FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

SEBRING REGIONAL AIRPORT (SEF)

DISTRICT 1

GENERAL AVIATION AIRPORT

DECEMBER 2013

STATEWIDE Airfield Pavement Management PROGRAM

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP Office of Freight, Logistics and Passenger Operations

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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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.

In July 2013, a PCI survey inspection was performed at Sebring Regional Airport. The results of the inspection indicate that, based on ASTM D 5340-11, the airport's airfield pavement facilities had an overall area-weighted average PCI of 68, 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
RUN UP APRON	84	74 - 94	SATISFACTORY	60	65	
WEST APRON	36	30 - 81	VERY POOR	60	65	X
RUNWAY 14-32	88	88	GOOD	75	65	
RUNWAY 01-19	100	100	GOOD	75	65	
TAXIWAY ALPHA	88	87 - 94	GOOD	65	65	
TAXIWAY A1	90	80 - 100	GOOD	65	65	
TAXIWAY A2	91	85 - 100	GOOD	65	65	
TAXIWAY A3	92	88 - 100	GOOD	65	65	
TAXIWAY C	90	81 - 100	GOOD	65	65	
TAXIWAY T-HANGARS	63	63	FAIR	65	65	X

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	94	GOOD
Taxiway	88	GOOD
Apron	39	VERY 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:

- T-Hangar Taxiway – Section 505
  - Mill and overlay attributed to distresses related to climate, age, and subgrade quality of pavement.
- West Apron – Section 4105
  - Reconstruction attributed to distresses related to climate, age, subgrade quality, and loading 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 Sebring Regional Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
TW T-HANG	505	$ 346,113.08	63	Mill and Overlay	100
AP W	4105	$14,321,940.69	30	Reconstruction	100
	Total =	$14,668,053.77			

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.

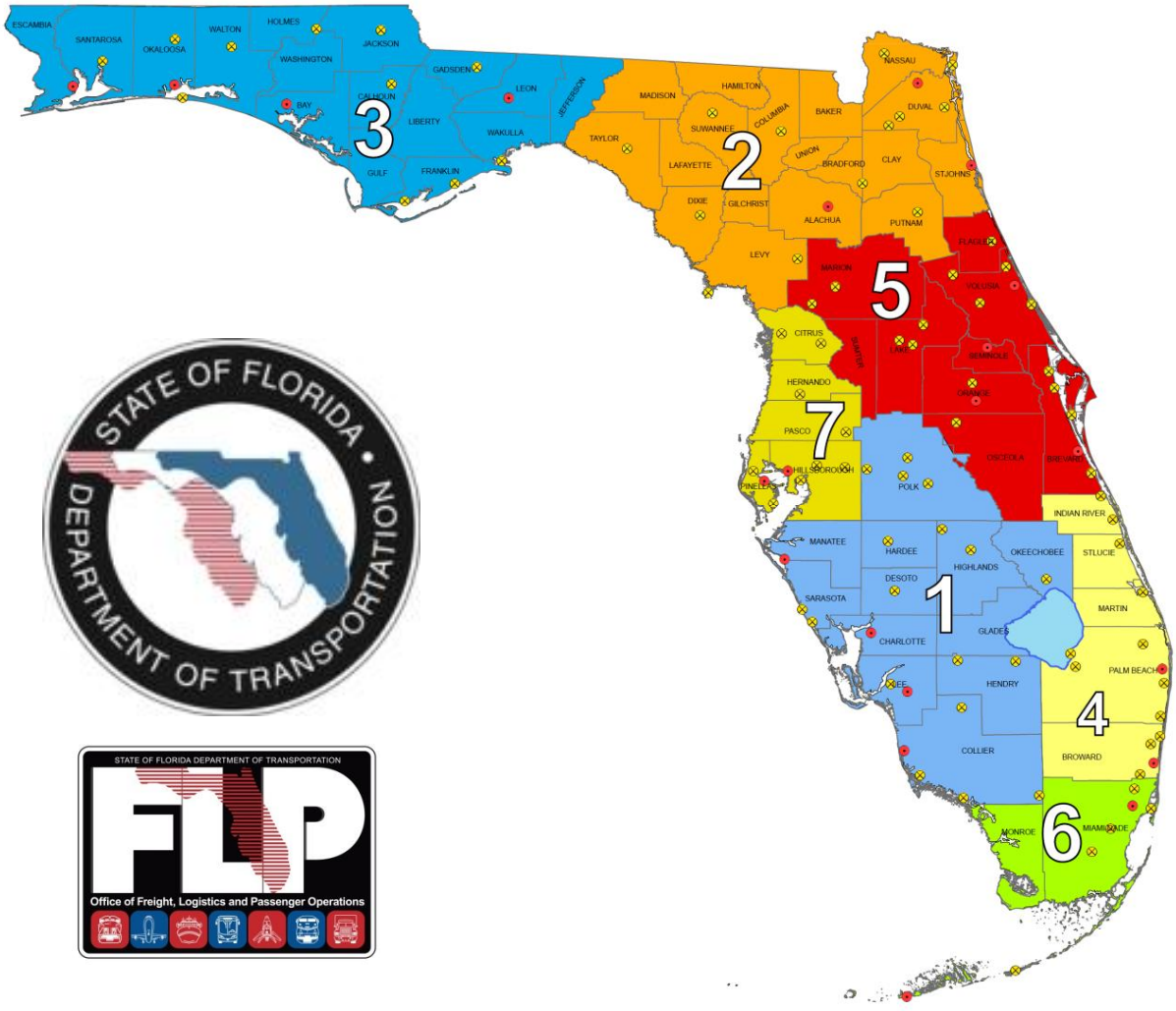
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2014	$ 150,148.27	$ 14,668,053.77	$ 14,818,202.04
2015	$ 201,339.97	$ -	$ 201,339.97
2016	$ 254,472.00	$ -	$ 254,472.00
2017	$ 318,865.14	$ -	$ 318,865.14
2018	$ 426,502.19	$ 307,925.80	$ 734,428.00
2019	$ 489,556.31	$ 1,776,778.60	$ 2,266,334.91
2020	$ 636,010.41	$ -	$ 636,010.41
2021	$ 788,282.86	$ -	$ 788,282.86
2022	$ 923,622.54	$ -	$ 923,622.54
2023	$ 1,035,000.57	$ -	$ 1,035,000.57
Total	$5,223,800.26	$16,752,758.17	$ 21,976,558.44

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).

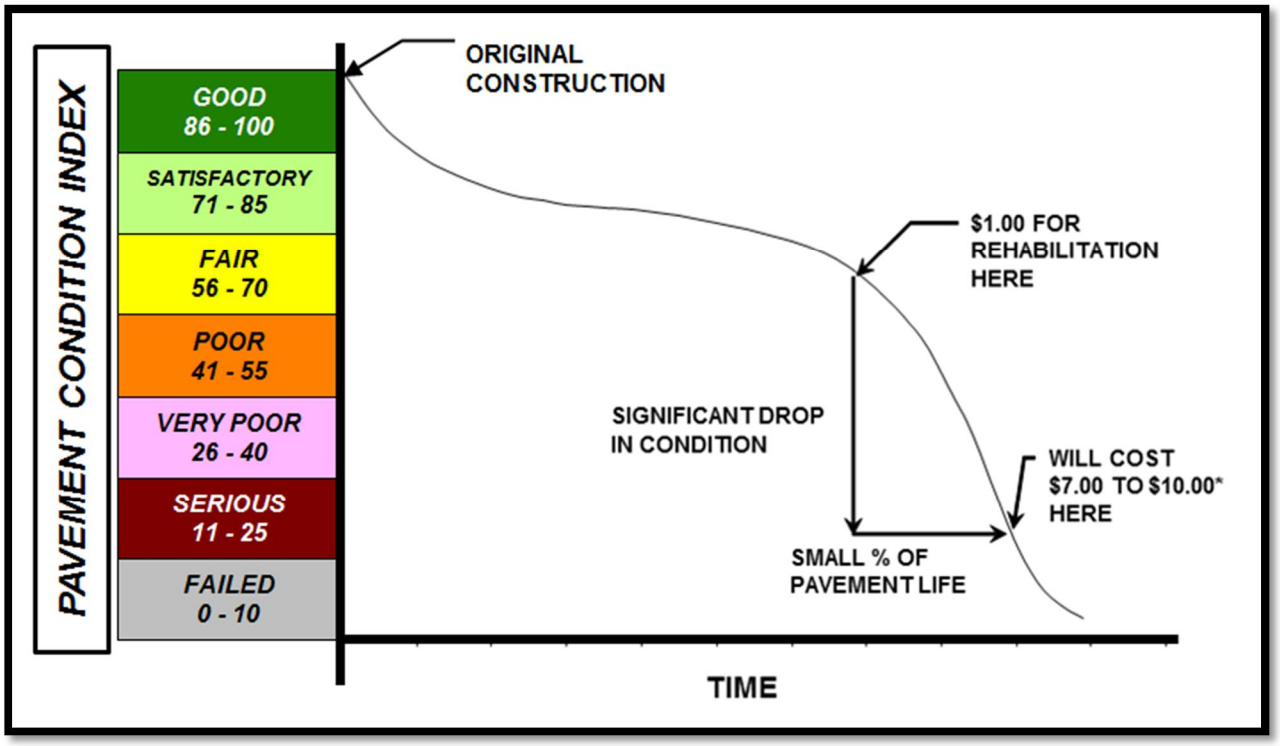
Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types will assist 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

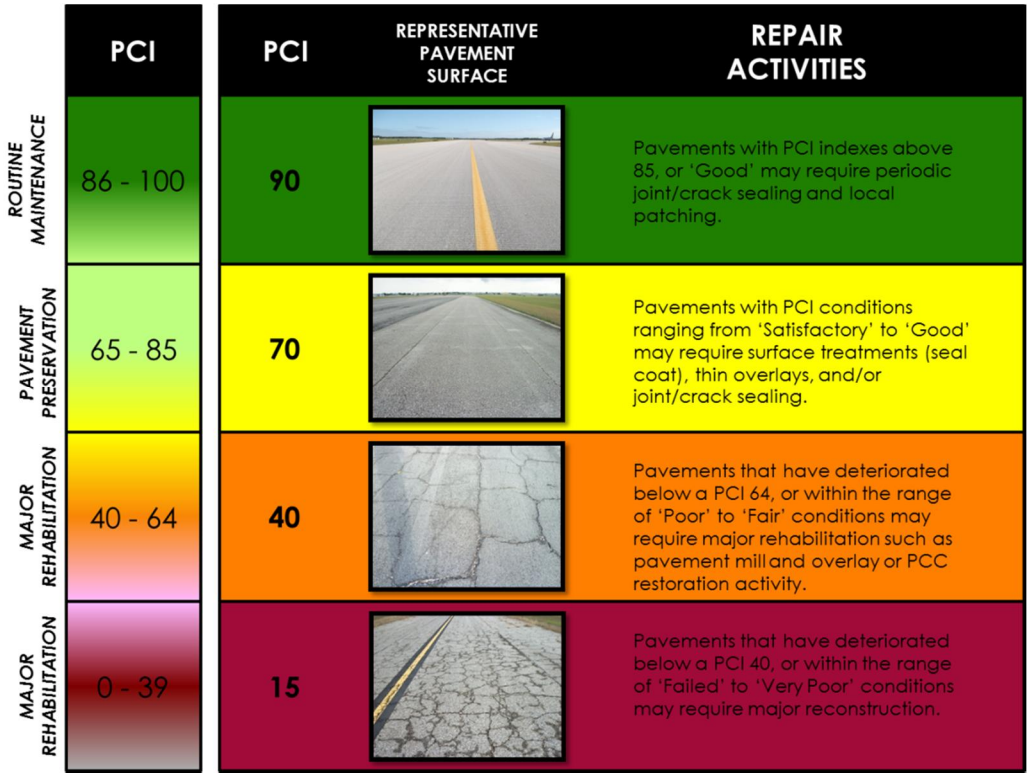
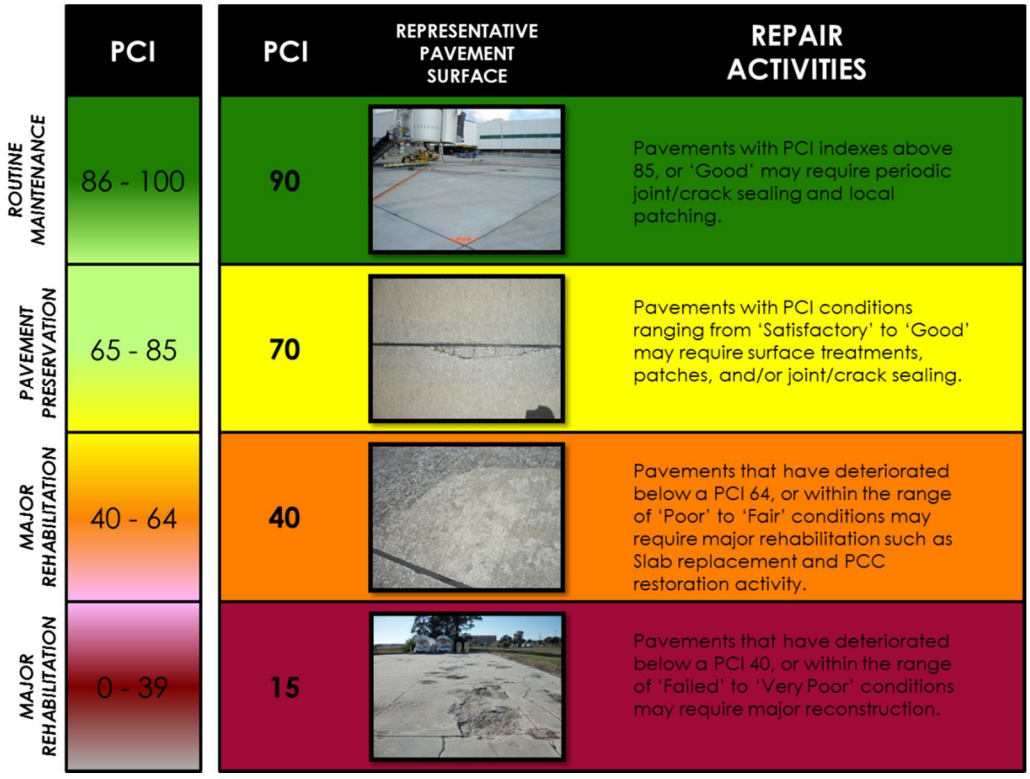


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

Sebring Regional Airport (SEF) is located in Highlands County, Florida, southeast of the City of Sebring. It is owned by the City of Sebring and operated by the Sebring Airport Authority. It is served by two runways. Runway 14-32 is 100-ft wide by 4,990-ft long. Runway 01-19 is 100-ft wide by 5,234-ft long. Runway 01-19 is served by parallel Taxiway Alpha. Runway 01-19 was reconstructed in 2012. Due to this recent construction, Runway 01-19 was not inspected and its PCI is now 100. Aprons and hangar facilities are located on the west side of the property. T-hangars are located on the northwest side of the property. This airport is designated as a General Aviation airport and is located in District 1 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric 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.

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

2.1 Network Definition

The 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
2012	RUNWAY 01-19	ASPHALT PAVEMENT RECONSTRUCTION
2012	RUNWAY 01-19 CONNECTORS	MILL AND OVERLAY

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.

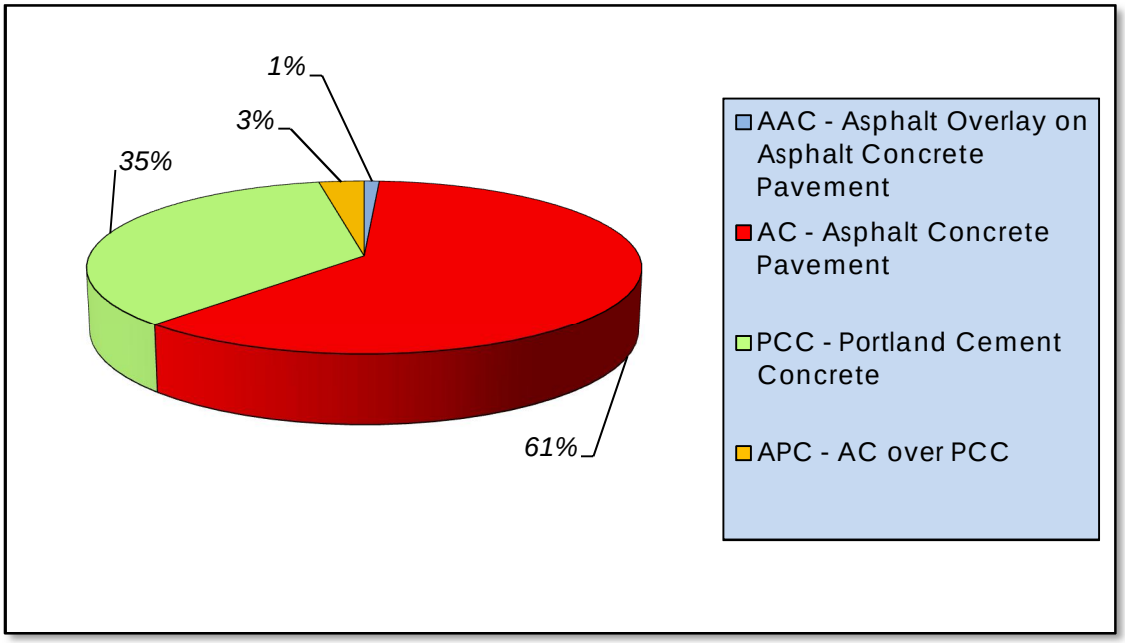
2.2 Pavement Inventory

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 Sebring Regional Airport-(SEF) for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	10	
Number of Sections	22	
Sample Units	79	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,007,671	37%
Taxiway	510,405	19%
Apron	1,195,214	44%
Total =	2,713,289	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,645,245	61%
Asphalt Overlay (AAC)	38,335	1%
Portland Cement Concrete (PCC)	954,796	35%
AC over PCC (APC)	74,914	3%

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 14-32	RW 14-32	6205	484,171	S	AC	1/1/2010	21	98
RUNWAY 01-19	RW 01-19	6105*	523,500	P	AC	1/1/2012	20	105
RUN UP APRON	AP RU	5110	31,951	T	AC	1/1/2001	1	7
WEST APRON	AP W	4125	29,215	P	AC	1/1/2007	1	5
WEST APRON	AP W	4120	15,909	P	AC	1/1/2007	1	4
WEST APRON	AP W	4115	125,007	P	AC	1/1/2007	3	20
WEST APRON	AP W	4105	954,796	P	PCC	1/1/1942	10	199
TAXIWAY A1	TW A1	610*	12,904	P	AC	1/1/2013	1	2
TAXIWAY A1	TW A1	605	11,821	P	AAC	1/1/2001	1	2
TAXIWAY T-HANGARS	TW T-HANG	505	34,611	P	AC	1/1/1995	4	16
TAXIWAY A	TW A	422	26,514	P	AAC	1/1/2010	1	5
TAXIWAY A	TW A	420	55,719	P	AC	1/1/2003	2	11
RUN UP APRON	AP RU	415	38,336	P	AC	1/1/2003	1	8
TAXIWAY A	TW A	405	191,244	P	AC	1/1/2001	4	38

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY C	TW C	325*	15,390	P	AC	1/1/2013	1	3
TAXIWAY C	TW C	320	9,745	P	AC	1/1/2003	1	2
TAXIWAY C	TW C	315	25,443	P	AC	1/1/2010	1	7
TAXIWAY C	TW C	305	35,167	P	AC	1/1/2010	1	9
TAXIWAY A3	TW A3	210*	16,931	P	AC	1/1/2013	1	4
TAXIWAY A3	TW A3	205	28,259	P	APC	1/1/1987	1	6
TAXIWAY A2	TW A2	110	27,359	P	APC	1/1/1987	1	5
TAXIWAY A2	TW A2	105*	19,296	P	APC	1/1/2013	1	5

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 Sebring Regional Airport, the overall weighted average PCI value is 68 representing a condition rating of Fair.

The airport's airfield pavements exhibited distresses typically associated with climate, age, and subgrade quality based distresses. The predominant AC and AAC pavement distresses observed include: weathering, raveling, longitudinal/transverse cracking, and swelling. The predominant PCC pavement distresses observed include: joint seal damage, corner spall, longitudinal/transverse/diagonal cracking, and joint spall.

Runway 01-19 and its connectors were reconstructed in 2013 and were not inspected in this phase. The runway's pavements are assumed to be at a PCI of 100 for the purposes of this report.

Runway 14-32 exhibited a pavement condition index of 88. Generally, the pavements are in Good condition. Pavements on Runway 14-32 exhibited low severity longitudinal/transverse cracking and low severity weathering. These are climate and age based distresses.

The West Apron exhibited pavement condition indices ranging from 30-81. Generally, the pavements are in Very Poor condition. PCC pavements on the apron exhibited low and medium severity joint seal damage; low severity corner break; low and medium severity longitudinal/transverse/diagonal cracking; low and medium severity patching; low and medium severity shattered slab; low severity scaling/crazing; low severity joint spalling; low severity corner spalling; and low severity faulting. These are climate, age, loading, and subgrade quality related distresses.

The remaining taxiways and aprons were generally in Satisfactory to Good condition. Parallel Taxiway A generally exhibited low severity weathering and longitudinal/transverse cracking. The hangar aprons exhibited depression, patching, swelling, and raveling in addition to these distresses. The hangar taxiways and aprons were generally in Fair condition.

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 Sebring Regional 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

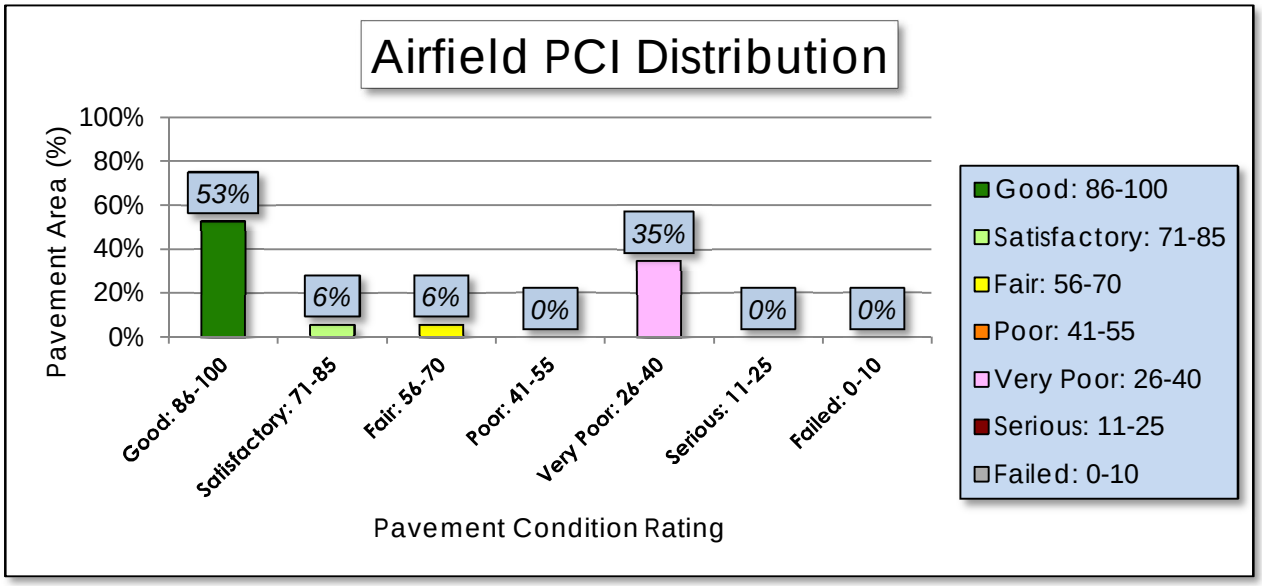


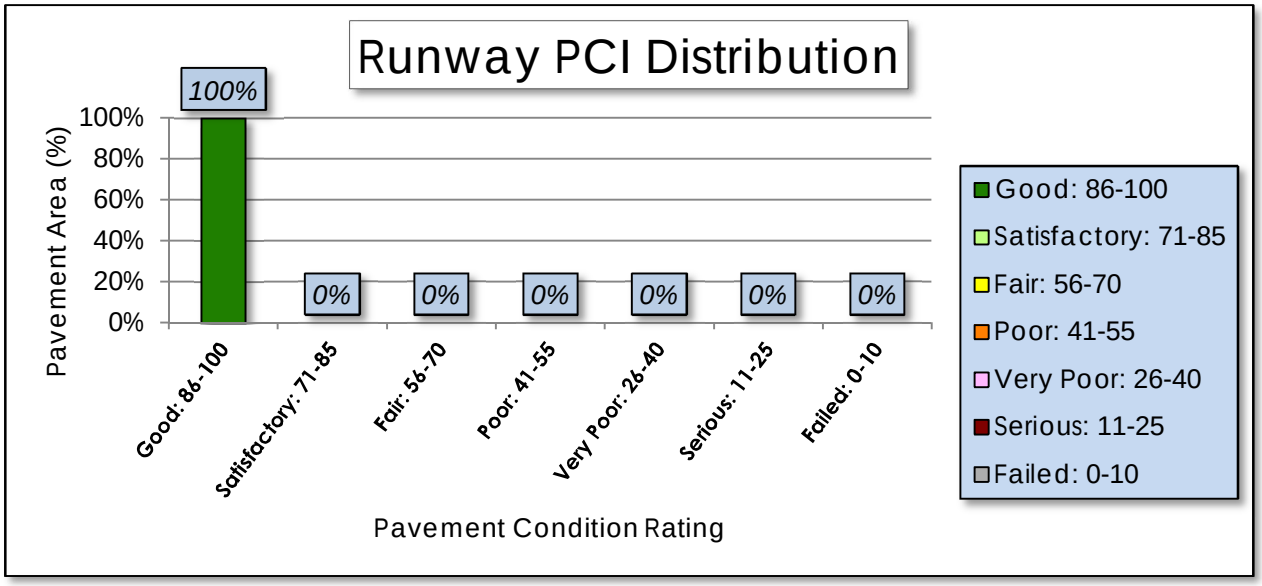
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	94	GOOD
Taxiway	88	GOOD
Apron	39	VERY POOR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	1,447,453	53%
Satisfactory	151,421	6%
Fair	159,619	6%
Poor	-	0%
Very Poor	954,796	35%
Serious	-	0%
Failed	-	0%

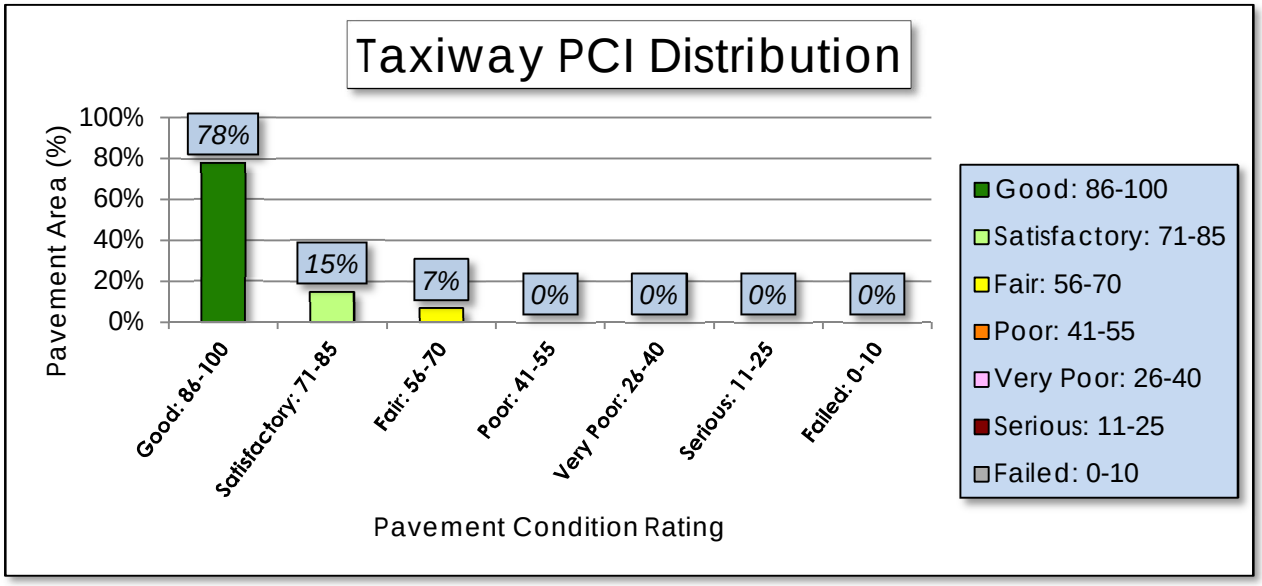
Approximately 59% of the airfield network is in Good and Satisfactory condition, while 35% of the network is in Very Poor condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. 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

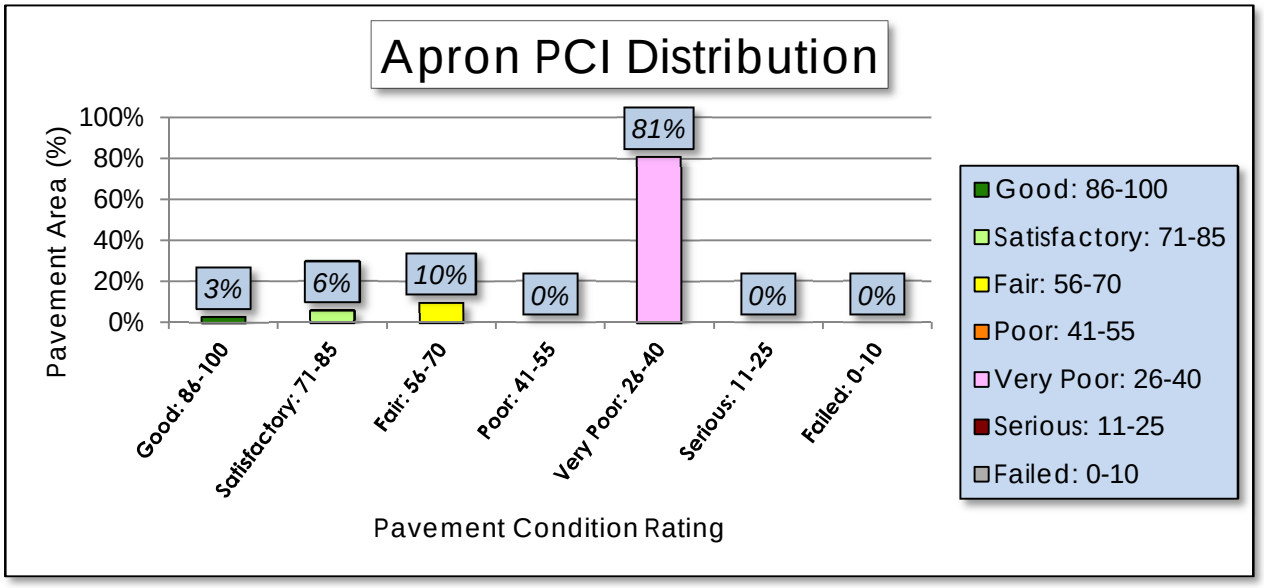
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
3%
6%
10%
0%
81%
0%
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 Sebring Regional 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

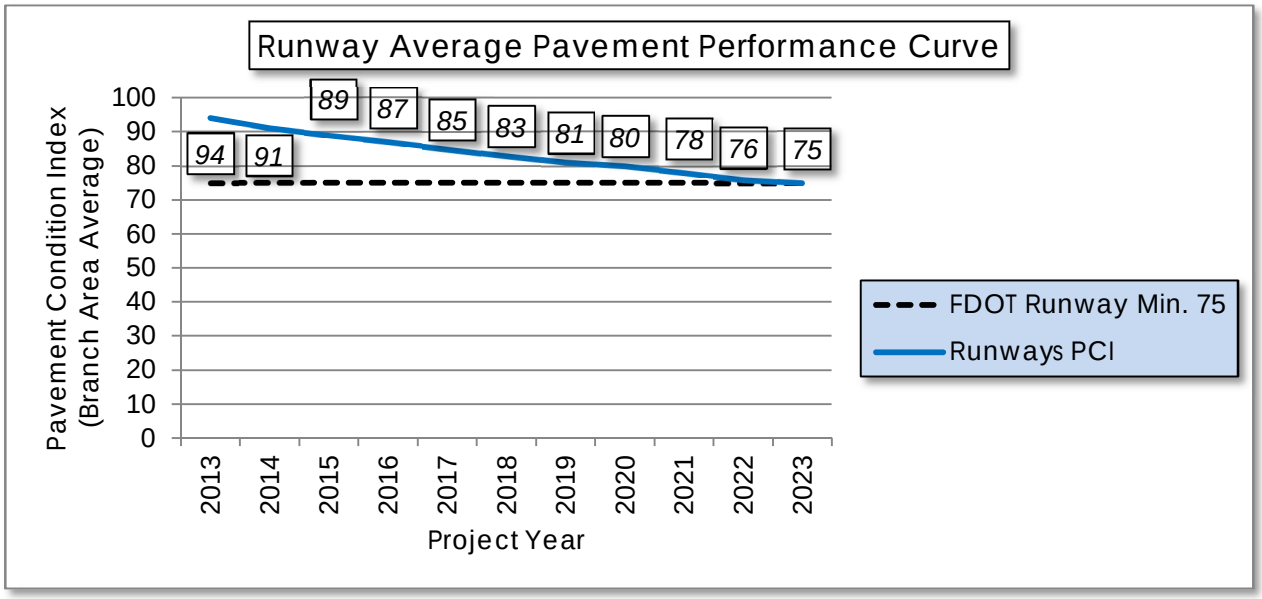


Figure 4-2: Taxiway Pavement Performance Prediction Summary

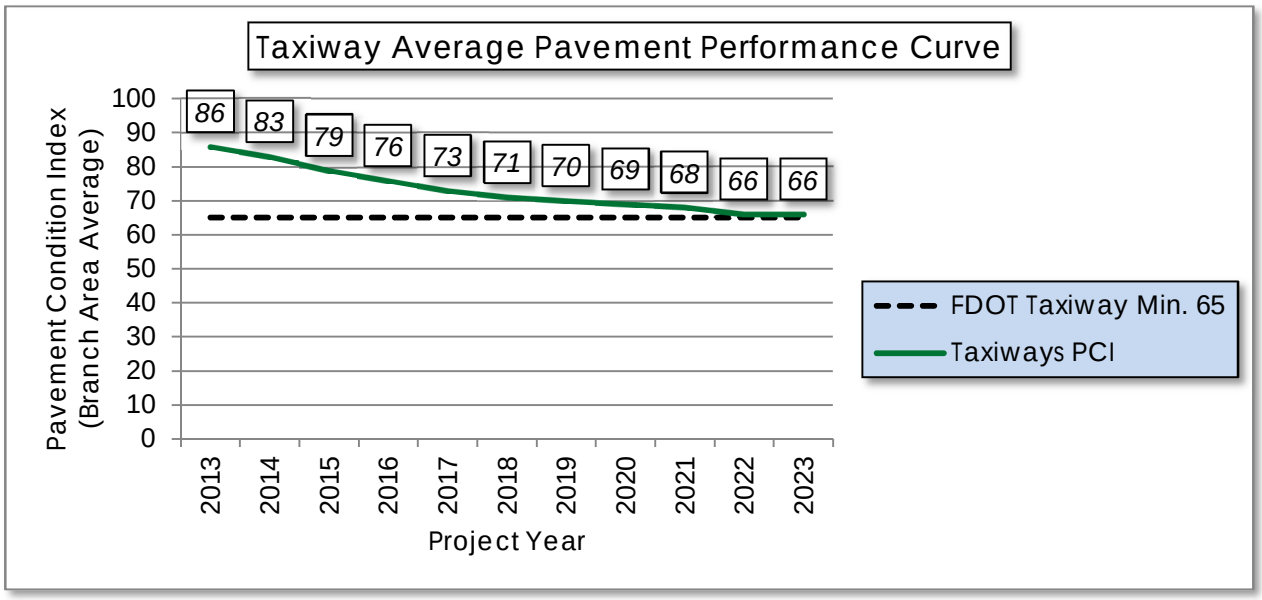
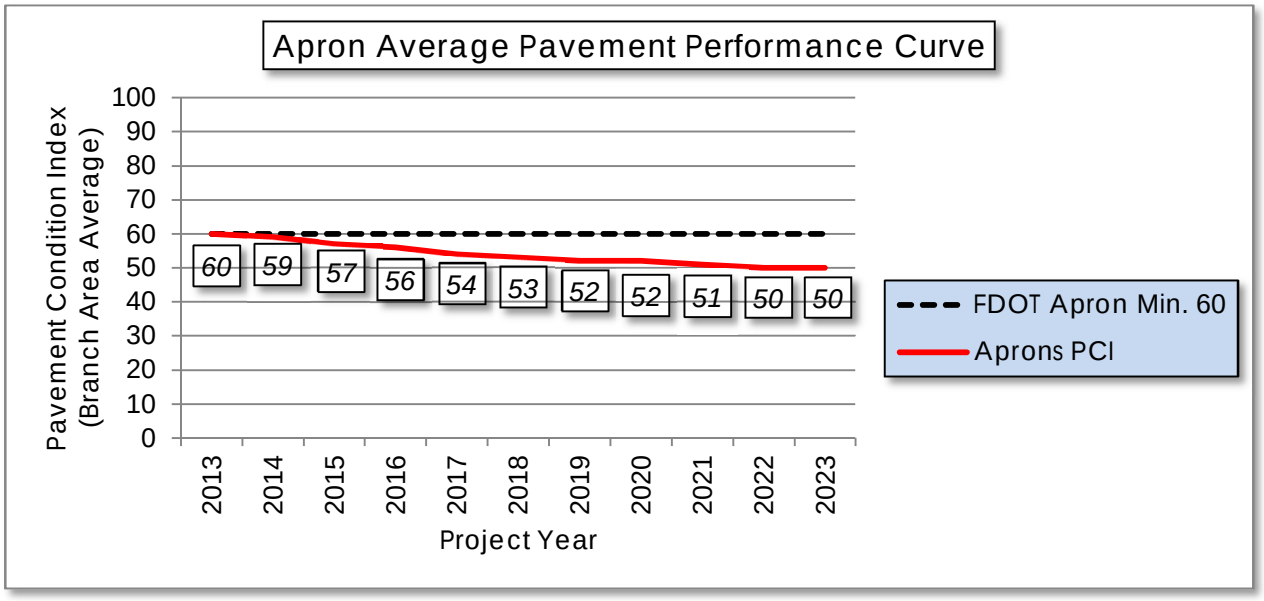


Figure 4-3: Apron Pavement Performance Prediction Summary



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.

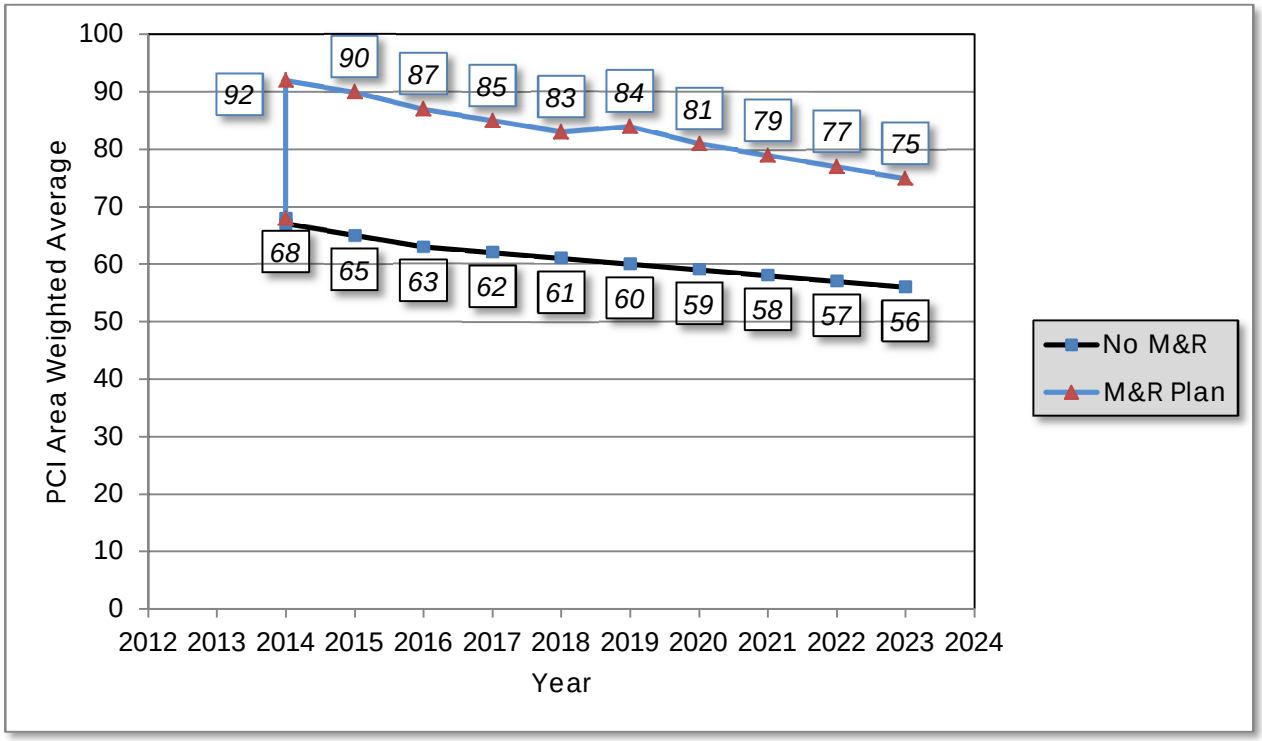
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	TW T-HANG	505	$ 346,113.08	63	Mill and Overlay	100
2014	AP W	4105	$ 14,321,940.69	30	Reconstruction	100
2018	TW A2	110	$ 307,925.80	64	Mill and Overlay	100
2019	AP W	4115	$ 1,449,179.35	65	Mill and Overlay	100
2019	TW A3	205	$ 327,599.25	63	Mill and Overlay	100
		Total =	$16,752,758.17			

* 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 19 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

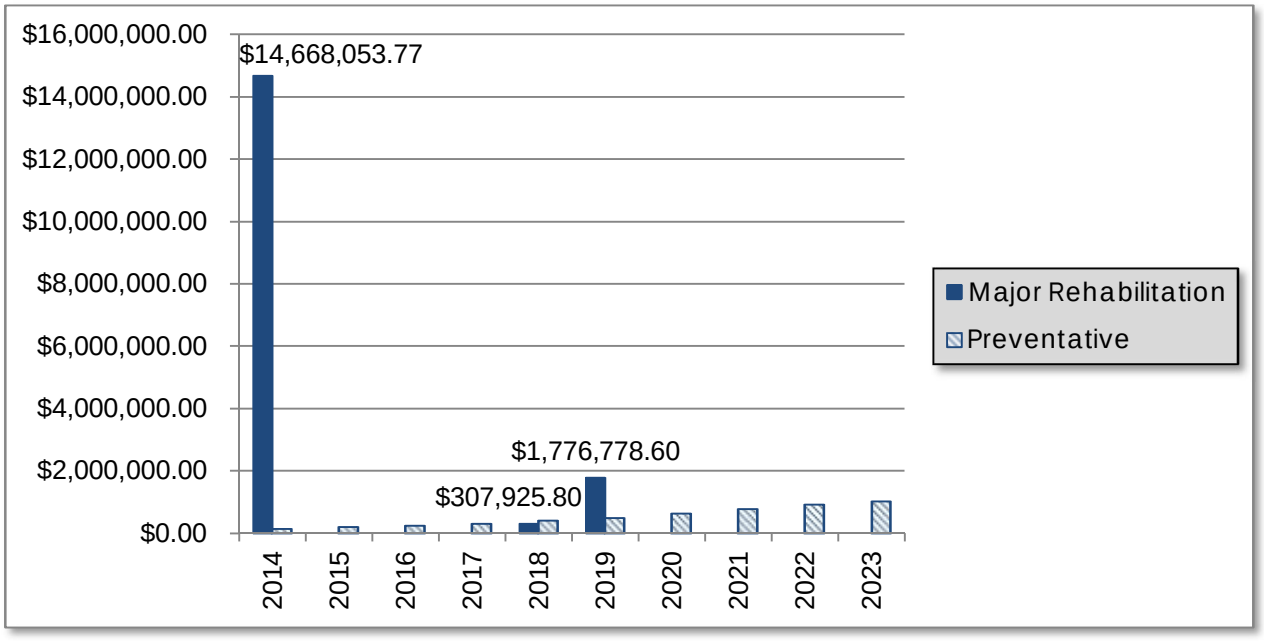
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2013, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 150,148.27	$ 14,668,053.77	$ 14,818,202.04
2015	$ 201,339.97	$ -	$ 201,339.97
2016	$ 254,472.00	$ -	$ 254,472.00
2017	$ 318,865.14	$ -	$ 318,865.14
2018	$ 426,502.19	$ 307,925.80	$ 734,428.00
2019	$ 489,556.31	$ 1,776,778.60	$ 2,266,334.91
2020	$ 636,010.41	$ -	$ 636,010.41
2021	$ 788,282.86	$ -	$ 788,282.86
2022	$ 923,622.54	$ -	$ 923,622.54
2023	$ 1,035,000.57	$ -	$ 1,035,000.57
		Total =	$ 21,976,558.44

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:

- T-Hangar Taxiway – Section 505
  - Mill and overlay attributed to distresses related to climate, age, and subgrade quality of pavement.
- West Apron – Section 4105
  - Reconstruction attributed to distresses related to climate, age, subgrade quality, and loading 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.

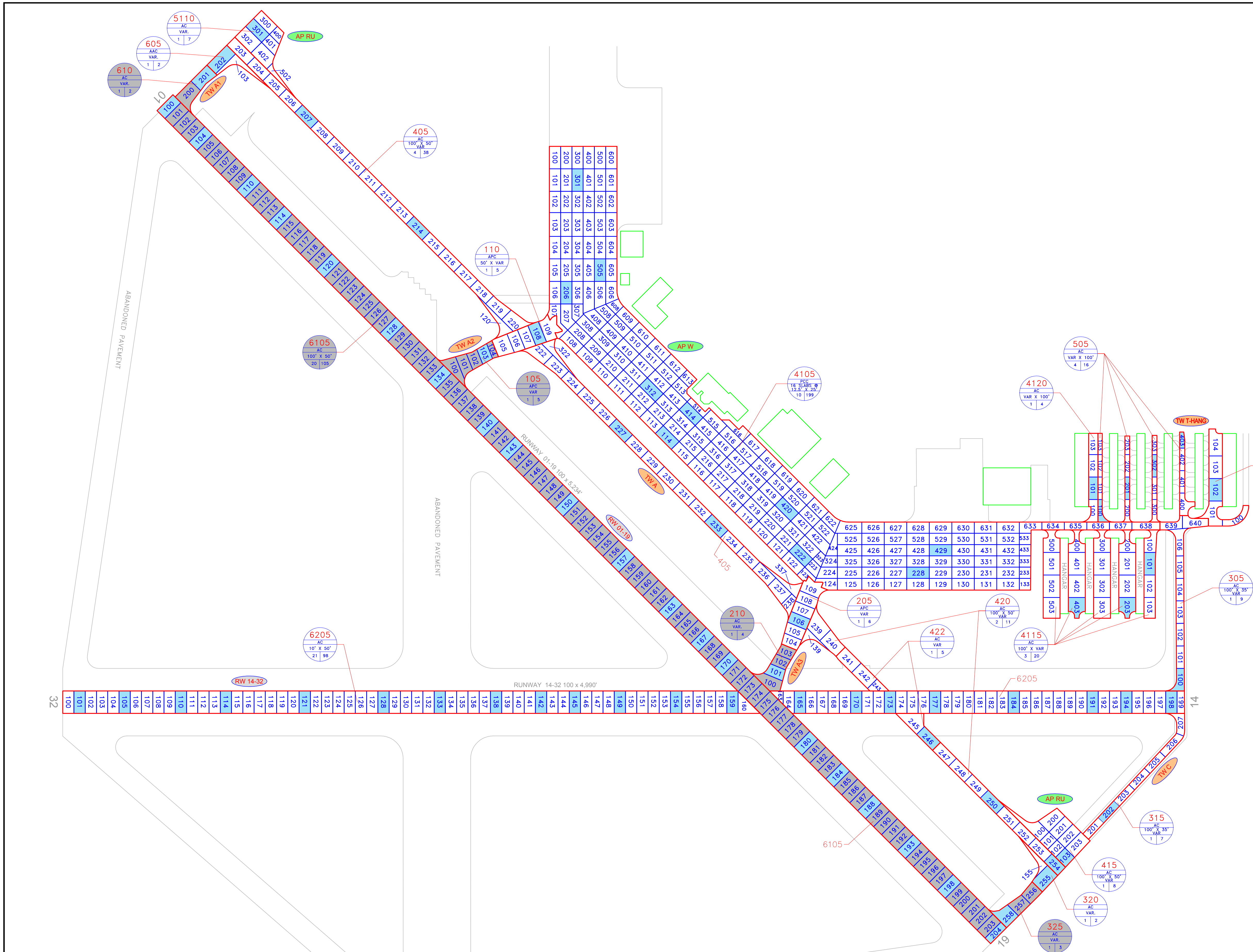
9. RECOMMENDATIONS

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

- T-Hangar Taxiway – Section 505
  - Mill and overlay attributed to distresses related to climate, age, and subgrade quality of pavement.
- West Apron – Section 4105
  - Reconstruction attributed to distresses related to climate, age, subgrade quality, and loading of pavement.
- Taxiway A2 – Sections 110
  - Mill and overlay attributed to distresses related to climate and age of pavement.
- West Apron – Section 4115
  - Mill and overlay attributed to distresses related to climate and age of pavement.
- Taxiway A3 – Section 205
  - 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



GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

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

TOTAL SAMPLES INSPECTED = 79

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

SEBRING REGIONAL AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SEF

FDOT DISTRICT: 1

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2012	RUNWAY 01–19	ASPHALT PAVEMENT RECONSTRUCTION
2012	RUNWAY 01–19 CONNECTORS	MILL AND OVERLAY

NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

RUNWAY 01-19 100 x 5,234'

RUNWAY 14-32 100 x 4,990'

ABANDONED PAVEMENT

ABANDONED PAVEMENT

AP RU

AP W

TW A1

TW A2

TW A3

TW A

TW C

TW T-HANG

RW 01-19

RW 14-32

01

19

32

14

HANGAR

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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
SEBRING REGIONAL AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SEF
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 14-32	RW 14-32	RUNWAY	6205	4,000	100	484,171	S	AC	1/1/2010	7/15/2013	98
RUNWAY 01-19	RW 01-19	RUNWAY	6105*	5,200	100	523,500	P	AC	1/1/2012	1/1/2012	105
RUN UP APRON	AP RU	APRON	5110	300	100	31,951	T	AC	1/1/2001	7/15/2013	7
WEST APRON	AP W	APRON	4125	400	70	29,215	P	AC	1/1/2007	7/15/2013	5
WEST APRON	AP W	APRON	4120	50	310	15,909	P	AC	1/1/2007	7/15/2013	4
WEST APRON	AP W	APRON	4115	800	150	125,007	P	AC	1/1/2007	7/15/2013	20
WEST APRON	AP W	APRON	4105	3,000	300	954,796	P	PCC	1/1/1942	7/15/2013	199
TAXIWAY A1	TW A1	TAXIWAY	610*	200	55	12,904	P	AC	1/1/2013	1/1/2013	2
TAXIWAY A1	TW A1	TAXIWAY	605	480	50	11,821	P	AAC	1/1/2001	7/15/2013	2
TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	505	1,600	20	34,611	P	AC	1/1/1995	7/15/2013	16
TAXIWAY A	TW A	TAXIWAY	422	450	50	26,514	P	AAC	1/1/2010	7/15/2013	5
TAXIWAY A	TW A	TAXIWAY	420	1,110	50	55,719	P	AC	1/1/2003	7/15/2013	11
RUN UP APRON	AP RU	APRON	415	200	150	38,336	P	AC	1/1/2003	7/15/2013	8
TAXIWAY A	TW A	TAXIWAY	405	3,700	50	191,244	P	AC	1/1/2001	7/15/2013	38
TAXIWAY C	TW C	TAXIWAY	325*	225	60	15,390	P	AC	1/1/2013	1/1/2013	3
TAXIWAY C	TW C	TAXIWAY	320	600	40	9,745	P	AC	1/1/2003	7/15/2013	2
TAXIWAY C	TW C	TAXIWAY	315	600	40	25,443	P	AC	1/1/2010	7/15/2013	7
TAXIWAY C	TW C	TAXIWAY	305	800	40	35,167	P	AC	1/1/2010	7/15/2013	9
TAXIWAY A3	TW A3	TAXIWAY	210*	200	70	16,931	P	AC	1/1/2013	1/1/2013	3
TAXIWAY A3	TW A3	TAXIWAY	205	600	70	28,259	P	APC	1/1/1987	7/15/2013	6
TAXIWAY A2	TW A2	TAXIWAY	110	500	50	27,359	P	APC	1/1/1987	7/15/2013	5
TAXIWAY A2	TW A2	TAXIWAY	105*	500	35	19,296	P	APC	1/1/2013	1/1/2013	5

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.

Work History Report

Pavement Database:FDOT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Network: SEF **Branch**: TW A (TAXIWAY ALPHA) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 1,110.00 Ft **Width:** 50.00 Ft **True Area:** 55,719.49 SqF

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

Network: SEF **Branch**: TW A (TAXIWAY ALPHA) **Section:** 422 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 26,513.75 SqF

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

Network: SEF **Branch**: TW A1 (TAXIWAY A1) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 480.00 Ft **Width:** 50.00 Ft **True Area:** 11,821.00 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	
01/01/1987	INITIAL	Initial Construction	$0	0.00	True	

Network: SEF **Branch**: TW A1 (TAXIWAY A1) **Section:** 610 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 55.00 Ft **True Area:** 12,904.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	0.00	True	4" Bitum (p401), 12" recyc conc (219), 12" stab. sub. (p160)

Network: SEF **Branch**: TW A2 (TAXIWAY A2) **Section:** 105 **Surface:** APC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 19,296.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	OVERLAY		3.00	True	1987: MINIMUM 3" P-401 SURFACE ON 1"-1.5" P-401 LEVELING COURSE
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC SLABS

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

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	OL-MR	Overlay	$0	0.00	True	
01/01/1942	NC-PC	New Construction - PCC	$0	0.00	True	'1942:8" PCC SLABS"

Network: SEF **Branch**: TW A3 (TAXIWAY A3) **Section:** 205 **Surface:** APC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 70.00 Ft **True Area:** 28,259.00 SqF

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

01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC SLABS

Network: SEF **Branch**: TW A3 (TAXIWAY A3) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 70.00 Ft **True Area:** 16,931.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	0.00	True	4" Bitum(p401), 12" recyc con.base(219), 12" stab sub(p160)

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 40.00 Ft **True Area:** 35,167.30 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NC-AC	New Construction - AC	$0	0.00	True	Anticipated Work
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1975	IMPORTED	BUILT		1.00	True	1" AC OVERLAY - ESTIMATE 1975
01/01/1942	IMPORTED	OVERLAY		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 40.00 Ft **True Area:** 25,443.45 SqF

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

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 320 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 40.00 Ft **True Area:** 9,745.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	NC-AC	New Construction - AC	$0	0.00	True	Anticipated Work
01/01/1975	IMPORTED	BUILT		1.00	True	1" AC OVERLAY - ESTIMATE 1975
01/01/1975	IMPORTED	OVERLAY			True	SOIL: SM
01/01/1942	IMPORTED	OVERLAY		8.00	True	1942: 8" PCC PAVEMENT

Network: SEF **Branch**: TW C (TAXIWAY C) **Section:** 325 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 225.00 Ft **Width:** 60.00 Ft **True Area:** 15,390.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	0.00	True	4" Bitum (p401),12" recycl conc.base(219),12"stab.subgrade (p160)

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

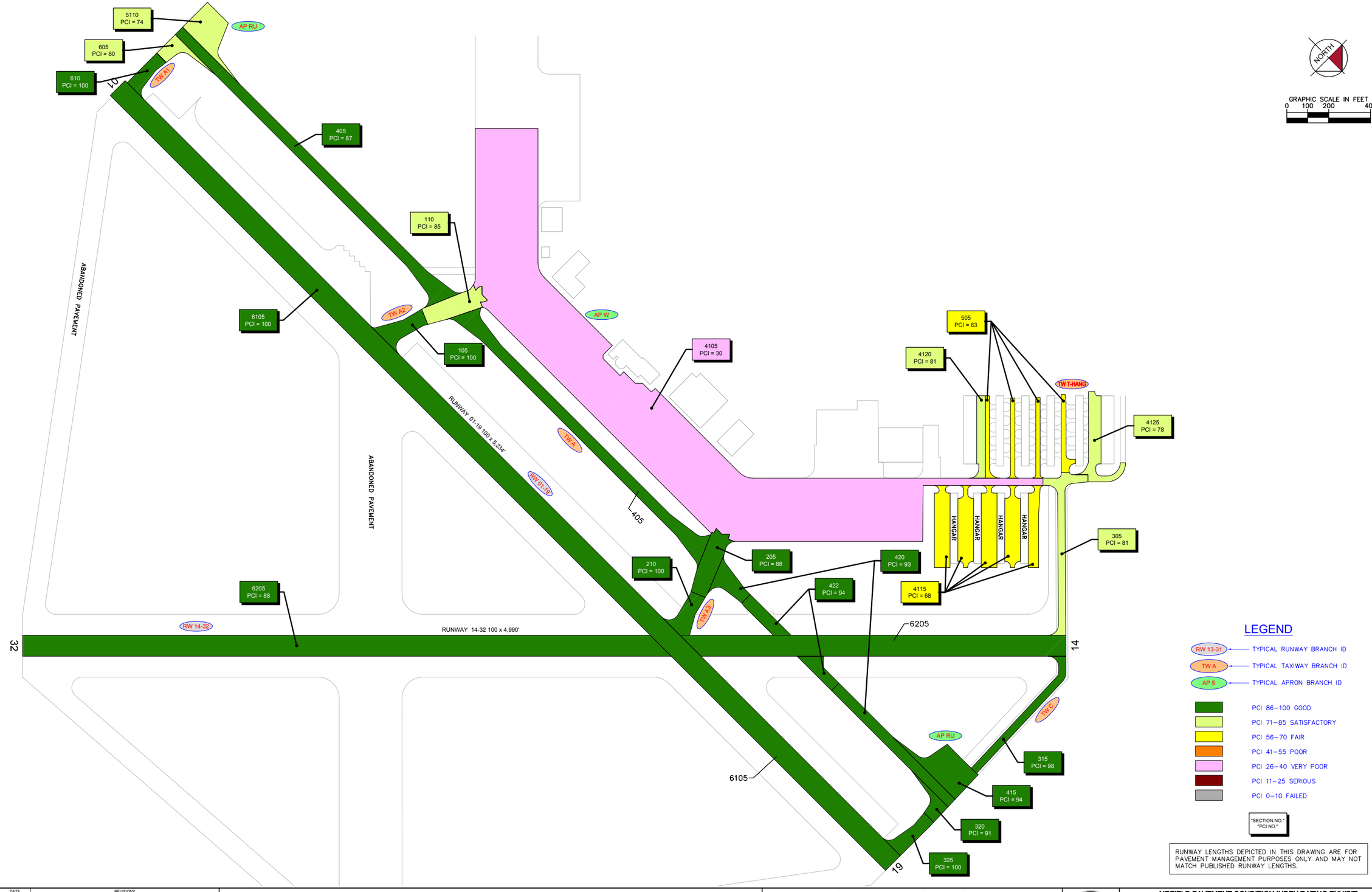
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1995	IMPORTED	BUILT			True	ESTIMATE 1995 AC PAVEMENT

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	9	2,114,988.83	6.25	3.24
Complete Reconstruction - AC	2	1,007,670.95	.00	.00
Initial Construction	4	261,529.77	2.00	2.31
Mill and Overlay	3	57,630.75	.00	.00
New Construction - AC	8	334,542.41	.00	.00
New Construction - Initial	3	45,225.00	.00	.00
New Construction - PCC	1	27,358.81	.00	
OVERLAY	14	2,723,703.63	4.40	3.51
Surface Treatment - Slurry Seal	1	523,500.00	.00	

APPENDIX B

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



NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

SEBRING REGIONAL AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SEF

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 14-32	RW 14-32	RUNWAY	6205	484,171	S	AC	88	Good	21	98
RUNWAY 01-19	RW 01-19	RUNWAY	6105*	523,500	P	AC	100	Good	20	105
RUN UP APRON	AP RU	APRON	5110	31,951	T	AC	74	Satisfactory	1	7
WEST APRON	AP W	APRON	4125	29,215	P	AC	78	Satisfactory	1	5
WEST APRON	AP W	APRON	4120	15,909	P	AC	81	Satisfactory	1	4
WEST APRON	AP W	APRON	4115	125,007	P	AC	68	Fair	3	20
WEST APRON	AP W	APRON	4105	954,796	P	PCC	30	Very Poor	10	199
TAXIWAY A1	TW A1	TAXIWAY	610*	12,904	P	AC	100	Good	1	2
TAXIWAY A1	TW A1	TAXIWAY	605	11,821	P	AAC	80	Satisfactory	1	2
TAXIWAY T-HANGARS	TW T-HANG	TAXIWAY	505	34,611	P	AC	63	Fair	4	16
TAXIWAY ALPHA	TW A	TAXIWAY	422	26,514	P	AAC	94	Good	1	5
TAXIWAY ALPHA	TW A	TAXIWAY	420	55,719	P	AC	93	Good	2	11
RUN UP APRON	AP RU	APRON	415	38,336	P	AC	94	Good	1	8
TAXIWAY ALPHA	TW A	TAXIWAY	405	191,244	P	AC	87	Good	4	38
TAXIWAY C	TW C	TAXIWAY	325*	15,390	P	AC	100	Good	1	3
TAXIWAY C	TW C	TAXIWAY	320	9,745	P	AC	91	Good	1	2
TAXIWAY C	TW C	TAXIWAY	315	25,443	P	AC	98	Good	1	7
TAXIWAY C	TW C	TAXIWAY	305	35,167	P	AC	81	Satisfactory	1	9
TAXIWAY A3	TW A3	TAXIWAY	210*	16,931	P	AC	100	Good	1	4
TAXIWAY A3	TW A3	TAXIWAY	205	28,259	P	APC	88	Good	1	6
TAXIWAY A2	TW A2	TAXIWAY	110	27,359	P	APC	85	Satisfactory	1	5
TAXIWAY A2	TW A2	TAXIWAY	105*	19,296	P	APC	100	Good	1	5

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 /16/2013

Branch Condition Report

Pavement Database: FDOT NetworkID: SEF

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP RU (RUN UP APRON)	2	500.00	125.00	70,286.74	APRON	84.00	10.00	84.91
AP W (WEST APRON)	4	4,250.00	207.50	1,124,926.85	APRON	64.25	20.35	36.19
RW 14-32 (RUNWAY 14-32)	1	4,000.00	100.00	484,170.95	RUNWAY	88.00	0.00	88.00
RW 19-01 (RUNWAY 19-01)	1	5,200.00	100.00	523,500.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY ALPHA)	3	5,260.00	50.00	273,477.66	TAXIWAY	91.33	3.09	88.90
TW A1 (TAXIWAY A1)	2	680.00	52.50	24,725.00	TAXIWAY	90.00	10.00	90.44
TW A2 (TAXIWAY A2)	2	1,000.00	42.50	46,654.81	TAXIWAY	92.50	7.50	91.20
TW A3 (TAXIWAY A3)	2	800.00	70.00	45,190.00	TAXIWAY	94.00	6.00	92.50
TW C (TAXIWAY C)	4	2,225.00	45.00	85,745.75	TAXIWAY	92.50	7.43	90.59
TW T-HANG (TAXIWAY T-HANGARS)	1	1,600.00	20.00	34,611.31	TAXIWAY	63.00	0.00	63.00

Branch Condition Report

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	6	1,195,213.59	70.83	19.90	39.06
RUNWAY	2	1,007,670.95	94.00	6.00	94.23
TAXIWAY	14	510,404.53	90.00	10.13	88.03
All	22	2,713,289.07	85.14	15.96	68.76

Date: 9 /16/2013

Section Condition Report

Pavement Database: FDOT NetworkID: SEF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP RU (RUN UP APRON)	415	01/01/2003	AC	APRON	P	0	38,336.14	07/15/2013	10	94.00
AP RU (RUN UP APRON)	5110	01/01/2001	AC	APRON	T	0	31,950.60	07/15/2013	12	74.00
AP W (WEST APRON)	4105	01/01/1942	PCC	APRON	P	0	954,795.82	07/15/2013	71	30.00
AP W (WEST APRON)	4115	01/01/2007	AC	APRON	P	0	125,007.49	07/15/2013	6	68.00
AP W (WEST APRON)	4120	01/01/2007	AC	APRON	P	0	15,908.57	07/15/2013	6	81.00
AP W (WEST APRON)	4125	01/01/2007	AC	APRON	P	0	29,214.97	07/15/2013	6	78.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2010	AC	RUNWAY	S	0	484,170.95	07/15/2013	3	88.00
RW 19-01 (RUNWAY 19-01)	6105	01/01/2012	AC	RUNWAY	P	0	523,500.00	01/01/2012	0	100.00
TW A (TAXIWAY ALPHA)	405	01/01/2001	AC	TAXIWAY	P	0	191,244.42	07/15/2013	12	87.00
TW A (TAXIWAY ALPHA)	420	01/01/2003	AC	TAXIWAY	P	0	55,719.49	07/15/2013	10	93.00
TW A (TAXIWAY ALPHA)	422	01/01/2010	AAC	TAXIWAY	P	0	26,513.75	07/15/2013	3	94.00
TW A1 (TAXIWAY A1)	605	01/01/2001	AAC	TAXIWAY	P	0	11,821.00	07/15/2013	12	80.00
TW A1 (TAXIWAY A1)	610	01/01/2013	AC	TAXIWAY	P	0	12,904.00	01/01/2013	0	100.00
TW A2 (TAXIWAY A2)	105	01/01/2013	APC	TAXIWAY	P	0	19,296.00	01/01/2013	0	100.00
TW A2 (TAXIWAY A2)	110	01/01/1987	APC	TAXIWAY	P	0	27,358.81	07/15/2013	26	85.00
TW A3 (TAXIWAY A3)	205	01/01/1987	APC	TAXIWAY	P	0	28,259.00	07/15/2013	26	88.00
TW A3 (TAXIWAY A3)	210	01/01/2013	AC	TAXIWAY	P	0	16,931.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	305	01/01/2010	AC	TAXIWAY	P	0	35,167.30	07/15/2013	3	81.00
TW C (TAXIWAY C)	315	01/01/2010	AC	TAXIWAY	P	0	25,443.45	07/15/2013	3	98.00
TW C (TAXIWAY C)	320	01/01/2003	AC	TAXIWAY	P	0	9,745.00	07/15/2013	10	91.00
TW C (TAXIWAY C)	325	01/01/2013	AC	TAXIWAY	P	0	15,390.00	01/01/2013	0	100.00
TW T-HANG (TAXIWAY T-HANGARS)	505	01/01/1995	AC	TAXIWAY	P	0	34,611.31	07/15/2013	18	63.00

Section Condition Report

Pavement Database: FDOT

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**	**588,021.00**	**5**	**100.00**	**0.00**	**100.00**
03-05	**3.00**	**571,295.45**	**4**	**90.25**	**7.41**	**88.29**
06-10	**8.00**	**273,931.66**	**6**	**84.17**	**10.30**	**79.36**
11-15	**12.00**	**235,016.02**	**3**	**80.33**	**6.51**	**84.88**
16-20	**18.00**	**34,611.31**	**1**	**63.00**	**0.00**	**63.00**
26-30	**26.00**	**55,617.81**	**2**	**86.50**	**2.12**	**86.52**
over 40	**71.00**	**954,795.82**	**1**	**30.00**	**0.00**	**30.00**
All	**10.77**	**2,713,289.07**	**22**	**85.14**	**16.33**	**68.76**

APPENDIX D

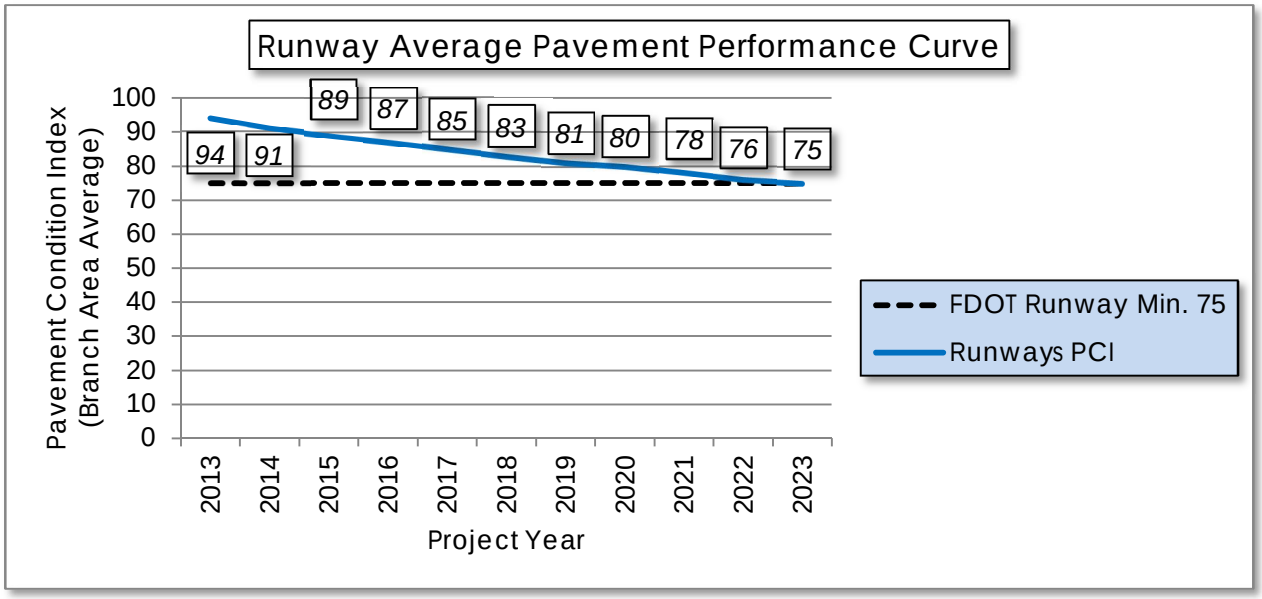
- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

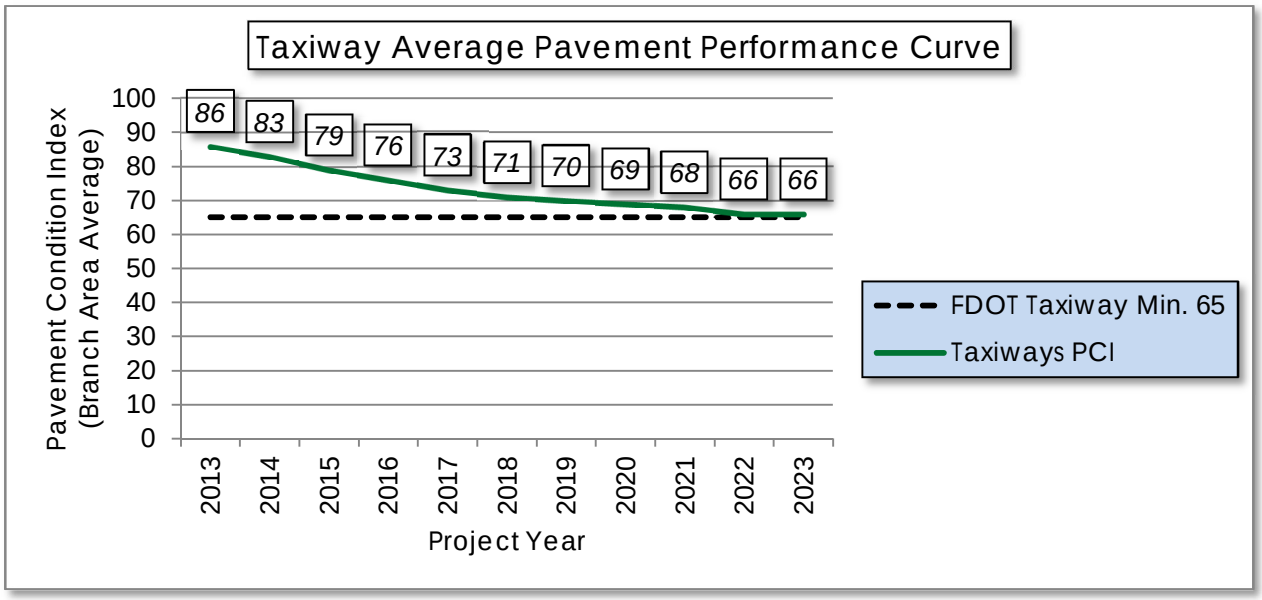
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
RW 14-32	6205	88	87	85	83	82	80	78	76	75	73	72
RW 01-19	6105	100	96	93	91	89	87	85	84	82	80	78
AP RU	5110	74	73	72	70	69	68	68	67	66	65	65
AP W	4125	78	77	75	73	72	70	69	68	67	67	66
AP W	4120	81	80	77	75	73	72	70	69	68	68	67
AP W	4115	68	68	67	66	65	65	64	64	63	62	61
AP W	4105	30	30	29	29	28	28	28	28	28	28	28
TW A1	610	100	97	95	92	89	87	84	82	80	78	76
TW A1	605	80	79	78	76	75	74	73	71	70	69	68
TW T-HANG	505	63	63	63	62	62	62	61	61	60	60	59
TW A	422	94	93	90	88	85	83	82	80	79	77	76
TW A	420	93	92	89	87	84	82	80	77	76	74	72
AP RU	415	94	92	87	84	80	78	76	74	72	71	70
TW A	405	87	86	83	81	79	77	75	73	72	71	69
TW C	325	100	97	95	92	89	87	84	82	80	78	76
TW C	320	91	90	87	85	82	80	78	76	74	73	71
TW C	315	98	97	94	91	89	86	84	81	79	77	75
TW C	305	81	80	78	76	74	73	71	70	69	68	67
TW A3	210	100	97	95	92	89	87	84	82	80	78	76
TW A3	205	88	83	74	67	63	61	59	59	59	59	59
TW A2	110	85	80	72	66	62	60	59	59	59	59	58
TW A2	105	100	86	76	69	64	61	60	59	59	59	59

Figure D-1: Pavement Performance by Pavement Use

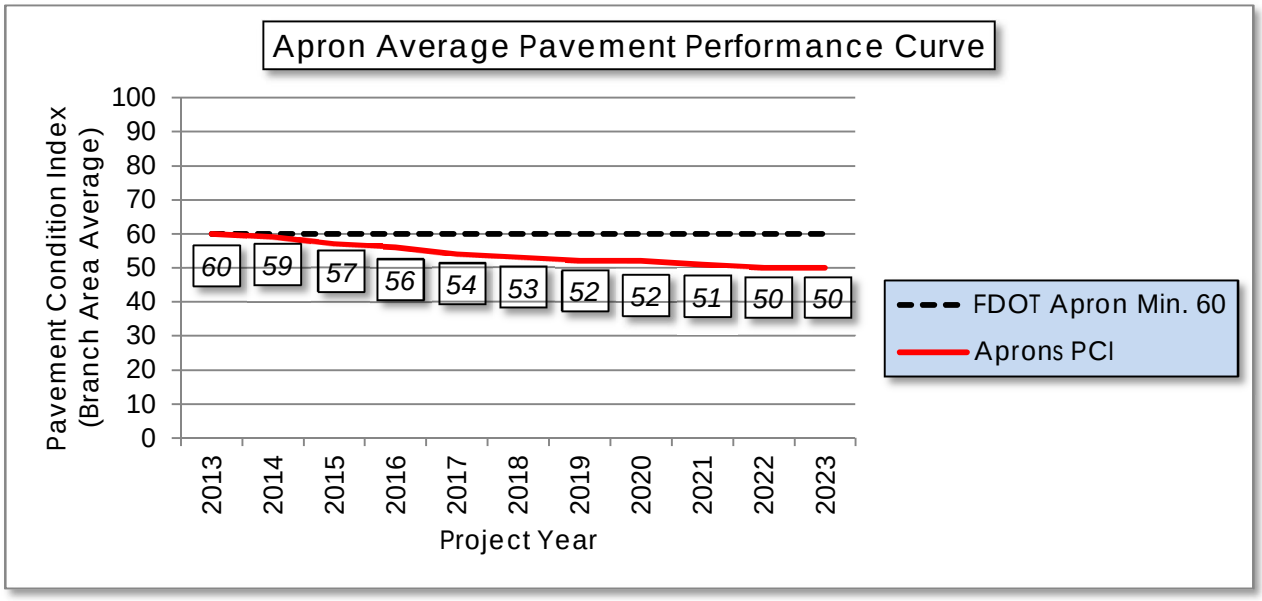
(a) Runway



(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
60
59
57
56
54
53
52
52
51
50
50
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

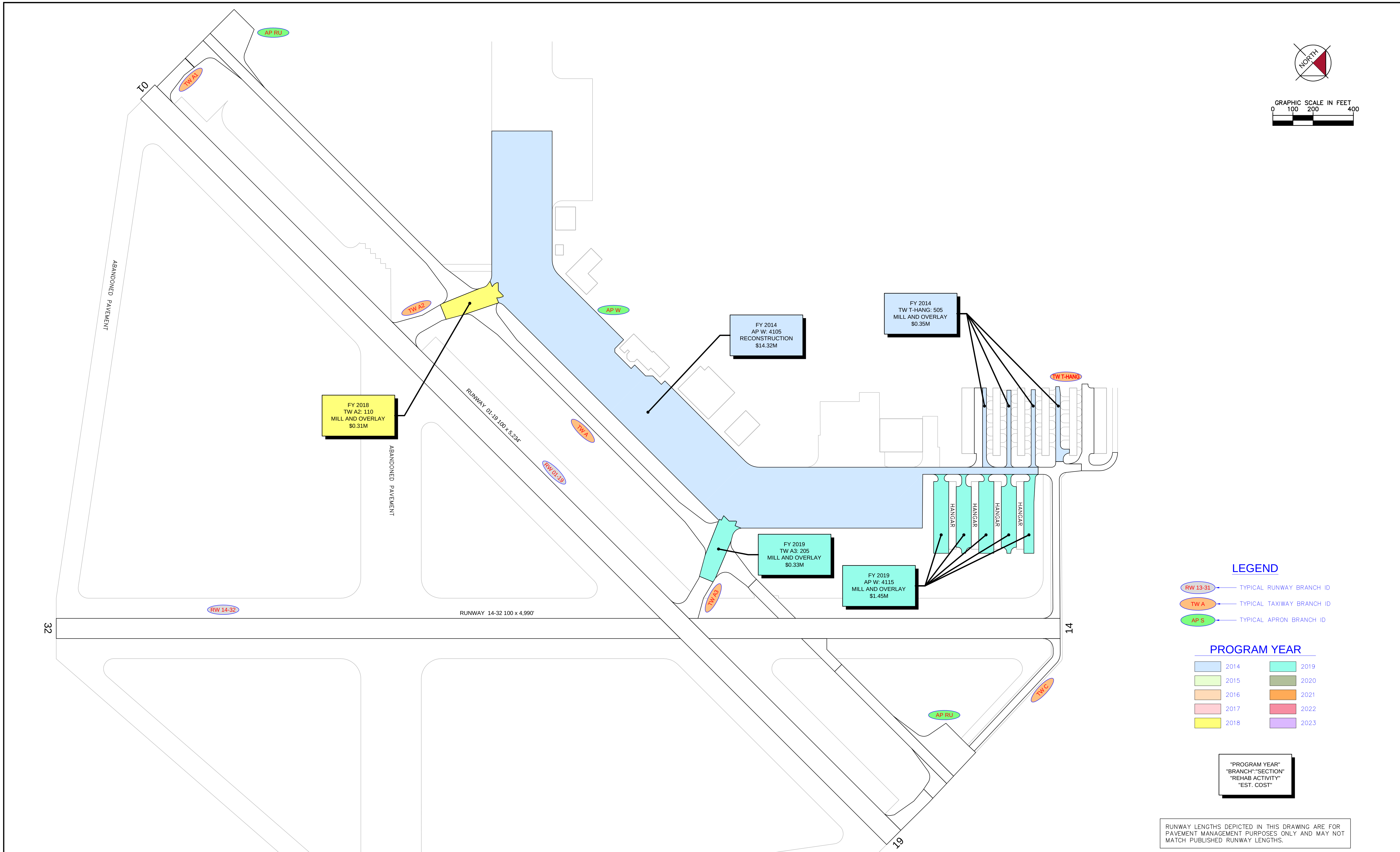
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 14-32	RW 14-32	6205	DEPRESSION	L	Patching - AC Full Depth	546.50	SqFt	$5.00	$ 2,732.50
RUNWAY 14-32	RW 14-32	6205	L & T CR	L	Crack Sealing - AC	13,501.50	Ft	$2.75	$ 37,128.96
RUNWAY 14-32	RW 14-32	6205	RAVELING	L	Surface Seal	4,426.70	SqFt	$0.55	$ 2,434.71
RUN UP APRON	AP RU	5110	RAVELING	L	Surface Seal	31,950.60	SqFt	$0.55	$ 17,572.98
WEST APRON	AP W	4125	L & T CR	L	Crack Sealing - AC	82.80	Ft	$2.75	$ 227.63
WEST APRON	AP W	4125	RAVELING	L	Surface Seal	5,843.00	SqFt	$0.55	$ 3,213.67
WEST APRON	AP W	4120	L & T CR	L	Crack Sealing - AC	388.00	Ft	$2.75	$ 1,067.04
WEST APRON	AP W	4120	RAVELING	L	Surface Seal	795.40	SqFt	$0.55	$ 437.49
WEST APRON	AP W	4115	DEPRESSION	L	Patching - AC Full Depth	5,633.30	SqFt	$5.00	$ 28,166.64
WEST APRON	AP W	4115	L & T CR	L	Crack Sealing - AC	1,762.80	Ft	$2.75	$ 4,847.81
WEST APRON	AP W	4115	PATCHING	M	Crack Sealing - AC	17.60	Ft	$2.75	$ 48.35
WEST APRON	AP W	4115	RAVELING	L	Surface Seal	12,503.70	SqFt	$0.55	$ 6,877.10
WEST APRON	AP W	4105	CORNER BREAK	M	Patching - PCC Partial Depth	616.60	SqFt	$19.10	$ 11,776.49
WEST APRON	AP W	4105	CORNER BREAK	L	Patching - PCC Partial Depth	2,466.30	SqFt	$19.10	$ 47,105.97

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
WEST APRON	AP W	4105	JT SEAL DMG	L	Joint Seal - PCC	52,344.10	Ft	$3.00	$ 157,031.87
WEST APRON	AP W	4105	JT SEAL DMG	M	Joint Seal - PCC	20,937.60	Ft	$3.00	$ 62,812.75
WEST APRON	AP W	4105	SMALL PATCH	M	Slab Replacement - PCC	17,900.40	SqFt	$45.00	$ 805,517.63
WEST APRON	AP W	4105	SCALING	L	Patching - PCC Partial Depth	3,915.20	SqFt	$19.10	$ 74,780.73
WEST APRON	AP W	4105	FAULTING	L	Patching - PCC Partial Depth	4,698.30	SqFt	$19.10	$ 89,736.87
WEST APRON	AP W	4105	SHAT. SLAB	L	Slab Replacement - PCC	29,834.00	SqFt	$45.00	$ 1,342,529.38
WEST APRON	AP W	4105	SHAT. SLAB	M	Slab Replacement - PCC	23,867.20	SqFt	$45.00	$ 1,074,023.51
WEST APRON	AP W	4105	SHRINKAGE CR	N	Crack Sealing - PCC	469.80	Ft	$4.25	$ 1,996.77
WEST APRON	AP W	4105	JOINT SPALL	L	Patching - PCC Partial Depth	668.00	SqFt	$19.10	$ 12,757.87
WEST APRON	AP W	4105	JOINT SPALL	M	Patching - PCC Partial Depth	986.50	SqFt	$19.10	$ 18,842.39
WEST APRON	AP W	4105	CORNER SPALL	L	Patching - PCC Partial Depth	770.70	SqFt	$19.10	$ 14,720.62
WEST APRON	AP W	4105	CORNER SPALL	M	Patching - PCC Partial Depth	359.70	SqFt	$19.10	$ 6,869.62
TAXIWAY A1	TW A1	605	RAVELING	L	Surface Seal	2,955.70	SqFt	$0.55	$ 1,625.64
TAXIWAY T-HANGARS	TW T-HANG	505	BLOCK CR	L	Surface Seal	2,073.60	SqFt	$0.55	$ 1,140.50
TAXIWAY T-HANGARS	TW T-HANG	505	L & T CR	L	Crack Sealing - AC	2,052.50	Ft	$2.75	$ 5,644.25

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY T-HANGARS	TW T-HANG	505	RAVELING	L	Surface Seal	3,605.60	SqFt	$0.55	$ 1,983.07
TAXIWAY T-HANGARS	TW T-HANG	505	WEATHERING	M	Surface Seal	21,218.60	SqFt	$0.55	$ 11,670.32
TAXIWAY ALPHA	TW A	422	RAVELING	L	Surface Seal	318.20	SqFt	$0.55	$ 174.99
TAXIWAY ALPHA	TW A	420	L & T CR	L	Crack Sealing - AC	24.00	Ft	$2.75	$ 66.09
TAXIWAY ALPHA	TW A	405	L & T CR	L	Crack Sealing - AC	47.80	Ft	$2.75	$ 131.48
TAXIWAY ALPHA	TW A	405	RAVELING	L	Surface Seal	23,905.60	SqFt	$0.55	$ 13,148.16
TAXIWAY C	TW C	320	L & T CR	L	Crack Sealing - AC	19.40	Ft	$2.75	$ 53.36
TAXIWAY C	TW C	305	L & T CR	L	Crack Sealing - AC	1,897.60	Ft	$2.75	$ 5,218.51
TAXIWAY A3	TW A3	205	L & T CR	L	Crack Sealing - AC	240.30	Ft	$2.75	$ 660.75
TAXIWAY A3	TW A3	205	RAVELING	L	Surface Seal	135.50	SqFt	$0.55	$ 74.55
TAXIWAY A2	TW A2	110	DEPRESSION	L	Patching - AC Full Depth	186.20	SqFt	$5.00	$ 931.01
TAXIWAY A2	TW A2	110	RAVELING	L	Surface Seal	1,522.90	SqFt	$0.55	$ 837.62
								Total =	$ 3,868,617.65

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

K:\WPB_Aviation\142179022\CADD\PLANSHEETS\SEF - SEBRING REGIONAL AIRPORT\EXHIBITS\004-SEF-REHAB.dwg PLOTTED: December 5, 2013 - 8:23 AM, BY: Howell, James

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

SEBRING REGIONAL AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SEF

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	TW T-HANG	505	$ 346,113.08	63	Mill and Overlay	100
2014	AP W	4105	$14,321,940.69	30	Reconstruction	100
2018	TW A2	110	$ 307,925.80	64	Mill and Overlay	100
2019	AP W	4115	$ 1,449,179.35	65	Mill and Overlay	100
2019	TW A3	205	$ 327,599.25	63	Mill and Overlay	100
		Total =	$16,752,758.17			

* Costs are adjusted for inflation at 3%

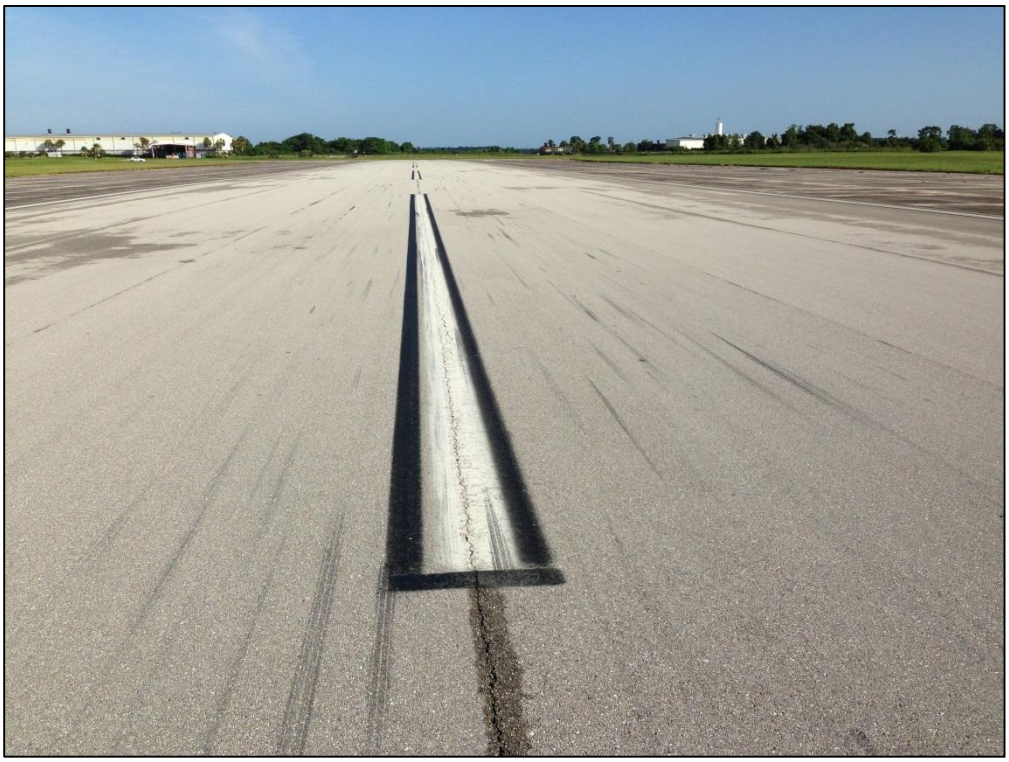
APPENDIX G

- PHOTOGRAPHS

Runway 14-32, Section 6205, Sample Unit 198 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Low Severity (45) Depression

Runway 14-32, Section 6205, Sample Unit 198 –Low Severity (57) Weathering, Low Severity (50) Patch

Runway 14-32, Section 6205, Sample Unit 198 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Low Severity (45) Depression



Runway 14-32, Section 6205, Sample Unit 177 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 14-32, Section 6205, Sample Unit 149 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Low Severity (52) Raveling

Taxiway Charlie, Section 305, Sample Unit 100 – Low Severity (57) Weathering, Low Severity (48) Longitudinal and Transverse Cracking

Apron RU, Section 415, Sample Unit 103 – Low Severity (57) Weathering

Taxiway Alpha, Section 420, Sample Unit 250 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway A2, Section 110, Sample Unit 108 – Low Severity (57) Weathering, Low Severity (45) Depression

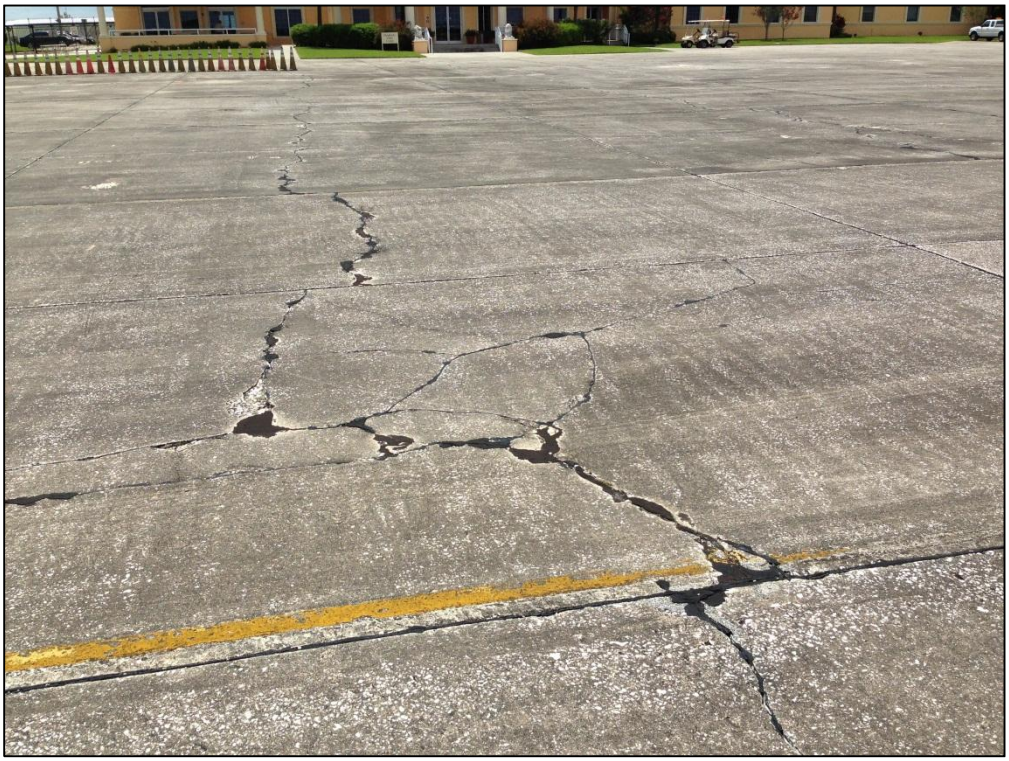
Taxiway A1, Section 605, Sample Unit 202 – Low Severity (57) Weathering, Low Severity (52) Raveling

Taxiway A1, Section 605, Sample Unit 202 – Low Severity (57) Weathering, Low Severity (52) Raveling

Apron West, Section 4105, Sample Unit 312 – Low and Medium Severity (63) Longitudinal, Transverse, Diagonal Cracking, Low Severity (65) Joint Seal Damage

Apron West, Section 4105, Sample Unit 312 – Medium Severity (72) Shattered Slab, Low Severity (65) Joint Seal Damage

Apron West, Section 4105, Sample Unit 312 – Medium Severity (66) Patching, Low Severity (65) Joint Seal Damage



Apron West, Section 4105, Sample Unit 114 – Medium Severity (72) Shattered Slab, Medium Severity (63) Longitudinal, Transverse, Diagonal Cracking, Low Severity (65) Joint Seal Damage

Apron West, Section 4105, Sample Unit 114 – Low Severity (62) Corner Break, Low Severity (70) Scaling, Map Cracking, Crazing, Low Severity (65) Joint Seal Damage

Apron West, Section 4115, Sample Unit 203 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (45) Depression

Taxiway T-Hangar, Section 505, Sample Unit 302 –Low and Medium Severity (57) Weathering

Taxiway T-Hangar, Section 505, Sample Unit 100 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Low Severity (43) Block Cracking

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 415 of 2 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 38,336.14SqFt Length: 200.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 8 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 103 Type: R Area: 3,610.91SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,610.91 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 5110 of 2 From: To: Last Const.: 01/01/2001
Surface: AC Family: UnKnown Zone: Category: Rank: T
Area: 31,950.60SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 7 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 RAVELING	L	1,250.00 SqFt	Comments:
52 RAVELING	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 4105 of 4 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 954,795.82SqFt Length: 3,000.00Ft Width: 300.00Ft
Slabs: 3,055 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 104,700.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 199 Surveyed: 10
Conditions: PCI : 30
Inspection Comments:

Sample Number: 114 Type: R Area: 16.00Slabs PCI = 27
Sample Comments:

65	JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
62	CORNER BREAK	L	2.00 Slabs	Comments:
63	LINEAR CRACKING	L	9.00 Slabs	Comments:
66	SMALL PATCH	M	1.00 Slabs	Comments:
67	LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
72	SHATTERED SLAB	M	3.00 Slabs	Comments:
70	SCALING/CRAZING	L	2.00 Slabs	Comments:
72	SHATTERED SLAB	L	2.00 Slabs	Comments:
74	JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 206 Type: R Area: 16.00Slabs PCI = 29
Sample Comments:

65	JOINT SEAL DAMAGE	M	16.00 Slabs	Comments:
63	LINEAR CRACKING	L	3.00 Slabs	Comments:
63	LINEAR CRACKING	M	7.00 Slabs	Comments:
62	CORNER BREAK	M	1.00 Slabs	Comments:
67	LARGE PATCH/UTILITY	L	3.00 Slabs	Comments:
66	SMALL PATCH	L	1.00 Slabs	Comments:
71	FAULTING	L	2.00 Slabs	Comments:
74	JOINT SPALLING	L	4.00 Slabs	Comments:
74	JOINT SPALLING	M	4.00 Slabs	Comments:
75	CORNER SPALLING	M	2.00 Slabs	Comments:
75	CORNER SPALLING	L	3.00 Slabs	Comments:

Sample Number: 222 Type: R Area: 16.00Slabs PCI = 24
Sample Comments:

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

Sample Number: 228 Type: R Area: 16.00Slabs PCI = 28
Sample Comments:

63	LINEAR CRACKING	L	7.00 Slabs	Comments:
62	CORNER BREAK	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: September 16, 2013

63 LINEAR CRACKING	M	8.00 Slabs	Comments:	
66 SMALL PATCH	L	3.00 Slabs	Comments:	
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	2.00 Slabs	Comments:	
75 CORNER SPALLING	M	3.00 Slabs	Comments:	

Sample Number: 301 Type: R Area: 16.00Slabs PCI = 25

Sample Comments:

65 JOINT SEAL DAMAGE	M	16.00 Slabs	Comments:	
63 LINEAR CRACKING	L	4.00 Slabs	Comments:	
63 LINEAR CRACKING	M	12.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:	
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	M	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	3.00 Slabs	Comments:	
75 CORNER SPALLING	M	1.00 Slabs	Comments:	

Sample Number: 312 Type: R Area: 16.00Slabs PCI = 32

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:	
63 LINEAR CRACKING	L	10.00 Slabs	Comments:	
63 LINEAR CRACKING	M	5.00 Slabs	Comments:	
66 SMALL PATCH	L	8.00 Slabs	Comments:	
66 SMALL PATCH	M	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:	
72 SHATTERED SLAB	M	1.00 Slabs	Comments:	

Sample Number: 414 Type: R Area: 16.00Slabs PCI = 39

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:	
63 LINEAR CRACKING	L	5.00 Slabs	Comments:	
63 LINEAR CRACKING	M	9.00 Slabs	Comments:	
66 SMALL PATCH	L	2.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	

Sample Number: 420 Type: R Area: 16.00Slabs PCI = 39

Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:	
63 LINEAR CRACKING	L	8.00 Slabs	Comments:	
63 LINEAR CRACKING	M	8.00 Slabs	Comments:	
66 SMALL PATCH	L	4.00 Slabs	Comments:	

Sample Number: 429 Type: R Area: 16.00Slabs PCI = 27

Sample Comments:

63 LINEAR CRACKING	L	4.00 Slabs	Comments:	
63 LINEAR CRACKING	M	11.00 Slabs	Comments:	
66 SMALL PATCH	L	2.00 Slabs	Comments:	
66 SMALL PATCH	M	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	M	2.00 Slabs	Comments:	
75 CORNER SPALLING	L	2.00 Slabs	Comments:	
75 CORNER SPALLING	M	1.00 Slabs	Comments:	

Sample Number: 505 Type: R Area: 16.00Slabs PCI = 28

Sample Comments:

63 LINEAR CRACKING	M	8.00 Slabs	Comments:	
63 LINEAR CRACKING	L	6.00 Slabs	Comments:	
66 SMALL PATCH	L	1.00 Slabs	Comments:	

Re-inspection Report

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67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 4115 of 4 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 125,007.49SqFt Length: 800.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 20 Surveyed: 3
Conditions: PCI : 68
Inspection Comments:

Sample Number: 101 Type: R Area: 5,038.34SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	49.00	Ft	Comments:
52 RAVELING	L	504.00	SqFt	Comments:
57 WEATHERING	L	4,534.00	SqFt	Comments:
45 DEPRESSION	L	198.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 5,518.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.00	Ft	Comments:
45 DEPRESSION	L	486.00	SqFt	Comments:
52 RAVELING	L	552.00	SqFt	Comments:
57 WEATHERING	L	4,966.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 5,469.87SqFt PCI = 75
Sample Comments:

50 PATCHING	M	4.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft	Comments:
52 RAVELING	L	547.00	SqFt	Comments:
57 WEATHERING	L	4,923.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 4120 of 4 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 15,908.57SqFt Length: 50.00Ft Width: 310.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 101 Type: R Area: 4,100.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
52	RAVELING	L	205.00 SqFt	Comments:
57	WEATHERING	L	3,895.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 4125 of 4 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 29,214.97SqFt Length: 400.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 102 Type: R Area: 6,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:
52	RAVELING	L	1,200.00 SqFt	Comments:
57	WEATHERING	L	4,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 6205 of 1 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: S
Area: 484,170.95SqFt Length: 4,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 98 Surveyed: 21
Conditions: PCI : 88
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	77.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	172.00	Ft	Comments:
57 WEATHERING	L	250.00	SqFt	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	272.00	Ft	Comments:

Re-inspection Report

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Report Generated Date: September 16, 2013

57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 223.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 186.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:
52 RAVELING L 960.00 SqFt Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 143.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 159 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 107.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 170 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 163.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 173 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 121.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 177 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 183.00 Ft Comments:
57 WEATHERING L 500.00 SqFt Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 87.00 Ft Comments:
57 WEATHERING L 250.00 SqFt Comments:

Sample Number: 191 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 121.00 Ft Comments:
57 WEATHERING L 250.00 SqFt Comments:

Sample Number: 194 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:
57 WEATHERING L 250.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft	Comments:
45	DEPRESSION	L	99.00	SqFt	Comments:
50	PATCHING	L	18.00	SqFt	Comments:
57	WEATHERING	L	250.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 6105 of 1 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 523,500.00SqFt Length: 5,200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 09/17/2007 Total Samples: 131 Surveyed: 18
Conditions: PCI : 70
Inspection Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

43 BLOCK CR	L	6,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 273,477.66SqFt

Section: 405 of 3 From: To: Last Const.: 01/01/2001
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 191,244.42SqFt Length: 3,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 38 Surveyed: 4
Conditions: PCI : 87
Inspection Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52 RAVELING	L	1,250.00 SqFt	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 214 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

52 RAVELING	L	1,250.00 SqFt	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

57 WEATHERING	L	2,500.00 SqFt	Comments:

Sample Number: 233 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

57 WEATHERING	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 273,477.66SqFt

Section: 420 of 3 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 55,719.49SqFt Length: 1,110.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 11 Surveyed: 2
Conditions: PCI : 93
Inspection Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 254 Type: R Area: 4,274.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,274.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY ALPHA Use: TAXIWAY Area: 273,477.66SqFt

Section: 422 of 3 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 26,513.75SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 246 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	1,250.00 SqFt	Comments:
52 RAVELING	L	60.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 24,725.00SqFt

Section: 605 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 11,821.00SqFt Length: 480.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 202 Type: R Area: 6,875.00SqFt PCI = 80
Sample Comments:

52 RAVELING	L	1,719.00 SqFt	Comments:
57 WEATHERING	L	5,156.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 24,725.00SqFt

Section: 610 of 2 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 12,904.00SqFt Length: 200.00Ft Width: 55.00Ft
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 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 46,654.81SqFt

Section: 105 of 2 From: - To: - Last Const.: 01/01/2013
Surface: APC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 19,296.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 09/17/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI : 93
Inspection Comments:

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

50 PATCHING	L	0.20 SqFt	Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 46,654.81SqFt

Section: 110 of 2 From: - To: - Last Const.: 01/01/1987
Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 27,358.81SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 108 Type: R Area: 4,850.42SqFt PCI = 85
Sample Comments:

45 DEPRESSION	L	24.00 SqFt	Comments:
52 RAVELING	L	270.00 SqFt	Comments:
57 WEATHERING	L	4,850.42 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 45,190.00SqFt

Section: 205 of 2 From: - To: - Last Const.: 01/01/1987
Surface: APC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 28,259.00SqFt Length: 600.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 6 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 106 Type: R Area: 4,586.89SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	39.00 Ft	Comments:
52	RAVELING	L	22.00 SqFt	Comments:
57	WEATHERING	L	3,440.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 45,190.00SqFt

Section: 210 of 2 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,931.00SqFt Length: 200.00Ft Width: 70.00Ft
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 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.75SqFt

Section: 305 of 4 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 35,167.30SqFt Length: 800.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 9 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 100 Type: R Area: 4,040.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	158.00 Ft	Comments:
57	WEATHERING	L	1,010.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.75SqFt

Section: 315 of 4 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 25,443.45SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 7 Surveyed: 1
Conditions: PCI : 98
Inspection Comments:

Sample Number: 202 Type: R Area: 3,500.00SqFt PCI = 98
Sample Comments:

57	WEATHERING	L	350.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.75SqFt

Section: 320 of 4 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 9,745.00SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 255 Type: R Area: 6,529.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
57	WEATHERING	L	6,529.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 85,745.75SqFt

Section: 325 of 4 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 15,390.00SqFt Length: 225.00Ft Width: 60.00Ft
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 16, 2013

Network: SEF Name: SEBRING REGIONAL AIRPORT

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

Section: 505 of 1 From: - To: - Last Const.: 01/01/1995
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 34,611.31SqFt Length: 1,600.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/15/2013 Total Samples: 16 Surveyed: 4
Conditions: PCI : 63
Inspection Comments:

Sample Number: 100 Type: R Area: 2,436.50SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.00 Ft	Comments:
43	BLOCK CRACKING	L	490.00 SqFt	Comments:
56	SWELLING	L	100.00 SqFt	Comments:
52	RAVELING	L	124.00 SqFt	Comments:
57	WEATHERING	L	2,312.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 2,100.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00 Ft	Comments:
56	SWELLING	L	150.00 SqFt	Comments:
57	WEATHERING	M	2,100.00 SqFt	Comments:

Sample Number: 302 Type: R Area: 2,100.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	95.00 Ft	Comments:
56	SWELLING	L	95.00 SqFt	Comments:
52	RAVELING	L	420.00 SqFt	Comments:
57	WEATHERING	M	1,680.00 SqFt	Comments:
57	WEATHERING	L	420.00 SqFt	Comments:

Sample Number: 403 Type: R Area: 1,542.23SqFt PCI = 64
Sample Comments:

50	PATCHING	L	108.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00 Ft	Comments:
52	RAVELING	L	308.00 SqFt	Comments:
57	WEATHERING	M	1,234.00 SqFt	Comments:
57	WEATHERING	L	200.00 SqFt	Comments: