

**STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
AVIATION OFFICE**

**Statewide Airfield Pavement  
Management Program**

**Perry-Foley Airport – 40J  
(General Aviation)  
Perry, Florida  
(District 2)**



**May 2011**

## **TABLE OF CONTENTS**

<b>SECTION</b>	<b>PAGE NO.</b>
Executive Summary .....	iii
1. Introduction.....	1
2. Network Definition and Pavement Inventory .....	10
3. Pavement Condition.....	14
4. Pavement Condition Prediction .....	19
5. Maintenance Policies and costs .....	20
6. Pavement Rehabilitation Needs Analysis .....	26
7. Maintenance and Rehabilitation Plan .....	33
8. Visual Aids.....	35
9. Recommendations.....	36

### **LIST OF FIGURES**

Figure 1-1: Pavement Life Cycle.....	4
Figure 1-2: PCI Rating Scale .....	6
Figure 2-1: Pavement Area by Surface Type.....	12
Figure 3-1: Network PCI Distribution by Rating Category.....	16
Figure 3-1a: Condition Rating Summary.....	16
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use.....	17
Figure 4-1: Predicted PCI by Pavement Use .....	19
Figure 6-1: Budget Scenario Analysis .....	32

### **LIST OF TABLES**

Table I: Condition Summary by Branch.....	iii
Table II: Condition Summary by Pavement Use .....	iv
Table III: Condition Summary by Pavement Rank.....	iv
Table IV: Immediate Major M&R Needs .....	v
Table V: 10-Year M&R Costs under Unlimited Funding Scenario .....	vi
Table 1-1: Sampling Rate for FDOT Condition Surveys .....	5
Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity .....	11
Table 2-2: Pavement Area by Pavement Use .....	11
Table 2-3: Branch and Section Inventory .....	13
Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces.....	14
Table 3-2: Pavement Distresses for Portland Cement Concrete Surfaces .....	15
Table 3-3: Condition by Pavement Use .....	17
Table 5-1: Routine Maintenance Activities for Airfield Pavements .....	21
Table 5-2: Critical PCI for General Aviation Airports .....	22
Table 5-3: Desired Minimum PCI for General Aviation Airports.....	22
Table 5-4: M&R Activities for General Aviation Airports .....	23
Table 5-5: Maintenance Unit Costs for FDOT .....	24
Table 5-6: M&R Activities and Unit Costs by Condition for General Aviation Airports.....	25
Table 6-1: Summary of Immediate Major M&R Needs Option No. 1 .....	26

## **TABLE OF CONTENTS**

<b><u>SECTION</u></b>	<b><u>PAGE NO.</u></b>
Table 6-2: Summary of Immediate Major M&R Needs Option No. 2 .....	27
Table 6-3: Summary of Year 1 Maintenance Activities .....	28
Table 7-1: M&R Costs under Unlimited Funding Scenario .....	33
<b>APPENDICES</b>	
Appendix A    Network Definition Map	
System Inventory Map	
Pavement Inventory Table	
Work History Report	
Appendix B    2011 Condition Map	
Pavement Condition Index Table	
Appendix C    Branch Condition Report	
Section Condition Report	
Appendix D    Pavement Condition Prediction Table	
Predicted PCI by Pavement Use Graph	
Appendix E    Year 1 Maintenance Activities Table	
Appendix F    Major M&R Plan by Year under Unlimited Funding Scenario Table	
Appendix G    10-Year M&R Map	
Appendix H    Photographs	
Appendix I    PCI Re-inspection Report	

## **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 Perry-Foley 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 Perry-Foley Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During December 2010, the PCI survey was performed at Perry-Foley 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 2010 is 44, representing a Poor overall network condition.

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

**Table I: Condition Summary by Branch**

<b>Branch Name</b>	<b>Area Weighted PCI</b>	<b>Condition Rating</b>	<b>FDOT Minimum Service Level</b>	<b>MicroPAVER Minimum PCI</b>	<b>Action Required</b>
Apron	30	Very Poor	60	65	X
Runway 12-30	50	Poor	75	65	X
Runway 18-36	56	Fair	75	65	X
Runway 6-24	21	Serious	75	65	X
Taxiway Alpha and Bravo	66	Fair	65	65	
Taxiway Charlie	67	Fair	65	65	

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

**Table II: Condition Summary by Pavement Use**

Use	Average Area-Weighted PCI	Condition Rating
Runway	42	Poor
Taxiway	66	Fair
Apron	30	Very Poor
<b>All (Weighted)</b>	<b>44</b>	<b>Poor</b>

**Table III: Condition Summary by Pavement Rank**

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	52	Poor
Secondary	21	Serious
<b>All (Weighted)</b>	<b>44</b>	<b>Poor</b>

\*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 Perry-Foley Airport, include: Apron, Runway 12-30 and Runway 18-36. There is rehabilitation programmed for Runway 18-36 to take place in 2011 or 2012. The immediate needs are summarized in Table IV below.

**Table IV: Immediate Major M&R Needs**

<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
Apron	4105	PCC	328,894	\$4,479,537.73	24	Reconstruction	100
Apron	4115	PCC	26,700	\$363,654.12	11	Reconstruction	100
Runway 12-30	6105	PCC	21,250	\$127,563.76	51	PCC Restoration	100
Runway 12-30	6115	AAC	432,500	\$1,006,860.63	64	Mill and Overlay	100
Runway 12-30	6120	AC	216,250	\$2,945,325.96	15	Reconstruction	100
Runway 12-30	6125	PCC	34,500	\$157,596.07	56	PCC Restoration	100
Runway 12-30	6130	PCC	5,250	\$16,521.76	61	PCC Restoration	100
Runway 18-36	6305	PCC	10,625	\$66,831.26	41	PCC Restoration	100
Runway 18-36	6310	PCC	25,000	\$92,675.06	59	PCC Restoration	100
Runway 18-36	6315	AAC	437,000	\$1,375,239.98	61	Mill and Overlay	100
Runway 18-36	6320	AC	218,500	\$2,975,970.97	15	Reconstruction	100
Runway 18-36	6330	PCC	8,750	\$74,278.77	37	Reconstruction	100
Runway 6-24	6210	PCC	13,625	\$81,790.88	51	PCC Restoration	100
Runway 6-24	6215	AC	437,500	\$5,958,751.93	20	Reconstruction	100
Runway 6-24	6220	AC	218,750	\$2,979,375.97	10	Reconstruction	100
Runway 6-24	6225	PCC	9,250	\$98,864.03	34	Reconstruction	100
Runway 6-24	6230	PCC	15,000	\$94,350.01	49	PCC Restoration	100
<b>Total</b>				<b>\$22,895,188.89</b>	<b>39</b>		<b>100</b>

\* 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**

<b>Year</b>	<b>Preventative</b>	<b>Major M&amp;R</b>	<b>Total Year Cost</b>
2011	\$191,081.56	\$22,895,188.88	\$23,086,270.44
2012	\$19,714.34	\$1,224,781.59	\$1,244,495.93
2013	\$24,846.87	\$0.00	\$24,846.87
2014	\$15,008.75	\$153,477.97	\$168,486.72
2015	\$19,766.28	\$0.00	\$19,766.28
2016	\$32,533.06	\$70,168.59	\$102,701.65
2017	\$69,570.05	\$0.00	\$69,570.05
2018	\$112,477.09	\$0.00	\$112,477.09
2019	\$193,671.66	\$0.00	\$193,671.66
2020	\$259,490.21	\$0.00	\$259,490.21
<b>Total</b>	<b>\$938,159.87</b>	<b>\$24,343,617.03</b>	<b>\$25,281,776.90</b>

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 44 in 2010 to 84 in 2020. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Perry-Foley Airport pavements in 2020 may remain near 84. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Perry-Foley 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.floridairportpavement.com](http://www.floridairportpavement.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 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.

### **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.

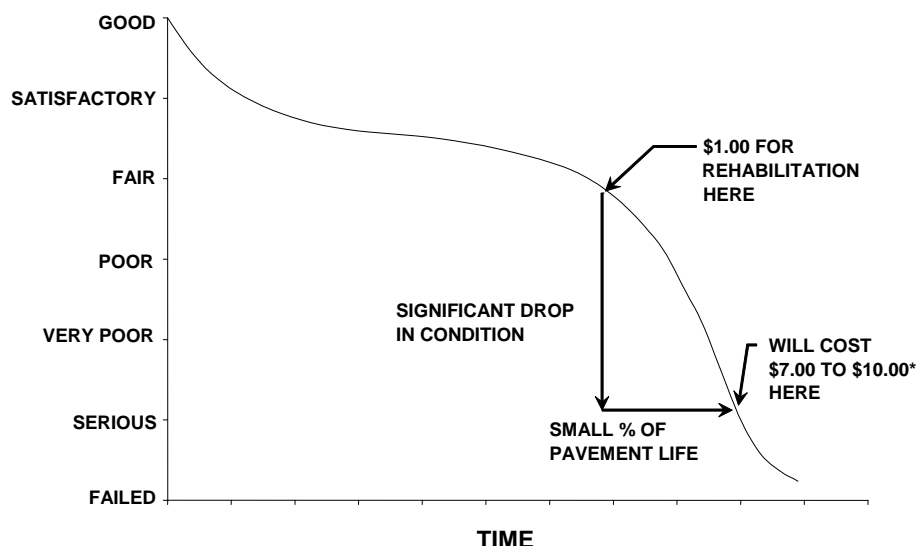
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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  $5000 \pm 2000$  square feet for AC-surfaced pavements and  $20 \pm 8$  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 nonrepresentative 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  $5,000 \pm 2,000$  square feet for AC-surfaced pavements and  $20 \pm 8$  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**

Perry-Foley Airport (40J) is located three miles south of the Perry, Florida business district and is directly controlled by a County Board of Commissioners and a paid manager. The airport focuses primarily on serving general aviation aircraft and is served by three intersecting runways. These runways are Runway 18-36, Runway 12-30, and Runway 06-24.

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 Perry Army Airfield began operation on June 9, 1943 as a sub-base to the Dale Mabry Field in Tallahassee. Its primary use was for training by the United States Army Air Forces' Third Air Force. The airfield was deeded to Taylor County by the War Assets Administration in April 1947 and has been used as a general aviation airfield since that time.

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 2010 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 Perry-Foley 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**

<b>Construction Year</b>	<b>Location</b>	<b>Work Type / Pavement Section</b>
2011/2012	Runway 18-36	Mill and Replace

## **2.2 Pavement Inventory**

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

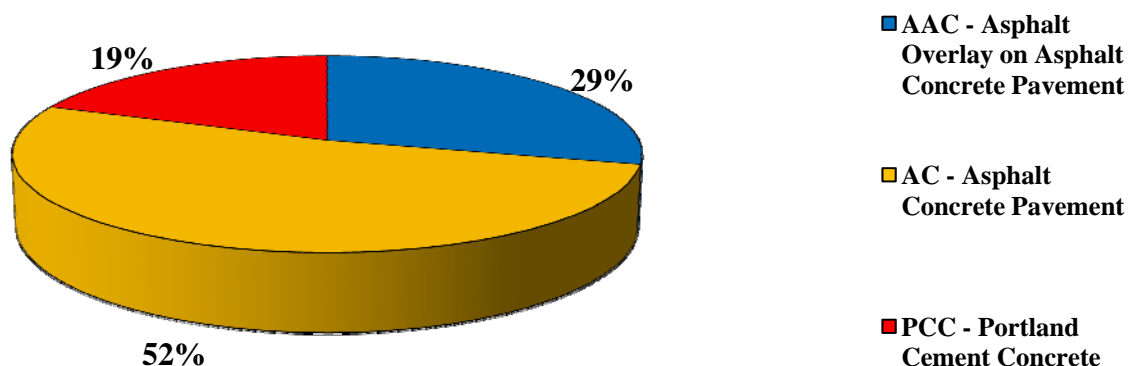
The total airfield pavement area in 2010 at Perry-Foley Airport is 3,025,293 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

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

<b>Use</b>	<b>Area (ft<sup>2</sup>)</b>	<b>% of Total Area</b>
Runway	2,195,950	72%
Taxiway	443,000	15%
Apron	386,343	13%
<b>All (Weighted)</b>	<b>3,025,293</b>	<b>100%</b>

Figure 2-1 presents the breakdown of the pavement area at Perry-Foley 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 <sup>2</sup> )	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Apron	AP	4105	328,894	P	PCC	1/1/1945	6	58
Apron	AP	4110	30,749	P	AC	7/1/2009	0	8
Apron	AP	4115	26,700	P	PCC	12/25/1999	1	4
Runway 12-30	RW 12-30	6105	21,250	P	PCC	1/1/1945	2	4
Runway 12-30	RW 12-30	6110	42,500	P	PCC	1/1/1945	2	6
Runway 12-30	RW 12-30	6115	432,500	P	AAC	1/1/1997	18	87
Runway 12-30	RW 12-30	6120	216,250	P	AC	1/1/1997	9	44
Runway 12-30	RW 12-30	6125	34,500	P	PCC	1/1/1945	2	5
Runway 12-30	RW 12-30	6130	5,250	P	PCC	1/1/1945	2	4
Runway 18-36	RW 18-36	6305	10,625	P	PCC	1/1/1945	0	2
Runway 18-36	RW 18-36	6310	25,000	P	PCC	1/1/1945	0	4
Runway 18-36	RW 18-36	6315	437,000	P	AAC	5/1/2011	0	87
Runway 18-36	RW 18-36	6320	218,500	P	AC	5/1/2011	0	44
Runway 18-36	RW 18-36	6325	26,000	P	PCC	1/1/1945	0	3
Runway 18-36	RW 18-36	6330	8,750	P	PCC	1/1/1945	0	2
Runway 6-24	RW 6-24	6205	23,700	S	PCC	1/1/1945	2	4
Runway 6-24	RW 6-24	6210	13,625	S	PCC	1/1/1945	1	2
Runway 6-24	RW 6-24	6215	437,500	S	AC	1/1/1945	18	88
Runway 6-24	RW 6-24	6220	218,750	S	AC	1/1/1945	8	44
Runway 6-24	RW 6-24	6225	9,250	S	PCC	1/1/1945	1	2
Runway 6-24	RW 6-24	6230	15,000	S	PCC	1/1/1945	1	2
Taxiway Alpha and Bravo	TW A & B	105	130,000	P	AC	1/1/1995	5	37
Taxiway Alpha and Bravo	TW A & B	110	112,000	P	AC	1/1/1995	5	32
Taxiway Charlie	TW C	205	147,000	P	AC	1/1/1995	5	42
Taxiway Charlie	TW C	210	54,000	P	AC	1/1/1995	3	15

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

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

### 3. PAVEMENT CONDITION

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

#### 3.1 Inspection Methodology

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

**Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces**

Code	Distress	Mechanism
41	Alligator Cracking	Load
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Load
52	Weathering/Raveling	Climate / Load
53	Rutting	Load
54	Shoving	Pavement Growth
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
<i>Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual</i>		

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

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

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 Perry-Foley Airport were performed in December 2010. 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**

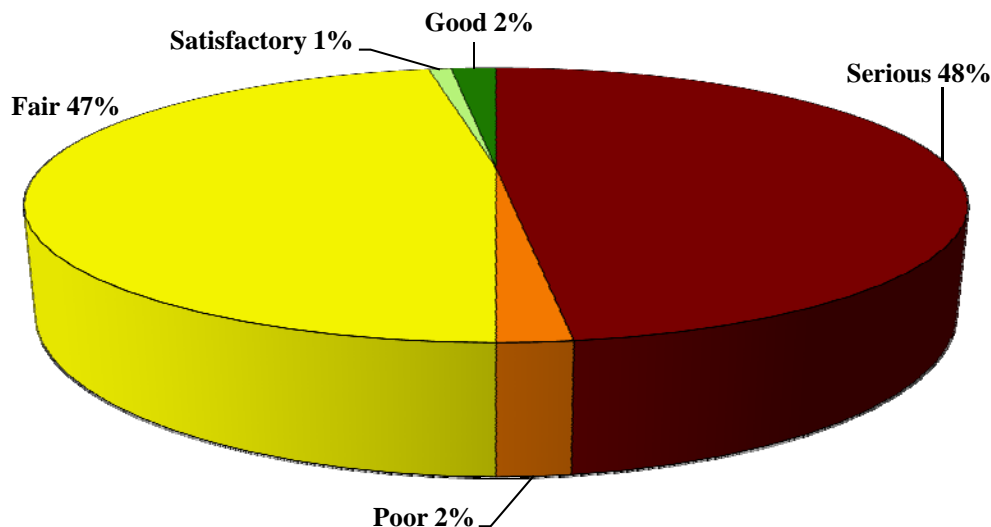
According to the 2010 survey, the overall area-weighted PCI at Perry-Foley Airport is 44, representing a Poor overall network condition.

The primary distresses observed on the airfield pavement included Longitudinal, Transverse, Diagonal (L/T/D) cracking, patching and map cracking / scaling of the PCC-surfaced pavements. On the AC and AAC pavement sections, the primary distresses observed included raveling, longitudinal / transverse cracking, raveling and weathering, and patching.

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 Perry-Foley Airport.

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



**Figure 3-1a: Condition Rating Summary**

Condition Rating	Total Area (ft <sup>2</sup> )	Percent
Good	56,749	2%
Satisfactory	25,000	1%
Fair	1,418,450	47%
Poor	69,250	2%
Very Poor	9,250	0%
Serious	1,446,594	48%
Failed	0	0%

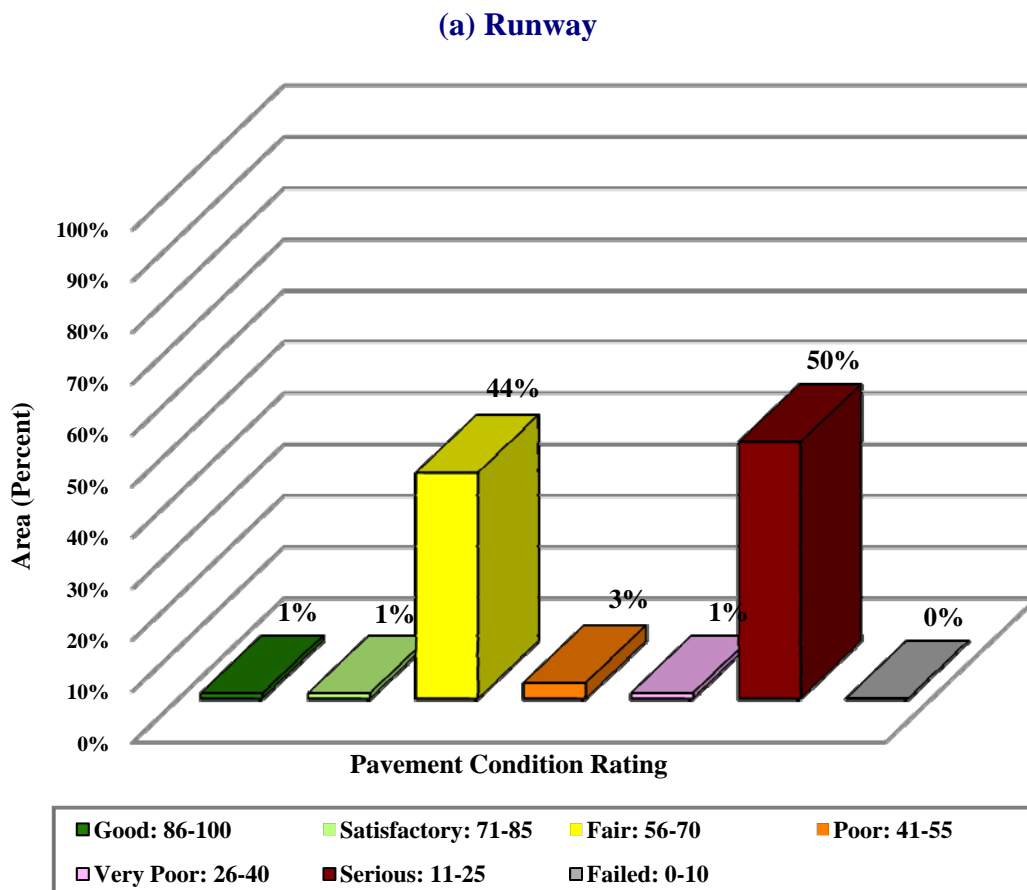
Approximately 3% of the network is in Good and Satisfactory condition while 48% of the network is in Serious and Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

**Table 3-3: Condition by Pavement Use**

Use	Average Area-Weighted PCI	Condition Rating
Runway	42	Poor
Taxiway	66	Fair
Apron	30	Very Poor
All (Weighted)	44	Poor

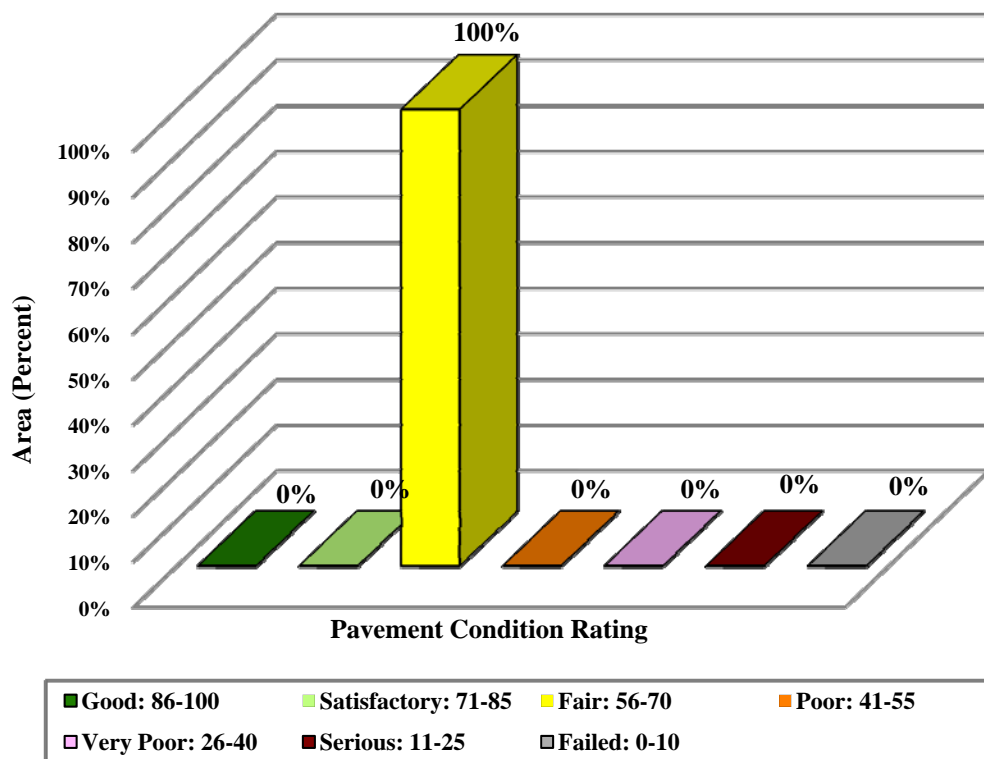
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

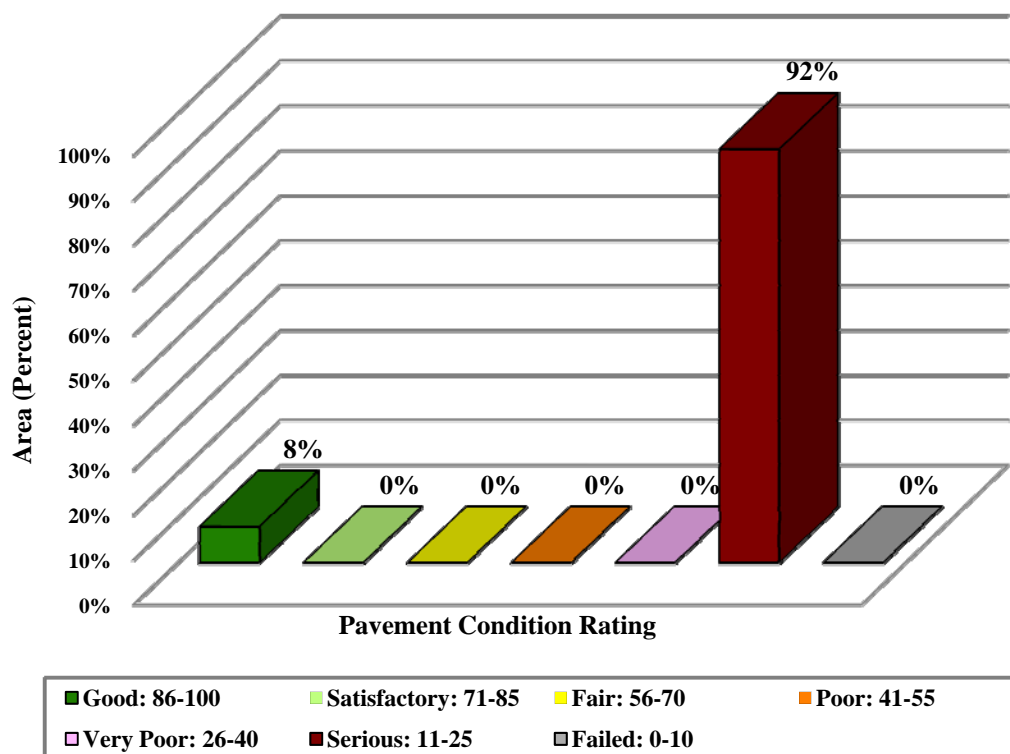




**(b) Taxiway**



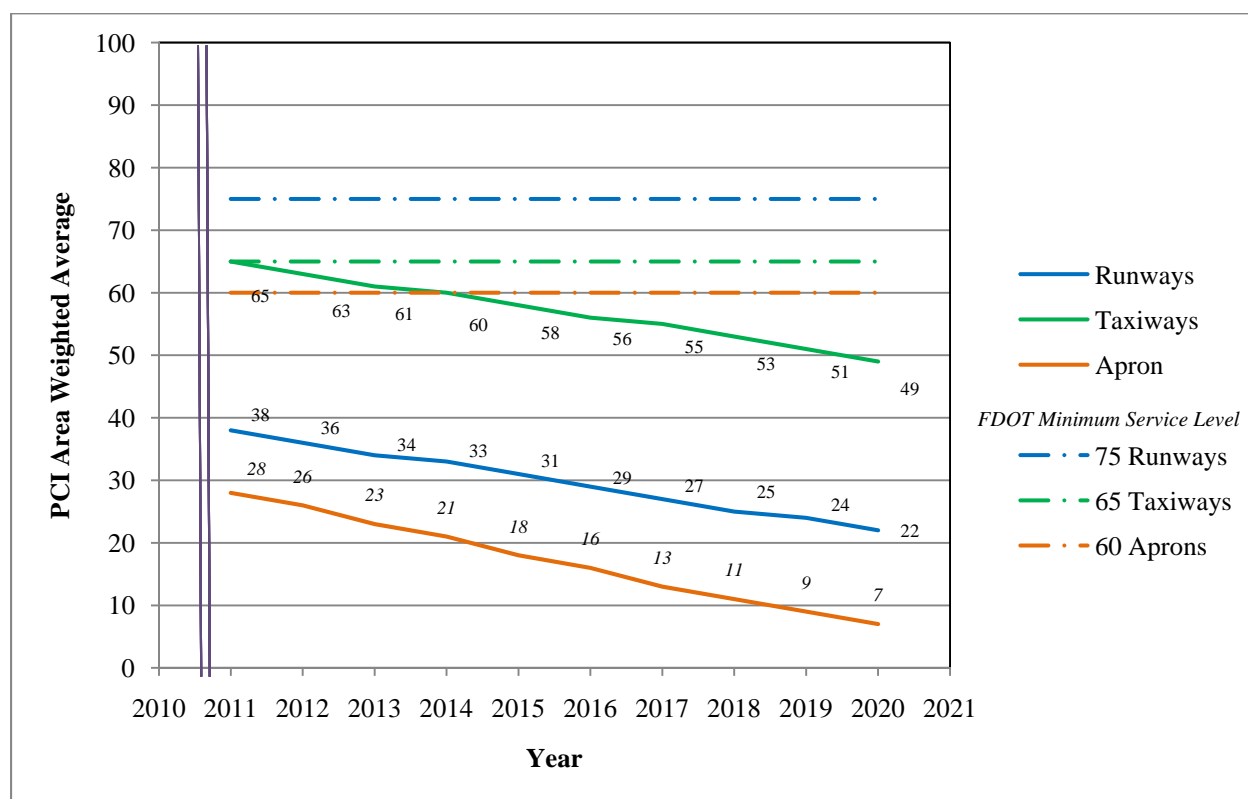
**(c) Apron**



#### 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 Perry-Foley 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**

<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
Apron	4105	PCC	328,894	\$4,479,537.73	24	Reconstruction	100
Apron	4115	PCC	26,700	\$363,654.12	11	Reconstruction	100
Runway 12-30	6105	PCC	21,250	\$127,563.76	51	PCC Restoration	100
Runway 12-30	6115	AAC	432,500	\$1,006,860.63	64	Mill and Overlay	100
Runway 12-30	6120	AC	216,250	\$2,945,325.96	15	Reconstruction	100
Runway 12-30	6125	PCC	34,500	\$157,596.07	56	PCC Restoration	100
Runway 12-30	6130	PCC	5,250	\$16,521.76	61	PCC Restoration	100
Runway 18-36	6305	PCC	10,625	\$66,831.26	41	PCC Restoration	100
Runway 18-36	6310	PCC	25,000	\$92,675.06	59	PCC Restoration	100
Runway 18-36	6315	AAC	437,000	\$1,375,239.98	61	Mill and Overlay	100
Runway 18-36	6320	AC	218,500	\$2,975,970.97	15	Reconstruction	100
Runway 18-36	6330	PCC	8,750	\$74,278.77	37	Reconstruction	100
Runway 6-24	6210	PCC	13,625	\$81,790.88	51	PCC Restoration	100
Runway 6-24	6215	AC	437,500	\$5,958,751.93	20	Reconstruction	100
Runway 6-24	6220	AC	218,750	\$2,979,375.97	10	Reconstruction	100
Runway 6-24	6225	PCC	9,250	\$98,864.03	34	Reconstruction	100
Runway 6-24	6230	PCC	15,000	\$94,350.01	49	PCC Restoration	100
<b>Total</b>				<b>\$22,895,188.89</b>	<b>39</b>		<b>100</b>

\* 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**

<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
Apron	4105	PCC	328,894	\$4,479,537.73	24	Reconstruction	100
Apron	4115	PCC	26,700	\$363,654.12	11	Reconstruction	100
Runway 12-30	6105	PCC	21,250	\$127,563.76	51	PCC Restoration	100
Runway 12-30	6115	AAC	432,500	\$281,125.00	64	Microsurfacing	100
Runway 12-30	6120	AC	216,250	\$2,945,325.96	15	Reconstruction	100
Runway 12-30	6125	PCC	34,500	\$157,596.07	56	PCC Restoration	100
Runway 12-30	6130	PCC	5,250	\$16,521.76	61	PCC Restoration	100
Runway 18-36	6305	PCC	10,625	\$66,831.26	41	PCC Restoration	100
Runway 18-36	6310	PCC	25,000	\$92,675.06	59	PCC Restoration	100
Runway 18-36	6315	AAC	437,000	\$284,050.00	61	Microsurfacing	100
Runway 18-36	6320	AC	218,500	\$2,975,970.97	15	Reconstruction	100
Runway 18-36	6330	PCC	8,750	\$74,278.77	37	Reconstruction	100
Runway 6-24	6210	PCC	13,625	\$81,790.88	51	PCC Restoration	100
Runway 6-24	6215	AC	437,500	\$5,958,751.93	20	Reconstruction	100
Runway 6-24	6220	AC	218,750	\$2,979,375.97	10	Reconstruction	100
Runway 6-24	6225	PCC	9,250	\$98,864.03	34	Reconstruction	100
Runway 6-24	6230	PCC	15,000	\$94,350.01	49	PCC Restoration	100
<b>Total</b>				<b>\$21,078,263.28</b>	<b>39</b>		<b>100</b>

\* 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	LINEAR CR	H	Crack Sealing - PCC	365.30	Ft	\$4.24	\$1,548.78
Apron	AP	4105	CORNER SPALL	M	Patching - PCC Partial Depth	131.10	SqFt	\$19.06	\$2,498.01
Apron	AP	4105	JOINT SPALL	M	Patching - PCC Partial Depth	251.60	SqFt	\$19.06	\$4,796.19
Apron	AP	4105	JOINT SPALL	H	Patching - PCC Partial Depth	78.60	SqFt	\$19.06	\$1,498.81
Apron	AP	4105	SCALING	H	Slab Replacement - PCC	12,175.90	SqFt	\$39.11	\$476,200.42
Apron	AP	4105	SMALL PATCH	M	Patching - PCC Partial Depth	52.40	SqFt	\$19.06	\$999.21
Apron	AP	4105	SMALL PATCH	H	Patching - PCC Partial Depth	157.30	SqFt	\$19.06	\$2,997.62
Apron	AP	4105	JT SEAL DMG	H	Joint Seal (Localized)	15,437.70	Ft	\$2.00	\$30,875.46
Apron	AP	4105	LINEAR CR	M	Crack Sealing - PCC	9,862.50	Ft	\$4.24	\$41,817.12
Apron	AP	4105	SHAT. SLAB	M	Slab Replacement - PCC	3,044.00	SqFt	\$39.11	\$119,050.11
Apron	AP	4115	SHAT. SLAB	M	Slab Replacement - PCC	1,328.10	SqFt	\$39.11	\$51,942.96
Apron	AP	4115	LINEAR CR	M	Crack Sealing - PCC	557.80	Ft	\$4.24	\$2,365.13
Apron	AP	4115	SHAT. SLAB	H	Slab Replacement - PCC	1,328.10	SqFt	\$39.11	\$51,942.96
Runway 12-30	RW 12-30	6105	SMALL PATCH	H	Patching - PCC Partial Depth	11.60	SqFt	\$19.06	\$220.70
Runway 12-30	RW 12-30	6105	SMALL PATCH	M	Patching - PCC Partial Depth	11.60	SqFt	\$19.06	\$220.70
Runway 12-30	RW 12-30	6105	JT SEAL DMG	M	Joint Seal (Localized)	1,182.70	Ft	\$2.00	\$2,365.41
Runway 12-30	RW 12-30	6105	LINEAR CR	M	Crack Sealing - PCC	263.60	Ft	\$4.24	\$1,117.50
Runway 12-30	RW 12-30	6105	LINEAR CR	H	Crack Sealing - PCC	52.70	Ft	\$4.24	\$223.50
Runway 12-30	RW 12-30	6110	LINEAR CR	M	Crack Sealing - PCC	212.50	Ft	\$4.24	\$901.00
Runway 12-30	RW 12-30	6110	JT SEAL DMG	M	Joint Seal (Localized)	2,287.50	Ft	\$2.00	\$4,575.01
Runway 12-30	RW 12-30	6110	SMALL PATCH	M	Patching - PCC Partial Depth	7.60	SqFt	\$19.06	\$145.32
Runway 12-30	RW 12-30	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	401,533.00	SqFt	\$0.40	\$160,614.54
Runway 12-30	RW 12-30	6115	WEATH/RAVEL	M	Surface Seal - Coat Tar	30,967.00	SqFt	\$0.40	\$12,386.90

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

<b>Branch Name</b>	<b>Branch ID</b>	<b>Section ID</b>	<b>Distress Description</b>	<b>Distress Severity</b>	<b>Work Description</b>	<b>Work Quantity</b>	<b>Work Unit</b>	<b>Unit Cost</b>	<b>Work Cost</b>
Runway 12-30	RW 12-30	6120	BLOCK CR	H	Crack Sealing - AC	732.40	Ft	\$2.25	\$1,647.83
Runway 12-30	RW 12-30	6120	BLOCK CR	M	Crack Sealing - AC	64,123.10	Ft	\$2.25	\$144,277.17
Runway 12-30	RW 12-30	6120	PATCHING	H	Patching - AC Deep	360.70	SqFt	\$4.90	\$1,767.32
Runway 12-30	RW 12-30	6120	PATCHING	M	Patching - AC Deep	2,223.20	SqFt	\$4.90	\$10,893.87
Runway 12-30	RW 12-30	6120	WEATH/RAVEL	H	Microsurfacing - AC	4,920.90	SqFt	\$0.65	\$3,198.56
Runway 12-30	RW 12-30	6120	WEATH/RAVEL	M	Surface Seal - Coat Tar	207,859.50	SqFt	\$0.40	\$83,144.49
Runway 12-30	RW 12-30	6120	SWELLING	M	Patching - AC Deep	322.90	SqFt	\$4.90	\$1,582.35
Runway 12-30	RW 12-30	6125	SMALL PATCH	M	Patching - PCC Partial Depth	12.30	SqFt	\$19.06	\$235.08
Runway 12-30	RW 12-30	6125	JT SEAL DMG	M	Joint Seal (Localized)	1,840.80	Ft	\$2.00	\$3,681.62
Runway 12-30	RW 12-30	6125	LINEAR CR	M	Crack Sealing - PCC	343.80	Ft	\$4.24	\$1,457.50
Runway 12-30	RW 12-30	6130	SMALL PATCH	M	Patching - PCC Partial Depth	4.00	SqFt	\$19.06	\$75.59
Runway 12-30	RW 12-30	6130	JT SEAL DMG	M	Joint Seal (Localized)	337.90	Ft	\$2.00	\$675.79
Runway 12-30	RW 12-30	6130	LINEAR CR	M	Crack Sealing - PCC	30.40	Ft	\$4.24	\$128.87
Runway 12-30	RW 12-30	6130	SMALL PATCH	H	Patching - PCC Partial Depth	2.00	SqFt	\$19.06	\$37.79
Runway 18-36	RW 18-36	6305	JT SEAL DMG	H	Joint Seal (Localized)	825.00	Ft	\$2.00	\$1,650.01
Runway 18-36	RW 18-36	6305	LINEAR CR	M	Crack Sealing - PCC	53.10	Ft	\$4.24	\$225.25
Runway 18-36	RW 18-36	6310	JT SEAL DMG	M	Joint Seal (Localized)	1,204.50	Ft	\$2.00	\$2,409.10
Runway 18-36	RW 18-36	6310	LINEAR CR	M	Crack Sealing - PCC	102.30	Ft	\$4.24	\$433.64
Runway 18-36	RW 18-36	6310	JT SEAL DMG	H	Joint Seal (Localized)	1,445.50	Ft	\$2.00	\$2,890.92
Runway 18-36	RW 18-36	6315	OIL SPILLAGE	N	Patching - AC Shallow	26.30	SqFt	\$2.90	\$76.14
Runway 18-36	RW 18-36	6315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	418,545.40	SqFt	\$0.40	\$167,419.56
Runway 18-36	RW 18-36	6315	WEATH/RAVEL	M	Surface Seal - Coat Tar	18,451.00	SqFt	\$0.40	\$7,380.44
Runway 18-36	RW 18-36	6320	SWELLING	M	Patching - AC Deep	1,250.10	SqFt	\$4.90	\$6,125.62
Runway 18-36	RW 18-36	6320	WEATH/RAVEL	M	Surface Seal - Coat Tar	169,941.90	SqFt	\$0.40	\$67,977.31
Runway 18-36	RW 18-36	6320	PATCHING	M	Patching - AC Deep	1,038.40	SqFt	\$4.90	\$5,088.37

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

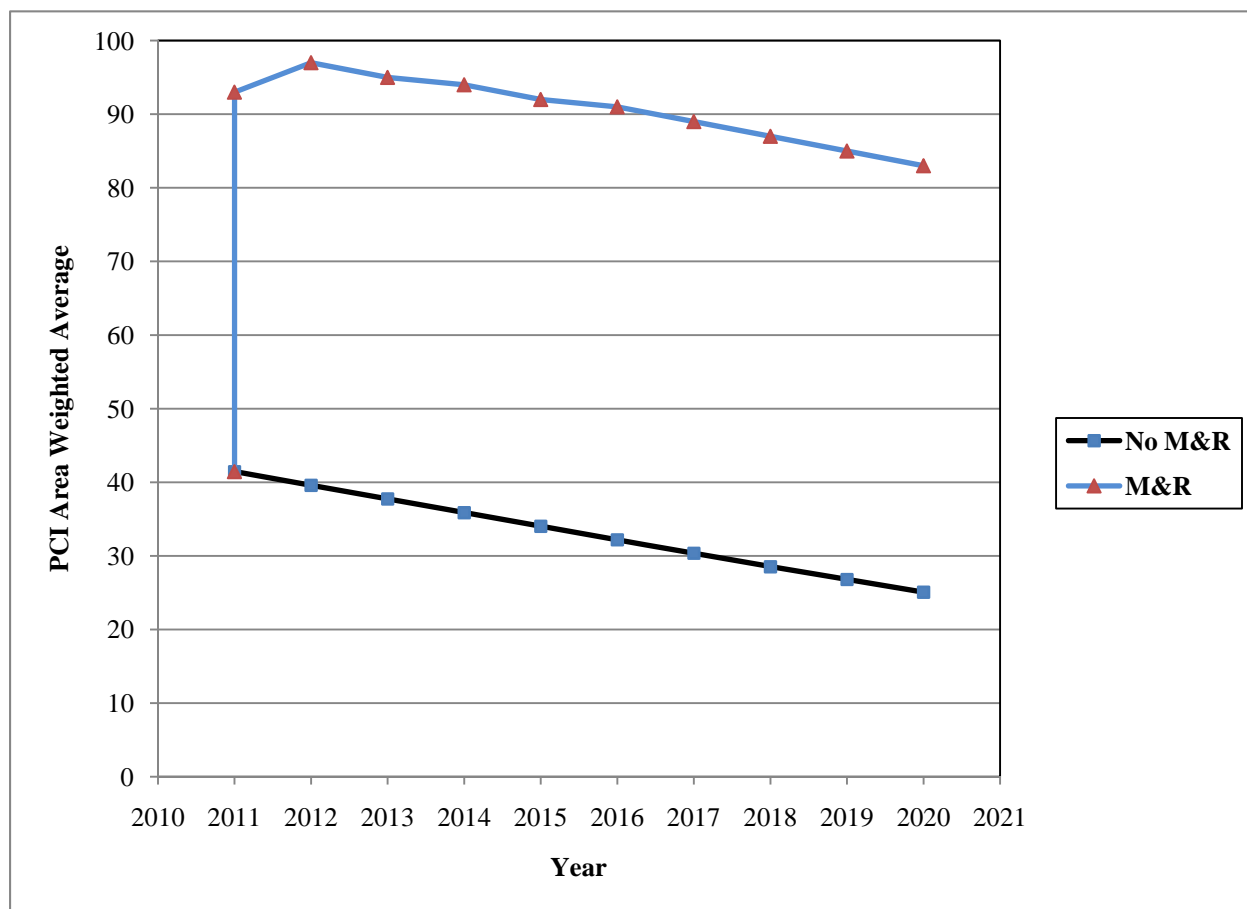
<b>Branch Name</b>	<b>Branch ID</b>	<b>Section ID</b>	<b>Distress Description</b>	<b>Distress Severity</b>	<b>Work Description</b>	<b>Work Quantity</b>	<b>Work Unit</b>	<b>Unit Cost</b>	<b>Work Cost</b>
Runway 18-36	RW 18-36	6320	OIL SPILLAGE	N	Patching - AC Shallow	33.90	SqFt	\$2.90	\$98.39
Runway 18-36	RW 18-36	6320	BLOCK CR	M	Crack Sealing - AC	65,769.50	Ft	\$2.25	\$147,981.51
Runway 18-36	RW 18-36	6320	BLOCK CR	H	Crack Sealing - AC	828.80	Ft	\$2.25	\$1,864.75
Runway 18-36	RW 18-36	6320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,555.00	SqFt	\$0.40	\$19,422.14
Runway 18-36	RW 18-36	6325	CORNER SPALL	M	Patching - PCC Partial Depth	9.30	SqFt	\$19.06	\$177.38
Runway 18-36	RW 18-36	6330	SMALL PATCH	M	Patching - PCC Partial Depth	4.20	SqFt	\$19.06	\$79.78
Runway 18-36	RW 18-36	6330	JT SEAL DMG	H	Joint Seal (Localized)	675.00	Ft	\$2.00	\$1,350.00
Runway 18-36	RW 18-36	6330	LINEAR CR	M	Crack Sealing - PCC	87.50	Ft	\$4.24	\$371.00
Runway 6-24	RW 6-24	6205	CORNER SPALL	M	Patching - PCC Partial Depth	4.30	SqFt	\$19.06	\$81.21
Runway 6-24	RW 6-24	6205	JT SEAL DMG	M	Joint Seal (Localized)	2,512.30	Ft	\$2.00	\$5,024.59
Runway 6-24	RW 6-24	6205	LINEAR CR	M	Crack Sealing - PCC	118.80	Ft	\$4.24	\$503.50
Runway 6-24	RW 6-24	6205	LINEAR CR	H	Crack Sealing - PCC	29.70	Ft	\$4.24	\$125.88
Runway 6-24	RW 6-24	6210	LINEAR CR	M	Crack Sealing - PCC	190.40	Ft	\$4.24	\$807.23
Runway 6-24	RW 6-24	6210	JT SEAL DMG	H	Joint Seal (Localized)	933.50	Ft	\$2.00	\$1,866.98
Runway 6-24	RW 6-24	6215	DEPRESSION	M	Patching - AC Deep	710.90	SqFt	\$4.90	\$3,483.19
Runway 6-24	RW 6-24	6215	WEATH/RAVEL	M	Surface Seal - Coat Tar	409,903.50	SqFt	\$0.40	\$163,962.75
Runway 6-24	RW 6-24	6215	PATCHING	M	Patching - AC Deep	4,143.90	SqFt	\$4.90	\$20,305.06
Runway 6-24	RW 6-24	6215	WEATH/RAVEL	H	Microsurfacing - AC	1,832.60	SqFt	\$0.65	\$1,191.21
Runway 6-24	RW 6-24	6215	BLOCK CR	M	Crack Sealing - AC	123,978.50	Ft	\$2.25	\$278,951.92
Runway 6-24	RW 6-24	6215	BLOCK CR	H	Crack Sealing - AC	703.80	Ft	\$2.25	\$1,583.53
Runway 6-24	RW 6-24	6220	WEATH/RAVEL	H	Microsurfacing - AC	5.50	SqFt	\$0.65	\$3.59
Runway 6-24	RW 6-24	6220	SWELLING	M	Patching - AC Deep	560.40	SqFt	\$4.90	\$2,746.11
Runway 6-24	RW 6-24	6220	WEATH/RAVEL	M	Surface Seal - Coat Tar	218,468.50	SqFt	\$0.40	\$87,388.11
Runway 6-24	RW 6-24	6220	PATCHING	M	Patching - AC Deep	346.90	SqFt	\$4.90	\$1,699.79
Runway 6-24	RW 6-24	6220	PATCHING	H	Patching - AC Deep	346.90	SqFt	\$4.90	\$1,699.79

**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 6-24	RW 6-24	6220	BLOCK CR	M	Crack Sealing - AC	57,168.00	Ft	\$2.25	\$128,628.24
Runway 6-24	RW 6-24	6220	BLOCK CR	H	Crack Sealing - AC	9,422.80	Ft	\$2.25	\$21,201.42
Runway 6-24	RW 6-24	6220	SWELLING	H	Patching - AC Deep	189.30	SqFt	\$4.90	\$927.55
Runway 6-24	RW 6-24	6225	LINEAR CR	M	Crack Sealing - PCC	177.60	Ft	\$4.24	\$753.16
Runway 6-24	RW 6-24	6225	JT SEAL DMG	H	Joint Seal (Localized)	582.80	Ft	\$2.00	\$1,165.54
Runway 6-24	RW 6-24	6225	SMALL PATCH	M	Patching - PCC Partial Depth	8.50	SqFt	\$19.06	\$161.97
Runway 6-24	RW 6-24	6230	JT SEAL DMG	M	Joint Seal (Localized)	1,550.00	Ft	\$2.00	\$3,100.01
Runway 6-24	RW 6-24	6230	SMALL PATCH	H	Patching - PCC Partial Depth	10.80	SqFt	\$19.06	\$205.16
Runway 6-24	RW 6-24	6230	LINEAR CR	H	Crack Sealing - PCC	75.00	Ft	\$4.24	\$318.00
Runway 6-24	RW 6-24	6230	LINEAR CR	M	Crack Sealing - PCC	112.50	Ft	\$4.24	\$477.00
Taxiway Alpha and Bravo	TW A & B	105	WEATH/RAVEL	M	Surface Seal - Coat Tar	29.70	SqFt	\$0.40	\$11.89
Taxiway Alpha and Bravo	TW A & B	105	L & T CR	M	Crack Sealing - AC	118.90	Ft	\$2.25	\$267.43
Taxiway Alpha and Bravo	TW A & B	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	129,969.20	SqFt	\$0.40	\$51,988.13
Taxiway Alpha and Bravo	TW A & B	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	111,999.10	SqFt	\$0.40	\$44,800.01
Taxiway Alpha and Bravo	TW A & B	110	L & T CR	M	Crack Sealing - AC	243.20	Ft	\$2.25	\$547.20
Taxiway Charlie	TW C	205	L & T CR	M	Crack Sealing - AC	680.40	Ft	\$2.25	\$1,530.90
Taxiway Charlie	TW C	205	WEATH/RAVEL	H	Microsurfacing - AC	8.40	SqFt	\$0.65	\$5.46
Taxiway Charlie	TW C	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	146,990.40	SqFt	\$0.40	\$58,796.64
Taxiway Charlie	TW C	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	53,999.60	SqFt	\$0.40	\$21,600.00
								<b>Total =</b>	<b>\$2,565,038.65</b>

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 44 in 2010 to 25 in ten years if no M&R activities are performed.
- The PCI will remain at or above 83 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 83 with this scenario is 58 PCI points higher than a “No M&R” scenario. The total cost for Major M&R over this 10-year period is about \$24.3 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	\$191,081.56	\$22,895,188.88	\$23,086,270.44
2012	\$19,714.34	\$1,224,781.59	\$1,244,495.93
2013	\$24,846.87	\$0.00	\$24,846.87
2014	\$15,008.75	\$153,477.97	\$168,486.72
2015	\$19,766.28	\$0.00	\$19,766.28
2016	\$32,533.06	\$70,168.59	\$102,701.65
2017	\$69,570.05	\$0.00	\$69,570.05
2018	\$112,477.09	\$0.00	\$112,477.09
2019	\$193,671.66	\$0.00	\$193,671.66
2020	\$259,490.21	\$0.00	\$259,490.21
<b>Total</b>	<b>\$938,159.87</b>	<b>\$24,343,617.03</b>	<b>\$25,281,776.90</b>

Note: Costs are adjusted for inflation.

Approximately 94% of the total Major M&R cost is required in the first year (2011). According to the 2010 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Apron** – Reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 12-30** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification and restoration of the PCC pavement per the FAA P-501 Specification.
- **Runway 18-36** – Asphalt pavement mill and overlay activity and reconstruction activity per the FAA P-401 Specification, and restoration and reconstruction of the PCC pavement per the FAA P-501 Specification. There is rehabilitation programmed for Runway 18-36 to take place in 2011 or 2012.
- **Runway 6-24** – Restoration and reconstruction of the PCC pavement per the FAA P-501 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 Perry-Foley Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on the 2010 condition inspection and M&R analysis results:

- **Apron** – Reconstruction of PCC pavement per the FAA P-501 Specification.
- **Runway 12-30** – Asphalt pavement mill and overlay activity per the FAA P-401 Specification and restoration of the PCC pavement per the FAA P-501 Specification.
- **Runway 18-36** – Asphalt pavement mill and overlay activity and reconstruction activity per the FAA P-401 Specification, and restoration and reconstruction of the PCC pavement per the FAA P-501 Specification. There is rehabilitation programmed for Runway 18-36 to take place in 2011 or 2012.
- **Runway 6-24** – Restoration and reconstruction of the PCC pavement per the FAA P-501 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**

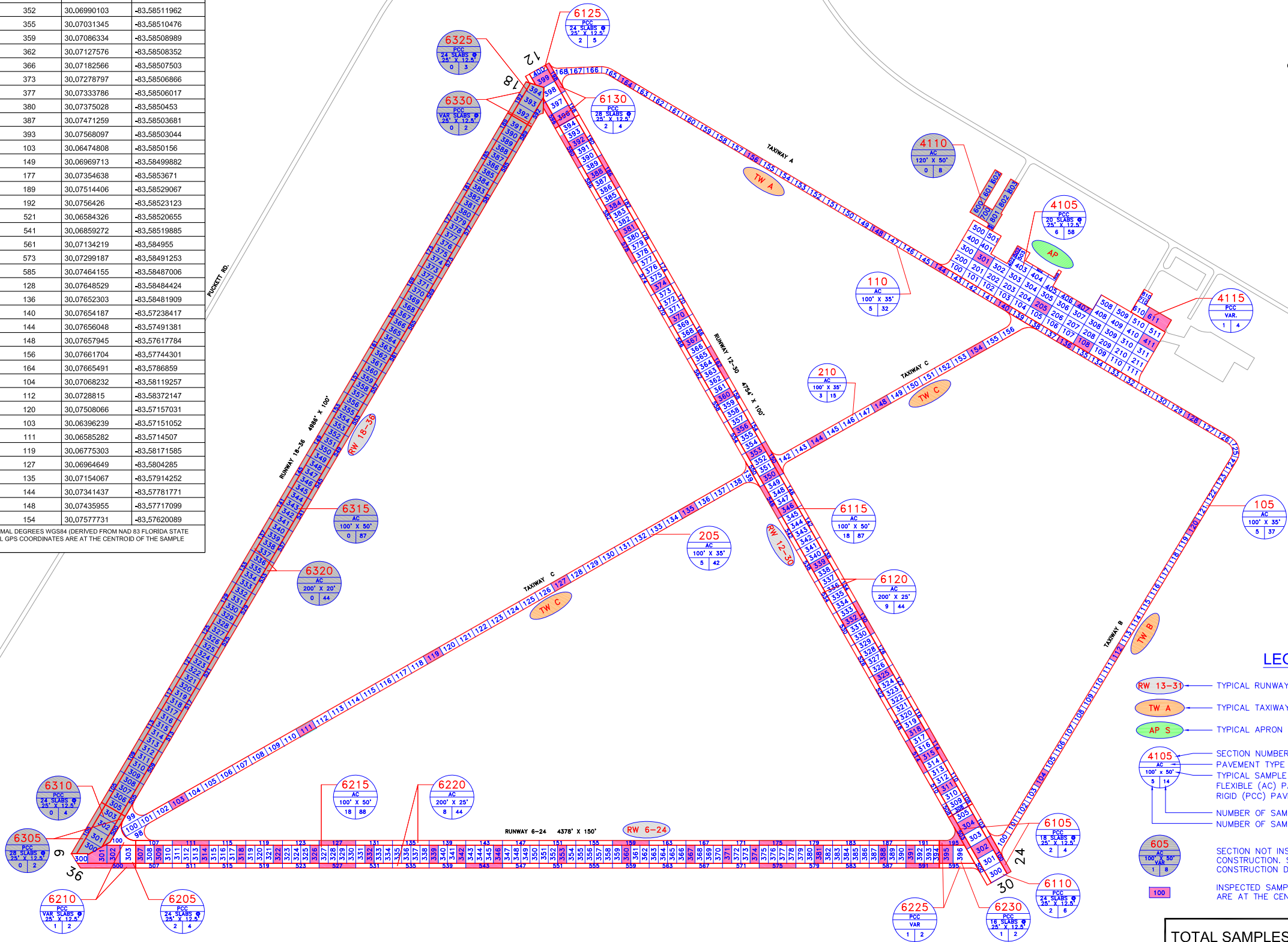
**WORK HISTORY REPORT**

GPS COORDINATES - PERRY-FOLEY AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP	4105	108	30.07664736	-83.5842842
AP	4105	205	30.0768231	-83.582991
AP	4105	301	30.0770064	-83.5746472
AP	4105	407	30.07711674	-83.575603
AP	4105	411	30.07714945	-83.57687787
AP	4105	502	30.0773463	-83.57496205
AP	4110	601	30.07792674	-83.57368521
AP	4115	611	30.0775095	-83.57643573
RW 6-24	6205	301	30.062667	-83.57739784
RW 6-24	6205	302	30.06278815	-83.57375716
RW 6-24	6210	500	30.06259822	-83.58499469
RW 6-24	6215	307	30.06298722	-83.58480446
RW 6-24	6215	309	30.06312364	-83.58478837
RW 6-24	6215	314	30.06346468	-83.58440396
RW 6-24	6215	318	30.06373751	-83.58412949
RW 6-24	6215	322	30.06401034	-83.58344332
RW 6-24	6215	326	30.06428317	-83.58289437
RW 6-24	6215	332	30.0646924	-83.58234542
RW 6-24	6215	339	30.06516984	-83.58179647
RW 6-24	6215	342	30.06537445	-83.58097304
RW 6-24	6215	346	30.06564727	-83.58001236
RW 6-24	6215	353	30.06612469	-83.57960063
RW 6-24	6215	360	30.0666021	-83.57905167
RW 6-24	6215	367	30.06707951	-83.57809097
RW 6-24	6215	371	30.06735231	-83.57713026
RW 6-24	6215	374	30.06755691	-83.57616954
RW 6-24	6215	381	30.0680343	-83.57562056
RW 6-24	6215	388	30.06851169	-83.57520881
RW 6-24	6215	391	30.06871628	-83.57424806
RW 6-24	6220	111	30.06351139	-83.57328733
RW 6-24	6220	127	30.06460196	-83.57287558
RW 6-24	6220	159	30.0667849	-83.58374758
RW 6-24	6220	175	30.06787644	-83.58155181
RW 6-24	6220	527	30.06430427	-83.57715982
RW 6-24	6220	543	30.06539666	-83.57496409
RW 6-24	6220	575	30.0675791	-83.58135575
RW 6-24	6220	591	30.06865731	-83.57915914
RW 6-24	6225	195	30.06922177	-83.57476731
RW 6-24	6230	395	30.06898203	-83.57259592
RW 12-30	6105	100	30.06936827	-83.57228749
RW 12-30	6105	503	30.06936887	-83.57234072
RW 12-30	6110	302	30.06932488	-83.57154921
RW 12-30	6110	304	30.06953431	-83.57232848
RW 12-30	6115	311	30.06986595	-83.57185381
RW 12-30	6115	315	30.07014528	-83.57226234
RW 12-30	6115	318	30.07035477	-83.57290915
RW 12-30	6115	325	30.07084379	-83.57345379
RW 12-30	6115	332	30.07133195	-83.57386228
RW 12-30	6115	339	30.07182139	-83.57481528
RW 12-30	6115	346	30.07230996	-83.57576887
RW 12-30	6115	350	30.07258862	-83.57672159
RW 12-30	6115	353	30.07279897	-83.57767491
RW 12-30	6115	356	30.07300845	-83.57822003
RW 12-30	6115	360	30.07328775	-83.57862795
RW 12-30	6115	367	30.07377652	-83.57903645
RW 12-30	6115	370	30.07398599	-83.57958113
RW 12-30	6115	374	30.07426377	-83.58053433
RW 12-30	6115	381	30.07475409	-83.58094285
RW 12-30	6115	384	30.0749633	-83.58148857
RW 12-30	6115	388	30.07524258	-83.58244072
RW 12-30	6115	392	30.07552187	-83.58284943
RW 12-30	6120	114	30.07032834	-83.58339413
RW 12-30	6120	130	30.07144584	-83.58393883
RW 12-30	6120	150	30.07284239	-83.5734213
RW 12-30	6120	162	30.07368009	-83.57559978
RW 12-30	6120	186	30.07535583	-83.57832312
RW 12-30	6120	514	30.07003207	-83.57995652
RW 12-30	6120	546	30.07226659	-83.58322548
RW 12-30	6120	578	30.07450118	-83.57362217
RW 12-30	6120	590	30.07533923	-83.57797848
RW 12-30	6125	396	30.075747	-83.58233628
RW 12-30	6125	399	30.07608669	-83.58397074
RW 12-30	6130	198	30.07617467	-83.58438261
RW 12-30	6130	596	30.0756883	-83.58497814
RW 18-36	6305	100	30.0629283	-83.58483176
RW 18-36	6310	300	30.06265441	-83.58465156
RW 18-36	6310	302	30.0630949	-83.5853952
RW 18-36	6315	306	30.06357723	-83.5852507
RW 18-36	6315	310	30.06412715	-83.58519503

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

GPS COORDINATES - PERRY-FOLEY AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 18-36	6315	317	30.06508946	-83.58518535
RW 18-36	6315	320	30.06550188	-83.58517907
RW 18-36	6315	324	30.06605177	-83.5851642
RW 18-36	6315	326	30.06632672	-83.58515784
RW 18-36	6315	334	30.06742651	-83.58514934
RW 18-36	6315	338	30.0679764	-83.5851451
RW 18-36	6315	345	30.06893871	-83.58512811
RW 18-36	6315	352	30.06990103	-83.58511962
RW 18-36	6315	355	30.07031345	-83.58510476
RW 18-36	6315	359	30.07086334	-83.58508989
RW 18-36	6315	362	30.07127576	-83.58508352
RW 18-36	6315	366	30.07182566	-83.58507503
RW 18-36	6315	373	30.07278797	-83.58506866
RW 18-36	6315	377	30.07333786	-83.58506017
RW 18-36	6315	380	30.07375028	-83.5850453
RW 18-36	6315	387	30.07471259	-83.58503681
RW 18-36	6315	393	30.07568097	-83.58503044
RW 18-36	6320	103	30.06474808	-83.5850156
RW 18-36	6320	149	30.06969713	-83.58499882
RW 18-36	6320	177	30.07354638	-83.5853671
RW 18-36	6320	189	30.07514406	-83.58529067
RW 18-36	6320	192	30.0756426	-83.58523123
RW 18-36	6320	521	30.06584326	-83.58520655
RW 18-36	6320	541	30.06859272	-83.58519885
RW 18-36	6320	561	30.07134219	-83.584955
RW 18-36	6320	573	30.07299187	-83.58491253
RW 18-36	6320	585	30.07464155	-83.58487006
TW A	105	128	30.07648529	-83.58484424
TW A	105	136	30.07652303	-83.58481909
TW A	110	140	30.07654187	-83.57238417
TW A	110	144	30.07656048	-83.57491381
TW A	110	148	30.07657945	-83.57617784
TW A	110	156	30.07661704	-83.57744301
TW A	110	164	30.07665491	-83.5786859
TW B	105	104	30.07068232	-83.58119257
TW B	105	112	30.0728815	-83.58372147
TW B	105	120	30.07508066	-83.57157031
TW C	205	103	30.06396239	-83.57151052
TW C	205	111	30.06585282	-83.5714507
TW C	205	119	30.06775303	-83.58171585
TW C	205	127	30.06964649	-83.5804285
TW C	205	135	30.07154067	-83.57914252
TW C	210	144	30.07341437	-83.57781771
TW C	210	148	30.07435955	-83.57717099
TW C	210	154	30.07577731	-83.57620089

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



LEGEND

RW 13-31

TYPICAL RUNWAY BRANCH ID

TW A

TYPICAL TAXIWAY BRANCH ID

AP S

TYPICAL APRON BRANCH ID

4105

SECTION NUMBER

AC

PAVEMENT TYPE

100' X 50'

TYPICAL SAMPLE UNIT INFORMATION

5 | 14

FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH

18 87

RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE

200' X 25'

NUMBER OF SAMPLE UNITS IN SECTION

9 | 44

NUMBER OF SAMPLE UNITS TO BE INSPECTED

605

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 = 123

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

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

FILED: July 16, 2011 - 4:28 PM, 91, Ocala, Volume



NETWORK DEFINITION MAP

PERRY-FOLEY AIRPORT

PERRY, TAYLOR, FLORIDA

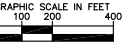
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER

40J

FOOT DISTRICT

2



CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011/2012	RUNWAY 18-36	MILL AND REPLACE



- |  |          |      |      |
|--|----------|------|------|
|  | 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.

[illegible]

SYSTEM INVENTORY MAP

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**PERRY-FOLEY AIRPORT**  
**PERRY, TAYLOR, FLORIDA**

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FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**40J**  
FOOT DISTRICT  
**2**

**Table A-1: Pavement Inventory**

<b>Branch Name</b>	<b>Branch ID</b>	<b>Branch Use</b>	<b>Section ID</b>	<b>Length (ft)</b>	<b>Width (ft)</b>	<b>True Area (ft<sup>2</sup>)</b>	<b>Section Rank</b>	<b>Surface Type</b>	<b>Last Const. Date</b>	<b>Last Insp. Date</b>	<b>Sample Units in Section</b>
Apron	AP	APRON	4105	1,200	300	328,894	P	PCC	1/1/1945	12/8/2010	58
Apron	AP	APRON	4110	615	50	30,749	P	AC	7/1/2009	7/1/2009	8
Apron	AP	APRON	4115	150	178	26,700	P	PCC	12/25/1999	12/8/2010	4
Runway 12-30	RW 12-30	RUNWAY	6105	850	25	21,250	P	PCC	1/1/1945	12/8/2010	4
Runway 12-30	RW 12-30	RUNWAY	6110	425	100	42,500	P	PCC	1/1/1945	12/8/2010	6
Runway 12-30	RW 12-30	RUNWAY	6115	4,325	100	432,500	P	AAC	1/1/1997	12/8/2010	87
Runway 12-30	RW 12-30	RUNWAY	6120	8,650	25	216,250	P	AC	1/1/1997	12/8/2010	44
Runway 12-30	RW 12-30	RUNWAY	6125	345	100	34,500	P	PCC	1/1/1945	12/8/2010	5
Runway 12-30	RW 12-30	RUNWAY	6130	210	25	5,250	P	PCC	1/1/1945	12/8/2010	4
Runway 18-36	RW 18-36	RUNWAY	6305	425	25	10,625	P	PCC	1/1/1945	10/9/2006	2
Runway 18-36	RW 18-36	RUNWAY	6310	250	100	25,000	P	PCC	1/1/1945	10/9/2006	4
Runway 18-36	RW 18-36	RUNWAY	6315	4,370	100	437,000	P	AAC	5/1/2011	10/9/2006	87
Runway 18-36	RW 18-36	RUNWAY	6320	8,740	25	218,500	P	AC	5/1/2011	10/9/2006	44
Runway 18-36	RW 18-36	RUNWAY	6325	260	100	26,000	P	PCC	1/1/1945	10/9/2006	3
Runway 18-36	RW 18-36	RUNWAY	6330	350	25	8,750	P	PCC	1/1/1945	10/9/2006	2
Runway 6-24	RW 6-24	RUNWAY	6205	237	100	23,700	S	PCC	1/1/1945	12/8/2010	4
Runway 6-24	RW 6-24	RUNWAY	6210	475	25	13,625	S	PCC	1/1/1945	12/8/2010	2
Runway 6-24	RW 6-24	RUNWAY	6215	4,375	100	437,500	S	AC	1/1/1945	12/8/2010	88
Runway 6-24	RW 6-24	RUNWAY	6220	8,750	25	218,750	S	AC	1/1/1945	12/8/2010	44
Runway 6-24	RW 6-24	RUNWAY	6225	300	25	9,250	S	PCC	1/1/1945	12/8/2010	2
Runway 6-24	RW 6-24	RUNWAY	6230	150	100	15,000	S	PCC	1/1/1945	12/8/2010	2
Taxiway Alpha and Bravo	TW A & B	TAXIWAY	105	3,700	35	130,000	P	AC	1/1/1995	12/8/2010	37

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

<b>Branch Name</b>	<b>Branch ID</b>	<b>Branch Use</b>	<b>Section ID</b>	<b>Length (ft)</b>	<b>Width (ft)</b>	<b>True Area (ft<sup>2</sup>)</b>	<b>Section Rank</b>	<b>Surface Type</b>	<b>Last Const. Date</b>	<b>Last Insp. Date</b>	<b>Sample Units in Section</b>
Taxiway Alpha and Bravo	TW A & B	TAXIWAY	110	3,200	35	112,000	P	AC	1/1/1995	12/8/2010	32
Taxiway Charlie	TW C	TAXIWAY	205	4,200	35	147,000	P	AC	1/1/1995	12/8/2010	42
Taxiway Charlie	TW C	TAXIWAY	210	1,500	35	54,000	P	AC	1/1/1995	12/8/2010	15

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.



Date:06/21/2011

# Work History Report

1 of 7

Pavement Database:

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

Date:06/21/2011

## Work History Report

2 of 7

Pavement Database:

01/01/1984	IMPORTED	OVERLAY			True	SOIL: SP
<b>Network:</b> 28J <b>Branch:</b> RW 12-30      (RUNWAY 12-30) <b>Section:</b> 6315 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1942 <b>Use:</b> RUNWAY <b>Rank:</b> S <b>Length:</b> 1.850.00 Ft <b>Width:</b> 75.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> RW 12-30      (RUNWAY 12-30) <b>Section:</b> 6316 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1986 <b>Use:</b> RUNWAY <b>Rank:</b> S <b>Length:</b> 335.00 Ft <b>Width:</b> 75.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> RW 17-35      (RUNWAY 17-35) <b>Section:</b> 6205 <b>Surface:</b> AAC <b>L.C.D.:</b> 07/01/2009 <b>Use:</b> RUNWAY <b>Rank:</b> S <b>Length:</b> 3.240.00 Ft <b>Width:</b> 75.00 Ft <b>True Area:</b> 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	1986: 1.5" AC ON ?" LIME ROCK ON EXISTING 1942 9" LIME ROCK SOIL: SP
01/01/1986	IMPORTED	BUILT		1.50	True	
01/01/1986	IMPORTED	OVERLAY			True	
<b>Network:</b> 28J <b>Branch:</b> RW 17-35      (RUNWAY 17-35) <b>Section:</b> 6210 <b>Surface:</b> AAC <b>L.C.D.:</b> 07/01/2009 <b>Use:</b> RUNWAY <b>Rank:</b> S <b>Length:</b> 172.00 Ft <b>Width:</b> 75.00 Ft <b>True Area:</b> 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	1982 AC PAVEMENT
01/01/1982	IMPORTED	BUILT			True	
<b>Network:</b> 28J <b>Branch:</b> RW 9-27      (RUNWAY 9-27) <b>Section:</b> 6105 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1994 <b>Use:</b> RUNWAY <b>Rank:</b> P <b>Length:</b> 2.550.00 Ft <b>Width:</b> 100.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> RW 9-27      (RUNWAY 9-27) <b>Section:</b> 6110 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1994 <b>Use:</b> RUNWAY <b>Rank:</b> P <b>Length:</b> 2.400.00 Ft <b>Width:</b> 100.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> RW 9-27      (RUNWAY 9-27) <b>Section:</b> 6115 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/2004 <b>Use:</b> RUNWAY <b>Rank:</b> P <b>Length:</b> 1.045.00 Ft <b>Width:</b> 100.00 Ft <b>True Area:</b> 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	
<b>Network:</b> 28J <b>Branch:</b> TW A      (TAXIWAY A) <b>Section:</b> 100 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/2003 <b>Use:</b> TAXIWAY <b>Rank:</b> T <b>Length:</b> 1,150.00 Ft <b>Width:</b> 50.00 Ft <b>True Area:</b> 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	

Date:06/21/2011

## Work History Report

3 of 7

Pavement Database:

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	SOIL: SP 1983: 1.5" RECYCLED AC ON ?" LIME ROCK ON EXISTING +- 9" LIME ROCK
01/01/1983	IMPORTED	OVERLAY			True	
01/01/1983	IMPORTED	BUILT		1.50	True	

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	ASSUME: 1986 AC SURFACE PLACED ON EXISTING 1942 LIME ROCK BASE
01/01/1986	IMPORTED	BUILT			True	

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	1983: 1.5" RECYCLED AC ON 8" LIME ROCK BASE SOIL: SP
01/01/1983	IMPORTED	BUILT		1.50	True	
01/01/1983	IMPORTED	OVERLAY			True	

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	1994: AC OVERLAY FEATHERED FROM RUNWAY SOIL: SP 1983: 1.5" RECYCLED AC ON 9" LIMEROCK
01/01/1994	IMPORTED	OVERLAY			True	
01/01/1994	IMPORTED	OVERLAY			True	
01/01/1983	IMPORTED	BUILT		1.50	True	

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	SOIL: SP 1994: AC OVERLAY FEATHERED FROM RUNWAY 1983: 1.5" RECYCLED AC ON 8" LIMEROCK
01/01/1994	IMPORTED	OVERLAY			True	
01/01/1994	IMPORTED	OVERLAY			True	
01/01/1983	IMPORTED	BUILT		1.50	True	

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	

Date:06/21/2011

## Work History Report

4 of 7

Pavement Database:

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	

Date:06/21/2011

## Work History Report

5 of 7

Pavement Database:

01/01/1983	INITIAL	Initial Construction	\$0	0.00	True	
<b>Network:</b> 28J <b>Branch:</b> TW C      (TAXIWAY C) <b>Section:</b> 305 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1983 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 1.063.00 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> TW C      (TAXIWAY C) <b>Section:</b> 306 <b>Surface:</b> AAC <b>L.C.D.:</b> 07/01/2010 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 172.00 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 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	
<b>Network:</b> 28J <b>Branch:</b> TW C      (TAXIWAY C) <b>Section:</b> 310 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1986 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 2.385.00 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> TW C      (TAXIWAY C) <b>Section:</b> 311 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1994 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 104.12 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> TW C      (TAXIWAY C) <b>Section:</b> 315 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1994 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 62.80 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 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
<b>Network:</b> 28J <b>Branch:</b> TW C2      (TAXIWAY C2) <b>Section:</b> 320 <b>Surface:</b> AC <b>L.C.D.:</b> 07/01/2009 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 490.00 Ft <b>Width:</b> 50.00 Ft <b>True Area:</b> 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	
<b>Network:</b> 28J <b>Branch:</b> TW D      (TAXIWAY) <b>Section:</b> 405 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1986 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 295.00 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 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

Date:06/21/2011

## Work History Report

6 of 7

*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	

Date: 06/21/2011

## Work History Report

7 of 7

*Pavement Database:*

### Summary:

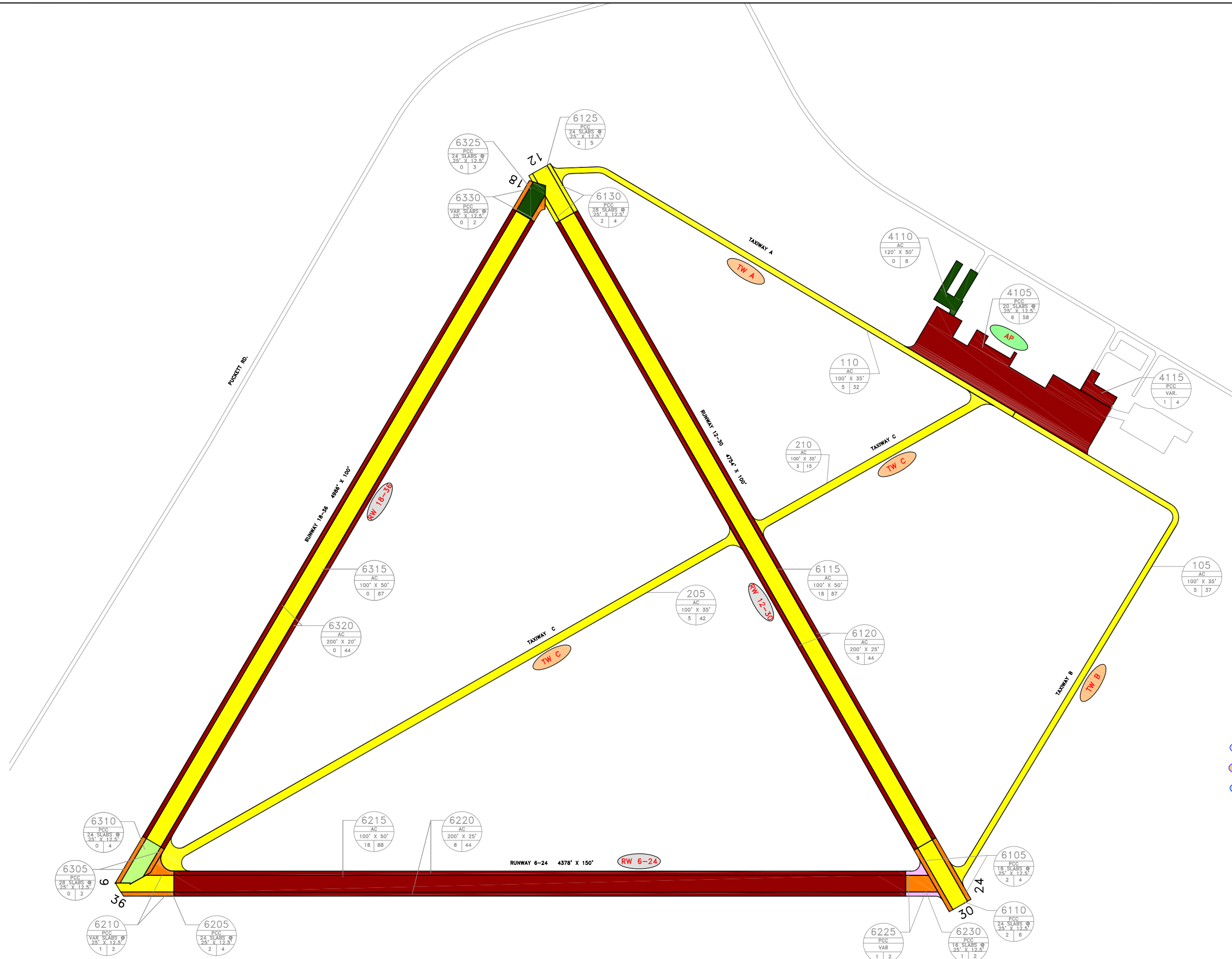
Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	27	1,693,889.00	1.50	.00
Initial Construction	9	220,632.00	.00	.00
Mill and Overlay	18	799,205.00	.00	.00
New Construction - AC	3	128,317.00	.00	.00
OVERLAY	26	1,882,349.00	1.50	

STD = Standard Deviation

# **APPENDIX B**

## **2011 CONDITION MAP PAVEMENT CONDITION INDEX TABLE**





GRAPHIC SCALE IN FEET  
0 100 200 400

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- 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:	JCB	DRAWN: RWF
CHECKED:		DATE: MAY 2011



2011 CONDITION MAP  
**PERRY-FOLEY AIRPORT**  
**PERRY, TAYLOR, FLORIDA**  
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**40J**  
FOOT DISTRICT  
**2**

**Table B-1: Pavement Condition Index**

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft <sup>2</sup> )	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Apron	AP	APRON	4105	328,894	P	PCC	6	58	25	Serious
Apron	AP	APRON	4110	30,749	P	AC	0	8	100	Good
Apron	AP	APRON	4115	26,700	P	PCC	1	4	12	Serious
Runway 12-30	RW 12-30	RUNWAY	6105	21,250	P	PCC	2	4	52	Poor
Runway 12-30	RW 12-30	RUNWAY	6110	42,500	P	PCC	2	6	66	Fair
Runway 12-30	RW 12-30	RUNWAY	6115	432,500	P	AAC	18	87	65	Fair
Runway 12-30	RW 12-30	RUNWAY	6120	216,250	P	AC	9	44	16	Serious
Runway 12-30	RW 12-30	RUNWAY	6125	34,500	P	PCC	2	5	57	Fair
Runway 12-30	RW 12-30	RUNWAY	6130	5,250	P	PCC	2	4	62	Fair
Runway 18-36	RW 18-36	RUNWAY	6305	10,625	P	PCC	0	2	53	Poor
Runway 18-36	RW 18-36	RUNWAY	6310	25,000	P	PCC	0	4	71	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6315	437,000	P	AAC	0	87	70	Fair
Runway 18-36	RW 18-36	RUNWAY	6320	218,500	P	AC	0	44	22	Serious
Runway 18-36	RW 18-36	RUNWAY	6325	26,000	P	PCC	0	3	89	Good
Runway 18-36	RW 18-36	RUNWAY	6330	8,750	P	PCC	0	2	49	Poor
Runway 6-24	RW 6-24	RUNWAY	6205	23,700	S	PCC	2	4	68	Fair
Runway 6-24	RW 6-24	RUNWAY	6210	13,625	S	PCC	1	2	52	Poor
Runway 6-24	RW 6-24	RUNWAY	6215	437,500	S	AC	18	88	21	Serious
Runway 6-24	RW 6-24	RUNWAY	6220	218,750	S	AC	8	44	11	Serious
Runway 6-24	RW 6-24	RUNWAY	6225	9,250	S	PCC	1	2	35	Very Poor
Runway 6-24	RW 6-24	RUNWAY	6230	15,000	S	PCC	1	2	50	Poor
Taxiway Alpha and Bravo	TW A & B	TAXIWAY	105	130,000	P	AC	5	37	66	Fair
Taxiway Alpha and Bravo	TW A & B	TAXIWAY	110	112,000	P	AC	5	32	66	Fair

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

<b>Branch Name</b>	<b>Branch ID</b>	<b>Branch Use</b>	<b>Section ID</b>	<b>True Area (ft<sup>2</sup>)</b>	<b>Section Rank</b>	<b>Surface Type</b>	<b>Total Samples Inspected</b>	<b>Total Samples</b>	<b>PCI</b>	<b>PCI Category</b>
Taxiway Charlie	TW C	TAXIWAY	205	147,000	P	AC	5	42	66	Fair
Taxiway Charlie	TW C	TAXIWAY	210	54,000	P	AC	3	15	69	Fair

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

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

# **APPENDIX C**

**BRANCH CONDITION REPORT  
SECTION CONDITION REPORT**

Date: 6 /16/2011

**Branch Condition Report**

1 of 2

*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

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
<b>All</b>	<b>39</b>	<b>2,042,838.00</b>	<b>63.23</b>	<b>27.16</b>	<b>66.47</b>

STD = Standard Deviation

Date: 6 /16/2011

## Section Condition Report

1 of 3

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

Date: 6 /16/2011

## Section Condition Report

2 of 3

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



Date: 6 /16/2011

## Section Condition Report

3 of 3

*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

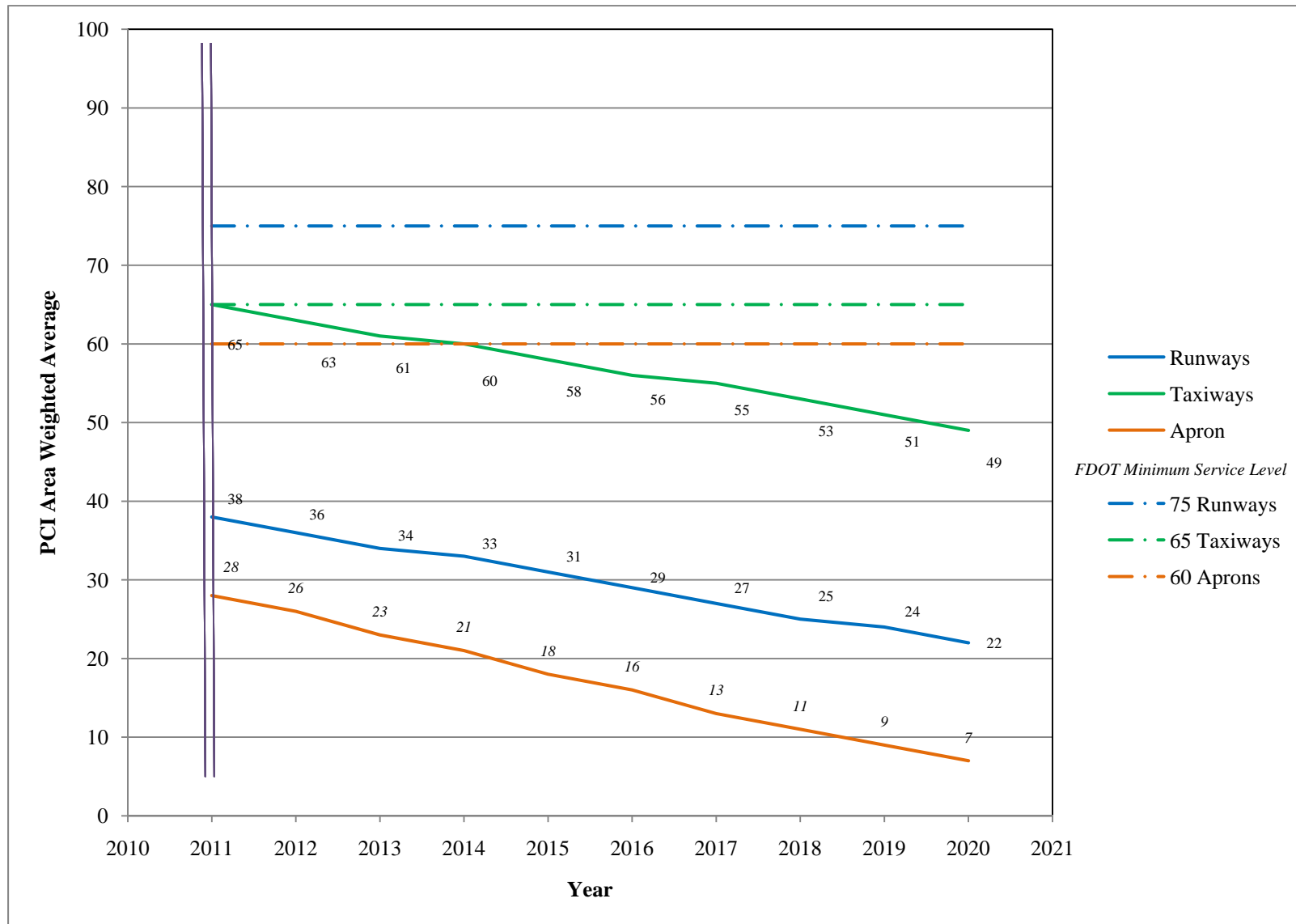
# **APPENDIX D**

## **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	25	24	21	18	16	13	11	8	6	3	0
Apron	AP	4110	100	97	96	94	93	91	90	88	87	85	84
Apron	AP	4115	12	11	8	5	3	0	0	0	0	0	0
Runway 12-30	RW 12-30	6105	52	51	48	45	43	40	38	35	33	30	27
Runway 12-30	RW 12-30	6110	66	65	62	59	57	54	52	49	47	44	41
Runway 12-30	RW 12-30	6115	65	64	62	60	58	56	54	52	50	48	46
Runway 12-30	RW 12-30	6120	16	15	14	12	11	9	8	6	5	3	2
Runway 12-30	RW 12-30	6125	57	56	53	50	48	45	43	40	38	35	32
Runway 12-30	RW 12-30	6130	62	61	58	55	53	50	48	45	43	40	37
Runway 18-36	RW 18-36	6305	53	41	38	36	33	31	28	25	23	20	18
Runway 18-36	RW 18-36	6310	71	59	56	54	51	49	46	43	41	38	36
Runway 18-36	RW 18-36	6315	70	61	59	57	55	53	51	49	47	45	43
Runway 18-36	RW 18-36	6320	22	15	14	12	11	9	8	6	5	3	2
Runway 18-36	RW 18-36	6325	89	77	74	72	69	67	64	61	59	56	54
Runway 18-36	RW 18-36	6330	49	37	34	32	29	27	24	21	19	16	14
Runway 6-24	RW 6-24	6205	68	67	64	61	59	56	54	51	49	46	43
Runway 6-24	RW 6-24	6210	52	51	48	45	43	40	38	35	33	30	27
Runway 6-24	RW 6-24	6215	21	20	19	17	16	14	13	11	10	8	7
Runway 6-24	RW 6-24	6220	11	10	9	7	6	4	3	1	0	0	0
Runway 6-24	RW 6-24	6225	35	34	31	28	26	23	21	18	16	13	10
Runway 6-24	RW 6-24	6230	50	49	46	43	41	38	36	33	31	28	25
Taxiway Alpha and Bravo	TW A & B	105	66	65	63	62	60	58	56	55	53	51	50
Taxiway Alpha and Bravo	TW A & B	110	66	65	63	62	60	58	56	55	53	51	50
Taxiway Charlie	TW C	205	66	65	63	62	60	58	56	55	53	51	50
Taxiway Charlie	TW C	210	69	68	66	65	63	61	59	58	56	54	53

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



# **APPENDIX E**

## **YEAR 1 MAINTENANCE ACTIVITIES TABLE**

**Table E-1: Year 1 Maintenance Activities**

<b>Branch Name</b>	<b>Branch ID</b>	<b>Section ID</b>	<b>Distress Description</b>	<b>Distress Severity</b>	<b>Work Description</b>	<b>Work Quantity</b>	<b>Work Unit</b>	<b>Unit Cost</b>	<b>Work Cost</b>
Apron	AP	4105	LINEAR CR	H	Crack Sealing - PCC	365.30	Ft	\$4.24	\$1,548.78
Apron	AP	4105	CORNER SPALL	M	Patching - PCC Partial Depth	131.10	SqFt	\$19.06	\$2,498.01
Apron	AP	4105	JOINT SPALL	M	Patching - PCC Partial Depth	251.60	SqFt	\$19.06	\$4,796.19
Apron	AP	4105	JOINT SPALL	H	Patching - PCC Partial Depth	78.60	SqFt	\$19.06	\$1,498.81
Apron	AP	4105	SCALING	H	Slab Replacement - PCC	12,175.90	SqFt	\$39.11	\$476,200.42
Apron	AP	4105	SMALL PATCH	M	Patching - PCC Partial Depth	52.40	SqFt	\$19.06	\$999.21
Apron	AP	4105	SMALL PATCH	H	Patching - PCC Partial Depth	157.30	SqFt	\$19.06	\$2,997.62
Apron	AP	4105	JT SEAL DMG	H	Joint Seal (Localized)	15,437.70	Ft	\$2.00	\$30,875.46
Apron	AP	4105	LINEAR CR	M	Crack Sealing - PCC	9,862.50	Ft	\$4.24	\$41,817.12
Apron	AP	4105	SHAT. SLAB	M	Slab Replacement - PCC	3,044.00	SqFt	\$39.11	\$119,050.11
Apron	AP	4115	SHAT. SLAB	M	Slab Replacement - PCC	1,328.10	SqFt	\$39.11	\$51,942.96
Apron	AP	4115	LINEAR CR	M	Crack Sealing - PCC	557.80	Ft	\$4.24	\$2,365.13
Apron	AP	4115	SHAT. SLAB	H	Slab Replacement - PCC	1,328.10	SqFt	\$39.11	\$51,942.96
Runway 12-30	RW 12-30	6105	SMALL PATCH	H	Patching - PCC Partial Depth	11.60	SqFt	\$19.06	\$220.70
Runway 12-30	RW 12-30	6105	SMALL PATCH	M	Patching - PCC Partial Depth	11.60	SqFt	\$19.06	\$220.70
Runway 12-30	RW 12-30	6105	JT SEAL DMG	M	Joint Seal (Localized)	1,182.70	Ft	\$2.00	\$2,365.41
Runway 12-30	RW 12-30	6105	LINEAR CR	M	Crack Sealing - PCC	263.60	Ft	\$4.24	\$1,117.50
Runway 12-30	RW 12-30	6105	LINEAR CR	H	Crack Sealing - PCC	52.70	Ft	\$4.24	\$223.50
Runway 12-30	RW 12-30	6110	LINEAR CR	M	Crack Sealing - PCC	212.50	Ft	\$4.24	\$901.00
Runway 12-30	RW 12-30	6110	JT SEAL DMG	M	Joint Seal (Localized)	2,287.50	Ft	\$2.00	\$4,575.01
Runway 12-30	RW 12-30	6110	SMALL PATCH	M	Patching - PCC Partial Depth	7.60	SqFt	\$19.06	\$145.32
Runway 12-30	RW 12-30	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	401,533.00	SqFt	\$0.40	\$160,614.54
Runway 12-30	RW 12-30	6115	WEATH/RAVEL	M	Surface Seal - Coat Tar	30,967.00	SqFt	\$0.40	\$12,386.90
Runway 12-30	RW 12-30	6120	BLOCK CR	H	Crack Sealing - AC	732.40	Ft	\$2.25	\$1,647.83
Runway 12-30	RW 12-30	6120	BLOCK CR	M	Crack Sealing - AC	64,123.10	Ft	\$2.25	\$144,277.17

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

<b>Branch Name</b>	<b>Branch ID</b>	<b>Section ID</b>	<b>Distress Description</b>	<b>Distress Severity</b>	<b>Work Description</b>	<b>Work Quantity</b>	<b>Work Unit</b>	<b>Unit Cost</b>	<b>Work Cost</b>
Runway 12-30	RW 12-30	6120	PATCHING	H	Patching - AC Deep	360.70	SqFt	\$4.90	\$1,767.32
Runway 12-30	RW 12-30	6120	PATCHING	M	Patching - AC Deep	2,223.20	SqFt	\$4.90	\$10,893.87
Runway 12-30	RW 12-30	6120	WEATH/RAVEL	H	Microsurfacing - AC	4,920.90	SqFt	\$0.65	\$3,198.56
Runway 12-30	RW 12-30	6120	WEATH/RAVEL	M	Surface Seal - Coat Tar	207,859.50	SqFt	\$0.40	\$83,144.49
Runway 12-30	RW 12-30	6120	SWELLING	M	Patching - AC Deep	322.90	SqFt	\$4.90	\$1,582.35
Runway 12-30	RW 12-30	6125	SMALL PATCH	M	Patching - PCC Partial Depth	12.30	SqFt	\$19.06	\$235.08
Runway 12-30	RW 12-30	6125	JT SEAL DMG	M	Joint Seal (Localized)	1,840.80	Ft	\$2.00	\$3,681.62
Runway 12-30	RW 12-30	6125	LINEAR CR	M	Crack Sealing - PCC	343.80	Ft	\$4.24	\$1,457.50
Runway 12-30	RW 12-30	6130	SMALL PATCH	M	Patching - PCC Partial Depth	4.00	SqFt	\$19.06	\$75.59
Runway 12-30	RW 12-30	6130	JT SEAL DMG	M	Joint Seal (Localized)	337.90	Ft	\$2.00	\$675.79
Runway 12-30	RW 12-30	6130	LINEAR CR	M	Crack Sealing - PCC	30.40	Ft	\$4.24	\$128.87
Runway 12-30	RW 12-30	6130	SMALL PATCH	H	Patching - PCC Partial Depth	2.00	SqFt	\$19.06	\$37.79
Runway 18-36	RW 18-36	6305	JT SEAL DMG	H	Joint Seal (Localized)	825.00	Ft	\$2.00	\$1,650.01
Runway 18-36	RW 18-36	6305	LINEAR CR	M	Crack Sealing - PCC	53.10	Ft	\$4.24	\$225.25
Runway 18-36	RW 18-36	6310	JT SEAL DMG	M	Joint Seal (Localized)	1,204.50	Ft	\$2.00	\$2,409.10
Runway 18-36	RW 18-36	6310	LINEAR CR	M	Crack Sealing - PCC	102.30	Ft	\$4.24	\$433.64
Runway 18-36	RW 18-36	6310	JT SEAL DMG	H	Joint Seal (Localized)	1,445.50	Ft	\$2.00	\$2,890.92
Runway 18-36	RW 18-36	6315	OIL SPILLAGE	N	Patching - AC Shallow	26.30	SqFt	\$2.90	\$76.14
Runway 18-36	RW 18-36	6315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	418,545.40	SqFt	\$0.40	\$167,419.56
Runway 18-36	RW 18-36	6315	WEATH/RAVEL	M	Surface Seal - Coat Tar	18,451.00	SqFt	\$0.40	\$7,380.44
Runway 18-36	RW 18-36	6320	SWELLING	M	Patching - AC Deep	1,250.10	SqFt	\$4.90	\$6,125.62
Runway 18-36	RW 18-36	6320	WEATH/RAVEL	M	Surface Seal - Coat Tar	169,941.90	SqFt	\$0.40	\$67,977.31
Runway 18-36	RW 18-36	6320	PATCHING	M	Patching - AC Deep	1,038.40	SqFt	\$4.90	\$5,088.37
Runway 18-36	RW 18-36	6320	OIL SPILLAGE	N	Patching - AC Shallow	33.90	SqFt	\$2.90	\$98.39

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 18-36	RW 18-36	6320	BLOCK CR	M	Crack Sealing - AC	65,769.50	Ft	\$2.25	\$147,981.51
Runway 18-36	RW 18-36	6320	BLOCK CR	H	Crack Sealing - AC	828.80	Ft	\$2.25	\$1,864.75
Runway 18-36	RW 18-36	6320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,555.00	SqFt	\$0.40	\$19,422.14
Runway 18-36	RW 18-36	6325	CORNER SPALL	M	Patching - PCC Partial Depth	9.30	SqFt	\$19.06	\$177.38
Runway 18-36	RW 18-36	6330	SMALL PATCH	M	Patching - PCC Partial Depth	4.20	SqFt	\$19.06	\$79.78
Runway 18-36	RW 18-36	6330	JT SEAL DMG	H	Joint Seal (Localized)	675.00	Ft	\$2.00	\$1,350.00
Runway 18-36	RW 18-36	6330	LINEAR CR	M	Crack Sealing - PCC	87.50	Ft	\$4.24	\$371.00
Runway 6-24	RW 6-24	6205	CORNER SPALL	M	Patching - PCC Partial Depth	4.30	SqFt	\$19.06	\$81.21
Runway 6-24	RW 6-24	6205	JT SEAL DMG	M	Joint Seal (Localized)	2,512.30	Ft	\$2.00	\$5,024.59
Runway 6-24	RW 6-24	6205	LINEAR CR	M	Crack Sealing - PCC	118.80	Ft	\$4.24	\$503.50
Runway 6-24	RW 6-24	6205	LINEAR CR	H	Crack Sealing - PCC	29.70	Ft	\$4.24	\$125.88
Runway 6-24	RW 6-24	6210	LINEAR CR	M	Crack Sealing - PCC	190.40	Ft	\$4.24	\$807.23
Runway 6-24	RW 6-24	6210	JT SEAL DMG	H	Joint Seal (Localized)	933.50	Ft	\$2.00	\$1,866.98
Runway 6-24	RW 6-24	6215	DEPRESSION	M	Patching - AC Deep	710.90	SqFt	\$4.90	\$3,483.19
Runway 6-24	RW 6-24	6215	WEATH/RAVEL	M	Surface Seal - Coat Tar	409,903.50	SqFt	\$0.40	\$163,962.75
Runway 6-24	RW 6-24	6215	PATCHING	M	Patching - AC Deep	4,143.90	SqFt	\$4.90	\$20,305.06
Runway 6-24	RW 6-24	6215	WEATH/RAVEL	H	Microsurfacing - AC	1,832.60	SqFt	\$0.65	\$1,191.21
Runway 6-24	RW 6-24	6215	BLOCK CR	M	Crack Sealing - AC	123,978.50	Ft	\$2.25	\$278,951.92
Runway 6-24	RW 6-24	6215	BLOCK CR	H	Crack Sealing - AC	703.80	Ft	\$2.25	\$1,583.53
Runway 6-24	RW 6-24	6220	WEATH/RAVEL	H	Microsurfacing - AC	5.50	SqFt	\$0.65	\$3.59
Runway 6-24	RW 6-24	6220	SWELLING	M	Patching - AC Deep	560.40	SqFt	\$4.90	\$2,746.11
Runway 6-24	RW 6-24	6220	WEATH/RAVEL	M	Surface Seal - Coat Tar	218,468.50	SqFt	\$0.40	\$87,388.11
Runway 6-24	RW 6-24	6220	PATCHING	M	Patching - AC Deep	346.90	SqFt	\$4.90	\$1,699.79
Runway 6-24	RW 6-24	6220	PATCHING	H	Patching - AC Deep	346.90	SqFt	\$4.90	\$1,699.79
Runway 6-24	RW 6-24	6220	BLOCK CR	M	Crack Sealing - AC	57,168.00	Ft	\$2.25	\$128,628.24



**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 6-24	RW 6-24	6220	BLOCK CR	H	Crack Sealing - AC	9,422.80	Ft	\$2.25	\$21,201.42
Runway 6-24	RW 6-24	6220	SWELLING	H	Patching - AC Deep	189.30	SqFt	\$4.90	\$927.55
Runway 6-24	RW 6-24	6225	LINEAR CR	M	Crack Sealing - PCC	177.60	Ft	\$4.24	\$753.16
Runway 6-24	RW 6-24	6225	JT SEAL DMG	H	Joint Seal (Localized)	582.80	Ft	\$2.00	\$1,165.54
Runway 6-24	RW 6-24	6225	SMALL PATCH	M	Patching - PCC Partial Depth	8.50	SqFt	\$19.06	\$161.97
Runway 6-24	RW 6-24	6230	JT SEAL DMG	M	Joint Seal (Localized)	1,550.00	Ft	\$2.00	\$3,100.01
Runway 6-24	RW 6-24	6230	SMALL PATCH	H	Patching - PCC Partial Depth	10.80	SqFt	\$19.06	\$205.16
Runway 6-24	RW 6-24	6230	LINEAR CR	H	Crack Sealing - PCC	75.00	Ft	\$4.24	\$318.00
Runway 6-24	RW 6-24	6230	LINEAR CR	M	Crack Sealing - PCC	112.50	Ft	\$4.24	\$477.00
Taxiway Alpha and Bravo	TW A & B	105	WEATH/RAVEL	M	Surface Seal - Coat Tar	29.70	SqFt	\$0.40	\$11.89
Taxiway Alpha and Bravo	TW A & B	105	L & T CR	M	Crack Sealing - AC	118.90	Ft	\$2.25	\$267.43
Taxiway Alpha and Bravo	TW A & B	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	129,969.20	SqFt	\$0.40	\$51,988.13
Taxiway Alpha and Bravo	TW A & B	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	111,999.10	SqFt	\$0.40	\$44,800.01
Taxiway Alpha and Bravo	TW A & B	110	L & T CR	M	Crack Sealing - AC	243.20	Ft	\$2.25	\$547.20
Taxiway Charlie	TW C	205	L & T CR	M	Crack Sealing - AC	680.40	Ft	\$2.25	\$1,530.90
Taxiway Charlie	TW C	205	WEATH/RAVEL	H	Microsurfacing - AC	8.40	SqFt	\$0.65	\$5.46
Taxiway Charlie	TW C	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	146,990.40	SqFt	\$0.40	\$58,796.64
Taxiway Charlie	TW C	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	53,999.60	SqFt	\$0.40	\$21,600.00
<b>Total</b>									<b>\$2,565,038.65</b>

# **APPENDIX F**

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

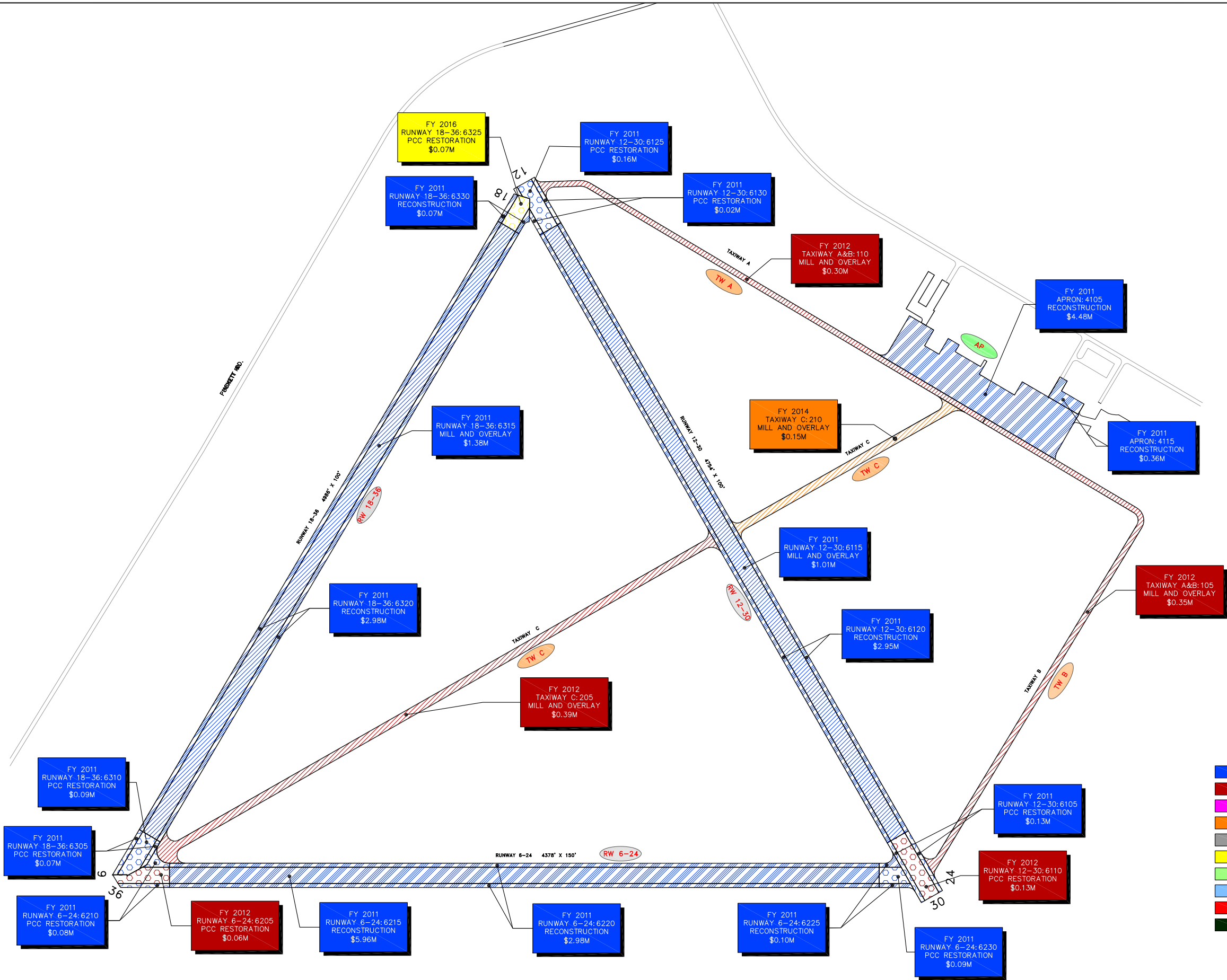
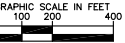
**Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario**

Year	Branch Name	Section ID	Surface Type	Section Area (ft <sup>2</sup> )	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	PCC	328,894	\$4,479,537.73	24	Reconstruction	100
2011	Apron	4115	PCC	26,700	\$363,654.12	11	Reconstruction	100
2011	Runway 12-30	6105	PCC	21,250	\$127,563.76	51	PCC Restoration	100
2011	Runway 12-30	6115	AAC	432,500	\$1,006,860.63	64	Mill and Overlay	100
2011	Runway 12-30	6120	AC	216,250	\$2,945,325.96	15	Reconstruction	100
2011	Runway 12-30	6125	PCC	34,500	\$157,596.07	56	PCC Restoration	100
2011	Runway 12-30	6130	PCC	5,250	\$16,521.76	61	PCC Restoration	100
2011	Runway 18-36	6305	PCC	10,625	\$66,831.26	41	PCC Restoration	100
2011	Runway 18-36	6310	PCC	25,000	\$92,675.06	59	PCC Restoration	100
2011	Runway 18-36	6315	AAC	437,000	\$1,375,239.98	61	Mill and Overlay	100
2011	Runway 18-36	6320	AC	218,500	\$2,975,970.97	15	Reconstruction	100
2011	Runway 18-36	6330	PCC	8,750	\$74,278.77	37	Reconstruction	100
2011	Runway 6-24	6210	PCC	13,625	\$81,790.88	51	PCC Restoration	100
2011	Runway 6-24	6215	AC	437,500	\$5,958,751.93	20	Reconstruction	100
2011	Runway 6-24	6220	AC	218,750	\$2,979,375.97	10	Reconstruction	100
2011	Runway 6-24	6225	PCC	9,250	\$98,864.03	34	Reconstruction	100
2011	Runway 6-24	6230	PCC	15,000	\$94,350.01	49	PCC Restoration	100
2012	Runway 12-30	6110	PCC	42,500	\$125,809.43	62	PCC Restoration	100
2012	Runway 6-24	6205	PCC	23,700	\$56,828.84	64	PCC Restoration	100
2012	Taxiway Alpha and Bravo	105	AC	130,000	\$348,274.11	63	Mill and Overlay	100
2012	Taxiway Alpha and Bravo	110	AC	112,000	\$300,051.54	63	Mill and Overlay	100
2012	Taxiway Charlie	205	AC	147,000	\$393,817.65	63	Mill and Overlay	100
2014	Taxiway Charlie	210	AC	54,000	\$153,477.97	63	Mill and Overlay	100
2016	Runway 18-36	6325	PCC	26,000	\$70,168.59	64	PCC Restoration	100
<b>Total</b>					<b>\$24,343,617.02</b>	<b>46</b>		<b>100</b>

\* Costs are adjusted for inflation.

# **APPENDIX G**

## **10-YEAR M&R MAP**



LEGEND

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

YEAR



ACTIVITY

- MICROSURFACING
- MILL AND OVERLAY
- RECONSTRUCTION
- CONCRETE PAVEMENT RESTORATION

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

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

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



10-YEAR M & R MAP  
**PERRY-FOLEY AIRPORT**  
**PERRY, TAYLOR, FLORIDA**  
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**40J**  
FOOT 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. Date: 10/27/2006      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. Date: 3/22/2011 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. Date: 3/22/2011      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. Date: 3/22/2011      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. Date: 7/1/2009      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. Date: 3/22/2011 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. Date: 3/22/2011 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. Date: 3/22/2011      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. Date: 3/22/2011 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. Date: 3/22/2011 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. Date: 3/22/2011 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. Date: 10/26/2006 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:

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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. Date: 10/26/2006      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. Date: 3/22/2011 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. Date: 3/22/2011 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:
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Sample Number: 185	Type: R	Area: 5,000.00SqFt	PCI = 69
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Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
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48 L & T CR	L	419.00 Ft	Comments:
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Sample Number: 190	Type: R	Area: 5,000.00SqFt	PCI = 64
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Sample Comments:

48 L & T CR	L	521.00 Ft	Comments:
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52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
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50 PATCHING	L	0.25 SqFt	Comments:
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56 SWELLING	L	40.00 SqFt	Comments:
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Sample Number: 198	Type: R	Area: 5,000.00SqFt	PCI = 66
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Sample Comments:

48 L & T CR	L	281.00 Ft	Comments:
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52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
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56 SWELLING	L	3.00 SqFt	Comments:
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50 PATCHING	L	0.75 SqFt	Comments:
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# 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. Date: 3/22/2011 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. Date: 3/22/2011 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. Date: 3/22/2011 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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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. Date: 3/22/2011      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. Date: 3/22/2011 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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

---

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. Date: 3/22/2011      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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

---

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. Date: 3/22/2011      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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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. Date: 3/22/2011      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:

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Network: 28J Name: KAY LARKIN AIRPORT

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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. Date: 3/22/2011 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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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. Date: 3/22/2011      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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

---

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. Date: 7/1/2008      Total Samples: 0      Surveyed: 0

Conditions: PCI:100.00 |

Inspection Comments: Construction/Major M&R inspection record.

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

# Re-inspection Report

FDOT

Report Generated Date: 6/16/2011

Site Name:

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Network: 28J      Name: KAY LARKIN AIRPORT

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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. Date: 3/22/2011      Total Samples: 18      Surveyed: 2  
Conditions: PCI: 97.00  
Inspection Comments:

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Sample Number: 119      Type: R      Area: 4,000.00SqFt      PCI = 96  
Sample Comments:  
48 L & T CR      L      20.00 Ft      Comments:

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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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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. Date: 3/22/2011      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:

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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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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:

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Last Insp. Date: 3/22/2011      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. Date: 3/22/2011 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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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:

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Last Insp. Date: 3/22/2011      Total Samples: 2      Surveyed: 2  
Conditions: PCI: 100.00 |  
Inspection Comments:

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

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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: TWC 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. Date: 3/22/2011 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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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. Date: 7/1/2010      Total Samples: 0      Surveyed: 0

Conditions: PCI:100.00 |

Inspection Comments: Construction/Major M&R inspection record.

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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: TWC 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. Date: 3/22/2011 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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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:

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Last Insp. Date: 3/22/2011      Total Samples: 1      Surveyed: 1

Conditions: PCI: 43.00

Inspection Comments:

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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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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. Date: 3/22/2011      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. Date: 3/22/2011 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:

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Network: 28J Name: KAY LARKIN AIRPORT

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

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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. Date: 3/22/2011 Total Samples: 3 Surveyed: 1  
Conditions: PCI: 50.00  
Inspection Comments:

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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:

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Network: 28J      Name: KAY LARKIN AIRPORT

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

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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:

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Last Insp. Date: 3/22/2011      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: