FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

BARTOW MUNICIPA AIRPORT (BOW)

DISTRICT 1

GENERAL AVIATION AIRPORT

DECEMBER 2013

STATEWIDE Airfield Pavement Management PROGRAM

14217902213

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EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by *Kimley-Horn and Associates, Inc.* and including their subconsultants Peneul Consulting, LLC, Roy D. McQueen & Associates, LTD, and All About Pavements, Inc., to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 and 2014.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport information provided.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

During AUGUST 2013, a PCI survey inspection was performed at Bartow Municipal Airport. The results of the inspection indicate that, based on ASTM 5340-11, the airport's airfield pavement facilities had an overall area-weighted average PCI 61, representing a FAIR overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
APRON FBO	91	91	GOOD	60	65	
HOLD APRON TW A	28	28	VERY POOR	60	65	X
NORTH APRON	40	19 - 100	VERY POOR	60	65	X
T-HANGAR APRON	59	51 - 100	FAIR	60	65	X
RUNWAY 5-23	58	51 - 87	FAIR	75	65	X
RUNWAY 9L-27R	85	76 - 95	SATISFACTORY	75	65	
RUNWAY 9R-27L	33	24 - 79	VERY POOR	75	65	X
TAXIWAY A1	100	100	GOOD	65	65	
TAXIWAY A2	87	78 - 100	GOOD	65	65	
TAXIWAY A3	52	52	POOR	65	65	X
TAXIWAY C1	91	91	GOOD	65	65	
TAXIWAY C2	59	59	FAIR	65	65	X
TAXIWAY C3	58	47 - 60	FAIR	65	65	X
TAXIWAY D	89	89	GOOD	65	65	
TAXIWAY D1	72	69 - 81	SATISFACTORY	65	65	
TAXIWAY F	76	49 - 100	SATISFACTORY	65	65	X
TAXIWAY G	36	28 - 45	VERY POOR	65	65	X
TAXIWAY H	100	100	GOOD	65	65	

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. Table II provides the overall area weighted condition of the pavement based on facility branch use.

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	61	FAIR
Taxiway	75	SATISFACTORY
Apron	49	POOR

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- Runway 5-23 – Sections 6315, 6310, and 6305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 9R-27L – Sections 6210 and 6205
  - Reconstruction attributed to distresses related to loading, climate, and age of pavement.
- Hold Apron Taxiway A – Section 5105
  - Reconstruction attributed to distresses related to climate and age of pavement.
- T-Hangar Apron – Section 4205
  - Mill and Overlay attributed to distresses related to loading, climate, and age of pavement.
- North Apron – Section 4105
  - Reconstruction attributed to distresses related to climate and age of pavement.
- North Apron – Sections 4110 and 4132
  - Reconstruction attributed to distresses related to loading and construction quality.
- North Apron – Sections 4127, 4125, 4120, and 4115
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, PCC pavement growth, and age of pavement.
- Taxiway G – Section 710
  - Reconstruction attributed to distresses related to subgrade quality, climate, and age of pavement.

- Taxiway G – Section 705
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- Taxiway F – Section 610
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway C3 – Sections 320 and 315
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway C2 – Section 310
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- Taxiway A3 – Section 115
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.

The section level projects that were identified as Year-1 Major Rehabilitation Needs are in Table III.

Table III: Year-1 Major Rehabilitation Needs for Bartow Municipal Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 5-23	6315	$3,536,199.63	56	Mill and Overlay	100
RW 5-23	6310	$549,999.97	50	Mill and Overlay	100
RW 5-23	6305	$299,999.99	59	Mill and Overlay	100
RW 9R-27L	6210	$2,626,767.47	28	Reconstruction	100
RW 9R-27L	6205	$5,253,534.79	24	Reconstruction	100
AP H TW A	5105	$391,095.24	28	Reconstruction	100
AP T-HANG	4205	$1,209,799.94	51	Mill and Overlay	100
AP N	4132	$302,220.07	19	Reconstruction	100
AP N	4127	$63,968.80	51	Mill and Overlay	100
AP N	4125	$249,879.61	49	Mill and Overlay	100
AP N	4120	$45,970.70	52	Mill and Overlay	100
AP N	4115	$384,840.09	44	Mill and Overlay	100
AP N	4110	$4,339,696.48	20	Reconstruction	100
AP N	4105	$371,376.54	36	Reconstruction	100
TW G	710	$516,700.62	27	Reconstruction	100
TW G	705	$429,334.65	44	Mill and Overlay	100
TW F	610	$338,097.82	48	Mill and Overlay	100
TW C3	320	$59,330.90	46	Mill and Overlay	100
TW C3	315	$414,907.98	60	Mill and Overlay	100
TW C2	310	$306,191.39	59	Mill and Overlay	100
TW A3	115	$546,377.27	51	Mill and Overlay	100
	Total =	$22,236,289.95			

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The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for

a 10-year duration. Table IV provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

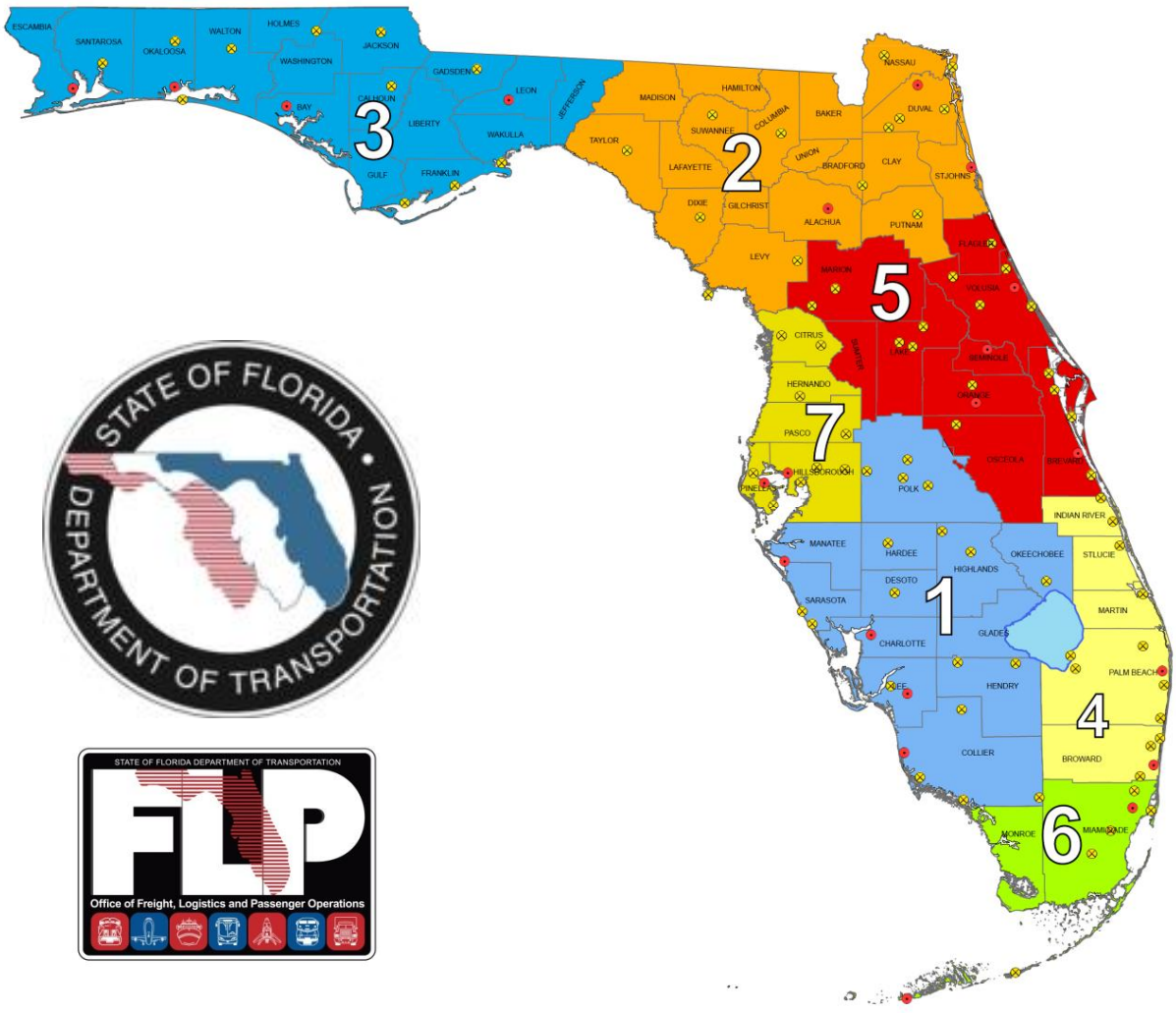
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2014	$ 287,102.73	$ 22,236,289.95	$ 22,523,392.68
2015	$ 302,165.35	$ 1,505,011.52	$ 1,807,176.87
2016	$ 372,065.88	$ 62,573.36	$ 434,639.24
2017	$ 439,849.34	$ 558,837.72	$ 998,687.06
2018	$ 530,355.93	$ 841,526.58	$ 1,371,882.51
2019	$ 673,669.16	$ 347,782.21	$ 1,021,451.37
2020	$ 795,020.38	$ 1,337,135.52	$ 2,132,155.90
2021	$ 959,184.18	$ 298,249.81	$ 1,257,433.99
2022	$ 1,118,487.49	$ -	$ 1,118,487.49
2023	$ 1,255,581.65	$ -	$ 1,255,581.65
Total	$6,733,482.09	$27,187,406.67	$ 33,920,888.76

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport will probably experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.

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. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

The Florida Department of Transportation (FDOT) Central Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Central Aviation Office selected a team led by Kimley-Horn and Associates, Inc. and including Peneul Consulting, LLC, Roy D. McQueen & Associates, LTD, and All About Pavements, Inc., to provide services in support of the Central Aviation Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 and 2014.

This individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance repair and major rehabilitation planning associated with the SAPMP update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

- Describe, briefly, the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a brief technical explanation on pavement management principles, standard practices, objectives, and benefits of implementation.
- Outline procedures used to coordinate, collect, evaluate and report pavement inspection results at this airport.
- Analyze and utilize condition results for the development of maintenance, repair, and major rehabilitation based on pavement performance trends.

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 Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementations and again during the 1998-1999 updates; the SAPMP performed the development of proprietary software for pavement

management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In 2006-2008, the SAPMP was updated again with continued use of the MicroPAVER system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (http://www.dot.state.fl.us/aviation/pavement.shtm) was established for input of data.

In 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps to aid pavement condition inspectors in the collection of sample distress data. The

data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6B *Guidelines and Procedures for Maintenance of Airport Pavements*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

1.3 Organization

FDOT Central Aviation Office Program Manager

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

The AO-PM reports updates and milestones to the FDOT State Aviation Manager and Aviation Development Administrator.

Consultant

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Peneul Consulting, LLC, Roy D. McQueen & Associates, LTD, and All About Pavements, Inc. provide technical and administrative assistance to the AO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6B *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

Airport Role

The airports are the ultimate client for each condition survey inspection performed at their respective airfields as part of the SAPMP. The 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, indicate any construction activity that has been performed since the previous inspections.

FDOT District Offices

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the AO-PM. Each District supports the SAPMP's on-going efforts of provided representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are mainly two types of pavements:

- Flexible Pavement, a composition of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, a composition of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

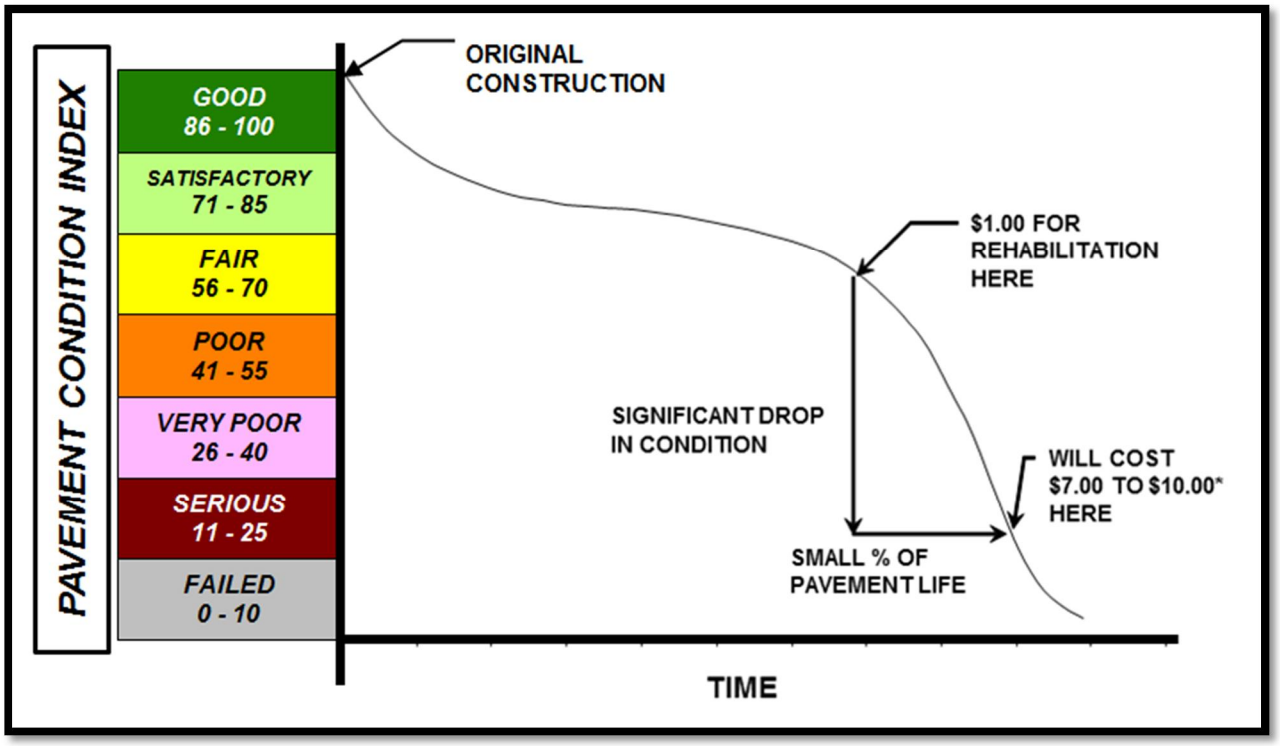
Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types will assist the engineers in making timely, adequate, consistent, and economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports plan M&R and Rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1, which is based upon the FAA Advisory Circular 150 5380-7A *Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Life Cycle



Source: FAA Advisory Circular 150 5380-7A Airport Pavement Management Program

Note that during approximately the first 75% 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' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport (managers, agencies, and engineers) maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport (owner, manager, and agencies) responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in ASTM D 5340-*11*. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-11. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reactivity distress for rigid pavement distresses. The change in distress classification, as described in ASTM D 5340-11, may result in small variances in the PCI values from the previous inspection analysis.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-11. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-11. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-11. The structural condition and relative support of the pavement layers can be directly quantified using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-6B and ASTM D 5340. Further discussion of the process of inventorying and categorizing pavement facilities by use,

composition, and history can be found in SECTION 2 *AIRFIELD PAVEMENT NETWORK DEFINITION and PAVEMENT INVENTORY.*

Sample units are uniformly divided areas of pavement that are defined for inspection. Sample unit sizes are approximately 5,000 ± 2,000 square feet for flexible AC pavements and 20 ± 8 slabs for rigid PCC pavements. Prior to conducting the field condition survey inspections, the sampling plan was developed for the airfield pavements based on updates to the previous inspection sampling based on the available knowledge of construction updates. The sample rate adopted for the SAPMP is depicted on Table 1-1.

Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections

Flexible Pavements Asphalt Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
≥ 51	20% but ≤ 20	10% but ≤ 10

Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
≥ 51	20% but ≤ 20	10% but ≤ 10

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-11 and MicroPAVER software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with

a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete

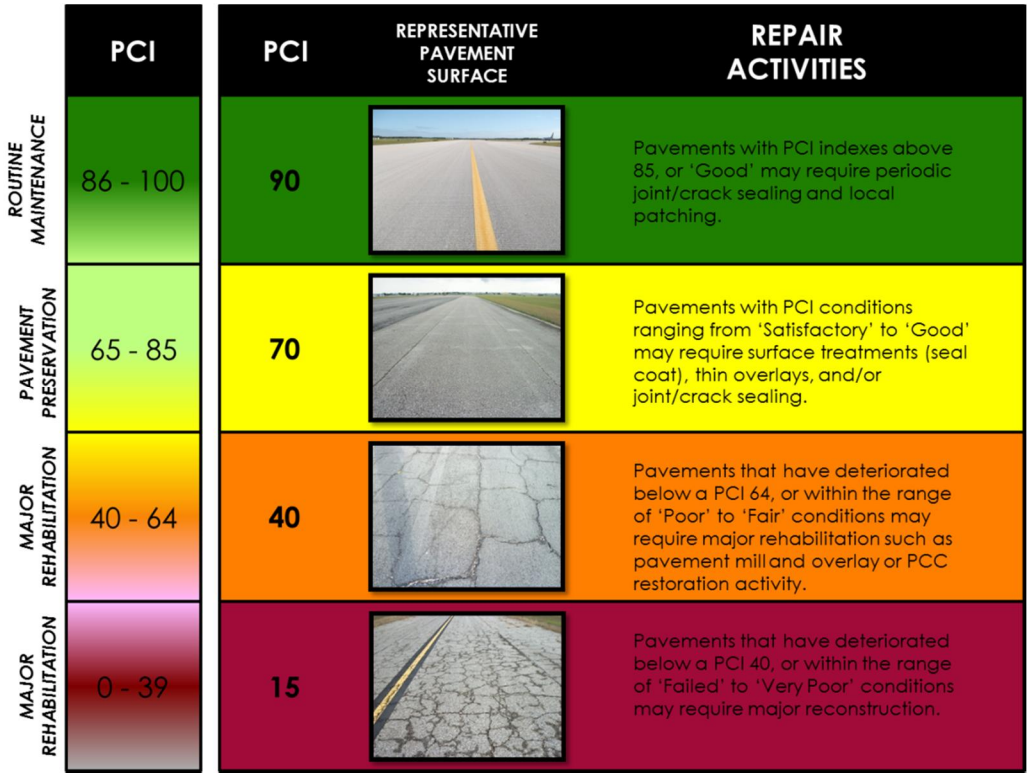
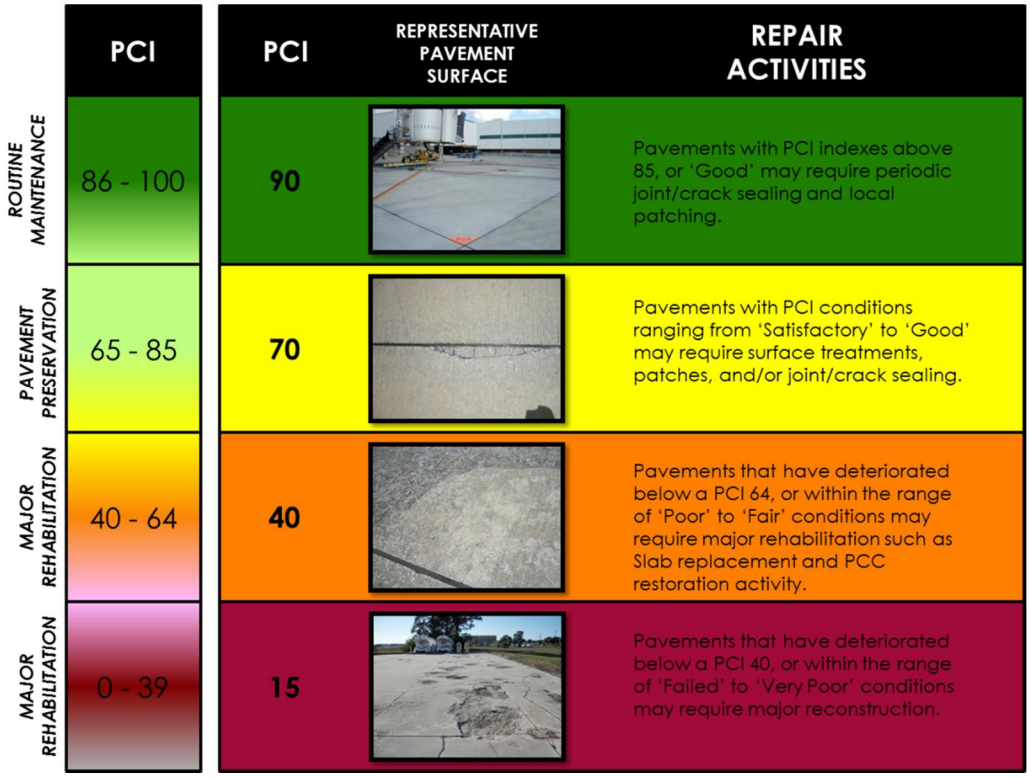


Figure 1-3: Rigid Pavement, Portland Cement Concrete



Using the ASTM D 5340-11 standard seven qualitative ranges, the SAPMP provides a PCI value and a standard qualitative condition rating for the pavement facilities inspected.

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Bartow Municipal Airport (BOW), located in Bartow, Florida, is controlled by the Bartow Municipal Airport Development Authority and focuses primarily on serving general aviation aircraft. The airport has three asphalt runways (two parallel and one cross-wind). These runways are Runway 9L-27R (5,000'x150'), Runway 5-23 (5,000'x100'), and Runway 9R-27L (4,400'x150'). Runways 9L-27R and 5-23 are both served by partial parallel taxiways, with taxiways connecting all of the runway approach ends to the main ramp which is located to the north of the airfield.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric attributes may vary slightly from the geometry used in the condition exhibit in Appendix B and the major rehabilitation exhibit in Appendix F based on field measurements.

Land acquisition for the airport began under the supervision of the mayor of the city of Bartow in 1941. The airport construction was taken over by the US Government in 1942 and the airport served as a training station for the US Army Air Forces. The airfield was used to train on both bombardment aircraft and fighters throughout World War II. The airport was deactivated and returned to the city of Bartow in 1945. However, the US Department of Defense again took control of the airfield in 1950 and it served as a primary pilot training school. The city again regained control of the airport in 1960. In July 1967, a city ordinance was passed establishing an airport authority after the city had attained approval from the Federal Aviation Administration. Bartow Municipal Airport is designated as a General Aviation (GA) airport and is located in District 1 of the Florida Department of Transportation.

2.1 Network Definition

The airfield pavements within each airport network are separated into manageable units within the FDOT SAPMP MicroPAVER database system, organizing pavement data by similar use and constructive history.

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly

different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

The Airfield Pavement System Inventory and Airfield Pavement Network Definition Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history; this variable that factored in the performance and condition of the pavement section.

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The

updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated and created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule. Table 2-1 summarizes the recent and anticipated airfield pavement construction efforts communicated by the airport.

Table 2-1: Recent and/or Anticipated Airfield Pavement Construction

Construction Year	Section Location	Work Type/Pavement Section
2011	TAXIWAYS A, H & APRON N	REHAB WITH OVERLAY, CRACK SEALING, ECT/ 105, 110, 802, 805 AND 4105
2011	T-HANGAR AREA	NEW TAXIWAY & DRIVES CONNECTING TO A NEW T-HANGAR STORAGE BUILDING / 4305
2014	GA APRON	PCC SLAB REPLACEMENT

Airfield Pavement Network Definition & Geographic Information System (GIS)

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography; digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data.

2.2 Pavement Inventory

The detailed pavement inventory database was updated to reflect the Airfield Pavement Network Definition Exhibit, in Appendix A, updates and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement inventory attributes at Bartow Municipal Airport-(BOW) for this SAPMP update.

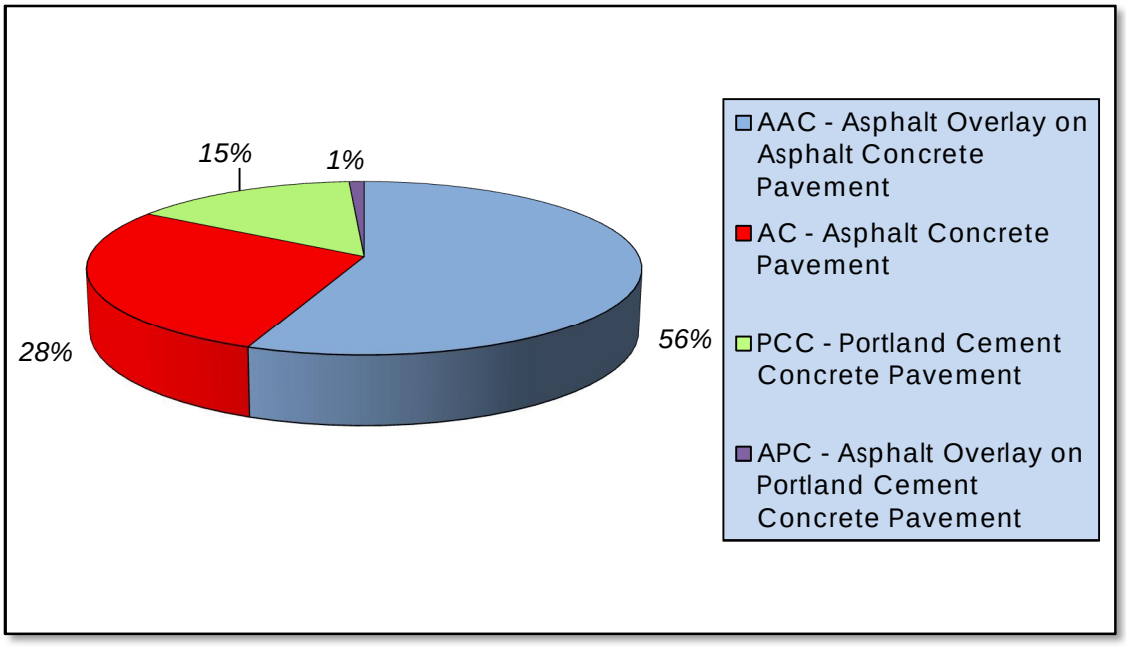
Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition	
Number of Branches	18
Number of Sections	54
Sample Units	144

Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,866,522	54%
Taxiway	732,551	21%
Apron	883,871	25%
Total =	3,482,944	100%

Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	983,755	28%
Asphalt Overlay (AAC)	1,938,360	56%
Portland Cement Concrete (PCC)	530,829	15%
AC over PCC (APC)	30,000	1%

Figure 2-1: Airfield Pavement Type



Specific details to each Branch and Section such as; name, geometry, age, rank, surface type, and construction history are provided in Table 2-3.

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 5-23	RW 5-23	6320	40,640	P	AAC	1/1/2001	2	8
RUNWAY 5-23	RW 5-23	6315	353,620	P	AAC	1/1/2001	15	71
RUNWAY 5-23	RW 5-23	6310	55,000	P	AAC	1/1/2001	3	11
RUNWAY 5-23	RW 5-23	6305	30,000	P	AAC	1/1/2001	2	6
RUNWAY 9R-27L	RW 9R-27L	6230	22,390	S	AAC	1/1/2001	1	4
RUNWAY 9R-27L	RW 9R-27L	6225	44,518	S	AAC	1/1/2001	2	10
RUNWAY 9R-27L	RW 9R-27L	6220	15,000	S	PCC	1/1/1942	2	4
RUNWAY 9R-27L	RW 9R-27L	6215	30,000	S	PCC	1/1/1942	3	8
RUNWAY 9R-27L	RW 9R-27L	6210	175,118	S	AC	1/1/1942	7	36
RUNWAY 9R-27L	RW 9R-27L	6205	350,236	S	AC	1/1/1942	15	71
RUNWAY 9L-27R	RW 9L-27R	6130	20,000	P	AAC	1/1/2007	2	4
RUNWAY 9L-27R	RW 9L-27R	6125	30,000	P	APC	1/1/2007	2	6
RUNWAY 9L-27R	RW 9L-27R	6124	30,000	P	AAC	1/1/2007	2	6
RUNWAY 9L-27R	RW 9L-27R	6120	170,750	P	AAC	1/1/2007	7	35
RUNWAY 9L-27R	RW 9L-27R	6118	9,250	P	AAC	1/1/2007	1	2
RUNWAY 9L-27R	RW 9L-27R	6115	440,000	P	AAC	1/1/2007	18	87
RUNWAY 9L-27R	RW 9L-27R	6110	20,000	P	AAC	1/1/2007	2	4
RUNWAY 9L-27R	RW 9L-27R	6105	30,000	P	AAC	1/1/2007	2	6
HOLD APRON TW A	AP H TW A	5105	26,073	P	AC	1/1/1942	1	5
APRON FBO	AP FBO	4405	83,163	P	AC	1/1/2007	3	18
T-HANGAR APRON	AP T-HANG	4310	10,686	P	AC	9/1/2012	1	2
T-HANGAR APRON	AP T-HANG	4305	28,752	T	AC	1/1/2004	1	7
T-HANGAR APRON	AP T-HANG	4210	30,250	T	PCC	1/1/2004	2	10
T-HANGAR APRON	AP T-HANG	4205	120,980	T	AC	1/1/2004	3	27
NORTH APRON	AP N	4132	20,148	P	PCC	1/1/1942	1	4
NORTH APRON	AP N	4130	146,118	P	PCC	1/1/1942	4	35
NORTH APRON	AP N	4127	6,397	P	AC	1/1/1998	1	2
NORTH APRON	AP N	4125	23,419	P	AC	1/1/1942	1	5
NORTH APRON	AP N	4120	4,597	P	AAC	1/1/1987	1	1
NORTH APRON	AP N	4115	30,089	P	AAC	1/1/1990	1	8
NORTH APRON	AP N	4110	289,313	P	PCC	1/1/1942	6	58
NORTH APRON	AP N	4107	39,128	P	AAC	2/1/2012	1	9

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
NORTH APRON	AP N	4105	24,758	P	AAC	1/1/1990	1	5
TAXIWAY D1	TW D1	1010	32,996	P	AC	1/1/2003	1	9
TAXIWAY D1	TW D1	1005	81,983	P	AC	1/1/2003	2	15
TAXIWAY H	TW H	805	24,823	P	AAC	2/1/2012	1	5
TAXIWAY H	TW H	802	3,573	P	AAC	2/1/2012	1	1
TAXIWAY G	TW G	710	34,447	P	AAC	1/1/1971	1	9
TAXIWAY G	TW G	705	32,612	P	AAC	1/1/1971	1	8
TAXIWAY F	TW F	620	37,090	P	AAC	2/1/2012	1	8
TAXIWAY F	TW F	615	5,898	P	AAC	1/1/1990	1	1
TAXIWAY F	TW F	610	30,778	P	AAC	1/1/1971	1	7
TAXIWAY F	TW F	605	10,259	P	AAC	1/1/1971	1	2
TAXIWAY D	TW D	407	15,000	P	AAC	7/1/2009	1	3
TAXIWAY D	TW D	405	95,846	P	AAC	7/1/2009	3	19
TAXIWAY C3	TW C3	320	4,911	P	AAC	1/1/1990	1	1
TAXIWAY C3	TW C3	315	41,491	P	AAC	1/1/1987	2	12
TAXIWAY C2	TW C2	310	30,619	P	AAC	1/1/1987	1	8
TAXIWAY C1	TW C1	305	18,036	P	AAC	7/1/2009	1	4
TAXIWAY A3	TW A3	115	54,638	P	AAC	1/1/1987	2	11
TAXIWAY A2	TW A2	114	6,638	P	AAC	1/1/2007	1	2
TAXIWAY A2	TW A2	112	43,953	P	AC	1/1/2003	1	10
TAXIWAY A2	TW A2	110	33,575	P	AAC	2/1/2012	1	6
TAXIWAY A1	TW A1	105	93,385	P	AAC	2/1/2012	3	19

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. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6B and ASTM D 5340-11. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

The program has been updated from ASTM D 5340-04, released in 2004, to ASTM D 5340-11, released in 2011, for this SAPMP update. The primary updates include the separation of certain distress types and the addition of new types with corresponding changes to PCI calculation. These changes in distress classification may result in small variances in the PCI values from the previous inspection analyses.

3.1 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER is used to calculate PCI values using the methodology described in ASTM D 5340-11. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-1 and 3-2 describe the distresses as defined by the ASTM D 5340-11 and adopted for the SAPMP procedures.

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
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	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

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

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

Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction Quality
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Freeze-Thaw Cycling
69	Pumping	Load Repetition / Poor Joint Sealant
70	Scaling/Crazing	Construction Quality / Freeze-Thaw Cycling
71	Faulting	Load Repetition / Subgrade Quality
72	Shattered Slab	Overloading
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load Repetition / Infiltration of Incompressible Material
75	Corner Spalling	Load Repetition / Infiltration of Incompressible Material
76	Alkali-Silica Reaction	Construction Quality / Climate

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

3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2013 at Bartow Municipal Airport, the overall weighted average PCI value is 61 representing a condition rating of FAIR.

The airport's airfield pavements exhibited distresses typically associated with climate and age based distresses. The predominant AC and AAC pavement distresses observed include: swelling, weathering, depressions, longitudinal/transverse cracking, block cracking, and raveling. The predominate PCC pavement distresses observed includes: joint seal damage, map cracking, joint spalling, corner spalling, longitudinal/transverse/diagonal cracking, shattered slabs, and faulting.

Runway 9L-27R exhibited age and climate related distresses including low severity longitudinal/transverse cracking along with low and medium severity weathering. A couple instances of low severity swelling and depressions were also observed in multiple locations on the runway section.

Runway 9R-27L had the oldest AC pavement of all of the runways which was evident in the pavement distresses observed. Low and medium severity block cracking along with raveling were the common distresses throughout, with low severity longitudinal/transverse cracking also being noted in places. The 27L approach end of the runway currently is composed of PCC pavement and exhibits high severity joint seal damage, low and medium severity map cracking along with low severity joint spalling, corner spalling, patching and shrinkage cracking.

Runway 5-23 exhibited low and medium severity longitudinal/transverse cracking, low and medium severity swelling and raveling ranging from low to high severity. Low severity weathering was also observed throughout the runway section.

Runway 5-23's partial parallel taxiway (A1 and A2) was rehabilitated in early 2012 and was not inspected due to its recent construction.

The main ramp area consisted primarily of PCC pavement dating back to the 1940's. The pavement distresses observed reflected the pavements age, including: low and medium severity longitudinal/transverse/diagonal cracking, low, medium and high severity patching, low and medium severity joint and corner spalling along with low severity faulting, shattered slabs, map cracking, and joint seal damage. The apron AC pavements exhibited low and medium severity longitudinal/transverse cracking, depressions, patching, weathering, raveling, block cracking, shoving and swelling.

Taxiways C1, C2, C3, A2, A3 and D1 all exhibited similar AC pavement distresses ranging from low and medium severity longitudinal/transverse cracking along with low severity raveling, weathering and swelling.

Appendix B contains Table B-1 and an Airfield Pavement Condition Index Rating Exhibit, Figure B-1, which depicts the PCI results by Section, and Appendix C contains MicroPAVER reports of PCI results by Branch and Section. Appendix H includes detailed distress data generated by MicroPAVER for each inspected sample unit.

The pavement condition at Bartow Municipal Airport is represented in Figure 3-1 in accordance with the condition categories and PCI scale referenced in ASTM D 5340. Further detail is provided in Table 3-3 which describes the breakdown of the airport's airfield conditions according to area and use.

Appendix B contains Table B-1 summarizes the Section Condition values and the Airfield Pavement Condition Index Rating Exhibit, Figure B-1, that depicts the PCI results by Section. Appendix H is dedicated to the reporting of the specific airfield pavement distress data collected at the time of the inspection for this update.

Figure 3-1: Airfield Pavement Condition Index Rating Summary

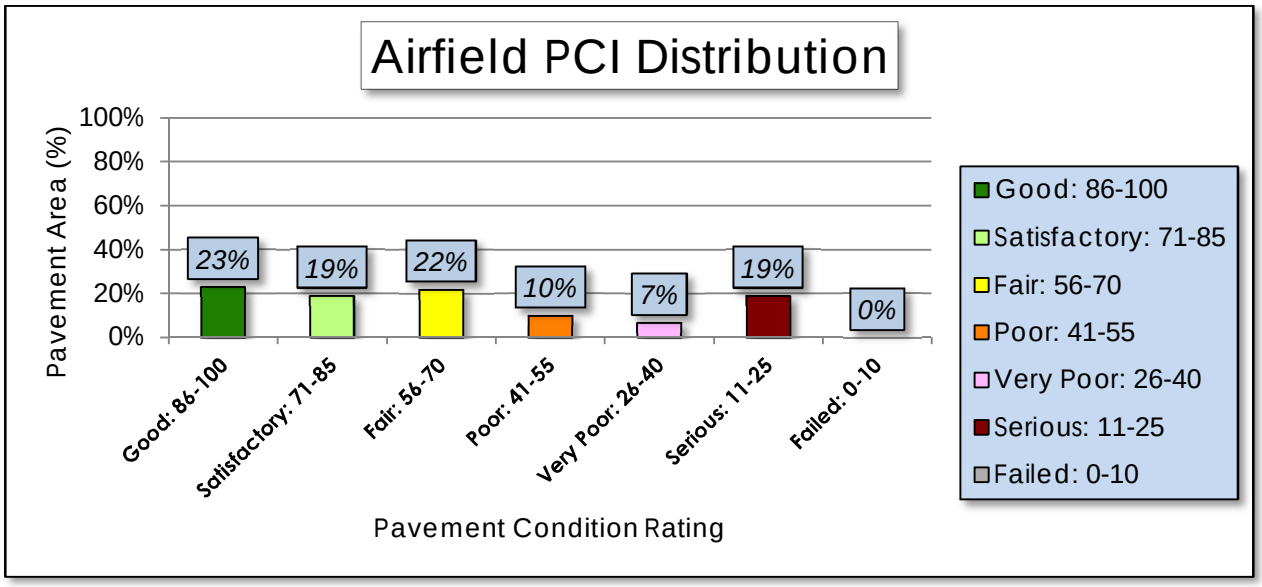


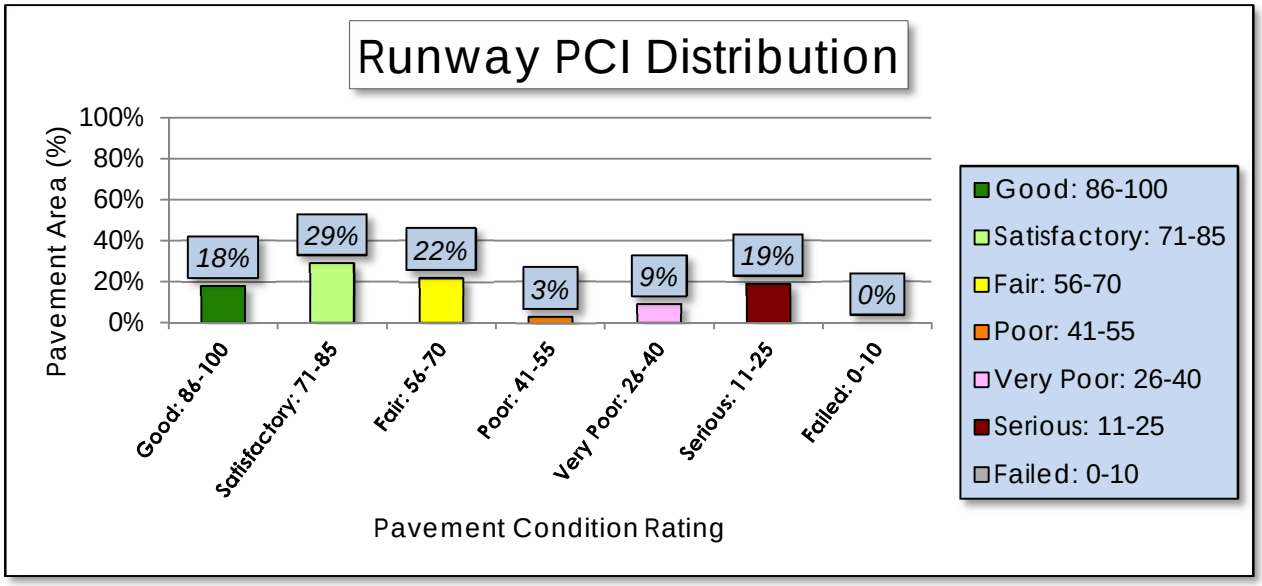
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	61	FAIR
Taxiway	75	SATISFACTORY
Apron	49	POOR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	802,333	23%
Satisfactory	656,227	19%
Fair	740,870	22%
Poor	363,421	10%
Very Poor	260,396	7%
Serious	659,697	19%
Failed	-	0%

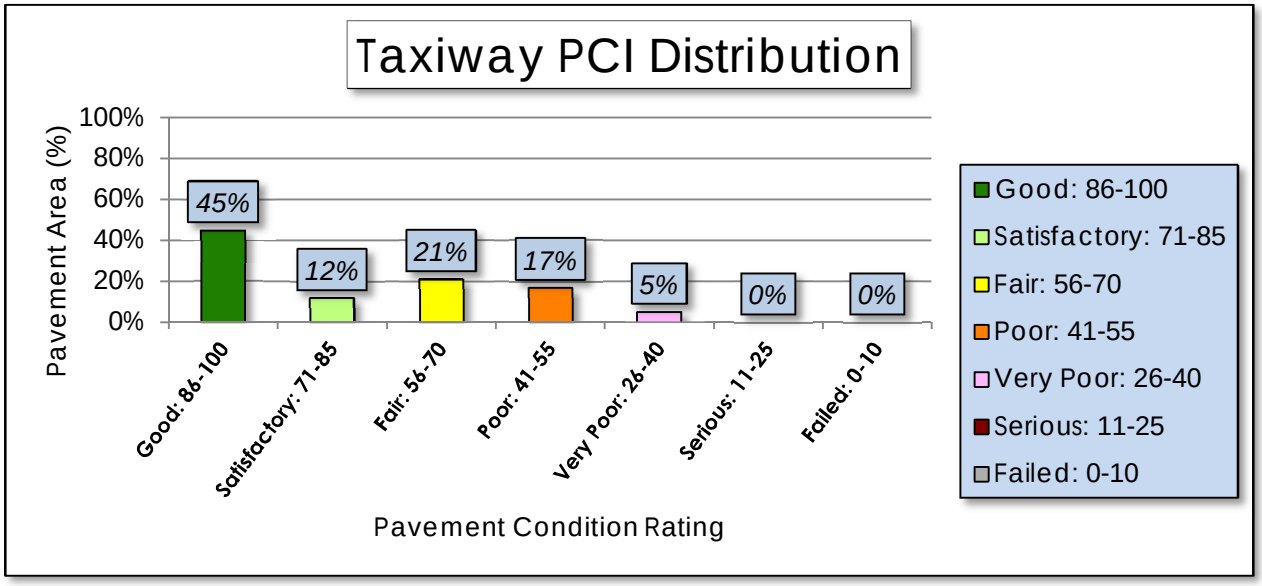
Approximately 42% of the airfield network is in Good and Satisfactory condition; while 36% of the network is in a Poor to Serious condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

Figure 3-2: Percentage of Pavement Area by Condition Rating by Use

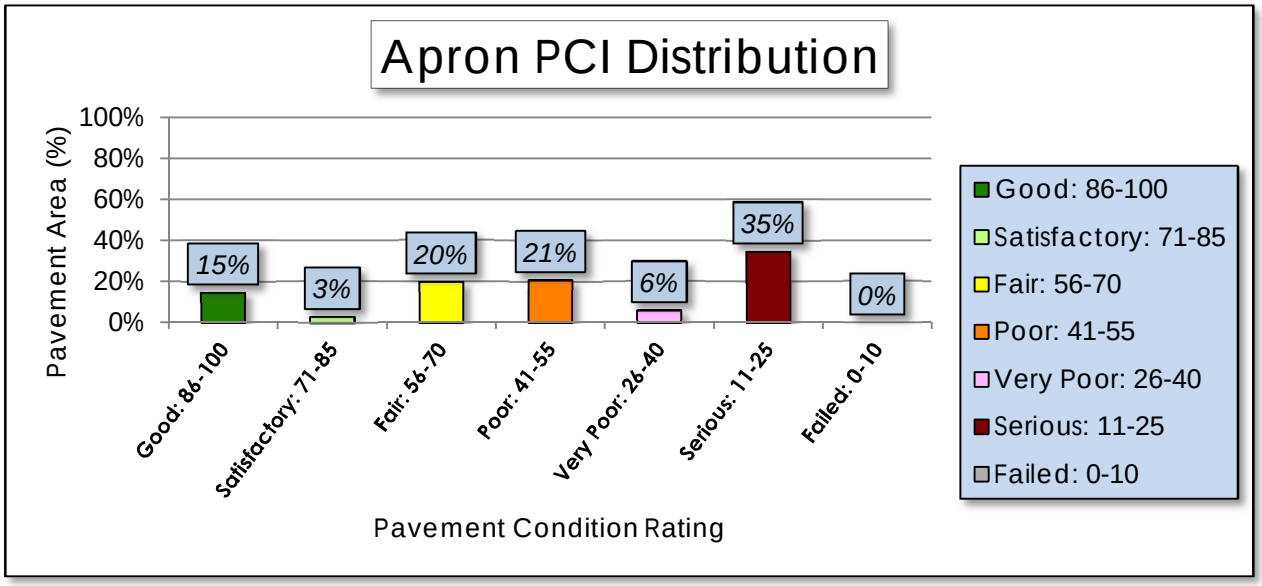
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
15%
3%
20%
21%
6%
35%
0%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

4. PAVEMENT PERFORMANCE

Pavement performance models are developed from the distress data collected for the SAPMP for the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that have been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

>FACILITY USE (Runway, Taxiway, or Apron)

>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2014. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Bartow Municipal Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each pavement type.

Figure 4-1: Runway Pavement Performance Prediction Summary

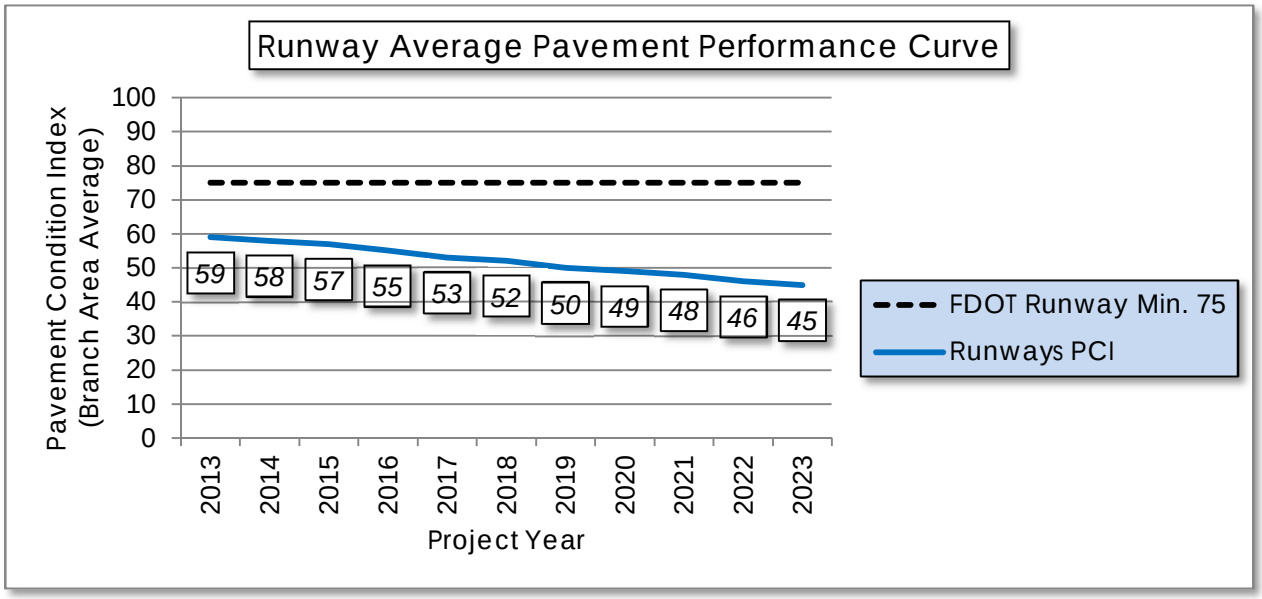


Figure 4-2: Taxiway Pavement Performance Prediction Summary

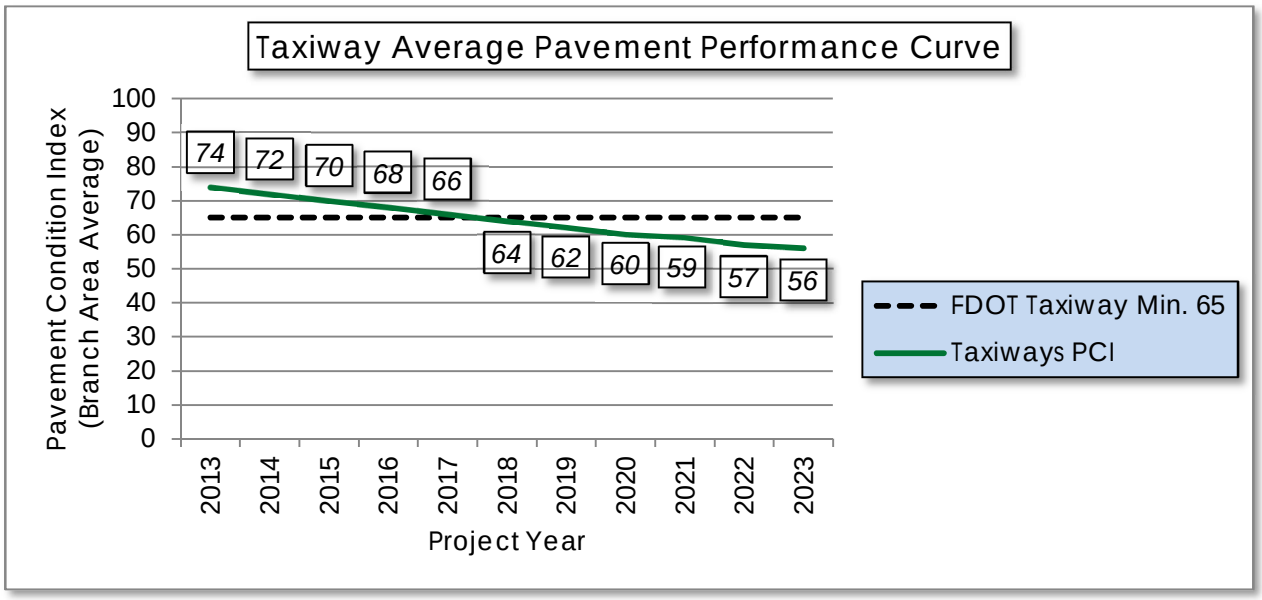
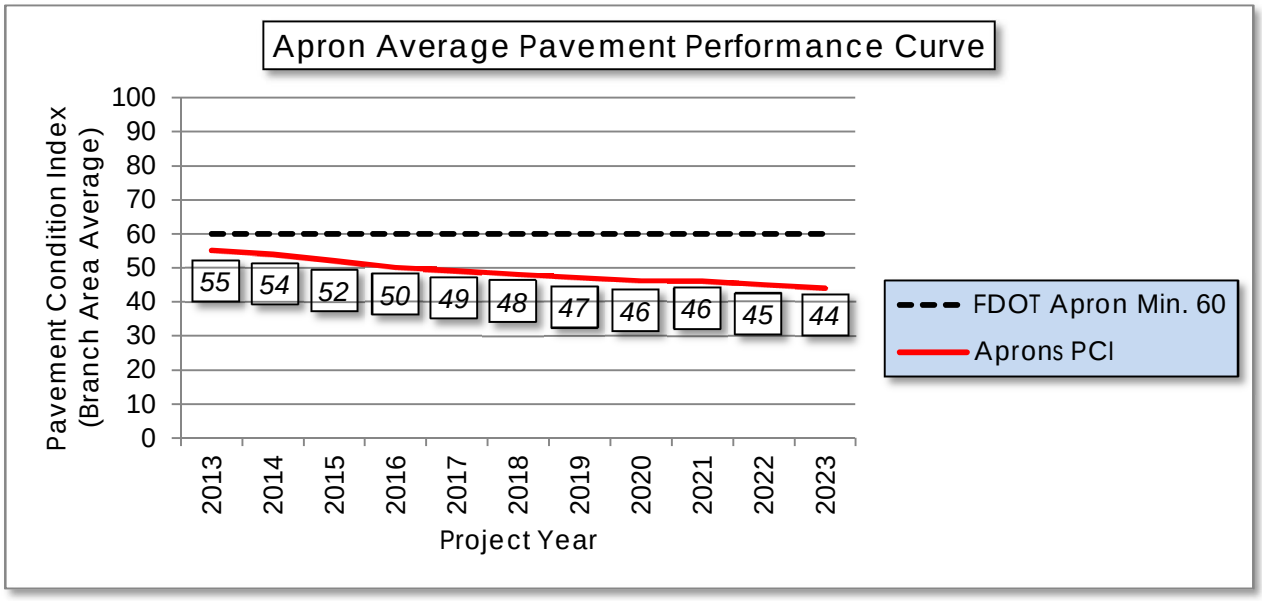


Figure 4-3: Apron Pavement Performance Prediction Summary



Pavement performance modeling to predict the future PCI is primarily done to predict PCI at the Section level for the purpose of planning Major Rehabilitation work. In Appendix D, Table D-1 represents the predicted area-weighted PCI by Section for the airport's airfield pavement infrastructure.

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6B and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Crack Sealing	Linear Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	56	Swelling	M, H	Full Depth Pavement Patch	Square Feet
	57	Weathering	M, H	Seal Coat Treatment	Square Feet

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Patch - PCC	Square Feet
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Slab Replacement / Full Depth Patch	Square Feet
	67	Patching, Large	M, H	Slab Replacement / Full Depth Patch	Square Feet
	68	Popouts	L	Crack Sealing - PCC	Linear Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI will require a major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the current Section's PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts.

Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

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

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	65	65
Apron	60	65

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC)	75 - 90
Rehabilitation	▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC)	40 - 74
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with

a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; such as GSB-88 and Microsurfacing, as a maintenance rehabilitation activity, can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: AC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	$5.00	Square Feet
	Partial Depth Pavement Patch	$3.00	Square Feet
	Seal Coat Treatment	$0.55	Square Feet
	Crack Sealing	$2.75	Linear Feet
	Slurry Seal Coat Treatment	$0.55	Square Feet
	Grinding / Removal	$2.10	Square Feet

Table 5-6: PCC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	$45.00	Square Feet
	Partial Patch - PCC	$19.10	Square Feet
	Crack Sealing - PCC	$4.25	Linear Feet
	Joint Seal Repair (Local)	$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	$45.00	Square Feet
	Micro-mill and Seal - PCC	$1.00	Square Feet
	Seal Coat Treatment	$1.00	Square Feet

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The

maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to plan future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for General Aviation Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$8.00
	▪ Concrete Pavement Restoration (PCC)		$10.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$15.00

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%. In Appendix E, Table E-1 summarizes the Year-1 maintenance and repair recommendations based on the most recent inspection. The summary in Table E-1 does not take into account any rehabilitation activities, but rather summarizes preventative activities for all PCI ranges, including below critical PCI sections.

6. MAJOR PAVEMENT REHABILITATION NEEDS

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit.

The objective of the major pavement rehabilitation needs analysis is to provide planning level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

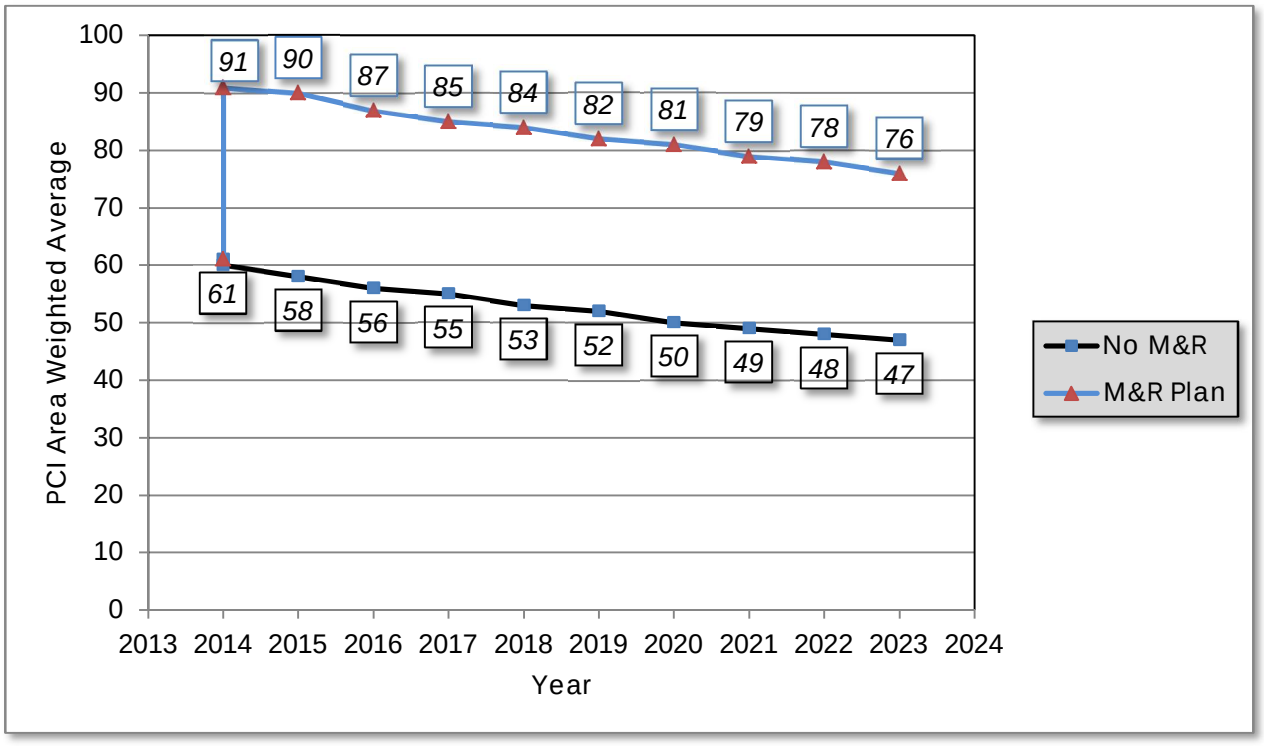
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 5-23	6315	$3,536,199.63	56	Mill and Overlay	100
2014	RW 5-23	6310	$549,999.97	50	Mill and Overlay	100
2014	RW 5-23	6305	$299,999.99	59	Mill and Overlay	100
2014	RW 9R-27L	6210	$2,626,767.47	28	Reconstruction	100
2014	RW 9R-27L	6205	$5,253,534.79	24	Reconstruction	100
2014	AP H TW A	5105	$391,095.24	28	Reconstruction	100
2014	AP T-HANG	4205	$1,209,799.94	51	Mill and Overlay	100
2014	AP N	4132	$302,220.07	19	Reconstruction	100
2014	AP N	4127	$63,968.80	51	Mill and Overlay	100
2014	AP N	4125	$249,879.61	49	Mill and Overlay	100
2014	AP N	4120	$45,970.70	52	Mill and Overlay	100
2014	AP N	4115	$384,840.09	44	Mill and Overlay	100
2014	AP N	4110	$4,339,696.48	20	Reconstruction	100
2014	AP N	4105	$371,376.54	36	Reconstruction	100
2014	TW G	710	$516,700.62	27	Reconstruction	100
2014	TW G	705	$429,334.65	44	Mill and Overlay	100
2014	TW F	610	$338,097.82	48	Mill and Overlay	100
2014	TW C3	320	$59,330.90	46	Mill and Overlay	100
2014	TW C3	315	$414,907.98	60	Mill and Overlay	100
2014	TW C2	310	$306,191.39	59	Mill and Overlay	100
2014	TW A3	115	$546,377.27	51	Mill and Overlay	100
2015	AP N	4130	$1,505,011.52	65	PCC Restoration	100
2016	TW F	615	$62,573.36	65	Mill and Overlay	100
2017	RW 9R-27L	6230	$244,659.82	65	Mill and Overlay	100
2017	AP T-HANG	4305	$314,177.90	65	Mill and Overlay	100
2018	RW 9R-27L	6225	$501,058.49	65	Mill and Overlay	100
2018	AP T-HANG	4210	$340,468.09	65	PCC Restoration	100
2019	RW 9L-27R	6125	$347,782.21	63	Mill and Overlay	100
2020	RW 9R-27L	6215	$358,215.67	65	PCC Restoration	100
2020	TW D1	1005	$978,919.85	65	Mill and Overlay	100
2021	RW 9R-27L	6220	$184,486.48	64	PCC Restoration	100
2021	RW 9L-27R	6118	$113,763.33	65	Mill and Overlay	100
		Total =	$27,187,406.67			

* Costs are adjusted for inflation at 3%

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or "unlimited budget" Major Rehabilitation Program is compared to a "No Major Rehabilitation Program" scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 29 points less than a plan that provides timely repairs to the airfield pavements.

Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

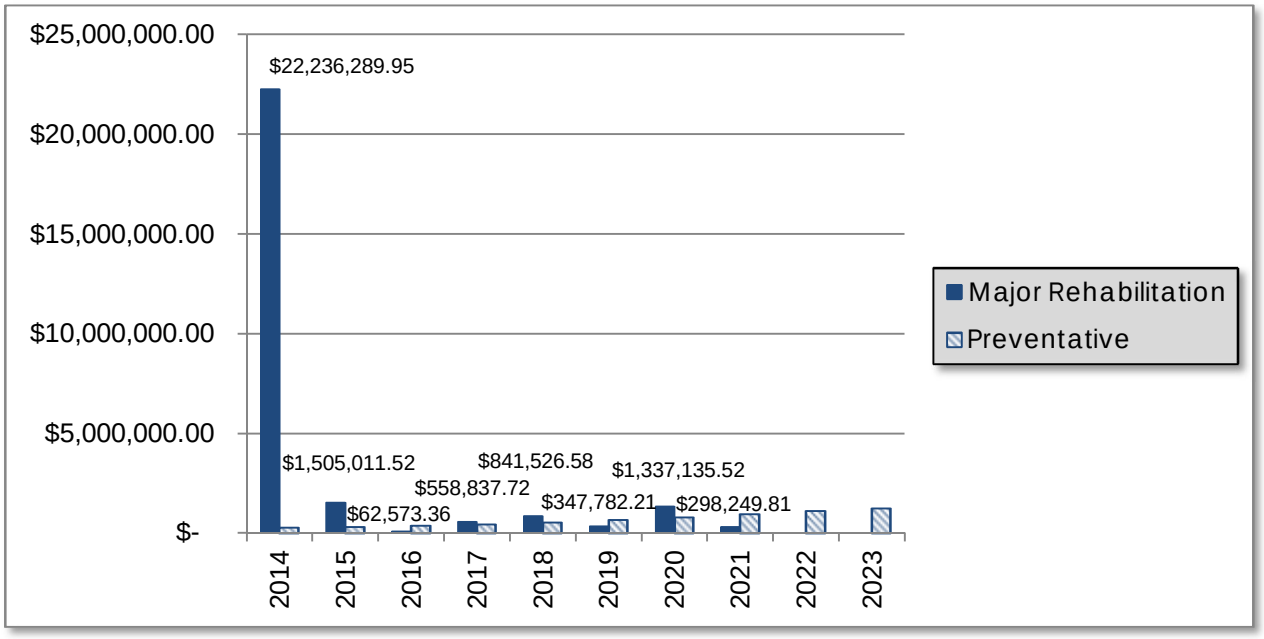
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2013, based on condition, may exceed a typical annual budget level. It is recommended that each airport further evaluate each project's feasibility and desirability based on the airport's future development plans and budgeting scenarios.

In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1provides a summary of the expected preventative and major rehabilitation for each program year.

Table 7-1: 10-Year Preventative and Major Rehabilitation Summary

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2014	$ 287,102.73	$ 22,236,289.95	$ 22,523,392.68
2015	$ 302,165.35	$ 1,505,011.52	$ 1,807,176.87
2016	$ 372,065.88	$ 62,573.36	$ 434,639.24
2017	$ 439,849.34	$ 558,837.72	$ 998,687.06
2018	$ 530,355.93	$ 841,526.58	$ 1,371,882.51
2019	$ 673,669.16	$ 347,782.21	$ 1,021,451.37
2020	$ 795,020.38	$ 1,337,135.52	$ 2,132,155.90
2021	$ 959,184.18	$ 298,249.81	$ 1,257,433.99
2022	$ 1,118,487.49	$ -	$ 1,118,487.49
2023	$ 1,255,581.65	$ -	$ 1,255,581.65
		Total =	$ 33,920,888.76

Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary



According to the most recent inspections at the time of this update; the following pavement sections were identified as a Year-1 need for major rehabilitation:

- Runway 5-23 – Sections 6315, 6310, and 6305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 9R-27L – Sections 6210 and 6205
  - Reconstruction attributed to distresses related to loading, climate, and age of pavement.
- Hold Apron Taxiway A – Section 5105
  - Reconstruction attributed to distresses related to climate and age of pavement.
- T-Hangar Apron – Section 4205
  - Mill and Overlay attributed to distresses related to loading, climate, and age of pavement.
- North Apron – Section 4105
  - Reconstruction attributed to distresses related to climate and age of pavement.
- North Apron – Sections 4110 and 4132
  - Reconstruction attributed to distresses related to loading and construction quality.

- North Apron – Sections 4127, 4125, 4120, and 4115
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, PCC pavement growth, and age of pavement.
- Taxiway G – Section 710
  - Reconstruction attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway G – Section 705
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- Taxiway F – Section 610
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway C3 – Sections 320 and 315
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway C2 – Section 310
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- Taxiway A3 – Section 115
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.

Appendix E summarizes the preventative repair recommendations for Year-1 and Appendix F provides an exhibit, Airfield Pavement Major Rehabilitation, that depicts the recommended major rehabilitation on the airfield pavement network according to work type and year.

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-11. The exhibits are prepared and updated with information provided by the airport and from aerial imagery from the FDOT Surveying and Mapping publications.

8.2 Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in Appendix A depicts any recent airfield pavement construction activity reported by the airport. The exhibit is intended to identify pavement sections that may have changed in geometry and pavement composition that would affect the section delineation. The information provided in the Airport Response Form was used as the basis of the changes and confirmed with the airport personnel at the time of inspection.

8.3 Airfield Pavement Condition Index Rating Exhibit

The Airfield Pavement Condition Index Rating Exhibit in Appendix B has been prepared based on the section condition analysis of the distress data collected during the recent condition index rating survey. The exhibit graphically depicts the inventory with associated condition rating colors and PCI values.

8.4 Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit in Appendix F has been prepared based on the section pavement performance model and major rehabilitation analysis. The exhibit graphically depicts the inventory with associated rehabilitation activity, program year, and the planning level costs.

8.5 Airfield Pavement Condition Survey Inspection Photographs

During the field condition survey inspection; inspectors photographed representative distress types observed. Select photographs are provided in Appendix G to provide visual support to special pavement conditions or distresses observed.

9. RECOMMENDATIONS

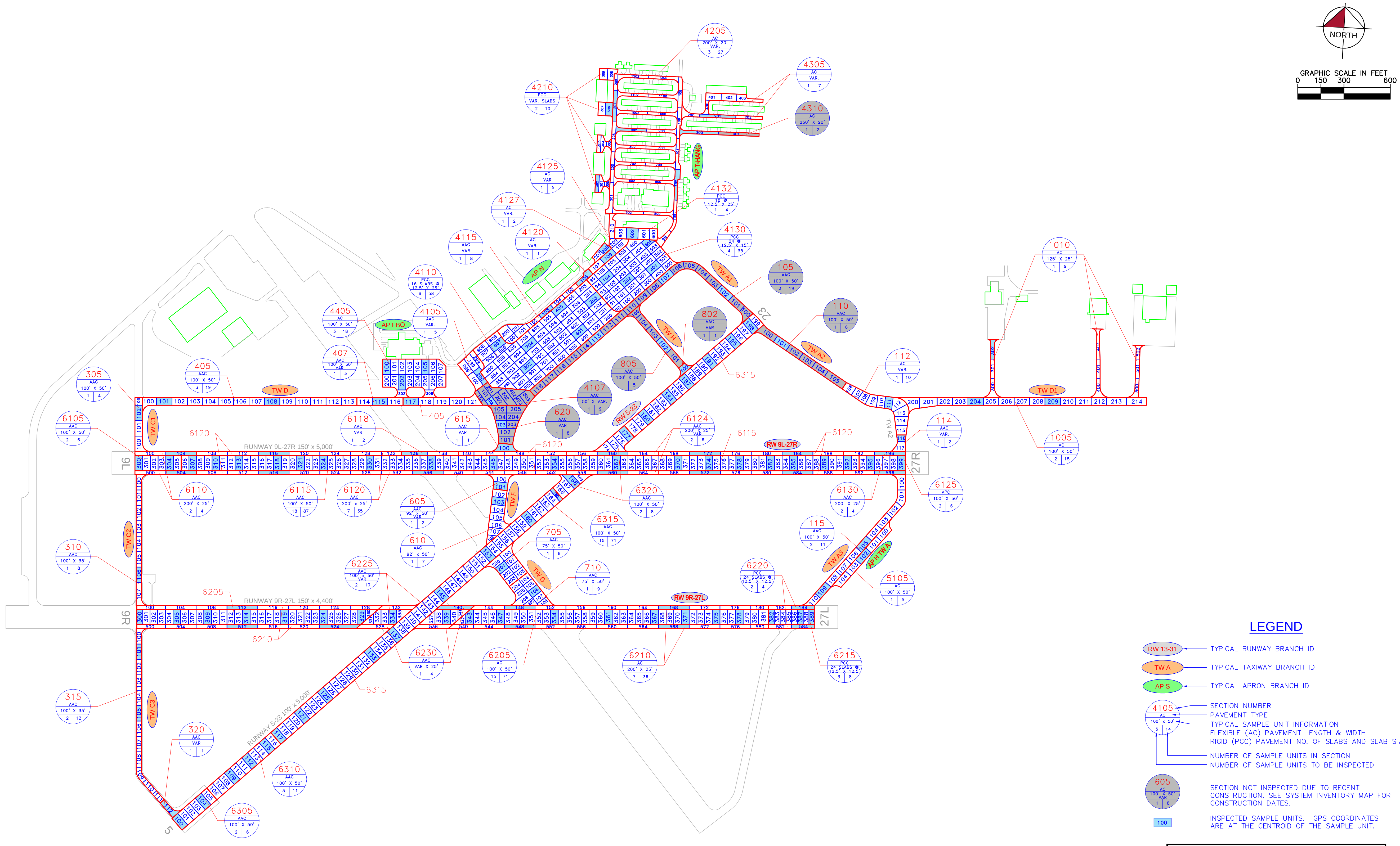
The following recommendations were made based on the 2013 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 5-23 – Sections 6315, 6310, and 6305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 9R-27L – Sections 6210 and 6205
  - Reconstruction attributed to distresses related to loading, climate, and age of pavement.
- Hold Apron Taxiway A – Section 5105
  - Reconstruction attributed to distresses related to climate and age of pavement.
- T-Hangar Apron – Section 4205
  - Mill and Overlay attributed to distresses related to loading, climate, and age of pavement.
- North Apron – Section 4105
  - Reconstruction attributed to distresses related to climate and age of pavement.
- North Apron – Sections 4110 and 4132
  - Reconstruction attributed to distresses related to loading and construction quality.
- North Apron – Sections 4127, 4125, 4120, and 4115
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, PCC pavement growth, and age of pavement.
- Taxiway G – Section 710
  - Reconstruction attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway G – Section 705
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- Taxiway F – Section 610
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway C3 – Sections 320 and 315
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.

- Taxiway C2 – Section 310
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- Taxiway A3 – Section 115
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- North Apron – Section 4130
  - PCC Restoration attributed to distresses related to loading and construction quality.
- Taxiway F – Section 615
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 9R-27L – Sections 6230 and 6225
  - Mill and Overlay attributed to distresses related to climate and age of pavement.
- T-Hangar Apron – Section 4305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- T-Hangar Apron – Section 4210
  - PCC Restoration attributed to distresses related to loading and construction quality.
- Runway 9L-27R – Sections 6125 and 6118
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 9R-27L – Sections 6215 and 6220
  - PCC Restoration attributed to distresses related to loading and construction quality.
- Taxiway D1 – Section 1005
  - Mill and Overlay attributed to distresses related to climate and age of pavement.

APPENDIX A

- AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
- AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
- PAVEMENT GEOMETRY INVENTORY
- WORK HISTORY REPORT



LEGEND

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

TOTAL SAMPLES INSPECTED = 144

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

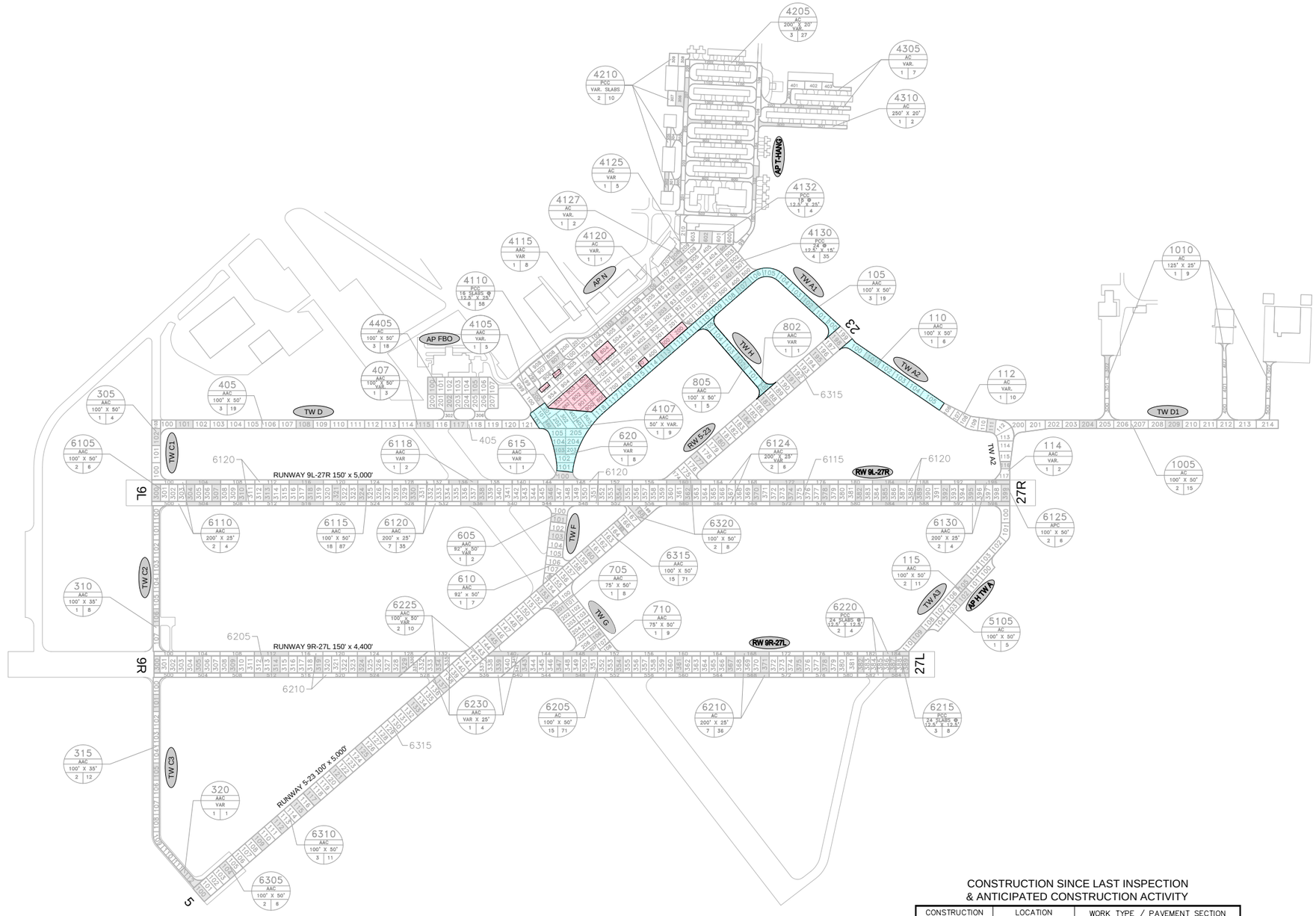
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: BOW

FDOT DISTRICT: 1



LEGEND

- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	TAXIWAYS A, H, & APRON N	REHAB WITH OVERLAY, CRACK SEALING, ETC/ 105, 110, 802, 805, AND 4105
2011	T-HANGAR AREA	NEW TAXIWAY & DRIVES CONNECTING TO A NEW T-HANGAR STORAGE BUILDING / 4305
2014	GA APRON	PCC SLAB REPLACEMENT

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

NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\BPB_Aviation\140178022\CADD\PLANSHEETS\BOW - BARTOW MUNICIPAL AIRPORT\EXHIBIT\002-BOW-SHEET01.dwg PLOTTED: November 21, 2013 - 11:15 AM, BY Howell, James

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: BOW
FDOT DISTRICT: 1

Table A-1: Pavement Geometry 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
RUNWAY 5-23	RW 5-23	RUNWAY	6320	400	100	40,640	P	AAC	1/1/2001	8/12/2013	8
RUNWAY 5-23	RW 5-23	RUNWAY	6315	3,550	100	353,620	P	AAC	1/1/2001	8/12/2013	71
RUNWAY 5-23	RW 5-23	RUNWAY	6310	550	100	55,000	P	AAC	1/1/2001	8/12/2013	11
RUNWAY 5-23	RW 5-23	RUNWAY	6305	300	100	30,000	P	AAC	1/1/2001	8/12/2013	6
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6230	910	25	22,390	S	AAC	1/1/2001	8/12/2013	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6225	454	100	44,518	S	AAC	1/1/2001	8/12/2013	10
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6220	600	25	15,000	S	PCC	1/1/1942	8/12/2013	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6215	300	100	30,000	S	PCC	1/1/1942	8/12/2013	8
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6210	6,966	25	175,118	S	AC	1/1/1942	8/12/2013	36
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6205	3,484	100	350,236	S	AC	1/1/1942	8/12/2013	71
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6130	600	25	20,000	P	AAC	1/1/2007	8/12/2013	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6125	300	100	30,000	P	APC	1/1/2007	8/12/2013	6
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6124	1,100	25	30,000	P	AAC	1/1/2007	8/12/2013	6
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6120	7,300	25	170,750	P	AAC	1/1/2007	8/12/2013	35
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6118	360	25	9,250	P	AAC	1/1/2007	8/12/2013	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6115	4,400	100	440,000	P	AAC	1/1/2007	8/12/2013	87
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6110	600	25	20,000	P	AAC	1/1/2007	8/12/2013	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6105	300	100	30,000	P	AAC	1/1/2007	8/12/2013	6
HOLD APRON TW A	AP H TW A	APRON	5105	500	50	26,073	P	AC	1/1/1942	8/12/2013	5
APRON FBO	AP FBO	APRON	4405	183	410	83,163	P	AC	1/1/2007	8/12/2013	18
T-HANGAR APRON	AP T-HANG	APRON	4310	515	20	10,686	P	AC	9/1/2012	9/1/2012	2
T-HANGAR APRON	AP T-HANG	APRON	4305	985	20	28,752	T	AC	1/1/2004	8/12/2013	7
T-HANGAR APRON	AP T-HANG	APRON	4210	125	25	30,250	T	PCC	1/1/2004	8/12/2013	10
T-HANGAR APRON	AP T-HANG	APRON	4205	2,725	28	120,980	T	AC	1/1/2004	8/12/2013	27
NORTH APRON	AP N	APRON	4132	280	40	20,148	P	PCC	1/1/1942	8/12/2013	4

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
NORTH APRON	AP N	APRON	4130	480	300	146,118	P	PCC	1/1/1942	8/12/2013	35
NORTH APRON	AP N	APRON	4127	120	50	6,397	P	AC	1/1/1998	8/12/2013	2
NORTH APRON	AP N	APRON	4125	350	100	23,419	P	AC	1/1/1942	8/12/2013	5
NORTH APRON	AP N	APRON	4120	125	40	4,597	P	AAC	1/1/1987	8/12/2013	1
NORTH APRON	AP N	APRON	4115	550	50	30,089	P	AAC	1/1/1990	8/12/2013	8
NORTH APRON	AP N	APRON	4110	1,050	300	289,313	P	PCC	1/1/1942	8/12/2013	58
NORTH APRON	AP N	APRON	4107	300	130	39,128	P	AAC	2/1/2012	2/1/2012	9
NORTH APRON	AP N	APRON	4105	450	130	24,758	P	AAC	1/1/1990	8/12/2013	5
TAXIWAY D1	TW D1	TAXIWAY	1010	1,200	25	32,996	P	AC	1/1/2003	8/12/2013	9
TAXIWAY D1	TW D1	TAXIWAY	1005	2,400	55	81,983	P	AC	1/1/2003	8/12/2013	15
TAXIWAY H	TW H	TAXIWAY	805	475	50	24,823	P	AAC	2/1/2012	2/1/2012	5
TAXIWAY H	TW H	TAXIWAY	802	25	50	3,573	P	AAC	2/1/2012	2/1/2012	1
TAXIWAY G	TW G	TAXIWAY	710	210	150	34,447	P	AAC	1/1/1971	8/12/2013	9
TAXIWAY G	TW G	TAXIWAY	705	210	150	32,612	P	AAC	1/1/1971	8/12/2013	8
TAXIWAY F	TW F	TAXIWAY	620	290	120	37,090	P	AAC	2/1/2012	2/1/2012	8
TAXIWAY F	TW F	TAXIWAY	615	290	120	5,898	P	AAC	1/1/1990	8/12/2013	1
TAXIWAY F	TW F	TAXIWAY	610	340	90	30,778	P	AAC	1/1/1971	8/12/2013	7
TAXIWAY F	TW F	TAXIWAY	605	85	90	10,259	P	AAC	1/1/1971	8/12/2013	2
TAXIWAY D	TW D	TAXIWAY	407	200	50	15,000	P	AAC	7/1/2009	8/12/2013	3
TAXIWAY D	TW D	TAXIWAY	405	2,000	50	95,846	P	AAC	7/1/2009	8/12/2013	19
TAXIWAY C3	TW C3	TAXIWAY	320	125	35	4,911	P	AAC	1/1/1990	8/12/2013	1
TAXIWAY C3	TW C3	TAXIWAY	315	1,175	35	41,491	P	AAC	1/1/1987	8/12/2013	12
TAXIWAY C2	TW C2	TAXIWAY	310	850	35	30,619	P	AAC	1/1/1987	8/12/2013	8
TAXIWAY C1	TW C1	TAXIWAY	305	330	50	18,036	P	AAC	7/1/2009	8/12/2013	4
TAXIWAY A3	TW A3	TAXIWAY	115	1,100	38	54,638	P	AAC	1/1/1987	8/12/2013	11
TAXIWAY A2	TW A2	TAXIWAY	114	2,400	55	6,638	P	AAC	1/1/2007	8/12/2013	2

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 A2	TW A2	TAXIWAY	112	2,400	55	43,953	P	AC	1/1/2003	8/12/2013	10
TAXIWAY A2	TW A2	TAXIWAY	110	649	50	33,575	P	AAC	2/1/2012	2/1/2012	6
TAXIWAY A1	TW A1	TAXIWAY	105	1,820	50	93,385	P	AAC	2/1/2012	2/1/2012	19

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: BOW **Branch**: AP FBO (APRON FBO) **Section:** 4405 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 183.00 Ft **Width:** 410.00 Ft **True Area:** 83,162.64 SqF

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

Network: BOW **Branch**: AP H TW A (HOLD APRON ON TW A) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 26,073.01 SqF

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

Network: BOW **Branch**: AP N (NORTH APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** APRON **Rank** P **Length:** 450.00 Ft **Width:** 130.00 Ft **True Area:** 24,758.43 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	BUILT		2.00	True	1990: 2" P-401 OVERLAY ON EXISTING AC PAVEMENT

Network: BOW **Branch**: AP N (NORTH APRON) **Section:** 4107 **Surface:** AAC
L.C.D.: 02/01/2012 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 130.00 Ft **True Area:** 39,128.32 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	3" MILL, 3' P-401 OVERLAY
01/01/1990	IMPORTED	BUILT	$0	2.00	True	1990: 2" P-401 OVERLAY ON EXISTING AC PAVEMENT

Network: BOW **Branch**: AP N (NORTH APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 1,050.00 Ft **Width:** 300.00 Ft **True Area:** 289,313.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	REPAIR			False	1985: JOINT REPAIR
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: BOW **Branch**: AP N (NORTH APRON) **Section:** 4115 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** APRON **Rank** P **Length:** 550.00 Ft **Width:** 50.00 Ft **True Area:** 30,089.12 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: MINIMUM 2" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 7" LIME ROCK BASE

Network: BOW **Branch**: AP N (NORTH APRON) **Section:** 4120 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** APRON **Rank** P **Length:** 125.00 Ft **Width:** 40.00 Ft **True Area:** 4,597.07 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY		2.00	True	1987: 2" AC OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 7.5" LIMEROCK

Network: BOW **Branch**: AP N (NORTH APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 23,418.90 SqF

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

01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4127 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 120.00 Ft **Width:** 50.00 Ft **True Area:** 6,396.88 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT			True	1998: AC SURFACE
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4130 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 480.00 Ft **Width:** 300.00 Ft **True Area:** 146,117.63 SqF

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

Network: BOW **Branch:** AP N (NORTH APRON) **Section:** 4132 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 280.00 Ft **Width:** 40.00 Ft **True Area:** 20,148.00 SqF

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

Network: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 2,725.00 Ft **Width:** 28.00 Ft **True Area:** 120,980.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/2004	INITIAL	Initial Construction	$0	2.00	True	2"AC/6"P-211/6"P-160

Network: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4210 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 125.00 Ft **Width:** 25.00 Ft **True Area:** 30,250.15 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: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 985.00 Ft **Width:** 20.00 Ft **True Area:** 28,751.73 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	2.00	True	2"AC/6"P-211/6"P-160

Network: BOW **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 09/01/2012 **Use:** APRON **Rank** P **Length:** 515.00 Ft **Width:** 20.00 Ft **True Area:** 10,686.28 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
09/01/2012	NU-IN	New Construction - Initial	$0	2.00	True	2" FDOT SP 12.5, 6" P-211, 6" P-160

Network: BOW **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6305 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	3.00	True	3"M&O in center 50" and 1" M&O in outter edges
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: 2" - 4" AC OVERLAY
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT

Network: BOW **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6310 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** P **Length:** 550.00 Ft **Width:** 100.00 Ft **True Area:** 55,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	3.00	True	3"M&O in center 50" and 1" M&O in outter edges
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: 2" - 4" AC OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6315 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** P **Length:** 3,550.00 Ft **Width:** 100.00 Ft **True Area:** 353,619.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	3.00	True	3"M&O in center 50" and 1" M&O in outter edges
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE ON 6" SUBBASE

Network: BOW **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6320 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 40,639.75 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1998	IMPORTED	BUILT			True	1998 AC PAVEMENT UNKNOWN SECTION
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1998	IMPORTED	BUILT			True	1998 AC PAVEMENT UNKNOWN SECTION
01/01/1998	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 4,400.00 Ft **Width:** 100.00 Ft **True Area:** 440,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1985	IMPORTED	OVERLAY		1.50	True	1985: 1.5" - 6" P-401 OVERLAY
01/01/1985	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6118 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 360.00 Ft **Width:** 25.00 Ft **True Area:** 9,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1985	IMPORTED	OVERLAY			True	ASSUME: 1985 P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		5.50	True	ASSUME: 1942 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6120 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 7,300.00 Ft **Width:** 25.00 Ft **True Area:** 170,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6124 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 1,100.00 Ft **Width:** 25.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1985	IMPORTED	OVERLAY			True	ASSUME: 1985 P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		5.50	True	ASSUME: 1942 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6125 **Surface:** APC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6130 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank** S **Length:** 3,484.00 Ft **Width:** 100.00 Ft **True Area:** 350,235.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6210 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank** S **Length:** 6,966.00 Ft **Width:** 25.00 Ft **True Area:** 175,117.79 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		5.50	True	1942: 5.5" - 6" AC ON 8" - 10" LIME ROCK BASE

Network: BOW **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6215 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank** S **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

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

Network: BOW **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6220 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** RUNWAY **Rank** S **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15,000.44 SqF

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

Network: BOW **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6225 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** S **Length:** 454.00 Ft **Width:** 100.00 Ft **True Area:** 44,518.40 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6230 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** S **Length:** 910.00 Ft **Width:** 25.00 Ft **True Area:** 22,389.84 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: BOW **Branch**: TW A1 (TAXIWAY A1) **Section:** 105 **Surface:** AAC
L.C.D.: 02/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 1,820.00 Ft **Width:** 50.00 Ft **True Area:** 93,384.65 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	3" MILL, 3" P-401 OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW A2 (TAXIWAY A2) **Section:** 110 **Surface:** AAC
L.C.D.: 02/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 649.00 Ft **Width:** 50.00 Ft **True Area:** 33,574.66 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	1 1/2" MILL, 3" P-401 OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC SURFACE ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW A2 (TAXIWAY A2) **Section:** 112 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 2,400.00 Ft **Width:** 55.00 Ft **True Area:** 43,953.46 SqF

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

Network: BOW **Branch**: TW A2 (TAXIWAY A2) **Section:** 114 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 2,400.00 Ft **Width:** 55.00 Ft **True Area:** 6,637.63 SqF

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

01/01/2007	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/2003	NU-IN	New Construction - Initial	$0	0.00	True	

Network: BOW **Branch**: TW A3 (TAXIWAY A3) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 1,100.00 Ft **Width:** 38.00 Ft **True Area:** 54,637.73 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW C1 (TAXIWAY C1) **Section:** 305 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 330.00 Ft **Width:** 50.00 Ft **True Area:** 18,036.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW C2 (TAXIWAY C2) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 850.00 Ft **Width:** 35.00 Ft **True Area:** 30,619.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW C3 (TAXIWAY C3) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 1,175.00 Ft **Width:** 35.00 Ft **True Area:** 41,490.80 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1987	IMPORTED	OVERLAY		1.50	True	1987: 1.5" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	1942: 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW C3 (TAXIWAY C3) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank** P **Length:** 125.00 Ft **Width:** 35.00 Ft **True Area:** 4,911.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	ASSUME: 1990 AC OVERLAY
01/01/1971	IMPORTED	OVERLAY		1.50	True	ASSUME: 1971 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		1.00	True	ASSUME: 1942 1" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 50.00 Ft **True Area:** 95,846.28 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 ON 8" P-211
01/01/1984	IMPORTED	OVERLAY			True	SOIL: SP-SM

Network: BOW **Branch**: TW D (TAXIWAY D) **Section:** 407 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 15,000.00 SqF

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

07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1984	IMPORTED	OVERLAY		3.00	True	ASSUME: 1984 3" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT			True	ASSUME: 1942 AC PAVEMENT

Network: BOW **Branch**: TW D1 (TAXIWAY D1) **Section:** 1005 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 2,400.00 Ft **Width:** 55.00 Ft **True Area:** 81,983.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	4.00	True	4"AC/9"P-211

Network: BOW **Branch**: TW D1 (TAXIWAY D1) **Section:** 1010 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 25.00 Ft **True Area:** 32,995.81 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	2.00	True	2" AC/6" P211

Network: BOW **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank** P **Length:** 85.00 Ft **Width:** 90.00 Ft **True Area:** 10,259.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch**: TW F (TAXIWAY F) **Section:** 610 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank** P **Length:** 340.00 Ft **Width:** 90.00 Ft **True Area:** 30,778.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch**: TW F (TAXIWAY F) **Section:** 615 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank** P **Length:** 290.00 Ft **Width:** 120.00 Ft **True Area:** 5,898.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY		2.00	True	1990: MINIMUM 2" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		1.50	True	1942: 1.5" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW F (TAXIWAY F) **Section:** 620 **Surface:** AAC
L.C.D.: 02/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 290.00 Ft **Width:** 120.00 Ft **True Area:** 37,090.05 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	3" MILL, 3" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY	$0	2.00	True	1990: MINIMUM 2" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY	$0	0.00	True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT	$0	1.50	True	1942: 1.5" AC ON 7.5" LIME ROCK BASE

Network: BOW **Branch**: TW G (TAXIWAY G) **Section:** 705 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 150.00 Ft **True Area:** 32,611.82 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	REPAIR			False	1991: SLURRY SEAL
01/01/1971	IMPORTED	OVERLAY			True	1971: P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" EXISTING LIME ROCK

Network: BOW **Branch**: TW G (TAXIWAY G) **Section:** 710 **Surface:** AAC
L.C.D.: 01/01/1971 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 150.00 Ft **True Area:** 34,446.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971: 1.5" P-401 OVERLAY
01/01/1942	IMPORTED	BUILT		3.00	True	1942: 3" AC ON 8" LIME ROCK BASE

Network: BOW **Branch**: TW H (TAXIWAY H) **Section:** 802 **Surface:** AAC
L.C.D.: 02/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 25.00 Ft **Width:** 50.00 Ft **True Area:** 3,573.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	1 1/2" MILL, 3" P-401 OVERLAY
01/01/1971	IMPORTED	BUILT			True	ESTIMATE 1971 AC PAVEMENT

Network: BOW **Branch**: TW H (TAXIWAY H) **Section:** 805 **Surface:** AAC
L.C.D.: 02/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 475.00 Ft **Width:** 50.00 Ft **True Area:** 24,823.01 SqF

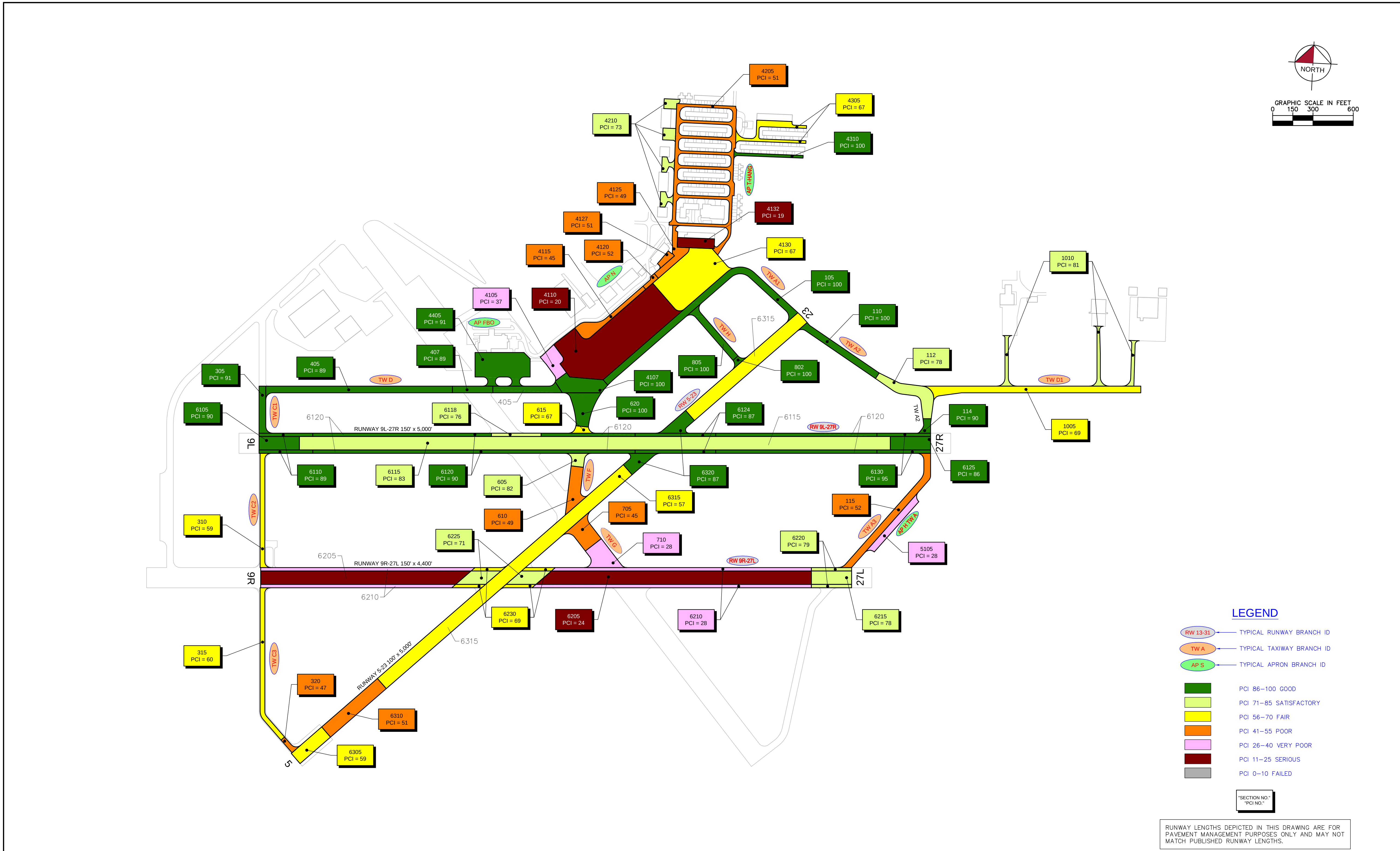
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	1 1/2" MILL, 3" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP-SM
01/01/1971	IMPORTED	BUILT			True	ESTIMATE 1971 AC PAVEMENT

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	42	2,935,995.46	3.79	2.65
Initial Construction	8	402,508.68	1.25	1.49
Mill & Overlay	3	438,619.98	3.00	.00
Mill and Overlay	20	1,184,002.35	.00	.00
New Construction - AC	1	83,162.64	.00	
New Construction - Initial	3	61,277.37	.67	1.15
OVERLAY	58	4,230,923.66	1.63	.50
REPAIR	6	791,322.98		
Surface Treatment - Slurry Seal	1	120,980.00	.00	

APPENDIX B

- AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- PAVEMENT CONDITION INDEX INVENTORY



NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
4205 PCI = 51
4305 PCI = 67
4210 PCI = 73
4310 PCI = 100
AP T-HANG
4125 PCI = 49
4132 PCI = 19
4127 PCI = 51
4130 PCI = 67
4115 PCI = 45
4120 PCI = 52
AP N
TW A1
105 PCI = 100
1010 PCI = 81
4105 PCI = 37
4110 PCI = 20
4405 PCI = 91
AP FBO
6315
23
110 PCI = 100
TW H
TW A2
407 PCI = 89
405 PCI = 89
305 PCI = 91
805 PCI = 100
802 PCI = 100
112 PCI = 78
TW D
4107 PCI = 100
TW D1
405
620 PCI = 100
RW 5-23
6124 PCI = 87
6105 PCI = 90
TW C1
6118 PCI = 76
615 PCI = 67
6120
6115
6120
TW A2
114 PCI = 90
1005 PCI = 69
RUNWAY 9L-27R 150' x 5,000'
6120
RW 9L-27R
9L
27R
6110 PCI = 89
6115 PCI = 83
6120 PCI = 90
605 PCI = 82
TW F
6320 PCI = 87
6130 PCI = 95
6125 PCI = 86
6315 PCI = 57
115 PCI = 52
TW C2
610 PCI = 49
705 PCI = 45
310 PCI = 59
TW A3
AP HTW A
6225 PCI = 71
TW G
710 PCI = 28
6220 PCI = 79
5105 PCI = 28
6205
RUNWAY 9R-27L 150' x 4,400'
RW 9R-27L
9R
27L
6210
6230 PCI = 69
6205 PCI = 24
6210 PCI = 28
6215 PCI = 78
6315
315 PCI = 60
TW C3
RUNWAY 5-23 100' x 5,000'
320 PCI = 47
6310 PCI = 51
6305 PCI = 59
5
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
"SECTION NO." "PCI NO."
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: BOW

FDOT DISTRICT: 1

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Samples Inspected	Total Samples
RUNWAY 5-23	RW 5-23	RUNWAY	6320	40,640	P	AAC	87	Good	2	8
RUNWAY 5-23	RW 5-23	RUNWAY	6315	353,620	P	AAC	57	Fair	15	71
RUNWAY 5-23	RW 5-23	RUNWAY	6310	55,000	P	AAC	51	Poor	3	11
RUNWAY 5-23	RW 5-23	RUNWAY	6305	30,000	P	AAC	59	Fair	2	6
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6230	22,390	S	AAC	69	Fair	1	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6225	44,518	S	AAC	71	Satisfactory	2	10
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6220	15,000	S	PCC	79	Satisfactory	2	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6215	30,000	S	PCC	78	Satisfactory	3	8
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6210	175,118	S	AC	28	Very Poor	7	36
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6205	350,236	S	AC	24	Serious	15	71
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6130	20,000	P	AAC	95	Good	2	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6125	30,000	P	APC	86	Good	2	6
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6124	30,000	P	AAC	87	Good	2	6
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6120	170,750	P	AAC	90	Good	7	35
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6118	9,250	P	AAC	76	Satisfactory	1	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6115	440,000	P	AAC	83	Satisfactory	18	87
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6110	20,000	P	AAC	89	Good	2	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6105	30,000	P	AAC	90	Good	2	6
HOLD APRON TW A	AP H TW A	APRON	5105	26,073	P	AC	28	Very Poor	1	5
APRON FBO	AP FBO	APRON	4405	83,163	P	AC	91	Good	3	18
T-HANGAR APRON	AP T-HANG	APRON	4310	10,686	P	AC	100	Good	1	2
T-HANGAR APRON	AP T-HANG	APRON	4305	28,752	T	AC	67	Fair	1	7
T-HANGAR APRON	AP T-HANG	APRON	4210	30,250	T	PCC	73	Satisfactory	2	10
T-HANGAR APRON	AP T-HANG	APRON	4205	120,980	T	AC	51	Poor	3	27
NORTH APRON	AP N	APRON	4132	20,148	P	PCC	19	Serious	1	4
NORTH APRON	AP N	APRON	4130	146,118	P	PCC	67	Fair	4	35
NORTH APRON	AP N	APRON	4127	6,397	P	AC	51	Poor	1	2
NORTH APRON	AP N	APRON	4125	23,419	P	AC	49	Poor	1	5

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Samples Inspected	Total Samples
NORTH APRON	AP N	APRON	4120	4,597	P	AAC	52	Poor	1	1
NORTH APRON	AP N	APRON	4115	30,089	P	AAC	45	Poor	1	8
NORTH APRON	AP N	APRON	4110	289,313	P	PCC	20	Serious	6	58
NORTH APRON	AP N	APRON	4107	39,128	P	AAC	100	Good	1	9
NORTH APRON	AP N	APRON	4105	24,758	P	AAC	37	Very Poor	1	5
TAXIWAY D1	TW D1	TAXIWAY	1010	32,996	P	AC	81	Satisfactory	1	9
TAXIWAY D1	TW D1	TAXIWAY	1005	81,983	P	AC	69	Fair	2	15
TAXIWAY H	TW H	TAXIWAY	805	24,823	P	AAC	100	Good	1	5
TAXIWAY H	TW H	TAXIWAY	802	3,573	P	AAC	100	Good	1	1
TAXIWAY G	TW G	TAXIWAY	710	34,447	P	AAC	28	Very Poor	1	9
TAXIWAY G	TW G	TAXIWAY	705	32,612	P	AAC	45	Poor	1	8
TAXIWAY F	TW F	TAXIWAY	620	37,090	P	AAC	100	Good	1	8
TAXIWAY F	TW F	TAXIWAY	615	5,898	P	AAC	67	Fair	1	1
TAXIWAY F	TW F	TAXIWAY	610	30,778	P	AAC	49	Poor	1	7
TAXIWAY F	TW F	TAXIWAY	605	10,259	P	AAC	82	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	407	15,000	P	AAC	89	Good	1	3
TAXIWAY D	TW D	TAXIWAY	405	95,846	P	AAC	89	Good	3	19
TAXIWAY C3	TW C3	TAXIWAY	320	4,911	P	AAC	47	Poor	1	1
TAXIWAY C3	TW C3	TAXIWAY	315	41,491	P	AAC	60	Fair	2	12
TAXIWAY C2	TW C2	TAXIWAY	310	30,619	P	AAC	59	Fair	1	8
TAXIWAY C1	TW C1	TAXIWAY	305	18,036	P	AAC	91	Good	1	4
TAXIWAY A3	TW A3	TAXIWAY	115	54,638	P	AAC	52	Poor	2	11
TAXIWAY A2	TW A2	TAXIWAY	114	6,638	P	AAC	90	Good	1	2
TAXIWAY A2	TW A2	TAXIWAY	112	43,953	P	AC	78	Satisfactory	1	10
TAXIWAY A2	TW A2	TAXIWAY	110	33,575	P	AAC	100	Good	1	6
TAXIWAY A1	TW A1	TAXIWAY	105	93,385	P	AAC	100	Good	3	19

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: 9 /12/2013

Branch Condition Report

Pavement Database: FDOT NetworkID: BOW

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 FBO (APRON FBO)	1	183.00	410.00	83,162.64	APRON	91.00	0.00	91.00
AP H TW A (HOLD APRON ON TW A)	1	500.00	50.00	26,073.01	APRON	28.00	0.00	28.00
AP N (NORTH APRON)	9	3,705.00	126.67	583,967.38	APRON	48.89	23.19	40.85
AP T-HANG (T-HANGAR APRON)	4	4,350.00	23.25	190,668.16	APRON	72.75	17.67	59.65
RW 5-23 (RUNWAY 5-23)	4	4,800.00	100.00	479,259.73	RUNWAY	63.50	13.88	58.98
RW 9L-27R (RUNWAY 9L-27R)	8	14,960.00	53.12	750,000.00	RUNWAY	87.00	5.29	85.55
RW 9R-27L (RUNWAY 9R-27L)	6	12,714.00	62.50	637,262.04	RUNWAY	58.17	23.05	33.80
TW A1 (TAXIWAY A1)	1	1,820.00	50.00	93,384.65	TAXIWAY	100.00	0.00	100.00
TW A2 (TAXIWAY A2)	3	5,449.00	53.33	84,165.75	TAXIWAY	89.33	8.99	87.72
TW A3 (TAXIWAY A3)	1	1,100.00	38.00	54,637.73	TAXIWAY	52.00	0.00	52.00
TW C1 (TAXIWAY C1)	1	330.00	50.00	18,036.50	TAXIWAY	91.00	0.00	91.00
TW C2 (TAXIWAY C2)	1	850.00	35.00	30,619.14	TAXIWAY	59.00	0.00	59.00
TW C3 (TAXIWAY C3)	2	1,300.00	35.00	46,402.30	TAXIWAY	53.50	6.50	58.62
TW D (TAXIWAY D)	2	2,200.00	50.00	110,846.28	TAXIWAY	89.00	0.00	89.00
TW D1 (TAXIWAY D1)	2	3,600.00	40.00	114,978.81	TAXIWAY	75.00	6.00	72.44
TW F (TAXIWAY F)	4	1,005.00	105.00	84,025.49	TAXIWAY	74.50	18.79	76.80

Branch Condition Report

Pavement Database: FDOT NetworkID: BOW

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 G (TAXIWAY G)	2	420.00	150.00	67,058.52	TAXIWAY	36.50	8.50	36.27
TW H (TAXIWAY H)	2	500.00	50.00	28,396.02	TAXIWAY	100.00	0.00	100.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	15	883,871.19	56.67	25.39	49.24
RUNWAY	18	1,866,521.77	72.17	20.30	61.06
TAXIWAY	21	732,551.19	75.05	21.57	75.97
All	54	3,482,944.15	68.98	23.60	61.20

Date: 9 /12/2013

Section Condition Report

Pavement Database: FDOT NetworkID: BOW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO (APRON FBO)	4405	01/01/2007	AC	APRON	P	0	83,162.64	08/12/2013	6	91.00
AP H TW A (HOLD APRON ON TW A)	5105	01/01/1942	AC	APRON	P	0	26,073.01	08/12/2013	71	28.00
AP N (NORTH APRON)	4105	01/01/1990	AAC	APRON	P	0	24,758.43	08/12/2013	23	37.00
AP N (NORTH APRON)	4107	02/01/2012	AAC	APRON	P	0	39,128.32	02/01/2012	0	100.00
AP N (NORTH APRON)	4110	01/01/1942	PCC	APRON	P	0	289,313.03	08/12/2013	71	20.00
AP N (NORTH APRON)	4115	01/01/1990	AAC	APRON	P	0	30,089.12	08/12/2013	23	45.00
AP N (NORTH APRON)	4120	01/01/1987	AAC	APRON	P	0	4,597.07	08/12/2013	26	52.00
AP N (NORTH APRON)	4125	01/01/1942	AC	APRON	P	0	23,418.90	08/12/2013	71	49.00
AP N (NORTH APRON)	4127	01/01/1998	AC	APRON	P	0	6,396.88	08/12/2013	15	51.00
AP N (NORTH APRON)	4130	01/01/1942	PCC	APRON	P	0	146,117.63	08/12/2013	71	67.00
AP N (NORTH APRON)	4132	01/01/1942	PCC	APRON	P	0	20,148.00	08/12/2013	71	19.00
AP T-HANG (T-HANGAR APRON)	4205	01/01/2004	AC	APRON	T	0	120,980.00	08/12/2013	9	51.00
AP T-HANG (T-HANGAR APRON)	4210	01/01/2004	PCC	APRON	T	0	30,250.15	08/12/2013	9	73.00
AP T-HANG (T-HANGAR APRON)	4305	01/01/2004	AC	APRON	T	0	28,751.73	08/12/2013	9	67.00
AP T-HANG (T-HANGAR APRON)	4310	09/01/2012	AC	APRON	P	0	10,686.28	09/01/2012	0	100.00
RW 5-23 (RUNWAY 5-23)	6305	01/01/2001	AAC	RUNWAY	P	0	30,000.00	08/12/2013	12	59.00
RW 5-23 (RUNWAY 5-23)	6310	01/01/2001	AAC	RUNWAY	P	0	55,000.00	08/12/2013	12	51.00
RW 5-23 (RUNWAY 5-23)	6315	01/01/2001	AAC	RUNWAY	P	0	353,619.98	08/12/2013	12	57.00
RW 5-23 (RUNWAY 5-23)	6320	01/01/2001	AAC	RUNWAY	P	0	40,639.75	08/12/2013	12	87.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/2007	AAC	RUNWAY	P	0	30,000.00	08/12/2013	6	90.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/2007	AAC	RUNWAY	P	0	20,000.00	08/12/2013	6	89.00
RW 9L-27R (RUNWAY 9L-27R)	6115	01/01/2007	AAC	RUNWAY	P	0	440,000.00	08/12/2013	6	83.00
RW 9L-27R (RUNWAY 9L-27R)	6118	01/01/2007	AAC	RUNWAY	P	0	9,250.00	08/12/2013	6	76.00
RW 9L-27R (RUNWAY 9L-27R)	6120	01/01/2007	AAC	RUNWAY	P	0	170,750.00	08/12/2013	6	90.00
RW 9L-27R (RUNWAY 9L-27R)	6124	01/01/2007	AAC	RUNWAY	P	0	30,000.00	08/12/2013	6	87.00
RW 9L-27R (RUNWAY 9L-27R)	6125	01/01/2007	APC	RUNWAY	P	0	30,000.00	08/12/2013	6	86.00
RW 9L-27R (RUNWAY 9L-27R)	6130	01/01/2007	AAC	RUNWAY	P	0	20,000.00	08/12/2013	6	95.00

Section Condition Report

Pavement Database: FDOT NetworkID: BOW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9R-27L (RUNWAY 9R-27L)	6205	01/01/1942	AC	RUNWAY	S	0	350,235.57	08/12/2013	71	24.00
RW 9R-27L (RUNWAY 9R-27L)	6210	01/01/1942	AC	RUNWAY	S	0	175,117.79	08/12/2013	71	28.00
RW 9R-27L (RUNWAY 9R-27L)	6215	01/01/1942	PCC	RUNWAY	S	0	30,000.00	08/12/2013	71	78.00
RW 9R-27L (RUNWAY 9R-27L)	6220	01/01/1942	PCC	RUNWAY	S	0	15,000.44	08/12/2013	71	79.00
RW 9R-27L (RUNWAY 9R-27L)	6225	01/01/2001	AAC	RUNWAY	S	0	44,518.40	08/12/2013	12	71.00
RW 9R-27L (RUNWAY 9R-27L)	6230	01/01/2001	AAC	RUNWAY	S	0	22,389.84	08/12/2013	12	69.00
TW A1 (TAXIWAY A1)	105	02/01/2012	AAC	TAXIWAY	P	0	93,384.65	02/01/2012	0	100.00
TW A2 (TAXIWAY A2)	110	02/01/2012	AAC	TAXIWAY	P	0	33,574.66	02/01/2012	0	100.00
TW A2 (TAXIWAY A2)	112	01/01/2003	AC	TAXIWAY	P	0	43,953.46	08/12/2013	10	78.00
TW A2 (TAXIWAY A2)	114	01/01/2007	AAC	TAXIWAY	P	0	6,637.63	08/12/2013	6	90.00
TW A3 (TAXIWAY A3)	115	01/01/1987	AAC	TAXIWAY	P	0	54,637.73	08/12/2013	26	52.00
TW C1 (TAXIWAY C1)	305	07/01/2009	AAC	TAXIWAY	P	0	18,036.50	08/12/2013	4	91.00
TW C2 (TAXIWAY C2)	310	01/01/1987	AAC	TAXIWAY	P	0	30,619.14	08/12/2013	26	59.00
TW C3 (TAXIWAY C3)	315	01/01/1987	AAC	TAXIWAY	P	0	41,490.80	08/12/2013	26	60.00
TW C3 (TAXIWAY C3)	320	01/01/1990	AAC	TAXIWAY	P	0	4,911.50	08/12/2013	23	47.00
TW D (TAXIWAY D)	405	07/01/2009	AAC	TAXIWAY	P	0	95,846.28	08/12/2013	4	89.00
TW D (TAXIWAY D)	407	07/01/2009	AAC	TAXIWAY	P	0	15,000.00	08/12/2013	4	89.00
TW D1 (TAXIWAY D1)	1005	01/01/2003	AC	TAXIWAY	P	0	81,983.00	08/12/2013	10	69.00
TW D1 (TAXIWAY D1)	1010	01/01/2003	AC	TAXIWAY	P	0	32,995.81	08/12/2013	10	81.00
TW F (TAXIWAY F)	605	01/01/1971	AAC	TAXIWAY	P	0	10,259.15	08/12/2013	42	82.00
TW F (TAXIWAY F)	610	01/01/1971	AAC	TAXIWAY	P	0	30,778.15	08/12/2013	42	49.00
TW F (TAXIWAY F)	615	01/01/1990	AAC	TAXIWAY	P	0	5,898.14	08/12/2013	23	67.00
TW F (TAXIWAY F)	620	02/01/2012	AAC	TAXIWAY	P	0	37,090.05	02/01/2012	0	100.00
TW G (TAXIWAY G)	705	01/01/1971	AAC	TAXIWAY	P	0	32,611.82	08/12/2013	42	45.00
TW G (TAXIWAY G)	710	01/01/1971	AAC	TAXIWAY	P	0	34,446.70	08/12/2013	42	28.00
TW H (TAXIWAY H)	802	02/01/2012	AAC	TAXIWAY	P	0	3,573.01	02/01/2012	0	100.00

TW H (TAXIWAY H)	805	02/01/2012	AAC	TAXIWAY	P	0	24,823.01	02/01/2012	0	100.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**242,259.98**	**7**	**100.00**	**0.00**	**100.00**
03-05	**4.00**	**128,882.78**	**3**	**89.67**	**1.15**	**89.28**
06-10	**7.31**	**1,178,714.42**	**16**	**81.00**	**11.56**	**80.08**
11-15	**12.43**	**552,564.85**	**7**	**63.57**	**13.00**	**60.26**
21-25	**23.00**	**65,657.19**	**4**	**49.00**	**12.75**	**44.11**
26-30	**26.00**	**131,344.74**	**4**	**55.75**	**4.35**	**56.16**
over 40	**62.08**	**1,183,520.19**	**13**	**45.85**	**23.68**	**33.33**
All	**22.57**	**3,482,944.15**	**54**	**68.98**	**23.83**	**61.20**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

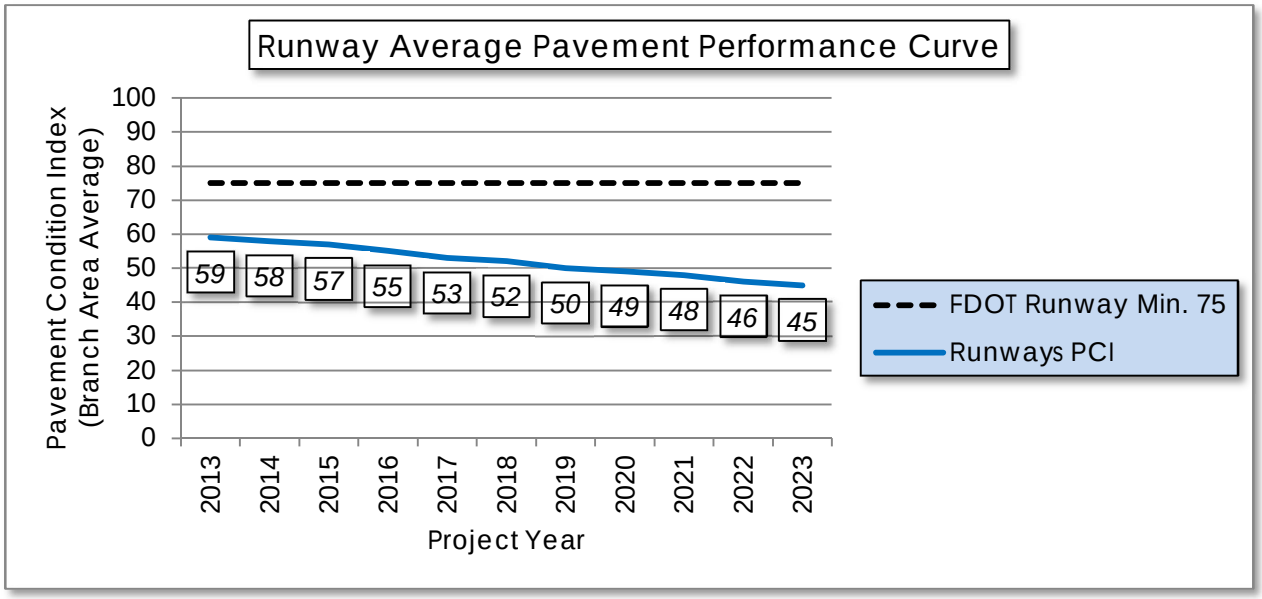
Table D-1: Pavement Performance Prediction

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
RW 5-23	6320	87	86	83	80	78	75	73	71	69	68	66
RW 5-23	6315	57	57	55	54	52	51	49	48	47	45	44
RW 5-23	6310	51	50	49	48	46	45	44	42	41	39	38
RW 5-23	6305	59	59	58	57	56	55	54	52	51	49	48
RW 9R-27L	6230	69	68	67	65	64	63	62	62	61	61	60
RW 9R-27L	6225	71	70	68	67	65	64	63	62	62	61	61
RW 9R-27L	6220	79	78	75	73	70	68	66	63	62	60	58
RW 9R-27L	6215	78	77	74	72	69	67	65	63	61	59	58
RW 9R-27L	6210	28	28	27	27	26	25	25	24	24	23	22
RW 9R-27L	6205	24	24	23	23	22	21	21	20	20	19	18
RW 9L-27R	6130	95	94	91	88	85	83	80	77	75	73	71
RW 9L-27R	6125	86	82	73	67	63	61	59	59	59	59	59
RW 9L-27R	6124	87	86	83	80	78	75	73	71	69	68	66
RW 9L-27R	6120	90	89	86	83	81	78	76	73	71	69	68
RW 9L-27R	6118	76	75	73	71	69	67	66	65	64	63	62
RW 9L-27R	6115	83	82	79	77	74	72	70	68	67	65	64
RW 9L-27R	6110	89	88	85	82	80	77	75	73	71	69	67
RW 9L-27R	6105	90	89	86	83	81	78	76	73	71	69	68
AP H TW A	5105	28	28	28	28	28	28	27	27	27	27	27
AP FBO	4405	91	89	85	82	79	77	75	73	71	70	69
AP T-HANG	4310	100	93	88	84	81	78	76	74	72	71	70
AP T-HANG	4305	67	67	66	65	65	64	63	63	62	61	60
AP T-HANG	4210	73	72	70	67	65	63	62	60	59	58	57
AP T-HANG	4205	51	51	50	49	48	47	46	46	45	44	44
AP N	4132	19	19	19	19	19	18	18	18	18	18	18
AP N	4130	67	66	64	62	61	59	58	57	56	55	55
AP N	4127	51	51	50	49	48	47	46	46	45	44	44
AP N	4125	49	49	48	47	46	45	45	44	43	43	42

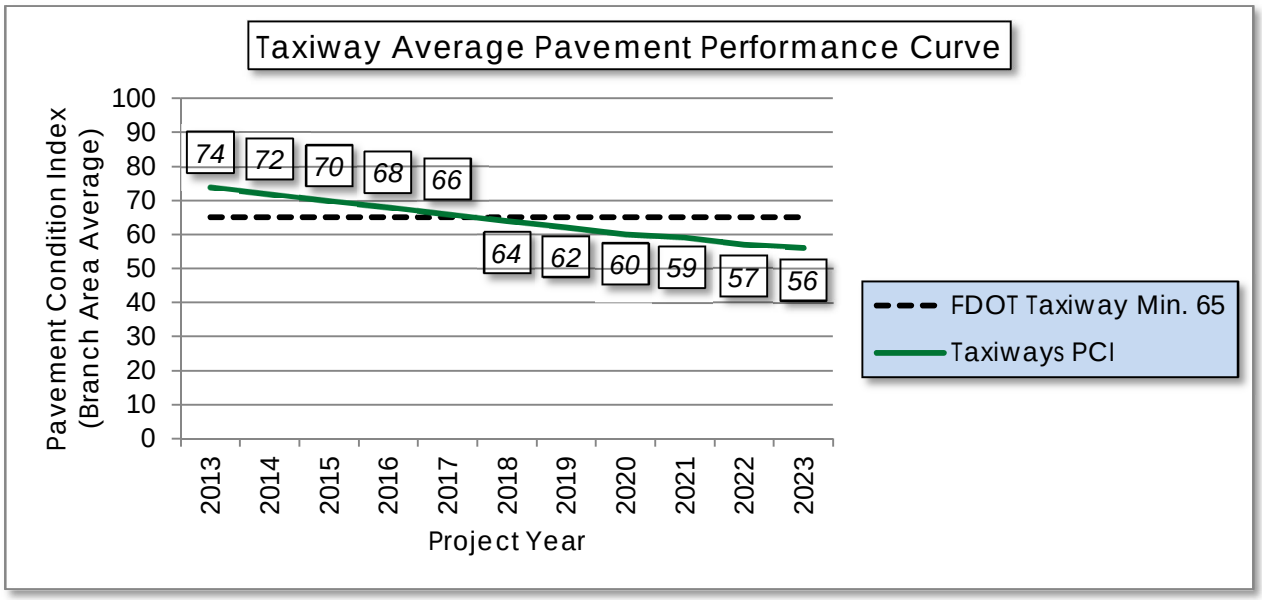
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AP N	4120	52	52	51	50	49	48	47	45	44	42	41
AP N	4115	45	44	43	41	39	37	35	33	31	29	28
AP N	4110	20	20	20	20	20	19	19	19	19	19	19
AP N	4107	100	93	90	87	84	81	78	76	74	72	70
AP N	4105	37	36	34	32	30	29	27	25	23	21	19
TW D1	1010	81	80	78	76	74	73	71	70	69	68	67
TW D1	1005	69	69	68	67	66	66	65	65	64	64	64
TW H	805	100	94	91	88	86	84	82	81	79	78	76
TW H	802	100	94	91	88	86	84	82	81	79	78	76
TW G	710	28	27	23	19	16	12	8	5	1	0	0
TW G	705	45	44	40	36	32	28	25	21	17	14	10
TW F	620	100	94	91	88	86	84	82	81	79	78	76
TW F	615	67	67	65	64	63	62	62	61	60	59	59
TW F	610	49	48	45	41	37	33	30	26	23	19	15
TW F	605	82	81	80	78	77	75	74	73	72	70	69
TW D	407	89	88	86	84	82	80	79	77	76	75	73
TW D	405	89	88	86	84	82	80	79	77	76	75	73
TW C3	320	47	46	42	38	34	31	27	23	20	16	13
TW C3	315	60	60	59	58	58	57	57	57	57	57	56
TW C2	310	59	59	58	58	57	57	57	57	57	56	56
TW C1	305	91	90	88	85	83	82	80	79	77	76	74
TW A3	115	52	51	49	47	43	39	35	32	28	24	21
TW A2	114	90	89	87	85	83	81	79	78	77	75	74
TW A2	112	78	77	75	74	72	71	70	68	68	67	66
TW A2	110	100	94	91	88	86	84	82	81	79	78	76
TW A1	105	100	94	91	88	86	84	82	81	79	78	76

Figure D-1: Pavement Performance by Pavement Use

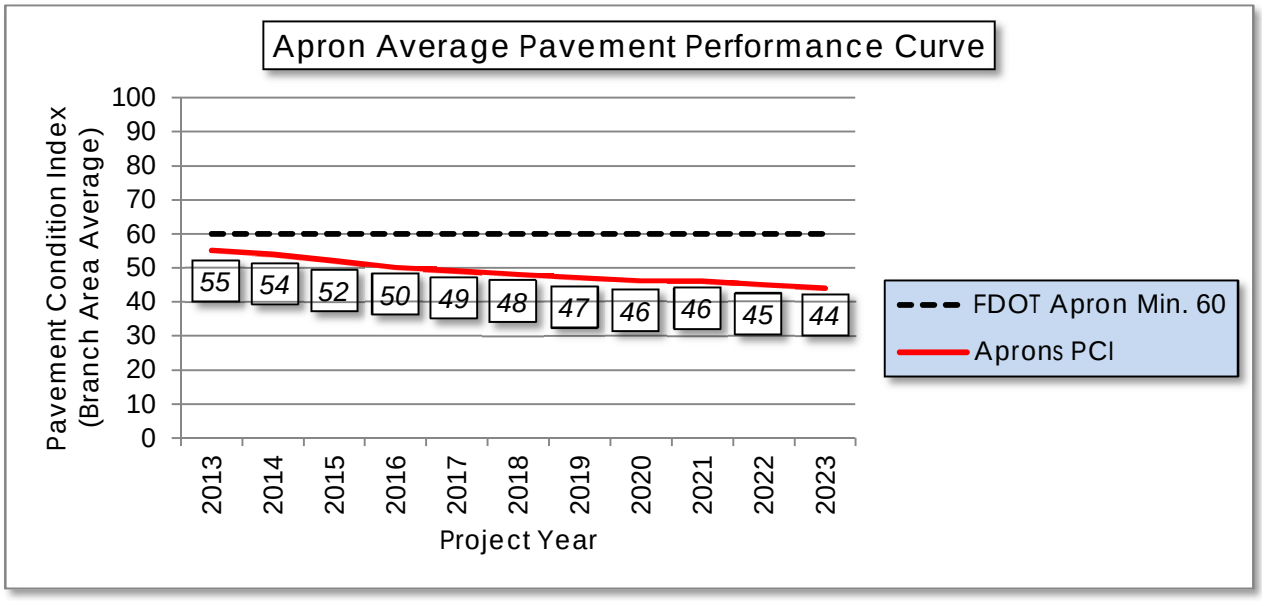
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
55
54
52
50
49
48
47
46
46
45
44
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Project Year
FDOT Apron Min. 60
Aprons PCI

APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 5-23	RW 5-23	6320	L & T CR	L	Crack Sealing - AC	905.90	Ft	$2.75	$2,491.13
RUNWAY 5-23	RW 5-23	6315	BLOCK CR	M	Patching - AC Full Depth	2,721.70	SqFt	$5.00	$13,608.28
RUNWAY 5-23	RW 5-23	6315	DEPRESSION	L	Patching - AC Full Depth	750.00	SqFt	$5.00	$3,749.80
RUNWAY 5-23	RW 5-23	6315	L & T CR	L	Crack Sealing - AC	20,973.30	Ft	$2.75	$57,676.58
RUNWAY 5-23	RW 5-23	6315	L & T CR	M	Crack Sealing - AC	3,745.90	Ft	$2.75	$10,301.30
RUNWAY 5-23	RW 5-23	6315	RAVELING	L	Surface Seal	246,500.00	SqFt	$0.55	$135,576.10
RUNWAY 5-23	RW 5-23	6315	RAVELING	H	Patching - AC Partial Depth	10,242.80	SqFt	$3.00	$30,728.33
RUNWAY 5-23	RW 5-23	6315	RAVELING	M	Surface Seal	4,780.00	SqFt	$0.55	$2,629.00
RUNWAY 5-23	RW 5-23	6315	SWELLING	M	Patching - AC Full Depth	505.90	SqFt	$5.00	$2,529.50
RUNWAY 5-23	RW 5-23	6310	L & T CR	L	Crack Sealing - AC	2,042.30	Ft	$2.75	$5,616.41
RUNWAY 5-23	RW 5-23	6310	L & T CR	M	Crack Sealing - AC	443.70	Ft	$2.75	$1,220.08
RUNWAY 5-23	RW 5-23	6310	RAVELING	L	Surface Seal	55,000.00	SqFt	$0.55	$30,250.25
RUNWAY 5-23	RW 5-23	6310	SWELLING	M	Patching - AC Full Depth	1,085.50	SqFt	$5.00	$5,427.57
RUNWAY 5-23	RW 5-23	6305	DEPRESSION	L	Patching - AC Full Depth	117.50	SqFt	$5.00	$587.74

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 5-23	RW 5-23	6305	L & T CR	L	Crack Sealing - AC	291.00	Ft	$2.75	$800.25
RUNWAY 5-23	RW 5-23	6305	RAVELING	M	Surface Seal	990.00	SqFt	$0.55	$544.50
RUNWAY 5-23	RW 5-23	6305	RAVELING	L	Surface Seal	29,010.00	SqFt	$0.55	$15,955.63
RUNWAY 9R-27L	RW 9R-27L	6230	L & T CR	L	Crack Sealing - AC	24.10	Ft	$2.75	$66.38
RUNWAY 9R-27L	RW 9R-27L	6230	RAVELING	L	Surface Seal	15,670.90	SqFt	$0.55	$8,619.05
RUNWAY 9R-27L	RW 9R-27L	6225	RAVELING	L	Surface Seal	33,374.30	SqFt	$0.55	$18,356.00
RUNWAY 9R-27L	RW 9R-27L	6220	JT SEAL DMG	H	Joint Seal - PCC	1,775.00	Ft	$3.00	$5,324.99
RUNWAY 9R-27L	RW 9R-27L	6220	SCALING	L	Patching - PCC Partial Depth	2,153.10	SqFt	$19.10	$41,123.28
RUNWAY 9R-27L	RW 9R-27L	6220	SHRINKAGE CR	N	Crack Sealing - PCC	9.80	Ft	$4.25	$41.83
RUNWAY 9R-27L	RW 9R-27L	6220	JOINT SPALL	L	Patching - PCC Partial Depth	10.80	SqFt	$19.10	$205.59
RUNWAY 9R-27L	RW 9R-27L	6220	CORNER SPALL	L	Patching - PCC Partial Depth	10.80	SqFt	$19.10	$205.59
RUNWAY 9R-27L	RW 9R-27L	6220	CORNER SPALL	M	Patching - PCC Partial Depth	5.40	SqFt	$19.10	$102.80
RUNWAY 9R-27L	RW 9R-27L	6215	JT SEAL DMG	H	Joint Seal - PCC	4,400.00	Ft	$3.00	$13,199.97
RUNWAY 9R-27L	RW 9R-27L	6215	SCALING	L	Patching - PCC Partial Depth	1,230.30	SqFt	$19.10	$23,499.02
RUNWAY 9R-27L	RW 9R-27L	6215	SCALING	M	Patching - PCC Partial Depth	410.10	SqFt	$19.10	$7,833.01

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9R-27L	RW 9R-27L	6215	SHRINKAGE CR	N	Crack Sealing - PCC	52.50	Ft	$4.25	$223.10
RUNWAY 9R-27L	RW 9R-27L	6215	JOINT SPALL	L	Patching - PCC Partial Depth	28.70	SqFt	$19.10	$548.24
RUNWAY 9R-27L	RW 9R-27L	6215	CORNER SPALL	L	Patching - PCC Partial Depth	35.90	SqFt	$19.10	$685.30
RUNWAY 9R-27L	RW 9R-27L	6210	BLOCK CR	L	Surface Seal	99,640.10	SqFt	$0.55	$54,802.53
RUNWAY 9R-27L	RW 9R-27L	6210	BLOCK CR	M	Patching - AC Full Depth	19,387.90	SqFt	$5.00	$96,939.43
RUNWAY 9R-27L	RW 9R-27L	6210	L & T CR	L	Crack Sealing - AC	4,832.50	Ft	$2.75	$13,289.36
RUNWAY 9R-27L	RW 9R-27L	6210	RAVELING	M	Surface Seal	172,074.60	SqFt	$0.55	$94,641.80
RUNWAY 9R-27L	RW 9R-27L	6210	RAVELING	H	Patching - AC Partial Depth	3,043.20	SqFt	$3.00	$9,129.65
RUNWAY 9R-27L	RW 9R-27L	6205	ALLIGATOR CR	L	Patching - AC Full Depth	521.80	SqFt	$5.00	$2,608.84
RUNWAY 9R-27L	RW 9R-27L	6205	BLOCK CR	L	Surface Seal	217,917.30	SqFt	$0.55	$119,855.50
RUNWAY 9R-27L	RW 9R-27L	6205	BLOCK CR	M	Patching - AC Full Depth	95,849.30	SqFt	$5.00	$479,246.81
RUNWAY 9R-27L	RW 9R-27L	6205	L & T CR	L	Crack Sealing - AC	3,731.80	Ft	$2.75	$10,262.32
RUNWAY 9R-27L	RW 9R-27L	6205	L & T CR	M	Crack Sealing - AC	1,060.70	Ft	$2.75	$2,916.94
RUNWAY 9R-27L	RW 9R-27L	6205	PATCHING	M	Crack Sealing - AC	386.30	Ft	$2.75	$1,062.33
RUNWAY 9R-27L	RW 9R-27L	6205	RAVELING	M	Surface Seal	344,035.30	SqFt	$0.55	$189,220.97

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9R-27L	RW 9R-27L	6205	RAVELING	H	Patching - AC Partial Depth	5,033.50	SqFt	$3.00	$15,100.59
RUWNAY 9L-27R	RW 9L-27R	6125	L & T CR	L	Crack Sealing - AC	282.00	Ft	$2.75	$775.50
RUWNAY 9L-27R	RW 9L-27R	6125	WEATHERING	M	Surface Seal	2,250.00	SqFt	$0.55	$1,237.51
RUWNAY 9L-27R	RW 9L-27R	6124	DEPRESSION	L	Patching - AC Full Depth	132.20	SqFt	$5.00	$660.92
RUWNAY 9L-27R	RW 9L-27R	6124	L & T CR	L	Crack Sealing - AC	162.00	Ft	$2.75	$445.50
RUWNAY 9L-27R	RW 9L-27R	6120	L & T CR	L	Crack Sealing - AC	1,195.20	Ft	$2.75	$3,286.93
RUWNAY 9L-27R	RW 9L-27R	6118	DEPRESSION	L	Patching - AC Full Depth	300.80	SqFt	$5.00	$1,503.84
RUWNAY 9L-27R	RW 9L-27R	6118	L & T CR	L	Crack Sealing - AC	69.60	Ft	$2.75	$191.53
RUWNAY 9L-27R	RW 9L-27R	6115	L & T CR	L	Crack Sealing - AC	2,038.70	Ft	$2.75	$5,606.33
RUWNAY 9L-27R	RW 9L-27R	6115	RAVELING	L	Surface Seal	215.10	SqFt	$0.55	$118.31
RUWNAY 9L-27R	RW 9L-27R	6115	WEATHERING	M	Surface Seal	83,600.00	SqFt	$0.55	$45,980.38
RUWNAY 9L-27R	RW 9L-27R	6110	L & T CR	L	Crack Sealing - AC	100.00	Ft	$2.75	$275.00
RUWNAY 9L-27R	RW 9L-27R	6105	L & T CR	L	Crack Sealing - AC	234.00	Ft	$2.75	$643.50
HOLD APRON TW A	AP H TW A	5105	BLOCK CR	M	Patching - AC Full Depth	3,128.80	SqFt	$5.00	$15,643.82
HOLD APRON TW A	AP H TW A	5105	BLOCK CR	L	Surface Seal	14,600.90	SqFt	$0.55	$8,030.55

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
HOLD APRON TW A	AP H TW A	5105	L & T CR	L	Crack Sealing - AC	1,418.40	Ft	$2.75	$3,900.52
HOLD APRON TW A	AP H TW A	5105	RAVELING	M	Surface Seal	26,073.00	SqFt	$0.55	$14,340.27
APRON FBO	AP FBO	4405	L & T CR	L	Crack Sealing - AC	277.20	Ft	$2.75	$762.32
T-HANGAR APRON	AP T-HANG	4305	RAVELING	L	Surface Seal	28,751.70	SqFt	$0.55	$15,813.58
T-HANGAR APRON	AP T-HANG	4210	CORNER BREAK	H	Patching - PCC Partial Depth	80.70	SqFt	$19.10	$1,541.93
T-HANGAR APRON	AP T-HANG	4210	JT SEAL DMG	H	Joint Seal - PCC	350.00	Ft	$3.00	$1,050.00
T-HANGAR APRON	AP T-HANG	4210	SCALING	L	Patching - PCC Partial Depth	5,767.10	SqFt	$19.10	$110,151.64
T-HANGAR APRON	AP T-HANG	4210	SHAT. SLAB	L	Slab Replacement - PCC	390.60	SqFt	$45.00	$17,578.13
T-HANGAR APRON	AP T-HANG	4210	SHRINKAGE CR	N	Crack Sealing - PCC	36.90	Ft	$4.25	$156.87
T-HANGAR APRON	AP T-HANG	4210	JOINT SPALL	M	Patching - PCC Partial Depth	16.10	SqFt	$19.10	$308.39
T-HANGAR APRON	AP T-HANG	4210	JOINT SPALL	L	Patching - PCC Partial Depth	6.70	SqFt	$19.10	$128.49
T-HANGAR APRON	AP T-HANG	4210	CORNER SPALL	L	Patching - PCC Partial Depth	6.70	SqFt	$19.10	$128.49
T-HANGAR APRON	AP T-HANG	4205	BLOCK CR	M	Patching - AC Full Depth	7,380.00	SqFt	$5.00	$36,900.25
T-HANGAR APRON	AP T-HANG	4205	L & T CR	L	Crack Sealing - AC	7,125.00	Ft	$2.75	$19,593.65
T-HANGAR APRON	AP T-HANG	4205	PATCHING	M	Crack Sealing - AC	4,224.80	Ft	$2.75	$11,618.26

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
T-HANGAR APRON	AP T-HANG	4205	RAVELING	L	Surface Seal	37,291.30	SqFt	$0.55	$20,510.40
T-HANGAR APRON	AP T-HANG	4205	RUTTING	L	Patching - AC Full Depth	680.20	SqFt	$5.00	$3,400.94
T-HANGAR APRON	AP T-HANG	4205	WEATHERING	M	Surface Seal	107,588.80	SqFt	$0.55	$59,174.33
NORTH APRON	AP N	4132	JT SEAL DMG	M	Joint Seal - PCC	951.40	Ft	$3.00	$2,854.33
NORTH APRON	AP N	4132	SMALL PATCH	M	Slab Replacement - PCC	1,500.40	SqFt	$45.00	$67,517.80
NORTH APRON	AP N	4132	SCALING	L	Patching - PCC Partial Depth	870.10	SqFt	$19.10	$16,618.50
NORTH APRON	AP N	4132	SHAT. SLAB	L	Slab Replacement - PCC	5,251.40	SqFt	$45.00	$236,312.31
NORTH APRON	AP N	4132	SHRINKAGE CR	N	Crack Sealing - PCC	23.60	Ft	$4.25	$100.39
NORTH APRON	AP N	4132	JOINT SPALL	M	Patching - PCC Partial Depth	31.00	SqFt	$19.10	$592.10
NORTH APRON	AP N	4130	CORNER BREAK	M	Patching - PCC Partial Depth	264.70	SqFt	$19.10	$5,056.25
NORTH APRON	AP N	4130	JT SEAL DMG	H	Joint Seal - PCC	20,334.80	Ft	$3.00	$61,004.37
NORTH APRON	AP N	4130	SMALL PATCH	H	Slab Replacement - PCC	6,148.40	SqFt	$45.00	$276,679.71
NORTH APRON	AP N	4130	SMALL PATCH	M	Slab Replacement - PCC	6,148.40	SqFt	$45.00	$276,679.71
NORTH APRON	AP N	4130	SCALING	L	Patching - PCC Partial Depth	45,891.40	SqFt	$19.10	$876,525.57
NORTH APRON	AP N	4130	FAULTING	L	Patching - PCC Partial Depth	806.90	SqFt	$19.10	$15,411.44

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4130	SHRINKAGE CR	N	Crack Sealing - PCC	121.00	Ft	$4.25	$514.39
NORTH APRON	AP N	4130	JOINT SPALL	L	Patching - PCC Partial Depth	154.40	SqFt	$19.10	$2,949.48
NORTH APRON	AP N	4130	JOINT SPALL	M	Patching - PCC Partial Depth	52.90	SqFt	$19.10	$1,011.25
NORTH APRON	AP N	4130	JOINT SPALL	H	Patching - PCC Partial Depth	66.20	SqFt	$19.10	$1,264.06
NORTH APRON	AP N	4130	CORNER SPALL	L	Patching - PCC Partial Depth	66.20	SqFt	$19.10	$1,264.06
NORTH APRON	AP N	4127	BLOCK CR	L	Surface Seal	3,463.70	SqFt	$0.55	$1,905.05
NORTH APRON	AP N	4127	L & T CR	L	Crack Sealing - AC	296.00	Ft	$2.75	$814.03
NORTH APRON	AP N	4127	RAVELING	L	Surface Seal	6,100.90	SqFt	$0.55	$3,355.51
NORTH APRON	AP N	4125	BLOCK CR	L	Surface Seal	6,218.50	SqFt	$0.55	$3,420.18
NORTH APRON	AP N	4125	DEPRESSION	L	Patching - AC Full Depth	732.70	SqFt	$5.00	$3,663.38
NORTH APRON	AP N	4125	L & T CR	L	Crack Sealing - AC	2,132.60	Ft	$2.75	$5,864.68
NORTH APRON	AP N	4125	RAVELING	L	Surface Seal	23,418.90	SqFt	$0.55	$12,880.50
NORTH APRON	AP N	4120	L & T CR	M	Crack Sealing - AC	67.00	Ft	$2.75	$184.25
NORTH APRON	AP N	4120	L & T CR	L	Crack Sealing - AC	515.00	Ft	$2.75	$1,416.27
NORTH APRON	AP N	4120	RAVELING	L	Surface Seal	4,597.10	SqFt	$0.55	$2,528.41

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4120	SHOVING	M	Grinding (Localized)	9.40	Ft	$2.10	$19.67
NORTH APRON	AP N	4115	DEPRESSION	L	Patching - AC Full Depth	2,325.30	SqFt	$5.00	$11,626.75
NORTH APRON	AP N	4115	L & T CR	L	Crack Sealing - AC	2,776.00	Ft	$2.75	$7,633.89
NORTH APRON	AP N	4115	L & T CR	M	Crack Sealing - AC	174.70	Ft	$2.75	$480.45
NORTH APRON	AP N	4115	PATCHING	M	Crack Sealing - AC	50.00	Ft	$2.75	$137.39
NORTH APRON	AP N	4115	RAVELING	L	Surface Seal	29,972.60	SqFt	$0.55	$16,485.09
NORTH APRON	AP N	4110	CORNER BREAK	M	Patching - PCC Partial Depth	326.80	SqFt	$19.10	$6,241.73
NORTH APRON	AP N	4110	JT SEAL DMG	L	Joint Seal - PCC	36,452.10	Ft	$3.00	$109,356.01
NORTH APRON	AP N	4110	SMALL PATCH	M	Slab Replacement - PCC	50,600.00	SqFt	$45.00	$2,277,000.15
NORTH APRON	AP N	4110	SMALL PATCH	H	Slab Replacement - PCC	9,487.50	SqFt	$45.00	$426,937.53
NORTH APRON	AP N	4110	SCALING	M	Patching - PCC Partial Depth	9,338.10	SqFt	$19.10	$178,357.54
NORTH APRON	AP N	4110	SCALING	L	Patching - PCC Partial Depth	54,991.00	SqFt	$19.10	$1,050,327.73
NORTH APRON	AP N	4110	FAULTING	L	Patching - PCC Partial Depth	4,150.30	SqFt	$19.10	$79,270.02
NORTH APRON	AP N	4110	FAULTING	M	Restoration - PCC/CRCP	253.00	Ft	$45.00	$11,385.00
NORTH APRON	AP N	4110	SHAT. SLAB	M	Slab Replacement - PCC	3,162.50	SqFt	$45.00	$142,312.51

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4110	SHAT. SLAB	L	Slab Replacement - PCC	66,412.50	SqFt	$45.00	$2,988,562.69
NORTH APRON	AP N	4110	SHRINKAGE CR	N	Crack Sealing - PCC	1,195.30	Ft	$4.25	$5,079.93
NORTH APRON	AP N	4110	JOINT SPALL	M	Patching - PCC Partial Depth	326.80	SqFt	$19.10	$6,241.73
NORTH APRON	AP N	4110	JOINT SPALL	L	Patching - PCC Partial Depth	217.90	SqFt	$19.10	$4,161.16
NORTH APRON	AP N	4110	JOINT SPALL	H	Patching - PCC Partial Depth	163.40	SqFt	$19.10	$3,120.87
NORTH APRON	AP N	4110	CORNER SPALL	L	Patching - PCC Partial Depth	136.20	SqFt	$19.10	$2,600.72
NORTH APRON	AP N	4110	CORNER SPALL	M	Patching - PCC Partial Depth	81.70	SqFt	$19.10	$1,560.43
NORTH APRON	AP N	4105	BLOCK CR	M	Patching - AC Full Depth	18,861.90	SqFt	$5.00	$94,309.62
NORTH APRON	AP N	4105	RAVELING	M	Surface Seal	2,367.90	SqFt	$0.55	$1,302.35
NORTH APRON	AP N	4105	RAVELING	L	Surface Seal	18,861.90	SqFt	$0.55	$10,374.14
TAXIWAY D1	TW D1	1010	RAVELING	L	Surface Seal	6,931.90	SqFt	$0.55	$3,812.57
TAXIWAY D1	TW D1	1005	L & T CR	L	Crack Sealing - AC	573.90	Ft	$2.75	$1,578.17
TAXIWAY D1	TW D1	1005	RAVELING	L	Surface Seal	57,388.10	SqFt	$0.55	$31,563.72
TAXIWAY G	TW G	710	BLOCK CR	L	Surface Seal	3,306.90	SqFt	$0.55	$1,818.80
TAXIWAY G	TW G	710	DEPRESSION	L	Patching - AC Full Depth	468.90	SqFt	$5.00	$2,344.30

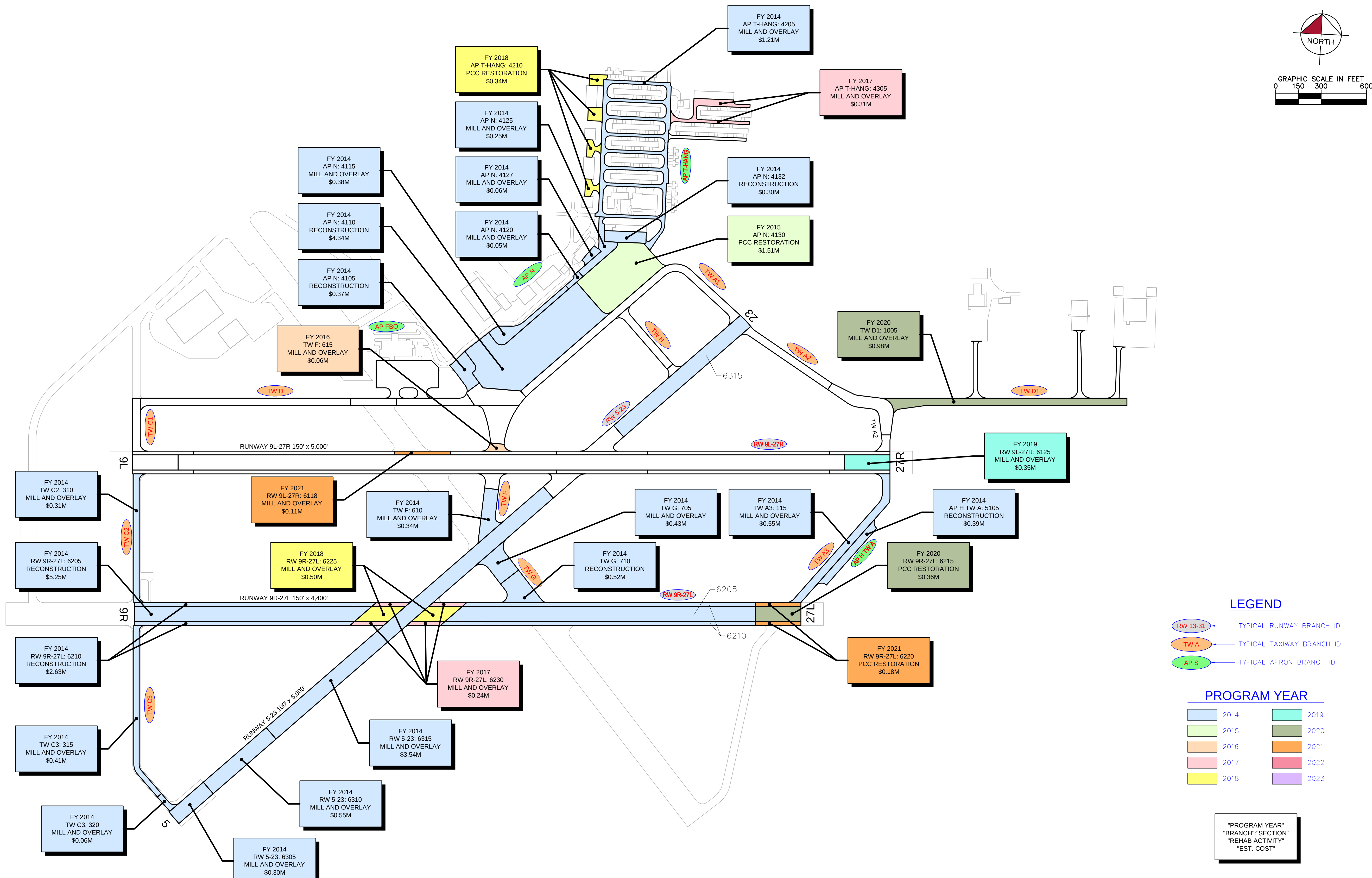
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY G	TW G	710	L & T CR	L	Crack Sealing - AC	3,316.10	Ft	$2.75	$9,119.18
TAXIWAY G	TW G	710	RAVELING	M	Surface Seal	34,446.70	SqFt	$0.55	$18,945.84
TAXIWAY G	TW G	705	BLOCK CR	L	Surface Seal	588.50	SqFt	$0.55	$323.70
TAXIWAY G	TW G	705	BLOCK CR	M	Patching - AC Full Depth	20,771.90	SqFt	$5.00	$103,859.39
TAXIWAY G	TW G	705	WEATHERING	M	Surface Seal	32,611.80	SqFt	$0.55	$17,936.65
TAXIWAY F	TW F	615	DEPRESSION	L	Patching - AC Full Depth	90.10	SqFt	$5.00	$450.60
TAXIWAY F	TW F	615	L & T CR	L	Crack Sealing - AC	391.00	Ft	$2.75	$1,075.25
TAXIWAY F	TW F	615	RAVELING	L	Surface Seal	589.00	SqFt	$0.55	$323.95
TAXIWAY F	TW F	610	BLOCK CR	M	Patching - AC Full Depth	13,716.30	SqFt	$5.00	$68,581.81
TAXIWAY F	TW F	610	BLOCK CR	L	Surface Seal	1,117.40	SqFt	$0.55	$614.56
TAXIWAY F	TW F	610	WEATHERING	M	Surface Seal	30,778.20	SqFt	$0.55	$16,928.12
TAXIWAY F	TW F	605	DEPRESSION	L	Patching - AC Full Depth	173.70	SqFt	$5.00	$868.41
TAXIWAY F	TW F	605	L & T CR	L	Crack Sealing - AC	231.60	Ft	$2.75	$637.02
TAXIWAY D	TW D	407	L & T CR	L	Crack Sealing - AC	165.00	Ft	$2.75	$453.75
TAXIWAY D	TW D	405	L & T CR	L	Crack Sealing - AC	1,054.30	Ft	$2.75	$2,899.35

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY C3	TW C3	320	DEPRESSION	L	Patching - AC Full Depth	144.30	SqFt	$5.00	$721.31
TAXIWAY C3	TW C3	320	L & T CR	M	Crack Sealing - AC	179.00	Ft	$2.75	$492.30
TAXIWAY C3	TW C3	320	L & T CR	L	Crack Sealing - AC	418.00	Ft	$2.75	$1,149.62
TAXIWAY C3	TW C3	320	RAVELING	L	Surface Seal	4,911.50	SqFt	$0.55	$2,701.35
TAXIWAY C3	TW C3	315	L & T CR	L	Crack Sealing - AC	3,609.70	Ft	$2.75	$9,926.66
TAXIWAY C3	TW C3	315	L & T CR	M	Crack Sealing - AC	355.60	Ft	$2.75	$978.00
TAXIWAY C3	TW C3	315	RAVELING	L	Surface Seal	41,490.80	SqFt	$0.55	$22,820.13
TAXIWAY C2	TW C2	310	L & T CR	L	Crack Sealing - AC	1,076.00	Ft	$2.75	$2,959.12
TAXIWAY C2	TW C2	310	L & T CR	M	Crack Sealing - AC	524.90	Ft	$2.75	$1,443.47
TAXIWAY C2	TW C2	310	RAVELING	L	Surface Seal	30,619.10	SqFt	$0.55	$16,840.67
TAXIWAY C1	TW C1	305	L & T CR	L	Crack Sealing - AC	43.30	Ft	$2.75	$119.04
TAXIWAY A3	TW A3	115	L & T CR	M	Crack Sealing - AC	1,611.80	Ft	$2.75	$4,432.48
TAXIWAY A3	TW A3	115	L & T CR	L	Crack Sealing - AC	4,081.40	Ft	$2.75	$11,223.94
TAXIWAY A3	TW A3	115	PATCHING	M	Crack Sealing - AC	95.40	Ft	$2.75	$262.34
TAXIWAY A3	TW A3	115	RAVELING	L	Surface Seal	54,391.90	SqFt	$0.55	$29,915.77

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A2	TW A2	114	L & T CR	L	Crack Sealing - AC	25.50	Ft	$2.75	$70.03
TAXIWAY A2	TW A2	112	RAVELING	L	Surface Seal	13,842.70	SqFt	$0.55	$7,613.57
								Total =	$ 11,641,339.77

APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION TABLE



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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER BOW

FDOT DISTRICT 1

Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 5-23	6315	$3,536,199.63	56	Mill and Overlay	100
2014	RW 5-23	6310	$549,999.97	50	Mill and Overlay	100
2014	RW 5-23	6305	$299,999.99	59	Mill and Overlay	100
2014	RW 9R-27L	6210	$2,626,767.47	28	Reconstruction	100
2014	RW 9R-27L	6205	$5,253,534.79	24	Reconstruction	100
2014	AP H TW A	5105	$391,095.24	28	Reconstruction	100
2014	AP T-HANG	4205	$1,209,799.94	51	Mill and Overlay	100
2014	AP N	4132	$302,220.07	19	Reconstruction	100
2014	AP N	4127	$63,968.80	51	Mill and Overlay	100
2014	AP N	4125	$249,879.61	49	Mill and Overlay	100
2014	AP N	4120	$45,970.70	52	Mill and Overlay	100
2014	AP N	4115	$384,840.09	44	Mill and Overlay	100
2014	AP N	4110	$4,339,696.48	20	Reconstruction	100
2014	AP N	4105	$371,376.54	36	Reconstruction	100
2014	TW G	710	$516,700.62	27	Reconstruction	100
2014	TW G	705	$429,334.65	44	Mill and Overlay	100
2014	TW F	610	$338,097.82	48	Mill and Overlay	100
2014	TW C3	320	$59,330.90	46	Mill and Overlay	100
2014	TW C3	315	$414,907.98	60	Mill and Overlay	100
2014	TW C2	310	$306,191.39	59	Mill and Overlay	100
2014	TW A3	115	$546,377.27	51	Mill and Overlay	100
2015	AP N	4130	$1,505,011.52	65	PCC Restoration	100
2016	TW F	615	$62,573.36	65	Mill and Overlay	100
2017	RW 9R-27L	6230	$244,659.82	65	Mill and Overlay	100
2017	AP T-HANG	4305	$314,177.90	65	Mill and Overlay	100
2018	RW 9R-27L	6225	$501,058.49	65	Mill and Overlay	100
2018	AP T-HANG	4210	$340,468.09	65	PCC Restoration	100
2019	RW 9L-27R	6125	$347,782.21	63	Mill and Overlay	100
2020	RW 9R-27L	6215	$358,215.67	65	PCC Restoration	100
2020	TW D1	1005	$978,919.85	65	Mill and Overlay	100
2021	RW 9R-27L	6220	$184,486.48	64	PCC Restoration	100
2021	RW 9L-27R	6118	$113,763.33	65	Mill and Overlay	100
		Total =	$27,187,406.67			

* Costs are adjusted for inflation at 3%

APPENDIX G

- PHOTOGRAPHS

Runway 9R-27L, Section 6205, Sample Unit 300 – Medium Severity (52) Raveling, Low Severity (43) Block Cracking

Runway 9R-27L, Section 6210, Sample Unit 512 – Medium (52) Raveling, Low Severity (43) Block Cracking

Runway 9R-27L, Section 6205, Sample Unit 329 – Medium Severity (50) Patching

Runway 9R-27L, Section 6205, Sample Unit 354 – Medium Severity (52) Raveling, Medium Severity (43) Block Cracking

Runway 9R-27L, Section 6205, Sample Unit 378 – Medium Severity (52) Raveling, Medium Severity (43) Block Cracking

Runway 9R-27L, Section 6220, Sample Unit 184 – Low Severity (70) Scaling, Map Cracking, Crazing

Runway 5-23, Section 6315, Sample Unit 198 – Medium Severity (52) Raveling, Low Severity (48) Longitudinal and Transverse Cracking

Runway 5-23, Section 6315, Sample Unit 187 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (48) Longitudinal and Transverse Cracking

Runway 5-23, Section 6315, Sample Unit 145 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (43) Block Cracking

Runway 5-23, Section 6315, Sample Unit 117 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (56) Swelling

Taxiway F, Section 610, Sample Unit 103 – Medium Severity (57) Weathering, Medium Severity (43) Block Cracking

Taxiway C3, Section 320, Sample Unit 112 – Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (48) Longitudinal and Transverse Cracking

Runway 9L-27R, Section 6110, Sample Unit 104 – Low Severity (57) Weathering

Runway 9L-27R, Section 6110, Sample Unit 104 –Low Severity (57) Weathering, Low Severity (48) Longitudinal and Transverse Cracking

Runway 9L-27R, Section 6115, Sample Unit 310 –Medium Severity (57) Weathering

Runway 9L-27R, Section 6124, Sample Unit 160 –Low Severity (57) Weathering, Low Severity (45) Depression

Taxiway A3, Section 115, Sample Unit 109 – Low Severity (52) Raveling, Low Severity (57) Weathering, Low and Medium Severity (48) Longitudinal and Transverse Cracking

Taxiway C, Section 310, Sample Unit 106 – Low Severity (52) Raveling, Low Severity (57) Weathering, Low and Medium Severity (48) Longitudinal and Transverse Cracking

Apron FBO, Section 4405, Sample Unit 100 – Low Severity (57) Weathering

Apron North, Section 4105, Sample Unit 200 – Low and Medium Severity (52) Raveling, Medium Severity (43) Block Cracking

Apron North, Section 4110, Sample Unit 802 – Low Severity (72) Shattered Slab

Apron North, Section 4120, Sample Unit 106 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (54) Shoving

Apron North, Section 4132, Sample Unit 602 – Low Severity (72) Shattered Slab

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP FBO Name: APRON FBO Use: APRON Area: 83,162.64SqFt

Section: 4405 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 83,162.64SqFt Length: 183.00Ft Width: 410.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 18 Surveyed: 3
Conditions: PCI : 91
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

56 SWELLING	L	105.00 SqFt	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP H TW A Name: HOLD APRON ON TW A Use: APRON Area: 26,073.01SqFt

Section: 5105 of 1 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 26,073.01SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 28
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	M	600.00 SqFt	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	272.00 Ft	Comments:
43 BLOCK CRACKING	L	2,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4105 of 9 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: UnKnown Zone: Category: Rank: P
Area: 24,758.43SqFt Length: 450.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 37
Inspection Comments:

Sample Number: 200 Type: R Area: 4,266.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	3,250.00 SqFt	Comments:
57 WEATHERING	L	3,250.00 SqFt	Comments:
52 RAVELING	L	3,250.00 SqFt	Comments:
52 RAVELING	M	408.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4107 of 9 From: - To: - Last Const.: 02/01/2012
Surface: AAC Family: UnKnown Zone: Category: Rank: P
Area: 39,128.32SqFt Length: 300.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/23/2011 Total Samples: 14 Surveyed: 2
Conditions: PCI : 50
Inspection Comments:

Sample Number: 102 Type: R Area: 4,500.00SqFt PCI = 50
Sample Comments:

52 RAVELING	L	4,270.00	SqFt	Comments:
43 BLOCK CR	L	3,150.00	SqFt	Comments:
48 L & T CR	L	78.00	Ft	Comments:
52 RAVELING	M	230.00	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:

Sample Number: 200 Type: R Area: 4,340.00SqFt PCI = 49
Sample Comments:

43 BLOCK CR	L	3,400.00	SqFt	Comments:
52 RAVELING	L	4,287.00	SqFt	Comments:
52 RAVELING	M	53.00	SqFt	Comments:
48 L & T CR	L	261.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4110 of 9 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 289,313.03SqFt Length: 1,050.00Ft Width: 300.00Ft
Slabs: 1,012 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 36,450.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 58 Surveyed: 6
Conditions: PCI : 20
Inspection Comments:

Sample Number: 203 Type: R Area: 20.00Slabs PCI = 19
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	11.00 Slabs	Comments:
66 SMALL PATCH	L	10.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
66 SMALL PATCH	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:
70 SCALING/CRAZING	M	3.00 Slabs	Comments:
72 SHATTERED SLAB	L	4.00 Slabs	Comments:
72 SHATTERED SLAB	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	10.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:

Sample Number: 401 Type: R Area: 16.00Slabs PCI = 17
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	9.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:
66 SMALL PATCH	M	3.00 Slabs	Comments:
66 SMALL PATCH	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	10.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:
71 FAULTING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Sample Number: 405 Type: R Area: 16.00Slabs PCI = 19
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	11.00 Slabs	Comments:
66 SMALL PATCH	L	5.00 Slabs	Comments:
66 SMALL PATCH	M	3.00 Slabs	Comments:
66 SMALL PATCH	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: September 12, 2013

70 SCALING/CRAZING	L	12.00	Slabs	Comments:
72 SHATTERED SLAB	L	3.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00	Slabs	Comments:

Sample Number: 704 Type: R Area: 16.00Slabs PCI = 25

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
63 LINEAR CRACKING	L	7.00	Slabs	Comments:
63 LINEAR CRACKING	M	7.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
66 SMALL PATCH	M	4.00	Slabs	Comments:
70 SCALING/CRAZING	L	9.00	Slabs	Comments:
72 SHATTERED SLAB	L	2.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	L	3.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:

Sample Number: 802 Type: R Area: 16.00Slabs PCI = 7

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	7.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
66 SMALL PATCH	M	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	2.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:
70 SCALING/CRAZING	M	6.00	Slabs	Comments:
72 SHATTERED SLAB	L	8.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:

Sample Number: 807 Type: R Area: 16.00Slabs PCI = 32

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00	Slabs	Comments:
66 SMALL PATCH	L	6.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	4.00	Slabs	Comments:
63 LINEAR CRACKING	L	12.00	Slabs	Comments:
66 SMALL PATCH	M	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	8.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:
74 JOINT SPALLING	L	3.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4115 of 9 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: UnKnown Zone: Category: Rank: P
Area: 30,089.12SqFt Length: 550.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 8 Surveyed: 1
Conditions: PCI : 45
Inspection Comments:

Sample Number: 103 Type: R Area: 3,100.00SqFt PCI = 45
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	286.00	Ft	Comments:
57	WEATHERING	L	3,088.00	SqFt	Comments:
52	RAVELING	L	3,088.00	SqFt	Comments:
50	PATCHING	M	12.00	SqFt	Comments:
45	DEPRESSION	L	220.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	18.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4120 of 9 From: - To: - Last Const.: 01/01/1987
Surface: AAC Family: UnKnown Zone: Category: Rank: P
Area: 4,597.07SqFt Length: 125.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 1 Surveyed: 1
Conditions: PCI : 52
Inspection Comments:

Sample Number: 106 Type: R Area: 4,597.00SqFt PCI = 52
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	515.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	67.00 Ft	Comments:
57 WEATHERING	L	4,597.00 SqFt	Comments:
52 RAVELING	L	4,597.00 SqFt	Comments:
54 SHOVING	M	12.50 SqFt	Comments:
56 SWELLING	L	14.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4125 of 9 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 23,418.90SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 49
Inspection Comments:

Sample Number: 108 Type: R Area: 4,700.00SqFt PCI = 49
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	428.00 Ft	Comments:
57	WEATHERING	L	4,700.00 SqFt	Comments:
52	RAVELING	L	4,700.00 SqFt	Comments:
43	BLOCK CRACKING	L	1,248.00 SqFt	Comments:
45	DEPRESSION	L	60.00 SqFt	Comments:
45	DEPRESSION	L	66.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4127 of 9 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 6,396.88SqFt Length: 120.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 51
Inspection Comments:

Sample Number: 208 Type: R Area: 3,328.00SqFt PCI = 51
Sample Comments:

43 BLOCK CRACKING	L	1,802.00 SqFt	Comments:
52 RAVELING	L	3,174.00 SqFt	Comments:
57 WEATHERING	L	1,997.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	154.00 Ft	Comments:
50 PATCHING	L	66.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4130 of 9 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 146,117.63SqFt Length: 480.00Ft Width: 300.00Ft
Slabs: 787 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 20,340.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 35 Surveyed: 4
Conditions: PCI : 67
Inspection Comments:

Sample Number: 104 Type: R Area: 24.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	24.00 Slabs	Comments:

Sample Number: 202 Type: R Area: 24.00Slabs PCI = 51
Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	6.00 Slabs	Comments:
66 SMALL PATCH	M	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	19.00 Slabs	Comments:
71 FAULTING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Sample Number: 401 Type: R Area: 24.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	24.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 504 Type: R Area: 24.00Slabs PCI = 56
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:
66 SMALL PATCH	H	4.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	24.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 583,967.38SqFt

Section: 4132 of 9 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 20,148.00SqFt Length: 280.00Ft Width: 40.00Ft
Slabs: 36 Slab Width: 17.68Ft Slab Length: 17.68Ft Joint Length: 946.97Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 19
Inspection Comments:

Sample Number: 602 Type: R Area: 15.00Slabs PCI = 19
Sample Comments:

65 JOINT SEAL DAMAGE	M	15.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	4.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
72 SHATTERED SLAB	L	7.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 190,668.16SqFt

Section: 4205 of 4 From: To: Last Const.: 01/01/2004
Surface: AC Family: UnKnown Zone: Category: Rank: T
Area: 120,980.00SqFt Length: 2,725.00Ft Width: 28.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 27 Surveyed: 3
Conditions: PCI : 51
Inspection Comments:

Sample Number: 102 Type: R Area: 4,843.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft	Comments:
43 BLOCK CRACKING	M	868.00	SqFt	Comments:
57 WEATHERING	M	4,843.00	SqFt	Comments:
53 RUTTING	L	80.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

50 PATCHING	M	1,575.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
57 WEATHERING	M	3,425.00	SqFt	Comments:

Sample Number: 902 Type: R Area: 4,386.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	648.00	Ft	Comments:
57 WEATHERING	M	4,386.00	SqFt	Comments:
52 RAVELING	L	4,386.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 190,668.16SqFt

Section: 4210 of 4 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: UnKnown Zone: Category: Rank: T
Area: 30,250.15SqFt Length: 125.00Ft Width: 25.00Ft
Slabs: 120 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 10 Surveyed: 2
Conditions: PCI : 73
Inspection Comments:

Sample Number: 302 Type: R Area: 20.00Slabs PCI = 75
Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	20.00 Slabs	Comments:

Sample Number: 306 Type: R Area: 28.00Slabs PCI = 70
Sample Comments:

65 JOINT SEAL DAMAGE	H	28.00 Slabs	Comments:
70 SCALING/CRAZING	L	25.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 190,668.16SqFt

Section: 4305 of 4 From: To: Last Const.: 01/01/2004
Surface: AC Family: UnKnown Zone: Category: Rank: T
Area: 28,751.73SqFt Length: 985.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 7 Surveyed: 1
Conditions: PCI : 67
Inspection Comments:

Sample Number: 201 Type: R Area: 4,700.00SqFt PCI = 67
Sample Comments:

57 WEATHERING	L	4,700.00 SqFt	Comments:	
52 RAVELING	L	4,700.00 SqFt	Comments:	
56 SWELLING	L	16.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 190,668.16SqFt

Section: 4310 of 4 From: - To: - Last Const.: 09/01/2012
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 10,686.28SqFt Length: 515.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 479,259.73SqFt

Section: 6305 of 4 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 59
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	Comments:
56 SWELLING	L	18.00	SqFt	Comments:
57 WEATHERING	L	4,670.00	SqFt	Comments:
52 RAVELING	M	330.00	SqFt	Comments:
52 RAVELING	L	4,670.00	SqFt	Comments:
45 DEPRESSION	L	26.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

56 SWELLING	L	150.00	SqFt	Comments:
56 SWELLING	L	158.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
52 RAVELING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 479,259.73SqFt

Section: 6310 of 4 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 55,000.00SqFt Length: 550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 11 Surveyed: 3
Conditions: PCI : 51
Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	31.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.00 Ft	Comments:
56	SWELLING	L	92.00 SqFt	Comments:
56	SWELLING	M	162.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

56	SWELLING	M	37.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	21.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	117.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:
56	SWELLING	M	62.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 479,259.73SqFt

Section: 6315 of 4 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 353,619.98SqFt Length: 3,550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 71 Surveyed: 15
Conditions: PCI : 57
Inspection Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	243.00 Ft	Comments:
56	SWELLING	M	86.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 24
Sample Comments:

52	RAVELING	H	2,100.00 SqFt	Comments:
52	RAVELING	L	18.00 SqFt	Comments:
57	WEATHERING	L	2,900.00 SqFt	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00 Ft	Comments:
56	SWELLING	L	76.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	4,300.00 SqFt	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	3,200.00 SqFt	Comments:
56	SWELLING	L	18.00 SqFt	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	117.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	43.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
43	BLOCK CRACKING	M	558.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Sample Number: 153 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	62.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	161.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
52 RAVELING	L	4,200.00	SqFt	Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	44.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 165 Type: R Area: 2,500.00SqFt PCI = 45
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	151.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2,500.00	Ft	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	235.00	Ft	Comments:
52 RAVELING	M	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
57 WEATHERING	L	4,900.00	SqFt	Comments:
52 RAVELING	L	3,500.00	SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	182.00	Ft	Comments:
57 WEATHERING	L	4,975.00	SqFt	Comments:
52 RAVELING	L	2,400.00	SqFt	Comments:
52 RAVELING	M	25.00	SqFt	Comments:

Sample Number: 187 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	110.00	Ft	Comments:
57 WEATHERING	L	4,975.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:
52 RAVELING	M	25.00	SqFt	Comments:

Sample Number: 191 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

52 RAVELING	M	25.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	70.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
57 WEATHERING	L	4,975.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 195 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	22.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.00	Ft	Comments:
57 WEATHERING	L	4,975.00	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:

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FDOT

Report Generated Date: September 12, 2013

56	SWELLING	L	8.00	SqFt	Comments:
52	RAVELING	L	2,200.00	SqFt	Comments:
52	RAVELING	M	25.00	SqFt	Comments:

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

52	RAVELING	M	168.00	SqFt	Comments:
52	RAVELING	M	210.00	SqFt	Comments:
52	RAVELING	M	192.00	SqFt	Comments:
52	RAVELING	M	210.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	Comments:
57	WEATHERING	L	4,220.00	SqFt	Comments:
52	RAVELING	L	4,220.00	SqFt	Comments:
45	DEPRESSION	L	132.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 479,259.73SqFt

Section: 6320 of 4 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 40,639.75SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 8 Surveyed: 2
Conditions: PCI : 87
Inspection Comments:

Sample Number: 168 Type: R Area: 5,139.00SqFt PCI = 88
Sample Comments:

57 WEATHERING	L	5,139.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.00 Ft	Comments:

Sample Number: 177 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6105 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 90
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6110 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 4 Surveyed: 2
Conditions: PCI : 89
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	12.00 SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	8.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6115 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 440,000.00SqFt Length: 4,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 87 Surveyed: 18
Conditions: PCI : 83
Inspection Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

57 WEATHERING	L	3,900.00	SqFt	Comments:
57 WEATHERING	M	1,100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft	Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:

Sample Number: 313 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

57 WEATHERING	L	2,600.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:

Sample Number: 338 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

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FDOT

Report Generated Date: September 12, 2013

48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:

Sample Number: 346 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.00	Ft	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
57 WEATHERING	M	500.00	SqFt	Comments:

Sample Number: 362 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	44.00	SqFt	Comments:
56 SWELLING	L	2.00	SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:

Sample Number: 374 Type: R Area: 5,000.00SqFt PCI = 83

Sample Comments:

57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	9.00	Ft	Comments:

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.00	Ft	Comments:
57 WEATHERING	L	2,850.00	SqFt	Comments:
57 WEATHERING	M	750.00	SqFt	Comments:

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

57 WEATHERING	L	4,500.00	SqFt	Comments:
57 WEATHERING	M	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	Comments:

Sample Number: 385 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

57 WEATHERING	L	4,000.00	SqFt	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:

Sample Number: 389 Type: R Area: 5,000.00SqFt PCI = 88

Sample Comments:

57 WEATHERING	L	4,250.00	SqFt	Comments:
57 WEATHERING	M	750.00	SqFt	Comments:

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 84

Sample Comments:

Re-inspection Report

FDOT

Report Generated Date: September 12, 2013

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
57	WEATHERING	L	4,250.00	SqFt	Comments:
57	WEATHERING	M	750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6118 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 9,250.00SqFt Length: 360.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 136 Type: R Area: 4,250.00SqFt PCI = 76
Sample Comments:

57 WEATHERING	L	4,250.00 SqFt	Comments:
45 DEPRESSION	L	108.00 SqFt	Comments:
56 SWELLING	L	11.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6120 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 170,750.00SqFt Length: 7,300.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 35 Surveyed: 7
Conditions: PCI : 90
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
56 SWELLING	L	28.00	SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 572 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 584 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6124 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 1,100.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 87
Inspection Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

45 DEPRESSION	L	30.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	12.00 SqFt	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6125 of 8 From: - To: - Last Const.: 01/01/2007
Surface: APC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 86
Inspection Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

57 WEATHERING	L	4,250.00 SqFt	Comments:
57 WEATHERING	M	750.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:

Sample Number: 399 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,000.00SqFt

Section: 6130 of 8 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 4 Surveyed: 2
Conditions: PCI : 95
Inspection Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

57 WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

57 WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 637,262.04SqFt

Section: 6205 of 6 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 350,235.57SqFt Length: 3,484.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 71 Surveyed: 15
Conditions: PCI : 24
Inspection Comments:

Sample Number: 300 Type: R Area: 3,500.00SqFt PCI = 31
Sample Comments:

52 RAVELING	M	3,478.00	SqFt	Comments:
52 RAVELING	H	18.00	SqFt	Comments:
50 PATCHING	L	4.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,496.00	SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

52 RAVELING	M	5,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft	Comments:

Sample Number: 309 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

50 PATCHING	M	4.00	SqFt	Comments:
52 RAVELING	M	4,996.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,996.00	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 29
Sample Comments:

43 BLOCK CRACKING	L	4,500.00	SqFt	Comments:
43 BLOCK CRACKING	M	500.00	SqFt	Comments:
52 RAVELING	M	5,000.00	SqFt	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 19
Sample Comments:

52 RAVELING	H	210.00	SqFt	Comments:
52 RAVELING	M	4,790.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,500.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 15
Sample Comments:

52 RAVELING	H	240.00	SqFt	Comments:
52 RAVELING	H	150.00	SqFt	Comments:
52 RAVELING	M	4,610.00	SqFt	Comments:
43 BLOCK CRACKING	M	2,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:

Sample Number: 329 Type: R Area: 4,521.00SqFt PCI = 16
Sample Comments:

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50 PATCHING	M	230.00	SqFt	Comments:
52 RAVELING	H	300.00	SqFt	Comments:
52 RAVELING	M	3,991.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,934.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,126.00	SqFt	Comments:

Sample Number: 343 Type: R Area: 4,621.00SqFt PCI = 19

Sample Comments:

52 RAVELING	H	126.00	SqFt	Comments:
52 RAVELING	M	4,495.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,794.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,772.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	54.00	SqFt	Comments:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 24

Sample Comments:

50 PATCHING	L	4.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,996.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:
52 RAVELING	M	4,996.00	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 21

Sample Comments:

52 RAVELING	M	5,000.00	SqFt	Comments:
43 BLOCK CRACKING	M	3,464.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	36.00	SqFt	Comments:

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 23

Sample Comments:

43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	205.00	Ft	Comments:
52 RAVELING	M	5,000.00	SqFt	Comments:

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 23

Sample Comments:

43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	253.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
52 RAVELING	M	5,000.00	SqFt	Comments:

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 27

Sample Comments:

43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,000.00	SqFt	Comments:
52 RAVELING	M	5,000.00	SqFt	Comments:

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 23

Sample Comments:

43 BLOCK CRACKING	M	1,250.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
52 RAVELING	M	5,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	92.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

43 BLOCK CRACKING	M	3,500.00 SqFt	Comments:	
43 BLOCK CRACKING	L	1,500.00 SqFt	Comments:	
52 RAVELING	M	5,000.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 637,262.04SqFt

Section: 6210 of 6 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 175,117.79SqFt Length: 6,966.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 36 Surveyed: 7
Conditions: PCI : 28
Inspection Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	192.00 Ft	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

43 BLOCK CRACKING	M	3,000.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00 SqFt	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

43 BLOCK CRACKING	L	4,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.00 Ft	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 512 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

43 BLOCK CRACKING	L	2,600.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.00 Ft	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 524 Type: R Area: 6,310.00SqFt PCI = 17
Sample Comments:

43 BLOCK CRACKING	L	1,800.00 SqFt	Comments:
43 BLOCK CRACKING	M	600.00 SqFt	Comments:
52 RAVELING	M	5,679.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	276.00 Ft	Comments:
43 BLOCK CRACKING	L	160.00 SqFt	Comments:
52 RAVELING	H	631.00 SqFt	Comments:

Sample Number: 548 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

43 BLOCK CRACKING	L	4,720.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	76.00 Ft	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	L	2,380.00 SqFt	Comments:
43 BLOCK CRACKING	M	420.00 SqFt	Comments:

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48	LONGITUDINAL/TRANSVERSE CRACKING	L	164.00	Ft	Comments:
52	RAVELING	M	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 637,262.04SqFt

Section: 6215 of 6 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: S
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Slabs: 192 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 4,400.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 8 Surveyed: 3
Conditions: PCI : 78
Inspection Comments:

Sample Number: 382 Type: R Area: 24.00Slabs PCI = 69
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:

Sample Number: 387 Type: R Area: 24.00Slabs PCI = 85
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:

Sample Number: 389 Type: R Area: 24.00Slabs PCI = 79
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 637,262.04SqFt

Section: 6220 of 6 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: S
Area: 15,000.44SqFt Length: 600.00Ft Width: 25.00Ft
Slabs: 96 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 1,775.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 4 Surveyed: 2
Conditions: PCI : 79
Inspection Comments:

Sample Number: 184 Type: R Area: 24.00Slabs PCI = 75
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	16.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Sample Number: 584 Type: R Area: 24.00Slabs PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 637,262.04SqFt

Section: 6225 of 6 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 44,518.40SqFt Length: 454.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 10 Surveyed: 2
Conditions: PCI : 71
Inspection Comments:

Sample Number: 334 Type: R Area: 4,951.00SqFt PCI = 71
Sample Comments:

57 WEATHERING	L	4,951.00 SqFt	Comments:
52 RAVELING	L	3,960.00 SqFt	Comments:

Sample Number: 339 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 637,262.04SqFt

Section: 6230 of 6 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 22,389.84SqFt Length: 910.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 140 Type: R Area: 5,565.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
57	WEATHERING	L	5,565.00 SqFt	Comments:
52	RAVELING	L	3,895.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 93,384.65SqFt

Section: 105 of 1 From: - To: - Last Const.: 02/01/2012
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 93,384.65SqFt Length: 1,820.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/23/2011 Total Samples: 19 Surveyed: 3
Conditions: PCI : 61
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	390.00 Ft	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
50 PATCHING	L	0.50 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 RAVELING	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	5,000.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

56 SWELLING	L	27.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 84,165.75SqFt

Section: 110 of 3 From: - To: - Last Const.: 02/01/2012
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 33,574.66SqFt Length: 649.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 02/23/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI : 56
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	M	47.00	Ft	Comments:
56 SWELLING	M	10.00	SqFt	Comments:
48 L & T CR	L	592.00	Ft	Comments:
52 RAVELING	L	1,400.00	SqFt	Comments:
56 SWELLING	L	124.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

52 RAVELING	L	2,900.00	SqFt	Comments:
56 SWELLING	L	43.00	SqFt	Comments:
48 L & T CR	M	18.00	Ft	Comments:
48 L & T CR	L	676.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 84,165.75SqFt

Section: 112 of 3 From: To: Last Const.: 01/01/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 43,953.46SqFt Length: 2,400.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 10 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 111 Type: R Area: 3,969.00SqFt PCI = 78
Sample Comments:

57 WEATHERING	L	3,969.00 SqFt	Comments:
52 RAVELING	L	1,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 84,165.75SqFt

Section: 114 of 3 From: To: Last Const.: 01/01/2007
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,637.63SqFt Length: 2,400.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 116 Type: R Area: 2,346.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	9.00 Ft	Comments:
57 WEATHERING	L	2,346.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 54,637.73SqFt

Section: 115 of 1 From: - To: - Last Const.: 01/01/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 54,637.73SqFt Length: 1,100.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 11 Surveyed: 2
Conditions: PCI : 52
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	392.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	181.00 Ft	Comments:
50	PATCHING	M	45.00 SqFt	Comments:
57	WEATHERING	L	4,955.00 SqFt	Comments:
52	RAVELING	L	4,955.00 SqFt	Comments:
56	SWELLING	L	47.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	114.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	355.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	118.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 18,036.50SqFt

Section: 305 of 1 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 18,036.50SqFt Length: 330.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 30,619.14SqFt

Section: 310 of 1 From: - To: - Last Const.: 01/01/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,619.14SqFt Length: 850.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 8 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 106 Type: R Area: 3,500.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	123.00 Ft	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:
52	RAVELING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C3 Name: TAXIWAY C3 Use: TAXIWAY Area: 46,402.30SqFt

Section: 315 of 2 From: - To: - Last Const.: 01/01/1987
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 41,490.80SqFt Length: 1,175.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 12 Surveyed: 2
Conditions: PCI : 60
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft	Comments:
52 RAVELING	L	3,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	380.00	Ft	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:
52 RAVELING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW C3 Name: TAXIWAY C3 Use: TAXIWAY Area: 46,402.30SqFt

Section: 320 of 2 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,911.50SqFt Length: 125.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 1 Surveyed: 1
Conditions: PCI : 47
Inspection Comments:

Sample Number: 112 Type: R Area: 4,911.00SqFt PCI = 47
Sample Comments:

56	SWELLING	L	133.00 SqFt	Comments:
56	SWELLING	L	49.00 SqFt	Comments:
45	DEPRESSION	L	100.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	251.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	179.00 Ft	Comments:
52	RAVELING	L	4,911.00 SqFt	Comments:
57	WEATHERING	L	4,911.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	167.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 110,846.28SqFt

Section: 405 of 2 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 95,846.28SqFt Length: 2,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 19 Surveyed: 3
Conditions: PCI : 89
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	95.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	8.00 SqFt	Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 110,846.28SqFt

Section: 407 of 2 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 3 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW D1 Name: TAXIWAY D1 Use: TAXIWAY Area: 114,978.81SqFt

Section: 1005 of 2 From: To: Last Const.: 01/01/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 81,983.00SqFt Length: 2,400.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 15 Surveyed: 2
Conditions: PCI : 69
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	4,000.00 SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	3,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	70.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW D1 Name: TAXIWAY D1 Use: TAXIWAY Area: 114,978.81SqFt

Section: 1010 of 2 From: To: Last Const.: 01/01/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 32,995.81SqFt Length: 1,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 9 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 302 Type: R Area: 3,332.00SqFt PCI = 81
Sample Comments:

57 WEATHERING	L	3,332.00 SqFt	Comments:
52 RAVELING	L	700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 84,025.49SqFt

Section: 605 of 4 From: - To: - Last Const.: 01/01/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 10,259.15SqFt Length: 85.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 101 Type: R Area: 4,606.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.00 Ft	Comments:
57 WEATHERING	L	4,606.00 SqFt	Comments:
45 DEPRESSION	L	56.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 84,025.49SqFt

Section: 610 of 4 From: - To: - Last Const.: 01/01/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,778.15SqFt Length: 340.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 7 Surveyed: 1
Conditions: PCI : 49
Inspection Comments:

Sample Number: 103 Type: R Area: 4,600.00SqFt PCI = 49
Sample Comments:

43 BLOCK CRACKING	M	800.00 SqFt	Comments:
43 BLOCK CRACKING	L	167.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,250.00 SqFt	Comments:
56 SWELLING	L	9.00 SqFt	Comments:
57 WEATHERING	M	4,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 84,025.49SqFt

Section: 615 of 4 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 5,898.14SqFt Length: 290.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 1 Surveyed: 1
Conditions: PCI : 67
Inspection Comments:

Sample Number: 100 Type: R Area: 5,898.14SqFt PCI = 67
Sample Comments:

57 WEATHERING	L	5,898.00 SqFt	Comments:
52 RAVELING	L	589.00 SqFt	Comments:
45 DEPRESSION	L	56.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	391.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 84,025.49SqFt

Section: 620 of 4 From: - To: - Last Const.: 02/01/2012
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 37,090.05SqFt Length: 290.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/23/2011 Total Samples: 12 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 63
Sample Comments:

52 RAVELING	L	3,680.00 SqFt	Comments:
48 L & T CR	L	403.00 Ft	Comments:
52 RAVELING	M	70.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 67,058.52SqFt

Section: 705 of 2 From: - To: - Last Const.: 01/01/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 32,611.82SqFt Length: 210.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 8 Surveyed: 1
Conditions: PCI : 45
Inspection Comments:

Sample Number: 201 Type: R Area: 3,768.00SqFt PCI = 45
Sample Comments:

43 BLOCK CRACKING	M	2,400.00 SqFt	Comments:
43 BLOCK CRACKING	L	68.00 SqFt	Comments:
57 WEATHERING	M	3,768.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 67,058.52SqFt

Section: 710 of 2 From: - To: - Last Const.: 01/01/1971
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 34,446.70SqFt Length: 210.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 08/12/2013 Total Samples: 9 Surveyed: 1
Conditions: PCI : 28
Inspection Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 28
Sample Comments:

52	RAVELING	M	3,750.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	361.00 Ft	Comments:
43	BLOCK CRACKING	L	360.00 SqFt	Comments:
45	DEPRESSION	L	42.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 28,396.02SqFt

Section: 802 of 2 From: - To: - Last Const.: 02/01/2012
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 3,573.01SqFt Length: 25.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/23/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI : 31
Inspection Comments:

Sample Number: 100 Type: R Area: 1,575.00SqFt PCI = 31
Sample Comments:

48	L & T CR	M	28.00 Ft	Comments:
48	L & T CR	L	577.00 Ft	Comments:
52	RAVELING	L	1,125.00 SqFt	Comments:
56	SWELLING	L	230.00 SqFt	Comments:
45	DEPRESSION	L	16.00 SqFt	Comments:
52	RAVELING	M	450.00 SqFt	Comments:
42	BLEEDING	L	1.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 12, 2013

Network: BOW Name: BARTOW MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 28,396.02SqFt

Section: 805 of 2 From: - To: - Last Const.: 02/01/2012
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 24,823.01SqFt Length: 475.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/23/2011 Total Samples: 5 Surveyed: 2
Conditions: PCI : 44
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CR	L	4,200.00 SqFt	Comments:
50 PATCHING	L	17.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
48 L & T CR	L	83.00 Ft	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

48 L & T CR	L	36.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	4,200.00 SqFt	Comments:
41 ALLIGATOR CR	L	200.00 SqFt	Comments:
53 RUTTING	L	100.00 SqFt	Comments: