STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Leesburg International Airport
(General Aviation)
Leesburg, Florida
(District 5)

January 30, 2008

Prepared for:
Florida Department of Transportation
Aviation Office

by:
URS Corporation Inc. / MACTEC Engineering & Consulting, Inc. / Planning Technology, Inc. / ASC Geosciences, Inc.

TABLE OF CONTENTS

SECTION **PAGE NO.**

LIST OF FIGURES

LIST OF TABLES:

APPENDIX

EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Leesburg International Airport, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Leesburg International Airport is 2,236,611 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	988,479	45
Taxiway	634,287	28
Apron	613,845	27
Total	2,236,611	100

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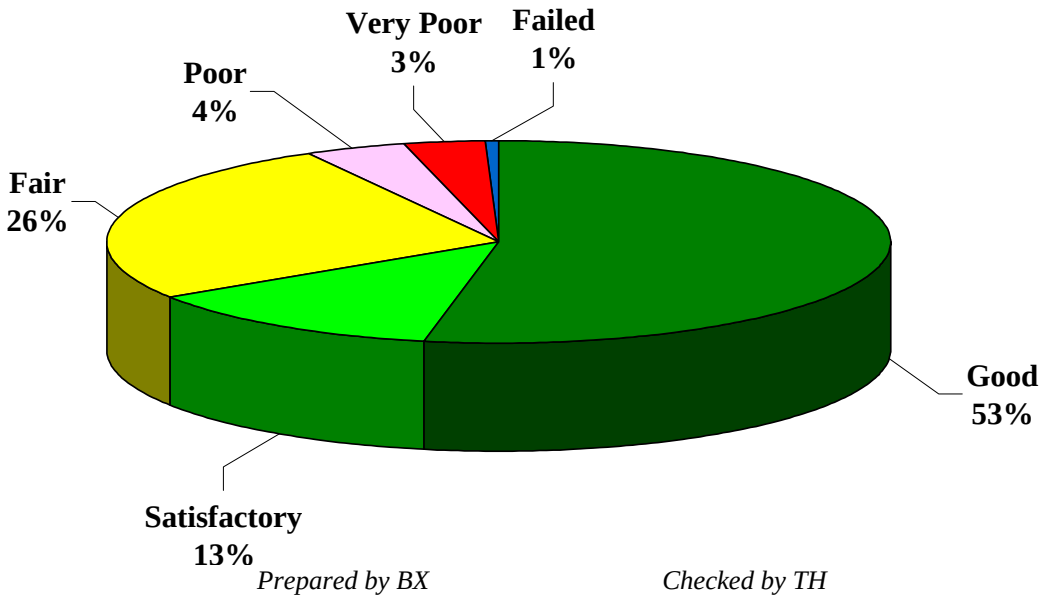
The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 78, representing a Satisfactory overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 66% of the network is in Good and Satisfactory condition while 8% of the network is in Poor to Failed condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each use. On average, the runways, taxiways, and aprons are all in Satisfactory condition.

Network PCI Distribution by Rating Category



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Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	79
Taxiway	77
Apron	79
All	**78**

Prepared by BX *Checked by TH*

The immediate M&R needs include part of Runway 3-21 and several areas of the aprons and taxiways (Apron at North Hangars, South Apron, and Taxiways A, B, D, J and K). These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP HANG	4305	12,500	$133,600	34	Major M&R < Critical	100
AP HANG	4310	13,200	$179,784	0	Major M&R < Critical	100
AP S	4201	900	$12,258	26	Major M&R < Critical	100
AP S	4205	21,250	$78,774	59	Major M&R < Critical	100
AP S	4210	100,000	$399,400	58	Major M&R < Critical	100
RW 3-21	6102	1,913	$13,435	39	Major M&R < Critical	100
RW 3-21	6104	27,850	$127,219	56	Major M&R < Critical	100
RW 3-21	6105	292,500	$760,793	63	Major M&R < Critical	100
RW 3-21	6107	64,650	$406,649	43	Major M&R < Critical	100
RW 3-21	6112	3,750	$21,435	52	Major M&R < Critical	100
TW A	105	56,375	$192,803	60	Major M&R < Critical	100
TW A	108	3,600	$12,312	60	Major M&R < Critical	100
TW B	205	41,600	$444,621	34	Major M&R < Critical	100
TW B	207	9,800	$61,642	50	Major M&R < Critical	100
TW D	506	4,846	$11,282	64	Major M&R < Critical	100
TW J	1002	1,375	$11,672	37	Major M&R < Critical	100
TW J	1005	18,740	$227,766	32	Major M&R < Critical	100
TW K	1105	97,350	$226,631	64	Major M&R < Critical	100
		Total	**$3,322,075**	**78***	**← Network Avg. PCI →**	**92***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Leesburg International Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$21,606	$0	$3,322,075	$3,343,680
2009	$62,322	$0	$130,241	$192,563
2010	$79,636	$0	$25,631	$105,267
2011	$99,121	$0	$54,261	$153,383
2012	$113,239	$0	$137,560	$250,799
2013	$154,650	$0	$0	$154,650
2014	$189,968	$0	$0	$189,968
2015	$237,064	$0	$0	$237,064
2016	$254,433	$0	$329,487	$583,920
2017	$306,031	$0	$0	$306,031
Total	**$1,518,070**	**$0**	**$3,999,255**	**$5,517,325**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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The 10 year analysis suggests an annual budget on the order of $550 thousand would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 78 in 2007 to 80 in 2017.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Leesburg International Airport pavements in 2017 may remain near 80. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Leesburg International Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time. In order to support the planning, scheduling, and design of the M&R activities, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridaairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

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

1.3.1 *Consultant Role*

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridaairportpavement.com).

1.3.2 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

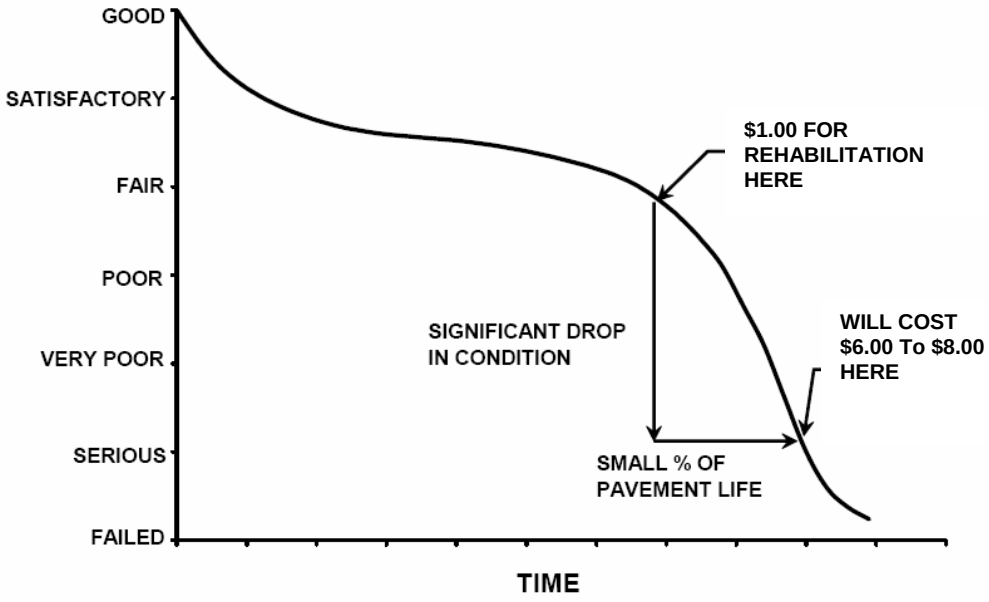
1.4.2 *Pavement Management System Concept*

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

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

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

Figure 1-1: Pavement Life Cycle



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Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 *Pavement Inspection Methodology for PMS*

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

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

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development· of aviation to serve the people of the State of Florida. The Aviation Office worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

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

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

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

- GA – for general aviation or community airports
- RL – for regional relievers or small hubs
- PR – for primary

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

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

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

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

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

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

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

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

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. This drawing also includes the PCI sample units and is used to identify

those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport in this report is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) – The Pavement Condition Index is a number which represents the condition of a pavement segment at an instant in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340-04, "Standard Test Method for Airport Pavement Condition Index Surveys," published by ASTM International.

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

Pavement Management – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

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

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons
- T – for Tertiary pavements such as "T' hangars and slightly used aprons

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

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

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

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

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

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

2. NETWORK DEFINITION

Leesburg International Airport (LEE) is located approximately 3 miles northeast of Leesburg, Florida. Owned by the City of Leesburg and operated by a five-member Airport Advisory Board, Leesburg International Airport is served as the transportation hub of Lake County for business purposes. The airport facility includes two intersecting runways: Runway 3-21 and Runway 13-31. Both runways are served by full-length parallel taxiways. Leesburg International Airport is designated as a General Aviation (GA) airport and is located in District 5 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Leesburg International Airport are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of ***Rank*** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Leesburg International Airport Network Definition

Name	Section ID	Rank
CENTER APRON	4105	P
	4110	P
	4115	P
APRON AT NORTH HANGARS	4305	P
	4310	P
	4320	P
	4325	P
NORHT APRON	4410	P
SOUTH APRON	4201	P
	4205	P
	4210	P
RUNWAY 13-31	6205	P
	6210	P
RUNWAY 3-21	6102	P
	6104	P

Table 2-1: Leesburg International Airport Network Definition

Name	Section ID	Rank
RUNWAY 3-21	6105	P
	6107	P
	6110	P
	6112	P
	6115	P
TAXIWAY A	105	P
	107	P
	108	P
	109	P
	110	P
	112	P
	115	P
	117	P
	102	T
TAXIWAY B	205	P
	207	P
	210	P
TAXIWAY D	502	P
	505	P
	506	P
	507	P
	508	P
TAXIWAY J	1002	P
	1005	P
TAXIWAY K	1105	P
	1110	P
	1112	P
	1115	P
	1120	P

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3. PAVEMENT INVENTORY

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

The total pavement area in 2007 at Leesburg International Airport is 2,236,611 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

Table 3-1: Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	988,479	45
Taxiway	634,287	28
Apron	613,845	27
Total	2,236,611	100

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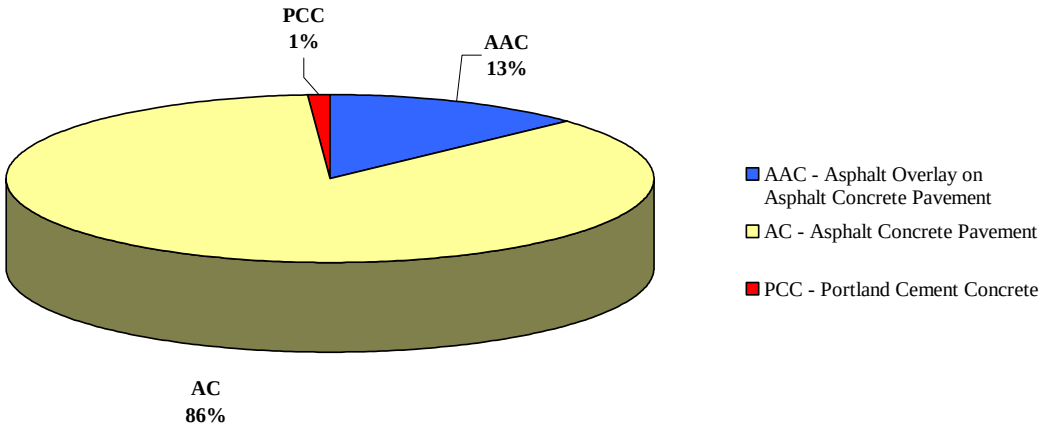
Figure 3-1 presents the breakdown of the pavement area at Leesburg International Airport by surface type.

Figure 3-1: Pavement Area by Surface Type



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Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

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

Pavement condition inspections at Leesburg International Airport were performed in June 2007. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

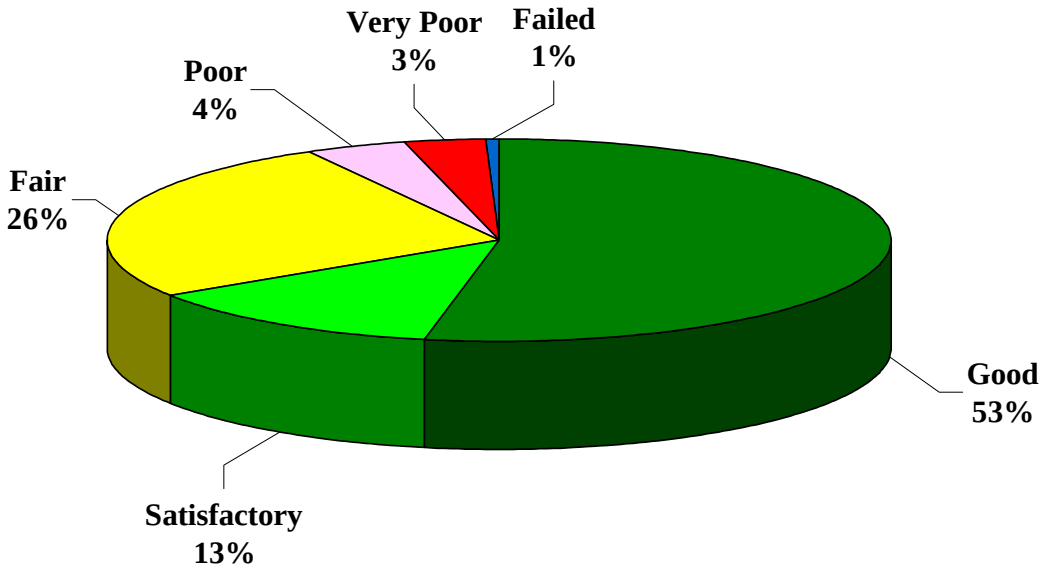
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Leesburg International Airport is 78, representing a Satisfactory overall network condition.

Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



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Approximately 66% of the network is in Good and Satisfactory condition while 8% of the network is in Poor to Failed condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

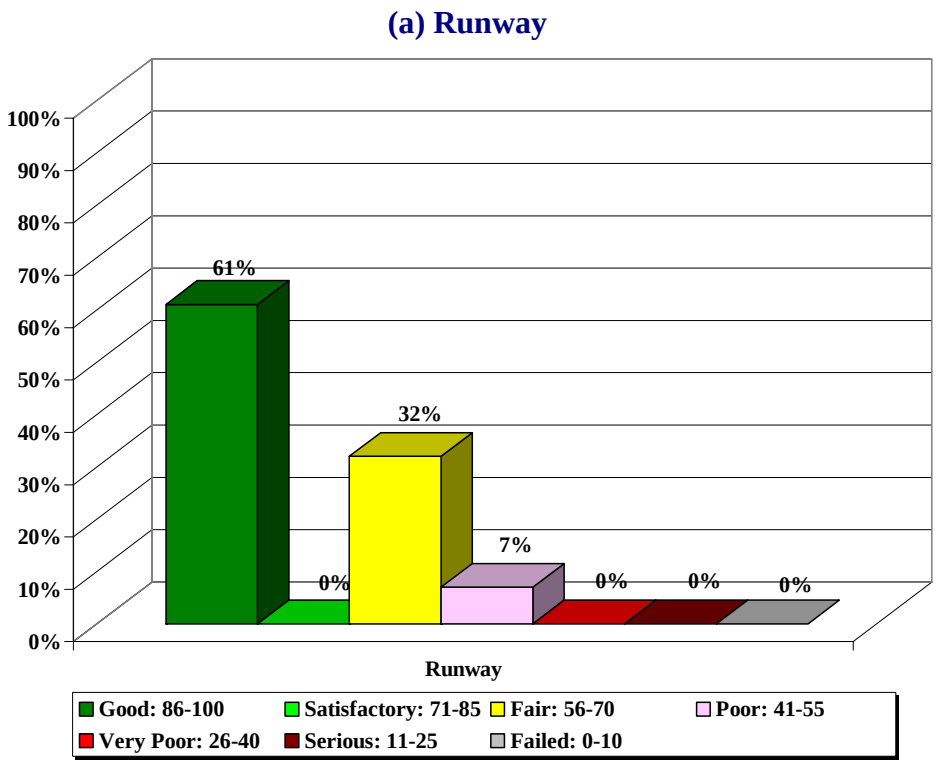
Use	Area-Weighted PCI
Runway	79
Taxiway	77
Apron	79
All	**78**

Prepared by BX *Checked by TH*

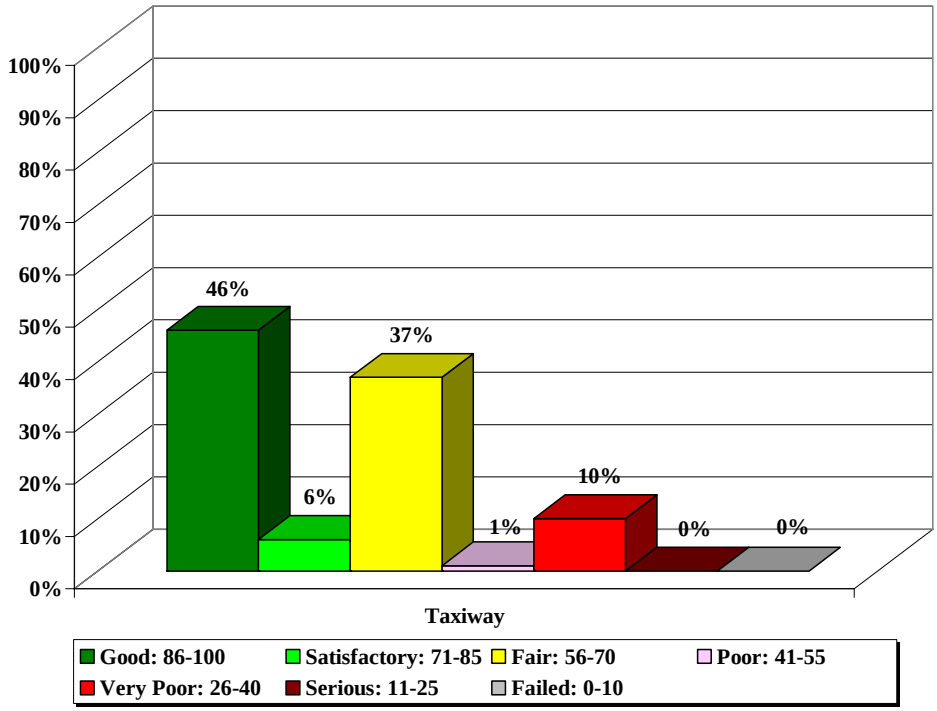
On average, the runways, taxiways, and aprons are all in Satisfactory condition.

Figure 4-2 presents the breakdown of PCI by range for each pavement use.

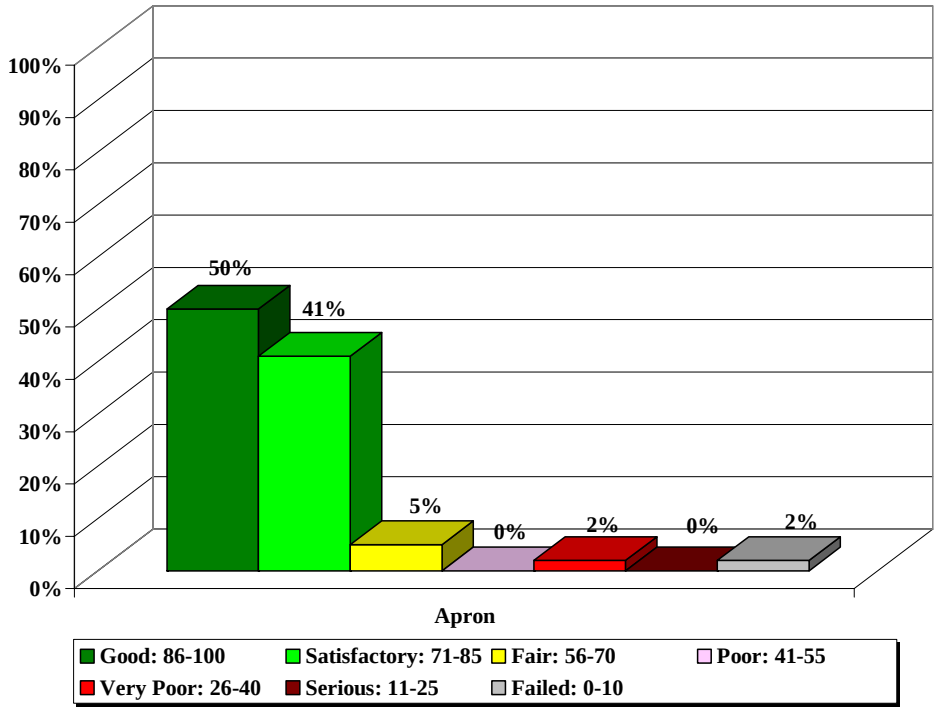
Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



(c) Apron



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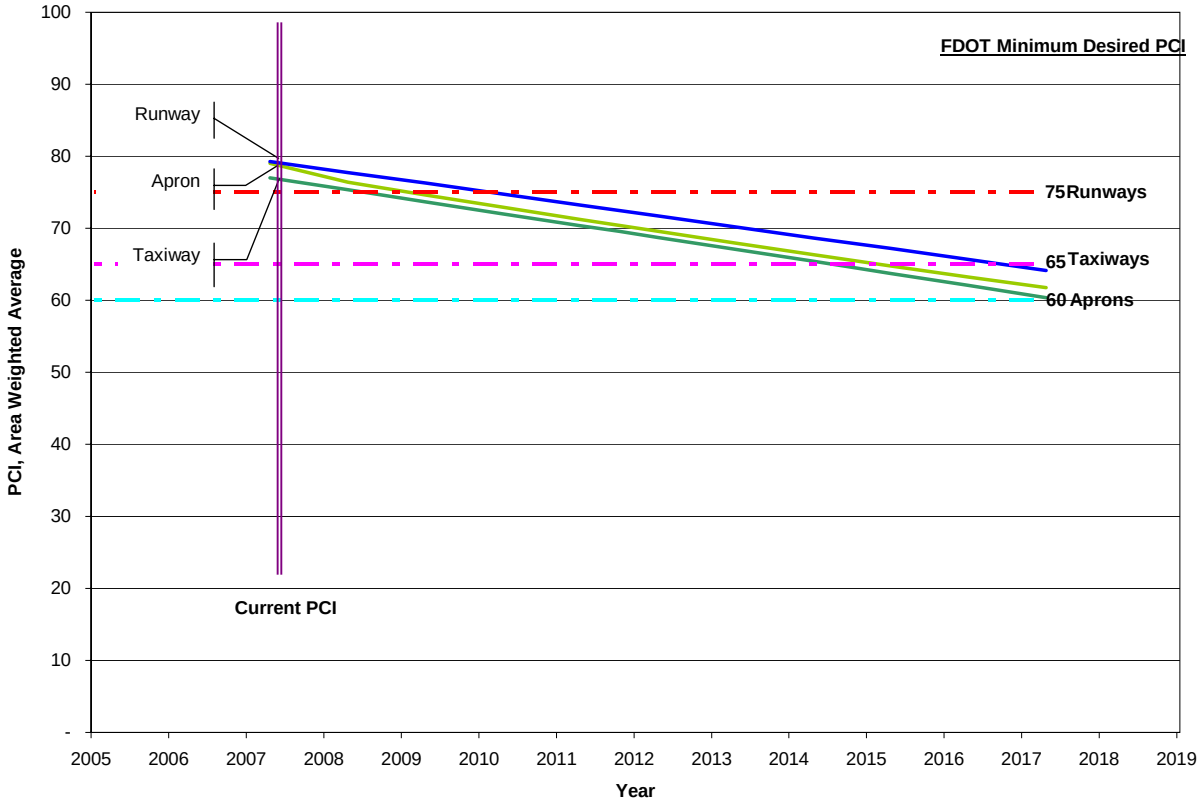
5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Leesburg International Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for General Aviation (GA) airports.

Figure 5-1: Predicted PCI by Pavement Use



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Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

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

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

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 6-2 gives the critical PCI levels for General Aviation Airports.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

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

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

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Table 6-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of General Aviation Airports.

Table 6-3: Desired Minimum PCI for General Aviation Airports

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

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Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for General Aviation Airports based on PCI value.

Table 6-4: M&R Activities for General Aviation Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

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6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Mangement Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	$2.00	SqFt
PA-AS	Patching – AC Shallow	$4.00	SqFt
PA-PF	Patching – PCC Full Depth	$50.00	SqFt
PA-PP	Patching – Partial Depth	$35.00	SqFt
SL-PC	Slab Replacement	$15.00	SqFt
CS-PC	Crack Sealing – PCC	$2.00	Ft
UN-PC	Undersealing – PCC	$3.00	Ft
CS-AC	Crack Sealing – AC	$2.00	Ft
GR-PP	Grinding (Localized for PCC)	$20.00	Ft
GR-LL	Grinding (Localized for AC)	$6.00	SqFt
JS-LC	Joint Seal (Localized)	$1.75	Ft
JS-SI	Joint Seal – Silicon	$2.50	Ft
PA-AD	Patching – AC Deep	$7.00	SqFt
OL-AT	Overlay – AC Thin	$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.25	SqFt
MI-AC	Microsurfacing	$0.90	SqFt

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The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

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

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.06
		80	$0.24
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	$0.69
		60	$3.42
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP HANG	4305	12,500	$133,600	34	Major M&R < Critical	100
AP HANG	4310	13,200	$179,784	0	Major M&R < Critical	100
AP S	4201	900	$12,258	26	Major M&R < Critical	100
AP S	4205	21,250	$78,774	59	Major M&R < Critical	100
AP S	4210	100,000	$399,400	58	Major M&R < Critical	100
RW 3-21	6102	1,913	$13,435	39	Major M&R < Critical	100
RW 3-21	6104	27,850	$127,219	56	Major M&R < Critical	100
RW 3-21	6105	292,500	$760,793	63	Major M&R < Critical	100
RW 3-21	6107	64,650	$406,649	43	Major M&R < Critical	100
RW 3-21	6112	3,750	$21,435	52	Major M&R < Critical	100
TW A	105	56,375	$192,803	60	Major M&R < Critical	100
TW A	108	3,600	$12,312	60	Major M&R < Critical	100
TW B	205	41,600	$444,621	34	Major M&R < Critical	100
TW B	207	9,800	$61,642	50	Major M&R < Critical	100
TW D	506	4,846	$11,282	64	Major M&R < Critical	100
TW J	1002	1,375	$11,672	37	Major M&R < Critical	100
TW J	1005	18,740	$227,766	32	Major M&R < Critical	100
TW K	1105	97,350	$226,631	64	Major M&R < Critical	100
		Total	**$3,322,075**	**78***	**← Network Avg. PCI →**	**92***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Leesburg International Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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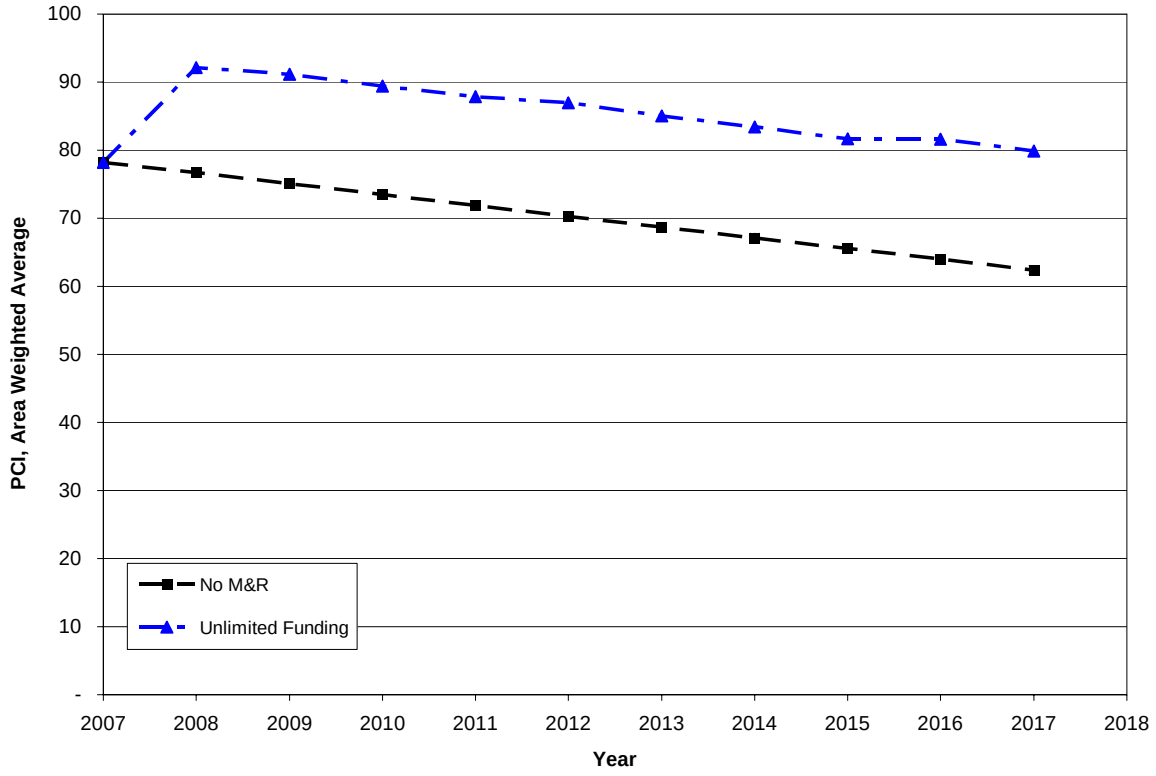
Figure 7-1: Budget Scenario Analysis



Prepared by BX *Checked by TH*

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

- The PCI will deteriorate from 78 to 62 in ten years if no M&R activities are performed.
- The PCI will remain at or above 80 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 80 with this scenario is 18 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $4 million.

8. MAINTENANCE AND REHABILITATION PLAN

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

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$21,606	$0	$3,322,075	$3,343,680
2009	$62,322	$0	$130,241	$192,563
2010	$79,636	$0	$25,631	$105,267
2011	$99,121	$0	$54,261	$153,383
2012	$113,239	$0	$137,560	$250,799
2013	$154,650	$0	$0	$154,650
2014	$189,968	$0	$0	$189,968
2015	$237,064	$0	$0	$237,064
2016	$254,433	$0	$329,487	$583,920
2017	$306,031	$0	$0	$306,031
Total	**$1,518,070**	**$0**	**$3,999,255**	**$5,517,325**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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Approximately 83% of the total Major M&R cost is required in the first year (2008). This is a consequence of part of Runway 3-21 and several areas of the aprons and taxiways (Apron at North Hangars, South Apron, and Taxiways A, B, D, J and K) being below Critical PCI.

Runway 3-21 is currently in Fair condition with an average PCI value of 67. Part of this runway has immediate need for repair. In addition, several areas of the aprons and taxiways need further evaluation to identify capital project(s) that may be funded separately. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

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

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

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

The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 3-21 is in Fair condition and some immediate repair is needed.
- Several areas of the aprons and taxiways (Apron at North Hangars, South Apron, and Taxiways A, B, D, J and K) were identified that will require funding to improve them above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets.

APPENDIX A

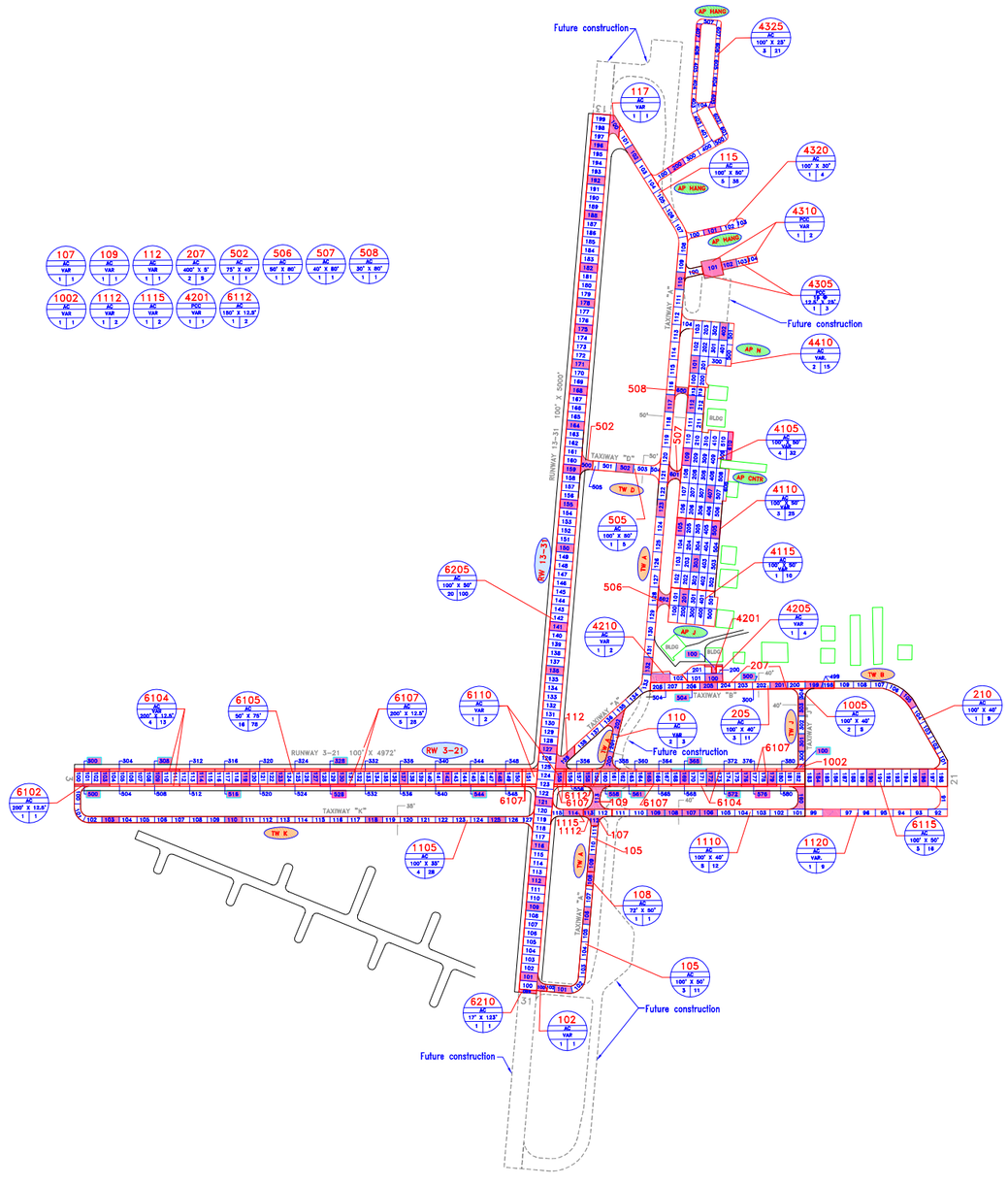
NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE

GPS COORDINATES - LEESBURG REGIONAL AIRPORT

Location	Section	Sample	Latitude	Longitude	Location	Section	Sample	Latitude	Longitude
AP	4115	201	28.82549672	-81.80819638	RW 3/21	6105	165	28.82355557	-81.80592792
AP	4115	303	28.8258577	-81.80849386	RW 3/21	6105	169	28.82401004	-81.80556994
AP	4110	105	28.82610013	-81.80885329	RW 3/21	6105	172	28.82433272	-81.80530094
AP	4110	505	28.82631322	-81.80917092	RW 3/21	6105	176	28.82477753	-81.804953
AP	4110	505	28.82663556	-81.80904538	RW 3/21	6105	179	28.82511034	-81.80468177
AP	4110	407	28.8267876	-81.80927123	RW 3/21	6107	326	28.81961136	-81.80922004
AP	4105	109	28.82692502	-81.8096875	RW 3/21	6107	516	28.81810295	-81.8100723
AP	4105	610	28.82715925	-81.81014844	RW 3/21	6107	528	28.81948182	-81.80900771
AP	4105	112	28.827358	-81.81087307	RW 3/21	6107	544	28.821253	-81.80757825
AP	4201	100	28.82532141	-81.80687595	RW 3/21	6107	561	28.82316259	-81.80607118
AP	4205	100	28.82524351	-81.80675469	RW 3/21	6107	576	28.82487645	-81.80470843
AP HANG	4325	200	28.82932557	-81.81459704	RW 3/21	6110	155	28.82235477	-81.8058722
AP HANG	4320	101	28.82888013	-81.81349689	RW 3/21	6112	558	28.82278941	-81.8053682
AP HANG	4310	101	28.82853063	-81.81282499	RW 3/21	6115	184	28.82567976	-81.80423722
AP HANG	4310	102	28.82906114	-81.81269682	RW 3/21	6115	190	28.82613863	-81.80387534
RW 13 center	-	-	28.82883471	-81.81610457	RW 3/21	6115	196	28.82702481	-81.80316154
RW 13 left	-	-	28.82893297	-81.81801451	RW 31 center	-	-	28.82006064	-81.8041466
RW 13 right	-	-	28.82673326	-81.81620382	RW 31 left	-	-	28.81995615	-81.80424163
RW 13/31	6205	111	28.82114579	-81.80564011	RW 31 right	-	-	28.82016584	-81.8040496
RW 13/31	6205	115	28.82149847	-81.80611403	TW A	102	100	28.82026102	-81.80406932
RW 13/31	6205	121	28.82194415	-81.80672125	TW A	105	101	28.82050666	-81.80360542
RW 13/31	6205	127	28.82245827	-81.80740731	TW A	105	106	28.82146189	-81.80458121
RW 13/31	6205	136	28.82326328	-81.80851952	TW A	105	109	28.82198822	-81.80530743
RW 13/31	6205	141	28.82370777	-81.80910858	TW A	107	112	28.82241457	-81.80589723
RW 13/31	6205	150	28.82449531	-81.8101839	TW A	108	106	28.82183296	-81.80510898
RW 13/31	6205	155	28.82492176	-81.81077073	TW A	109	113	28.82266102	-81.80615761
RW 13/31	6205	159	28.82528725	-81.81125632	TW A	110	200	28.82312869	-81.80661631
RW 13/31	6205	164	28.82572013	-81.81185856	TW A	110	202	28.82356583	-81.80705227
RW 13/31	6205	168	28.82607615	-81.81234595	TW A	117	100	28.82886983	-81.81579761
RW 13/31	6205	171	28.82634055	-81.81269933	TW A	107	102	28.82387235	-81.81519471
RW 13/31	6205	175	28.82667972	-81.81317639	TW A	115	110	28.82834551	-81.81285259
RW 13/31	6205	178	28.82694539	-81.81352679	TW A	115	117	28.827049	-81.81124609
RW 13/31	6205	182	28.8272892	-81.814	TW A	115	123	28.82611844	-81.80983422
RW 13/31	6205	188	28.8278162	-81.81473227	TW A	115	132	28.82454251	-81.80757755
RW 13/31	6205	192	28.82817422	-81.81519721	TW B	205	199	28.82646095	-81.80561481
RW 13/31	6205	196	28.82853471	-81.81569111	TW B	205	201	28.82602165	-81.80596392
RW 13/31	6210	99	28.82003079	-81.80411322	TW B	205	205	28.82513245	-81.80667128
RW 21 center	-	-	28.82732756	-81.8029201	TW B	207	500	28.82571166	-81.80629715
RW 21 left	-	-	28.8272608	-81.80279591	TW B	207	504	28.82483171	-81.80699867
RW 21 RU right	-	-	28.82740392	-81.80304279	TW B	210	105	28.82746412	-81.80445922
RW 3 RU center	-	-	28.81617093	-81.81178653	TW E	502	500	28.82549715	-81.81115143
RW 3 RU left	-	-	28.81623966	-81.81191794	TW E	508	600	28.82739763	-81.81130454
RW 3 RU right	-	-	28.81610292	-81.81165438	TW E	507	601	28.82654968	-81.8101397
RW 3/21	6102	500	28.81633142	-81.81149883	TW E	510	502	28.82593416	-81.81072679
RW 3/21	6104	300	28.8164535	-81.81173936	TW E	506	602	28.82530674	-81.80843805
RW 3/21	6104	308	28.81735004	-81.81100524	TW J	1002	100	28.82555377	-81.80457449
RW 3/21	6104	368	28.8241287	-81.80563656	TW J	1005	301	28.82577872	-81.80490964
RW 3/21	6104	572	28.82437647	-81.80510661	TW J	1005	303	28.82611183	-81.8054147
RW 3/21	6105	103	28.81655367	-81.81148754	TW K	1105	103	28.81621807	-81.81083453
RW 3/21	6105	109	28.8172339	-81.81095336	TW K	1105	118	28.81958844	-81.80815952
RW 3/21	6105	114	28.81778984	-81.81048328	TW K	1105	125	28.82118123	-81.80690872
RW 3/21	6105	119	28.81834478	-81.81004577	TW K	1110	100	28.825281	-81.80411055
RW 3/21	6105	123	28.8187986	-81.80968452	TW K	1110	106	28.8239595	-81.80481977
RW 3/21	6105	127	28.81924726	-81.80933718	TW K	1110	107	28.82373668	-81.80501098
RW 3/21	6105	130	28.81961385	-81.80906951	TW K	1110	108	28.82351814	-81.80518654
RW 3/21	6105	137	28.82038879	-81.80843216	TW K	1110	109	28.82329055	-81.80536655
RW 3/21	6105	142	28.82094884	-81.8080077	TW K	1112	113	28.82236641	-81.80668625
RW 3/21	6105	148	28.82161834	-81.80745799	TW K	1116	114	28.82222202	-81.806229
RW 3/21	6105	158	28.82272639	-81.80659609					

Notes: Geodetics represent decimal degrees (GS-84 Datum)

All GPS coordinates are at the centroid of the sample units.



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' X 50' / 5 | 14 — TYPICAL SAMPLE UNIT INFORMATION
  - SECTION NUMBER
  - PAVEMENT TYPE
  - FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
    RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  - NUMBER OF SAMPLE UNITS IN SECTION
  - NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 — DESIGNATED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.
- 100* — DOT ON A ODD SHAPED SAMPLE UNIT INIDCATES THE CENTROID LOCATION.

SOURCE: SYSTEM INVENTORY DRAWING PREPARED BY URS CORPORATION, JUNE 2005.

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

NUMBER	DATE	REVISIONS
1	Jan-24-08	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 9-07-2007

URS

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PLANNING TECHNOLOGY INC PANTHER INTERNATIONAL, LLC

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

NETWORK DEFINITION DRAWING

LEESBURG INTERNATIONAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LEE

FDOT DISTRICT 5

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
LEESBURG INTERNATIONAL AIRPORT	LEE	CENTER APRON	AP CNTR	4105	804	200	160,775	P	AC	1/1/1989	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	CENTER APRON	AP CNTR	4110	500	200	100,000	P	AC	1/1/1989	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	CENTER APRON	AP CNTR	4115	341	200	68,125	P	AC	1/1/1989	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4305	62	200	12,500	P	PCC	1/1/1942	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4310	66	200	13,200	P	PCC	1/1/1942	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4320	340	30	10,200	P	AC	12/25/1999	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4325	2,100	25	52,500	P	AC	12/25/1999	6/18/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	NORHT APRON	AP N	4410	250	225	74,395	P	AC	1/1/2004	1/1/2004*
LEESBURG INTERNATIONAL AIRPORT	LEE	SOUTH APRON	AP S	4201	4	200	900	P	PCC	1/1/1977	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	SOUTH APRON	AP S	4205	106	200	21,250	P	AC	1/1/1972	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	SOUTH APRON	AP S	4210	200	500	100,000	P	AC	1/1/1989	11/6/1998*
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 13-31	RW 13-31	6205	5,000	100	500,000	P	AC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 13-31	RW 13-31	6210	123	17	2,816	P	AC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6102	19	100	1,913	P	AC	1/1/1983	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6104	2,228	12	27,850	P	AAC	1/1/1983	6/13/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6105	3,900	75	292,500	P	AC	1/1/1983	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6107	5,172	12	64,650	P	AC	1/1/1965	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6110	180	75	14,000	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6112	300	12	3,750	P	AC	1/1/1983	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6115	810	100	81,000	P	AC	1/1/1997	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	102	43	50	2,144	T	AC	1/1/1980	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	105	1,128	50	56,375	P	AC	1/1/1984	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	107	60	50	3,658	P	AC	1/1/1983	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	108	72	50	3,600	P	AC	1/1/1986	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	109	130	50	8,006	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	110	320	50	16,400	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	112	130	50	8,200	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	115	3,790	50	189,500	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	117	60	40	4,800	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY B	TW B	205	1,040	40	41,600	P	AC	1/1/1983	6/13/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY B	TW B	207	1,960	5	9,800	P	AC	1/1/1986	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY B	TW B	210	915	40	36,600	P	AC	1/1/1997	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	502	75	45	4,044	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	505	385	45	17,625	P	AAC	1/1/2002	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	506	80	50	4,846	P	AC	1/1/1989	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	507	80	40	4,046	P	AC	1/1/1989	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	508	80	30	2,934	P	AC	1/1/1989	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY J	TW J	1002	34	40	1,375	P	AAC	1/1/1983	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY J	TW J	1005	430	40	18,740	P	AC	1/1/1982	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1105	2,760	35	97,350	P	AC	1/1/1986	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1110	1,230	40	50,270	P	AC	1/1/1986	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1112	168	40	6,720	P	AC	1/1/1983	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1115	175	40	7,000	P	AC	1/1/1980	6/13/2007
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1120	945	40	38,654	P	AC	1/1/2004	1/1/2004*

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 B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP CNTR Name: CENTER APRON Use: APRON Area: 328,900.00 SqFt

Section: 4105 of 3 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 160,775.00 SqFt Length: 803.87 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 40 Surveyed: 4
Conditions: PCI:93.00 |
Inspection Comments:

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

Sample Number: 112 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 56 L

Sample Number: 407 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 610 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP CNTR Name: CENTER APRON Use: APRON Area: 328,900.00 SqFt

Section: 4110 of 3 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 100,000.00 SqFt Length: 500.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 25 Surveyed: 3
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 43 L

Sample Number: 303 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 505 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP CNTR Name: CENTER APRON Use: APRON Area: 328,900.00 SqFt

Section: 4115 of 3 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 68,125.00 SqFt Length: 340.62 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 17 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP HANG Name: APRON AT NORTH HANGARS Use: APRON Area: 88,400.00 SqFt

Section: 4305 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 12,500.00 SqFt Length: 62.50 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 16.00 Count
Sample Comments:
63 L 75 L 70 L 68 L 65 L 75 M 63 M

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP HANG Name: APRON AT NORTH HANGARS Use: APRON Area: 88,400.00 SqFt

Section: 4310 of 4 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 13,200.00 SqFt Length: 66.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4.00 Count
Sample Comments:
72 H

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP HANG Name: APRON AT NORTH HANGARS Use: APRON Area: 88,400.00 SqFt

Section: 4320 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 10,200.00 SqFt Length: 340.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00 SqFt
Sample Comments:
45 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP HANG Name: APRON AT NORTH HANGARS Use: APRON Area: 88,400.00 SqFt

Section: 4325 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 52,500.00 SqFt Length: 2,100.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/18/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 2,500.00 SqFt
Sample Comments:
52 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP N Name: NORHT APRON Use: APRON Area: 74,395.00 SqFt

Section: 4410 of 1 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 74,395.00 SqFt Length: 250.00 Ft Width: 225.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. 1/1/2004 Total Samples: 0 Surveyed: 0
Date:
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 122,150.00 SqFt

Section: 4201 of 3 From: - To: - Last Const.: 1/1/1977
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 900.00 SqFt Length: 4.50 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3.00 Count
Sample Comments:
65 L 63 L 62 L 70 M 70 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 122,150.00 SqFt

Section: 4205 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 21,250.00 SqFt Length: 106.25 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 5 Surveyed: 1
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,600.00 SqFt
Sample Comments:
45 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 122,150.00 SqFt

Section: 4210 of 3 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 100,000.00 SqFt Length: 200.00 Ft Width: 500.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. 11/6/1998 Total Samples: 6 Surveyed: 1
Date:
Conditions: PCI:73.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 203 Type: R Area: 5,500.00 SqFt
Sample Comments:
48 L 52 M 53 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 502,816.00 SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 500,000.00 SqFt Length: 5,000.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 125 Surveyed: 20
Conditions: PCI:91.00 |
Inspection Comments:

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

Sample Number: 109 Type: R Area: 5,000.00 SqFt
Sample Comments:
53 L 50 L 48 L

Sample Number: 112 Type: R Area: 5,000.00 SqFt
Sample Comments:
50 L 48 L

Sample Number: 116 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 121 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L

Sample Number: 127 Type: R Area: 5,000.00 SqFt
Sample Comments:
49 L

Sample Number: 136 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 141 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 150 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 155 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Sample Number: 159 Type: R Area: 5,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 164 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 168 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 171 Type: R Area: 5,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 175 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 178 Type: R Area: 5,000.00 SqFt
Sample Comments:
42 L 52 L

Sample Number: 182 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 188 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 50 L 48 L

Sample Number: 192 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 196 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 502,816.00 SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 2,816.00 SqFt Length: 123.00 Ft Width: 17.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 99 Type: R Area: 2,091.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6102 of 7 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 1,913.00 SqFt Length: 19.13 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 2,400.00 SqFt
Sample Comments:
52 M 50 M 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6104 of 7 From: - To: - Last Const.: 1/1/1983
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 27,850.00 SqFt Length: 2,228.00 Ft Width: 12.50 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 6 Surveyed: 5
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 2,400.00 SqFt
Sample Comments:
50 M 43 L 48 L 52 L

Sample Number: 308 Type: R Area: 2,400.00 SqFt
Sample Comments:
48 L 45 L 43 L 52 M 52 L

Sample Number: 368 Type: R Area: 2,400.00 SqFt
Sample Comments:
45 L 48 L 43 L 50 L 52 M

Sample Number: 516 Type: R Area: 2,400.00 SqFt
Sample Comments:
43 M 43 H

Sample Number: 572 Type: R Area: 2,400.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6105 of 7 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 292,500.00 SqFt Length: 3,900.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 73 Surveyed: 16
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 48 L 52 M 50 M

Sample Number: 109 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 48 L 52 M

Sample Number: 114 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 M 52 L

Sample Number: 119 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L 52 M

Sample Number: 123 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L

Sample Number: 127 Type: R Area: 3,750.00 SqFt
Sample Comments:
47 L 52 L

Sample Number: 130 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 50 L 48 L 52 M

Sample Number: 137 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 50 L 48 L 52 M

Sample Number: 142 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 M 48 M 48 L

Sample Number: 148 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 52 M 48 M 48 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Sample Number: 158 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L 52 M

Sample Number: 165 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 50 L 52 L 52 M

Sample Number: 169 Type: R Area: 3,750.00 SqFt
Sample Comments:
50 L 52 L 48 L 52 M

Sample Number: 172 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 M 52 L 48 L

Sample Number: 176 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L 52 M

Sample Number: 179 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 M 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6107 of 7 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 64,650.00 SqFt Length: 5,172.00 Ft Width: 12.50 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 18 Surveyed: 5
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 328 Type: R Area: 2,400.00 SqFt
Sample Comments:
48 L 48 M 52 L 43 L

Sample Number: 528 Type: R Area: 2,400.00 SqFt
Sample Comments:
43 M 45 L

Sample Number: 544 Type: R Area: 2,400.00 SqFt
Sample Comments:
43 L 43 M

Sample Number: 561 Type: R Area: 1,800.00 SqFt
Sample Comments:
52 M 50 L 52 H

Sample Number: 576 Type: R Area: 2,400.00 SqFt
Sample Comments:
43 L 48 L 50 L 52 H 52 M

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6110 of 7 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 14,000.00 SqFt Length: 180.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 155 Type: R Area: 5,250.00 SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6112 of 7 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 3,750.00 SqFt Length: 300.00 Ft Width: 12.50 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 558 Type: R Area: 1,800.00 SqFt
Sample Comments:
48 L 52 L 45 L 53 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 485,663.00 SqFt

Section: 6115 of 7 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 81,000.00 SqFt Length: 810.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 3
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 184 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 190 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 196 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 102 of 9 From: - To: - Last Const.: 1/1/1980
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 2,143.50 SqFt Length: 42.87 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,600.00 SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 105 of 9 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 56,375.00 SqFt Length: 1,127.50 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 11 Surveyed: 3
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 52 L

Sample Number: 106 Type: R Area: 4,000.00 SqFt
Sample Comments:
41 L 48 L

Sample Number: 109 Type: R Area: 4,000.00 SqFt
Sample Comments:
41 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 107 of 9 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 3,658.00 SqFt Length: 60.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 2,160.00 SqFt
Sample Comments:
50 L 48 L 52 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 108 of 9 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 3,600.00 SqFt Length: 72.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 2,880.00 SqFt
Sample Comments:
48 L 52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 109 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 8,006.00 SqFt Length: 130.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 113 Type: R Area: 6,075.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 110 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 16,400.00 SqFt Length: 320.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 3 Surveyed: 2
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 202 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 112 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 8,200.00 SqFt Length: 130.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 139 Type: R Area: 6,750.00 SqFt
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 115 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 189,500.00 SqFt Length: 3,790.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 38 Surveyed: 5
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L

Sample Number: 110 Type: R Area: 5,000.00 SqFt
Sample Comments:
50 L

Sample Number: 117 Type: R Area: 5,000.00 SqFt
Sample Comments:
50 L 48 L

Sample Number: 123 Type: R Area: 5,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 132 Type: R Area: 5,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 292,682.50 SqFt

Section: 117 of 9 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,800.00 SqFt Length: 60.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,500.00 SqFt
Sample Comments:
48 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,000.00 SqFt

Section: 205 of 3 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 41,600.00 SqFt Length: 1,040.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 10 Surveyed: 3
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 199 Type: R Area: 4,000.00 SqFt
Sample Comments:
42 L 48 L 52 M

Sample Number: 201 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 M 48 L

Sample Number: 205 Type: R Area: 4,000.00 SqFt
Sample Comments:
41 L 52 M 48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,000.00 SqFt

Section: 207 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 9,800.00 SqFt Length: 1,960.00 Ft Width: 5.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 2,000.00 SqFt
Sample Comments:
50 L 52 L 48 L

Sample Number: 504 Type: R Area: 2,000.00 SqFt
Sample Comments:
52 M 48 L 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,000.00 SqFt

Section: 210 of 3 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 36,600.00 SqFt Length: 915.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 56 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,495.00 SqFt

Section: 502 of 5 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,044.00 SqFt Length: 75.00 Ft Width: 45.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 3,750.00 SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,495.00 SqFt

Section: 505 of 5 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 17,625.00 SqFt Length: 385.00 Ft Width: 45.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 5,000.00 SqFt
Sample Comments:
42 L 48 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,495.00 SqFt

Section: 506 of 5 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,846.00 SqFt Length: 80.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,495.00 SqFt

Section: 507 of 5 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,046.00 SqFt Length: 80.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 3,200.00 SqFt
Sample Comments:
52 L 48 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,495.00 SqFt

Section: 508 of 5 From: - To: - Last Const.: 1/1/1989
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 2,934.00 SqFt Length: 80.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 600 Type: R Area: 2,400.00 SqFt
Sample Comments:
48 L 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 20,115.00 SqFt

Section: 1002 of 2 From: - To: - Last Const.: 1/1/1983
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 1,375.00 SqFt Length: 34.37 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,000.00 SqFt
Sample Comments:
48 L 52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 20,115.00 SqFt

Section: 1005 of 2 From: - To: - Last Const.: 1/1/1982
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 18,740.00 SqFt Length: 430.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 52 L 52 M

Sample Number: 303 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 M 52 H 50 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 199,994.00 SqFt

Section: 1105 of 5 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 97,350.00 SqFt Length: 2,760.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 24 Surveyed: 4
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00 SqFt
Sample Comments:
52 L 52 M 48 L

Sample Number: 110 Type: R Area: 3,500.00 SqFt
Sample Comments:
52 M 52 L 48 L

Sample Number: 118 Type: R Area: 3,500.00 SqFt
Sample Comments:
48 M 52 L 50 L 48 L

Sample Number: 125 Type: R Area: 3,500.00 SqFt
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 199,994.00 SqFt

Section: 1110 of 5 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 50,270.00 SqFt Length: 1,230.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 13 Surveyed: 5
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 L 48 L 50 L

Sample Number: 106 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 48 M 50 L 52 L

Sample Number: 107 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 48 M 52 L 50 L

Sample Number: 108 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 48 M 52 L

Sample Number: 109 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 199,994.00 SqFt

Section: 1112 of 5 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,720.00 SqFt Length: 168.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 113 Type: R Area: 2,600.00 SqFt
Sample Comments:
52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 199,994.00 SqFt

Section: 1115 of 5 From: - To: - Last Const.: 1/1/1980
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 7,000.00 SqFt Length: 175.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 4,400.00 SqFt
Sample Comments:
48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 1/28/2008
Site Name:

Network: LEE Name: LEESBURG INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 199,994.00 SqFt

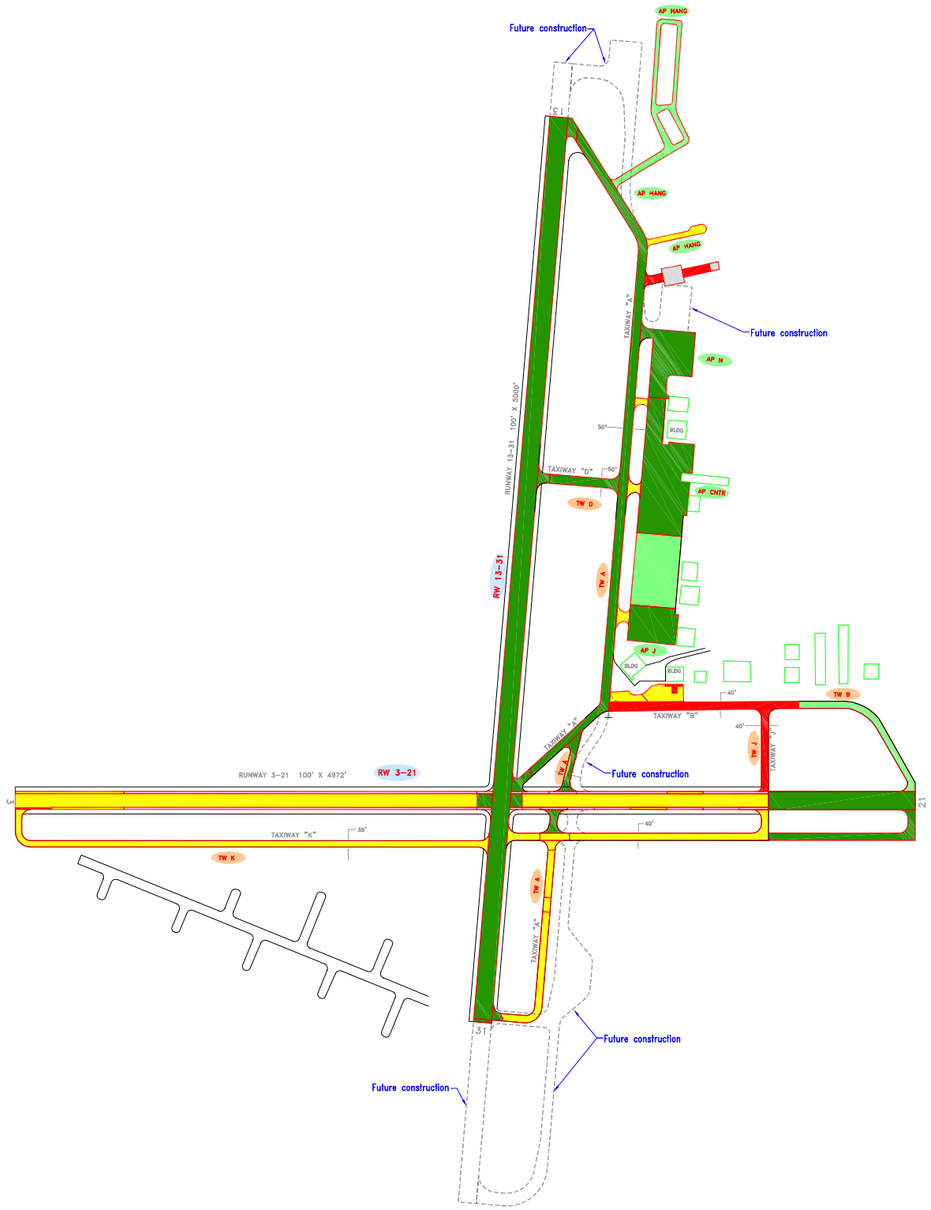
Section: 1120 of 5 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 38,654.00 SqFt Length: 945.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2004 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

APPENDIX C

2007 CONDITION MAP AND TABLES



0 175 350
SCALE: 1 INCH = 350 FEET

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID
TW A — TYPICAL TAXIWAY BRANCH ID
AP S — TYPICAL APRON BRANCH ID

- Good
- Satisfactory
- Fair
- Poor
- Very Poor
- Serious
- Failed

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

NUMBER	DATE	REVISIONS
1	Jan-28_08	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 9-07-2007

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URS

ASCE 2006 INFRASTRUCTURE REPORT CARD — ENGINEERING A BETTER WORLD

PLANNING TECHNOLOGY INC — PANTHER INTERNATIONAL, LLC

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

2007 Condition Map

LEESBURG INTERNATIONAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LEE
FDOT DISTRICT 5

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
LEESBURG INTERNATIONAL AIRPORT	LEE	CENTER APRON	AP CNTR	4105	804	200	160,775	P	AC	1/1/1989	6/13/2007	93
LEESBURG INTERNATIONAL AIRPORT	LEE	CENTER APRON	AP CNTR	4110	500	200	100,000	P	AC	1/1/1989	6/13/2007	79
LEESBURG INTERNATIONAL AIRPORT	LEE	CENTER APRON	AP CNTR	4115	341	200	68,125	P	AC	1/1/1989	6/13/2007	89
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4305	62	200	12,500	P	PCC	1/1/1942	6/13/2007	35
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4310	66	200	13,200	P	PCC	1/1/1942	6/13/2007	0
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4320	340	30	10,200	P	AC	12/25/1999	6/13/2007	70
LEESBURG INTERNATIONAL AIRPORT	LEE	APRON AT NORTH HANGARS	AP HANG	4325	2,100	25	52,500	P	AC	12/25/1999	6/18/2007	72
LEESBURG INTERNATIONAL AIRPORT	LEE	NORHT APRON	AP N	4410	250	225	74,395	P	AC	1/1/2004	1/1/2004*	93
LEESBURG INTERNATIONAL AIRPORT	LEE	SOUTH APRON	AP S	4201	4	200	900	P	PCC	1/1/1977	6/13/2007	27
LEESBURG INTERNATIONAL AIRPORT	LEE	SOUTH APRON	AP S	4205	106	200	21,250	P	AC	1/1/1972	6/13/2007	60
LEESBURG INTERNATIONAL AIRPORT	LEE	SOUTH APRON	AP S	4210	200	500	100,000	P	AC	1/1/1989	11/6/1998*	59
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 13-31	RW 13-31	6205	5,000	100	500,000	P	AC	1/1/2002	6/13/2007	91
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 13-31	RW 13-31	6210	123	17	2,816	P	AC	1/1/2002	6/13/2007	96
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6102	19	100	1,913	P	AC	1/1/1983	6/13/2007	40
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6104	2,228	12	27,850	P	AAC	1/1/1983	6/13/2007	58

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6105	3,900	75	292,500	P	AC	1/1/1983	6/13/2007	64
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6107	5,172	12	64,650	P	AC	1/1/1965	6/13/2007	44
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6110	180	75	14,000	P	AAC	1/1/2002	6/13/2007	100
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6112	300	12	3,750	P	AC	1/1/1983	6/13/2007	53
LEESBURG INTERNATIONAL AIRPORT	LEE	RUNWAY 3-21	RW 3-21	6115	810	100	81,000	P	AC	1/1/1997	6/13/2007	96
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	102	43	50	2,144	T	AC	1/1/1980	6/13/2007	100
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	105	1,128	50	56,375	P	AC	1/1/1984	6/13/2007	61
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	107	60	50	3,658	P	AC	1/1/1983	6/13/2007	68
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	108	72	50	3,600	P	AC	1/1/1986	6/13/2007	61
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	109	130	50	8,006	P	AAC	1/1/2002	6/13/2007	96
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	110	320	50	16,400	P	AAC	1/1/2002	6/13/2007	98
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	112	130	50	8,200	P	AAC	1/1/2002	6/13/2007	97
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	115	3,790	50	189,500	P	AAC	1/1/2002	6/13/2007	98
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY A	TW A	117	60	40	4,800	P	AAC	1/1/2002	6/13/2007	94
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY B	TW B	205	1,040	40	41,600	P	AC	1/1/1983	6/13/2007	36

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY B	TW B	207	1,960	5	9,800	P	AC	1/1/1986	6/13/2007	52
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY B	TW B	210	915	40	36,600	P	AC	1/1/1997	6/13/2007	82
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	502	75	45	4,044	P	AAC	1/1/2002	6/13/2007	100
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	505	385	45	17,625	P	AAC	1/1/2002	6/13/2007	91
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	506	80	50	4,846	P	AC	1/1/1989	6/13/2007	65
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	507	80	40	4,046	P	AC	1/1/1989	6/13/2007	66
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY D	TW D	508	80	30	2,934	P	AC	1/1/1989	6/13/2007	69
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY J	TW J	1002	34	40	1,375	P	AAC	1/1/1983	6/13/2007	39
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY J	TW J	1005	430	40	18,740	P	AC	1/1/1982	6/13/2007	34
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1105	2,760	35	97,350	P	AC	1/1/1986	6/13/2007	65
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1110	1,230	40	50,270	P	AC	1/1/1986	6/13/2007	66
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1112	168	40	6,720	P	AC	1/1/1983	6/13/2007	67
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1115	175	40	7,000	P	AC	1/1/1980	6/13/2007	69
LEESBURG INTERNATIONAL AIRPORT	LEE	TAXIWAY K	TW K	1120	945	40	38,654	P	AC	1/1/2004	1/1/2004*	90

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.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
LEE	AP CNTR	4105	93	91	89	87	85	83	81	79	77	75	73
LEE	AP CNTR	4110	79	77	75	73	72	70	68	66	65	63	62
LEE	AP CNTR	4115	89	87	85	83	81	79	77	75	74	72	70
LEE	AP HANG	4305	35	34	33	32	32	31	30	29	28	27	26
LEE	AP HANG	4310	0	0	0	0	0	0	0	0	0	0	0
LEE	AP HANG	4320	70	68	67	65	63	62	60	59	58	56	55
LEE	AP HANG	4325	72	70	69	67	65	64	62	61	59	58	57
LEE	AP N	4410	93	91	89	87	85	83	81	79	77	75	74
LEE	AP S	4201	27	26	25	24	24	23	22	21	20	19	18
LEE	AP S	4205	60	59	57	56	55	54	52	51	50	49	48
LEE	AP S	4210	59	58	56	55	54	53	52	51	50	49	48
LEE	RW 13-31	6205	91	90	88	87	85	84	82	81	79	78	76
LEE	RW 13-31	6210	96	95	93	92	90	89	87	86	84	83	81
LEE	RW 3-21	6102	40	39	37	36	34	33	31	30	28	27	25
LEE	RW 3-21	6104	58	55	53	50	48	46	43	41	38	36	33
LEE	RW 3-21	6105	64	63	61	60	58	57	55	54	52	51	49
LEE	RW 3-21	6107	44	43	41	40	38	37	35	34	32	31	29
LEE	RW 3-21	6110	100	97	95	92	90	88	85	83	80	78	75
LEE	RW 3-21	6112	53	52	50	49	47	46	44	43	41	40	38
LEE	RW 3-21	6115	96	95	93	92	90	89	87	86	84	83	81
LEE	TW A	102	100	97	94	91	89	86	84	82	80	78	77
LEE	TW A	105	61	60	59	57	56	55	53	52	50	48	47
LEE	TW A	107	68	67	66	64	63	62	61	60	59	57	56
LEE	TW A	108	61	60	59	57	56	55	53	52	50	48	47
LEE	TW A	109	96	94	92	90	88	86	84	82	81	79	77
LEE	TW A	110	98	96	94	92	90	88	86	84	83	81	79
LEE	TW A	112	97	95	93	91	89	87	85	83	82	80	78
LEE	TW A	115	98	96	94	92	90	88	86	84	83	81	79
LEE	TW A	117	94	92	90	88	86	84	82	80	79	77	75
LEE	TW B	205	36	34	32	30	28	26	24	22	20	18	16
LEE	TW B	207	52	50	49	47	45	43	41	39	37	35	33

See note at end of table.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
LEE	TW B	210	82	80	78	77	75	73	72	71	69	68	67
LEE	TW D	502	100	98	96	94	92	90	88	86	85	83	81
LEE	TW D	505	91	89	87	85	83	81	79	77	76	74	72
LEE	TW D	506	65	64	63	62	60	59	58	57	55	54	52
LEE	TW D	507	66	65	64	63	61	60	59	58	56	55	54
LEE	TW D	508	69	68	67	65	64	63	62	61	60	58	57
LEE	TW J	1002	39	37	35	33	31	29	27	25	24	22	20
LEE	TW J	1005	34	32	30	28	26	24	22	20	18	16	14
LEE	TW K	1105	65	64	63	62	60	59	58	57	55	54	52
LEE	TW K	1110	66	65	64	63	61	60	59	58	56	55	54
LEE	TW K	1112	67	66	65	63	62	61	60	59	57	56	55
LEE	TW K	1115	69	68	67	65	64	63	62	61	60	58	57
LEE	TW K	1120	90	88	85	83	81	79	78	76	74	73	72

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

APPENDIX D

AREA-WEIGHTED PCI RESULTS BY BRANCH

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
LEESBURG INTERNATIONAL AIRPORT	CENTER APRON	88
LEESBURG INTERNATIONAL AIRPORT	APRON AT NORTH HANGARS	62
LEESBURG INTERNATIONAL AIRPORT	NORHT APRON	93
LEESBURG INTERNATIONAL AIRPORT	SOUTH APRON	59
LEESBURG INTERNATIONAL AIRPORT	RUNWAY 13-31	91
LEESBURG INTERNATIONAL AIRPORT	RUNWAY 3-21	67
LEESBURG INTERNATIONAL AIRPORT	TAXIWAY A	90
LEESBURG INTERNATIONAL AIRPORT	TAXIWAY B	57
LEESBURG INTERNATIONAL AIRPORT	TAXIWAY D	83
LEESBURG INTERNATIONAL AIRPORT	TAXIWAY J	34
LEESBURG INTERNATIONAL AIRPORT	TAXIWAY K	70

APPENDIX E

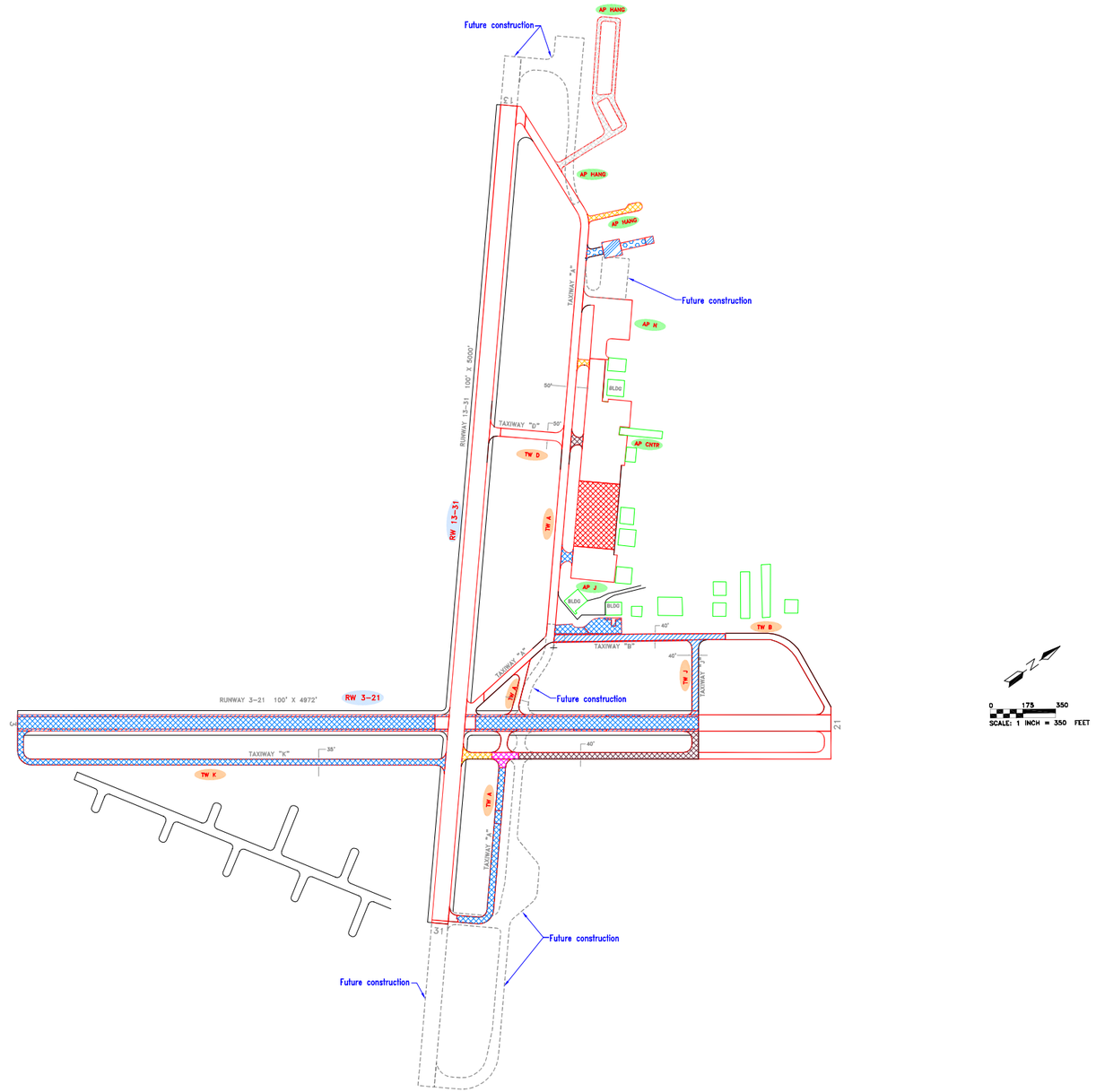
MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
LEE	APRON	AP HANG	4305	PCC	12,500	2008	34	PCC Restoration	100	$133,600
LEE	APRON	AP HANG	4310	PCC	13,200	2008	0	Reconstruction	100	$179,784
LEE	APRON	AP S	4201	PCC	900	2008	26	Reconstruction	100	$12,258
LEE	APRON	AP S	4205	AC	21,250	2008	59	Microsurfacing	100	$78,774
LEE	APRON	AP S	4210	AC	100,000	2008	58	Microsurfacing	100	$399,400
LEE	RUNWAY	RW 3-21	6102	AC	1,913	2008	39	Mill & Overlay	100	$13,435
LEE	RUNWAY	RW 3-21	6104	AAC	27,850	2008	56	Microsurfacing	100	$127,219
LEE	RUNWAY	RW 3-21	6105	AC	292,500	2008	63	Microsurfacing	100	$760,793
LEE	RUNWAY	RW 3-21	6107	AC	64,650	2008	43	Mill & Overlay	100	$406,649
LEE	RUNWAY	RW 3-21	6112	AC	3,750	2008	52	Mill & Overlay	100	$21,435
LEE	TAXIWAY	TW A	105	AC	56,375	2008	60	Microsurfacing	100	$192,803
LEE	TAXIWAY	TW A	108	AC	3,600	2008	60	Microsurfacing	100	$12,312
LEE	TAXIWAY	TW B	205	AC	41,600	2008	34	Mill & Overlay	100	$444,621
LEE	TAXIWAY	TW B	207	AC	9,800	2008	50	Mill & Overlay	100	$61,642
LEE	TAXIWAY	TW D	506	AC	4,846	2008	64	Microsurfacing	100	$11,282
LEE	TAXIWAY	TW J	1002	AAC	1,375	2008	37	Mill & Overlay	100	$11,672
LEE	TAXIWAY	TW J	1005	AC	18,740	2008	32	Mill & Overlay	100	$227,766
LEE	TAXIWAY	TW K	1105	AC	97,350	2008	64	Microsurfacing	100	$226,631
LEE	TAXIWAY	TW D	507	AC	4,046	2009	64	Microsurfacing	100	$9,702
LEE	TAXIWAY	TW K	1110	AC	50,270	2009	64	Microsurfacing	100	$120,539
LEE	TAXIWAY	TW A	107	AC	3,658	2010	64	Microsurfacing	100	$9,034
LEE	TAXIWAY	TW K	1112	AC	6,720	2010	64	Microsurfacing	100	$16,597
LEE	APRON	AP HANG	4320	AC	10,200	2011	63	Microsurfacing	100	$28,990
LEE	TAXIWAY	TW D	508	AC	2,934	2011	64	Microsurfacing	100	$7,464
LEE	TAXIWAY	TW K	1115	AC	7,000	2011	64	Microsurfacing	100	$17,807
LEE	APRON	AP HANG	4325	AC	52,500	2012	64	Microsurfacing	100	$137,560
LEE	APRON	AP CNTR	4110	AC	100,000	2016	63	Microsurfacing	100	$329,487

APPENDIX F

10-YEAR M&R MAP



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SCALE: 1 INCH = 350 FEET

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

Year	Activity
2008	Microsurfacing
2009	Mill & Overlay
2010	Reconstruction
2011	Concrete Pavement Restoration
2012	
2013	
2014	
2015	
2016	
2017	

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

NUMBER	DATE	REVISIONS
1	Jan-28_08	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL DRAWN: GB CHECKED: DATE: 9-07-2007

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

10-Year M&R Map
LEESBURG INTERNATIONAL AIRPORT
LAKE COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LEE
FDOT DISTRICT: 5

APPENDIX G

PHOTOGRAPHS

TW K Section 1105 SU 103: Low Severity L/T Cracking (June 13, 2007)

TW A Section 110 SU 200: Section Overview (June 13, 2007)

TW J Section 1002 SU 100: Medium Severity Weathering (June 13, 2007)

TW K Section 1110 SU 100: Low Severity Weathering (June 13, 2007)

RW 3-21 Section 6115 SU 184: Low Severity L/T Cracking (June 13, 2007)

TW A Section 107 SU 112: Medium Severity L/T Cracking (June 13, 2007)

TW A Section 105 SU 109: Low Severity L/T Cracking (June 13, 2007)

TW B Section 210 SU 105: Low Severity L/T Cracking (June 13, 2007)

TW B Section 205 SU 199: Medium Severity L/T Cracking and Weathering (June 13, 2007)

TW J Section 1005 SU 303: Low Severity L/T Cracking (June 13, 2007)

AP S Section 4205 SU 100: High Severity Weathering (June 13, 2007)

TW D Section 502 SU 500: Section Overview (June 13, 2007)

AP HANG Section 4325 SU 200: Low Severity Weathering (June 13, 2007)

AP HANG Section 4305 SU 102: High Severity Joint Seal Damage (June 13, 2007)

AP HANG Section 4305 SU 102: Low Severity Linear Cracking (June 13, 2007)

TW D Section 506 SU 602: Low Severity L/T Cracking (June 13, 2007)