STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Sebring Regional Airport– SEF
(General Aviation)
Sebring, Florida
(District 1)

May 2012

TABLE OF CONTENTS

PAGE NO.

Executive Summary iii
1. Introduction 1
2. Network Definition and Pavement Inventory 10
3. Pavement Condition 14
4. Pavement Condition Prediction 20
5. Maintenance Policies and costs 21
6. Pavement Rehabilitation Needs Analysis 27
7. Maintenance and Rehabilitation Plan 30
8. Visual Aids 31
9. Recommendations 32

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 17
Figure 3-1a: Condition Rating Summary 17
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use 18
Figure 4-1: Predicted PCI by Pavement Use 20
Figure 6-1: Budget Scenario Analysis 29

LIST OF TABLES

Table I: Condition Summary by Branch iv
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 v
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 12
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 18
Table 5-1: Routine Maintenance Activities for Airfield Pavements 22
Table 5-2: Critical PCI for General Aviation Airports 23
Table 5-3: FDOT Minimum Service Level PCI for General Aviation Airports 23
Table 5-4: M&R Activities for General Aviation Airports 24
Table 5-5: Maintenance Unit Costs for FDOT 25
Table 5-6: M&R Activities and Unit Costs by Condition for General Aviation Airports 26
Table 6-1: Summary of Immediate Major M&R Needs 27

TABLE OF CONTENTS

PAGE NO.

Table 6-2: Summary of Year 1 Maintenance Activities 28
Table 7-1: M&R Costs under Unlimited Funding Scenario 30

APPENDICES

Appendix A Network Definition Map
System Inventory Map
Pavement Inventory Table
Work History Report
Appendix B 2012 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, AMEC 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 Sebring Regional 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 Sebring Regional Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During February 2012, the PCI survey was performed at Sebring Regional 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 2012 is 65, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Run-Up Apron	91	84 - 98	Good	60	65	
West Apron	22	10 - 96	Serious	60	65	X
Runway 14-32	100	100	Good	75	65	
Runway 19-01	100	100	Good	75	65	
Taxiway Alpha	92	90 - 100	Good	65	65	
Taxiway A-1	100	100	Good	65	65	
Taxiway A-2	95	92 - 100	Good	65	65	
Taxiway A-3	83	83	Satisfactory	65	65	
Taxiway Charlie	100	100	Good	65	65	
Taxiway T-Hangars	72	72	Satisfactory	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	100	Good
Taxiway	91	Good
Apron	26	Very Poor
All (Weighted)	**65**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	58	Fair
Scondary	100	Good
Tertiary	84	Satisfactory
All (Weighted)	**65**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Sebring Regional Airport, include: the West Apron. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
West Apron	4105	PCC	954,796	$13,004,323.29	9	Reconstruction	100
			Total	**$13,004,323.29**	**9**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

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

Year	Preventative	Major M&R	Total Year Cost
2012	$25,049.79	$13,004,323.29	$13,029,373.08
2013	$28,940.61	$0.00	$28,940.61
2014	$40,063.94	$0.00	$40,063.94
2015	$53,710.10	$0.00	$53,710.10
2016	$57,827.88	$90,688.08	$148,515.96
2017	$105,578.54	$0.00	$105,578.54
2018	$148,045.17	$0.00	$148,045.17
2019	$219,881.49	$0.00	$219,881.49
2020	$284,179.45	$0.00	$284,179.45
2021	$357,270.59	$0.00	$357,270.59
Total	**$1,320,547.56**	**$13,095,011.37**	**$14,415,558.93**

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 65 in 2012 to 79 in 2021. 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 Sebring Regional Airport pavements in 2021 may remain near 79. 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 Sebring Regional Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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

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

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

maintenance. This system, AIRPAV, was implemented, and initial condition surveys were performed in 1992 and 1993. The SAPMP was updated with additional surveys in 1998 and 1999.

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

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

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

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

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

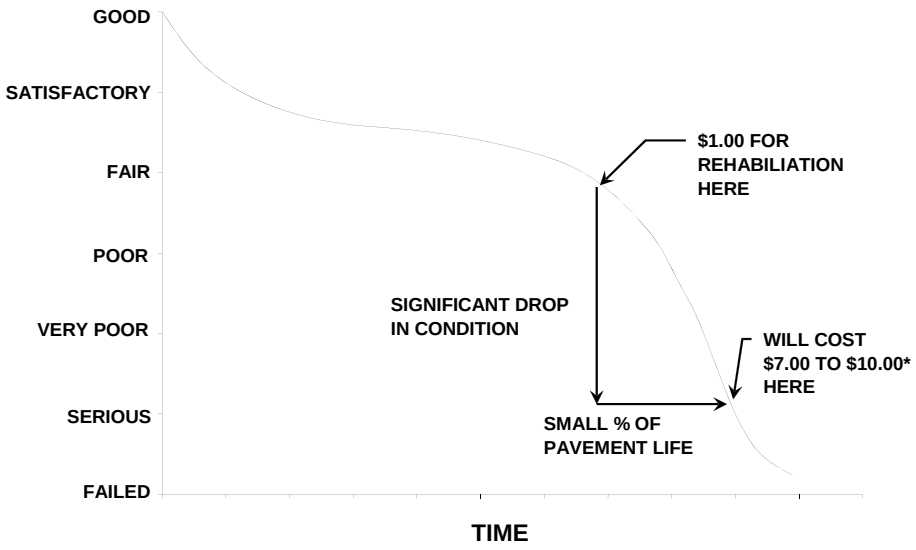
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

1.4.2 *Pavement Management System Concept*

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

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

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

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Sebring Regional Airport (SEF) is located in Highlands County, Florida, southeast of the City of Sebring. It is owned by the City of Sebring and operated by the Sebring Airport Authority. It is served by two runways. Runway 14-32 is 100-ft wide by 4,990-ft long. Runway 19-01, formerly 18-36, is 100-ft wide by 5,234-ft long. Runway 19-01 is served by parallel Taxiway Alpha. Runway 14-32 recently underwent asphalt pavement rehabilitation in 2009. Runway 19-01 was scheduled for rehabilitation in 2012 and was under construction at the time of our inspections. Currently due to magnetic declination the airport is in the process of updating runway designators with the FAA. This report will identify the runways based off the updated designation. Due to this recent and current construction, both runways were not inspected and their PCI is now 100. Aprons and hangar facilities are located on the west side of the property. T-hangars are located on the northwest side of the property. This airport is designated as a General Aviation airport and is located in District 1 of the Florida Department of Transportation.

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

Sebring Regional Airport was established in 1942 as Hendricks Field, a training base for the US Army Air Corps then later the US Army Air Force. The field was deactivated in 1945 and in early 1946 was turned over to the City of Sebring to become Sebring Air Terminal, and now Sebring Regional Airport. Since 1952, the 12 Hours of Sebring Grand Prix of Endurance has been held annually at the site. Currently, only the main hangar is in use and the facility operates as an uncontrolled airfield.

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 2012 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.

Due to recent and anticipate construction history; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based on the ASTM 5340 criteria.

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

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

Construction Year	Location	Work Type/Pavement Section
2009	Runway 14-32	Asphalt Pavement Overlay of Rubblized PCC
2010	Taxiway A-4	Asphalt Pavement Overlay of Rubblized PCC
2011-2012	Runway 19-01	Asphalt Pavement Reconstruction
2013-2014	Runway 19-01 and Taxiway Alpha Extension	Full Asphalt Pavement Construction

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 77 sample units.

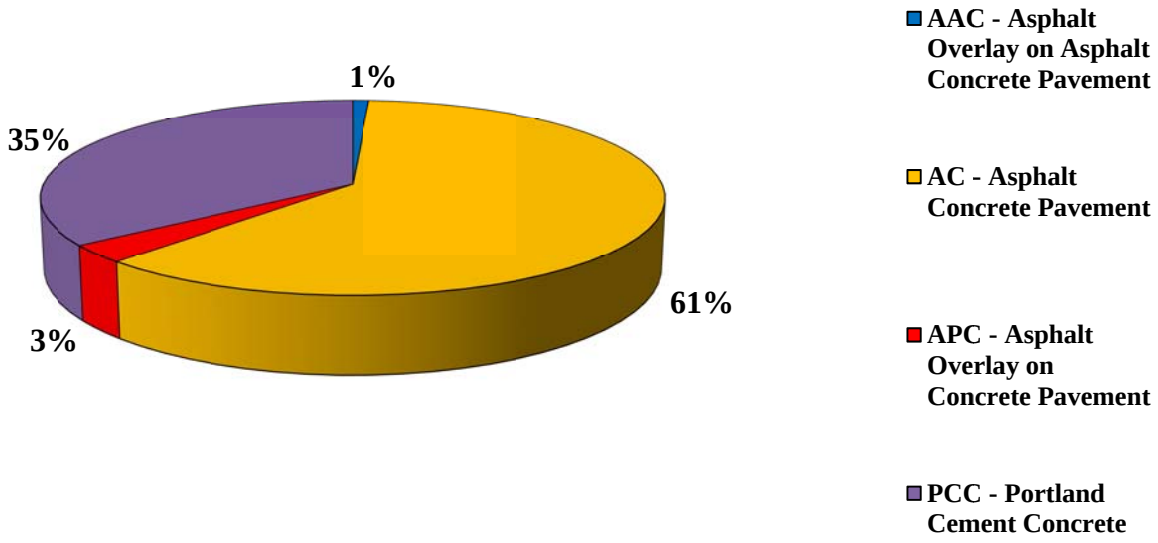
The total airfield pavement area in 2012 at Sebring Regional Airport is 2,713,606 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,007,671	37%
Taxiway	510,721	19%
Apron	1,195,214	44%
All (Weighted)	**2,713,606**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Run-Up Apron	AP RU	5110	31,951	T	AC	1/1/2001	1	7
Run-Up Apron	AP RU	415	38,336	P	AC	1/1/2003	1	8
West Apron	AP W	4105	954,796	P	PCC	1/1/1942	10	199
West Apron	AP W	4115	125,007	P	AC	1/1/2007	3	20
West Apron	AP W	4120	15,909	P	AC	1/1/2007	1	4
West Apron	AP W	4125	29,215	P	AC	1/1/2007	1	5
Runway 14-32	RW 14-32	6205	484,171	S	AC	1/1/2010	21	98
Runway 19-01	RW 19-01	6105	523,500	P	AC	1/1/2012	20	105
Taxiway Alpha	TW A	405	191,244	P	AC	1/1/2001	4	38
Taxiway Alpha	TW A	420	55,487	P	AC	1/1/2003	2	11
Taxiway Alpha	TW A	422	26,746	P	AC	1/1/2010	1	5
Taxiway A-1	TW A1	605	24,726	P	AAC	1/1/2012	1	4
Taxiway A-2	TW A2	110	27,359	P	APC	1/1/1987	1	5
Taxiway A-2	TW A2	105	19,612	P	AC	1/1/2012	1	5
Taxiway A-3	TW A3	205	45,191	P	APC	1/1/1987	2	10
Taxiway Charlie	TW C	305	35,167	P	AC	1/1/2013	1	9
Taxiway Charlie	TW C	315	25,443	P	AC	1/1/2013	1	7
Taxiway Charlie	TW C	320	25,135	P	AC	1/1/2013	1	5
Taxiway T-Hangars	TW T-HANG	505	34,611	P	AC	1/1/1995	4	16

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

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

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

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

Pavement condition inspections at Sebring Regional Airport were performed in February 2012. Data was 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 2012 survey, the overall area-weighted PCI at Sebring Regional Airport is 65, representing a Fair overall network condition.

Overall, the Airport mostly exhibited pavement distresses associated with climate and age. Structural distresses, which are a result of repeat traffic loading or inadequate pavement strength, were also noted, especially on the West Apron. Asphalt Concrete pavement distresses that were most commonly observed include weathering and raveling as well as longitudinal and transverse cracking. Block cracking, swelling, and patching were also observed. Portland cement concrete pavement distresses include: corner breaks; longitudinal, transverse, and diagonal cracking; joint

seal damage; patching; scaling, crazing, and map cracking; faulting; shattered slabs; shrinkage cracking; joint spalling; and corner spalling.

Runway 14-32 was recently reconstructed and was therefore not inspected. Runway 19-01 was being reconstructed at the time of the inspection and was also not inspected.

Taxiway A-1, Taxiway Charlie, and portions of Taxiway Alpha were not inspected due to recent and/or ongoing construction. The remaining taxiway system, which was all surfaced with asphalt, was in Good to Satisfactory condition. Typical distresses include low severity longitudinal and transverse cracking and weathering and raveling. Low severity block cracking and swelling, in addition to medium severity patching, were also observed on the T-Hangar taxiway.

The run-up aprons and the portions of the West Apron that were surfaced in asphalt concrete were in Satisfactory to Good condition and exhibited low to medium severity longitudinal and transverse cracking and low severity weathering and raveling. However, the majority of the West Apron, which is surfaced with portland cement concrete, was in a Failed condition. Distresses include: low to high severity corner breaks; longitudinal, transverse, and diagonal cracking; scaling, crazing, and map cracking; shattered slabs; and joint spalling; low to medium severity patching and corner spalling; low severity joint seal damage and faulting; and shrinkage cracking.

Appendix B contains a table and a Condition Map which depicts the PCI results by Section, and Appendix C contains a table of PCI results by Branch. Appendix I includes detailed distress data generated by MicroPAVER for each inspected sample unit.

Figure 3-1 provides the PCI distribution by rating category for Sebring Regional Airport.

Figure 3-1: Network PCI Distribution by Rating Category

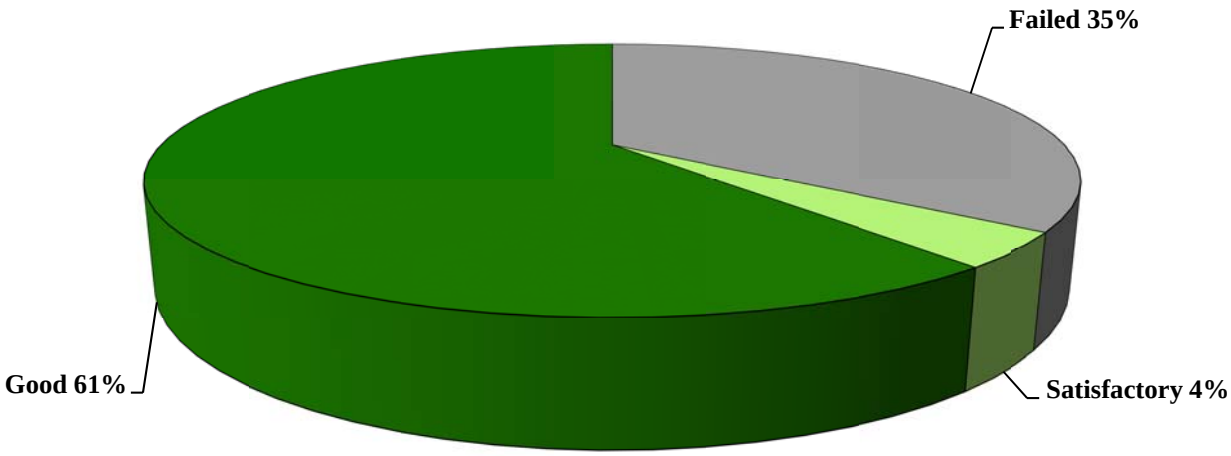


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	1,647,057	61%
Satisfactory	111,752	4%
Fair	0	0%
Poor	0	0%
Very Poor	0	0%
Serious	0	0%
Failed	954,795	35%

Approximately 65% of the network is in Good and Satisfactory condition while the remaining 35% of the network is in Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

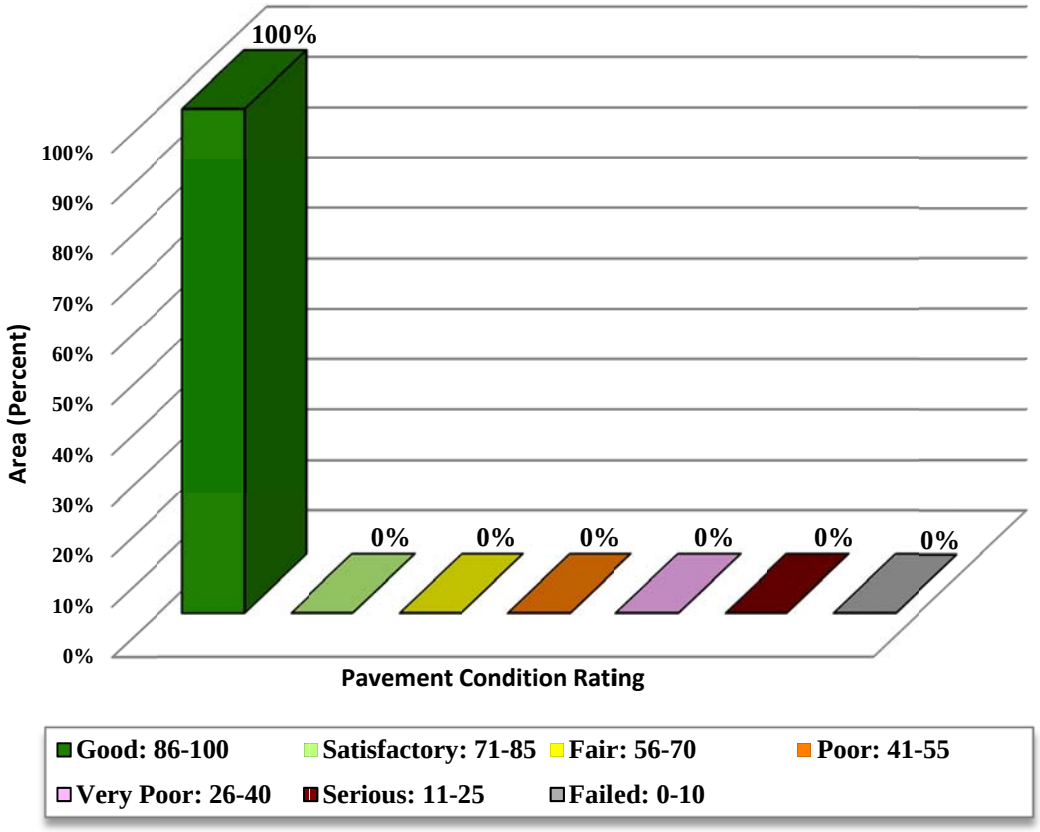
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	100	Good
Taxiway	91	Good
Apron	26	Very Poor
All (Weighted)	**65**	**Fair**

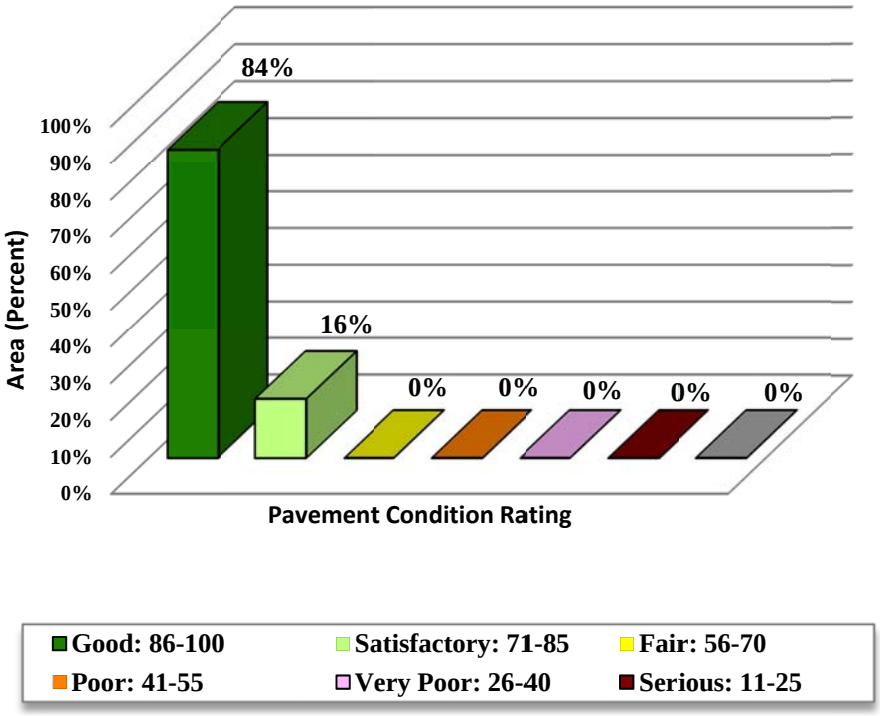
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

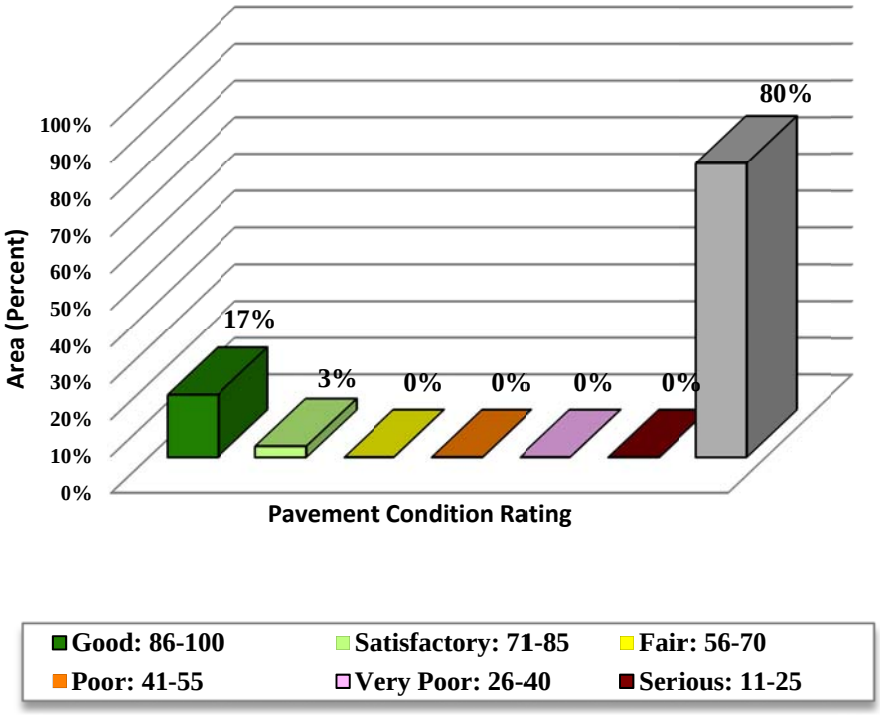
(a) Runway



(b) Taxiway



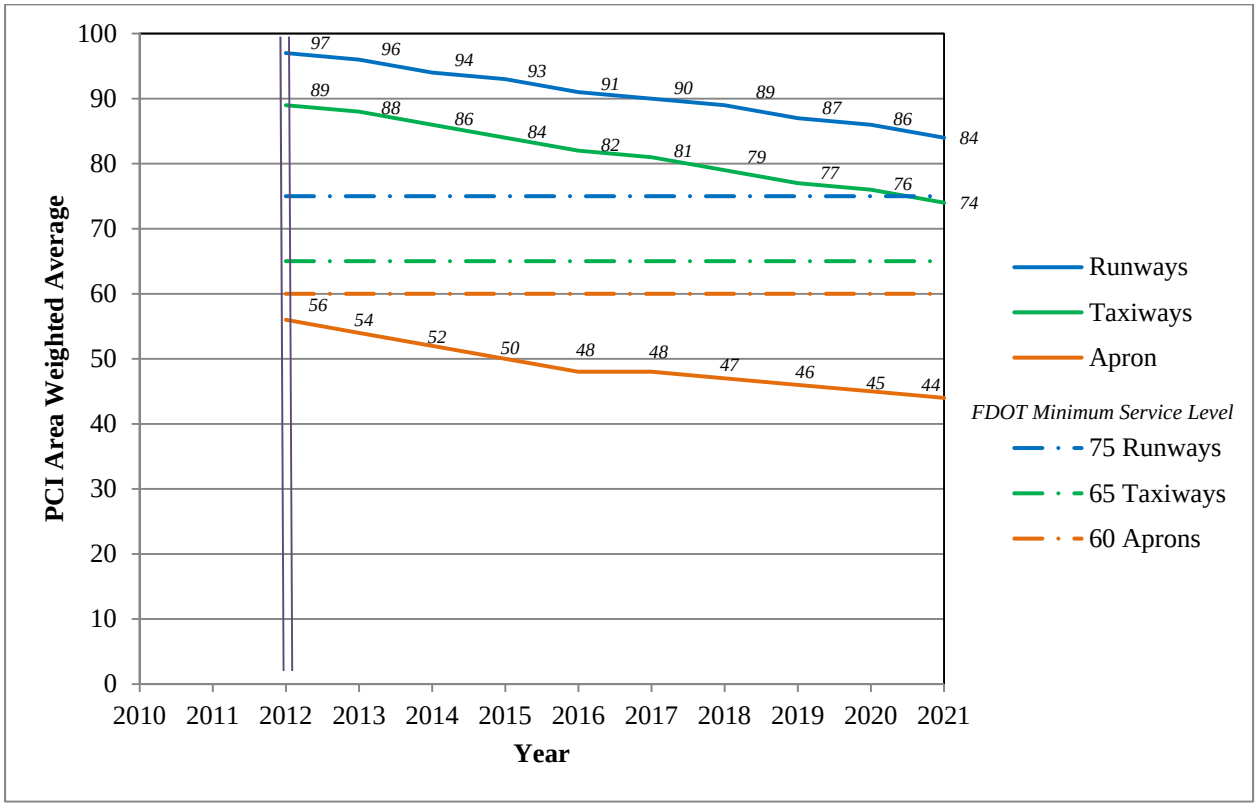
(c) Apron



4. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 4-1 illustrates the predicted performance of pavements at Sebring Regional 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 2012 to 2021.

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 / Weathering	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	N/A
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2012. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

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

Table 6-1: Summary of Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
West Apron	4105	PCC	954,796	$13,004,323.29	9	Reconstruction	100
			Total	**$13,004,323.29**	**9**		**100**

* Costs are adjusted for inflation.

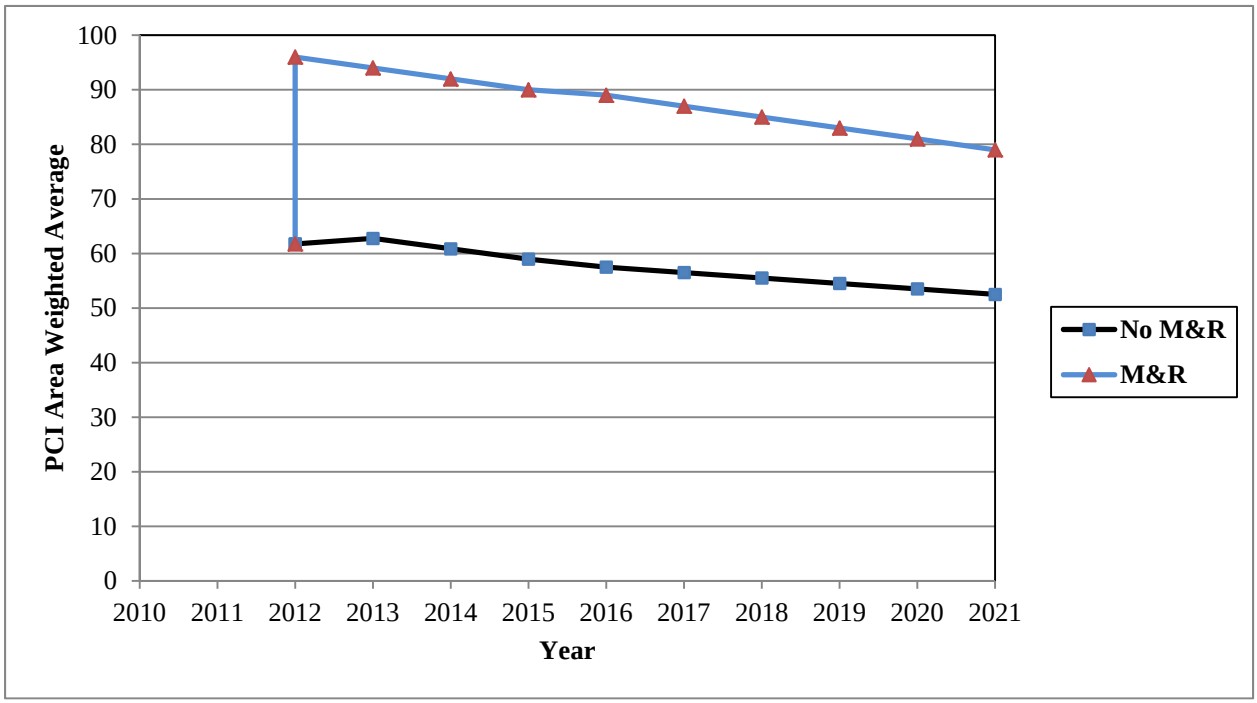
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-2 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to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

Table 6-2: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Run-Up Apron	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,585.10	SqFt	$0.40	$3,834.07
West Apron	AP W	4115	L & T CR	M	Crack Sealing - AC	148.70	Ft	$2.25	$334.55
West Apron	AP W	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,888.30	SqFt	$0.40	$1,555.35
West Apron	AP W	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	388.00	SqFt	$0.40	$155.21
West Apron	AP W	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	68.20	SqFt	$0.40	$27.27
Taxiway Alpha	TW A	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	38,822.30	SqFt	$0.40	$15,529.05
Taxiway Alpha	TW A	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	832.30	SqFt	$0.40	$332.92
Taxiway A-2	TW A2	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,071.70	SqFt	$0.40	$428.68
Taxiway A-3	TW A3	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	209.90	SqFt	$0.40	$83.96
Taxiway T-Hangars	TW T-HANG	505	PATCHING	M	Patching - AC Deep	547.10	SqFt	$4.90	$2,680.72
Taxiway T-Hangars	TW T-HANG	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	220.10	SqFt	$0.40	$88.02
								Total =	$25,049.80

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 an average of 65 in 2012 to an average of 53 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 79 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 79 with this scenario is 26 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $13.1 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
2012	$25,049.79	$13,004,323.29	$13,029,373.08
2013	$28,940.61	$0.00	$28,940.61
2014	$40,063.94	$0.00	$40,063.94
2015	$53,710.10	$0.00	$53,710.10
2016	$57,827.88	$90,688.08	$148,515.96
2017	$105,578.54	$0.00	$105,578.54
2018	$148,045.17	$0.00	$148,045.17
2019	$219,881.49	$0.00	$219,881.49
2020	$284,179.45	$0.00	$284,179.45
2021	$357,270.59	$0.00	$357,270.59
Total	**$1,320,547.56**	**$13,095,011.37**	**$14,415,558.93**

Note: Costs are adjusted for inflation.

Approximately 99% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **West Apron** – Full pavement reconstruction.

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 Sebring Regional Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on the 2012 condition inspection and M&R analysis results:

- **West Apron –** Full pavement reconstruction.

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

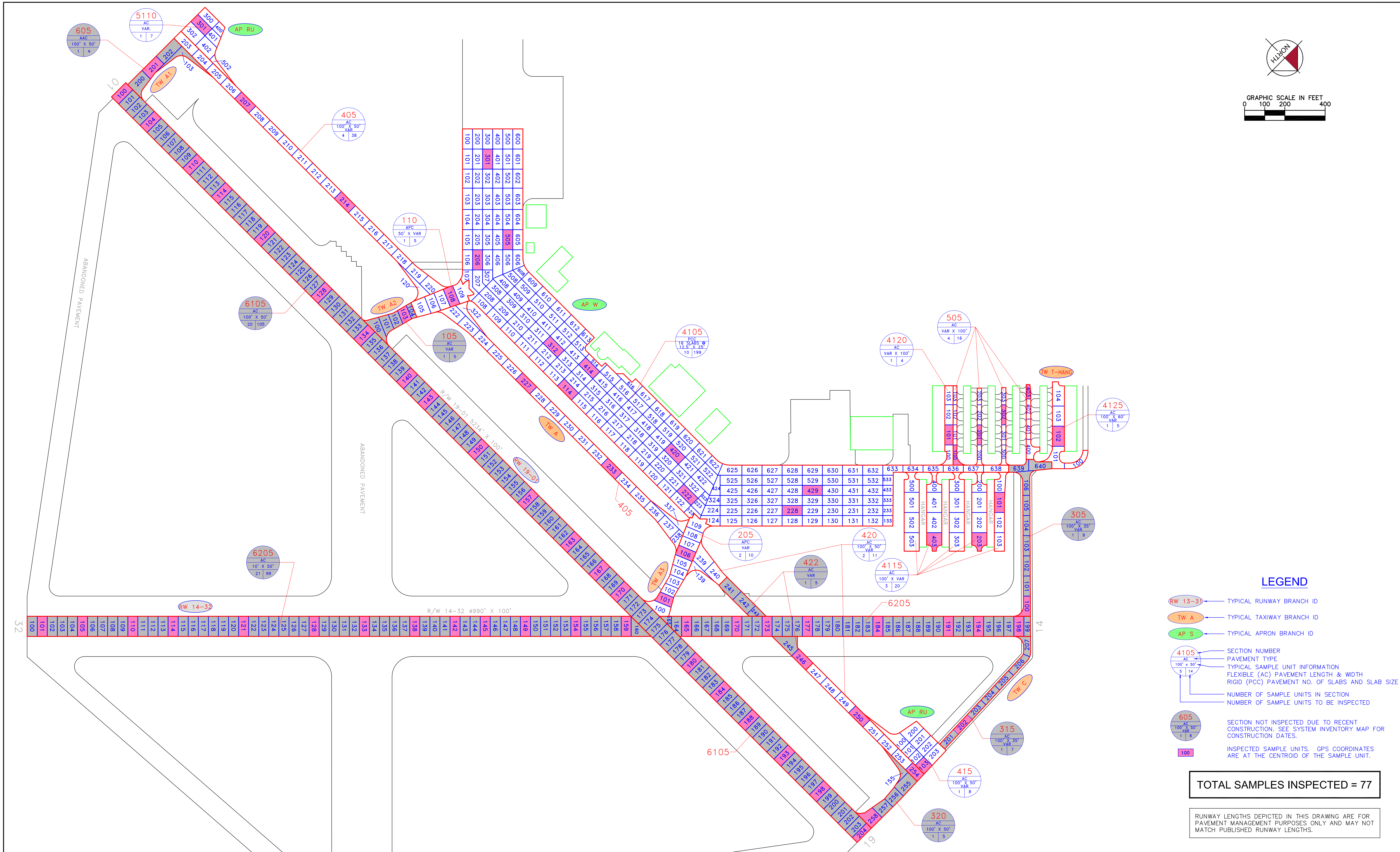
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



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
FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
5 — NUMBER OF SAMPLE UNITS IN SECTION
14 — 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 = 77

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE:

NETWORK DEFINITION MAP

SEBRING REGIONAL AIRPORT
SEBRING, HIGHLANDS COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **SEF**

FDOT DISTRICT: 1

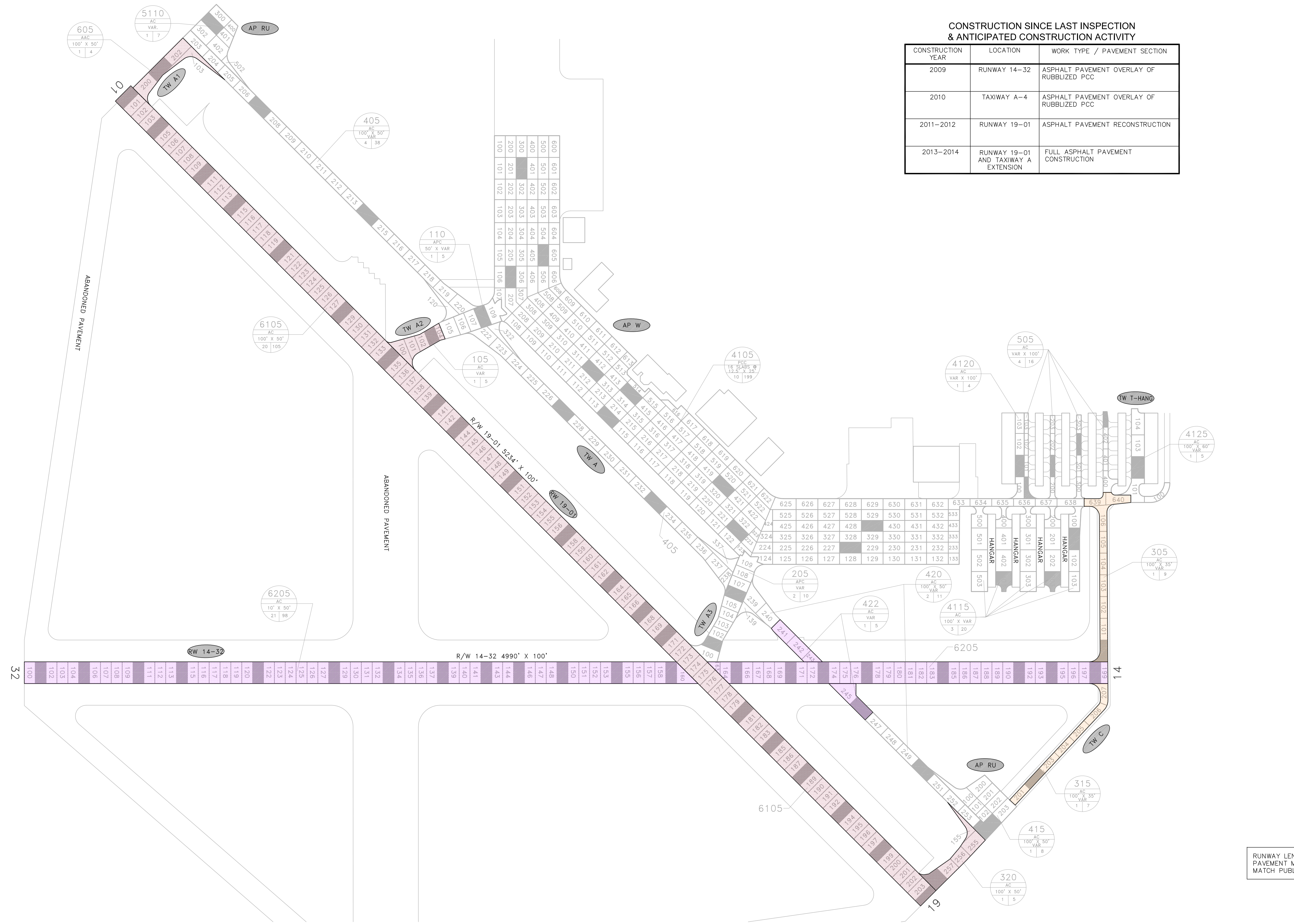
Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
RW 14-32	6205	142	27.4566716	-81.3408934
RW 14-32	6205	145	27.4569625	-81.3412214
RW 14-32	6205	149	27.4573503	-81.3416588
RW 14-32	6205	154	27.4578352	-81.3422055
RW 14-32	6205	101	27.4526959	-81.3364104
RW 14-32	6205	105	27.4530838	-81.3368478
RW 14-32	6205	110	27.4535686	-81.3373945
RW 14-32	6205	114	27.4539565	-81.3378318
RW 14-32	6205	121	27.4546353	-81.3385972
RW 14-32	6205	128	27.4553141	-81.3393626
RW 14-32	6205	133	27.4557989	-81.3399093
RW 14-32	6205	138	27.4562837	-81.3404560
RW 14-32	6205	159	27.4583202	-81.3427517
RW 14-32	6205	165	27.4589018	-81.3434083
RW 14-32	6205	173	27.4596775	-81.3442831
RW 14-32	6205	177	27.4600653	-81.3447205
RW 14-32	6205	170	27.4593866	-81.3439551
RW 14-32	6205	191	27.4614228	-81.3462514
RW 14-32	6205	194	27.4617137	-81.3465795
RW 14-32	6205	198	27.4621015	-81.3470169
RW 14-32	6205	184	27.4607441	-81.3454860
RW 19-01	6105	180	27.4593080	-81.3430702
RW 19-01	6105	150	27.4551819	-81.3430545
RW 19-01	6105	157	27.4561446	-81.3430582
RW 19-01	6105	163	27.4569699	-81.3430613
RW 19-01	6105	167	27.4575200	-81.3430634
RW 19-01	6105	170	27.4579326	-81.3430650
RW 19-01	6105	120	27.4510557	-81.3430389
RW 19-01	6105	128	27.4521560	-81.3430431
RW 19-01	6105	134	27.4529813	-81.3430462
RW 19-01	6105	140	27.4538065	-81.3430493
RW 19-01	6105	143	27.4542191	-81.3430509
RW 19-01	6105	110	27.4496804	-81.3430337
RW 19-01	6105	114	27.4502305	-81.3430358
RW 19-01	6105	100	27.4483050	-81.3430285
RW 19-01	6105	104	27.4488551	-81.3430306
RW 19-01	6105	184	27.4598581	-81.3430723

Branch	Section	Sample	Latitude	Longitude
RW 19-01	6105	188	27.4604083	-81.3430743
RW 19-01	6105	193	27.4610960	-81.3430769
RW 19-01	6105	198	27.4617837	-81.3430795
RW 19-01	6105	204	27.4625883	-81.3430826
AP RU	5110	301	27.4484074	-81.3446261
AP W	4125	102	27.4606419	-81.3494977
AP W	4120	101	27.4595752	-81.3483232
AP W	4115	403	27.4604575	-81.3470217
AP W	4115	203	27.4608917	-81.3475119
AP W	4115	101	27.4607142	-81.3481439
AP W	4105	505	27.4534360	-81.3456378
AP W	4105	206	27.4533402	-81.3450923
AP W	4105	301	27.4524617	-81.3462886
AP W	4105	414	27.4554637	-81.3451370
AP W	4105	312	27.4549141	-81.3449807
AP W	4105	114	27.4554651	-81.3446745
AP W	4105	420	27.4571142	-81.3451433
AP W	4105	222	27.4576350	-81.3448369
AP W	4105	228	27.4587972	-81.3458051
AP W	4105	429	27.4587960	-81.3462412
TW T-HANG	505	100	27.4598726	-81.3481693
TW T-HANG	505	201	27.4598680	-81.3486534
TW T-HANG	505	302	27.4599076	-81.3491355
TW T-HANG	505	403	27.4599232	-81.3496494
TW A	422	246	27.4603363	-81.3443075
TW A	420	250	27.4614366	-81.3443117
TW A	420	254	27.4625106	-81.3443153
TW A	420	258	27.4625054	-81.3433334
AP RU	415	103	27.4625321	-81.3444832
TW A	405	201	27.4483510	-81.3436426
TW A	405	207	27.4495776	-81.3442667
TW A	405	214	27.4515031	-81.3442740
TW A	405	233	27.4566544	-81.3442936
TW A	405	227	27.4550039	-81.3442873
TW C	305	100	27.4619832	-81.3472758
TW A3	205	106	27.4581855	-81.3441850
TW A3	205	101	27.4584301	-81.3434567

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
TW A2	105	108	27.4534441	-81.3444142
TW A2	105	103	27.4531680	-81.3437079



CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	RUNWAY 14-32	ASPHALT PAVEMENT OVERLAY OF RUBBLIZED PCC
2010	TAXIWAY A-4	ASPHALT PAVEMENT OVERLAY OF RUBBLIZED PCC
2011-2012	RUNWAY 19-01	ASPHALT PAVEMENT RECONSTRUCTION
2013-2014	RUNWAY 19-01 AND TAXIWAY A EXTENSION	FULL ASPHALT PAVEMENT CONSTRUCTION

LEGEND

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

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

SYSTEM INVENTORY MAP

SEBRING REGIONAL AIRPORT
SEBRING, HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **SEF**

FDOT DISTRICT 1

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Run-Up Apron	AP RU	APRON	5110	300	100	31,951	T	AC	1/1/2001	2/13/2012	7
Run-Up Apron	AP RU	APRON	415	200	150	38,336	P	AC	1/1/2003	2/13/2012	8
West Apron	AP W	APRON	4105	3000	300	954,796	P	PCC	1/1/1942	2/13/2012	199
West Apron	AP W	APRON	4115	800	150	125,007	P	AC	1/1/2007	2/13/2012	20
West Apron	AP W	APRON	4120	50	310	15,909	P	AC	1/1/2007	2/13/2012	4
West Apron	AP W	APRON	4125	400	70	29,215	P	AC	1/1/2007	2/13/2012	5
Runway 14-32	RW 14-32	RUNWAY	6205	4000	100	484,171	S	AC	1/1/2010	1/1/2010	98
Runway 19-01	RW 19-01	RUNWAY	6105	5200	100	523,500	P	AC	1/1/2012	1/1/2012	105
Taxiway Alpha	TW A	TAXIWAY	405	3700	50	191,244	P	AC	1/1/2001	2/13/2012	38
Taxiway Alpha	TW A	TAXIWAY	420	1110	50	55,487	P	AC	1/1/2003	2/13/2012	11
Taxiway Alpha	TW A	TAXIWAY	422	450	50	26,746	P	AC	1/1/2010	1/1/2010	5
Taxiway A-1	TW A1	TAXIWAY	605	480	50	24,726	P	AAC	1/1/2012	1/1/2012	4
Taxiway A-2	TW A2	TAXIWAY	110	500	50	27,359	P	APC	1/1/1987	2/13/2012	5
Taxiway A-2	TW A2	TAXIWAY	105	500	35	19,612	P	AC	1/1/2012	1/1/2012	5
Taxiway A-3	TW A3	TAXIWAY	205	600	70	45,191	P	APC	1/1/1987	2/13/2012	10
Taxiway Charlie	TW C	TAXIWAY	305	800	40	35,167	P	AC	1/1/2013	1/1/2013	9
Taxiway Charlie	TW C	TAXIWAY	315	600	40	25,443	P	AC	1/1/2013	1/1/2013	7
Taxiway Charlie	TW C	TAXIWAY	320	600	40	25,135	P	AC	1/1/2013	1/1/2013	5
Taxiway T-Hangars	TW T-HANG	TAXIWAY	505	1600	20	34,611	P	AC	1/1/1995	2/13/2012	16

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

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

Network: SEF **Branch:** AP RU (RUN UP APRON) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 150.00 Ft **True Area:** 38,336.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	NC-AC	New Construction - AC	$0	0.00	True	

Network: SEF **Branch:** AP RU (RUN UP APRON) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** T **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 31,950.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/ 6" AB/ 12" ASB

Network: SEF **Branch:** AP W (WEST APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 3,000.00 Ft **Width:** 300.00 Ft **True Area:** 954,795.82 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch:** AP W (WEST APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 150.00 Ft **True Area:** 125,007.49 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	

Network: SEF **Branch:** AP W (WEST APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 50.00 Ft **Width:** 310.00 Ft **True Area:** 15,908.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	

Network: SEF **Branch:** AP W (WEST APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 70.00 Ft **True Area:** 29,214.97 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	

Network: SEF **Branch:** RW 14-32 (RUNWAY 14-32) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** RUNWAY **Rank** S **Length:** 4,000.00 Ft **Width:** 100.00 Ft **True Area:** 484,170.95 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SM

Network: SEF **Branch:** RW 19-01 (RUNWAY 19-01) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 5,200.00 Ft **Width:** 100.00 Ft **True Area:** 523,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/2002	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1987	IMPORTED	OVERLAY			True	ESTIMATE 1987 AC OVERLAY
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch**: TW A (TAXIWAY ALPHA) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 3,700.00 Ft **Width:** 50.00 Ft **True Area:** 191,244.42 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/ 6" AB/ 12" ASB

Network: SEF **Branch**: TW A (TAXIWAY ALPHA) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 1,110.00 Ft **Width:** 50.00 Ft **True Area:** 55,486.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	NC-AC	New Construction - AC	$0	0.00	True	

Network: SEF **Branch**: TW A (TAXIWAY ALPHA) **Section:** 422 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 26,746.49 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2001	INITIAL	Initial Construction	$0	0.00	True	

Network: SEF **Branch**: TW A1 (TAXIWAY A1) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 480.00 Ft **Width:** 50.00 Ft **True Area:** 24,725.54 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	INITIAL	Initial Construction	$0	0.00	True	

Network: SEF **Branch**: TW A2 (TAXIWAY A2) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 19,612.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1987	IMPORTED	OVERLAY		3.00	True	1987: MINIMUM 3" P-401 SURFACE ON 1"-1.5" P-401 LEVELING COURSE
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC SLABS

Network: SEF **Branch**: TW A2 (TAXIWAY A2) **Section:** 110 **Surface:** APC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 27,358.81 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	INITIAL	Initial Construction	$0	0.00	True	

Network: SEF **Branch**: TW A3 (TAXIWAY A3) **Section:** 205 **Surface:** APC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 70.00 Ft **True Area:** 45,190.56 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1987	IMPORTED	OVERLAY		3.00	True	1987: 3" MINIMUM P-401 SURFACE ON 1"-1.5" P-401 LEVELING COURSE
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC SLABS

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 40.00 Ft **True Area:** 35,167.30 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	HI-AG	New Construction	$0	0.00	True	Anticipated Work
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SM

01/01/1975	IMPORTED	BUILT		1.00	True	1" AC OVERLAY - ESTIMATE 1975
01/01/1942	IMPORTED	OVERLAY		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 40.00 Ft **True Area:** 25,443.45 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	HI-AG	New Construction	$0	0.00	True	Anticipated Work
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 320 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 40.00 Ft **True Area:** 25,134.85 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	HI-AG	New Construction	$0	0.00	True	Anticipated Work
01/01/1975	IMPORTED	BUILT		1.00	True	1" AC OVERLAY - ESTIMATE 1975
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1942	IMPORTED	OVERLAY		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch**: TW T-HANG (TAXIWAY T-HANGARS) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1995 **Use:** TAXIWAY **Rank** P **Length:** 1,600.00 Ft **Width:** 20.00 Ft **True Area:** 34,611.31 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1995	IMPORTED	BUILT			True	ESTIMATE 1995 AC PAVEMENT

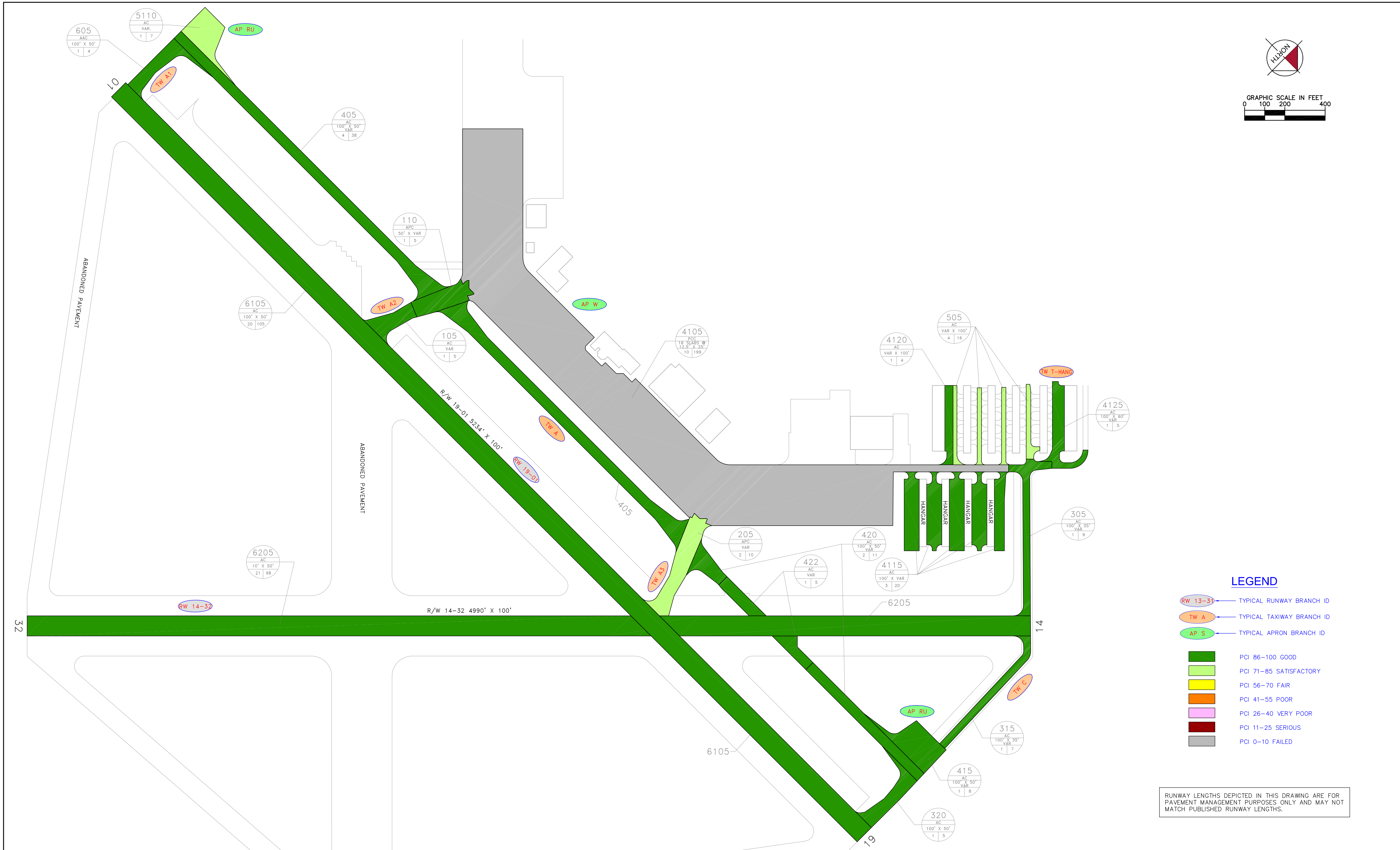
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	9	2,147,626.24	6.25	3.24
Complete Reconstruction - AC	2	1,007,670.95	.00	.00
Initial Construction	5	302,025.86	1.60	2.19
Mill and Overlay	3	71,084.03	.00	.00
New Construction	3	85,745.60	.00	.00
New Construction - AC	5	263,953.91	.00	.00
OVERLAY	13	2,761,619.64	5.50	2.89
Surface Treatment - Slurry Seal	1	523,500.00	.00	

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



GRAPHIC SCALE IN FEET
0 100 200 400
NORTH
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.
R/W 19-01 5234' X 100'
R/W 14-32 4990' X 100'
RW 19-01
RW 14-32
TW A1
TW A2
TW A3
TW A
TW C
TW T-HANG
AP RU
AP W
ABANDONED PAVEMENT
HANGAR
01
19
32
14
605
5110
405
110
6105
105
4105
4120
505
4125
305
205
420
422
4115
6205
315
415
320

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

2012 CONDITION MAP

SEBRING REGIONAL AIRPORT

SEBRING, HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **SEF**

FDOT DISTRICT 1

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Run-Up Apron	AP RU	APRON	5110	31,951	T	AC	1	7	84	Satisfactory
Run-Up Apron	AP RU	APRON	415	38,336	P	AC	1	8	98	Good
West Apron	AP W	APRON	4105	954,796	P	PCC	10	199	10	Failed
West Apron	AP W	APRON	4115	125,007	P	AC	3	20	88	Good
West Apron	AP W	APRON	4120	15,909	P	AC	1	4	91	Good
West Apron	AP W	APRON	4125	29,215	P	AC	1	5	96	Good
Runway 14-32	RW 14-32	RUNWAY	6205	484,171	S	AC	21	98	100	Good
Runway 19-01	RW 19-01	RUNWAY	6105	523,500	P	AC	20	105	100	Good
Taxiway Alpha	TW A	TAXIWAY	405	191,244	P	AC	4	38	90	Good
Taxiway Alpha	TW A	TAXIWAY	420	55,487	P	AC	2	11	96	Good
Taxiway Alpha	TW A	TAXIWAY	422	26,746	P	AC	1	5	100	Good
Taxiway A-1	TW A1	TAXIWAY	605	24,726	P	AAC	1	4	100	Good
Taxiway A-2	TW A2	TAXIWAY	110	27,359	P	APC	1	5	92	Good
Taxiway A-2	TW A2	TAXIWAY	105	19,612	P	AC	1	5	100	Good
Taxiway A-3	TW A3	TAXIWAY	205	45,191	P	APC	2	10	83	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	305	35,167	P	AC	1	9	100	Good
Taxiway Charlie	TW C	TAXIWAY	315	25,443	P	AC	1	7	100	Good
Taxiway Charlie	TW C	TAXIWAY	320	25,135	P	AC	1	5	100	Good
Taxiway T-Hangars	TW T-HANG	TAXIWAY	505	34,611	P	AC	4	16	72	Satisfactory

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 4 /10/2012

Branch Condition Report

Pavement Database: NetworkID: SEF

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 RU (RUN UP APRON)	2	500.00	125.00	70,286.74	APRON	91.00	7.00	91.64
AP W (WEST APRON)	4	4,250.00	207.50	1,124,926.85	APRON	71.25	35.48	22.05
RW 14-32 (RUNWAY 14-32)	1	4,000.00	100.00	484,170.95	RUNWAY	100.00	0.00	100.00
RW 19-01 (RUNWAY 19-01)	1	5,200.00	100.00	523,500.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY ALPHA)	3	5,260.00	50.00	273,477.65	TAXIWAY	95.33	4.11	92.20
TW A1 (TAXIWAY A1)	1	480.00	50.00	24,725.54	TAXIWAY	100.00	0.00	100.00
TW A2 (TAXIWAY A2)	2	1,000.00	42.50	46,970.81	TAXIWAY	96.00	4.00	95.34
TW A3 (TAXIWAY A3)	1	600.00	70.00	45,190.56	TAXIWAY	83.00	0.00	83.00
TW C (TAXIWAY C)	3	2,000.00	40.00	85,745.60	TAXIWAY	100.00	0.00	100.00
TW T-HANG (TAXIWAY T-HANGARS)	1	1,600.00	20.00	34,611.31	TAXIWAY	72.00	0.00	72.00

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	6	1,195,213.59	77.83	30.69	26.14
RUNWAY	2	1,007,670.95	100.00	0.00	100.00
TAXIWAY	11	510,721.47	93.91	8.76	91.99
All	19	2,713,606.01	89.47	20.19	65.96

STD = Standard Deviation

Date: 4 /10/2012

Section Condition Report

Pavement Database: *NetworkID: SEF*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP RU (RUN UP APRON)	415	01/01/2003	AC	APRON	P	0	38,336.14	02/13/2012	9	98.00
AP RU (RUN UP APRON)	5110	01/01/2001	AC	APRON	T	0	31,950.60	02/13/2012	11	84.00
AP W (WEST APRON)	4105	01/01/1942	PCC	APRON	P	0	954,795.82	02/13/2012	70	10.00
AP W (WEST APRON)	4115	01/01/2007	AC	APRON	P	0	125,007.49	02/13/2012	5	88.00
AP W (WEST APRON)	4120	01/01/2007	AC	APRON	P	0	15,908.57	02/13/2012	5	91.00
AP W (WEST APRON)	4125	01/01/2007	AC	APRON	P	0	29,214.97	02/13/2012	5	96.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2010	AC	RUNWAY	S	0	484,170.95	01/01/2010	0	100.00
RW 19-01 (RUNWAY 19-01)	6105	01/01/2012	AC	RUNWAY	P	0	523,500.00	01/01/2012	0	100.00
TW A (TAXIWAY ALPHA)	405	01/01/2001	AC	TAXIWAY	P	0	191,244.42	02/13/2012	11	90.00
TW A (TAXIWAY ALPHA)	420	01/01/2003	AC	TAXIWAY	P	0	55,486.74	02/13/2012	9	96.00
TW A (TAXIWAY ALPHA)	422	01/01/2010	AC	TAXIWAY	P	0	26,746.49	01/01/2010	0	100.00
TW A1 (TAXIWAY A1)	605	01/01/2012	AAC	TAXIWAY	P	0	24,725.54	01/01/2012	0	100.00
TW A2 (TAXIWAY A2)	105	01/01/2012	AC	TAXIWAY	P	0	19,612.00	01/01/2012	0	100.00
TW A2 (TAXIWAY A2)	110	01/01/1987	APC	TAXIWAY	P	0	27,358.81	02/13/2012	25	92.00
TW A3 (TAXIWAY A3)	205	01/01/1987	APC	TAXIWAY	P	0	45,190.56	02/13/2012	25	83.00
TW C (TAXIWAY C)	305	01/01/2013	AC	TAXIWAY	P	0	35,167.30	01/01/2013	0	100.00
TW C (TAXIWAY C)	315	01/01/2013	AC	TAXIWAY	P	0	25,443.45	01/01/2013	0	100.00
TW C (TAXIWAY C)	320	01/01/2013	AC	TAXIWAY	P	0	25,134.85	01/01/2013	0	100.00
TW T-HANG (TAXIWAY T-HANGARS)	505	01/01/1995	AC	TAXIWAY	P	0	34,611.31	02/13/2012	17	72.00

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**1,164,500.58**	**8**	**100.00**	**0.00**	**100.00**
03-05	**5.00**	**170,131.03**	**3**	**91.67**	**3.30**	**89.65**
06-10	**9.00**	**93,822.88**	**2**	**97.00**	**1.00**	**96.82**
11-15	**11.00**	**223,195.02**	**2**	**87.00**	**3.00**	**89.14**
16-20	**17.00**	**34,611.31**	**1**	**72.00**	**0.00**	**72.00**
21-25	**25.00**	**72,549.37**	**2**	**87.50**	**4.50**	**86.39**
over 40	**70.00**	**954,795.82**	**1**	**10.00**	**0.00**	**10.00**
All	**10.11**	**2,713,606.01**	**19**	**89.47**	**20.19**	**65.96**

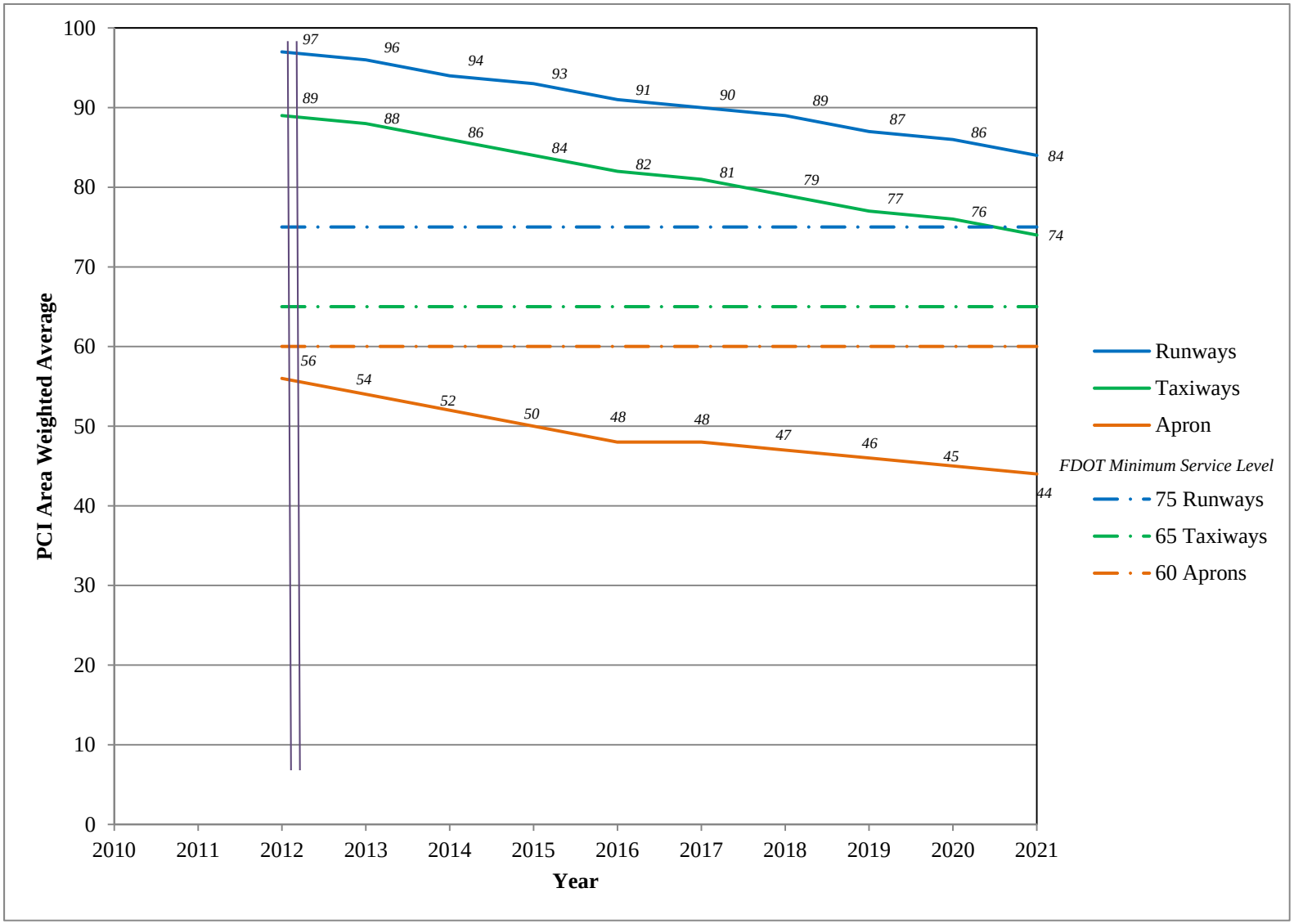
APPENDIX D

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									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Run-Up Apron	AP RU	415	98	97	96	95	93	92	90	89	87	86	84
Run-Up Apron	AP RU	5110	84	83	82	81	79	78	76	75	73	72	70
West Apron	AP W	4105	10	9	6	4	1	0	0	0	0	0	0
West Apron	AP W	4115	88	87	86	85	83	82	80	79	77	76	74
West Apron	AP W	4120	91	90	89	88	86	85	83	82	80	79	77
West Apron	AP W	4125	96	95	94	93	91	90	88	87	85	84	82
Runway 14-32	RW 14-32	6205	100	96	95	93	92	90	89	88	86	85	83
Runway 19-01	RW 19-01	6105	100	99	98	96	95	93	92	90	89	88	86
Taxiway Alpha	TW A	405	90	89	88	86	84	82	81	79	77	76	74
Taxiway Alpha	TW A	420	96	95	94	92	90	88	87	85	83	82	80
Taxiway Alpha	TW A	422	100	96	94	92	90	89	87	85	83	82	80
Taxiway A-1	TW A1	605	100	99	97	96	94	92	90	89	87	85	83
Taxiway A-2	TW A2	105	100	99	97	96	94	92	91	89	87	85	84
Taxiway A-2	TW A2	110	9	91	90	88	86	84	83	81	79	77	76
Taxiway A-3	TW A3	205	83	82	81	79	77	75	74	72	70	68	67
Taxiway Charlie	TW C	305	100	0	99	97	96	94	92	91	89	87	85
Taxiway Charlie	TW C	315	100	3	99	97	96	94	92	91	89	87	85
Taxiway Charlie	TW C	320	100	28	99	97	96	94	92	90	89	87	85
Taxiway T-Hangars	TW T-HANG	505	72	71	70	68	66	64	63	61	59	58	56

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Run-Up Apron	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,585.10	SqFt	$0.40	$3,834.07
West Apron	AP W	4115	L & T CR	M	Crack Sealing - AC	148.70	Ft	$2.25	$334.55
West Apron	AP W	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,888.30	SqFt	$0.40	$1,555.35
West Apron	AP W	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	388.00	SqFt	$0.40	$155.21
West Apron	AP W	4125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	68.20	SqFt	$0.40	$27.27
Taxiway Alpha	TW A	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	38,822.30	SqFt	$0.40	$15,529.05
Taxiway Alpha	TW A	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	832.30	SqFt	$0.40	$332.92
Taxiway A-2	TW A2	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,071.70	SqFt	$0.40	$428.68
Taxiway A-3	TW A3	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	209.90	SqFt	$0.40	$83.96
Taxiway T-Hangars	TW T-HANG	505	PATCHING	M	Patching - AC Deep	547.10	SqFt	$4.90	$2,680.72
Taxiway T-Hangars	TW T-HANG	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	220.10	SqFt	$0.40	$88.02
								Total =	$25,049.80

APPENDIX F

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

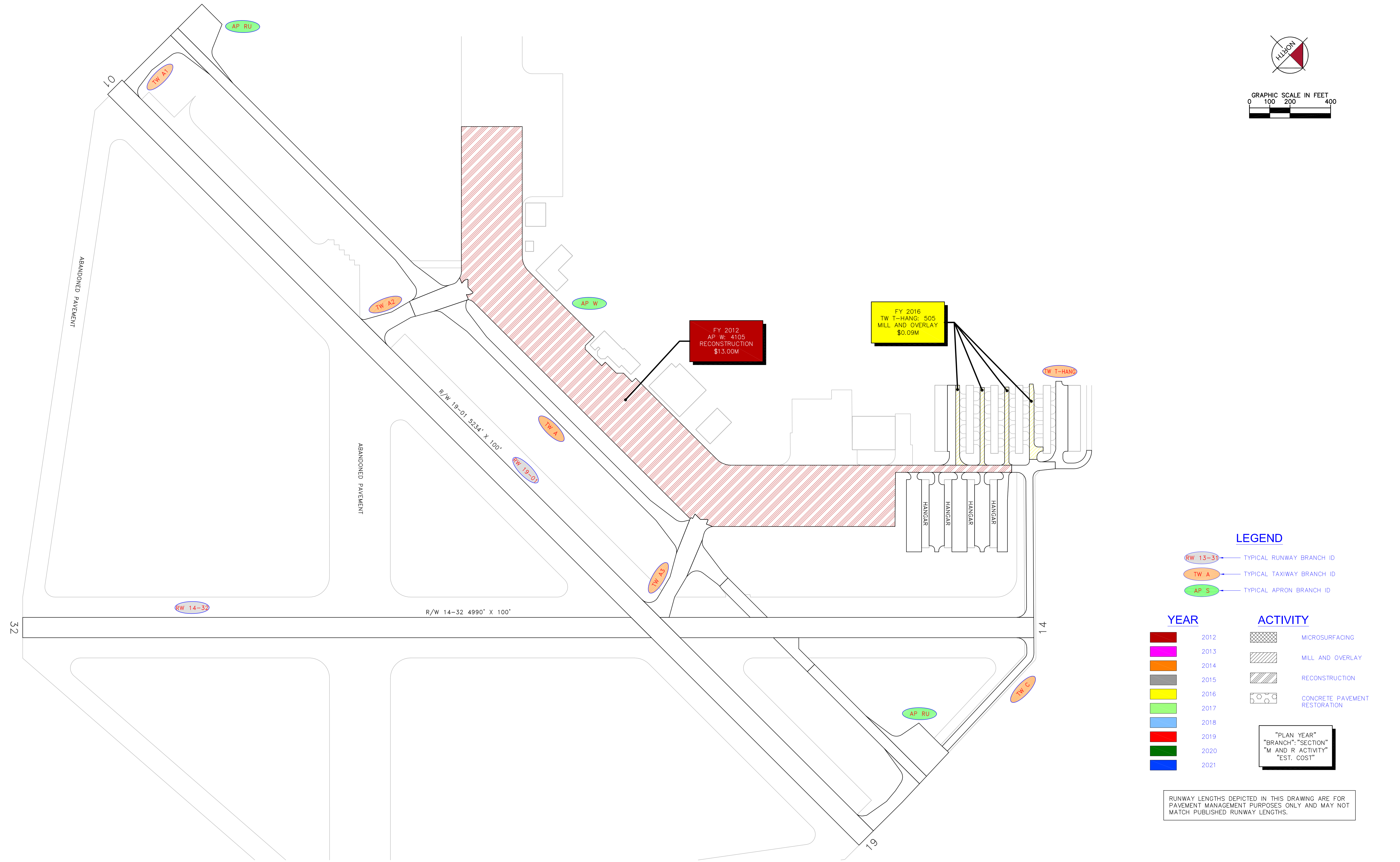
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	West Apron	4105	PCC	954,796	$13,004,323.29	9	Reconstruction	100
2016	Taxiway T-Hangars	505	AC	34,611	$90,688.08	64	Mill and Overlay	100
				Total	**$13,095,011.37**	**37**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NORTH
GRAPHIC SCALE IN FEET
0 100 200 400
AP RU
TW A1
01
TW A2
AP W
ABANDONED PAVEMENT
FY 2012
AP W: 4105
RECONSTRUCTION
$13.00M
FY 2016
TW T-HANG: 505
MILL AND OVERLAY
$0.09M
TW T-HANG
R/W 19-01 5234' X 100'
TW A
RW 19-01
HANGAR
HANGAR
HANGAR
HANGAR
TW A3
RW 14-32
R/W 14-32 4990' X 100'
32
14
TW C
AP RU
19
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
YEAR
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
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: KHA DRAWN: KHA CHECKED: KHA DATE:

10-YEAR M&R MAP

SEBRING REGIONAL AIRPORT
SEBRING, HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **SEF**

FDOT DISTRICT 1

APPENDIX H

PHOTOGRAPHS

West Apron, Section 4105, Sample Unit 505 – Low severity (65) Joint Seal Damage; high severity (63) Longitudinal, Transverse, and Diagonal Cracking

West Apron, Section 4105, Sample Unit 505 – Low severity (65) Joint Seal Damage; high severity (63) Longitudinal, Transverse, and Diagonal Cracking; (73) Shrinkage Cracking

West Apron, Section 4105, Sample Unit 206 – Low severity (65) Joint Seal Damage; high severity (63) Longitudinal, Transverse, and Diagonal Cracking; medium and high severity (62) Corner Break; low severity (74) Joint Spalling

West Apron, Section 4105, Sample Unit 114 – Low severity (65) Joint Seal Damage; high severity (72) Shattered Slab

West Apron, Section 4105, Sample Unit 414 – Low severity (65) Joint Seal Damage; high severity (63) Longitudinal, Transverse, and Diagonal Cracking; low severity (75) Corner Spalling

T-Hangars Taxiway, Section 505, Sample Unit 100 – Low severity (48) Longitudinal and Transverse Cracking, low severity (43) Block Cracking, low severity (56) Swelling

T-Hangars Taxiway, Section 505, Sample Unit 302 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

Taxiway Alpha, Section 420, Sample Unit 250 – Low severity (52) Weathering and Raveling

Taxiway A-3, Section 205, Sample Unit 101 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 405, Sample Unit 214 – Low severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP RU Name: RUN UP APRON Use: APRON Area: 70,286.74SqFt

Section: 415 of 2 From: - To: - Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 38,336.14SqFt Length: 200.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,610.91SqFt PCI = 98
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP RU Name: RUN UP APRON Use: APRON Area: 70,286.74SqFt

Section: 5110 of 2 From: To: Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T
Area: 31,950.60SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,124,926.85SqFt

Section: 4105 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 954,795.82SqFt Length: 3,000.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 199 Surveyed: 10
Conditions: PCI:10.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

72 SHATTERED SLAB	H	4.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	H	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	6.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
72 SHATTERED SLAB	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	3.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:

Sample Number: 206 Type: R Area: 16.00Slabs PCI = 16
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	9.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 222 Type: R Area: 16.00Slabs PCI = 10
Sample Comments:

63 LINEAR CRACKING	H	14.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

66 SMALL PATCH	M	1.00 Slabs	Comments:	
71 FAULTING	L	1.00 Slabs	Comments:	

Sample Number: 228 Type: R Area: 16.00Slabs PCI = 7
Sample Comments:

63 LINEAR CRACKING	H	11.00 Slabs	Comments:	
75 CORNER SPALLING	L	3.00 Slabs	Comments:	
63 LINEAR CRACKING	M	2.00 Slabs	Comments:	
74 JOINT SPALLING	H	3.00 Slabs	Comments:	
74 JOINT SPALLING	L	3.00 Slabs	Comments:	
63 LINEAR CRACKING	L	2.00 Slabs	Comments:	
67 LARGE PATCH/UTILITY	L	4.00 Slabs	Comments:	
62 CORNER BREAK	M	1.00 Slabs	Comments:	

Sample Number: 301 Type: R Area: 16.00Slabs PCI = 10
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:	
63 LINEAR CRACKING	H	14.00 Slabs	Comments:	
66 SMALL PATCH	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	2.00 Slabs	Comments:	
63 LINEAR CRACKING	L	3.00 Slabs	Comments:	
75 CORNER SPALLING	L	4.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:	

Sample Number: 312 Type: R Area: 16.00Slabs PCI = 9
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:	
72 SHATTERED SLAB	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	5.00 Slabs	Comments:	
63 LINEAR CRACKING	H	9.00 Slabs	Comments:	
66 SMALL PATCH	L	7.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	
63 LINEAR CRACKING	M	1.00 Slabs	Comments:	
72 SHATTERED SLAB	M	2.00 Slabs	Comments:	
75 CORNER SPALLING	M	1.00 Slabs	Comments:	

Sample Number: 414 Type: R Area: 16.00Slabs PCI = 14
Sample Comments:

63 LINEAR CRACKING	H	8.00 Slabs	Comments:	
70 SCALING/CRAZING	L	2.00 Slabs	Comments:	
63 LINEAR CRACKING	M	3.00 Slabs	Comments:	
66 SMALL PATCH	L	2.00 Slabs	Comments:	
63 LINEAR CRACKING	L	3.00 Slabs	Comments:	
72 SHATTERED SLAB	L	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:	

Sample Number: 420 Type: R Area: 16.00Slabs PCI = 9
Sample Comments:

63 LINEAR CRACKING	H	15.00 Slabs	Comments:	
74 JOINT SPALLING	M	2.00 Slabs	Comments:	
75 CORNER SPALLING	L	9.00 Slabs	Comments:	
66 SMALL PATCH	M	1.00 Slabs	Comments:	
63 LINEAR CRACKING	M	1.00 Slabs	Comments:	
66 SMALL PATCH	L	3.00 Slabs	Comments:	
72 SHATTERED SLAB	L	1.00 Slabs	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Sample Number: 429 Type: R Area: 16.00Slabs PCI = 12
Sample Comments:

63 LINEAR CRACKING	L	2.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	M	1.00	Slabs	Comments:
74 JOINT SPALLING	M	7.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	12.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
66 SMALL PATCH	M	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:

Sample Number: 505 Type: R Area: 16.00Slabs PCI = 11
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	H	13.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
72 SHATTERED SLAB	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,124,926.85SqFt

Section: 4115 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 125,007.49SqFt Length: 800.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 20 Surveyed: 3
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,038.34SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	19.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01 Ft	Comments:
52 WEATHERING/RAVELING	L	108.00 SqFt	Comments:

Sample Number: 203 Type: R Area: 5,469.87SqFt PCI = 90
Sample Comments:

52 WEATHERING/RAVELING	L	80.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	51.01 Ft	Comments:
52 WEATHERING/RAVELING	L	84.00 SqFt	Comments:

Sample Number: 403 Type: R Area: 5,469.87SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.01 Ft	Comments:
52 WEATHERING/RAVELING	L	225.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,124,926.85SqFt

Section: 4120 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 15,908.57SqFt Length: 50.00Ft Width: 310.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,100.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 1,124,926.85SqFt

Section: 4125 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 29,214.97SqFt Length: 400.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 6,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	9.00 Ft	Comments:
52 WEATHERING/RAVELING	L	14.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 484,170.95SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/2010
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 484,170.95SqFt Length: 4,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 80 Surveyed: 18
Conditions: PCI:12.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 16.00Slabs PCI = 3
Sample Comments:

62 CORNER BREAK	H	1.00 Slabs	Comments:
75 CORNER SPALL	L	1.00 Slabs	Comments:
72 SHAT. SLAB	H	1.00 Slabs	Comments:
63 LINEAR CR	H	6.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
63 LINEAR CR	M	5.00 Slabs	Comments:
75 CORNER SPALL	M	2.00 Slabs	Comments:
75 CORNER SPALL	H	2.00 Slabs	Comments:
73 SHRINKAGE CR	L	1.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:

Sample Number: 105 Type: R Area: 16.00Slabs PCI = 1
Sample Comments:

63 LINEAR CR	H	5.00 Slabs	Comments:
75 CORNER SPALL	M	2.00 Slabs	Comments:
63 LINEAR CR	M	9.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
72 SHAT. SLAB	H	1.00 Slabs	Comments:
74 JOINT SPALL	H	3.00 Slabs	Comments:

Sample Number: 110 Type: R Area: 16.00Slabs PCI = 12
Sample Comments:

63 LINEAR CR	M	13.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:
73 SHRINKAGE CR	L	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
63 LINEAR CR	H	3.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:

Sample Number: 114 Type: R Area: 16.00Slabs PCI = 18
Sample Comments:

75 CORNER SPALL	M	1.00 Slabs	Comments:
63 LINEAR CR	L	7.00 Slabs	Comments:
73 SHRINKAGE CR	L	2.00 Slabs	Comments:
63 LINEAR CR	M	7.00 Slabs	Comments:
63 LINEAR CR	H	2.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
74 JOINT SPALL	H	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Sample Number: 121 Type: R Area: 16.00Slabs PCI = 1
Sample Comments:

74 JOINT SPALL	M	2.00 Slabs	Comments:
72 SHAT. SLAB	H	2.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
63 LINEAR CR	H	9.00 Slabs	Comments:
63 LINEAR CR	M	3.00 Slabs	Comments:

Sample Number: 128 Type: R Area: 16.00Slabs PCI = 8
Sample Comments:

63 LINEAR CR	M	4.00 Slabs	Comments:
63 LINEAR CR	H	8.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
72 SHAT. SLAB	M	1.00 Slabs	Comments:
73 SHRINKAGE CR	L	2.00 Slabs	Comments:
63 LINEAR CR	L	1.00 Slabs	Comments:

Sample Number: 133 Type: R Area: 16.00Slabs PCI = 38
Sample Comments:

62 CORNER BREAK	H	1.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
63 LINEAR CR	H	4.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
75 CORNER SPALL	M	1.00 Slabs	Comments:

Sample Number: 138 Type: R Area: 16.00Slabs PCI = 13
Sample Comments:

63 LINEAR CR	H	3.00 Slabs	Comments:
72 SHAT. SLAB	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	7.00 Slabs	Comments:
75 CORNER SPALL	L	3.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
63 LINEAR CR	M	9.00 Slabs	Comments:
63 LINEAR CR	L	4.00 Slabs	Comments:

Sample Number: 142 Type: R Area: 16.00Slabs PCI = 6
Sample Comments:

72 SHAT. SLAB	H	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
63 LINEAR CR	H	3.00 Slabs	Comments:
63 LINEAR CR	M	7.00 Slabs	Comments:
74 JOINT SPALL	H	1.00 Slabs	Comments:
63 LINEAR CR	L	1.00 Slabs	Comments:
65 JT SEAL DMG	H	16.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:

Sample Number: 145 Type: R Area: 16.00Slabs PCI = 15
Sample Comments:

75 CORNER SPALL	L	1.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	M	6.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
63 LINEAR CR	H	4.00 Slabs	Comments:
63 LINEAR CR	L	4.00 Slabs	Comments:

Sample Number: 149 Type: R Area: 16.00Slabs PCI = 49
Sample Comments:

63 LINEAR CR	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

75 CORNER SPALL		L	1.00 Slabs	Comments:
75 CORNER SPALL		H	1.00 Slabs	Comments:
63 LINEAR CR		H	1.00 Slabs	Comments:
63 LINEAR CR		L	7.00 Slabs	Comments:
66 SMALL PATCH		L	1.00 Slabs	Comments:

Sample Number: 154 Type: R Area: 16.00Slabs PCI = 22
Sample Comments:

63 LINEAR CR		L	3.00 Slabs	Comments:
63 LINEAR CR		M	7.00 Slabs	Comments:
74 JOINT SPALL		H	1.00 Slabs	Comments:
65 JT SEAL DMG		H	16.00 Slabs	Comments:
62 CORNER BREAK		H	3.00 Slabs	Comments:

Sample Number: 170 Type: R Area: 16.00Slabs PCI = 7
Sample Comments:

75 CORNER SPALL		L	3.00 Slabs	Comments:
63 LINEAR CR		M	3.00 Slabs	Comments:
62 CORNER BREAK		L	1.00 Slabs	Comments:
72 SHAT. SLAB		M	1.00 Slabs	Comments:
63 LINEAR CR		H	13.00 Slabs	Comments:
75 CORNER SPALL		M	1.00 Slabs	Comments:
65 JT SEAL DMG		H	16.00 Slabs	Comments:
74 JOINT SPALL		M	1.00 Slabs	Comments:

Sample Number: 173 Type: R Area: 16.00Slabs PCI = 5
Sample Comments:

65 JT SEAL DMG		H	16.00 Slabs	Comments:
63 LINEAR CR		L	1.00 Slabs	Comments:
75 CORNER SPALL		L	1.00 Slabs	Comments:
63 LINEAR CR		M	8.00 Slabs	Comments:
63 LINEAR CR		H	7.00 Slabs	Comments:
73 SHRINKAGE CR		L	1.00 Slabs	Comments:

Sample Number: 177 Type: R Area: 16.00Slabs PCI = 8
Sample Comments:

63 LINEAR CR		M	7.00 Slabs	Comments:
65 JT SEAL DMG		H	16.00 Slabs	Comments:
74 JOINT SPALL		H	1.00 Slabs	Comments:
63 LINEAR CR		H	7.00 Slabs	Comments:

Sample Number: 184 Type: R Area: 16.00Slabs PCI = 10
Sample Comments:

74 JOINT SPALL		L	1.00 Slabs	Comments:
63 LINEAR CR		M	1.00 Slabs	Comments:
62 CORNER BREAK		M	1.00 Slabs	Comments:
75 CORNER SPALL		L	2.00 Slabs	Comments:
65 JT SEAL DMG		H	16.00 Slabs	Comments:
63 LINEAR CR		L	1.00 Slabs	Comments:
74 JOINT SPALL		H	1.00 Slabs	Comments:
63 LINEAR CR		H	14.00 Slabs	Comments:

Sample Number: 191 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

72 SHAT. SLAB		H	2.00 Slabs	Comments:
75 CORNER SPALL		H	1.00 Slabs	Comments:
67 LARGE PATCH		L	1.00 Slabs	Comments:
74 JOINT SPALL		L	1.00 Slabs	Comments:
75 CORNER SPALL		L	2.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

65 JT SEAL DMG	H	16.00	Slabs	Comments:
63 LINEAR CR	M	3.00	Slabs	Comments:
74 JOINT SPALL	M	1.00	Slabs	Comments:
62 CORNER BREAK	H	1.00	Slabs	Comments:
63 LINEAR CR	H	11.00	Slabs	Comments:

Sample Number: 194 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

65 JT SEAL DMG	H	16.00	Slabs	Comments:
74 JOINT SPALL	M	1.00	Slabs	Comments:
63 LINEAR CR	M	2.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
63 LINEAR CR	H	9.00	Slabs	Comments:
72 SHAT. SLAB	H	5.00	Slabs	Comments:
74 JOINT SPALL	H	2.00	Slabs	Comments:
75 CORNER SPALL	H	1.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
62 CORNER BREAK	H	2.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: RW 19-01 Name: RUNWAY 19-01 Use: RUNWAY Area: 523,500.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 523,500.00SqFt Length: 5,200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 131 Surveyed: 18
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 L & T CR	L	183.00 Ft	Comments:
43 BLOCK CR	L	175.00 SqFt	Comments:
47 JT REF. CR	L	329.00 Ft	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

47 JT REF. CR	L	412.00 Ft	Comments:
48 L & T CR	L	111.00 Ft	Comments:
43 BLOCK CR	L	370.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 6,000.00SqFt PCI = 72
Sample Comments:

43 BLOCK CR	L	720.00 SqFt	Comments:
48 L & T CR	L	580.00 Ft	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 L & T CR	L	152.00 Ft	Comments:
47 JT REF. CR	L	604.00 Ft	Comments:
43 BLOCK CR	L	360.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

47 JT REF. CR	L	329.00 Ft	Comments:
48 L & T CR	L	171.00 Ft	Comments:
43 BLOCK CR	L	295.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 6,000.00SqFt PCI = 65
Sample Comments:

48 L & T CR	L	658.00 Ft	Comments:
48 L & T CR	M	96.00 Ft	Comments:
43 BLOCK CR	L	620.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

47 JT REF. CR	L	319.00 Ft	Comments:
48 L & T CR	L	87.00 Ft	Comments:
43 BLOCK CR	L	280.00 SqFt	Comments:

Sample Number: 138 Type: R Area: 6,000.00SqFt PCI = 66
Sample Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

48 L & T CR		M	100.00 Ft	Comments:
48 L & T CR		L	886.00 Ft	Comments:

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 L & T CR		L	231.00 Ft	Comments:
43 BLOCK CR		L	125.00 SqFt	Comments:
47 JT REF. CR		L	515.00 Ft	Comments:

Sample Number: 148 Type: R Area: 6,000.00SqFt PCI = 70
Sample Comments:

48 L & T CR		L	670.00 Ft	Comments:
43 BLOCK CR		L	900.00 SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR		L	139.00 Ft	Comments:
47 JT REF. CR		L	450.00 Ft	Comments:
43 BLOCK CR		L	450.00 SqFt	Comments:
47 JT REF. CR		M	50.00 Ft	Comments:

Sample Number: 161 Type: R Area: 6,000.00SqFt PCI = 72
Sample Comments:

43 BLOCK CR		L	1,500.00 SqFt	Comments:
48 L & T CR		L	526.00 Ft	Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

43 BLOCK CR		L	2,300.00 SqFt	Comments:
47 JT REF. CR		L	470.00 Ft	Comments:

Sample Number: 169 Type: R Area: 6,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR		L	326.00 Ft	Comments:
43 BLOCK CR		L	3,000.00 SqFt	Comments:

Sample Number: 184 Type: R Area: 6,000.00SqFt PCI = 55
Sample Comments:

43 BLOCK CR		L	3,600.00 SqFt	Comments:
48 L & T CR		M	23.00 Ft	Comments:
43 BLOCK CR		M	20.00 SqFt	Comments:
48 L & T CR		L	210.00 Ft	Comments:

Sample Number: 193 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 L & T CR		L	69.00 Ft	Comments:
43 BLOCK CR		L	3,200.00 SqFt	Comments:

Sample Number: 198 Type: R Area: 6,000.00SqFt PCI = 74
Sample Comments:

43 BLOCK CR		L	1,220.00 SqFt	Comments:
48 L & T CR		L	378.00 Ft	Comments:

Sample Number: 203 Type: R Area: 6,000.00SqFt PCI = 64
Sample Comments:

43 BLOCK CR		L	6,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 273,477.65SqFt

Section: 405 of 3 From: To: Last Const.: 1/1/2001
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 191,244.42SqFt Length: 3,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 38 Surveyed: 4
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,119.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	320.00 SqFt	Comments:

Sample Number: 214 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 WEATHERING/RAVELING	L	1,299.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,299.99 SqFt	Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 233 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 273,477.65SqFt

Section: 420 of 3 From: - To: - Last Const.: 1/1/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 55,486.74SqFt Length: 1,110.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 11 Surveyed: 2
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 254 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 273,477.65SqFt

Section: 422 of 3 From: - To: - Last Const.: 1/1/2010
Surface: AC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 26,746.49SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2010 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 24,725.54SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 24,725.54SqFt Length: 480.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 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_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 46,970.81SqFt

Section: 105 of 2 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 19,612.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 98
Sample Comments:

50 PATCHING	L	0.20 SqFt	Comments:

Sample Number: 104 Type: R Area: 3,500.00SqFt PCI = 89
Sample Comments:

48 L & T CR	M	10.00 Ft	Comments:
48 L & T CR	L	47.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 46,970.81SqFt

Section: 110 of 2 From: - To: - Last Const.: 1/1/1987
Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 27,358.81SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 4,850.42SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	60.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:
52 WEATHERING/RAVELING	L	130.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 45,190.56SqFt

Section: 205 of 1 From: - To: - Last Const.: 1/1/1987
Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 45,190.56SqFt Length: 600.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 10 Surveyed: 2
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,024.51SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	557.14 Ft	Comments:
52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 4,586.89SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.01 Ft	Comments:
52 WEATHERING/RAVELING	L	10.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.60SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/2013
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 35,167.30SqFt Length: 800.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date11/21/1998 Total Samples: 6 Surveyed: 2
Conditions: PCI:23.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 100 Type: R Area: 3,600.00SqFt PCI = 23
Sample Comments:

47 JT REF. CR	H	29.00 Ft	Comments:
47 JT REF. CR	M	146.00 Ft	Comments:
47 JT REF. CR	L	73.00 Ft	Comments:
48 L & T CR	M	106.00 Ft	Comments:
48 L & T CR	L	24.00 Ft	Comments:
52 WEATH/RAVEL	M	3,600.00 SqFt	Comments:
56 SWELLING	L	104.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 3,600.00SqFt PCI = 23
Sample Comments:

47 JT REF. CR	H	36.00 Ft	Comments:
47 JT REF. CR	M	378.00 Ft	Comments:
47 JT REF. CR	L	24.00 Ft	Comments:
48 L & T CR	M	115.00 Ft	Comments:
48 L & T CR	L	6.00 Ft	Comments:
52 WEATH/RAVEL	M	3,600.00 SqFt	Comments:
56 SWELLING	L	89.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.60SqFt

Section: 315 of 3 From: - To: - Last Const.: 1/1/2013
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 25,443.45SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:11.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 16.00Slabs PCI = 11
Sample Comments:

66 SMALL PATCH	M	1.00 Slabs	Comments:
63 LINEAR CR	M	1.00 Slabs	Comments:
72 SHAT. SLAB	L	3.00 Slabs	Comments:
65 JT SEAL DMG	L	16.00 Slabs	Comments:
63 LINEAR CR	H	3.00 Slabs	Comments:
74 JOINT SPALL	M	1.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:
63 LINEAR CR	L	2.00 Slabs	Comments:
74 JOINT SPALL	H	2.00 Slabs	Comments:
72 SHAT. SLAB	H	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.60SqFt

Section: 320 of 3 From: - To: - Last Const.: 1/1/2013
Surface: AC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 25,134.85SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,500.00SqFt PCI = 36
Sample Comments:

48 L & T CR	H	125.00 Ft	Comments:
48 L & T CR	M	165.00 Ft	Comments:
47 JT REF. CR	M	300.00 Ft	Comments:
47 JT REF. CR	H	100.00 Ft	Comments:
48 L & T CR	L	52.00 Ft	Comments:
47 JT REF. CR	L	50.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/10/2012
Site Name:

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW T-HANG Name: TAXIWAY T-HANGARS Use: TAXIWAY Area: 34,611.31SqFt

Section: 505 of 1 From: - To: - Last Const.: 1/1/1995
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 34,611.31SqFt Length: 1,600.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/13/2012 Total Samples: 16 Surveyed: 4
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,436.50SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.05	Ft	Comments:
43 BLOCK CRACKING	L	180.00	SqFt	Comments:
43 BLOCK CRACKING	L	21.00	SqFt	Comments:
43 BLOCK CRACKING	L	48.00	SqFt	Comments:
56 SWELLING	L	6.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01	Ft	Comments:
52 WEATHERING/RAVELING	L	20.00	SqFt	Comments:

Sample Number: 201 Type: R Area: 2,100.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	203.05	Ft	Comments:
56 SWELLING	L	2.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 2,100.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.04	Ft	Comments:
56 SWELLING	L	3.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.02	Ft	Comments:

Sample Number: 403 Type: R Area: 1,542.23SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
52 WEATHERING/RAVELING	L	12.00	SqFt	Comments:
50 PATCHING	M	108.00	SqFt	Comments: