STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Venice Municipal Airport – VNC
(General Aviation)
Venice, Florida
(District 1)

May 2011

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EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Venice Municipal Airport included:

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

During January/February 2011, the PCI survey was performed at Venice Municipal Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2011 is 50, representing a Poor overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Runway 13-31	88	Good	75	65	
Runway 5-23	29	Very Poor	75	65	X
Auxiliary Apron (Former RW 9-27)	28	Very Poor	60	65	X
Apron	23	Serious	60	65	X
Run-Up Apron at TW A	76	Satisfactory	60	65	
GA T-Hangars	72	Satisfactory	65	65	
Taxiway Alpha	51	Poor	65	65	X
Taxiway Charlie	59	Fair	65	65	X
Taxiway Delta	63	Fair	65	65	X
Taxiway Echo	63	Fair	65	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	59	Fair
Taxiway	59	Fair
Apron	28	Very Poor
All (Weighted)	**50**	Poor

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	52	Poor
Secondary	35	Very Poor
Tertiary	73	Satisfactory
All (Weighted)	**50**	**Poor**

*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 Venice Municipal Airport, include: Auxiliary Apron (Former RW 9-27), Runway 5-23, Runway 13-31, Apron, GA T-Hangars, Taxiway Delta, Taxiway Echo, Taxiway Charlie, Taxiway Alpha and Run-Up Apron TW A. These pavement sections warrant mill and overlay or reconstruction activity based on the distresses observed. The immediate needs are summarized in Table IV on the following page.

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
Auxiliary Apron (Former RW 9-27)	6420	AAC	44,280	$ 603,093.80	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6415	AAC	80,560	$ 1,097,227.56	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6410	AAC	67,970	$ 925,751.70	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6405	AAC	127,070	$ 1,730,693.96	28	Reconstruction	100
Runway 5-23	6230	PCC	20,000	$ 272,400.09	13	Reconstruction	100
Runway 5-23	6225	PCC	30,000	$ 408,600.13	11	Reconstruction	100
Runway 5-23	6220	PCC	20,000	$ 272,400.09	0	Reconstruction	100
Runway 5-23	6215	PCC	30,000	$ 408,600.13	8	Reconstruction	100
Runway 5-23	6210	AC	202,500	$ 2,312,753.27	33	Reconstruction	100
Runway 5-23	6205	AC	414,850	$ 5,650,258.83	29	Reconstruction	100
Apron	4120	PCC	44,385	$ 604,523.90	1	Reconstruction	100
Apron	4115	PCC	38,470	$ 523,961.57	0	Reconstruction	100
Apron	4110	PCC	5,960	$ 81,175.23	14	Reconstruction	100
Apron	4105	PCC	406,900	$ 5,541,979.80	27	Reconstruction	100
GA T-Hangars	700	AC	30,625	$ 122,316.32	58	Mill and Overlay	100
Taxiway Delta	350	AC	12,790	$ 174,199.86	19	Reconstruction	100
Taxiway Delta	310	AC	9,710	$ 61,075.90	47	Mill and Overlay	100
Taxiway Echo	250	AC	10,290	$ 140,149.85	22	Reconstruction	100
Taxiway Charlie	210	AC	84,140	$ 408,499.82	55	Mill and Overlay	100
Taxiway Alpha	115	AAC	66,670	$ 419,354.33	44	Mill and Overlay	100
Taxiway Alpha	110	APC	75,000	$ 471,750.04	49	Mill and Overlay	100
Taxiway Alpha	105	AAC	80,765	$ 345,755.13	57	Mill and Overlay	100
Taxiway Charlie	220	AAC	1,680	$ 4,774.87	63	Mill and Overlay	100
Taxiway Echo	205	AC	67,100	$ 190,710.59	63	Mill and Overlay	100
Taxiway Delta	305	AC	82,680	$ 242,041.58	63	Mill and Overlay	100
Runway 13-31	6120	APC	20,000	$ 55,595.11	64	Mill and Overlay	100
Run-Up Apron TW A	5110	AC	20,000	$ 58,980.85	64	Mill and Overlay	100
Run-Up Apron TW A	5105	AC	19,800	$ 58,391.04	64	Mill and Overlay	100
				$23,187,015.35	**35**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2011, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

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

Year	Preventative	Major M&R	Total Year Cost
2011	$103,675.00	$22,576,521.29	$22,680,196.29
2012	$89,697.41	$0.00	$89,697.41
2013	$114,218.42	$0.00	$114,218.42
2014	$119,611.85	$195,485.46	$315,097.31
2015	$127,151.99	$242,041.58	$369,193.57
2016	$180,796.26	$0.00	$180,796.26
2017	$227,798.52	$55,595.11	$283,393.63
2018	$283,527.85	$0.00	$283,527.85
2019	$355,125.19	$117,371.90	$472,497.09
2020	$427,133.82	$0.00	$427,133.82
Total	**$2,028,736.31**	**$23,187,015.34**	**$25,215,751.65**

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 50 in 2011 to 78 in 2020. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Venice Municipal Airport pavements in 2020 may remain near 78. 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 Venice Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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

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

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

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

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

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

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

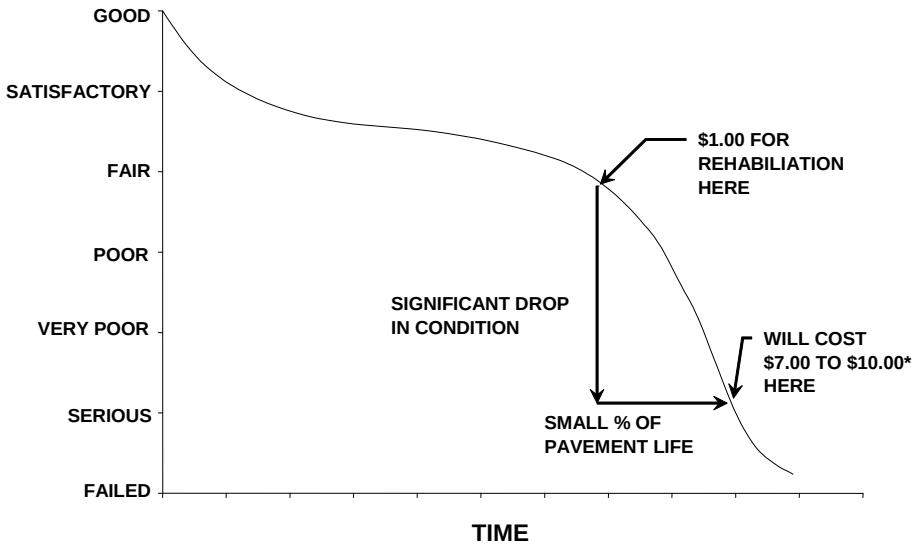
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

1.4.2 *Pavement Management System Concept*

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

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

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

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Venice Municipal Airport (VNC) consists of two runways, RW 4-22 which is 150-ft wide by 5,000-ft long and RW 13-31, which is 150-ft wide by 4,000-ft long and four main taxiways: Taxiways Alpha, Charlie, Delta and Echo. Currently the former Runway 9-27 is being used for aircraft storage and as a designated run-up area.

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.

The airport was constructed by the United States Air Force in the 1940's and served as a military flight training and operations facility. The airport is operated by the City of Venice. Typical activities include general aviation operations and training. Since the prior Statewide Airfield Pavement Management Program, Runway 13-31 has undergone pavement rehabilitation. Future projects include the pavement rehabilitation of RW 4-22.

This airport is designated as a General Aviation airport and is located in District 1 of the Florida Department of Transportation.

2.1 Network Definition

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

2.1.1 *Branch Section Identification*

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

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

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

2.1.2 *System Inventory and Network Definition Update*

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

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

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

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

Construction Year	Location	Work Type/Pavement Section
2006	Runway 13-31	Rehabilitation
Future (TBD)	Runway 5-23 (4-22)	Rehabilitation

2.2 Pavement Inventory

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

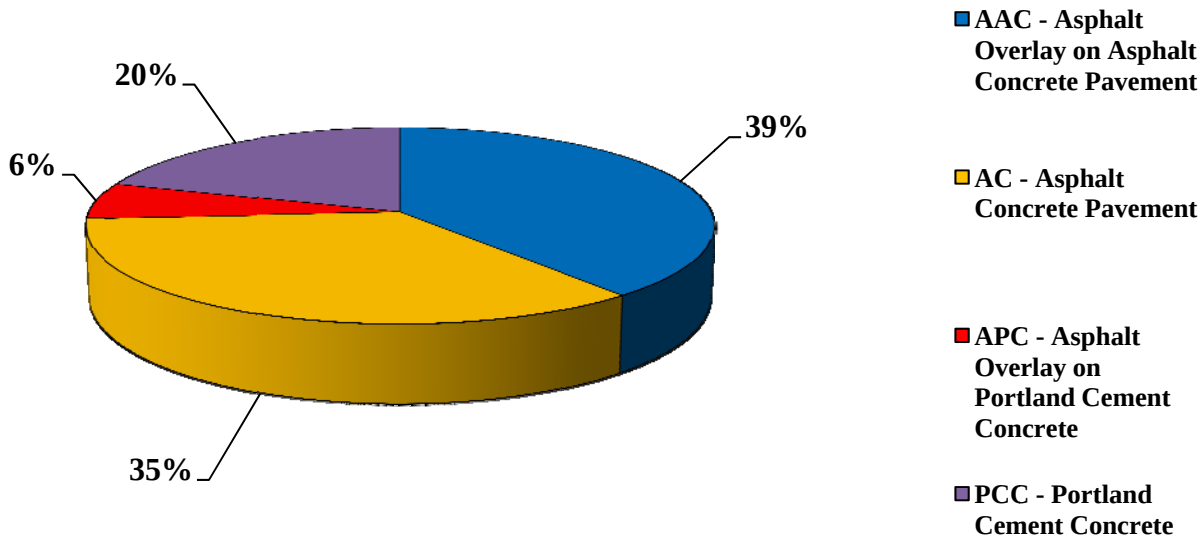
The total airfield pavement area in 2011 at Venice Municipal Airport is 2,914,345 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,477,500	51%
Taxiway	581,450	20%
Apron	855,395	29%
All (Weighted)	**2,914,345**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Apron	AP	4105	406,900	P	PCC	1/1/1942	8	85
Apron	AP	4110	5,960	P	PCC	1/1/1988	1	2
Apron	AP	4120	44,385	P	PCC	12/15/1999	2	11
Apron	AP	4115	38,470	P	PCC	12/15/1999	1	8
Run-Up Apron TW A	AP RU	5105	19,800	P	AC	1/1/1991	1	5
Run-Up Apron TW A	AP RU	5110	20,000	P	AC	1/1/1991	1	5
Runway 13-31	RW 13-31	6105	440,000	P	AAC	12/1/2006	18	88
Runway 13-31	RW 13-31	6110	210,000	P	AAC	12/1/2006	8	42
Runway 13-31	RW 13-31	6115	30,000	P	APC	12/1/2006	2	6
Runway 13-31	RW 13-31	6120	20,000	P	APC	12/1/2006	1	4
Runway 13-31	RW 13-31	6125	30,000	P	APC	12/1/2006	2	6
Runway 13-31	RW 13-31	6130	20,000	P	APC	12/1/2006	1	4
Runway 5-23	RW 5-23	6205	414,850	P	AC	1/1/1942	17	83
Runway 5-23	RW 5-23	6210	202,500	P	AC	1/1/1942	8	42
Runway 5-23	RW 5-23	6215	30,000	P	PCC	1/1/1942	2	6
Runway 5-23	RW 5-23	6220	20,000	P	PCC	1/1/1942	1	4
Runway 5-23	RW 5-23	6225	30,000	P	PCC	1/1/1942	2	6
Runway 5-23	RW 5-23	6230	20,000	P	PCC	1/1/1942	2	4
Runway 5-23	RW 5-23	6206	10,150	P	AAC	12/1/2006	1	2
Auxiliary Apron (Former RW 9-27)	RW 9-27	6405	127,070	S	AAC	1/1/1942	3	24
Auxiliary Apron (Former RW 9-27)	RW 9-27	6410	67,970	S	AAC	1/1/1942	2	14
Auxiliary Apron (Former RW 9-27)	RW 9-27	6415	80,560	S	AAC	1/1/1942	2	16
Auxiliary Apron (Former RW 9-27)	RW 9-27	6420	44,280	S	AAC	1/1/1942	2	8
GA T-Hangars	T- HANG	610	17,500	S	AC	1/1/1942	1	4
GA T-Hangars	T- HANG	700	30,625	S	AC	1/1/1942	2	7
GA T-Hangars	T- HANG	705	17,500	S	AC	1/1/1942	1	4
GA T-Hangars	T- HANG	605	17,500	T	AC	1/1/1942	1	4
Taxiway Alpha	TW A	105	80,765	P	AAC	1/1/1986	3	16
Taxiway Alpha	TW A	110	75,000	P	APC	1/1/1986	3	15
Taxiway Alpha	TW A	115	66,670	P	AAC	1/1/1986	3	14
Taxiway Echo	TW E	250	10,290	P	AC	1/1/1942	1	2
Taxiway Echo	TW E	205	67,100	P	AC	1/1/1970	3	17
Taxiway Charlie	TW C	215	7,500	P	AC	1/1/1942	1	2
Taxiway Charlie	TW C	210	84,140	P	AC	1/1/1970	4	21
Taxiway Charlie	TW C	220	1,680	P	AAC	1/1/1986	1	1

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway Delta	TW D	350	12,790	P	AC	1/1/1942	1	2
Taxiway Delta	TW D	305	82,680	P	AC	1/1/1970	4	20
Taxiway Delta	TW D	310	9,710	P	AC	1/1/1970	1	2

Note: If a new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER. Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Sections 615, 620, 625, 630, 635, and 710 particular to the general aviation hangars have been sectioned, however no inspection was performed in these areas.

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

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

3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at Venice Municipal Airport is 50, representing a Poor overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distresses. Asphalt Concrete pavement distresses include; weathering, raveling, and block cracking distresses of which are common of pavements of similar age. Portland Cement Concrete pavement distresses include; map cracking, shrinkage cracking, longitudinal and transverse cracking, and shattered slabs. The distresses observed on the PCC pavement indicate that section is subjected to both climate and load based degradation.

RW 13-31 appears to be in good overall condition, this is attributed to the pavement rehabilitation performed in 2006. The joint cracking observed was primarily observed along the joints of the paving lanes. Runway 13-31 has a PCI of 88 with a condition rating of 'Good'.

RW 4-22 exhibits rideability issues due to the medium to high severity of weathering and raveling along the keel section. Pilots have stated that during landing approaches, touchdown is attempted approximately 20 feet offset from centerline either to the left or right. The branch condition for the runway is considered to be 'Very Poor' at a PCI value at 29 which is below the recommended condition based on both the FDOT and FAA General Aviation minimum PCI.

The main apron facility exhibited significant distresses attributed to both climate cycling and structural loading. The significant shattered slabs observed with the amount of spalling attribute to foreign object debris (FOD) generation and rideability problems. The terminal apron has a PCI of 23 with a condition rating of 'Serious'. It is currently below both the FDOT and the FAA General Aviation minimum PCI.

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

Figure 3-1 provides the PCI distribution by rating category for Venice Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

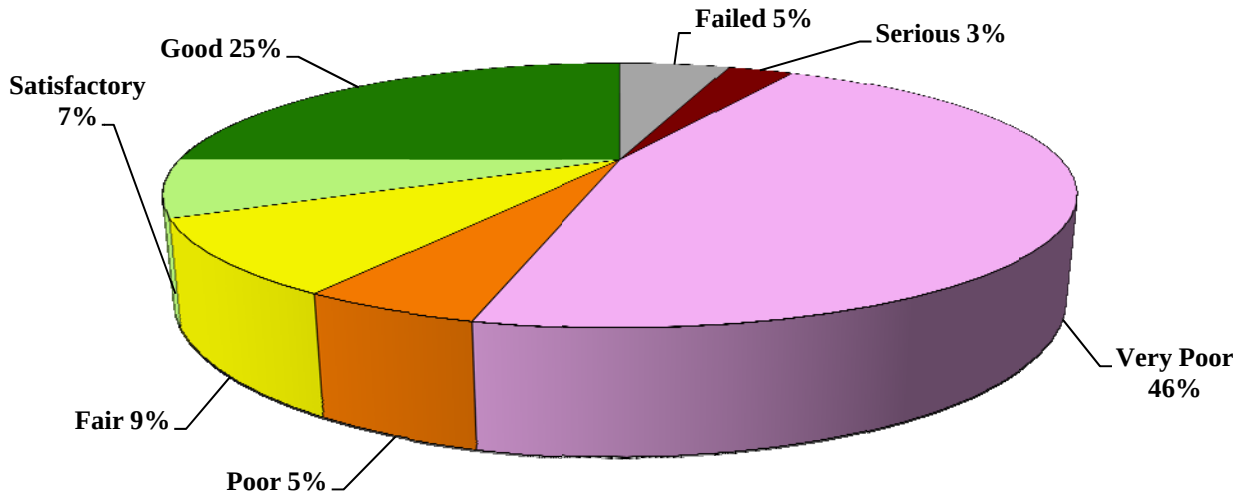


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	740,150	25%
Satisfactory	202,480	7%
Fair	264,310	9%
Poor	151,380	5%
Very Poor	1,344,130	46%
Serious	79,040	3%
Failed	132,855	5%

Approximately 32% of the network is in Good and Satisfactory condition while 8% of the network is in Serious and Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

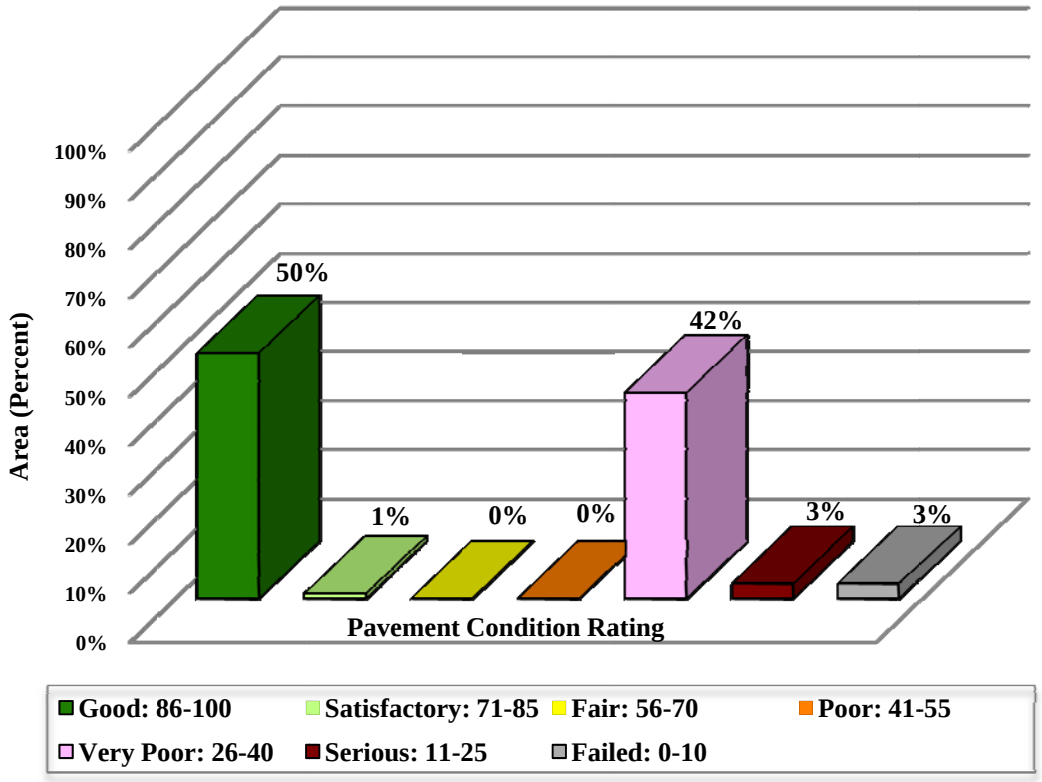
Table 3-3: Condition by Pavement Use

Use	Area-Weighted PCI	Condition Rating
Runway	59	Fair
Taxiway	59	Fair
Apron	28	Very Poor
All (Weighted)	**50**	Poor

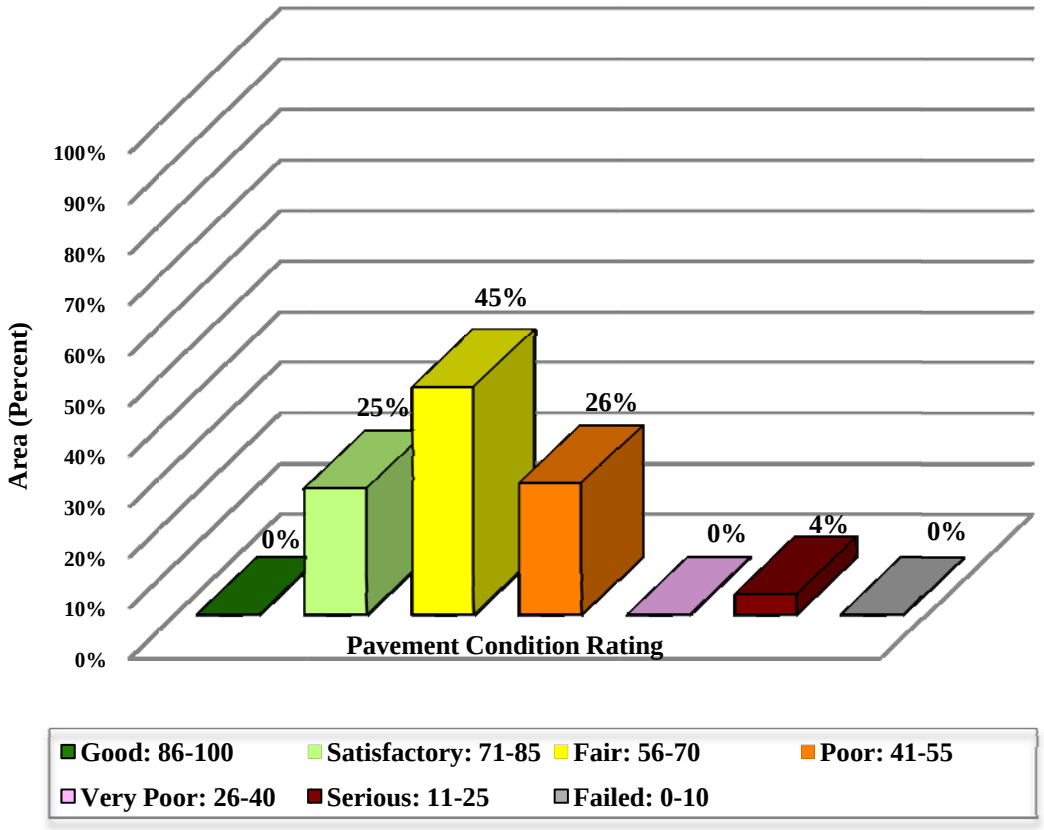
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

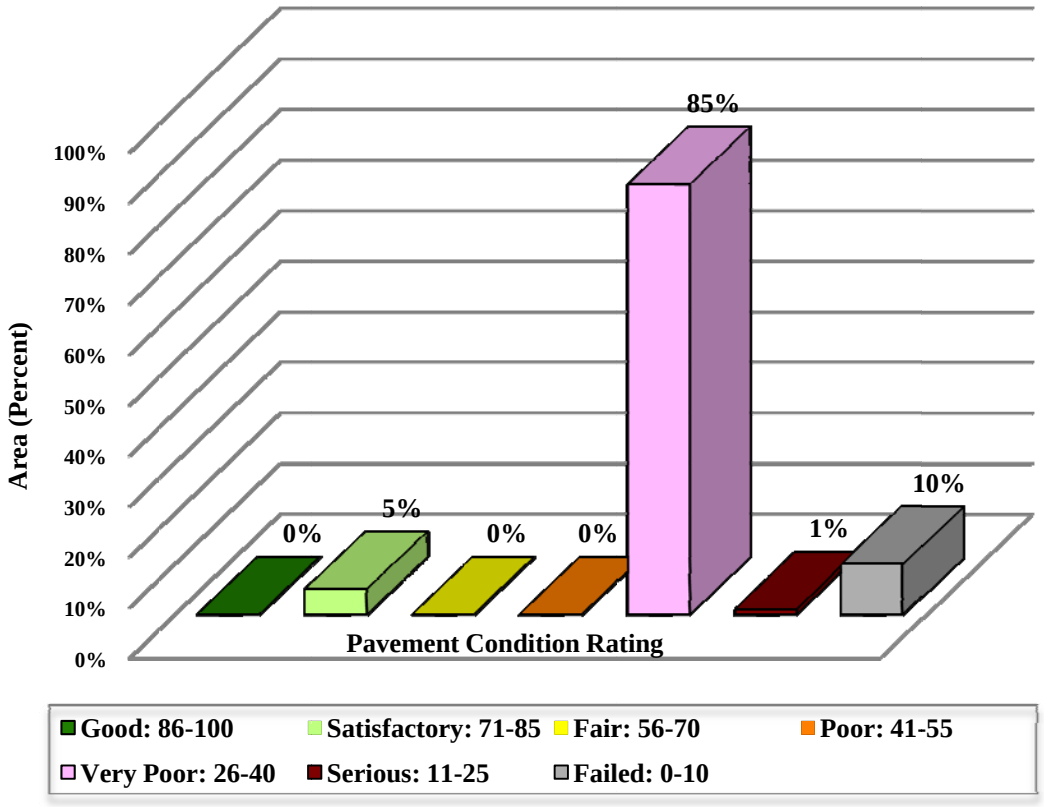
(a) Runway



(b) Taxiway


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
0%
25%
45%
26%
0%
4%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

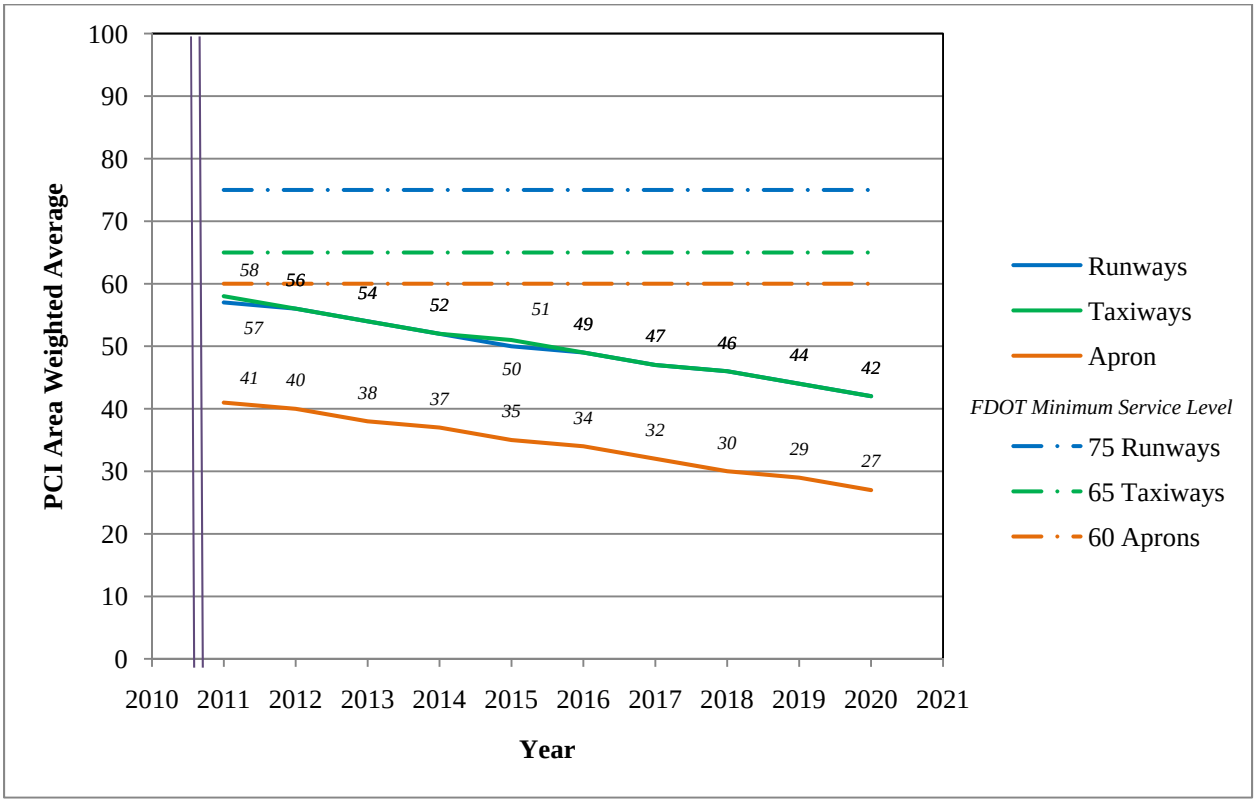
(c) Apron


Area (Percent)
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
0%
5%
0%
0%
85%
1%
10%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

4. PAVEMENT CONDITION PREDICTION

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

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Auxiliary Apron (Former RW 9-27)	6420	AAC	44,280	$ 603,093.80	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6415	AAC	80,560	$ 1,097,227.56	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6410	AAC	67,970	$ 925,751.70	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6405	AAC	127,070	$ 1,730,693.96	28	Reconstruction	100
Runway 5-23	6230	PCC	20,000	$ 272,400.09	13	Reconstruction	100
Runway 5-23	6225	PCC	30,000	$ 408,600.13	11	Reconstruction	100
Runway 5-23	6220	PCC	20,000	$ 272,400.09	0	Reconstruction	100
Runway 5-23	6215	PCC	30,000	$ 408,600.13	8	Reconstruction	100
Runway 5-23	6210	AC	202,500	$ 2,312,753.27	33	Reconstruction	100
Runway 5-23	6205	AC	414,850	$ 5,650,258.83	29	Reconstruction	100
Apron	4120	PCC	44,385	$ 604,523.90	1	Reconstruction	100
Apron	4115	PCC	38,470	$ 523,961.57	0	Reconstruction	100
Apron	4110	PCC	5,960	$ 81,175.23	14	Reconstruction	100
Apron	4105	PCC	406,900	$ 5,541,979.80	27	Reconstruction	100
GA T-Hangars	700	AC	30,625	$ 122,316.32	58	Mill and Overlay	100
Taxiway Delta	350	AC	12,790	$ 174,199.86	19	Reconstruction	100
Taxiway Delta	310	AC	9,710	$ 61,075.90	47	Mill and Overlay	100
Taxiway Echo	250	AC	10,290	$ 140,149.85	22	Reconstruction	100
Taxiway Charlie	210	AC	84,140	$ 408,499.82	55	Mill and Overlay	100
Taxiway Alpha	115	AAC	66,670	$ 419,354.33	44	Mill and Overlay	100
Taxiway Alpha	110	APC	75,000	$ 471,750.04	49	Mill and Overlay	100
Taxiway Alpha	105	AAC	80,765	$ 345,755.13	57	Mill and Overlay	100
Taxiway Charlie	220	AAC	1,680	$ 4,774.87	63	Mill and Overlay	100
Taxiway Echo	205	AC	67,100	$ 190,710.59	63	Mill and Overlay	100
Taxiway Delta	305	AC	82,680	$ 242,041.58	63	Mill and Overlay	100
Runway 13-31	6120	APC	20,000	$ 55,595.11	64	Mill and Overlay	100
Run-Up Apron TW A	5110	AC	20,000	$ 58,980.85	64	Mill and Overlay	100
Run-Up Apron TW A	5105	AC	19,800	$ 58,391.04	64	Mill and Overlay	100
			Total	**$23,187,015.35**	**35**		**100**

* Costs are adjusted for inflation.

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Auxiliary Apron (Former RW 9-27)	6420	AAC	44,280	$ 603,093.80	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6415	AAC	80,560	$ 1,097,227.56	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6410	AAC	67,970	$ 925,751.70	28	Reconstruction	100
Auxiliary Apron (Former RW 9-27)	6405	AAC	127,070	$ 1,730,693.96	28	Reconstruction	100
Runway 5-23	6230	PCC	20,000	$ 272,400.09	13	Reconstruction	100
Runway 5-23	6225	PCC	30,000	$ 408,600.13	11	Reconstruction	100
Runway 5-23	6220	PCC	20,000	$ 272,400.09	0	Reconstruction	100
Runway 5-23	6215	PCC	30,000	$ 408,600.13	8	Reconstruction	100
Runway 5-23	6210	AC	202,500	$ 2,312,753.27	33	Reconstruction	100
Runway 5-23	6205	AC	414,850	$ 5,650,258.83	29	Reconstruction	100
Apron	4120	PCC	44,385	$ 604,523.90	1	Reconstruction	100
Apron	4115	PCC	38,470	$ 523,961.57	0	Reconstruction	100
Apron	4110	PCC	5,960	$ 81,175.23	14	Reconstruction	100
Apron	4105	PCC	406,900	$ 5,541,979.80	27	Reconstruction	100
GA T-Hangars	700	AC	30,625	$ 19,906.25	58	Microsurfacing	100
Taxiway Delta	350	AC	12,790	$ 174,199.86	19	Reconstruction	100
Taxiway Delta	310	AC	9,710	$ 6,311.50	47	Microsurfacing	100
Taxiway Echo	250	AC	10,290	$ 140,149.85	22	Reconstruction	100
Taxiway Charlie	210	AC	84,140	$ 54,691.00	55	Microsurfacing	100
Taxiway Alpha	115	AAC	66,670	$ 43,335.50	44	Microsurfacing	100
Taxiway Alpha	110	APC	75,000	$ 48,750.00	49	Microsurfacing	100
Taxiway Alpha	105	AAC	80,765	$ 52,497.25	57	Microsurfacing	100
Taxiway Charlie	220	AAC	1,680	$ 1,092.00	63	Microsurfacing	100
Taxiway Echo	205	AC	67,100	$ 43,615.00	63	Microsurfacing	100
Taxiway Delta	305	AC	82,680	$ 53,742.00	63	Microsurfacing	100
Runway 13-31	6120	APC	20,000	$ 13,000.00	64	Microsurfacing	100
Run-Up Apron TW A	5110	AC	20,000	$ 13,000.00	64	Microsurfacing	100
Run-Up Apron TW A	5105	AC	19,800	$ 12,870.00	64	Microsurfacing	100
			Total	**$21,110,580.27**	**35**		**100**

* Costs are adjusted for inflation.

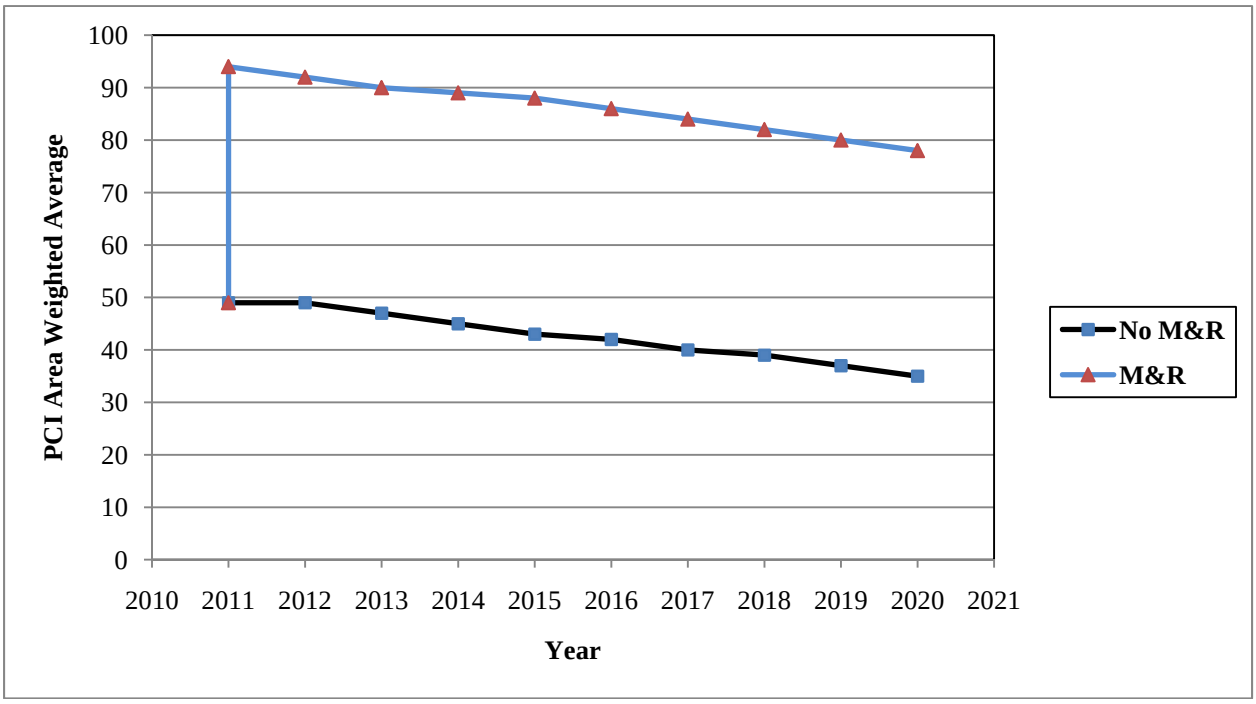
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to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

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 13-31	RW 13-31	6130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	760.00	SqFt	$0.40	$304.00
Runway 13-31	RW 13-31	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	610.00	SqFt	$0.40	$244.00
Runway 13-31	RW 13-31	6120	L & T CR	M	Crack Sealing - AC	225.10	Ft	$2.25	$506.38
Runway 13-31	RW 13-31	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,200.00	SqFt	$0.40	$480.00
Runway 13-31	RW 13-31	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,300.00	SqFt	$0.40	$1,320.00
Runway 13-31	RW 13-31	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,648.40	SqFt	$0.40	$6,659.40
Runway 13-31	RW 13-31	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	96,222.40	SqFt	$0.40	$38,489.26
Run-Up Apron	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,936.40	SqFt	$0.40	$3,174.60
Run-Up Apron	AP RU	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,602.10	SqFt	$0.40	$3,440.86
GA T-Hangars	T- HANG	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,200.00	SqFt	$0.40	$1,280.00
GA T-Hangars	T- HANG	610	OIL SPILLAGE	N	Patching - AC Shallow	189.20	SqFt	$2.90	$548.68
GA T-Hangars	T- HANG	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,448.20	SqFt	$0.40	$1,379.31
GA T-Hangars	T- HANG	605	WEATH/RAVEL	H	Microsurfacing - AC	172.40	SqFt	$0.65	$112.07
GA T-Hangars	T- HANG	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,448.20	SqFt	$0.40	$1,379.31
Taxiway Delta	TW D	305	L & T CR	M	Crack Sealing - AC	1,373.50	Ft	$2.25	$3,090.42
Taxiway Delta	TW D	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	40,989.70	SqFt	$0.40	$16,396.00
Taxiway Charlie	TW C	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	993.60	SqFt	$0.40	$397.44
Taxiway Charlie	TW C	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	666.70	SqFt	$0.40	$266.67
Taxiway Echo	TW E	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	60,516.00	SqFt	$0.40	$24,206.60
								Total =	$103,675.00

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 50 in 2011 to 34 in ten years if no M&R activities are performed.
- The PCI will remain at or above 78 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 78 with this scenario is 44 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $23.2 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$103,675.00	$22,576,521.29	$22,680,196.29
2012	$89,697.41	$0.00	$89,697.41
2013	$114,218.42	$0.00	$114,218.42
2014	$119,611.85	$195,485.46	$315,097.31
2015	$127,151.99	$242,041.58	$369,193.57
2016	$180,796.26	$0.00	$180,796.26
2017	$227,798.52	$55,595.11	$283,393.63
2018	$283,527.85	$0.00	$283,527.85
2019	$355,125.19	$117,371.90	$472,497.09
2020	$427,133.82	$0.00	$427,133.82
Total	**$2,028,736.31**	**$23,187,015.34**	**$25,215,751.65**

Note: Costs are adjusted for inflation.

Approximately 97% of the total Major M&R cost is required in the first year (2011). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Auxiliary Apron (Former RW 9-27)** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Runway 5-23** – Portland Cement Concrete and Asphalt Pavement reconstruction activity per the FAA P-501 and P-401 Specification, respectively.
- **Apron** – Portland Cement Concrete reconstruction activity per the FAA P-501 Specification.
- **GA T-Hangars** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.

- **Taxiway Charlie –** Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Delta** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Runway 13-31** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Run-Up Apron TW A** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

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

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

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

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

- **Auxiliary Apron (Former RW 9-27)** – Asphalt Pavement reconstruction activity per the FAA P-401 Specification.
- **Runway 5-23** – Portland Cement Concrete and Asphalt Pavement reconstruction activity per the FAA P-501 and P-401 Specification, respectively.
- **Apron** – Portland Cement Concrete reconstruction activity per the FAA P-501 Specification.
- **GA T-Hangars** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Alpha** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Charlie** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Taxiway Delta** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Taxiway Echo** – Asphalt Pavement mill and overlay along with reconstruction activity per the FAA P-401 Specification.
- **Runway 13-31** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.
- **Run-Up Apron TW A** – Asphalt Pavement mill and overlay activity per the FAA P-401 Specification.

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

APPENDIX A

NETWORK DEFINITION MAP

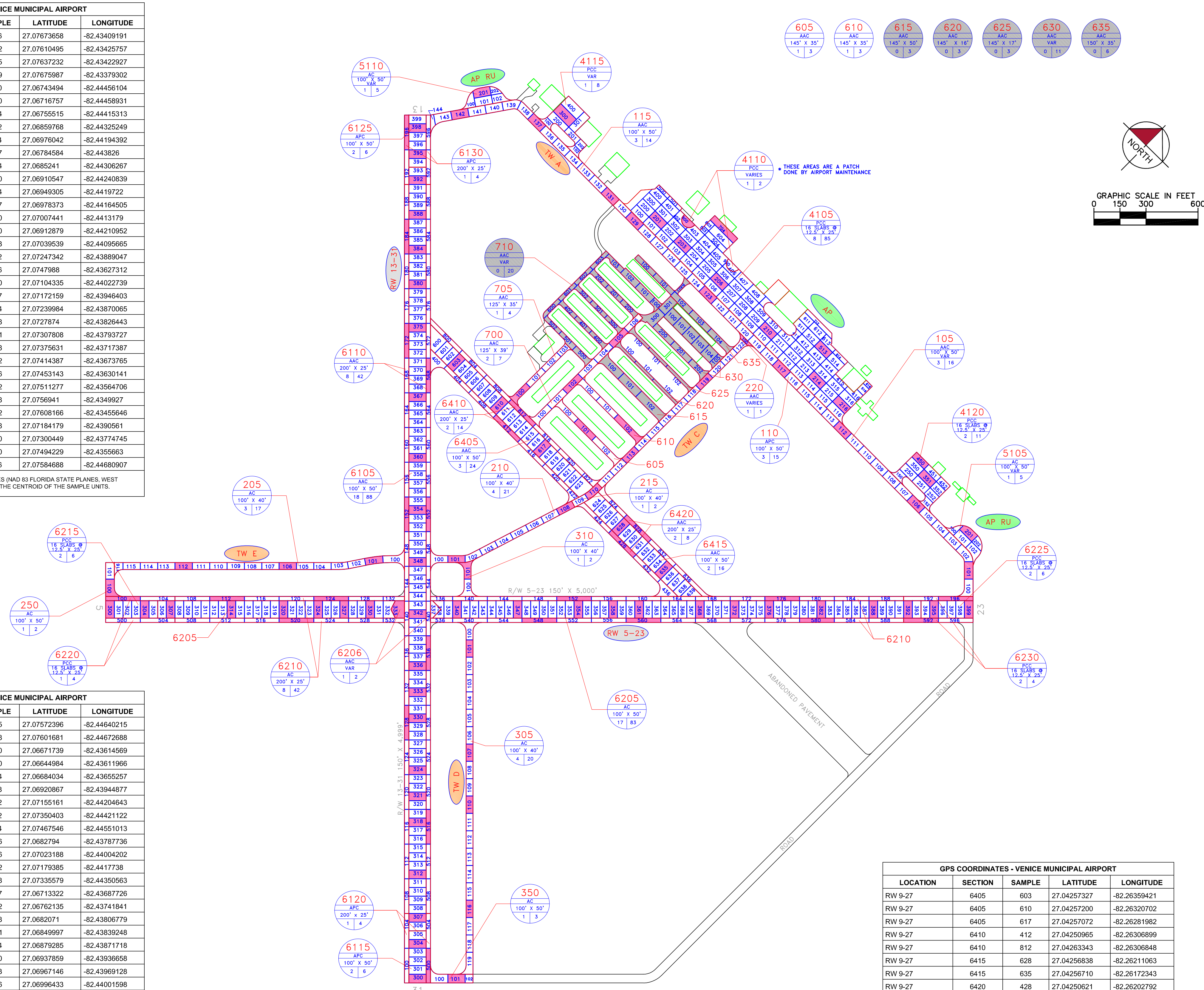
SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

GPS COORDINATES - VENICE MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 5-23	6230	196	27.07673658	-82.43409191
RW 5-23	6230	592	27.07610495	-82.43425757
RW 5-23	6225	395	27.07637232	-82.43422927
RW 5-23	6225	399	27.07675987	-82.43379302
RW 5-23	6220	100	27.06743494	-82.44456104
RW 5-23	6215	300	27.06716757	-82.44458931
RW 5-23	6215	304	27.06755515	-82.44415313
RW 5-23	6210	112	27.06859768	-82.44325249
RW 5-23	6210	124	27.06976042	-82.44194392
RW 5-23	6210	307	27.06784584	-82.443826
RW 5-23	6210	314	27.0685241	-82.44306267
RW 5-23	6210	320	27.06910547	-82.44240839
RW 5-23	6210	324	27.06949305	-82.4419722
RW 5-23	6210	327	27.06978373	-82.44164505
RW 5-23	6210	330	27.07007441	-82.4413179
RW 5-23	6210	520	27.06912879	-82.44210952
RW 5-23	6206	333	27.07039539	-82.44095665
RW 5-23	6205	152	27.07247342	-82.43889047
RW 5-23	6205	176	27.0747988	-82.43627312
RW 5-23	6205	340	27.07104335	-82.44022739
RW 5-23	6205	347	27.07172159	-82.43946403
RW 5-23	6205	354	27.07239984	-82.43870065
RW 5-23	6205	358	27.0727874	-82.43826443
RW 5-23	6205	361	27.07307808	-82.43793727
RW 5-23	6205	368	27.07375631	-82.43717387
RW 5-23	6205	372	27.07414387	-82.43673765
RW 5-23	6205	376	27.07453143	-82.43630141
RW 5-23	6205	382	27.07511277	-82.43564706
RW 5-23	6205	388	27.0756941	-82.4349927
RW 5-23	6205	392	27.07608166	-82.43455646
RW 5-23	6205	548	27.07184179	-82.4390561
RW 5-23	6205	560	27.07300449	-82.43774745
RW 5-23	6205	580	27.07494229	-82.4355663
RW 13-31	6130	196	27.07584688	-82.44680907

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



GPS COORDINATES - VENICE MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 13-31	6125	395	27.07572396	-82.44640215
RW 13-31	6125	398	27.07601681	-82.44672688
RW 13-31	6120	500	27.06671739	-82.43614569
RW 13-31	6115	300	27.06644984	-82.43611966
RW 13-31	6115	304	27.06684034	-82.43655257
RW 13-31	6110	128	27.06920867	-82.43944877
RW 13-31	6110	152	27.07155161	-82.44204643
RW 13-31	6110	172	27.07350403	-82.44421122
RW 13-31	6110	184	27.07467546	-82.44551013
RW 13-31	6110	516	27.0682794	-82.43787736
RW 13-31	6110	536	27.07023188	-82.44004202
RW 13-31	6110	552	27.07179385	-82.4417738
RW 13-31	6110	568	27.07335579	-82.44350563
RW 13-31	6105	307	27.06713322	-82.43687726
RW 13-31	6105	312	27.06762135	-82.43741841
RW 13-31	6105	318	27.0682071	-82.43806779
RW 13-31	6105	321	27.06849997	-82.43839248
RW 13-31	6105	324	27.06879285	-82.43871718
RW 13-31	6105	330	27.06937859	-82.43936658
RW 13-31	6105	333	27.06967146	-82.43969128
RW 13-31	6105	336	27.06996433	-82.44001598
RW 13-31	6105	342	27.07055007	-82.44066539
RW 13-31	6105	348	27.07113581	-82.44131481
RW 13-31	6105	354	27.07172154	-82.44196423
RW 13-31	6105	360	27.07230727	-82.44261366

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

GPS COORDINATES - VENICE MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 9-27	6405	603	27.04257327	-82.26359421
RW 9-27	6405	610	27.04257200	-82.26320702
RW 9-27	6405	617	27.04257072	-82.26281982
RW 9-27	6410	412	27.04250965	-82.26306899
RW 9-27	6410	812	27.04263343	-82.26306848
RW 9-27	6415	628	27.04256838	-82.26211063
RW 9-27	6415	635	27.04256710	-82.26172343
RW 9-27	6420	428	27.04250621	-82.26202792
RW 9-27	6420	828	27.04263000	-82.26202740

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

GPS COORDINATES - VENICE MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 13-31	6105	367	27.07299062	-82.44337134
RW 13-31	6105	375	27.07377158	-82.44423727
RW 13-31	6105	380	27.07425968	-82.44477848
RW 13-31	6105	384	27.07465015	-82.44521146
RW 13-31	6105	388	27.07504063	-82.44564443
RW 13-31	6105	392	27.0754311	-82.44607741
AP RU	5110	201	27.07714018	-82.44635852
AP RU	5105	200	27.07761888	-82.43474561
AP	4120	351	27.07776912	-82.43595049
AP	4120	450	27.07789338	-82.43625687
AP	4115	300	27.07780627	-82.44503372
AP	4110	800	27.07797514	-82.4421631
AP	4105	201	27.07767115	-82.44255548
AP	4105	203	27.07766748	-82.44194088
AP	4105	206	27.07766197	-82.44101896
AP	4105	210	27.07765461	-82.43978975
AP	4105	214	27.07764725	-82.43856053
AP	4105	216	27.07764356	-82.43794592
AP	4105	513	27.07806171	-82.43886475
AP	4105	704	27.07830166	-82.44161116
TW D	350	101	27.06688584	-82.43562893
TW D	310	101	27.07074457	-82.43958217
TW D	310	107	27.06957308	-82.43828337
TW D	310	110	27.06898733	-82.43763397
TW D	310	116	27.06781582	-82.43633521
TW D	305	101	27.07162285	-82.44062549
TW B	250	100	27.06741603	-82.44481172
TW C	215	110	27.07389365	-82.43998353
TW B	205	101	27.07066906	-82.44188102
TW B	205	106	27.06964203	-82.44289505
TW B	205	112	27.06847928	-82.44420361
TW A	115	131	27.07740141	-82.44345413
TW A	115	137	27.07741239	-82.44529795
TW A	115	142	27.07664863	-82.44636755
TW A	110	117	27.0773757	-82.43915189
TW A	110	123	27.07738673	-82.44099571
TW A	110	129	27.07739775	-82.44283953
TW A	105	101	27.07719918	-82.43428021
TW A	105	106	27.0773554	-82.43577155
TW A	105	112	27.07736648	-82.43761537
TW C	210	100	27.07729447	-82.43995387
TW C	210	101	27.07160526	-82.44086081
TW C	210	108	27.07339678	-82.44012572
TW C	215	113	27.07471929	-82.43997352
TW C	215	119	27.07636978	-82.43996091
T-HANG	605	101	27.04284957	-82.26271024
T-HANG	610	102	27.04299569	-82.26252027
T-HANG	700	102	27.04295497	-82.26297141
T-HANG	700	105	27.04332634	-82.26297079
T-HANG	705	100	27.04270803	-82.26316668

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

LEGEND

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

TOTAL SAMPLES INSPECTED = 118

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

NUMBER	DATE	REVISIONS					
DESIGNED:	ELT	DRAWN:	ALB	CHECKED:	DRB	DATE:	APRIL 2011

K:\WPB_Aviation\142179005\CADD\PLANSHEETS\VNC\EXHIBITS\001-VNC-DEFINITION.dwg PLOTTED: July 11, 2011 - 1:49 PM, BY: Stanford, Rex

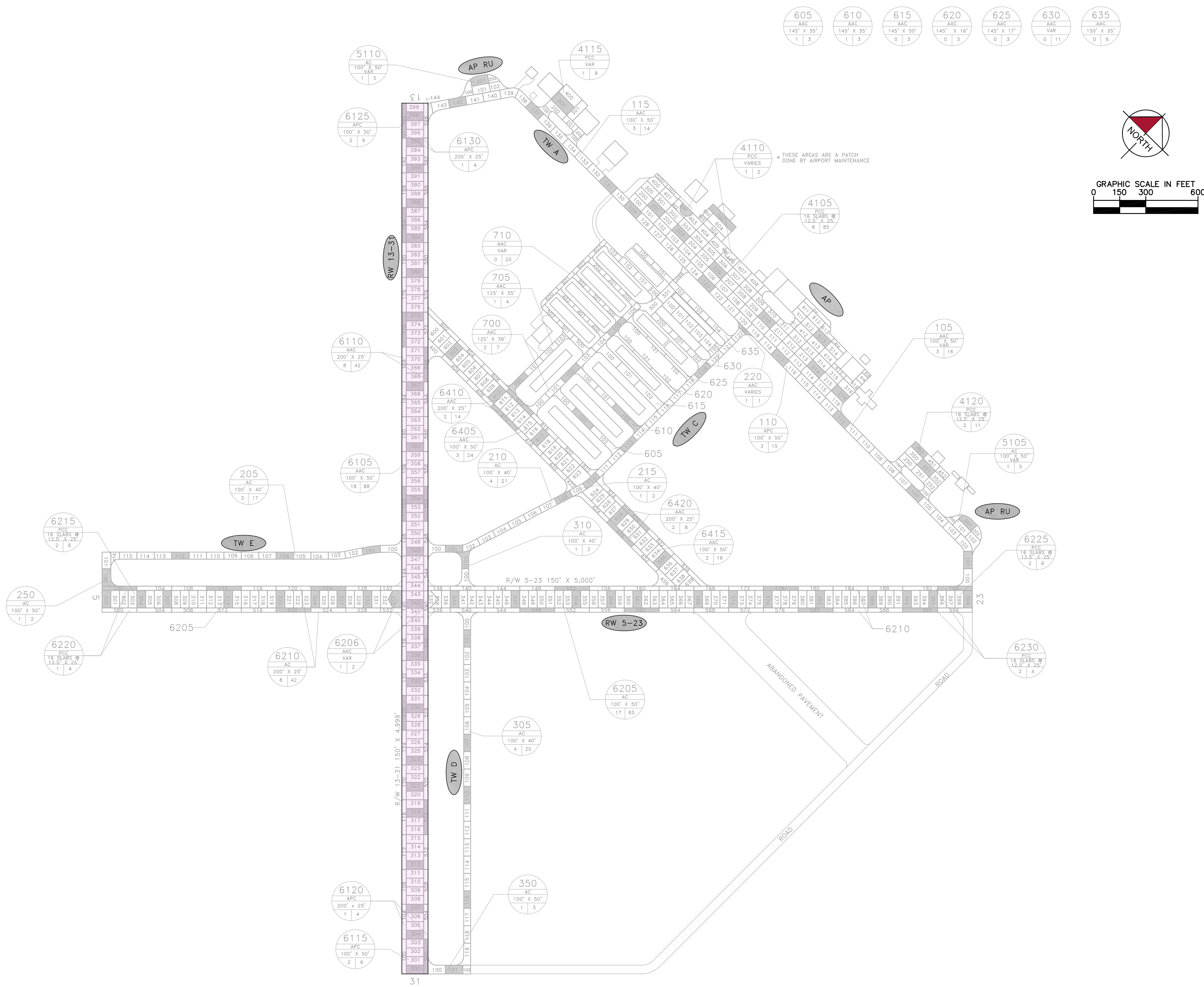
NETWORK DEFINITION MAP

VENICE MUNICIPAL AIRPORT SARASOTA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: VNC

FDOT DISTRICT: 1



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2006	RW 13/31	MILL AND OVERLAY
FUTURE	RW 4/22	REHABILITATION

LEGEND

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

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

NUMBER	DATE	REVISIONS					
DESIGNED:	ELT	DRAWN:	ALB	CHECKED:	DRB	DATE:	APRIL 2011

K:\WPB_Aviation\142179005\CADD\PLANSHEETS\VNC\EXHIBITS\002-VNC-INVENTORY.dwg PLOTTED: July 11, 2011 - 1:51 PM, BY: Stanford, Rex

SYSYEM INVENTORY MAP

VENICE MUNICIPAL AIRPORT
SARASOTA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
VNC
FDOT DISTRICT
1

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Apron	AP	APRON	4105	1,800	200	406,900	P	PCC	1/1/1942	1/31/2011	85
Apron	AP	APRON	4110	168	40	5,960	P	PCC	1/1/1988	1/31/2011	2
Apron	AP	APRON	4120	275	150	44,385	P	PCC	12/15/1999	1/31/2011	11
Apron	AP	APRON	4115	275	150	38,470	P	PCC	12/25/1999	1/31/2011	8
Run-Up Apron TW A	AP RU	APRON	5105	100	198	19,800	P	AC	1/1/1991	1/31/2011	5
Run-Up Apron TW A	AP RU	APRON	5110	100	200	20,000	P	AC	1/1/1991	1/31/2011	5
Runway 13-31	RW 13-31	RUNWAY	6105	4,400	100	440,000	P	AAC	12/1/2006	1/31/2011	88
Runway 13-31	RW 13-31	RUNWAY	6110	8,400	25	210,000	P	AAC	12/1/2006	1/31/2011	42
Runway 13-31	RW 13-31	RUNWAY	6115	300	100	30,000	P	APC	12/1/2006	1/31/2011	6
Runway 13-31	RW 13-31	RUNWAY	6120	800	25	20,000	P	APC	12/1/2006	1/31/2011	4
Runway 13-31	RW 13-31	RUNWAY	6125	300	100	30,000	P	APC	12/1/2006	1/31/2011	6
Runway 13-31	RW 13-31	RUNWAY	6130	800	25	20,000	P	APC	12/1/2006	1/31/2011	4
Runway 5-23	RW 5-23	RUNWAY	6205	4,149	100	414,850	P	AC	1/1/1942	1/31/2011	83
Runway 5-23	RW 5-23	RUNWAY	6210	8,100	25	202,500	P	AC	1/1/1942	1/31/2011	42
Runway 5-23	RW 5-23	RUNWAY	6215	300	100	30,000	P	PCC	1/1/1942	1/31/2011	6
Runway 5-23	RW 5-23	RUNWAY	6220	800	25	20,000	P	PCC	1/1/1942	1/31/2011	4
Runway 5-23	RW 5-23	RUNWAY	6225	300	100	30,000	P	PCC	1/1/1942	1/31/2011	6
Runway 5-23	RW 5-23	RUNWAY	6230	800	25	20,000	P	PCC	1/1/1942	1/31/2011	4
Runway 5-23	RW 5-23	RUNWAY	6206	102	100	10,150	P	AAC	12/1/2006	1/31/2011	2
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6405	1,270	100	127,070	S	AAC	1/1/1942	1/31/2011	24
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6410	2,535	25	67,970	S	AAC	1/1/1942	1/31/2011	14
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6415	825	100	80,560	S	AAC	1/1/1942	1/31/2011	16
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6420	1,650	25	44,280	S	AAC	1/1/1942	1/31/2011	8

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
GA T-Hangars	T- HANG	TAXIWAY	610	500	35	17,500	S	AC	1/1/1942	1/31/2011	4
GA T-Hangars	T- HANG	TAXIWAY	700	875	35	30,625	S	AC	1/1/1942	1/31/2011	7
GA T-Hangars	T- HANG	TAXIWAY	705	500	35	17,500	S	AC	1/1/1942	1/31/2011	4
GA T-Hangars	T- HANG	TAXIWAY	605	500	35	17,500	T	AC	1/1/1942	1/31/2011	4
Taxiway Alpha	TW A	TAXIWAY	105	1,615	50	80,765	P	AAC	1/1/1986	1/31/2011	16
Taxiway Alpha	TW A	TAXIWAY	110	1,500	50	75,000	P	APC	1/1/1986	1/31/2011	15
Taxiway Alpha	TW A	TAXIWAY	115	1,333	50	66,670	P	AAC	1/1/1986	1/31/2011	14
Taxiway Echo	TW E	TAXIWAY	250	195	50	10,290	P	AC	1/1/1942	1/31/2011	2
Taxiway Echo	TW E	TAXIWAY	205	1,678	40	67,100	P	AC	1/1/1970	1/31/2011	17
Taxiway Charlie	TW C	TAXIWAY	215	180	40	7,500	P	AC	1/1/1942	1/31/2011	2
Taxiway Charlie	TW C	TAXIWAY	210	2,103	40	84,140	P	AC	1/1/1970	1/31/2011	21
Taxiway Charlie	TW C	TAXIWAY	220	20	40	1,680	P	AAC	1/1/1986	1/31/2011	1
Taxiway Delta	TW D	TAXIWAY	350	245	50	12,790	P	AC	1/1/1942	1/31/2011	2
Taxiway Delta	TW D	TAXIWAY	305	2,025	40	82,680	P	AC	1/1/1970	1/31/2011	20
Taxiway Delta	TW D	TAXIWAY	310	200	40	9,710	P	AC	1/1/1970	1/31/2011	2

Note: If a new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Sections 615, 620, 625, 630, 635, and 710 particular to the general aviation hangars have been sectioned, however no inspection was performed in these areas.

Network: VNC **Branch:** AP (APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 1,800.00 Ft **Width:** 200.00 Ft **True Area:** 406,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	REPAIR			False	JOINT SEALING PROJECT CONDUCTED IN 1986
01/01/1942	IMPORTED	BUILT		6.00	True	1942: 6" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** AP (APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1988 **Use:** APRON **Rank:** P **Length:** 168.00 Ft **Width:** 40.00 Ft **True Area:** 5,960.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT			True	ASSUME: 1988 PCC PAVEMENT
01/01/1988	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** AP (APRON) **Section:** 4115 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 275.00 Ft **Width:** 150.00 Ft **True Area:** 38,470.00 SqF

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

Network: VNC **Branch:** AP (APRON) **Section:** 4120 **Surface:** PCC
L.C.D.: 12/15/1999 **Use:** APRON **Rank:** P **Length:** 275.00 Ft **Width:** 150.00 Ft **True Area:** 44,385.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/15/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** AP RU (RUN-UP APRON AT ENDS OF TW A) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 198.00 Ft **True Area:** 19,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		1.50	True	1991: 1.5" P-401 ON 6" P-211 ON 8" P-154 SHELL SUBBASE
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** AP RU (RUN-UP APRON AT ENDS OF TW A) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 200.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		1.50	True	1991: 1.5" P-401 ON 6" P-211 ON 8: P-154 SHELL SUBBASE
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6105 **Surface:** AAC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 4,400.00 Ft **Width:** 100.00 Ft **True Area:** 440,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982: 1.5" P-401 OVERLAY
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6110 **Surface:** AAC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 8,400.00 Ft **Width:** 25.00 Ft **True Area:** 210,000.00 SqF

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

12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982: 1.5" P-401 OVERLAY
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6115 **Surface:** APC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982 1.5" AC OVERLAY
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6120 **Surface:** APC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 800.00 Ft **Width:** 25.00 Ft **True Area:** 20.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982: 1.5" AC OVERLAY
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6125 **Surface:** APC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982: 1.5" AC OVERLAY
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC

Network: VNC **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6130 **Surface:** APC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 800.00 Ft **Width:** 25.00 Ft **True Area:** 20.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1982	IMPORTED	OVERLAY		1.50	True	1982: 1.5" AC OVERLAY
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 4,148.50 Ft **Width:** 100.00 Ft **True Area:** 414,850.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6206 **Surface:** AAC
L.C.D.: 12/01/2006 **Use:** RUNWAY **Rank:** P **Length:** 101.50 Ft **Width:** 100.00 Ft **True Area:** 10,150.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	OVERLAY			True	ASSUME: 1982 AC OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6210 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 8,100.00 Ft **Width:** 25.00 Ft **True Area:** 202,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6215 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	REPAIR			False	1986: JOINT SEAL PROJECT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6220 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 800.00 Ft **Width:** 25.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	REPAIR			False	1986: JOINT SEAL PROJECT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6225 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	REPAIR			False	1986: JOINT SEAL PROJECT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6230 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 800.00 Ft **Width:** 25.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	REPAIR			False	1986: JOINT SEAL PROJECT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: VNC **Branch:** RW 9-27 (RW 9-27) **Section:** 6405 **Surface:** AAC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** S **Length:** 1,270.00 Ft **Width:** 100.00 Ft **True Area:** 127,070.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** RW 9-27 (RW 9-27) **Section:** 6410 **Surface:** AAC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** S **Length:** 2,535.00 Ft **Width:** 25.00 Ft **True Area:** 67,970.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** RW 9-27 (RW 9-27) **Section:** 6415 **Surface:** AAC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** S **Length:** 825.00 Ft **Width:** 100.00 Ft **True Area:** 80,560.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** RW 9-27 (RW 9-27) **Section:** 6420 **Surface:** AAC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** S **Length:** 1,650.00 Ft **Width:** 25.00 Ft **True Area:** 44,280.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** T- HANG (GA T-HANGARS) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** T **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** T- HANG (GA T-HANGARS) **Section:** 610 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** S **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** T- HANG (GA T-HANGARS) **Section:** 700 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** S **Length:** 875.00 Ft **Width:** 35.00 Ft **True Area:** 30,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** T- HANG (GA T-HANGARS) **Section:** 705 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** S **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: VNC **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 1,615.00 Ft **Width:** 50.00 Ft **True Area:** 80,765.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		2.00	True	1986: 2" AC OVERLAY
01/01/1986	IMPORTED	OVERLAY			True	SIOL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** APC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 1,500.00 Ft **Width:** 50.00 Ft **True Area:** 75,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		2.00	True	1986: 2" AC OVERLAY
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		6.00	True	1942: 6" PCC PAVEMENT

Network: VNC **Branch:** TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 1,333.40 Ft **Width:** 50.00 Ft **True Area:** 66,670.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		2.00	True	1986: 2" AC OVERLAY
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** TW C (TAXIWAY C) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank:** P **Length:** 2,103.00 Ft **Width:** 40.00 Ft **True Area:** 84,140.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1970	IMPORTED	BUILT		1.50	True	1970: 1.5" AC - SRD TYPE I ON 6" P-211 ON 8" P-154 SHELL SUBBASE

Network: VNC **Branch:** TW C (TAXIWAY C) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 Ft **Width:** 40.00 Ft **True Area:** 7,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE

Network: VNC **Branch:** TW C (TAXIWAY C) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 20.00 Ft **Width:** 40.00 Ft **True Area:** 1,680.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		2.00	True	1986 2" FEATHERED AC OVERLAY
01/01/1970	IMPORTED	BUILT		1.50	True	1970 1.5" AC ON 6" P211 ON 8" P154

Network: VNC **Branch:** TW D (TAXIWAY D) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank:** P **Length:** 2,025.00 Ft **Width:** 40.00 Ft **True Area:** 82,680.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	BUILT		1.50	True	1970: 1.5" AC - SRD TYPE I ON 6" P-211 ON 8" P-154 SHELL SUBBASE
01/01/1970	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** TW D (TAXIWAY D) **Section:** 310 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 40.00 Ft **True Area:** 9,710.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	BUILT		1.50	True	1970: 1.5" AC - SRD TYPE I ON 6" P-211 ON 8" P-154 SHELL SUBBASE
01/01/1970	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** TW D (TAXIWAY D) **Section:** 350 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 245.00 Ft **Width:** 50.00 Ft **True Area:** 12,790.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: VNC **Branch:** TW E (TAXIWAY E) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank:** P **Length:** 1,677.50 Ft **Width:** 40.00 Ft **True Area:** 67,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1970	IMPORTED	BUILT		1.50	True	1970: 1.5" AC - SRD TYPE-I ON 6" P-211 ON 8" P-154 SHELL SUBBASE

Network: VNC **Branch:** TW E (TAXIWAY E) **Section:** 250 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 195.00 Ft **Width:** 50.00 Ft **True Area:** 10,290.00 SqF

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

01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 6" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

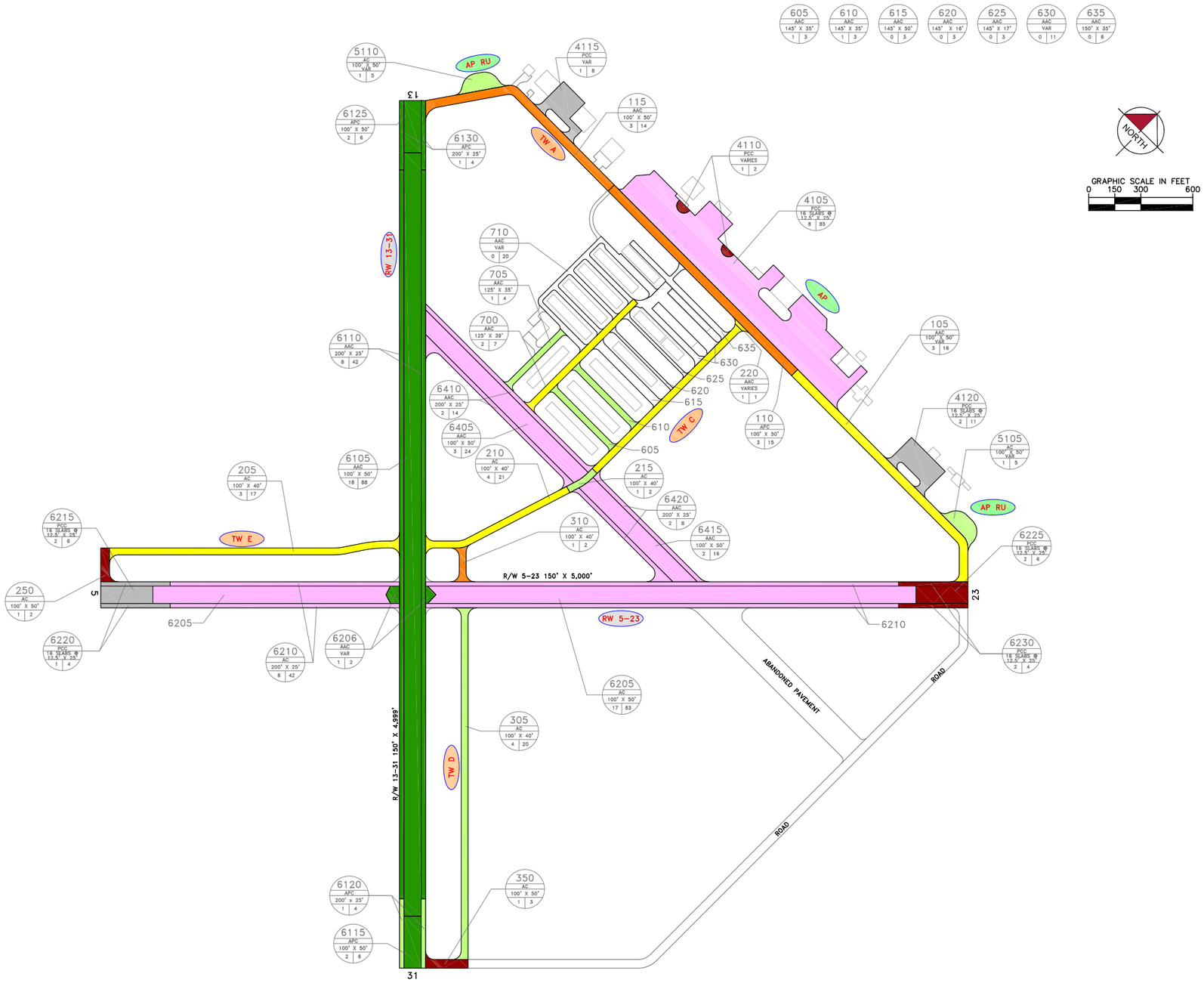
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	28	2,428,485.00	3.76	3.04
Initial Construction	10	485,860.00	.00	.00
Mill and Overlay	7	760,150.00	.00	.00
OVERLAY	36	3,380,920.00	1.70	.26
REPAIR	5	506,900.00		

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



LEGEND

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

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

NUMBER	DATE	REVISIONS

DESIGNED:	ELT	DRAWN:	ALB	CHECKED:	DRB	DATE:	APRIL 2011

K:\APR_Aviation\140779007\CAD\PLANSHEETS\VNC\EXHIBITS\2023-VNC-CONDITION.dwg PLOTTED: July 11, 2011 - 1:54 PM, BY: Stanford, Rex

2011 CONDITION MAP

VENICE MUNICIPAL AIRPORT
SARASOTA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
VNC
FDOT DISTRICT
1

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Apron	AP	APRON	4105	406,900	P	PCC	8	85	28	Very Poor
Apron	AP	APRON	4110	5,960	P	PCC	1	2	15	Serious
Apron	AP	APRON	4120	44,385	P	PCC	2	11	2	Failed
Apron	AP	APRON	4115	38,470	P	PCC	1	8	0	Failed
Run-Up Apron TW A	AP RU	APRON	5105	19,800	P	AC	1	5	76	Satisfactory
Run-Up Apron TW A	AP RU	APRON	5110	20,000	P	AC	1	5	76	Satisfactory
Runway 13-31	RW 13-31	RUNWAY	6105	440,000	P	AAC	18	88	86	Good
Runway 13-31	RW 13-31	RUNWAY	6110	210,000	P	AAC	8	42	92	Good
Runway 13-31	RW 13-31	RUNWAY	6115	30,000	P	APC	2	6	89	Good
Runway 13-31	RW 13-31	RUNWAY	6120	20,000	P	APC	1	4	77	Satisfactory
Runway 13-31	RW 13-31	RUNWAY	6125	30,000	P	APC	2	6	92	Good
Runway 13-31	RW 13-31	RUNWAY	6130	20,000	P	APC	1	4	92	Good
Runway 5-23	RW 5-23	RUNWAY	6205	414,850	P	AC	17	83	30	Very Poor
Runway 5-23	RW 5-23	RUNWAY	6210	202,500	P	AC	8	42	34	Very Poor
Runway 5-23	RW 5-23	RUNWAY	6215	30,000	P	PCC	2	6	9	Failed
Runway 5-23	RW 5-23	RUNWAY	6220	20,000	P	PCC	1	4	0	Failed
Runway 5-23	RW 5-23	RUNWAY	6225	30,000	P	PCC	2	6	12	Serious
Runway 5-23	RW 5-23	RUNWAY	6230	20,000	P	PCC	2	4	14	Serious
Runway 5-23	RW 5-23	RUNWAY	6206	10,150	P	AAC	1	2	100	Good
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6405	127,070	S	AAC	3	24	28	Very Poor
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6410	67,970	S	AAC	2	14	28	Very Poor
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6415	80,560	S	AAC	2	16	28	Very Poor
Auxiliary Apron (Former RW 9-27)	RW 9-27	APRON	6420	44,280	S	AAC	2	8	28	Very Poor

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
GA T-Hangars	T- HANG	TAXIWAY	610	17,500	S	AC	1	4	83	Satisfactory
GA T-Hangars	T- HANG	TAXIWAY	700	30,625	S	AC	2	7	58	Fair
GA T-Hangars	T- HANG	TAXIWAY	705	17,500	S	AC	1	4	83	Satisfactory
GA T-Hangars	T- HANG	TAXIWAY	605	17,500	T	AC	1	4	73	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	105	80,765	P	AAC	3	16	58	Fair
Taxiway Alpha	TW A	TAXIWAY	110	75,000	P	APC	3	15	50	Poor
Taxiway Alpha	TW A	TAXIWAY	115	66,670	P	AAC	3	14	45	Poor
Taxiway Echo	TW E	TAXIWAY	250	10,290	P	AC	1	2	23	Serious
Taxiway Echo	TW E	TAXIWAY	205	67,100	P	AC	3	17	69	Fair
Taxiway Charlie	TW C	TAXIWAY	215	7,500	P	AC	1	2	85	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	210	84,140	P	AC	4	21	56	Fair
Taxiway Charlie	TW C	TAXIWAY	220	1,680	P	AAC	1	1	69	Fair
Taxiway Delta	TW D	TAXIWAY	350	12,790	P	AC	1	2	20	Serious
Taxiway Delta	TW D	TAXIWAY	305	82,680	P	AC	4	20	71	Satisfactory
Taxiway Delta	TW D	TAXIWAY	310	9,710	P	AC	1	2	48	Poor

Note: If a new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.
Sections 615, 620, 625, 630, 635, and 710 particular to the general aviation hangars have been sectioned, however no inspection was performed in these areas.

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Branch Condition Report

Pavement Database: NetworkID: VNC

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	4	2,518.00	135.00	495,715.00	APRON	11.25	11.26	23.34
AP RU (RUN-UP APRON AT ENDS OF TW A)	2	200.00	199.00	39,800.00	APRON	76.00	0.00	76.00
RW 13-31 (RUNWAY 13-31)	6	15,000.00	62.50	750,000.00	RUNWAY	88.00	5.39	87.96
RW 5-23 (RUNWAY 5-23)	7	14,550.00	67.86	727,500.00	RUNWAY	28.43	31.21	29.22
RW 9-27 (RW 9-27)	4	6,280.00	62.50	319,880.00	APRON	28.00	0.00	28.00
T- HANG (GA T-HANGARS)	4	2,375.00	35.00	83,125.00	TAXIWAY	74.25	10.23	71.68
TW A (TAXIWAY A)	3	4,448.40	50.00	222,435.00	TAXIWAY	51.00	5.35	51.41
TW C (TAXIWAY C)	3	2,303.00	40.00	93,320.00	TAXIWAY	70.00	11.86	58.56
TW D (TAXIWAY D)	3	2,470.00	43.33	105,180.00	TAXIWAY	46.33	20.85	62.68
TW E (TAXIWAY E)	2	1,872.50	45.00	77,390.00	TAXIWAY	46.00	23.00	62.88

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	10	855,395.00	30.90	24.81	27.53
RUNWAY	13	1,477,500.00	55.92	37.68	59.04
TAXIWAY	15	581,450.00	59.40	19.31	59.02
All	38	2,914,345.00	50.71	30.61	49.79

STD = Standard Deviation

Date: 5 /26/2011

Section Condition Report

Pavement Database: *NetworkID: VNC*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1942	PCC	APRON	P	0	406,900.00	01/31/2011	69	28.00
AP (APRON)	4110	01/01/1988	PCC	APRON	P	0	5,960.00	01/31/2011	23	15.00
AP (APRON)	4115	12/25/1999	PCC	APRON	P	0	38,470.00	01/31/2011	12	0.00
AP (APRON)	4120	12/15/1999	PCC	APRON	P	0	44,385.00	01/31/2011	12	2.00
AP RU (RUN-UP APRON AT ENDS OF TW A)	5105	01/01/1991	AC	APRON	P	0	19,800.00	01/31/2011	20	76.00
AP RU (RUN-UP APRON AT ENDS OF TW A)	5110	01/01/1991	AC	APRON	P	0	20,000.00	01/31/2011	20	76.00
RW 13-31 (RUNWAY 13-31)	6105	12/01/2006	AAC	RUNWAY	P	0	440,000.00	01/31/2011	5	86.00
RW 13-31 (RUNWAY 13-31)	6110	12/01/2006	AAC	RUNWAY	P	0	210,000.00	01/31/2011	5	92.00
RW 13-31 (RUNWAY 13-31)	6115	12/01/2006	APC	RUNWAY	P	0	30,000.00	01/31/2011	5	89.00
RW 13-31 (RUNWAY 13-31)	6120	12/01/2006	APC	RUNWAY	P	0	20,000.00	01/31/2011	5	77.00
RW 13-31 (RUNWAY 13-31)	6125	12/01/2006	APC	RUNWAY	P	0	30,000.00	01/31/2011	5	92.00
RW 13-31 (RUNWAY 13-31)	6130	12/01/2006	APC	RUNWAY	P	0	20,000.00	01/31/2011	5	92.00
RW 5-23 (RUNWAY 5-23)	6205	01/01/1942	AC	RUNWAY	P	0	414,850.00	01/31/2011	69	30.00
RW 5-23 (RUNWAY 5-23)	6206	12/01/2006	AAC	RUNWAY	P	0	10,150.00	01/31/2011	5	100.00
RW 5-23 (RUNWAY 5-23)	6210	01/01/1942	AC	RUNWAY	P	0	202,500.00	01/31/2011	69	34.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/1942	PCC	RUNWAY	P	0	30,000.00	01/31/2011	69	9.00
RW 5-23 (RUNWAY 5-23)	6220	01/01/1942	PCC	RUNWAY	P	0	20,000.00	01/31/2011	69	0.00
RW 5-23 (RUNWAY 5-23)	6225	01/01/1942	PCC	RUNWAY	P	0	30,000.00	01/31/2011	69	12.00
RW 5-23 (RUNWAY 5-23)	6230	01/01/1942	PCC	RUNWAY	P	0	20,000.00	01/31/2011	69	14.00
RW 9-27 (RW 9-27)	6405	01/01/1942	AAC	APRON	S	0	127,070.00	01/31/2011	69	28.00
RW 9-27 (RW 9-27)	6410	01/01/1942	AAC	APRON	S	0	67,970.00	01/31/2011	69	28.00
RW 9-27 (RW 9-27)	6415	01/01/1942	AAC	APRON	S	0	80,560.00	01/31/2011	69	28.00
RW 9-27 (RW 9-27)	6420	01/01/1942	AAC	APRON	S	0	44,280.00	01/31/2011	69	28.00
T- HANG (GA T-HANGARS)	605	01/01/1942	AC	TAXIWAY	T	0	17,500.00	01/31/2011	69	73.00
T- HANG (GA T-HANGARS)	610	01/01/1942	AC	TAXIWAY	S	0	17,500.00	01/31/2011	69	83.00
T- HANG (GA T-HANGARS)	700	01/01/1942	AC	TAXIWAY	S	0	30,625.00	01/31/2011	69	58.00

Section Condition Report

Pavement Database: *NetworkID: VNC*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
T- HANG (GA T-HANGARS)	705	01/01/1942	AC	TAXIWAY	S	0	17,500.00	01/31/2011	69	83.00
TW A (TAXIWAY A)	105	01/01/1986	AAC	TAXIWAY	P	0	80,765.00	01/31/2011	25	58.00
TW A (TAXIWAY A)	110	01/01/1986	APC	TAXIWAY	P	0	75,000.00	01/31/2011	25	50.00
TW A (TAXIWAY A)	115	01/01/1986	AAC	TAXIWAY	P	0	66,670.00	01/31/2011	25	45.00
TW C (TAXIWAY C)	210	01/01/1970	AC	TAXIWAY	P	0	84,140.00	01/31/2011	41	56.00
TW C (TAXIWAY C)	215	01/01/1942	AC	TAXIWAY	P	0	7,500.00	01/31/2011	69	85.00
TW C (TAXIWAY C)	220	01/01/1986	AAC	TAXIWAY	P	0	1,680.00	01/31/2011	25	69.00
TW D (TAXIWAY D)	305	01/01/1970	AC	TAXIWAY	P	0	82,680.00	01/31/2011	41	71.00
TW D (TAXIWAY D)	310	01/01/1970	AC	TAXIWAY	P	0	9,710.00	01/31/2011	41	48.00
TW D (TAXIWAY D)	350	01/01/1942	AC	TAXIWAY	P	0	12,790.00	01/31/2011	69	20.00
TW E (TAXIWAY E)	205	01/01/1970	AC	TAXIWAY	P	0	67,100.00	01/31/2011	41	69.00
TW E (TAXIWAY E)	250	01/01/1942	AC	TAXIWAY	P	0	10,290.00	01/31/2011	69	23.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
03-05	5.00	760,150.00	7	89.71	6.52	88.12
11-15	12.00	82,855.00	2	1.00	1.00	1.07
16-20	20.00	39,800.00	2	76.00	0.00	76.00
21-25	24.60	230,075.00	5	47.40	18.12	50.59
over 40	63.91	1,801,465.00	22	41.27	25.93	35.17
All	42.84	2,914,345.00	38	50.71	30.61	49.79

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

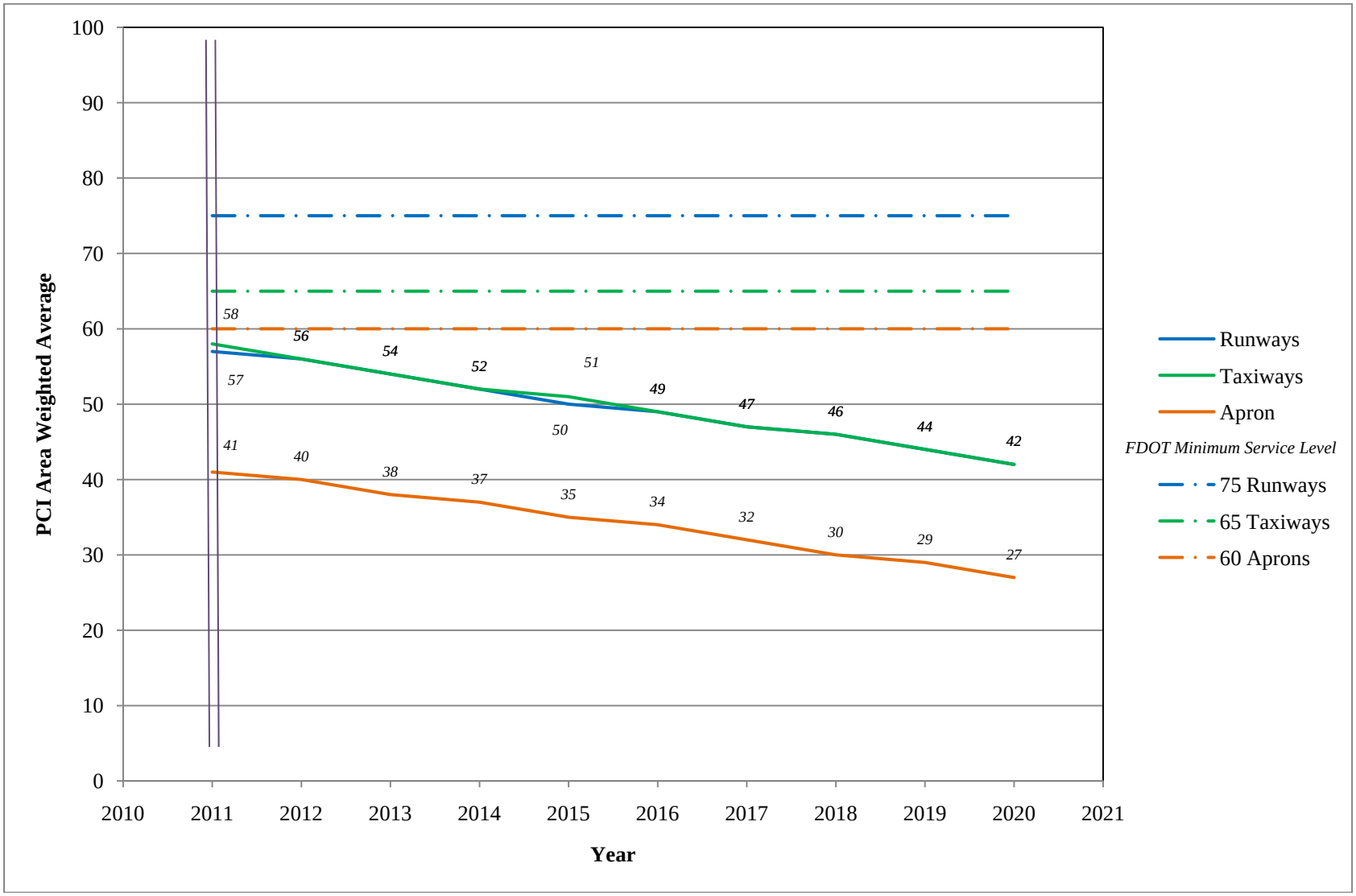
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Apron	AP	4105	28	27	24	22	19	17	14	12	9	6	4
Apron	AP	4110	15	14	11	9	6	4	1	0	0	0	0
Apron	AP	4115	0	0	0	0	0	0	0	0	0	0	0
Apron	AP	4120	2	1	0	0	0	0	0	0	0	0	0
Run-Up Apron TW A	AP RU	5105	76	75	74	72	71	70	68	67	65	64	62
Run-Up Apron TW A	AP RU	5110	76	75	74	72	71	70	68	67	65	64	62
Runway 13-31	RW 13-31	6105	86	85	83	81	79	77	75	73	72	70	68
Runway 13-31	RW 13-31	6110	92	91	89	87	85	83	81	79	78	76	74
Runway 13-31	RW 13-31	6115	89	88	86	84	82	80	78	76	75	73	71
Runway 13-31	RW 13-31	6120	77	76	74	72	70	68	66	64	63	61	59
Runway 13-31	RW 13-31	6125	92	91	89	87	85	83	81	79	78	76	74
Runway 13-31	RW 13-31	6130	92	91	89	87	85	83	81	79	78	76	74
Runway 5-23	RW 5-23	6205	30	29	28	26	25	24	22	21	19	18	16
Runway 5-23	RW 5-23	6206	100	99	97	95	93	91	89	87	86	84	82
Runway 5-23	RW 5-23	6210	34	33	32	30	29	28	26	25	23	22	20
Runway 5-23	RW 5-23	6215	9	8	5	3	0	0	0	0	0	0	0
Runway 5-23	RW 5-23	6220	0	0	0	0	0	0	0	0	0	0	0
Runway 5-23	RW 5-23	6225	12	11	8	6	3	1	0	0	0	0	0
Runway 5-23	RW 5-23	6230	14	13	10	8	5	3	0	0	0	0	0
Auxiliary Apron (Former RW 9-27)	RW 9-27	6405	28	28	27	25	24	23	22	21	20	19	18
Auxiliary Apron (Former RW 9-27)	RW 9-27	6410	28	28	27	25	24	23	22	21	20	19	18
Auxiliary Apron (Former RW 9-27)	RW 9-27	6415	28	28	27	25	24	23	22	21	20	19	18
Auxiliary Apron (Former RW 9-27)	RW 9-27	6420	28	28	27	25	24	23	22	21	20	19	18
GA T-Hangars	T- HANG	605	73	73	72	72	72	71	71	70	70	70	69

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
GA T-Hangars	T- HANG	610	83	83	83	82	82	82	82	81	81	81	81
GA T-Hangars	T- HANG	700	58	58	57	57	56	55	55	54	53	53	52
GA T-Hangars	T- HANG	705	83	83	83	82	82	82	82	81	81	81	81
Taxiway Alpha	TW A	105	58	57	56	54	52	50	49	47	45	43	42
Taxiway Alpha	TW A	110	50	49	48	46	44	42	41	39	37	35	34
Taxiway Alpha	TW A	115	45	44	43	41	39	37	36	34	32	30	29
Taxiway Charlie	TW C	210	56	55	54	52	50	48	47	45	43	42	40
Taxiway Charlie	TW C	215	85	84	83	81	79	77	76	74	72	71	69
Taxiway Charlie	TW C	220	69	68	67	65	63	61	60	58	56	54	53
Taxiway Delta	TW D	305	71	70	69	67	65	63	62	60	58	57	55
Taxiway Delta	TW D	310	48	47	46	44	42	40	39	37	35	34	32
Taxiway Delta	TW D	350	20	19	18	16	14	12	11	9	7	6	4
Taxiway Echo	TW E	205	69	68	67	65	63	61	60	58	56	55	53
Taxiway Echo	TW E	250	23	22	21	19	17	15	14	12	10	9	7

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 13-31	RW 13-31	6130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	760.00	SqFt	$0.40	$304.00
Runway 13-31	RW 13-31	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	610.00	SqFt	$0.40	$244.00
Runway 13-31	RW 13-31	6120	L & T CR	M	Crack Sealing - AC	225.10	Ft	$2.25	$506.38
Runway 13-31	RW 13-31	6120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,200.00	SqFt	$0.40	$480.00
Runway 13-31	RW 13-31	6115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,300.00	SqFt	$0.40	$1,320.00
Runway 13-31	RW 13-31	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,648.40	SqFt	$0.40	$6,659.40
Runway 13-31	RW 13-31	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	96,222.40	SqFt	$0.40	$38,489.26
Run-Up Apron	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,936.40	SqFt	$0.40	$3,174.60
Run-Up Apron	AP RU	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,602.10	SqFt	$0.40	$3,440.86
GA T-Hangars	T- HANG	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,200.00	SqFt	$0.40	$1,280.00
GA T-Hangars	T- HANG	610	OIL SPILLAGE	N	Patching - AC Shallow	189.20	SqFt	$2.90	$548.68
GA T-Hangars	T- HANG	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,448.20	SqFt	$0.40	$1,379.31
GA T-Hangars	T- HANG	605	WEATH/RAVEL	H	Microsurfacing - AC	172.40	SqFt	$0.65	$112.07
GA T-Hangars	T- HANG	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,448.20	SqFt	$0.40	$1,379.31
Taxiway Delta	TW D	305	L & T CR	M	Crack Sealing - AC	1,373.50	Ft	$2.25	$3,090.42
Taxiway Delta	TW D	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	40,989.70	SqFt	$0.40	$16,396.00
Taxiway Charlie	TW C	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	993.60	SqFt	$0.40	$397.44
Taxiway Charlie	TW C	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	666.70	SqFt	$0.40	$266.67
Taxiway Echo	TW E	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	60,516.00	SqFt	$0.40	$24,206.60
								Total =	$103,675.00

APPENDIX F

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

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Auxiliary Apron (Former RW 9-27)	6420	AAC	44,280	$ 603,093.80	28	Reconstruction	100
2011	Auxiliary Apron (Former RW 9-27)	6415	AAC	80,560	$ 1,097,227.56	28	Reconstruction	100
2011	Auxiliary Apron (Former RW 9-27)	6410	AAC	67,970	$ 925,751.70	28	Reconstruction	100
2011	Auxiliary Apron (Former RW 9-27)	6405	AAC	127,070	$ 1,730,693.96	28	Reconstruction	100
2011	Runway 5-23	6230	PCC	20,000	$ 272,400.09	13	Reconstruction	100
2011	Runway 5-23	6225	PCC	30,000	$ 408,600.13	11	Reconstruction	100
2011	Runway 5-23	6220	PCC	20,000	$ 272,400.09	0	Reconstruction	100
2011	Runway 5-23	6215	PCC	30,000	$ 408,600.13	8	Reconstruction	100
2011	Runway 5-23	6210	AC	202,500	$ 2,312,753.27	33	Reconstruction	100
2011	Runway 5-23	6205	AC	414,850	$ 5,650,258.83	29	Reconstruction	100
2011	Apron	4120	PCC	44,385	$ 604,523.90	1	Reconstruction	100
2011	Apron	4115	PCC	38,470	$ 523,961.57	0	Reconstruction	100
2011	Apron	4110	PCC	5,960	$ 81,175.23	14	Reconstruction	100
2011	Apron	4105	PCC	406,900	$ 5,541,979.80	27	Reconstruction	100
2011	GA T-Hangars	700	AC	30,625	$ 122,316.32	58	Mill and Overlay	100
2011	Taxiway Delta	350	AC	12,790	$ 174,199.86	19	Reconstruction	100
2011	Taxiway Delta	310	AC	9,710	$ 61,075.90	47	Mill and Overlay	100
2011	Taxiway Echo	250	AC	10,290	$ 140,149.85	22	Reconstruction	100
2011	Taxiway Charlie	210	AC	84,140	$ 408,499.82	55	Mill and Overlay	100
2011	Taxiway Alpha	115	AAC	66,670	$ 419,354.33	44	Mill and Overlay	100
2011	Taxiway Alpha	110	APC	75,000	$ 471,750.04	49	Mill and Overlay	100
2011	Taxiway Alpha	105	AAC	80,765	$ 345,755.13	57	Mill and Overlay	100
2014	Taxiway Charlie	220	AAC	1,680	$ 4,774.87	63	Mill and Overlay	100

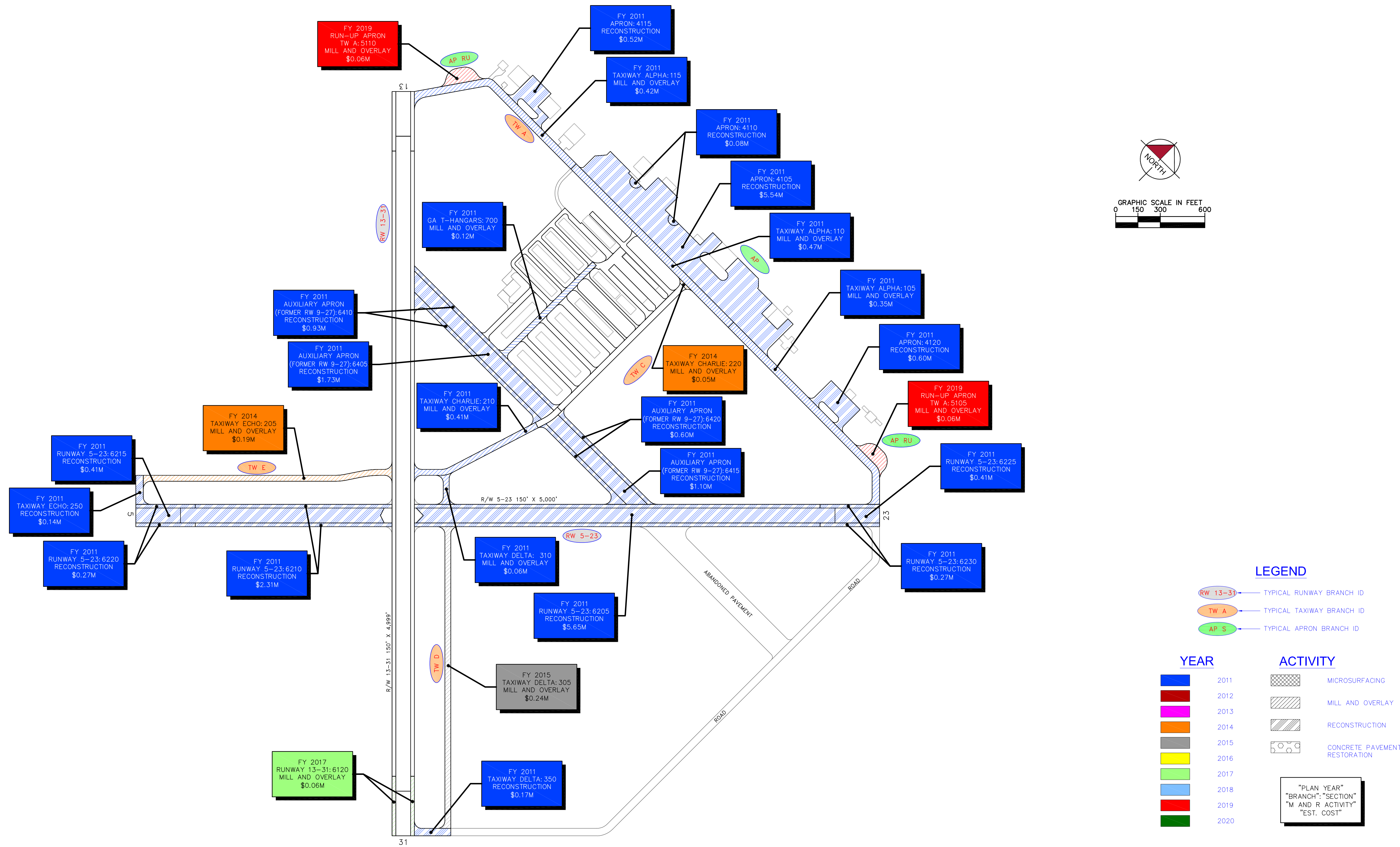
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	Taxiway Echo	205	AC	67,100	$ 190,710.59	63	Mill and Overlay	100
2015	Taxiway Delta	305	AC	82,680	$ 242,041.58	63	Mill and Overlay	100
2017	Runway 13-31	6120	APC	20,000	$ 55,595.11	64	Mill and Overlay	100
2019	Run-Up Apron TW A	5110	AC	20,000	$ 58,980.85	64	Mill and Overlay	100
2019	Run-Up Apron TW A	5105	AC	19,800	$ 58,391.04	64	Mill and Overlay	100
				Total	**$23,187,015.35**	**35**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP


FY 2019 RUN-UP APRON TW A: 5110 MILL AND OVERLAY $0.06M
FY 2011 APRON: 4115 RECONSTRUCTION $0.52M
FY 2011 TAXIWAY ALPHA: 115 MILL AND OVERLAY $0.42M
FY 2011 APRON: 4110 RECONSTRUCTION $0.08M
FY 2011 APRON: 4105 RECONSTRUCTION $5.54M
FY 2011 TAXIWAY ALPHA: 110 MILL AND OVERLAY $0.47M
FY 2011 TAXIWAY ALPHA: 105 MILL AND OVERLAY $0.35M
FY 2011 APRON: 4120 RECONSTRUCTION $0.60M
FY 2019 RUN-UP APRON TW A: 5105 MILL AND OVERLAY $0.06M
FY 2011 RUNWAY 5-23: 6225 RECONSTRUCTION $0.41M
FY 2011 RUNWAY 5-23: 6230 RECONSTRUCTION $0.27M
FY 2011 GA T-HANGARS: 700 MILL AND OVERLAY $0.12M
FY 2011 AUXILIARY APRON (FORMER RW 9-27): 6410 RECONSTRUCTION $0.93M
FY 2011 AUXILIARY APRON (FORMER RW 9-27): 6405 RECONSTRUCTION $1.73M
FY 2014 TAXIWAY CHARLIE: 220 MILL AND OVERLAY $0.05M
FY 2011 TAXIWAY CHARLIE: 210 MILL AND OVERLAY $0.41M
FY 2011 AUXILIARY APRON (FORMER RW 9-27): 6420 RECONSTRUCTION $0.60M
FY 2011 AUXILIARY APRON (FORMER RW 9-27): 6415 RECONSTRUCTION $1.10M
FY 2014 TAXIWAY ECHO: 205 MILL AND OVERLAY $0.19M
FY 2011 RUNWAY 5-23: 6215 RECONSTRUCTION $0.41M
FY 2011 TAXIWAY ECHO: 250 RECONSTRUCTION $0.14M
FY 2011 RUNWAY 5-23: 6220 RECONSTRUCTION $0.27M
FY 2011 RUNWAY 5-23: 6210 RECONSTRUCTION $2.31M
FY 2011 TAXIWAY DELTA: 310 MILL AND OVERLAY $0.06M
FY 2011 RUNWAY 5-23: 6205 RECONSTRUCTION $5.65M
FY 2015 TAXIWAY DELTA: 305 MILL AND OVERLAY $0.24M
FY 2017 RUNWAY 13-31: 6120 MILL AND OVERLAY $0.06M
FY 2011 TAXIWAY DELTA: 350 RECONSTRUCTION $0.17M
AP RU
TW A
AP
TW C
TW E
RW 13-31
RW 5-23
TW D
R/W 5-23 150' X 5,000'
R/W 13-31 150' X 4,999'
13
31
5
23
ABANDONED PAVEMENT
ROAD
NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
YEAR
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
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: ELT	DRAWN: ALB	CHECKED: DRB · DATE: APRIL 2011

10-YEAR M & R MAP

VENICE MUNICIPAL AIRPORT
SARASOTA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: VNC

FDOT DISTRICT: 1

APPENDIX H

PHOTOGRAPHS

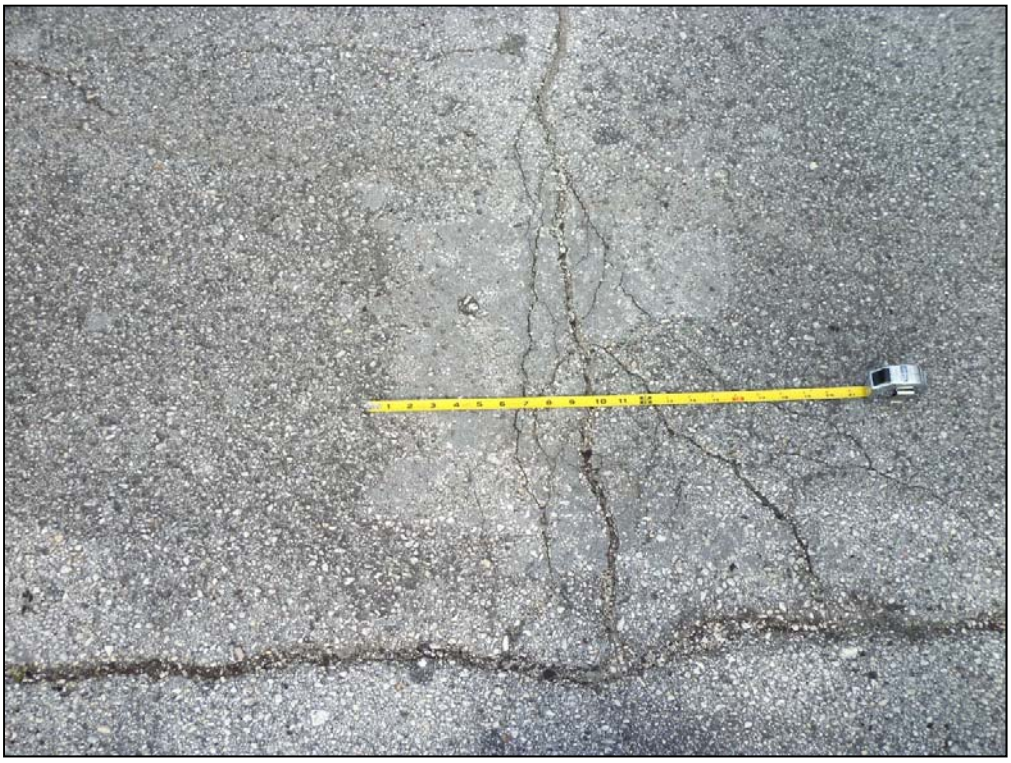
Runway 4-22, Section 6205, Sample Unit 320 – Medium severity (43) Block Cracking, medium severity (48) Longitudinal and Transverse Cracking, medium and high severity (52) Weathering and Raveling

Runway 4-22, Section 6205, Sample Unit 320 – Medium severity (43) Block Cracking, medium severity (48) Longitudinal and Transverse Cracking, medium and high severity (52) Weathering and Raveling

Runway 4-22 Shoulder, Section 6210, Sample Unit 520 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Runway 4-22 Shoulder, Section 6210, Sample Unit 520 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway Delta, Section 350, Sample Unit 101 – Medium and high severity (43) Block Cracking, medium severity (52) Weathering and Raveling



Taxiway Delta, Section 350, Sample Unit 101 – Medium and high severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway Alpha, Section 115, Sample Unit 142 – Low and medium severity (43) Block Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 115, Sample Unit 142 – Low and medium severity (43) Block Cracking, low severity (52) Weathering and Raveling

Apron, Section 4120, Sample Unit 351 – Low and medium severity (62) Corner Break, low, medium and high severity (63) LTD Cracking, medium severity (65) Joint Seal Damage, low severity (70) Scaling/Map Cracking, medium severity (72) Shattered Slab, low, medium and high severity (74) Joint Spalling, low severity (75) Corner Spalling

Apron, Section 4120, Sample Unit 351 – Low and medium severity (62) Corner Break, low, medium and high severity (63) LTD Cracking, medium severity (65) Joint Seal Damage, low severity (70) Scaling/Map Cracking, medium severity (72) Shattered Slab, low, medium and high severity (74) Joint Spalling, low severity (75) Corner Spalling

Apron, Section 4120, Sample Unit 450 – Low and high severity (63) LTD Cracking, medium severity (65) Joint Seal Damage, high severity (66) Small Patch, (63) Popouts, low and medium severity (70) Scaling/Map Cracking, medium and high severity (72) Shattered Slab, medium severity (74) Joint Spalling

Apron, Section 4120, Sample Unit 450 – Low and high severity (63) LTD Cracking, medium severity (65) Joint Seal Damage, high severity (66) Small Patch, (63) Popouts, low and medium severity (70) Scaling/Map Cracking, medium and high severity (72) Shattered Slab, medium severity (74) Joint Spalling

Former Runway 9-27, Section 6415, Sample Unit 627 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Former Runway 9-27, Section 6415, Sample Unit 627 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 495,715.00SqFt

Section: 4105 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 406,900.00SqFt Length: 1,800.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 85 Surveyed: 8
Conditions: PCI:28.00 |
Inspection Comments: KHA

Sample Number: 201 Type: R Area: 16.00Slabs PCI = 42
Sample Comments:

63	LINEAR CRACKING	L	3.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
75	CORNER SPALLING	L	2.00 Slabs	Comments:
65	JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
63	LINEAR CRACKING	M	3.00 Slabs	Comments:
74	JOINT SPALLING	L	4.00 Slabs	Comments:
70	SCALING/CRAZING	L	16.00 Slabs	Comments:
66	SMALL PATCH	L	1.00 Slabs	Comments:
74	JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 203 Type: R Area: 16.00Slabs PCI = 49
Sample Comments:

65	JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
63	LINEAR CRACKING	L	5.00 Slabs	Comments:
70	SCALING/CRAZING	L	16.00 Slabs	Comments:
74	JOINT SPALLING	L	1.00 Slabs	Comments:
63	LINEAR CRACKING	M	3.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Sample Number: 206 Type: R Area: 16.00Slabs PCI = 43
Sample Comments:

65	JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
63	LINEAR CRACKING	L	6.00 Slabs	Comments:
70	SCALING/CRAZING	L	16.00 Slabs	Comments:
63	LINEAR CRACKING	M	3.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
75	CORNER SPALLING	L	1.00 Slabs	Comments:
66	SMALL PATCH	M	1.00 Slabs	Comments:

Sample Number: 210 Type: R Area: 16.00Slabs PCI = 31
Sample Comments:

65	JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
70	SCALING/CRAZING	L	16.00 Slabs	Comments:
63	LINEAR CRACKING	M	9.00 Slabs	Comments:
63	LINEAR CRACKING	L	3.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
74	JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 214 Type: R Area: 16.00Slabs PCI = 12
Sample Comments:

63	LINEAR CRACKING	H	3.00 Slabs	Comments:
63	LINEAR CRACKING	M	3.00 Slabs	Comments:
63	LINEAR CRACKING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

70 SCALING/CRAZING	L	10.00	Slabs	Comments:
70 SCALING/CRAZING	M	6.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
74 JOINT SPALLING	L	3.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:

Sample Number: 216 Type: R Area: 16.00Slabs PCI = 36
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	M	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	9.00	Slabs	Comments:
70 SCALING/CRAZING	M	7.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 513 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	H	11.00	Slabs	Comments:
63 LINEAR CRACKING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
70 SCALING/CRAZING	M	16.00	Slabs	Comments:
74 JOINT SPALLING	L	5.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:

Sample Number: 704 Type: R Area: 24.00Slabs PCI = 18
Sample Comments:

70 SCALING/CRAZING	M	7.00	Slabs	Comments:
63 LINEAR CRACKING	L	10.00	Slabs	Comments:
70 SCALING/CRAZING	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
74 JOINT SPALLING	L	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	7.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 495,715.00SqFt

Section: 4110 of 4 From: - To: - Last Const.: 1/1/1988
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 5,960.00SqFt Length: 168.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:15.00 |
Inspection Comments:

Sample Number: 800 Type: R Area: 21.00Slabs PCI = 15
Sample Comments:

72 SHATTERED SLAB	H	1.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
62 CORNER BREAK	L	3.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
62 CORNER BREAK	M	2.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	6.00	Slabs	Comments:
70 SCALING/CRAZING	M	4.00	Slabs	Comments:
70 SCALING/CRAZING	H	3.00	Slabs	Comments:
72 SHATTERED SLAB	L	1.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	M	21.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 495,715.00SqFt

Section: 4115 of 4 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 38,470.00SqFt Length: 275.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 8 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments: KHA

Sample Number: 300 Type: R Area: 12.00Slabs PCI = 0
Sample Comments:

70 SCALING/CRAZING	L	3.00	Slabs	Comments:
72 SHATTERED SLAB	M	4.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	M	4.00	Slabs	Comments:
75 CORNER SPALLING	L	4.00	Slabs	Comments:
63 LINEAR CRACKING	M	5.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
62 CORNER BREAK	H	4.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	12.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 495,715.00SqFt

Section: 4120 of 4 From: - To: - Last Const.: 12/15/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 44,385.00SqFt Length: 275.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 11 Surveyed: 2
Conditions: PCI:2.00 |
Inspection Comments: KHA

Sample Number: 351 Type: R Area: 16.00Slabs PCI = 5
Sample Comments:

63 LINEAR CRACKING	H	15.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
62 CORNER BREAK	M	2.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00	Slabs	Comments:
70 SCALING/CRAZING	L	4.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	M	16.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	L	9.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
74 JOINT SPALLING	H	2.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
72 SHATTERED SLAB	M	2.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:

Sample Number: 450 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	M	16.00	Slabs	Comments:
72 SHATTERED SLAB	H	12.00	Slabs	Comments:
72 SHATTERED SLAB	M	2.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
70 SCALING/CRAZING	L	1.00	Slabs	Comments:
70 SCALING/CRAZING	M	1.00	Slabs	Comments:
66 SMALL PATCH	H	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: AP RU Name: RUN-UP APRON AT ENDS OF T Use: APRON Area: 39,800.00SqFt

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Section: 5105 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 19,800.00SqFt Length: 100.00Ft Width: 198.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,650.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.02 Ft	Comments:
52	WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: AP RU Name: RUN-UP APRON AT ENDS OF T Use: APRON Area: 39,800.00SqFt

Section: 5110 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 100.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,040.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	358.09 Ft	Comments:
52	WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 750,000.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 12/1/2006
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 440,000.00SqFt Length: 4,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 88 Surveyed: 18
Conditions: PCI:86.00 |
Inspection Comments: KHA

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:
52 WEATHERING/RAVELING L 999.99 SqFt Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:

Sample Number: 333 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:

Sample Number: 336 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:
52 WEATHERING/RAVELING L 1,499.99 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
52 WEATHERING/RAVELING L 500.00 SqFt Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
52 WEATHERING/RAVELING L 300.00 SqFt Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:	

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	1,600.00 SqFt	Comments:	

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	1,581.99 SqFt	Comments:	

Sample Number: 380 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	749.99 SqFt	Comments:	

Sample Number: 384 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	749.99 SqFt	Comments:	

Sample Number: 388 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:	

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 750,000.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 12/1/2006
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 210,000.00SqFt Length: 8,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 42 Surveyed: 8
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.01 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 552 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	77.00 SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 750,000.00SqFt

Section: 6115 of 6 From: - To: - Last Const.: 12/1/2006
Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:89.00 |
Inspection Comments: KHA

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.01	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 750,000.00SqFt

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Section: 6120 of 6 From: - To: - Last Const.: 12/1/2006
Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 800.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	25.01	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.02	Ft	Comments:
52	WEATHERING/RAVELING	L	400.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 750,000.00SqFt

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Section: 6125 of 6 From: - To: - Last Const.: 12/1/2006
Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52	WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:

Sample Number: 398 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52	WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 750,000.00SqFt

Section: 6130 of 6 From: - To: - Last Const.: 12/1/2006
Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 800.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments: KHA

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52	WEATHERING/RAVELING	L	190.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6205 of 7 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 414,850.00SqFt Length: 4,148.50Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 83 Surveyed: 17
Conditions: PCI:30.00 |
Inspection Comments: KHA

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

43 BLOCK CRACKING	M	2,999.98	SqFt	Comments:
43 BLOCK CRACKING	L	799.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,199.97	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

43 BLOCK CRACKING	M	2,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,799.98	SqFt	Comments:

Sample Number: 320 Type: R Area: 5,000.00SqFt PCI = 10
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.01	Ft	Comments:
43 BLOCK CRACKING	M	3,199.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	H	1,249.99	SqFt	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 14
Sample Comments:

50 PATCHING	H	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	482.24	Ft	Comments:
52 WEATHERING/RAVELING	H	1,249.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,999.98	SqFt	Comments:

Sample Number: 327 Type: R Area: 5,000.00SqFt PCI = 20
Sample Comments:

52 WEATHERING/RAVELING	H	1,249.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,499.99	SqFt	Comments:
43 BLOCK CRACKING	L	600.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.09	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	84.02	Ft	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	467.12	Ft	Comments:
52 WEATHERING/RAVELING	M	1,249.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,499.99	SqFt	Comments:
43 BLOCK CRACKING	M	30.00	SqFt	Comments:

Sample Number: 340 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	236.06	Ft	Comments:
43 BLOCK CRACKING	M	1,199.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,999.97	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 10
Sample Comments:

43 BLOCK CRACKING	M	1,599.99	SqFt	Comments:
43 BLOCK CRACKING	M	2,399.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	160.04	Ft	Comments:
52 WEATHERING/RAVELING	M	2,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	H	799.99	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 12
Sample Comments:

52 WEATHERING/RAVELING	H	1,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,999.98	SqFt	Comments:
43 BLOCK CRACKING	M	4,199.97	SqFt	Comments:

Sample Number: 358 Type: R Area: 5,000.00SqFt PCI = 12
Sample Comments:

52 WEATHERING/RAVELING	H	1,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,999.96	SqFt	Comments:
43 BLOCK CRACKING	M	4,199.97	SqFt	Comments:

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 10
Sample Comments:

52 WEATHERING/RAVELING	H	1,749.99	SqFt	Comments:
43 BLOCK CRACKING	M	4,499.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,499.98	SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

43 BLOCK CRACKING	M	2,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,399.98	SqFt	Comments:

Sample Number: 372 Type: R Area: 5,000.00SqFt PCI = 12
Sample Comments:

52 WEATHERING/RAVELING	H	1,749.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,999.98	SqFt	Comments:
43 BLOCK CRACKING	M	3,999.97	SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 13
Sample Comments:

43 BLOCK CRACKING	M	3,999.97	SqFt	Comments:
52 WEATHERING/RAVELING	H	1,249.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,999.98	SqFt	Comments:

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 14
Sample Comments:

52 WEATHERING/RAVELING	M	2,799.98	SqFt	Comments:
52 WEATHERING/RAVELING	H	749.99	SqFt	Comments:
43 BLOCK CRACKING	M	3,599.97	SqFt	Comments:

Sample Number: 388 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft	Comments:

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6206 of 7 From: - To: - Last Const.: 12/1/2006
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 10,150.00SqFt Length: 101.50Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 333 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6210 of 7 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 202,500.00SqFt Length: 8,100.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 42 Surveyed: 8
Conditions: PCI:34.00 |
Inspection Comments: KHA

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

52 WEATHERING/RAVELING	M	3,999.97	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	633.16	Ft	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

50 PATCHING	H	125.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	999.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.01	Ft	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

52 WEATHERING/RAVELING	M	4,499.96	SqFt	Comments:
43 BLOCK CRACKING	M	2,499.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	220.06	Ft	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

43 BLOCK CRACKING	M	3,799.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	3,799.97	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:

Sample Number: 520 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

43 BLOCK CRACKING	M	1,999.98	SqFt	Comments:
43 BLOCK CRACKING	M	2,999.98	SqFt	Comments:

Sample Number: 548 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

52 WEATHERING/RAVELING	M	4,499.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	390.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.03	Ft	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 14
Sample Comments:

52 WEATHERING/RAVELING	M	3,999.97	SqFt	Comments:
43 BLOCK CRACKING	M	4,499.96	SqFt	Comments:
52 WEATHERING/RAVELING	H	300.00	SqFt	Comments:

Sample Number: 580 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

43 BLOCK CRACKING	M	4,149.97	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

52	WEATHERING/RAVELING	M	4,149.97	SqFt	Comments:
50	PATCHING	M	8.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6215 of 7 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:9.00 |
Inspection Comments: KHA

Sample Number: 300 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	H	9.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	L	3.00	Slabs	Comments:
70 SCALING/CRAZING	L	4.00	Slabs	Comments:
70 SCALING/CRAZING	M	11.00	Slabs	Comments:
74 JOINT SPALLING	L	5.00	Slabs	Comments:
74 JOINT SPALLING	M	5.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00	Slabs	Comments:

Sample Number: 304 Type: R Area: 16.00Slabs PCI = 19
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	4.00	Slabs	Comments:
63 LINEAR CRACKING	L	5.00	Slabs	Comments:
70 SCALING/CRAZING	L	15.00	Slabs	Comments:
70 SCALING/CRAZING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	L	7.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6220 of 7 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 800.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 16.00Slabs PCI = 0
Sample Comments:

63 LINEAR CRACKING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	H	10.00	Slabs	Comments:
63 LINEAR CRACKING	M	3.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
70 SCALING/CRAZING	L	6.00	Slabs	Comments:
70 SCALING/CRAZING	M	10.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00	Slabs	Comments:
74 JOINT SPALLING	L	5.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6225 of 7 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI:12.00 |
Inspection Comments:

Sample Number: 395 Type: R Area: 16.00Slabs PCI = 7
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	L	4.00	Slabs	Comments:
63 LINEAR CRACKING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
70 SCALING/CRAZING	M	15.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
74 JOINT SPALLING	L	5.00	Slabs	Comments:

Sample Number: 399 Type: R Area: 16.00Slabs PCI = 17
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
63 LINEAR CRACKING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
70 SCALING/CRAZING	L	12.00	Slabs	Comments:
70 SCALING/CRAZING	M	4.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	10.00	Slabs	Comments:
74 JOINT SPALLING	L	11.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 727,500.00SqFt

Section: 6230 of 7 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 800.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 2
Conditions: PCI:14.00 |
Inspection Comments: KHA

Sample Number: 196 Type: R Area: 16.00Slabs PCI = 13
Sample Comments:

75	CORNER SPALLING	L	1.00 Slabs	Comments:
65	JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
70	SCALING/CRAZING	L	2.00 Slabs	Comments:
70	SCALING/CRAZING	M	14.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
63	LINEAR CRACKING	M	2.00 Slabs	Comments:
63	LINEAR CRACKING	L	1.00 Slabs	Comments:
63	LINEAR CRACKING	H	2.00 Slabs	Comments:
74	JOINT SPALLING	L	10.00 Slabs	Comments:
62	CORNER BREAK	M	2.00 Slabs	Comments:

Sample Number: 592 Type: R Area: 8.00Slabs PCI = 15
Sample Comments:

65	JOINT SEAL DAMAGE	L	8.00 Slabs	Comments:
63	LINEAR CRACKING	L	1.00 Slabs	Comments:
63	LINEAR CRACKING	M	2.00 Slabs	Comments:
70	SCALING/CRAZING	M	8.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74	JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 9-27 Name: RW 9-27 Use: APRON Area: 319,880.00SqFt

Section: 6405 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AAC Family: DEFAULT Zone: Category: Rank: S
Area: 127,070.00SqFt Length: 1,270.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 24 Surveyed: 3
Conditions: PCI:28.00 |
Inspection Comments: KHA

Sample Number: 603 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:

Sample Number: 610 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:

Sample Number: 617 Type: R Area: 5,000.00SqFt PCI = 29
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 9-27 Name: RW 9-27 Use: APRON Area: 319,880.00SqFt

Section: 6410 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AAC Family: DEFAULT Zone: Category: Rank: S
Area: 67,970.00SqFt Length: 2,535.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI:28.00 |
Inspection Comments: KHA

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:

Sample Number: 812 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 9-27 Name: RW 9-27 Use: APRON Area: 319,880.00SqFt

Section: 6415 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AAC Family: DEFAULT Zone: Category: Rank: S
Area: 80,560.00SqFt Length: 825.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 16 Surveyed: 2
Conditions: PCI:28.00 |
Inspection Comments: KHA

Sample Number: 627 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00	SqFt	Comments:
43 BLOCK CRACKING	M	4,500.00	SqFt	Comments:

Sample Number: 634 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00	SqFt	Comments:
43 BLOCK CRACKING	M	4,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: RW 9-27 Name: RW 9-27 Use: APRON Area: 319,880.00SqFt

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Section: 6420 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AAC Family: DEFAULT Zone: Category: Rank: S
Area: 44,280.00SqFt Length: 1,650.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI:28.00 |
Inspection Comments: KHA

Sample Number: 428 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:

Sample Number: 828 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: T- HANG Name: GA T-HANGARS Use: TAXIWAY Area: 83,125.00SqFt

Section: 605 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: DEFAULT Zone: Category: Rank: T
Area: 17,500.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 5,075.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	103.03	Ft	Comments:
52	WEATHERING/RAVELING	L	999.99	SqFt	Comments:
52	WEATHERING/RAVELING	H	50.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: T- HANG Name: GA T-HANGARS Use: TAXIWAY Area: 83,125.00SqFt

Section: 610 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: DEFAULT Zone: Category: Rank: S
Area: 17,500.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 5,075.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:
49 OIL SPILLAGE	N	40.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: T- HANG Name: GA T-HANGARS Use: TAXIWAY Area: 83,125.00SqFt

Section: 700 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: DEFAULT Zone: Category: Rank: S
Area: 30,625.00SqFt Length: 875.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 7 Surveyed: 2
Conditions: PCI:58.00 |
Inspection Comments: KHA

Sample Number: 102 Type: R Area: 4,375.00SqFt PCI = 85
Sample Comments:

52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:

Sample Number: 105 Type: R Area: 4,375.00SqFt PCI = 30
Sample Comments:

43 BLOCK CRACKING	M	2,519.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,519.98	SqFt	Comments:
52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01	Ft	Comments:
52 WEATHERING/RAVELING	H	10.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: T- HANG Name: GA T-HANGARS Use: TAXIWAY Area: 83,125.00SqFt

Section: 705 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: DEFAULT Zone: Category: Rank: S
Area: 17,500.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 4,375.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:
52 WEATHERING/RAVELING	L	799.99	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 222,435.00SqFt

Section: 105 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 80,765.00SqFt Length: 1,615.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 16 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	163.04	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.08	Ft	Comments:
52	WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

50	PATCHING	M	215.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.01	Ft	Comments:
43	BLOCK CRACKING	M	1,999.98	SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52	WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	128.03	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	310.08	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 222,435.00SqFt

Section: 110 of 3 From: - To: - Last Const.: 1/1/1986
Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 75,000.00SqFt Length: 1,500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 15 Surveyed: 3
Conditions: PCI:50.00 |
Inspection Comments: KHA

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

47 JOINT REFLECTION CRACKING	M	600.15	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

47 JOINT REFLECTION CRACKING	M	600.15	Ft	Comments:
52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.01	Ft	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	44.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.01	Ft	Comments:
52 WEATHERING/RAVELING	L	799.99	SqFt	Comments:
47 JOINT REFLECTION CRACKING	M	600.15	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 222,435.00SqFt

Section: 115 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 66,670.00SqFt Length: 1,333.40Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 14 Surveyed: 3
Conditions: PCI:45.00 |
Inspection Comments: KHA

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

43 BLOCK CRACKING	M	2,999.98	SqFt	Comments:
50 PATCHING	M	200.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	56.01	Ft	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.03	Ft	Comments:
52 WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:
43 BLOCK CRACKING	M	2,799.98	SqFt	Comments:

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

52 WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:
43 BLOCK CRACKING	M	2,799.98	SqFt	Comments:
43 BLOCK CRACKING	L	999.99	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 93,320.00SqFt

Section: 210 of 3 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 84,140.00SqFt Length: 2,103.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 21 Surveyed: 4
Conditions: PCI:56.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

52 WEATHERING/RAVELING	M	999.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 108 Type: R Area: 4,000.00SqFt PCI = 67
Sample Comments:

52 WEATHERING/RAVELING	M	799.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,199.98 SqFt	Comments:

Sample Number: 113 Type: R Area: 4,000.00SqFt PCI = 50
Sample Comments:

52 WEATHERING/RAVELING	M	2,999.98 SqFt	Comments:

Sample Number: 119 Type: R Area: 4,000.00SqFt PCI = 45
Sample Comments:

50 PATCHING	M	240.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,999.98 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 93,320.00SqFt

Section: 215 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 7,500.00SqFt Length: 180.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments: KHA

Sample Number: 110 Type: R Area: 2,700.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.01 Ft	Comments:
52	WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 93,320.00SqFt

Section: 220 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 1,680.00SqFt Length: 20.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 122 Type: R Area: 1,680.00SqFt PCI = 69
Sample Comments:

43 BLOCK CRACKING	L	12.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,008.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 105,180.00SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 82,680.00SqFt Length: 2,025.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 20 Surveyed: 4
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.02	Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:

Sample Number: 107 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.05	Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:

Sample Number: 110 Type: R Area: 4,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.04	Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:

Sample Number: 116 Type: R Area: 4,000.00SqFt PCI = 70
Sample Comments:

52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	119.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	68.02	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 105,180.00SqFt

Section: 310 of 3 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 9,710.00SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:48.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,700.00SqFt PCI = 48
Sample Comments:

52	WEATHERING/RAVELING	M	2,999.98 SqFt	Comments:
52	WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 105,180.00SqFt

Section: 350 of 3 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 12,790.00SqFt Length: 245.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:20.00 |
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 20
Sample Comments:

43 BLOCK CRACKING	M	600.00	SqFt	Comments:
43 BLOCK CRACKING	H	3,199.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,999.98	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 77,390.00SqFt

Section: 205 of 2 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 67,100.00SqFt Length: 1,677.50Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 17 Surveyed: 3
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 70
Sample Comments:

52	WEATHERING/RAVELING	L	3,600.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.06 Ft	Comments:

Sample Number: 106 Type: R Area: 4,000.00SqFt PCI = 70
Sample Comments:

52	WEATHERING/RAVELING	L	3,600.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	290.07 Ft	Comments:

Sample Number: 112 Type: R Area: 4,000.00SqFt PCI = 67
Sample Comments:

52	WEATHERING/RAVELING	L	3,600.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	420.11 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: 5/26/2011
Site Name:

Network: VNC Name: VENICE MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 77,390.00SqFt

Section: 250 of 2 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,290.00SqFt Length: 195.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/31/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments: KHA

Sample Number: 100 Type: R Area: 5,550.00SqFt PCI = 23
Sample Comments:

52	WEATHERING/RAVELING	M	5,549.95	SqFt	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.10	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.10	Ft	Comments:
50	PATCHING	M	450.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	40.00	SqFt	Comments: