqFt	$0.40	$602.89
Taxiway Charlie 2	TW C2	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	782.60	SqFt	$0.40	$313.06
Taxiway	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,078.10	SqFt	$0.40	$7,231.31
Taxiway	TW D	405	WEATH/RAVEL	M	Surface Seal - Coat Tar	4,171.90	SqFt	$0.40	$1,668.76
Taxiway	TW D	410	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,000.00	SqFt	$0.40	$800.01
Taxiway	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,000.00	SqFt	$0.40	$2,400.02
								Total =	$653,675.12

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

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
Apron	4105	AC	35,500. SqFt	$483,510.16	19	Reconstruction	100
Apron at East T-Hangar	4305	AC	18,300. SqFt	$42,602.43	64	Mill and Overlay	100
Apron at North T-Hangars	4205	AC	43,075. SqFt	$270,941.77	50	Mill and Overlay	100
Apron at North T-Hangars	4210	AC	46,400. SqFt	$278,539.23	51	Mill and Overlay	100
Runway 12-30	6305	AC	7,500. SqFt	$102,150.03	12	Reconstruction	100
Runway 12-30	6310	AC	23,250. SqFt	$146,242.51	46	Mill and Overlay	100
Runway 12-30	6315	AC	138,750. SqFt	$1,889,775.61	25	Reconstruction	100
Runway 12-30	6316	AC	25,125. SqFt	$342,202.61	27	Reconstruction	100
Runway 9-27	6105	AAC	255,251. SqFt	$594,224.70	64	Mill and Overlay	100
Runway 9-27	6110	AAC	240,000. SqFt	$624,240.38	63	Mill and Overlay	100
Runway 9-27	6115	AC	103,500. SqFt	$532,197.14	54	Mill and Overlay	100
Taxiway Alpha	100	AC	57,500. SqFt	$445,970.11	38	Reconstruction	100
Taxiway Alpha	107	AC	5,200. SqFt	$63,200.82	32	Reconstruction	100
Taxiway Alpha	125	AC	14,868. SqFt	$126,214.49	37	Reconstruction	100
Taxiway Bravo	2003	AAC	2,812. SqFt	$8,081.69	62	Mill and Overlay	100
Taxiway Bravo	705	AC	43,682. SqFt	$594,949.03	10	Reconstruction	100
Taxiway Charlie	305	AC	41,857. SqFt	$263,280.55	45	Mill and Overlay	100
Taxiway Charlie	310	AC	95,400. SqFt	$545,306.47	52	Mill and Overlay	100
Taxiway Charlie	311	AAC	4,165. SqFt	$26,197.85	43	Mill and Overlay	100
Taxiway Charlie	315	AAC	2,512. SqFt	$25,006.97	35	Reconstruction	100
Taxiway	405	AC	14,738. SqFt	$92,702.03	50	Mill and Overlay	100
Taxiway	410	AAC	11,650. SqFt	$63,247.86	53	Mill and Overlay	100
Taxiway Alpha	115	AAC	6,414. SqFt	$17,698.81	63	Mill and Overlay	100

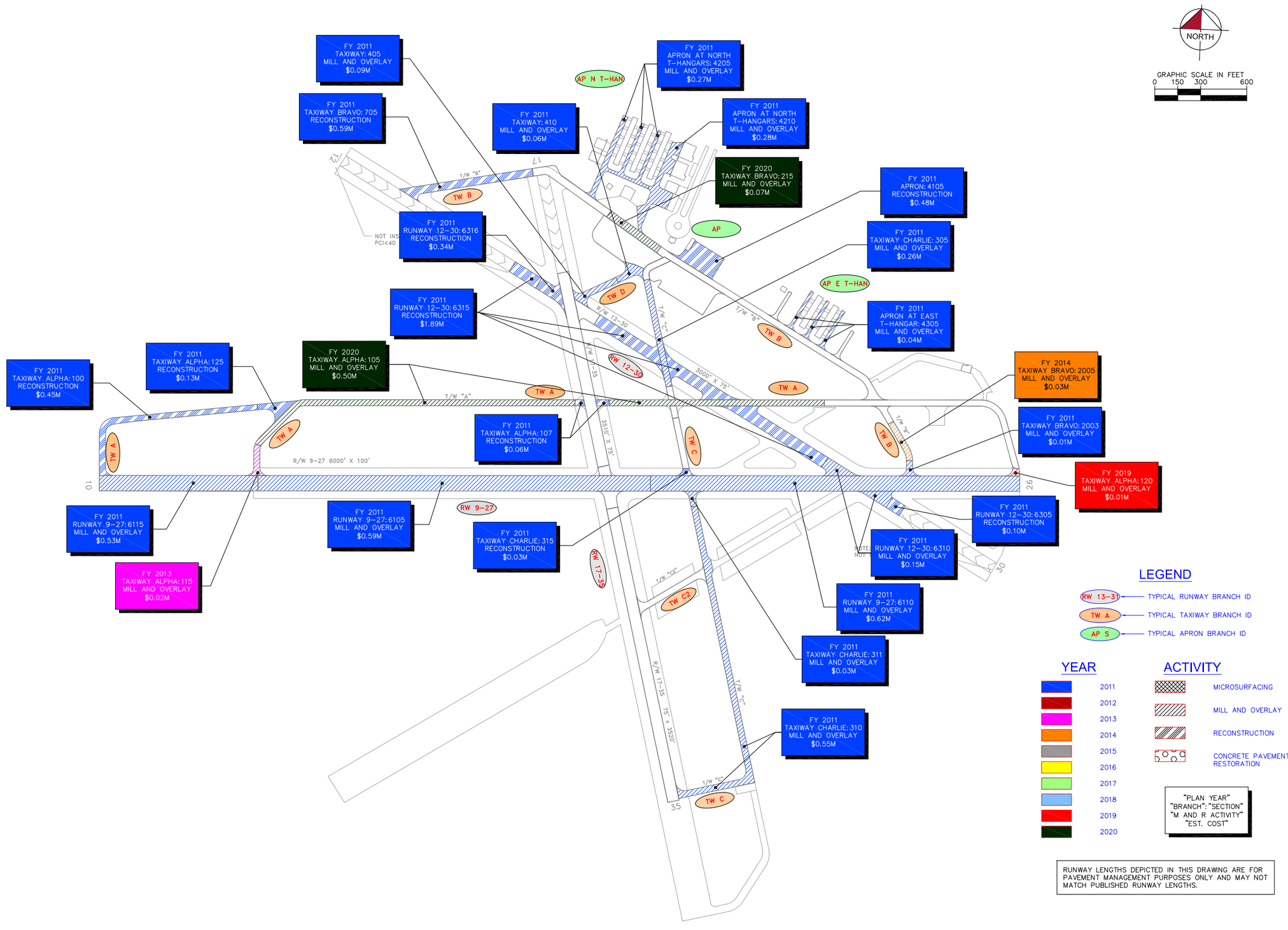
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Bravo	2005	AC	11,093. SqFt	$31,528.35	63	Mill and Overlay	100
Taxiway Alpha	120	AC	2,394. SqFt	$7,887.92	63	Mill and Overlay	100
Taxiway Alpha	105	AC	147,200. SqFt	$499,555.16	63	Mill and Overlay	100
Taxiway Bravo	215	AC	20,015. SqFt	$67,925.25	63	Mill and Overlay	100
			Total	**$8,185,379.93**	**46**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

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

PLOTTED: July 14, 2011 – 3:08 PM, BY: Burton, George

10-YEAR M & R MAP

PALATKA MUNICIPAL-LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
28J
FDOT DISTRICT
2

APPENDIX H

PHOTOGRAPHS

Taxiway Bravo, Section 705, Sample Unit 101 − Medium severity (41) Alligator Cracking; medium severity (43) Block Cracking; low severity (45) Depression; low, medium and high severity (52) Weathering and Raveling.

Taxiway Bravo, Section 705, Sample Unit 105 – Medium severity (41) Alligator Cracking, low and medium severity (43) Block Cracking, low and medium severity (50) Patching, medium and high severity (52) Weathering and Raveling, low severity (56) Swelling.

Taxiway Bravo, Section 2003, Sample Unit 100 – Low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low severity (52) Weathering and Raveling, low severity (56) Swelling.

Runway 9-27, Section 6105, Sample Unit 105 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling.

Runway 12-30, Section 6315, Sample Unit 143 – Low severity (41) Alligator Cracking, low and medium severity (43) Block Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling.

Runway 12-30, Section 6315, Sample Unit 143 – Low severity (41) Alligator Cracking, low and medium severity (43) Block Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling.

Taxiway Charlie, Section 310, Sample Unit 115 – Low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling.

Taxiway Charlie, Section 305, Sample Unit 106 – Low severity (48) Longitudinal and Transverse Cracking, low severity (50) Patching, low and medium severity (52) Weathering and Raveling, low severity (56) Swelling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP Name: APRON Use: APRON Area: 183,859.00SqFt

Section: 4105 of 3 From: - To: - Last Const.: 1/1/1966
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 35,500.00SqFt Length: 177.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date10/27/2006 Total Samples: 7 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments:

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

52	WEATHERING/RAVELING	M	4,935.81 SqFt	Comments:
43	BLOCK CRACKING	L	4,935.81 SqFt	Comments:
45	DEPRESSION	L	129.99 SqFt	Comments:
50	PATCHING	L	13.50 SqFt	Comments:
50	PATCHING	M	50.65 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP Name: APRON Use: APRON Area: 183,859.00SqFt

Section: 4110 of 3 From: - To: - Last Const.: 7/1/2010
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 76,947.00SqFt Length: 400.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 16 Surveyed: 3
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	168.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	4,950.00 SqFt	Comments:
52 WEATH/RAVEL	M	50.00 SqFt	Comments:

Sample Number: 403 Type: R Area: 4,165.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP Name: APRON Use: APRON Area: 183,859.00SqFt

Section: 4115 of 3 From: - To: - Last Const.: 7/1/2010
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 71,412.00SqFt Length: 400.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 15 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 205 Type: R Area: 5,400.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP E T-HAN Name: APRON AT EAST T-HANGAR Use: APRON Area: 28,249.00SqFt

Section: 4305 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 18,300.00SqFt Length: 840.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 9 Surveyed: 2
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 2,500.00SqFt PCI = 63
Sample Comments:

48 L & T CR	L	55.00 Ft	Comments:
42 BLEEDING	L	12.00 SqFt	Comments:
50 PATCHING	L	11.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,491.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 2,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	1,958.00 SqFt	Comments:
48 L & T CR	L	78.00 Ft	Comments:
52 WEATH/RAVEL	M	42.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP E T-HAN Name: APRON AT EAST T-HANGAR Use: APRON Area: 28,249.00SqFt

Section: 4310 of 2 From: - To: - Last Const.: 7/1/2009
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 9,949.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP N T-HAN Name: APRON AT NORTH T-HANGARS Use: APRON Area: 89,475.00SqFt

Section: 4205 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 43,075.00SqFt Length: 1,615.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 17 Surveyed: 3
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 305 Type: R Area: 2,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	M	100.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,900.00	SqFt	Comments:
48 L & T CR	L	104.00	Ft	Comments:

Sample Number: 403 Type: R Area: 2,000.00SqFt PCI = 21
Sample Comments:

52 WEATH/RAVEL	M	80.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,340.00	SqFt	Comments:
52 WEATH/RAVEL	H	580.00	SqFt	Comments:
48 L & T CR	L	132.50	Ft	Comments:

Sample Number: 503 Type: R Area: 3,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	M	100.00	SqFt	Comments:
41 ALLIGATOR CR	L	12.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,900.00	SqFt	Comments:
48 L & T CR	L	194.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: AP N T-HAN Name: APRON AT NORTH T-HANGARS Use: APRON Area: 89,475.00SqFt

Section: 4210 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 46,400.00SqFt Length: 630.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 9 Surveyed: 2
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	M	128.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,847.00	SqFt	Comments:
48 L & T CR	L	407.00	Ft	Comments:
52 WEATH/RAVEL	H	25.00	SqFt	Comments:

Sample Number: 204 Type: R Area: 3,000.00SqFt PCI = 39
Sample Comments:

48 L & T CR	L	380.00	Ft	Comments:
52 WEATH/RAVEL	M	1,320.00	SqFt	Comments:
52 WEATH/RAVEL	H	20.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,020.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 12-30 Name: RUNWAY 12-30 Use: RUNWAY Area: 194,625.00SqFt

Section: 6305 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: T
Area: 7,500.00SqFt Length: 100.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:12.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 3,750.00SqFt PCI = 12
Sample Comments:

43 BLOCK CR	M	475.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,750.00	SqFt	Comments:
48 L & T CR	L	14.00	Ft	Comments:
43 BLOCK CR	H	2,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 12-30 Name: RUNWAY 12-30 Use: RUNWAY Area: 194,625.00SqFt

Section: 6310 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 23,250.00SqFt Length: 310.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:46.00 |
Inspection Comments:

Sample Number: 116 Type: R Area: 3,750.00SqFt PCI = 48
Sample Comments:

52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:
48 L & T CR	L	318.00 Ft	Comments:
56 SWELLING	L	75.00 SqFt	Comments:
50 PATCHING	L	60.00 SqFt	Comments:
52 WEATH/RAVEL	M	750.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 3,750.00SqFt PCI = 44
Sample Comments:

48 L & T CR	L	470.00 Ft	Comments:
52 WEATH/RAVEL	L	2,750.00 SqFt	Comments:
56 SWELLING	L	20.00 SqFt	Comments:
50 PATCHING	L	170.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 12-30 Name: RUNWAY 12-30 Use: RUNWAY Area: 194,625.00SqFt

Section: 6315 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 138,750.00SqFt Length: 1,850.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 37 Surveyed: 7
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 131 Type: R Area: 3,750.00SqFt PCI = 42
Sample Comments:

43 BLOCK CR	M	3,750.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 3,750.00SqFt PCI = 45
Sample Comments:

52 WEATH/RAVEL	L	3,733.00	SqFt	Comments:
43 BLOCK CR	M	390.00	SqFt	Comments:
50 PATCHING	L	17.00	SqFt	Comments:
43 BLOCK CR	L	3,343.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 29
Sample Comments:

50 PATCHING	L	30.00	SqFt	Comments:
41 ALLIGATOR CR	L	10.00	SqFt	Comments:
43 BLOCK CR	L	3,250.00	SqFt	Comments:
43 BLOCK CR	M	500.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,875.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,875.00	SqFt	Comments:

Sample Number: 148 Type: R Area: 3,750.00SqFt PCI = 17
Sample Comments:

55 SLIPPAGE CR	L	200.00	SqFt	Comments:
41 ALLIGATOR CR	M	50.00	SqFt	Comments:
43 BLOCK CR	M	300.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,750.00	SqFt	Comments:
43 BLOCK CR	H	100.00	SqFt	Comments:
48 L & T CR	L	64.00	Ft	Comments:
52 WEATH/RAVEL	M	2,000.00	SqFt	Comments:
43 BLOCK CR	L	2,400.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 3,750.00SqFt PCI = 28
Sample Comments:

43 BLOCK CR	M	1,875.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,000.00	SqFt	Comments:
43 BLOCK CR	L	1,875.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,750.00	SqFt	Comments:

Sample Number: 160 Type: R Area: 3,750.00SqFt PCI = 9
Sample Comments:

52 WEATH/RAVEL	M	3,470.00	SqFt	Comments:
43 BLOCK CR	H	280.00	SqFt	Comments:
43 BLOCK CR	M	3,470.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

52 WEATH/RAVEL	H	280.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 3,750.00SqFt PCI = 4
Sample Comments:

43 BLOCK CR	M	2,939.00	SqFt	Comments:
50 PATCHING	M	136.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,750.00	SqFt	Comments:
55 SLIPPAGE CR	L	675.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 12-30 Name: RUNWAY 12-30 Use: RUNWAY Area: 194,625.00SqFt

Section: 6316 of 4 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 25,125.00SqFt Length: 335.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 8 Surveyed: 3
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 161 Type: R Area: 3,750.00SqFt PCI = 6
Sample Comments:

43 BLOCK CR	H	666.00 SqFt	Comments:
52 WEATH/RAVEL	H	666.00 SqFt	Comments:
52 WEATH/RAVEL	M	666.00 SqFt	Comments:
43 BLOCK CR	M	3,084.00 SqFt	Comments:
48 L & T CR	L	163.00 Ft	Comments:

Sample Number: 162 Type: R Area: 3,750.00SqFt PCI = 35
Sample Comments:

48 L & T CR	L	363.00 Ft	Comments:
52 WEATH/RAVEL	M	3,250.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	500.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 3,750.00SqFt PCI = 42
Sample Comments:

52 WEATH/RAVEL	L	1,875.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,875.00 SqFt	Comments:
48 L & T CR	L	430.00 Ft	Comments:
48 L & T CR	M	50.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 257,465.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 7/1/2009
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 243,003.00SqFt Length: 3,240.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date10/26/2006 Total Samples: 62 Surveyed: 13
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	230.64	Ft	Comments:
52 WEATHERING/RAVELING	L	25.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.05	Ft	Comments:
52 WEATHERING/RAVELING	L	562.07	SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.14	Ft	Comments:
55 SLIPPAGE CRACKING	N	99.75	SqFt	Comments:
52 WEATHERING/RAVELING	L	145.85	SqFt	Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05	Ft	Comments:
52 WEATHERING/RAVELING	L	1,329.14	SqFt	Comments:
55 SLIPPAGE CRACKING	N	42.50	SqFt	Comments:

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05	Ft	Comments:
52 WEATHERING/RAVELING	L	295.70	SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	192.80	Ft	Comments:
52 WEATHERING/RAVELING	L	308.35	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	235.98	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	192.63	Ft	Comments:
50 PATCHING	L	0.75	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.06	Ft	Comments:
52 WEATHERING/RAVELING	L	18.50	SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.98	Ft	Comments:
55 SLIPPAGE CRACKING	N	18.89	SqFt	Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.98	Ft	Comments:
55 SLIPPAGE CRACKING	N	337.50	SqFt	Comments:
50 PATCHING	L	0.75	SqFt	Comments:

Sample Number: 161 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	243.14	Ft	Comments:
55 SLIPPAGE CRACKING	N	133.86	SqFt	Comments:

Sample Number: 167 Type: R Area: 3,750.00SqFt PCI = 63
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.06	Ft	Comments:
55 SLIPPAGE CRACKING	N	134.58	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 257,465.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 7/1/2009
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 14,462.00SqFt Length: 172.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date10/26/2006 Total Samples: 1 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 140 Type: R Area: 3,288.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.02 Ft	Comments:
52	WEATHERING/RAVELING	L	1,874.98 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 598,751.00SqFt

Section: 6105 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 255,251.00SqFt Length: 2,550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 51 Surveyed: 14
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	207.00 Ft	Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 L & T CR	L	260.00 Ft	Comments:
52 WEATH/RAVEL	L	880.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	250.00 Ft	Comments:
56 SWELLING	L	98.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 L & T CR	L	336.00 Ft	Comments:
56 SWELLING	L	280.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

56 SWELLING	L	292.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	268.00 Ft	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	8.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	260.00 Ft	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

44 CORRUGATION	L	225.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	275.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 126 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

48 L & T CR		L	227.00	Ft	Comments:
52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:
44 CORRUGATION		L	300.00	SqFt	Comments:

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 L & T CR		M	10.00	Ft	Comments:
52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:
48 L & T CR		L	290.00	Ft	Comments:
56 SWELLING		L	150.00	SqFt	Comments:
50 PATCHING		L	0.25	SqFt	Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:
56 SWELLING		L	150.00	SqFt	Comments:
48 L & T CR		L	342.00	Ft	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:
56 SWELLING		L	105.00	SqFt	Comments:
48 L & T CR		L	325.00	Ft	Comments:

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

56 SWELLING		L	420.00	SqFt	Comments:
48 L & T CR		L	550.00	Ft	Comments:
52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:
48 L & T CR		L	403.00	Ft	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR		L	335.00	Ft	Comments:
52 WEATH/RAVEL		L	5,000.00	SqFt	Comments:
56 SWELLING		L	10.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 598,751.00SqFt

Section: 6110 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 240,000.00SqFt Length: 2,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 48 Surveyed: 10
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 155 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 L & T CR	L	350.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
48 L & T CR	M	50.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 162 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 L & T CR	L	425.00	Ft	Comments:
56 SWELLING	L	15.00	SqFt	Comments:
48 L & T CR	M	10.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 169 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

56 SWELLING	L	10.00	SqFt	Comments:
45 DEPRESSION	L	64.00	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
50 PATCHING	L	9.50	SqFt	Comments:
48 L & T CR	L	385.00	Ft	Comments:

Sample Number: 173 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 L & T CR	L	308.00	Ft	Comments:
56 SWELLING	L	55.00	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	511.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	200.00	SqFt	Comments:

Sample Number: 179 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	341.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 183 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 L & T CR	L	541.00	Ft	Comments:
44 CORRUGATION	L	50.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 185 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
48 L & T CR	L	419.00	Ft	Comments:

Sample Number: 190 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR	L	521.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 L & T CR	L	281.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	3.00	SqFt	Comments:
50 PATCHING	L	0.75	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 598,751.00SqFt

Section: 6115 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 103,500.00SqFt Length: 1,045.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 21 Surveyed: 5
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 80 Type: R Area: 3,000.00SqFt PCI = 51
Sample Comments:

50 PATCHING	L	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,010.00	SqFt	Comments:
48 L & T CR	L	115.00	Ft	Comments:
52 WEATH/RAVEL	M	990.00	SqFt	Comments:

Sample Number: 82 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

52 WEATH/RAVEL	M	750.00	SqFt	Comments:
48 L & T CR	L	1,500.00	Ft	Comments:
52 WEATH/RAVEL	L	4,250.00	SqFt	Comments:

Sample Number: 86 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 L & T CR	L	175.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	M	1,125.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,875.00	SqFt	Comments:

Sample Number: 89 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	L	3,500.00	SqFt	Comments:
48 L & T CR	L	70.00	Ft	Comments:
52 WEATH/RAVEL	M	1,500.00	SqFt	Comments:

Sample Number: 98 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	M	1,200.00	SqFt	Comments:
48 L & T CR	L	87.00	Ft	Comments:
52 WEATH/RAVEL	L	3,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

Section: 100 of 7 From: - To: - Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 57,500.00SqFt Length: 1,150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 13 Surveyed: 3
Conditions: PCI:38.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 31
Sample Comments:

52 WEATH/RAVEL	L	500.00	SqFt	Comments:
50 PATCHING	L	484.00	SqFt	Comments:
48 L & T CR	L	240.00	Ft	Comments:
52 WEATH/RAVEL	M	3,500.00	SqFt	Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 33
Sample Comments:

52 WEATH/RAVEL	M	3,300.00	SqFt	Comments:
52 WEATH/RAVEL	L	700.00	SqFt	Comments:
48 L & T CR	L	294.00	Ft	Comments:
50 PATCHING	L	1,006.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 4,000.00SqFt PCI = 51
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	75.00	Ft	Comments:
52 WEATH/RAVEL	M	1,500.00	SqFt	Comments:
52 WEATH/RAVEL	L	2,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

Section: 105 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 147,200.00SqFt Length: 3,680.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 38 Surveyed: 5
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 72
Sample Comments:

52 WEATH/RAVEL	L	3,300.00 SqFt	Comments:
48 L & T CR	L	12.00 Ft	Comments:

Sample Number: 109 Type: R Area: 4,000.00SqFt PCI = 77
Sample Comments:

52 WEATH/RAVEL	L	1,500.00 SqFt	Comments:
48 L & T CR	L	35.00 Ft	Comments:

Sample Number: 117 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:
48 L & T CR	L	7.00 Ft	Comments:

Sample Number: 129 Type: R Area: 4,000.00SqFt PCI = 81
Sample Comments:

52 WEATH/RAVEL	L	900.00 SqFt	Comments:
48 L & T CR	L	24.00 Ft	Comments:

Sample Number: 137 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

48 L & T CR	L	28.00 Ft	Comments:
52 WEATH/RAVEL	L	800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

Section: 107 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 5,200.00SqFt Length: 130.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:32.00 |
Inspection Comments:

Sample Number: 125 Type: R Area: 2,400.00SqFt PCI = 32
Sample Comments:

52 WEATH/RAVEL	L	350.00 SqFt	Comments:
52 WEATH/RAVEL	M	2,000.00 SqFt	Comments:
48 L & T CR	L	195.00 Ft	Comments:
52 WEATH/RAVEL	H	50.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

Section: 110 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 61,800.00SqFt Length: 1,545.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 16 Surveyed: 3
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 141 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	1,200.00 SqFt	Comments:

Sample Number: 147 Type: R Area: 4,000.00SqFt PCI = 81
Sample Comments:

48 L & T CR	L	30.00 Ft	Comments:
52 WEATH/RAVEL	L	850.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 4,000.00SqFt PCI = 80
Sample Comments:

48 L & T CR	L	20.00 Ft	Comments:
52 WEATH/RAVEL	L	1,100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

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Section: 115 of 7 From: - To: - Last Const.: 1/1/2005
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 6,414.00SqFt Length: 160.35Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	100.00 Ft	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

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Section: 120 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 2,394.00SqFt Length: 59.85Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 120 Type: R Area: 2,040.00SqFt PCI = 77
Sample Comments:

48 L & T CR	L	132.00 Ft	Comments:
52 WEATH/RAVEL	L	700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 295,376.00SqFt

Section: 125 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,868.00SqFt Length: 240.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:37.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

52 WEATH/RAVEL	L	1,580.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,420.00	SqFt	Comments:
48 L & T CR	L	93.00	Ft	Comments:
50 PATCHING	L	240.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

Section: 2003 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,812.00SqFt Length: 70.30Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 62
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00	SqFt	Comments:
48 L & T CR	L	235.00	Ft	Comments:
56 SWELLING	L	72.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

Section: 2005 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 11,093.00SqFt Length: 280.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	75.00 Ft	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

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Section: 2008 of 7 From: - To: - Last Const.: 7/1/2008
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 5,783.00SqFt Length: 125.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/1/2008 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

Section: 205 of 7 From: - To: - Last Const.: 7/1/2008
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 72,489.00SqFt Length: 1,730.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 18 Surveyed: 2
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 119 Type: R Area: 4,000.00SqFt PCI = 96
Sample Comments:

48 L & T CR	L	20.00 Ft	Comments:

Sample Number: 125 Type: R Area: 4,000.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

Section: 210 of 7 From: - To: - Last Const.: 7/1/2008
Surface: AC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,918.00SqFt Length: 585.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 103 Type: R Area: 4,000.00SqFt PCI = 96
Sample Comments:

48 L & T CR	L	24.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

Section: 215 of 7 From: - To: - Last Const.: 7/1/2008
Surface: AC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 20,015.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
48 L & T CR	L	16.00 Ft	Comments:
52 WEATH/RAVEL	L	1,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 186,792.00SqFt

Section: 705 of 7 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 43,682.00SqFt Length: 840.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 9 Surveyed: 2
Conditions: PCI:10.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 11
Sample Comments:

52 WEATH/RAVEL	H	100.00	SqFt	Comments:
43 BLOCK CR	M	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,900.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,000.00	SqFt	Comments:
41 ALLIGATOR CR	M	135.00	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 9
Sample Comments:

43 BLOCK CR	M	4,000.00	SqFt	Comments:
52 WEATH/RAVEL	H	200.00	SqFt	Comments:
50 PATCHING	L	1.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
50 PATCHING	M	10.00	SqFt	Comments:
41 ALLIGATOR CR	M	200.00	SqFt	Comments:
43 BLOCK CR	L	1,000.00	SqFt	Comments:
52 WEATH/RAVEL	M	4,700.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 159,547.00SqFt

Section: 304 of 6 From: - To: - Last Const.: 7/1/2010
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 8,848.00SqFt Length: 222.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 2 Surveyed: 2
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 113 Type: R Area: 4,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 114 Type: R Area: 4,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 159,547.00SqFt

Section: 305 of 6 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 41,857.00SqFt Length: 1,063.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 11 Surveyed: 3
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 4,000.00SqFt PCI = 40
Sample Comments:

48 L & T CR	L	66.00 Ft	Comments:
52 WEATH/RAVEL	L	1,696.00 SqFt	Comments:
52 WEATH/RAVEL	M	2,304.00 SqFt	Comments:
41 ALLIGATOR CR	L	43.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 4,000.00SqFt PCI = 47
Sample Comments:

52 WEATH/RAVEL	L	2,300.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,700.00 SqFt	Comments:
56 SWELLING	L	15.00 SqFt	Comments:
48 L & T CR	L	274.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 112 Type: R Area: 2,000.00SqFt PCI = 52
Sample Comments:

48 L & T CR	L	49.00 Ft	Comments:
56 SWELLING	L	5.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,300.00 SqFt	Comments:
52 WEATH/RAVEL	M	700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 159,547.00SqFt

Section: 306 of 6 From: - To: - Last Const.: 7/1/2010
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 6,765.00SqFt Length: 172.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 159,547.00SqFt

Section: 310 of 6 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 95,400.00SqFt Length: 2,385.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 23 Surveyed: 4
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 40
Sample Comments:

52 WEATH/RAVEL	M	2,270.00	SqFt	Comments:
48 L & T CR	L	392.00	Ft	Comments:
50 PATCHING	L	760.00	SqFt	Comments:
52 WEATH/RAVEL	L	970.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

50 PATCHING	L	0.10	SqFt	Comments:
48 L & T CR	L	387.00	Ft	Comments:
52 WEATH/RAVEL	M	250.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 4,000.00SqFt PCI = 51
Sample Comments:

52 WEATH/RAVEL	L	3,350.00	SqFt	Comments:
48 L & T CR	L	390.00	Ft	Comments:
52 WEATH/RAVEL	M	650.00	SqFt	Comments:
50 PATCHING	L	800.35	SqFt	Comments:

Sample Number: 120 Type: R Area: 4,000.00SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	M	350.00	SqFt	Comments:
50 PATCHING	L	137.25	SqFt	Comments:
48 L & T CR	L	345.00	Ft	Comments:
52 WEATH/RAVEL	L	3,650.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 159,547.00SqFt

Section: 311 of 6 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,165.00SqFt Length: 104.12Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 122 Type: R Area: 3,120.00SqFt PCI = 43
Sample Comments:

52 WEATH/RAVEL	L	2,070.00	SqFt	Comments:
56 SWELLING	L	79.00	SqFt	Comments:
48 L & T CR	L	407.00	Ft	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,050.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 159,547.00SqFt

Section: 315 of 6 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,512.00SqFt Length: 62.80Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,750.00SqFt PCI = 35
Sample Comments:

56 SWELLING	L	800.00	SqFt	Comments:
48 L & T CR	L	589.00	Ft	Comments:
52 WEATH/RAVEL	M	2,250.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 22,311.00SqFt

Section: 320 of 1 From: - To: - Last Const.: 7/1/2009
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,311.00SqFt Length: 490.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 5 Surveyed: 2
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,600.00SqFt PCI = 92
Sample Comments:

52 WEATH/RAVEL	L	130.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:

Sample Number: 103 Type: R Area: 3,600.00SqFt PCI = 93
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW D Name: TAXIWAY Use: TAXIWAY Area: 26,388.00SqFt

Section: 405 of 2 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,738.00SqFt Length: 295.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 50
Sample Comments:

52 WEATH/RAVEL	M	750.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,250.00	SqFt	Comments:
50 PATCHING	L	4.50	SqFt	Comments:
48 L & T CR	L	472.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/16/2011
Site Name:

Network: 28J Name: KAY LARKIN AIRPORT

Branch: TW D Name: TAXIWAY Use: TAXIWAY Area: 26,388.00SqFt

Section: 410 of 2 From: - To: - Last Const.: 7/1/2010
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 11,650.00SqFt Length: 188.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/22/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 1,720.00SqFt PCI = 53
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
48 L & T CR	L	117.00 Ft	Comments:
52 WEATH/RAVEL	L	1,290.00 SqFt	Comments:
52 WEATH/RAVEL	M	430.00 SqFt	Comments: