STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Zephyrhills Municipal Airport– ZPH
(General Aviation)
Zephyrhills, Florida
(District 7)

January 2012

TABLE OF CONTENTS

PAGE NO.

LIST OF FIGURES

LIST OF TABLES

TABLE OF CONTENTS

PAGE NO.

APPENDICES

EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Zephyrhills 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 Zephyrhills Municipal Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During November 2011, the PCI survey was performed at Zephyrhills 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 65, representing a fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Area Weighted PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
East Apron	0	0	Failed	65	60	X
North East Apron	69	64 - 74	Fair	65	60	
North West Apron	67	54 - 74	Fair	65	60	
Apron at T-Hangars	68	68 - 70	Fair	65	60	
Apron at T-Hangars 2	76	76	Satisfactory	65	60	
Apron at T-Hangars 3	98	98	Good	65	60	
Apron at End of Taxiway Delta	64	64	Fair	65	60	
Runway 18-36	67	26 - 69	Fair	65	75	X
Runway 4-22	50	29 - 52	Poor	65	75	X
Taxiway Alpha	67	63 - 75	Fair	65	65	
Taxiway A-1	76	76	Satisfactory	65	65	
Taxiway A-2	69	69	Fair	65	65	
Taxiway Bravo	41	7 - 79	Poor	65	65	X
Taxiway Charlie	94	94	Good	65	65	
Taxiway C-1	79	65 - 100	Satisfactory	65	65	
Taxiway Delta	69	69	Fair	65	65	
Taxiway Echo	100	100	Good	65	65	
Taxiway Foxtrot	70	70	Fair	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	59	Fair
Taxiway	62	Fair
Apron	75	Satisfactory
All (Weighted)	**65**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	64	Fair
Tertiary	61	Fair
All (Weighted)	**62**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Zephyrhills Municipal Airport, include: Runway 18-36, Runway 4-22, East Apron and Taxiway B. These pavement sections exhibited distresses which justify mill and overlay rehabilitation or full pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Runway 18-36	6217	PCC	3,708	$ 52,011.89	24	Reconstruction	100
Runway 18-36	6215	PCC	3,875	$ 42,658.38	34	Reconstruction	100
Runway 18-36	6213	APC	23,862	$ 154,594.49	49	Mill and Overlay	100
Runway 4-22	6110	APC	41,200	$ 577,978.51	27	Reconstruction	100
Runway 4-22	6105	AAC	458,800	$ 2,836,801.98	51	Mill and Overlay	100
East Apron	5405	PCC	34,097	$ 478,338.38	0	Reconstruction	100
Apron on Taxiway D	5205	AC	26,360	$ 70,618.26	63	Mill and Overlay	100
North East Apron	5105	AC	13,872	$ 37,164.22	63	Mill and Overlay	100
North West Apron	4110	AC	5,095	$ 28,492.60	53	Mill and Overlay	100
North West Apron	4105	PCC	2,160	$ 9,524.37	57	Concrete Pavement Restoration	100
Taxiway C-1	505	AC	6,000	$ 14,387.05	64	Mill and Overlay	100
Taxiway Bravo	235	AAC	2,233	$ 9,187.65	58	Mill and Overlay	100
Taxiway Bravo	230	PCC	15,000	$ 210,429.07	5	Reconstruction	100
Taxiway Bravo	220	AC	140,158	$ 1,966,222.14	23	Mill and Overlay	100
Taxiway Bravo	215	AAC	7,692	$ 31,642.99	58	Mill and Overlay	100

Table IV: Immediate Major M&R Needs (Continued)

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Bravo	210	AAC	21,944	$ 58,787.89	63	Mill and Overlay	100
Taxiway Bravo	205	AC	49,467	$ 218,120.94	57	Mill and Overlay	100
Taxiway Alpha	120	AAC	5,559	$ 16,454.39	62	Mill and Overlay	100
Taxiway Alpha	112	PCC	2,175	$ 6,438.48	62	Concrete Pavement Restoration	100
				$6,819,853.68	**46**		**100**

* Costs are adjusted for inflation.

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$428,965.59	$6,819,853.68	$7,248,819.27
2013	$224,556.61	$499,149.09	$723,705.70
2014	$51,873.53	$1,842,913.02	$1,894,786.55
2015	$46,026.33	$137,168.41	$183,194.74
2016	$47,220.86	$80,819.23	$128,040.09
2017	$58,658.40	$0.00	$58,658.40
2018	$76,127.71	$75,651.10	$151,778.81
2019	$92,848.96	$107,097.31	$199,946.27
2020	$114,524.41	$267,658.37	$382,182.78
2021	$162,093.62	$0.00	$162,093.62
Total	**$1,302,896.02**	**$9,830,310.21**	**$11,133,206.23**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year Major M&R Plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 65 in 2011 to 85 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Zephyrhills Municipal Airport pavements in 2021 may remain near 85. 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 Zephyrhills Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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

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

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

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

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

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

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

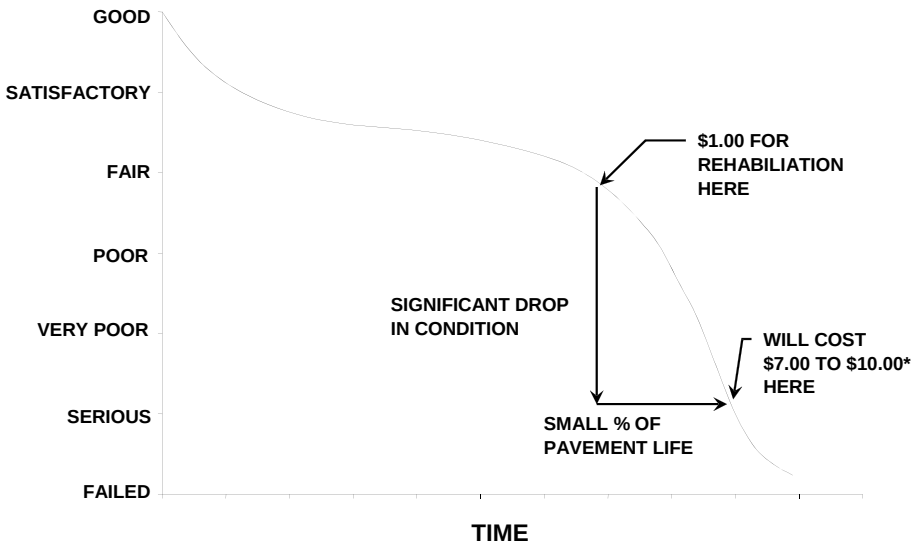
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

1.4.2 *Pavement Management System Concept*

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

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

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

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Zephyrhills Municipal Airport (ZPH) consists of two runways. Runway 4-22 is 100-ft wide by 4,999-ft long. Runway 18-36 is 100-ft wide by 4,954-ft long. Runway 4-22 is served by parallel Taxiway A and multiple taxiway connectors. Runway 18-36 is served by Taxiway B on the 36 end and Taxiway A on the 18 end. The Airport has hangar and apron facilities on the east and west side of the property. The Airport runways, taxiways and aprons are constructed of asphalt concrete pavement, with the exception of Runways 18 and 22 approach ends and a few apron sections, which are portland cement concrete. This airport is designated as a General Aviation airport and is located in District 7 of the Florida Department of Transportation.

Zephyrhills Municipal Airport was opened in 1927 as a sub-base of Alachua AAF. The airport was hosted by the United States Air Force under the Air University's Army Air Forces School of Applied Tactics (AAFSAT) specializing in tactical combat simulation. Military use ended in 1944 and the airport was deeded to the City of Zephyrhills in 1947, which still own it today.

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.

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.

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

The updated System Inventory and Network Definition drawings for Zephyrhills 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
2009	Taxiway C	Asphalt Mill and Overlay
2010	T-Hangars 3	Apron / New Asphalt Pavement Section

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 96 sample units.

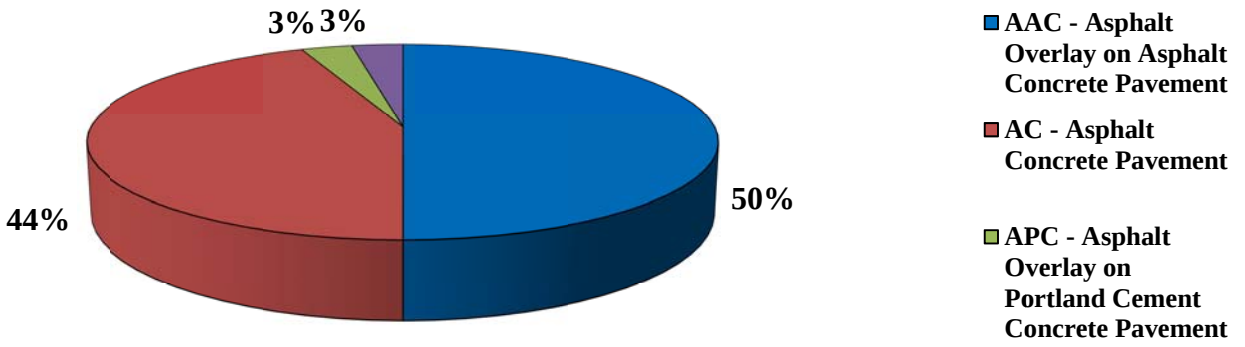
The total airfield pavement area in 2011 at Zephyrhills Municipal Airport is 2,283,157 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,004,882	44%
Taxiway	811,042	36%
Apron	467,234	20%
All (Weighted)	**2,283,157**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Zephyrhills 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
East Apron	AP E	5405	34,097	P	PCC	12/25/1999	1	4
Northeast Apron	AP NE	5105	13,872	P	AC	1/1/2004	1	3
Northeast Apron	AP NE	5110	13,875	P	AC	1/1/2004	1	3
Northwest Apron	AP NW	4105	2,160	P	PCC	1/1/1970	1	1
Northwest Apron	AP NW	4110	5,095	P	AC	1/1/1982	1	1
Northwest Apron	AP NW	4115	12,547	P	AC	1/1/2004	1	1
Apron T-Hangars	AP T-HANG	5305	26,803	P	AC	1/1/2004	1	1
Apron T-Hangars	AP T-HANG	5310	82,135	P	AC	1/1/2004	3	3
Apron T-Hang 2	AP T-HANG2	5505	85,817	P	AC	1/1/2008	3	3
Apron T-Hang 3	AP T-HANG3	5510	164,471	P	AC	1/1/2008	4	4
Apron at End of TW D	AP TW D	5205	26,360	P	AC	12/25/1999	1	1
Runway 18-36	RW 18-36	6215	3,875	P	PCC	1/1/1942	1	7
Runway 18-36	RW 18-36	6217	3,708	P	PCC	1/1/1942	1	1
Runway 18-36	RW 18-36	6205	473,437	P	AAC	1/1/2002	20	95
Runway 18-36	RW 18-36	6213	23,862	P	APC	1/1/2008	2	2
Runway 4-22	RW 4-22	6105	458,800	P	AAC	1/1/1986	18	115
Runway 4-22	RW 4-22	6110	41,200	P	APC	1/1/2008	3	8
Taxiway A	TW A	112	2,175	P	PCC	1/1/1942	1	2
Taxiway A	TW A	110	190,930	P	AC	1/1/1989	5	46
Taxiway A	TW A	105	83,872	P	AAC	1/1/1990	3	17
Taxiway A	TW A	107	10,000	P	AAC	1/1/1990	1	2
Taxiway A	TW A	120	5,558	P	AAC	1/1/1996	1	1
Taxiway A-1	TW A-1	115	32,504	P	AC	1/1/1996	1	7
Taxiway A-2	TW A-2	305	22,999	T	AAC	1/1/1987	1	3
Taxiway A-2	TW A-2	310	12,761	P	AAC	1/1/1990	1	2
Taxiway B	TW B	230	15,000	P	PCC	1/1/1942	1	3
Taxiway B	TW B	220	140,158	P	AC	1/1/1989	3	30
Taxiway B	TW B	240	31,378	P	AAC	1/1/2002	1	5
Taxiway B	TW B	245	2,300	P	AAC	1/1/2002	1	1
Taxiway B	TW B	210	21,944	P	AAC	1/1/2004	1	4

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 B	TW B	212	17,871	P	AAC	1/1/2004	1	2
Taxiway B	TW B	215	7,692	P	AAC	1/1/2004	1	1
Taxiway B	TW B	235	2,233	P	AAC	1/1/2004	1	1
Taxiway B	TW B	205	49,467	T	AC	1/1/2004	2	13
Taxiway C	TW C	320	69,379	P	AC	1/1/2010	3	12
Taxiway C-1	TW C-1	505	6,000	P	AC	1/1/1982	1	3
Taxiway C-1	TW C-1	510	4,444	P	AAC	1/1/2010	1	1
Taxiway D	TW D	405	25,063	P	AC	12/25/1999	1	7
Taxiway E	TW E	610	32,964	P	AC	1/1/2002	1	9
Taxiway F	TW F	630	24,348	P	AC	1/1/2002	1	7

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

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

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

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

3.2 Pavement Condition Index Results

According to the 2011 survey, the overall area-weighted PCI at Zephyrhills Municipal Airport is 65, representing a fair overall network condition.

Overall the airport exhibited pavement distresses associated with loading, prior pavement, climate and age distresses. Asphalt Concrete pavement distresses include; weathering, raveling, depression, alligator cracking, block cracking, longitudinal and transverse cracking and swelling. Portland Cement Concrete pavement distresses include; corner break, joint reflection cracking, joint seal damage, joint spalling, scaling/map cracking, shattered slabs, linear cracking, shrinkage cracks, patching and corner spalling.

The asphalt pavement on Runway 18-36 exhibited low severity longitudinal/transverse cracking, low severity weathering/raveling, medium severity joint reflection cracking and low severity swelling. The portland cement concrete pavement exhibited medium and high severity joint seal damage, shrinkage cracking, low severity corner spalling, low and medium severity linear cracking and low severity shattered slab. These are climate, age, load and prior pavement related distresses. Runway 18-36 has a PCI range of 26-69, which is below critical condition.

The asphalt pavement on Runway 4-22 exhibited low, medium and high severity longitudinal/transverse cracking, low severity swelling, low severity block cracking, low severity weathering/raveling, and medium severity alligator cracking. The asphalt overlay on portland cement concrete exhibited high severity joint reflection cracking and medium and high severity longitudinal/transverse cracking. These are prior pavement, climate and age related distresses. Runway 4-22 has a PCI range of 29-52, which is below critical condition.

Taxiways B pavements exhibited low severity block cracking, low severity longitudinal/transverse cracking, low severity weathering and raveling and low severity depression. These are climate, age and subgrade related distresses. The East Apron and southeast section of Taxiway B exhibit low, medium and high severity shattered slabs, low severity scaling/crazing, medium severity joint seal damage, low and medium severity linear cracking and shrinkage cracking. This area is in a failing condition. Taxiway B has PCI range of 7-79, this wide range is attributed to the variation in construction histories of the pavement sections.

Taxiway C and the Apron T-Hangar 3 were recently rehabilitated or reconstructed and appear to be in good condition.

The remaining aprons and taxiways appeared to be in fair to satisfactory overall condition, with the exception to a few isolated instances of low severity swelling distresses and low severity block cracking. Most of the other distresses consisted of low severity weathering and raveling and low severity longitudinal cracking mainly along the paving joints. This is a common distress due to the pavement being weakest at this location.

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 Zephyrhills Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

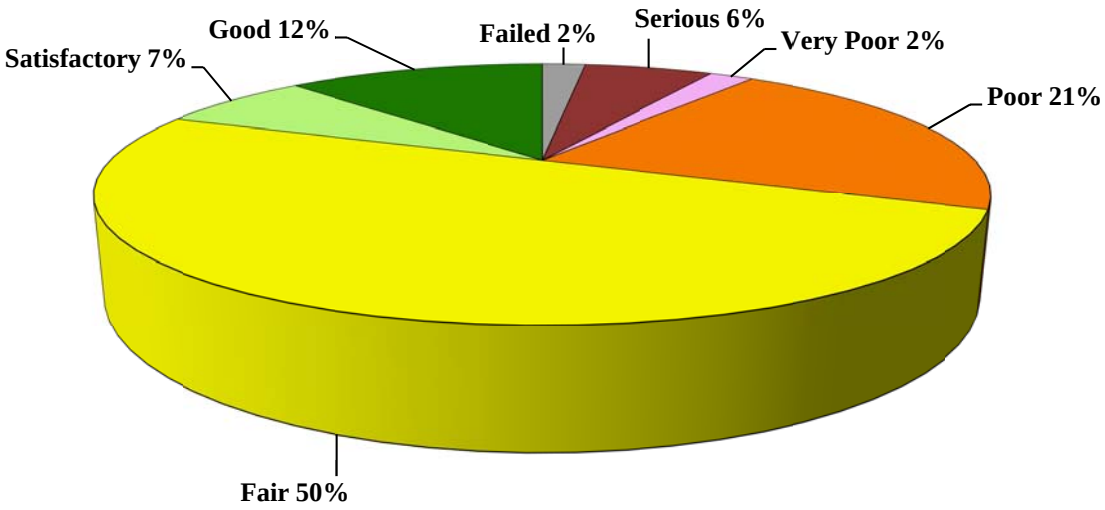


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	271,259	12%
Satisfactory	149,219	7%
Fair	1,136,884	50%
Poor	487,757	21%
Very Poor	48,783	2%
Serious	140,158	6%
Failed	49,097	2%

Approximately 19% 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.

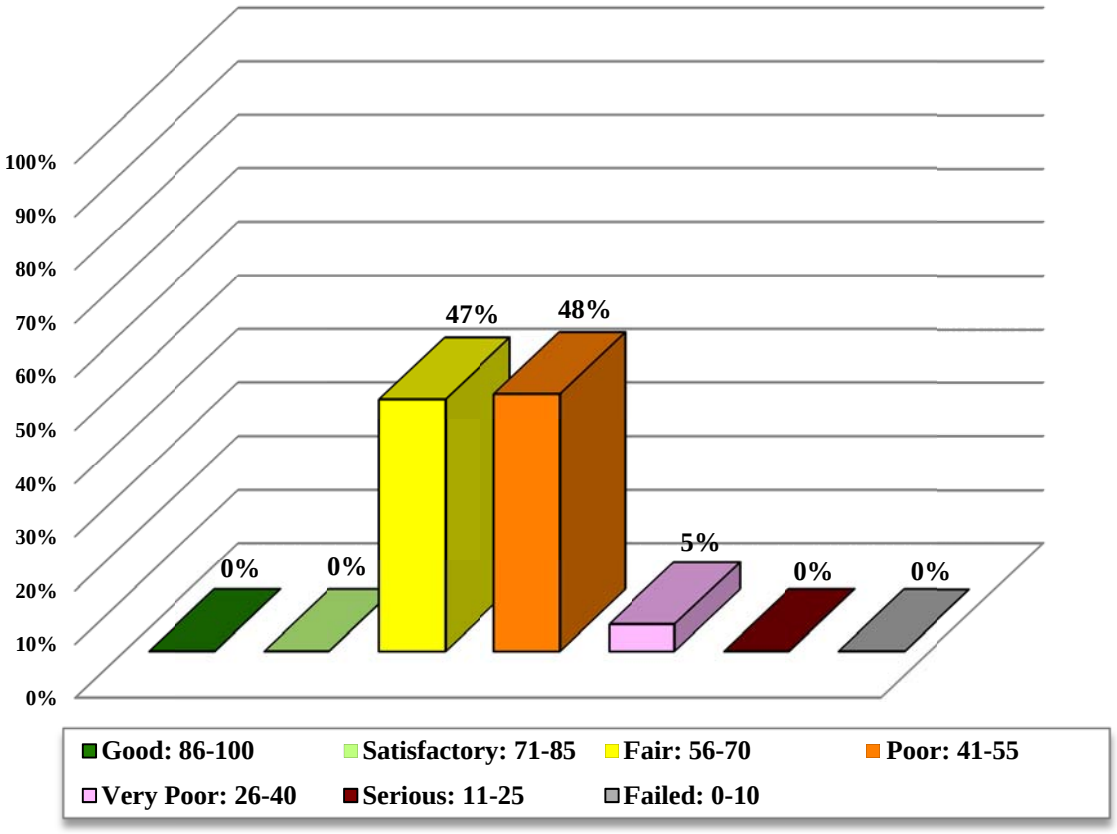
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	59	Fair
Taxiway	62	Fair
Apron	75	Satisfactory
All (Weighted)	**65**	**Fair**

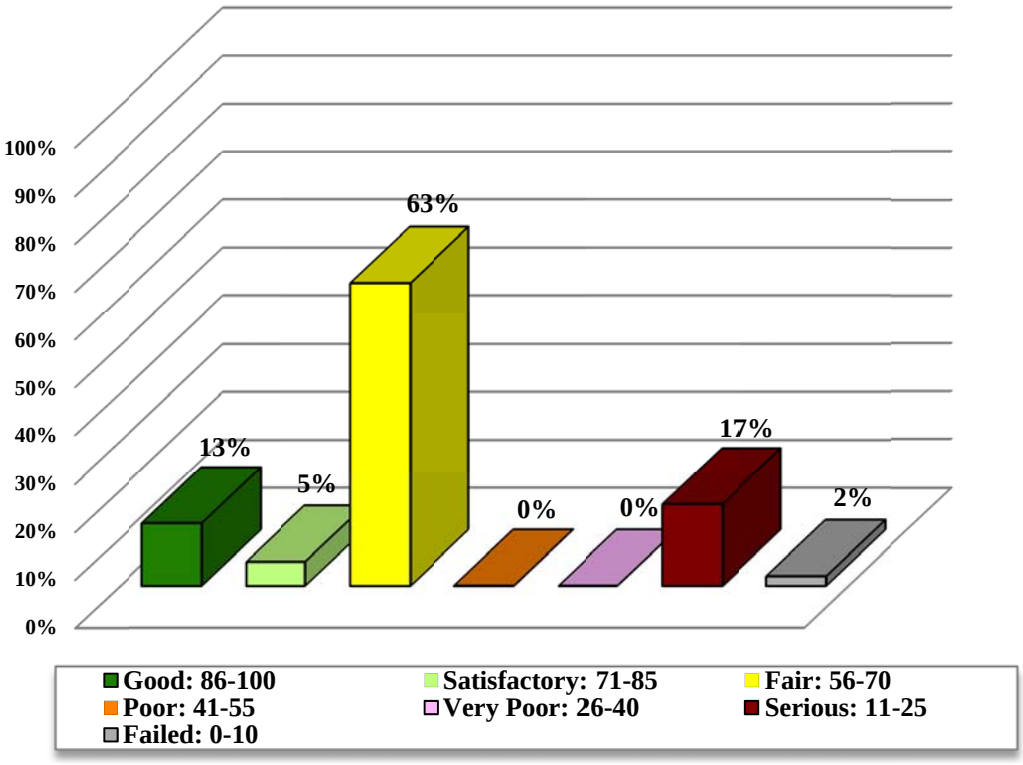
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

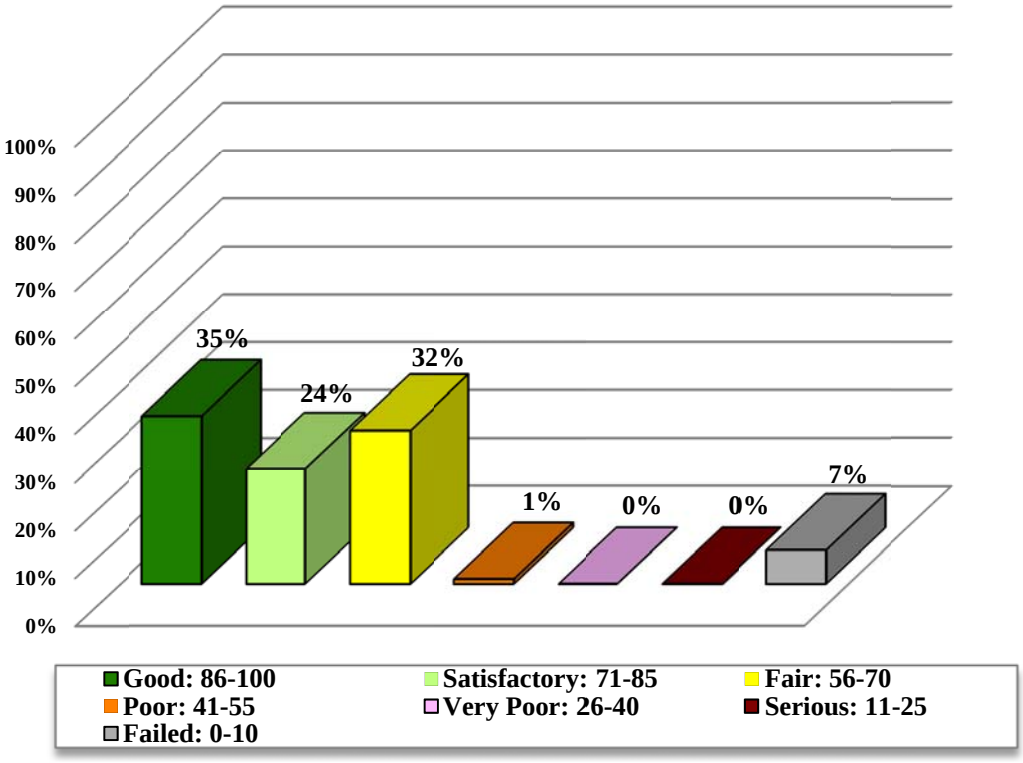
(a) Runway



(b) Taxiway



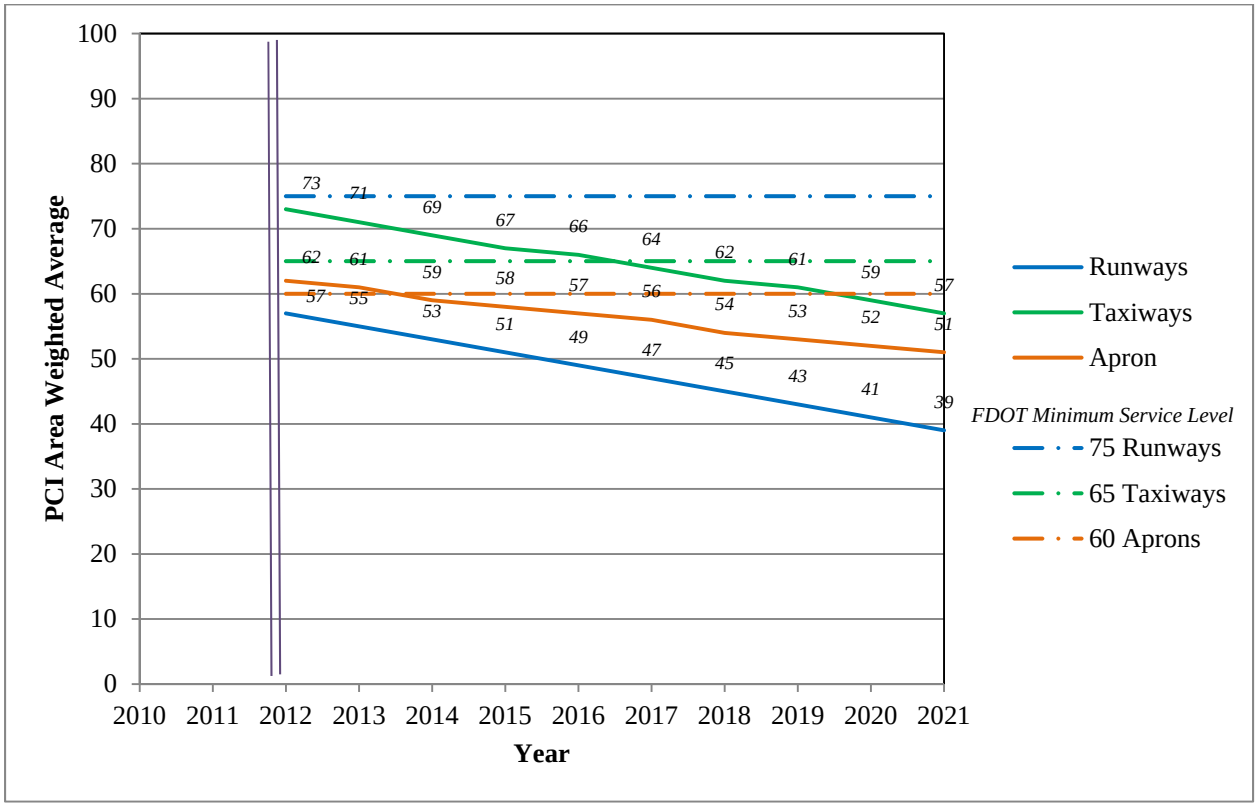
(c) Apron



4. PAVEMENT CONDITION PREDICTION

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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

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

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

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

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

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

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

Table 6-1: Summary of Immediate Major M&R Needs 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
Runway 18-36	6217	PCC	3,708	$52,011.89	24	Reconstruction	100
Runway 18-36	6215	PCC	3,875	$42,658.38	34	Reconstruction	100
Runway 18-36	6213	APC	23,862	$154,594.49	49	Mill and Overlay	100
Runway 4-22	6110	APC	41,200	$577,978.51	27	Reconstruction	100
Runway 4-22	6105	AAC	458,800	$2,836,801.98	51	Mill and Overlay	100
East Apron	5405	PCC	34,097	$478,338.38	0	Reconstruction	100
Apron on TW D	5205	AC	26,360	$70,618.26	63	Mill and Overlay	100
North East Apron	5105	AC	13,872	$37,164.22	63	Mill and Overlay	100
North West Apron	4110	AC	5,095	$28,492.60	53	Mill and Overlay	100
North West Apron	4105	PCC	2,160	$9,524.37	57	Concrete Pavement Restoration	100
Taxiway C-1	505	AC	6,000	$14,387.05	64	Mill and Overlay	100
Taxiway Bravo	235	AAC	2,233	$9,187.65	58	Mill and Overlay	100
Taxiway Bravo	230	PCC	15,000	$210,429.07	5	Reconstruction	100
Taxiway Bravo	220	AC	140,158	$1,966,222.14	23	Mill and Overlay	100
Taxiway Bravo	215	AAC	7,692	$31,642.99	58	Mill and Overlay	100
Taxiway Bravo	210	AAC	21,944	$58,787.89	63	Mill and Overlay	100

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Bravo	205	AC	49,467	$218,120.94	57	Mill and Overlay	100
Taxiway Alpha	120	AAC	5,559	$16,454.39	62	Mill and Overlay	100
Taxiway Alpha	112	PCC	2,175	$6,438.48	62	Concrete Pavement Restoration	100
				$6,819,853.68	**46**		**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
Runway 18-36	6217	PCC	3,708	$ 52,011.89	24	Reconstruction	100
Runway 18-36	6215	PCC	3,875	$42,658.38	34	Reconstruction	100
Runway 18-36	6213	APC	23,862	$15,510.27	49	Microsurfacing	100
Runway 4-22	6110	APC	41,200	$577,978.51	27	Reconstruction	100
Runway 4-22	6105	AAC	458,800	$298,220.00	51	Microsurfacing	100
East Apron	5405	PCC	34,097	$478,338.38	0	Reconstruction	100
Apron on TW D	5205	AC	26,360	$17,133.75	63	Microsurfacing	100
North East Apron	5105	AC	13,872	$9,016.97	63	Microsurfacing	100
North West Apron	4110	AC	5,095	$3,311.98	53	Microsurfacing	100
NW Apron	4105	PCC	2,160	$9,524.37	57	Concrete Pavement Restoration	100
Taxiway C-1	505	AC	6,000	$3,900.00	64	Microsurfacing	100
Taxiway Bravo	235	AAC	2,233	$1,451.68	58	Microsurfacing	100
Taxiway Bravo	230	PCC	15,000	$210,429.07	5	Reconstruction	100

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Bravo	220	AC	140,158	$91,102.75	23	Microsurfacing	100
Taxiway Bravo	215	AAC	7,692	$4,999.72	58	Microsurfacing	100
Taxiway Bravo	210	AAC	21,944	$14,263.41	63	Microsurfacing	100
Taxiway Bravo	205	AC	49,467	$32,153.49	57	Microsurfacing	100
Taxiway Alpha	120	AAC	5,559	$3,613.03	62	Microsurfacing	100
Taxiway Alpha	112	PCC	2,175	$6,438.48	62	Concrete Pavement Restoration	100
				$1,872,056.13	**46**		**100**

* Costs are adjusted for inflation.

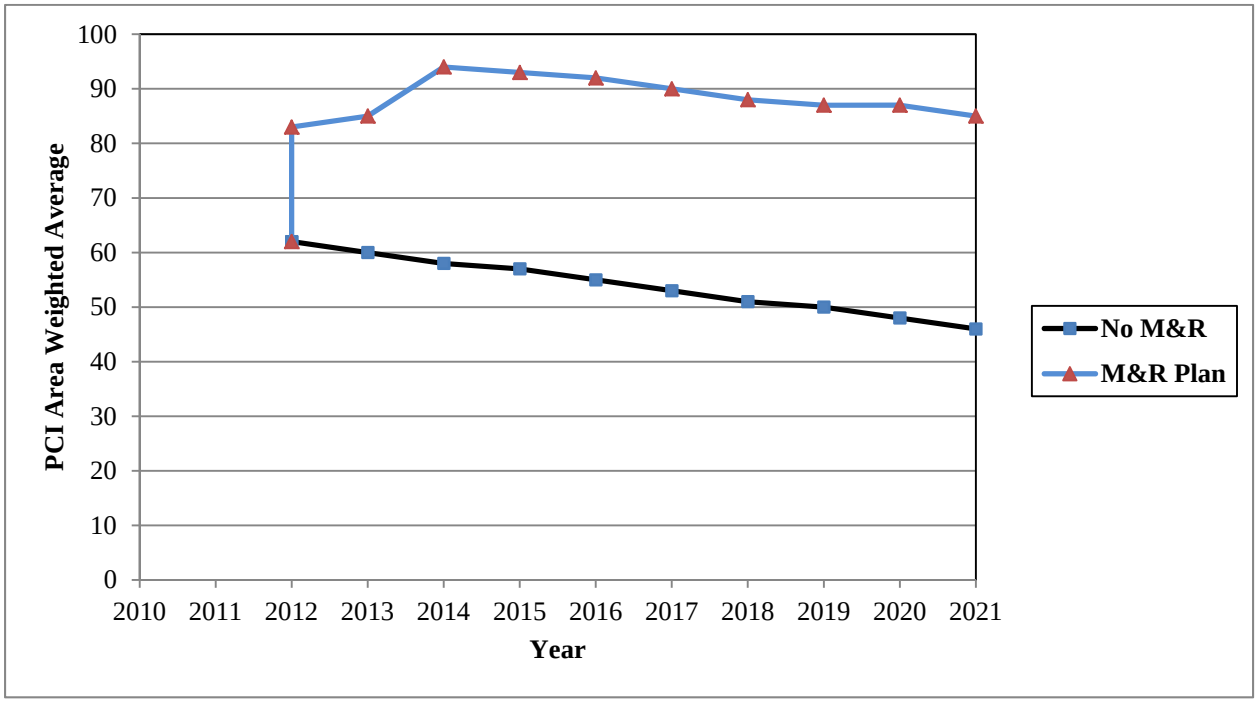
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to 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
North East Apron	AP NE	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,874.90	SqFt	$0.40	$5,550.00
North West Apron	AP NW	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,547.20	SqFt	$0.40	$5,018.94
Aprons at T-Hangars	AP T-HANG	5305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	26,803.10	SqFt	$0.40	$10,721.31
Aprons at T-Hangars	AP T-HANG	5310	WEATH/RAVEL	H	Microsurfacing - AC	523.20	SqFt	$0.65	$340.07
Aprons at T-Hangars	AP T-HANG	5310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	81,611.10	SqFt	$0.40	$32,644.72
Aprons at T-Hangars 2	AP T-HANG2	5505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	64,916.30	SqFt	$0.40	$25,966.75
Runway 18-36	RW 18-36	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	473,433.20	SqFt	$0.40	$189,374.85
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	83,870.70	SqFt	$0.40	$33,548.56
Taxiway Alpha	TW A	107	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,999.90	SqFt	$0.40	$4,000.00
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	133,705.90	SqFt	$0.40	$53,482.79
Taxiway A-1	TW A-1	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,448.50	SqFt	$0.40	$1,779.41
Taxiway A-2	TW A-2	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,998.60	SqFt	$0.40	$9,199.50
Taxiway A-2	TW A-2	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,760.80	SqFt	$0.40	$5,104.34
Taxiway Bravo	TW B	212	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,871.30	SqFt	$0.40	$7,148.58
Taxiway Bravo	TW B	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,377.30	SqFt	$0.40	$12,551.01
Taxiway Bravo	TW B	245	WEATH/RAVEL	L	Surface Seal - Rejuvenating	690.00	SqFt	$0.40	$276.01
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,063.30	SqFt	$0.40	$10,025.39
Taxiway Foxtrot	TW F	630	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,347.80	SqFt	$0.40	$9,739.20
								Total =	$416,471.43

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

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from an average of 62 in 2012 to an average of 46 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 85 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 85 with this scenario is 23 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $9.8 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$428,965.59	$6,819,853.68	$7,248,819.27
2013	$224,556.61	$499,149.09	$723,705.70
2014	$51,873.53	$1,842,913.02	$1,894,786.55
2015	$46,026.33	$137,168.41	$183,194.74
2016	$47,220.86	$80,819.23	$128,040.09
2017	$58,658.40	$0.00	$58,658.40
2018	$76,127.71	$75,651.10	$151,778.81
2019	$92,848.96	$107,097.31	$199,946.27
2020	$114,524.41	$267,658.37	$382,182.78
2021	$162,093.62	$0.00	$162,093.62
Total	**$1,302,896.02**	**$9,830,310.21**	**$11,133,206.23**

Note: Costs are adjusted for inflation.

Approximately 69% of the total Major M&R cost is required in the first year (2012). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **East Apron** – Asphalt pavement reconstruction
- **Runway 18-36** – Asphalt pavement mill and overlay along with reconstruction
- **Runway 4-22** – Asphalt pavement mill and overlay along with reconstruction
- **Apron on Taxiway Delta** - Asphalt pavement mill and overlay activity
- **North East Apron** - Asphalt pavement mill and overlay activity
- **North West Apron** - Asphalt pavement mill and overlay and concrete pavement restoration

- **Taxiway C-1 -** Asphalt pavement mill and overlay activity
- **Taxiway B** – Asphalt pavement mill and overlay along with reconstruction
- **Taxiway A -** Asphalt pavement mill and overlay and concrete pavement restoration

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 Zephyrhills 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:

- **East Apron** – Asphalt pavement reconstruction
- **Runway 18-36** – Asphalt pavement mill and overlay along with reconstruction
- **Runway 4-22** – Asphalt pavement mill and overlay along with reconstruction
- **Apron on Taxiway Delta** - Asphalt pavement mill and overlay activity
- **North East Apron** - Asphalt pavement mill and overlay activity
- **North West Apron** - Asphalt pavement mill and overlay and concrete pavement restoration
- **Taxiway C-1** - Asphalt pavement mill and overlay activity
- **Taxiway B** – Asphalt pavement mill and overlay along with reconstruction
- **Taxiway A** - Asphalt pavement mill and overlay and concrete pavement restoration

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.

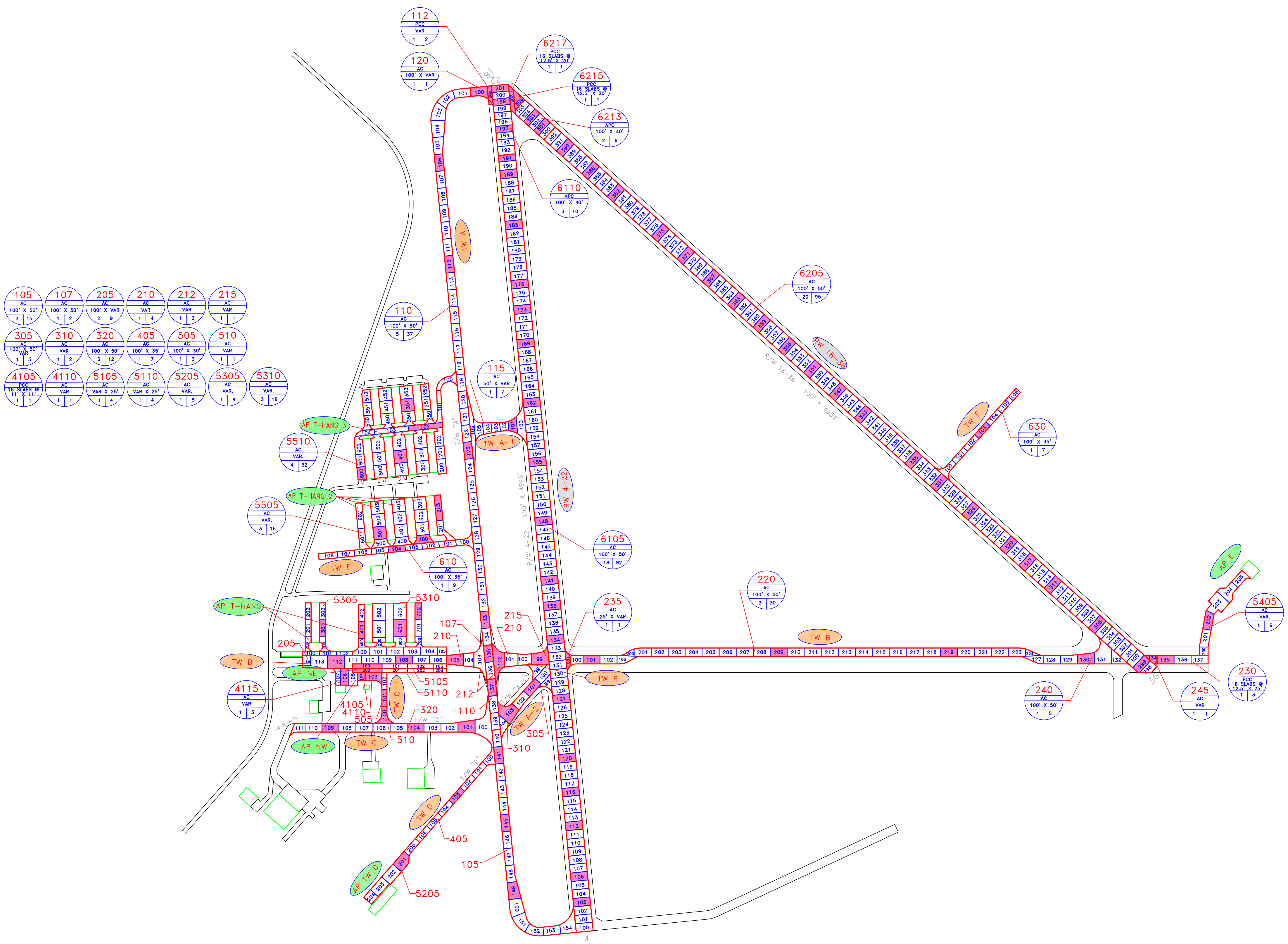
APPENDIX A

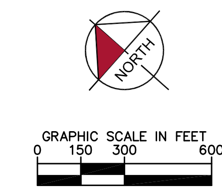
NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT





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
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 96

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

NUMBER	DATE	REVISIONS

DESIGNED: BAL | DRAWN: ALB | CHECKED: EVV | DATE:

NETWORK DEFINITION MAP

ZEPHYRHILLS MUNICIPAL AIRPORT
PASCO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **ZPH**

FDOT DISTRICT **7**

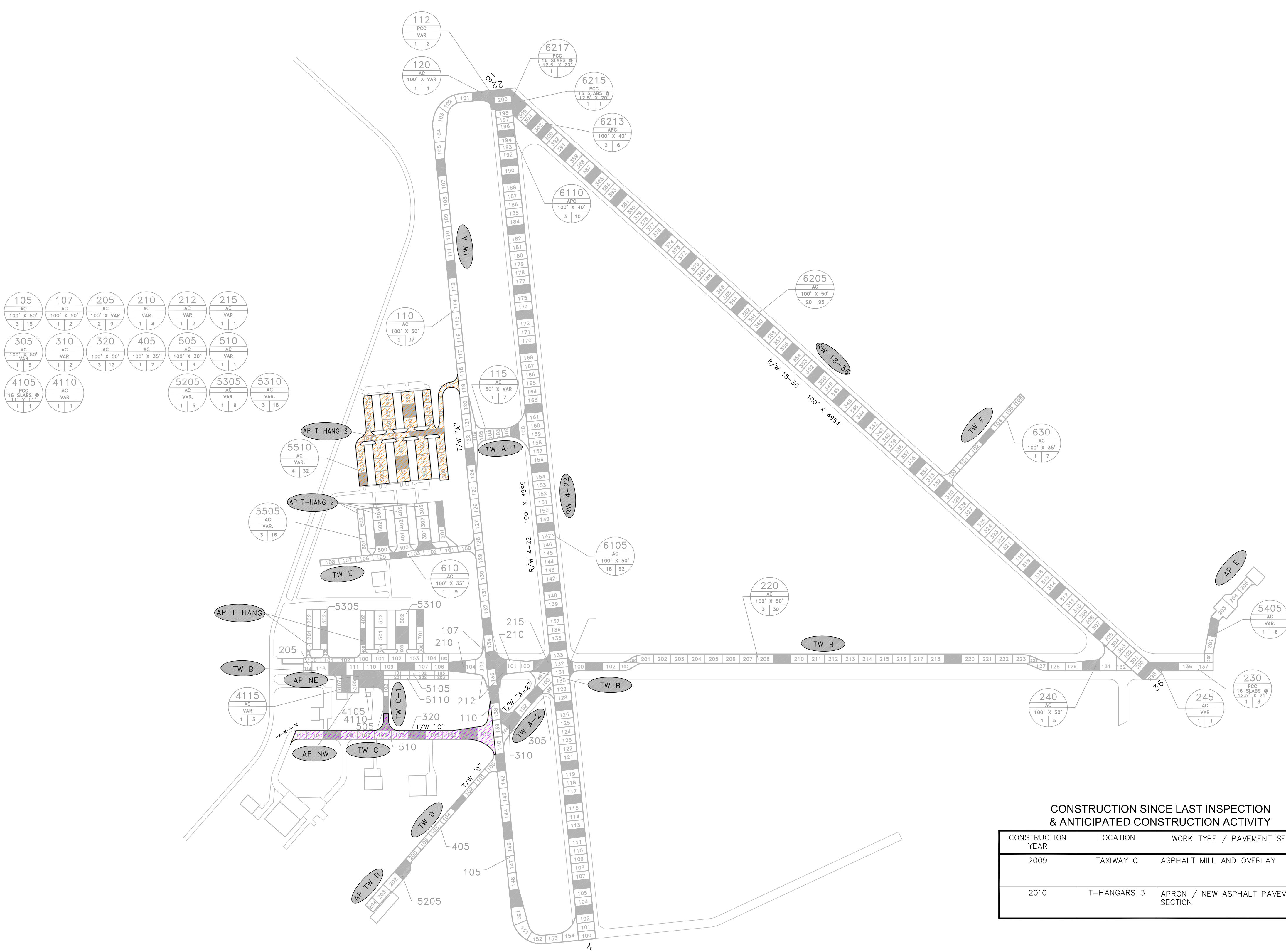
Sample Unit Centroid Coordinates

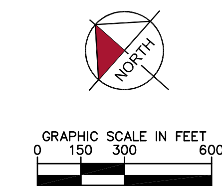
Branch	Section	Sample	Latitude	Longitude
RW 18-36	6217	307	28.233962	-82.153286
RW 18-36	6215	301	28.233313	-82.153290
RW 18-36	6215	303	28.233533	-82.153289
RW 18-36	6215	306	28.233892	-82.153218
RW 18-36	6205	299	28.220290	-82.153369
RW 18-36	6205	306	28.221252	-82.153364
RW 18-36	6205	313	28.222215	-82.153358
RW 18-36	6205	317	28.222765	-82.153355
RW 18-36	6205	320	28.223178	-82.153352
RW 18-36	6205	326	28.224003	-82.153347
RW 18-36	6205	331	28.224690	-82.153343
RW 18-36	6205	335	28.225240	-82.153340
RW 18-36	6205	343	28.226341	-82.153333
RW 18-36	6205	347	28.226891	-82.153329
RW 18-36	6205	351	28.227441	-82.153326
RW 18-36	6205	355	28.227991	-82.153323
RW 18-36	6205	359	28.228541	-82.153319
RW 18-36	6205	363	28.229091	-82.153316
RW 18-36	6205	367	28.229641	-82.153313
RW 18-36	6205	371	28.230191	-82.153309
RW 18-36	6205	375	28.230741	-82.153306
RW 18-36	6205	382	28.231704	-82.153300
RW 18-36	6205	386	28.232254	-82.153297
RW 18-36	6205	390	28.232804	-82.153293
RW 4-22	6110	193	28.233610	-82.153917
RW 4-22	6110	197	28.234015	-82.153495
RW 4-22	6110	199	28.234217	-82.153285
RW 4-22	6105	103	28.224515	-82.163395
RW 4-22	6105	106	28.224819	-82.163079
RW 4-22	6105	112	28.225425	-82.162447
RW 4-22	6105	116	28.225829	-82.162026
RW 4-22	6105	120	28.226233	-82.161605
RW 4-22	6105	127	28.226941	-82.160868
RW 4-22	6105	134	28.227648	-82.160131
RW 4-22	6105	138	28.228052	-82.159709

Branch	Section	Sample	Latitude	Longitude
RW 4-22	6105	141	28.228356	-82.159393
RW 4-22	6105	148	28.229063	-82.158656
RW 4-22	6105	155	28.229770	-82.157919
RW 4-22	6105	162	28.230478	-82.157182
RW 4-22	6105	169	28.231185	-82.156444
RW 4-22	6105	173	28.231589	-82.156023
RW 4-22	6105	176	28.231893	-82.155707
RW 4-22	6105	183	28.232600	-82.154970
RW 4-22	6105	189	28.233206	-82.154338
RW 4-22	6105	191	28.233396	-82.154140
AP T-HANG 3	5510	401	28.231485	-82.159511
AP T-HANG 3	5510	102	28.231503	-82.158802
AP T-HANG 3	5510	600	28.231775	-82.160208
AP T-HANG 3	5510	351	28.231952	-82.158720
AP T-HANG 2	5505	300	28.230318	-82.160363
AP T-HANG 2	5505	203	28.230475	-82.159750
AP T-HANG 2	5505	501	28.230915	-82.160802
AP E	5405	202	28.219948	-82.151967
AP T-HANG	5310	702	28.229609	-82.161409
AP T-HANG	5310	601	28.229645	-82.161859
AP T-HANG	5310	401	28.230100	-82.162348
AP T-HANG	5305	301	28.230584	-82.162800
AP TW D	5205	201	28.227119	-82.165021
AP NE	5110	200	28.229594	-82.162832
AP NE	5105	100	28.229640	-82.162774
AP NW	4115	106	28.229799	-82.163193
AP NW	4110	103	28.229443	-82.162841
AP NW	4105	104	28.229601	-82.162990
TW F	630	103	28.224725	-82.152101
TW E	610	104	28.230540	-82.160815
TW C-1	505	101	28.229090	-82.163001
TW D	405	103	28.227167	-82.163459
TW C	320	104	28.228394	-82.163031
TW C	320	109	28.229423	-82.164061
TW C	315	101	28.227783	-82.162393

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
TW A-2	310	103	28.227444	-82.161704
TW A-2	305	101	28.227413	-82.161068
TW B	245	134	28.220215	-82.153162
TW B	240	130	28.221016	-82.153963
TW B	235	100	28.227273	-82.160264
TW B	230	135	28.220050	-82.153017
TW B	220	219	28.222753	-82.155541
TW B	220	209	28.224811	-82.157601
TW B	220	101	28.226994	-82.159969
TW B	215	99	28.227624	-82.160564
TW B	212	102	28.228110	-82.161125
TW B	210	105	28.228637	-82.161615
TW B	205	108	28.229261	-82.162239
TW B	205	112	28.230061	-82.163092
TW A	120	100	28.234437	-82.153569
TW A-1	115	101	28.230454	-82.157724
TW A	112	400	28.234273	-82.153490
TW A	110	137	28.227902	-82.161557
TW A	110	133	28.228710	-82.160714
TW A	110	123	28.230732	-82.158608
TW A	110	112	28.232955	-82.156291
TW A	110	106	28.234167	-82.155027
TW A	107	135	28.228306	-82.161135
TW A	105	149	28.225459	-82.164072
TW A	105	145	28.226285	-82.163242
TW A	105	141	28.227094	-82.162399





CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	TAXIWAY C	ASPHALT MILL AND OVERLAY
2010	T-HANGARS 3	APRON / NEW ASPHALT PAVEMENT SECTION

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: BAL DRAWN: ALB CHECKED: EVV DATE:

SYSTEM INVENTORY MAP

ZEPHYRHILLS MUNICIPAL AIRPORT
PASCO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

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FDOT DISTRICT 7

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
East Apron	AP E	APRON	5405	600	50	34,097	P	PCC	12/25/1999	11/28/2011	4
Northeast Apron	AP NE	APRON	5105	475	27	13,872	P	AC	1/1/2004	11/28/2011	3
Northeast Apron	AP NE	APRON	5110	475	27	13,875	P	AC	1/1/2004	11/28/2011	3
Northwest Apron	AP NW	APRON	4105	45	48	2,160	P	PCC	1/1/1970	11/28/2011	1
Northwest Apron	AP NW	APRON	4110	100	50	5,095	P	AC	1/1/1982	11/28/2011	1
Northwest Apron	AP NW	APRON	4115	120	100	12,547	P	AC	1/1/2004	11/28/2011	1
Apron T-Hangars	AP T-HANG	APRON	5305	800	30	26,803	P	AC	1/1/2004	11/28/2011	1
Apron T-Hangars	AP T-HANG	APRON	5310	1600	50	82,135	P	AC	1/1/2004	11/28/2011	3
Apron T-Hang 2	AP T-HANG2	APRON	5505	250	300	85,817	P	AC	1/1/2008	11/28/2011	3
Apron T-Hang 3	AP T-HANG3	APRON	5510	650	250	164,471	P	AC	1/1/2008	11/28/2011	4
AP at End of TW D	AP TW D	APRON	5205	430	60	26,360	P	AC	12/25/1999	11/28/2011	1
Runway 18-36	RW 18-36	RUNWAY	6215	30	100	3,875	P	PCC	1/1/1942	11/28/2011	7
Runway 18-36	RW 18-36	RUNWAY	6217	150	25	3,708	P	PCC	1/1/1942	11/28/2011	1
Runway 18-36	RW 18-36	RUNWAY	6205	4750	100	473,437	P	AAC	1/1/2002	11/28/2011	95
Runway 18-36	RW 18-36	RUNWAY	6213	240	100	23,862	P	APC	1/1/2008	11/28/2011	2
Runway 4-22	RW 4-22	RUNWAY	6105	4588	100	458,800	P	AAC	1/1/1986	11/28/2011	115
Runway 4-22	RW 4-22	RUNWAY	6110	412	100	41,200	P	APC	1/1/2008	11/28/2011	8
Taxiway A	TW A	TAXIWAY	112	100	21	2,175	P	PCC	1/1/1942	7/25/2007	2
Taxiway A	TW A	TAXIWAY	110	3800	50	190,930	P	AC	1/1/1989	11/28/2011	46
Taxiway A	TW A	TAXIWAY	105	1650	50	83,872	P	AAC	1/1/1990	11/28/2011	17

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
Taxiway A	TW A	TAXIWAY	107	200	50	10,000	P	AAC	1/1/1990	11/28/2011	2
Taxiway A	TW A	TAXIWAY	120	100	50	5,558	P	AAC	1/1/1996	11/28/2011	1
Taxiway A-1	TW A-1	TAXIWAY	115	325	45	32,504	P	AC	1/1/1996	11/28/2011	7
Taxiway A-2	TW A-2	TAXIWAY	305	267	50	22,999	T	AAC	1/1/1987	11/28/2011	3
Taxiway A-2	TW A-2	TAXIWAY	310	180	50	12,761	P	AAC	1/1/1990	11/28/2011	2
Taxiway B	TW B	TAXIWAY	230	300	50	15,000	P	PCC	1/1/1942	11/28/2011	3
Taxiway B	TW B	TAXIWAY	220	2775	50	140,158	P	AC	1/1/1989	11/28/2011	30
Taxiway B	TW B	TAXIWAY	240	600	50	31,378	P	AAC	1/1/2002	11/28/2011	5
Taxiway B	TW B	TAXIWAY	245	50	50	2,300	P	AAC	1/1/2002	11/28/2011	1
Taxiway B	TW B	TAXIWAY	210	320	65	21,944	P	AAC	1/1/2004	11/28/2011	4
Taxiway B	TW B	TAXIWAY	212	280	60	17,871	P	AAC	1/1/2004	11/28/2011	2
Taxiway B	TW B	TAXIWAY	215	100	70	7,692	P	AAC	1/1/2004	11/28/2011	1
Taxiway B	TW B	TAXIWAY	235	90	25	2,233	P	AAC	1/1/2004	11/28/2011	1
Taxiway B	TW B	TAXIWAY	205	1000	50	49,467	T	AC	1/1/2004	11/28/2011	13
Taxiway C	TW C	TAXIWAY	320	1200	50	69,379	P	AC	1/1/2010	11/28/2011	12
Taxiway C-1	TW C-1	TAXIWAY	505	200	30	6,000	P	AC	1/1/1982	11/28/2011	3
Taxiway C-1	TW C-1	TAXIWAY	510	100	30	4,444	P	AAC	1/1/2010	11/28/2011	1
Taxiway D	TW D	TAXIWAY	405	700	35	25,063	P	AC	12/25/1999	11/28/2011	7
Taxiway E	TW E	TAXIWAY	610	900	35	32,964	P	AC	1/1/2002	11/28/2011	9
Taxiway F	TW F	TAXIWAY	630	665	35	24,348	P	AC	1/1/2002	11/28/2011	7

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

Network: ZPH **Branch:** AP E (EAST APRON) **Section:** 5405 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 34.097.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NC-PC	New Construction - PCC	$0	0.00	True	

Network: ZPH **Branch:** AP NE (NORTHEAST APRON) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 475.00 Ft **Width:** 27.00 Ft **True Area:** 13.872.26 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: ZPH **Branch:** AP NE (NORTHEAST APRON) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 475.00 Ft **Width:** 27.00 Ft **True Area:** 13.875.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" AC ON 5" LIMEROCK
01/01/1942	IMPORTED	OVERLAY			True	SLURRY SEAL

Network: ZPH **Branch:** AP NW (NORTHWEST APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1970 **Use:** APRON **Rank:** P **Length:** 45.00 Ft **Width:** 48.00 Ft **True Area:** 2.160.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	BUILT			True	ESTIMATE 1970 PCC PAVEMENT

Network: ZPH **Branch:** AP NW (NORTHWEST APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1982 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5.095.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	BUILT			True	ESTIMATE 1982 AC PAVEMENT

Network: ZPH **Branch:** AP NW (NORTHWEST APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** P **Length:** 120.00 Ft **Width:** 100.00 Ft **True Area:** 12.547.35 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** AP T-HANG (APRON T-HANGARS) **Section:** 5305 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 800.00 Ft **Width:** 30.00 Ft **True Area:** 26.803.28 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** AP T-HANG (APRON T-HANGARS) **Section:** 5310 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 1,600.00 Ft **Width:** 50.00 Ft **True Area:** 82.134.99 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** AP T-HANG2 (APRON T-HANG 2) **Section:** 5505 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank:** P **Length:** 250.00 Ft **Width:** 300.00 Ft **True Area:** 85.817.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** AP T-HANG3 (APRON T-HANG 3) **Section:** 5510 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank:** P **Length:** 650.00 Ft **Width:** 250.00 Ft **True Area:** 164.471.32 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** AP TW D (APRON AT END OF TW D) **Section:** 5205 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 430.00 Ft **Width:** 60.00 Ft **True Area:** 26.359.62 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: ZPH **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank:** P **Length:** 4.750.00 Ft **Width:** 100.00 Ft **True Area:** 473.437.11 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	OL-AS	Overlay - AC Structural	$0	2.00	True	2002 2" AC OVERLAY
01/01/1996	IMPORTED	OVERLAY		2.00	True	1996 2" AC OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" AC ON 6" LIMEROCK

Network: ZPH **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6213 **Surface:** APC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 240.00 Ft **Width:** 100.00 Ft **True Area:** 23.861.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6215 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 30.00 Ft **Width:** 100.00 Ft **True Area:** 3.874.99 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	JS-LC	Joint Seal (Localized)	$0	0.00	False	2002: RESEAL JOINTS WITH COAL TAR SEALER
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: ZPH **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6217 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank:** P **Length:** 150.00 Ft **Width:** 25.00 Ft **True Area:** 3.707.56 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: ZPH **Branch:** RW 4-22 (RUNWAY 4-22) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** RUNWAY **Rank:** P **Length:** 4.588.00 Ft **Width:** 100.00 Ft **True Area:** 458.800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		2.50	True	1986: 2.5" P-401 ON 3/8" P-611 MINERAL FILLER
01/01/1986	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** RW 4-22 (RUNWAY 4-22) **Section:** 6110 **Surface:** APC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank:** P **Length:** 412.00 Ft **Width:** 100.00 Ft **True Area:** 41.200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/2002	JS-LC	Joint Seal (Localized)	$0	0.00	False	2002: JOINT SEAL WITH COAL TAR SEALER
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: ZPH **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 1.650.00 Ft **Width:** 50.00 Ft **True Area:** 83.871.80 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1990	IMPORTED	OVERLAY		2.50	True	1990: 2.5" P-401 ON .5" P-611 MINERAL FILLER
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** TW A (TAXIWAY A) **Section:** 107 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	BUILT			True	ESTIMATE 1990 AC OVERLAY ON EXISTING AC PAVEMENT

Network: ZPH **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank:** P **Length:** 3.800.00 Ft **Width:** 50.00 Ft **True Area:** 190.930.24 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		2.00	True	1989: 2" P-401 ON 6" P-211
01/01/1989	IMPORTED	OVERLAY			True	SOIL: SP

Network: ZPH **Branch:** TW A (TAXIWAY A) **Section:** 112 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 21.00 Ft **True Area:** 2.175.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	JS-LC	Joint Seal (Localized)	$0	0.00	False	
01/01/1942	IMPORTED	BUILT		8.00	True	ASSUME: 1942 8" PCC PAVEMENT

Network: ZPH **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5.558.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY			True	1996 FEATHERED AC OVERLAY
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P401 ON 6" P211

Network: ZPH **Branch:** TW A-1 (TAXIWAY A-1) **Section:** 115 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank:** P **Length:** 325.00 Ft **Width:** 45.00 Ft **True Area:** 32.504.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: ZPH **Branch:** TW A-2 (TAXIWAY A-2) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank:** T **Length:** 267.00 Ft **Width:** 50.00 Ft **True Area:** 22.998.76 SqF

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

01/01/1987	IMPORTED	OVERLAY		2.50	True	1987: 2.5" P-401 ON .5" P-611 MINERAL FILLER
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** TW A-2 (TAXIWAY A-2) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 Ft **Width:** 50.00 Ft **True Area:** 12,760.86 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1990	IMPORTED	OVERLAY		2.50	True	1990: 2.5" P-401 ON .5" P-611 MINERAL FILLER
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** T **Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 49,466.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank:** P **Length:** 320.00 Ft **Width:** 65.00 Ft **True Area:** 21,943.71 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1989	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1989	IMPORTED	OVERLAY		2.00	True	1989: 2" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 212 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank:** P **Length:** 280.00 Ft **Width:** 60.00 Ft **True Area:** 17,871.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1990	IMPORTED	OVERLAY			True	ESTIMATE 1990 AC OVERLAY
01/01/1990	IMPORTED	BUILT			True	ASSUME OVERLAY IS ON EXISTING AC

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 215 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 70.00 Ft **True Area:** 7,691.87 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1989	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1989	IMPORTED	OVERLAY		2.50	True	1989: 2.5" P-401 OVERLAY ON .5" MINERAL FILLER
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 220 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank:** P **Length:** 2,775.00 Ft **Width:** 50.00 Ft **True Area:** 140,158.07 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 230 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 15.000.00 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		8.00	True	1942: 8" PCC PAVEMENT

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 235 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 Ft **Width:** 25.00 Ft **True Area:** 2.233.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1986	IMPORTED	OVERLAY		2.50	True	1986 2.5" P401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" AC ON 5" LIMEROCK

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 240 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 31.377.52 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY			True	1996 FEATHERED AC OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" AC ON 5" LIMEROCK

Network: ZPH **Branch:** TW B (TAXIWAY B) **Section:** 245 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 Ft **Width:** 50.00 Ft **True Area:** 2.300.12 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1996	INITIAL	Initial Construction	$0	0.00	True	1996 AC Overlay

Network: ZPH **Branch:** TW C (TAXIWAY C) **Section:** 320 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1.200.00 Ft **Width:** 50.00 Ft **True Area:** 69.379.41 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 5" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: ZPH **Branch:** TW C-1 (TAXIWAY C-1) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1982 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 30.00 Ft **True Area:** 6,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	BUILT			True	ESTIMATE 1982 AC PAVEMENT

Network: ZPH **Branch:** TW C-1 (TAXIWAY C-1) **Section:** 510 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 30.00 Ft **True Area:** 4.443.84 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank:** P **Length:** 700.00 Ft **Width:** 35.00 Ft **True Area:** 25.063.48 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: ZPH **Branch:** TW E (TAXIWAY E) **Section:** 610 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 900.00 Ft **Width:** 35.00 Ft **True Area:** 32,964.38 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	0.00	True	

Network: ZPH **Branch:** TW F (TAXIWAY F) **Section:** 630 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 665.00 Ft **Width:** 35.00 Ft **True Area:** 24,348.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

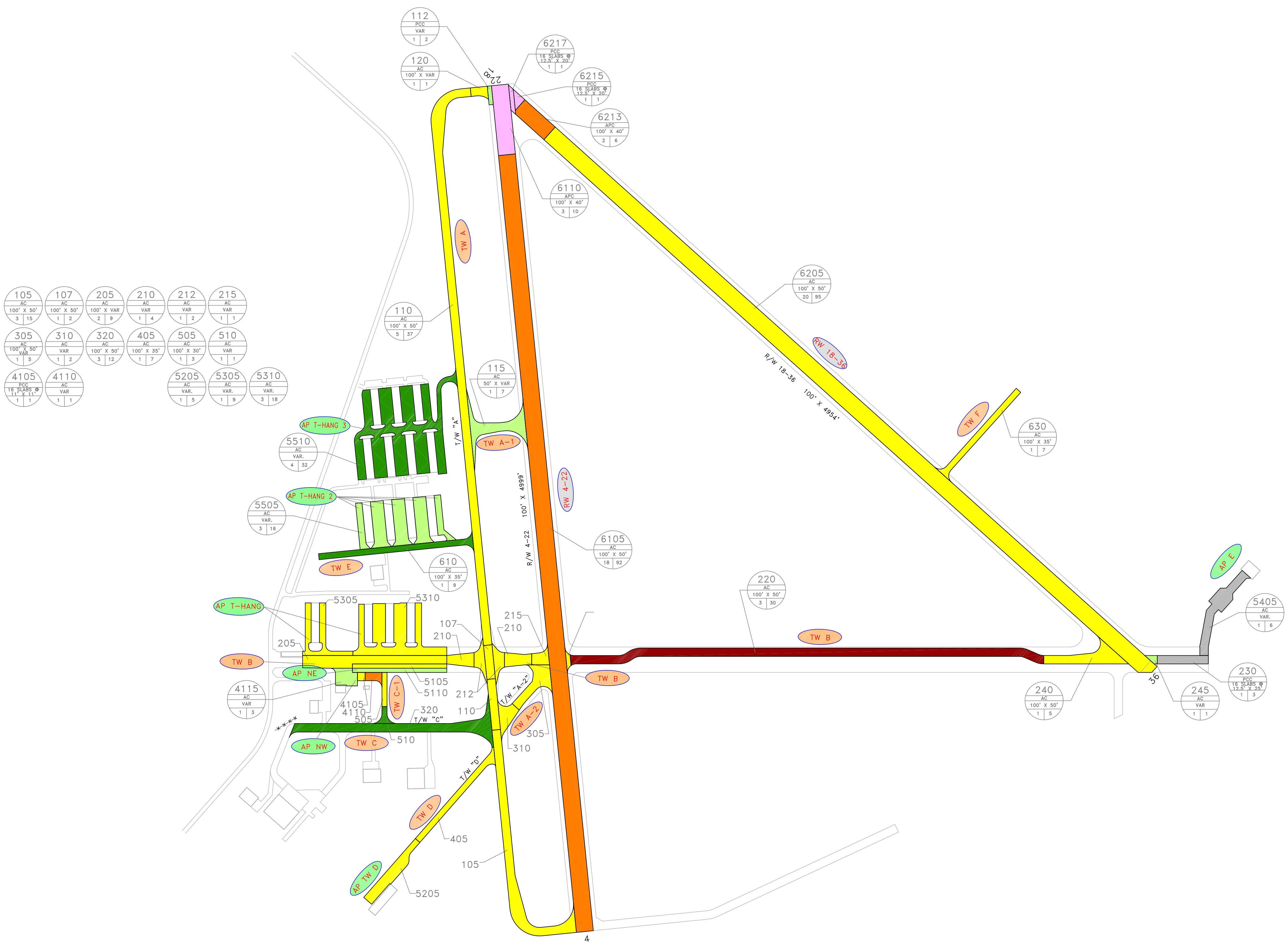
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	25	1,594,078.36	2.92	2.70
Initial Construction	13	630,633.43	.00	.00
Joint Seal (Localized)	3	47,249.99	.00	.00
Mill and Overlay	4	107,500.89	.00	.00
New Construction - AC	1	24,348.01	.00	
New Construction - PCC	1	34,097.36	.00	
OVERLAY	25	2,144,210.75	2.37	.23
Overlay - AC Structural	4	678,657.14	.50	1.00
Surface Treatment - Slurry Seal	9	235,892.83	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



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
	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: BAL DRAWN: ALB CHECKED: EVV DATE:

2012 CONDITION MAP

ZEPHYRHILLS MUNICIPAL AIRPORT
PASCO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **ZPH**

FDOT DISTRICT 7

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
East Apron	AP E	APRON	5405	34,097	P	PCC	1	4	0	Failed
Northeast Apron	AP NE	APRON	5105	13,872	P	AC	1	3	64	Fair
Northeast Apron	AP NE	APRON	5110	13,875	P	AC	1	3	74	Satisfactory
Northwest Apron	AP NW	APRON	4105	2,160	P	PCC	1	1	59	Fair
Northwest Apron	AP NW	APRON	4110	5,095	P	AC	1	1	54	Poor
Northwest Apron	AP NW	APRON	4115	12,547	P	AC	1	1	74	Satisfactory
Apron T-Hangars	AP T-HANG	APRON	5305	26,803	P	AC	1	1	70	Fair
Apron T-Hangars	AP T-HANG	APRON	5310	82,135	P	AC	3	3	68	Fair
Apron T-Hang 2	AP T-HANG2	APRON	5505	85,817	P	AC	3	3	76	Satisfactory
Apron T-Hang 3	AP T-HANG3	APRON	5510	164,471	P	AC	4	4	98	Good
Apron at End of TW D	AP TW D	APRON	5205	26,360	P	AC	1	1	64	Fair
Runway 18-36	RW 18-36	RUNWAY	6215	3,875	P	PCC	1	7	36	Very Poor
Runway 18-36	RW 18-36	RUNWAY	6217	3,708	P	PCC	1	1	26	Very Poor
Runway 18-36	RW 18-36	RUNWAY	6205	473,437	P	AAC	20	95	69	Fair
Runway 18-36	RW 18-36	RUNWAY	6213	23,862	P	APC	2	2	51	Poor
Runway 4-22	RW 4-22	RUNWAY	6105	458,800	P	AAC	18	115	52	Poor
Runway 4-22	RW 4-22	RUNWAY	6110	41,200	P	APC	3	8	29	Very Poor
Taxiway A	TW A	TAXIWAY	112	2,175	P	PCC	1	2	75	Satisfactory
Taxiway A	TW A	TAXIWAY	110	190,930	P	AC	5	46	67	Fair
Taxiway A	TW A	TAXIWAY	105	83,872	P	AAC	3	17	69	Fair
Taxiway A	TW A	TAXIWAY	107	10,000	P	AAC	1	2	66	Fair
Taxiway A	TW A	TAXIWAY	120	5,558	P	AAC	1	1	63	Fair

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
Taxiway A-1	TW A-1	TAXIWAY	115	32,504	P	AC	1	7	76	Satisfactory
Taxiway A-2	TW A-2	TAXIWAY	305	22,999	T	AAC	1	3	69	Fair
Taxiway A-2	TW A-2	TAXIWAY	310	12,761	P	AAC	1	2	69	Fair
Taxiway B	TW B	TAXIWAY	230	15,000	P	PCC	1	3	7	Failed
Taxiway B	TW B	TAXIWAY	220	140,158	P	AC	3	30	24	Serious
Taxiway B	TW B	TAXIWAY	240	31,378	P	AAC	1	5	69	Fair
Taxiway B	TW B	TAXIWAY	245	2,300	P	AAC	1	1	79	Satisfactory
Taxiway B	TW B	TAXIWAY	210	21,944	P	AAC	1	4	64	Fair
Taxiway B	TW B	TAXIWAY	212	17,871	P	AAC	1	2	69	Fair
Taxiway B	TW B	TAXIWAY	215	7,692	P	AAC	1	1	59	Fair
Taxiway B	TW B	TAXIWAY	235	2,233	P	AAC	1	1	59	Fair
Taxiway B	TW B	TAXIWAY	205	49,467	T	AC	2	13	58	Fair
Taxiway C	TW C	TAXIWAY	320	69,379	P	AC	3	12	94	Good
Taxiway C-1	TW C-1	TAXIWAY	505	6,000	P	AC	1	3	65	Fair
Taxiway C-1	TW C-1	TAXIWAY	510	4,444	P	AAC	1	1	100	Good
Taxiway D	TW D	TAXIWAY	405	25,063	P	AC	1	7	69	Fair
Taxiway E	TW E	TAXIWAY	610	32,964	P	AC	1	9	100	Good
Taxiway F	TW F	TAXIWAY	630	24,348	P	AC	1	7	70	Fair

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 12 /12/2011

Branch Condition Report

Pavement Database: NetworkID: ZPH

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 E (EAST APRON)	1	600.00	50.00	34,097.36	APRON	0.00	0.00	0.00
AP NE (NORTHEAST APRON)	2	950.00	27.00	27,747.26	APRON	69.00	5.00	69.00
AP NW (NORTHWEST APRON)	3	265.00	66.00	19,802.71	APRON	62.33	8.50	67.22
AP T-HANG (APRON T-HANGARS)	2	2,400.00	40.00	108,938.27	APRON	69.00	1.00	68.49
AP T-HANG2 (APRON T-HANG 2)	1	250.00	300.00	85,817.46	APRON	76.00	0.00	76.00
AP T-HANG3 (APRON T-HANG 3)	1	650.00	250.00	164,471.32	APRON	98.00	0.00	98.00
AP TW D (APRON AT END OF TW D)	1	430.00	60.00	26,359.62	APRON	64.00	0.00	64.00
RW 18-36 (RUNWAY 18-36)	4	5,170.00	81.25	504,881.62	RUNWAY	45.50	16.22	67.58
RW 4-22 (RUNWAY 4-22)	2	5,000.00	100.00	500,000.00	RUNWAY	40.50	11.50	50.10
TW A (TAXIWAY A)	5	5,850.00	44.20	292,535.54	TAXIWAY	68.00	4.00	67.52
TW A-1 (TAXIWAY A-1)	1	325.00	45.00	32,504.25	TAXIWAY	76.00	0.00	76.00
TW A-2 (TAXIWAY A-2)	2	447.00	50.00	35,759.62	TAXIWAY	69.00	0.00	69.00
TW B (TAXIWAY B)	9	5,515.00	52.22	288,043.01	TAXIWAY	54.22	21.98	41.34
TW C (TAXIWAY C)	1	1,200.00	50.00	69,379.41	TAXIWAY	94.00	0.00	94.00
TW C-1 (TAXIWAY C-1)	2	300.00	30.00	10,443.84	TAXIWAY	82.50	17.50	79.89
TW D (TAXIWAY D)	1	700.00	35.00	25,063.48	TAXIWAY	69.00	0.00	69.00

Branch Condition Report

Pavement Database: NetworkID: ZPH

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
TW E (TAXIWAY E)	1	900.00	35.00	32,964.38	TAXIWAY	100.00	0.00	100.00
TW F (TAXIWAY F)	1	665.00	35.00	24,348.01	TAXIWAY	70.00	0.00	70.00

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	11	467,234.00	63.73	22.91	74.98
RUNWAY	6	1,004,881.62	43.83	15.00	58.88
TAXIWAY	23	811,041.54	66.96	19.69	62.49
All	40	2,283,157.16	62.60	21.57	63.46

STD = Standard Deviation

Date: 12 /12/2011

Section Condition Report

Pavement Database: *NetworkID: ZPH*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	5405	12/25/1999	PCC	APRON	P	0	34,097.36	11/28/2011	12	0.00
AP NE (NORTHEAST APRON)	5105	01/01/1942	AC	APRON	P	0	13,872.26	11/28/2011	69	64.00
AP NE (NORTHEAST APRON)	5110	01/01/1942	AC	APRON	P	0	13,875.00	11/28/2011	69	74.00
AP NW (NORTHWEST APRON)	4105	01/01/1970	PCC	APRON	P	0	2,160.00	11/28/2011	41	59.00
AP NW (NORTHWEST APRON)	4110	01/01/1982	AC	APRON	P	0	5,095.36	11/28/2011	29	54.00
AP NW (NORTHWEST APRON)	4115	01/01/2004	AC	APRON	P	0	12,547.35	11/28/2011	7	74.00
AP T-HANG (APRON	5305	12/25/1999	AC	APRON	P	0	26,803.28	11/28/2011	12	70.00
AP T-HANG (APRON	5310	12/25/1999	AC	APRON	P	0	82,134.99	11/28/2011	12	68.00
AP T-HANG2 (APRON T-HANG 2)	5505	01/01/2008	AC	APRON	P	0	85,817.46	11/28/2011	3	76.00
AP T-HANG3 (APRON T-HANG 3)	5510	01/01/2008	AC	APRON	P	0	164,471.32	11/28/2011	3	98.00
AP TW D (APRON AT END OF TW D)	5205	12/25/1999	AC	APRON	P	0	26,359.62	11/28/2011	12	64.00
RW 18-36 (RUNWAY 18-36)	6205	01/01/2002	AAC	RUNWAY	P	0	473,437.11	11/28/2011	9	69.00
RW 18-36 (RUNWAY 18-36)	6213	01/01/2008	APC	RUNWAY	P	0	23,861.96	11/28/2011	3	51.00
RW 18-36 (RUNWAY 18-36)	6215	01/01/1942	PCC	RUNWAY	P	0	3,874.99	11/28/2011	69	36.00
RW 18-36 (RUNWAY 18-36)	6217	01/01/1942	PCC	RUNWAY	P	0	3,707.56	11/28/2011	69	26.00
RW 4-22 (RUNWAY 4-22)	6105	01/01/1986	AAC	RUNWAY	P	0	458,800.00	11/28/2011	25	52.00
RW 4-22 (RUNWAY 4-22)	6110	01/01/2008	APC	RUNWAY	P	0	41,200.00	11/28/2011	3	29.00
TW A (TAXIWAY A)	105	01/01/1990	AAC	TAXIWAY	P	0	83,871.80	11/28/2011	21	69.00
TW A (TAXIWAY A)	107	01/01/1990	AAC	TAXIWAY	P	0	10,000.00	11/28/2011	21	66.00
TW A (TAXIWAY A)	110	01/01/1989	AC	TAXIWAY	P	0	190,930.24	11/28/2011	22	67.00
TW A (TAXIWAY A)	112	01/01/1942	PCC	TAXIWAY	P	0	2,175.00	07/25/2007	65	75.00
TW A (TAXIWAY A)	120	01/01/1996	AAC	TAXIWAY	P	0	5,558.50	11/28/2011	15	63.00
TW A-1 (TAXIWAY A-1)	115	01/01/1996	AC	TAXIWAY	P	0	32,504.25	11/28/2011	15	76.00
TW A-2 (TAXIWAY A-2)	305	01/01/1987	AAC	TAXIWAY	T	0	22,998.76	11/28/2011	24	69.00
TW A-2 (TAXIWAY A-2)	310	01/01/1990	AAC	TAXIWAY	P	0	12,760.86	11/28/2011	21	69.00
TW B (TAXIWAY B)	205	01/01/1942	AC	TAXIWAY	T	0	49,466.90	11/28/2011	69	58.00

Section Condition Report

Pavement Database: *NetworkID: ZPH*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	210	01/01/1989	AAC	TAXIWAY	P	0	21,943.71	11/28/2011	22	64.00
TW B (TAXIWAY B)	212	01/01/1990	AAC	TAXIWAY	P	0	17,871.46	11/28/2011	21	69.00
TW B (TAXIWAY B)	215	01/01/1989	AAC	TAXIWAY	P	0	7,691.87	11/28/2011	22	59.00
TW B (TAXIWAY B)	220	01/01/1989	AC	TAXIWAY	P	0	140,158.07	11/28/2011	22	24.00
TW B (TAXIWAY B)	230	01/01/1942	PCC	TAXIWAY	P	0	15,000.00	11/28/2011	69	7.00
TW B (TAXIWAY B)	235	01/01/1986	AAC	TAXIWAY	P	0	2,233.36	11/28/2011	25	59.00
TW B (TAXIWAY B)	240	01/01/2002	AAC	TAXIWAY	P	0	31,377.52	11/28/2011	9	69.00
TW B (TAXIWAY B)	245	01/01/2002	AAC	TAXIWAY	P	0	2,300.12	11/28/2011	9	79.00
TW C (TAXIWAY C)	320	01/01/2010	AC	TAXIWAY	P	0	69,379.41	11/28/2011	1	94.00
TW C-1 (TAXIWAY C-1)	505	01/01/1982	AC	TAXIWAY	P	0	6,000.00	11/28/2011	29	65.00
TW C-1 (TAXIWAY C-1)	510	01/01/2010	AAC	TAXIWAY	P	0	4,443.84	11/28/2011	1	100.00
TW D (TAXIWAY D)	405	12/25/1999	AC	TAXIWAY	P	0	25,063.48	11/28/2011	12	69.00
TW E (TAXIWAY E)	610	01/01/2002	AC	TAXIWAY	P	0	32,964.38	11/28/2011	9	100.00
TW F (TAXIWAY F)	630	01/01/2002	AC	TAXIWAY	P	0	24,348.01	11/28/2011	9	70.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	1.00	73,823.25	2	97.00	3.00	94.36
03-05	3.00	315,350.74	4	63.50	25.95	79.44
06-10	8.67	576,974.49	6	76.83	10.95	70.96
11-15	12.86	232,521.48	7	58.57	24.24	58.91
21-25	22.36	969,260.13	11	60.64	12.73	53.81
26-30	29.00	11,095.36	2	59.50	5.50	59.95
over 40	65.00	104,131.71	8	49.88	22.81	52.00
All	24.50	2,283,157.16	40	62.60	21.57	63.46

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

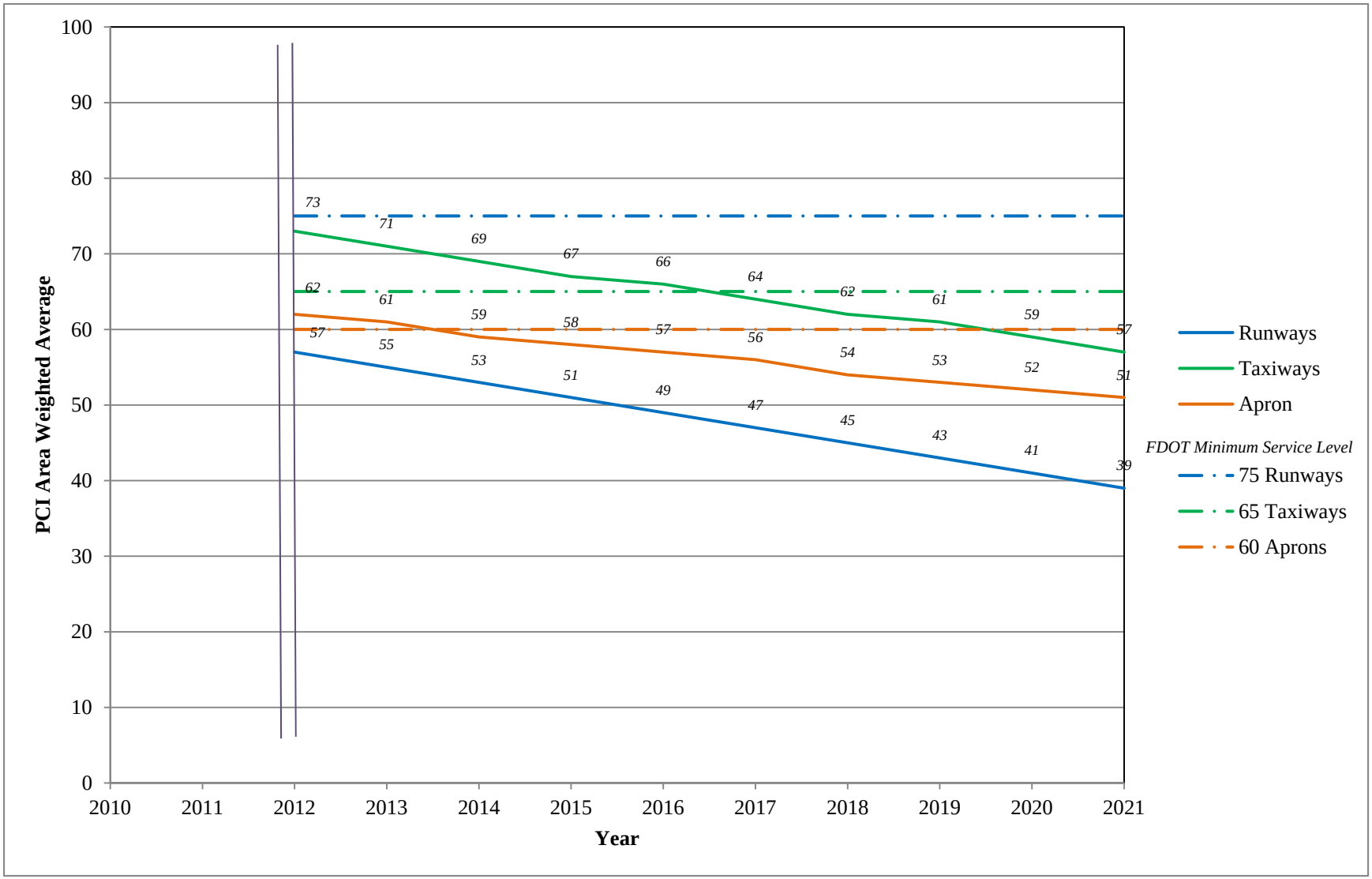
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
East Apron	AP E	5405	0	0	0	0	0	0	0	0	0	0	0
North East Apron	AP NE	5105	64	63	62	60	59	57	56	54	53	52	50
North East Apron	AP NE	5110	74	73	72	70	69	67	66	64	63	62	60
North West Apron	AP NW	4105	59	57	55	52	50	47	45	42	40	37	34
North West Apron	AP NW	4110	54	53	52	50	49	47	46	44	43	42	40
North West Apron	AP NW	4115	74	73	72	70	69	67	66	64	63	62	60
Aprons at T-Hangars	AP T-HANG	5305	70	69	68	66	65	63	62	60	59	58	56
Aprons at T-Hangars	AP T-HANG	5310	68	67	66	64	63	61	60	58	57	56	54
Aprons at T-Hangars 2	AP T-HANG2	5505	76	75	74	72	71	69	68	66	65	64	62
Aprons at T-Hangars 3	AP T-HANG3	5510	98	97	96	94	93	91	90	88	87	86	84
Apron at Taxiway Delta	AP TW D	5205	64	63	62	60	59	57	56	54	53	52	50
Runway 18-36	RW 18-36	6205	69	68	66	64	62	60	58	56	54	52	50
Runway 18-36	RW 18-36	6213	51	49	47	44	42	39	37	34	32	29	26
Runway 18-36	RW 18-36	6215	36	34	32	29	27	24	22	19	17	14	11
Runway 18-36	RW 18-36	6217	26	24	22	19	17	14	12	9	7	4	1
Runway 4-22	RW 4-22	6105	52	51	49	47	45	43	41	39	37	35	33
Runway 4-22	RW 4-22	6110	29	27	25	22	20	17	15	12	10	7	4
Taxiway Alpha	TW A	105	69	68	66	64	63	61	59	57	56	54	52
Taxiway Alpha	TW A	107	66	65	63	61	60	58	56	54	53	51	49
Taxiway Alpha	TW A	110	67	66	64	63	61	59	57	56	54	52	51
Taxiway Alpha	TW A	112	75	62	60	57	55	52	50	47	44	42	39
Taxiway Alpha	TW A	120	63	62	60	58	57	55	53	51	50	48	46

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Taxiway A-1	TW A-1	115	76	75	73	72	70	68	66	65	63	61	60
Taxiway A-2	TW A-2	305	69	68	66	64	63	61	59	57	56	54	52
Taxiway A-2	TW A-2	310	69	68	66	64	63	61	59	57	56	54	52
Taxiway Bravo	TW B	205	58	57	55	54	52	50	48	47	45	43	42
Taxiway Bravo	TW B	210	64	63	61	59	58	56	54	52	51	49	47
Taxiway Bravo	TW B	212	89	68	66	64	63	61	59	57	56	54	52
Taxiway Bravo	TW B	215	59	58	56	54	53	51	49	47	46	44	42
Taxiway Bravo	TW B	220	24	23	22	20	19	17	16	14	13	11	10
Taxiway Bravo	TW B	230	7	5	3	0	0	0	0	0	0	0	0
Taxiway Bravo	TW B	235	59	58	56	54	53	51	49	47	46	44	42
Taxiway Bravo	TW B	240	69	68	66	64	63	61	59	57	56	54	52
Taxiway Bravo	TW B	245	79	78	76	74	73	71	69	67	66	64	62
Taxiway Charlie	TW C	320	94	93	91	90	88	86	84	83	81	79	78
Taxiway C-1	TW C-1	505	65	64	62	61	59	57	55	54	52	50	49
Taxiway C-1	TW C-1	510	100	99	97	96	94	92	90	89	87	85	84
Taxiway Delta	TW D	405	69	68	66	65	63	61	59	58	56	54	53
Taxiway Echo	TW E	610	100	99	97	96	94	92	90	89	87	85	84
Taxiway Foxtrot	TW F	630	70	69	67	66	64	62	60	59	57	55	54

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
North East Apron	AP NE	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,874.90	SqFt	$0.40	$5,550.00
North West Apron	AP NW	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,547.20	SqFt	$0.40	$5,018.94
Aprons at T-Hangars	AP T-HANG	5305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	26,803.10	SqFt	$0.40	$10,721.31
Aprons at T-Hangars	AP T-HANG	5310	WEATH/RAVEL	H	Microsurfacing - AC	523.20	SqFt	$0.65	$340.07
Aprons at T-Hangars	AP T-HANG	5310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	81,611.10	SqFt	$0.40	$32,644.72
AP at T-Hangars 2	AP T-HANG2	5505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	64,916.30	SqFt	$0.40	$25,966.75
Runway 18-36	RW 18-36	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	473,433.20	SqFt	$0.40	$189,374.85
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	83,870.70	SqFt	$0.40	$33,548.56
Taxiway Alpha	TW A	107	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,999.90	SqFt	$0.40	$4,000.00
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	133,705.90	SqFt	$0.40	$53,482.79
Taxiway A-1	TW A-1	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,448.50	SqFt	$0.40	$1,779.41
Taxiway A-2	TW A-2	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,998.60	SqFt	$0.40	$9,199.50
Taxiway A-2	TW A-2	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,760.80	SqFt	$0.40	$5,104.34
Taxiway Bravo	TW B	212	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,871.30	SqFt	$0.40	$7,148.58
Taxiway Bravo	TW B	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31,377.30	SqFt	$0.40	$12,551.01
Taxiway Bravo	TW B	245	WEATH/RAVEL	L	Surface Seal - Rejuvenating	690.00	SqFt	$0.40	$276.01
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	25,063.30	SqFt	$0.40	$10,025.39
Taxiway Foxtrot	TW F	630	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,347.80	SqFt	$0.40	$9,739.20
								Total =	$416,471.43

APPENDIX F

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

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Runway 18-36	6217	PCC	3,708	$52,011.89	24	Reconstruction	100
2012	Runway 18-36	6215	PCC	3,875	$42,658.38	34	Reconstruction	100
2012	Runway 18-36	6213	APC	23,862	$154,594.49	49	Mill and Overlay	100
2012	Runway 4-22	6110	APC	41,200	$577,978.51	27	Reconstruction	100
2012	Runway 4-22	6105	AAC	458,800	$2,836,801.98	51	Mill and Overlay	100
2012	East Apron	5405	PCC	34,097	$478,338.38	0	Reconstruction	100
2012	Apron on Taxiway Delta	5205	AC	26,360	$70,618.26	63	Mill and Overlay	100
2012	North East Apron	5105	AC	13,872	$37,164.22	63	Mill and Overlay	100
2012	North West Apron	4110	AC	5,095	$28,492.60	53	Mill and Overlay	100
2012	North West Apron	4105	PCC	2,160	$9,524.37	57	Concrete Pavement Restoration	100
2012	Taxiway C-1	505	AC	6,000	$14,387.05	64	Mill and Overlay	100
2012	Taxiway Bravo	235	AAC	2,233	$9,187.65	58	Mill and Overlay	100
2012	Taxiway Bravo	230	PCC	15,000	$210,429.07	5	Reconstruction	100
2012	Taxiway Bravo	220	AC	140,158	$1,966,222.14	23	Mill and Overlay	100
2012	Taxiway Bravo	215	AAC	7,692	$31,642.99	58	Mill and Overlay	100
2012	Taxiway Bravo	210	AAC	21,944	$58,787.89	63	Mill and Overlay	100
2012	Taxiway Bravo	205	AC	49,467	$218,120.94	57	Mill and Overlay	100
2012	Taxiway Alpha	120	AAC	5,559	$16,454.39	62	Mill and Overlay	100
2012	Taxiway Alpha	112	PCC	2,175	$6,438.48	62	Concrete Pavement Restoration	100
2013	Taxiway Alpha	110	AC	190,930	$471,555.07	64	Mill and Overlay	100
2013	Taxiway Alpha	107	AAC	10,000	$27,594.03	63	Mill and Overlay	100
2014	Runway 18-36	6205	AAC	473,437	$1,204,362.49	64	Mill and Overlay	100

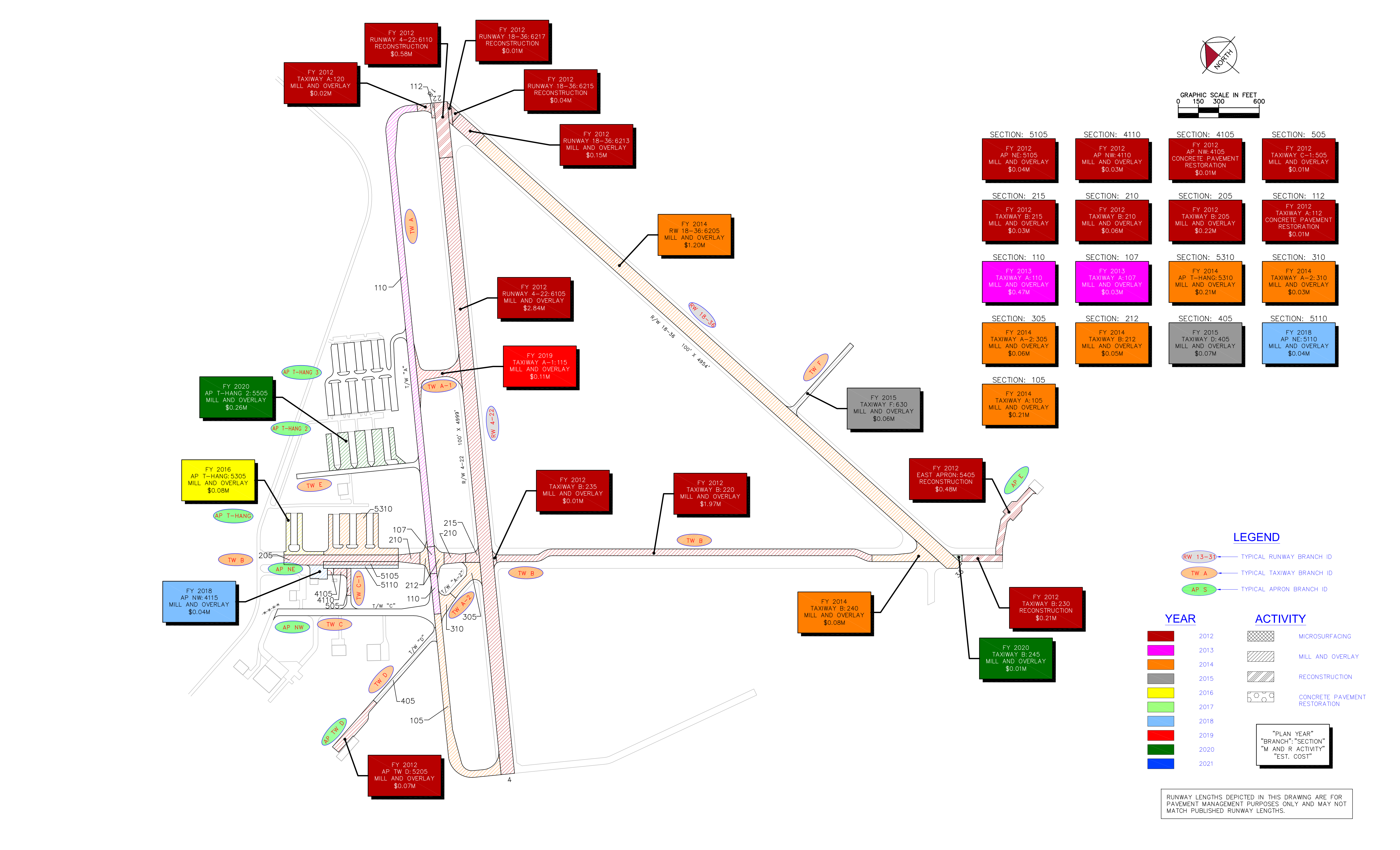
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

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	Apron at T-Hangars	5310	AC	82,135	$208,940.74	64	Mill and Overlay	100
2014	Taxiway A-2	310	AAC	12,761	$32,461.97	64	Mill and Overlay	100
2014	Taxiway A-2	305	AAC	22,999	$58,505.86	64	Mill and Overlay	100
2014	Taxiway Bravo	240	AAC	31,378	$79,820.33	64	Mill and Overlay	100
2014	Taxiway Bravo	212	AAC	17,871	$45,462.67	64	Mill and Overlay	100
2014	Taxiway Alpha	105	AAC	83,872	$213,358.96	64	Mill and Overlay	100
2015	Taxiway Foxtrot	630	AC	24,348	$63,796.32	64	Mill and Overlay	100
2015	Taxiway Delta	405	AC	25,063	$73,372.09	63	Mill and Overlay	100
2016	Apron at T-Hangars	5305	AC	26,803	$80,819.23	63	Mill and Overlay	100
2018	North East Apron	5110	AC	13,875	$39,726.18	64	Mill and Overlay	100
2018	North West Apron	4115	AC	12,547	$35,924.92	64	Mill and Overlay	100
2019	Taxiway A-1	115	AC	32,504	$107,097.31	63	Mill and Overlay	100
2020	Apron at T-Hangars 2	5505	AC	85,817	$260,671.73	64	Mill and Overlay	100
2020	Taxiway Bravo	245	AAC	2,300	$6,986.65	64	Mill and Overlay	100
				Total	**$9,830,310.23**	**54**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

DESIGNED: BAL DRAWN: ALB CHECKED: EVV DATE:

10-YEAR M&R MAP

ZEPHYRHILLS MUNICIPAL AIRPORT
PASCO COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER ZPH

FDOT DISTRICT 7

APPENDIX H

PHOTOGRAPHS

Runway 4-22, Section 6105, Sample Unit 103 – Low severity (43) Block cracking, High severity (48) Longitudinal and Transverse Cracking, Low severity (56) Swell

Runway 4-22, Section 6105, Sample Unit 134 –Medium severity (48) Longitudinal and Transverse Cracking, Low severity (52) Raveling and Weathering

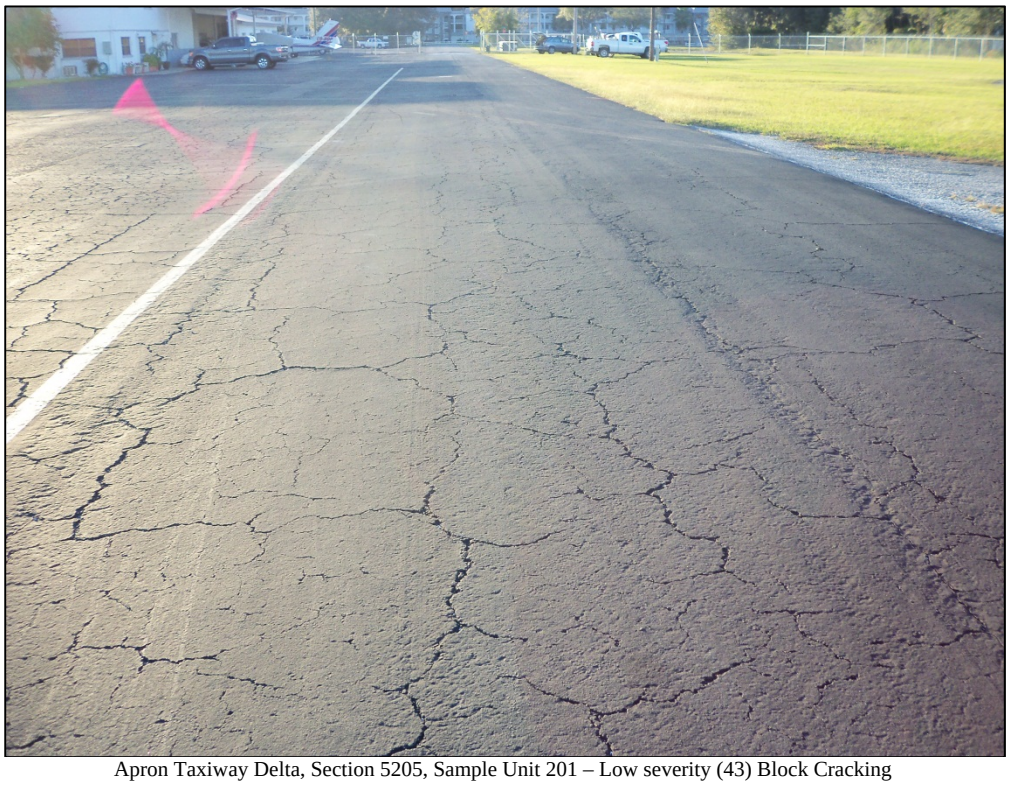
Runway 18-36, Section 6213, Sample Unit 301 –Medium severity (47) Joint Reflection Cracking, Low severity (48) Longitudinal and Transverse Cracking

Runway 18-36, Section 6205, Sample Unit 390 –Low severity (52) Raveling and Weathering

Taxiway Bravo, Section 220, Sample Unit 219 – High severity (43) Block cracking, High severity (52) Raveling and Weathering

Apron East, Section 5405, Sample Unit 202 – Medium severity (65) Joint Seal Damage, High severity (72) Shattered Slab

Taxiway Connector A-2, Section 310, Sample Unit 103 – Low severity (48) Longitudinal and Transverse Cracking, (52) Raveling and Weathering



Apron Taxiway Delta, Section 5205, Sample Unit 201 – Low severity (43) Block Cracking

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 34,097.36SqFt

Section: 5405 of 1 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 34,097.36SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 4.00Slabs PCI = 0
Sample Comments:

65	JOINT SEAL DAMAGE	M	4.00 Slabs
72	SHATTERED SLAB	H	4.00 Slabs

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 27,747.26SqFt

---

Section: 5105 of 2 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,872.26SqFt Length: 475.00Ft Width: 27.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,372.26SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	4,371.96 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 27,747.26SqFt

---

Section: 5110 of 2 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,875.00SqFt Length: 475.00Ft Width: 27.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,375.00SqFt PCI = 74
Sample Comments:

52	WEATHERING/RAVELING	L	4,374.96 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 19,802.71SqFt

---

Section: 4105 of 3 From: - To: - Last Const.: 1/1/1970
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 2,160.00SqFt Length: 45.00Ft Width: 48.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 16.00Slabs PCI = 59
Sample Comments:

65	JOINT SEAL DAMAGE	L	16.00 Slabs
74	JOINT SPALLING	L	8.00 Slabs
62	CORNER BREAK	L	2.00 Slabs
62	CORNER BREAK	H	2.00 Slabs
70	SCALING/CRAZING	L	1.00 Slabs

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 19,802.71SqFt

---

Section: 4110 of 3 From: - To: - Last Const.: 1/1/1982
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 5,095.36SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,095.36SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	392.10	Ft
52	WEATHERING/RAVELING	M	1,272.99	SqFt
52	WEATHERING/RAVELING	L	3,820.97	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 19,802.71SqFt

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Section: 4115 of 3 From: To: Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 12,547.35SqFt Length: 120.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 5,020.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	5,019.96 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP T-HANG Name: APRON T-HANGARS Use: APRON Area: 108,938.27SqFt

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Section: 5305 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 26,803.28SqFt Length: 800.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 3,700.00SqFt PCI = 70
Sample Comments:

52	WEATHERING/RAVELING	L	3,699.97 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP T-HANG Name: APRON T-HANGARS Use: APRON Area: 108,938.27SqFt

Section: 5310 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 82,134.99SqFt Length: 1,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 3
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 3,200.00SqFt PCI = 58
Sample Comments:

52	WEATHERING/RAVELING	H	9.00	SqFt
52	WEATHERING/RAVELING	H	84.00	SqFt
52	WEATHERING/RAVELING	L	3,106.97	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft

Sample Number: 601 Type: R Area: 7,600.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.01	Ft
52	WEATHERING/RAVELING	L	7,599.94	SqFt

Sample Number: 702 Type: R Area: 3,800.00SqFt PCI = 74
Sample Comments:

52	WEATHERING/RAVELING	L	3,799.97	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP T-HANG2 Name: APRON T-HANG 2 Use: APRON Area: 85,817.46SqFt

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Section: 5505 of 1 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 85,817.46SqFt Length: 250.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 3
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 203 Type: R Area: 5,700.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	5,699.95	SqFt

Sample Number: 300 Type: R Area: 4,306.20SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.03	Ft
52 WEATHERING/RAVELING	L	4,305.96	SqFt

Sample Number: 501 Type: R Area: 5,700.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	L	1,874.98	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP T-HANG3 Name: APRON T-HANG 3 Use: APRON Area: 164,471.32SqFt

---

Section: 5510 of 1 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 164,471.32SqFt Length: 650.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 4 Surveyed: 4
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 6,025.84SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 55.01 Ft

Sample Number: 351 Type: R Area: 5,700.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 401 Type: R Area: 5,700.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 600 Type: R Area: 3,675.00SqFt PCI = 96
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 20.01 Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: AP TW D Name: APRON AT END OF TW D Use: APRON Area: 26,359.62SqFt

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Section: 5205 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 26,359.62SqFt Length: 430.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 6,269.51SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	6,269.46 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 504,881.62SqFt

Section: 6205 of 4 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 473,437.11SqFt Length: 4,750.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 20 Surveyed: 20
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 299 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	6.00	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	L	276.07	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	241.06	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 313 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	261.07	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	258.07	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 320 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	211.05	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	234.06	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 331 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	279.07	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.05	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Sample Number: 343 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	241.06	Ft
52 WEATHERING/RAVELING	L	4,999.96	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	253.06 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 351 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	207.05 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 355 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.06 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 359 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.06 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	235.06 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	313.08 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	162.04 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	208.05 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.04 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	41.01 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 386 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	124.03 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 390 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.06 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	71.02 Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 504,881.62SqFt

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Section: 6213 of 4 From: - To: - Last Const.: 1/1/2008
Surface: APC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 23,861.96SqFt Length: 240.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 2 Surveyed: 2
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 4,000.00SqFt PCI = 51
Sample Comments:

47	JOINT REFLECTION CRACKING	M	200.05	Ft
47	JOINT REFLECTION CRACKING	M	450.12	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	253.06	Ft

Sample Number: 303 Type: R Area: 4,000.00SqFt PCI = 51
Sample Comments:

47	JOINT REFLECTION CRACKING	M	200.05	Ft
47	JOINT REFLECTION CRACKING	M	450.12	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	202.05	Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 504,881.62SqFt

---

Section: 6215 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 3,874.99SqFt Length: 30.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 7 Surveyed: 1
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 306 Type: R Area: 13.00Slabs PCI = 36
Sample Comments:

65	JOINT SEAL DAMAGE	M	13.00 Slabs
63	LINEAR CRACKING	M	3.00 Slabs
72	SHATTERED SLAB	L	3.00 Slabs
63	LINEAR CRACKING	L	7.00 Slabs

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 504,881.62SqFt

Section: 6217 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 3,707.56SqFt Length: 150.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments:

Sample Number: 307 Type: R Area: 16.00Slabs PCI = 26
Sample Comments:

65	JOINT SEAL DAMAGE	H	16.00 Slabs
63	LINEAR CRACKING	M	13.00 Slabs
73	SHRINKAGE CRACKING	N	1.00 Slabs
75	CORNER SPALLING	L	4.00 Slabs
72	SHATTERED SLAB	L	1.00 Slabs
63	LINEAR CRACKING	L	2.00 Slabs

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 500,000.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 458,800.00SqFt Length: 4,588.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 115 Surveyed: 18
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.06	Ft
56	SWELLING	L	42.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.02	Ft
43	BLOCK CRACKING	L	899.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	H	32.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.01	Ft

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.06	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	106.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.02	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	4.00	Ft
43	BLOCK CRACKING	L	500.00	SqFt
43	BLOCK CRACKING	L	520.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.02	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	19.00	Ft
52	WEATHERING/RAVELING	L	500.00	SqFt

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.04	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.04	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.05	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	51.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	12.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	290.07	Ft
52	WEATHERING/RAVELING	L	1,249.99	SqFt

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.02	Ft
43	BLOCK CRACKING	L	560.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.05	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	304.08	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	18.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	18.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.01	Ft
52	WEATHERING/RAVELING	L	1,249.99	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	69.02	Ft
52	WEATHERING/RAVELING	L	1,249.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	304.08	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	11.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.03	Ft
41	ALLIGATOR CRACKING	M	12.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	12.00	Ft
43	BLOCK CRACKING	L	540.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.04	Ft

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	78.02	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	100.03	Ft
43	BLOCK CRACKING	L	1,099.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.02	Ft
43	BLOCK CRACKING	L	275.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.04	Ft
43	BLOCK CRACKING	L	629.99	SqFt
52	WEATHERING/RAVELING	L	1,999.98	SqFt

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	47.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	14.00	Ft
43	BLOCK CRACKING	L	1,299.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	170.04	Ft
43	BLOCK CRACKING	L	1,899.98	SqFt
52	WEATHERING/RAVELING	L	1,249.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.01	Ft

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	179.05	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
43	BLOCK CRACKING	L	308.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.04	Ft
43	BLOCK CRACKING	L	624.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	153.04	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	96.02	Ft
43	BLOCK CRACKING	L	360.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	69.02	Ft
52	WEATHERING/RAVELING	L	1,249.99	SqFt

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.05	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	147.04	Ft
43	BLOCK CRACKING	L	195.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.02	Ft
43	BLOCK CRACKING	L	699.99	SqFt
43	BLOCK CRACKING	L	560.00	SqFt
52	WEATHERING/RAVELING	L	1,499.99	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	15.00	Ft

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.04	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft
43 BLOCK CRACKING	L	406.00	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.04	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.05	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.03	Ft
52 WEATHERING/RAVELING	L	1,249.99	SqFt

Sample Number: 155 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.03	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	125.03	Ft
43 BLOCK CRACKING	L	649.99	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.01	Ft
43 BLOCK CRACKING	L	266.00	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.04	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.03	Ft
52 WEATHERING/RAVELING	L	1,249.99	SqFt

Sample Number: 162 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

52 WEATHERING/RAVELING	L	1,249.99	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	L	207.05	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.04	Ft
43 BLOCK CRACKING	L	533.00	SqFt
43 BLOCK CRACKING	L	352.00	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.04	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	H	50.01	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	84.02	Ft

Sample Number: 169 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.04	Ft
43 BLOCK CRACKING	L	649.99	SqFt
52 WEATHERING/RAVELING	L	1,249.99	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	176.05	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	H	50.01	Ft
43 BLOCK CRACKING	L	649.99	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.03	Ft
43 BLOCK CRACKING	L	325.00	SqFt

Sample Number: 173 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.04	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	131.03	Ft
43 BLOCK CRACKING	L	234.00	SqFt
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.06	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	L	180.05	Ft
48 LONGITUDINAL/TRANSVERSE CRACKING	H	12.00	Ft
52 WEATHERING/RAVELING	L	1,249.99	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	120.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.05	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	91.02	Ft
43	BLOCK CRACKING	L	405.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.02	Ft
52	WEATHERING/RAVELING	L	1,249.99	SqFt

Sample Number: 183 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

52	WEATHERING/RAVELING	L	1,249.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	275.07	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.02	Ft
43	BLOCK CRACKING	L	649.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	42.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	16.00	Ft
43	BLOCK CRACKING	L	16.00	SqFt
43	BLOCK CRACKING	L	1,399.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.01	Ft
43	BLOCK CRACKING	L	384.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.01	Ft

Sample Number: 189 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

52	WEATHERING/RAVELING	L	1,799.99	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	113.03	Ft
43	BLOCK CRACKING	L	559.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	H	113.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.04	Ft
43	BLOCK CRACKING	L	799.99	SqFt
43	BLOCK CRACKING	L	208.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	77.02	Ft

Sample Number: 191 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.03	Ft
52	WEATHERING/RAVELING	L	3,799.97	SqFt
43	BLOCK CRACKING	L	456.00	SqFt
43	BLOCK CRACKING	L	312.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	114.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	114.03	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.01	Ft
43	BLOCK CRACKING	L	276.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft
43	BLOCK CRACKING	L	532.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	38.01	Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 500,000.00SqFt

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Section: 6110 of 2 From: - To: - Last Const.: 1/1/2008
Surface: APC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 41,200.00SqFt Length: 412.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 8 Surveyed: 3
Conditions: PCI:29.00 |
Inspection Comments:

Sample Number: 195 Type: R Area: 4,000.00SqFt PCI = 26
Sample Comments:

47	JOINT REFLECTION CRACKING	H	450.12 Ft
47	JOINT REFLECTION CRACKING	H	300.08 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	218.06 Ft

Sample Number: 199 Type: R Area: 4,000.00SqFt PCI = 29
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	208.05 Ft
47	JOINT REFLECTION CRACKING	H	450.12 Ft
47	JOINT REFLECTION CRACKING	H	300.08 Ft

Sample Number: 201 Type: R Area: 4,000.00SqFt PCI = 33
Sample Comments:

47	JOINT REFLECTION CRACKING	H	387.10 Ft
47	JOINT REFLECTION CRACKING	H	200.05 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	206.05 Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,535.54SqFt

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Section: 105 of 5 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 83,871.80SqFt Length: 1,650.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 17 Surveyed: 3
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.03 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

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

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.05 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.01 Ft

Sample Number: 149 Type: R Area: 6,429.08SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	198.05 Ft
52	WEATHERING/RAVELING	L	6,428.95 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,535.54SqFt

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Section: 107 of 5 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	600.15 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,535.54SqFt

Section: 110 of 5 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 190,930.24SqFt Length: 3,800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 46 Surveyed: 5
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	525.13 Ft
52	WEATHERING/RAVELING	L	1,999.98 SqFt

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	406.10 Ft
52	WEATHERING/RAVELING	L	1,999.98 SqFt

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	456.12 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	323.08 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt
43	BLOCK CRACKING	L	1,249.99 SqFt

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.08 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.03 Ft
43	BLOCK CRACKING	L	624.99 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,535.54SqFt

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Section: 112 of 5 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 2,175.00SqFt Length: 100.00Ft Width: 21.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 400 Type: R Area: 8.00Slabs PCI = 75
Sample Comments:

63	LINEAR CR	L	8.00 Slabs
65	JT SEAL DMG	L	8.00 Slabs
66	SMALL PATCH	L	1.00 Slabs

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,535.54SqFt

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Section: 120 of 5 From: - To: - Last Const.: 1/1/1996
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 5,558.50SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,558.50SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	85.02	Ft
43	BLOCK CRACKING	L	120.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.04	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft
52	WEATHERING/RAVELING	L	2,499.98	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A-1 Name: TAXIWAY A-1 Use: TAXIWAY Area: 32,504.25SqFt

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Section: 115 of 1 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 32,504.25SqFt Length: 325.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,653.37SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	256.07 Ft
52	WEATHERING/RAVELING	L	500.00 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A-2 Name: TAXIWAY A-2 Use: TAXIWAY Area: 35,759.62SqFt

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Section: 305 of 2 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: T
Area: 22,998.76SqFt Length: 267.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

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

48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.03 Ft
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW A-2 Name: TAXIWAY A-2 Use: TAXIWAY Area: 35,759.62SqFt

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Section: 310 of 2 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 12,760.86SqFt Length: 180.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 8,994.19SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	732.19 Ft
52	WEATHERING/RAVELING	L	8,994.12 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 205 of 9 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 49,466.90SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 13 Surveyed: 2
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43	BLOCK CRACKING	L	4,999.96 SqFt
52	WEATHERING/RAVELING	L	4,999.96 SqFt

Sample Number: 112 Type: R Area: 7,500.00SqFt PCI = 58
Sample Comments:

43	BLOCK CRACKING	L	7,499.94 SqFt
45	DEPRESSION	L	1.00 SqFt
52	WEATHERING/RAVELING	L	7,499.94 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 210 of 9 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 21,943.71SqFt Length: 320.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 6,082.91SqFt PCI = 64
Sample Comments:

43	BLOCK CRACKING	L	1,249.99 SqFt
52	WEATHERING/RAVELING	L	6,081.95 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	234.06 Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 212 of 9 From: - To: - Last Const.: 1/1/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 17,871.46SqFt Length: 280.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 11/28/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 8,930.43SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	413.11 Ft
52	WEATHERING/RAVELING	L	8,930.36 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 215 of 9 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,691.87SqFt Length: 100.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 99 Type: R Area: 7,691.87SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	101.03	Ft
43	BLOCK CRACKING	L	315.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	453.12	Ft
52	WEATHERING/RAVELING	L	7,691.81	SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 220 of 9 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 140,158.07SqFt Length: 2,775.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 3
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43	BLOCK CRACKING	M	4,999.96 SqFt
52	WEATHERING/RAVELING	L	4,999.96 SqFt
45	DEPRESSION	L	4.00 SqFt
50	PATCHING	M	4.00 SqFt

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 219 Type: R Area: 5,000.00SqFt PCI = 11
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 230 of 9 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:7.00 |
Inspection Comments:

Sample Number: 135 Type: R Area: 16.00Slabs PCI = 7
Sample Comments:

65	JOINT SEAL DAMAGE	M	16.00 Slabs
72	SHATTERED SLAB	L	3.00 Slabs
72	SHATTERED SLAB	M	2.00 Slabs
72	SHATTERED SLAB	H	1.00 Slabs
70	SCALING/CRAZING	L	12.00 Slabs
63	LINEAR CRACKING	M	9.00 Slabs
63	LINEAR CRACKING	L	1.00 Slabs
73	SHRINKAGE CRACKING	N	2.00 Slabs

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 235 of 9 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,233.36SqFt Length: 90.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,233.36SqFt PCI = 59
Sample Comments:

43	BLOCK CRACKING	L	2,233.34 SqFt
52	WEATHERING/RAVELING	L	2,233.34 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 240 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 31,377.52SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 130 Type: R Area: 6,024.11SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	166.04 Ft
52	WEATHERING/RAVELING	L	6,024.06 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 288,043.01SqFt

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Section: 245 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,300.12SqFt Length: 50.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 134 Type: R Area: 2,300.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.02 Ft
52	WEATHERING/RAVELING	L	689.99 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 69,379.41SqFt

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Section: 320 of 1 From: - To: - Last Const.: 1/1/2010
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 69,379.41SqFt Length: 1,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 12 Surveyed: 3
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 6,522.41SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.02	Ft

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	83.02	Ft

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.01	Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW C-1 Name: TAXIWAY C-1 Use: TAXIWAY Area: 10,443.84SqFt

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Section: 505 of 2 From: - To: - Last Const.: 1/1/1982
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,000.00SqFt Length: 200.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00SqFt PCI = 65
Sample Comments:

45	DEPRESSION	L	3.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.06	Ft
52	WEATHERING/RAVELING	L	2,999.98	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.03	Ft

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW C-1 Name: TAXIWAY C-1 Use: TAXIWAY Area: 10,443.84SqFt

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Section: 510 of 2 From: - To: - Last Const.: 1/1/2010
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,443.84SqFt Length: 100.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,443.84SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 25,063.48SqFt

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Section: 405 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 25,063.48SqFt Length: 700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	116.03 Ft
52	WEATHERING/RAVELING	L	3,499.97 SqFt

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 32,964.38SqFt

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Section: 610 of 1 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 32,964.38SqFt Length: 900.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,500.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 12/12/201
Site Name:

Network: ZPH Name: ZEPHYRHILLS MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 24,348.01SqFt

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Section: 630 of 1 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 24,348.01SqFt Length: 665.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/28/2011 Total Samples: 7 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

52	WEATHERING/RAVELING	L	3,499.97 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00 Ft