STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Lake City Municipal Airport – LCQ
(General Aviation)
Lake City, Florida
(District 2)

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Prepared for:
Florida Department of Transportation
Aviation Office

by:
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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 Lake City Municipal 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 Lake City Municipal Airport is 3,524,445 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	1,495,500	42
Taxiway	910,055	26
Apron	1,118,890	32
Total	**3,524,445**	**100**

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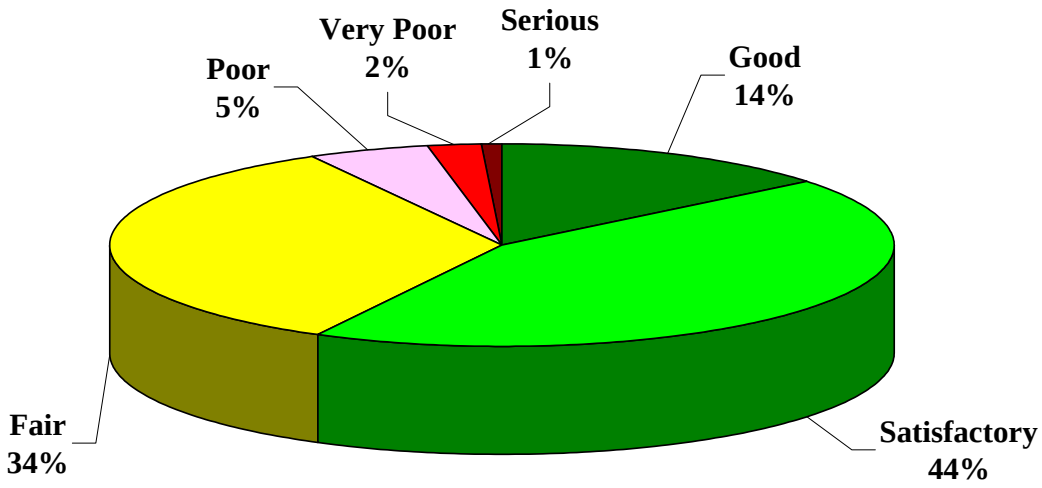
The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 73, representing a Satisfactory overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 58% of the network is in Good and Satisfactory condition while 8% of the network is in Poor to Serious 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	71
Taxiway	73
Apron	75
All	**73**

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The immediate M&R needs include several large areas of the aprons and taxiways (East Apron and Taxiway B2). These aprons and taxiways may not be the highest priority for funding but would need to be programmed over several years. 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 E	4228	26,000	$354,120	25	Major M&R < Critical	100
AP E	4240	176,250	$410,310	64	Major M&R < Critical	100
AP E	4242	65,000	$885,300	27	Major M&R < Critical	100
AP NW	4115	27,000	$62,856	64	Major M&R < Critical	100
TW A6	130	30,000	$188,700	45	Major M&R < Critical	100
TW B2	202	50,900	$232,511	56	Major M&R < Critical	100
TW B2	205	20,625	$144,849	39	Major M&R < Critical	100
TW B2	210	139,500	$797,382	52	Major M&R < Critical	100
TW C	304	9,300	$42,482	56	Major M&R < Critical	100
TW C	305	45,580	$182,047	58	Major M&R < Critical	100
		Total	**$3,300,559**	**73***	**← Network Avg. PCI →**	**80***

* 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 Lake City Municipal 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	$189,893	$0	$3,300,559	$3,490,451
2009	$454,193	$0	$566,303	$1,020,496
2010	$394,731	$0	$1,147,428	$1,542,159
2011	$107,742	$0	$3,614,535	$3,722,277
2012	$114,633	$0	$157,211	$271,844
2013	$139,734	$0	$10,177	$149,910
2014	$179,985	$0	$43,086	$223,071
2015	$223,771	$0	$97,567	$321,337
2016	$288,587	$0	$194,397	$482,984
2017	$389,821	$0	$0	$389,821
Total	**$2,483,088**	**$0**	**$9,131,263**	**$11,614,350**

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 $1.2 million would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 73 in 2007 to 82 in 2017. However, as stated above, a number of large projects exist that would need to be programmed over multiple years.

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 Lake City Municipal Airport pavements in 2017 may remain near 82. 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 Lake City Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. 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.

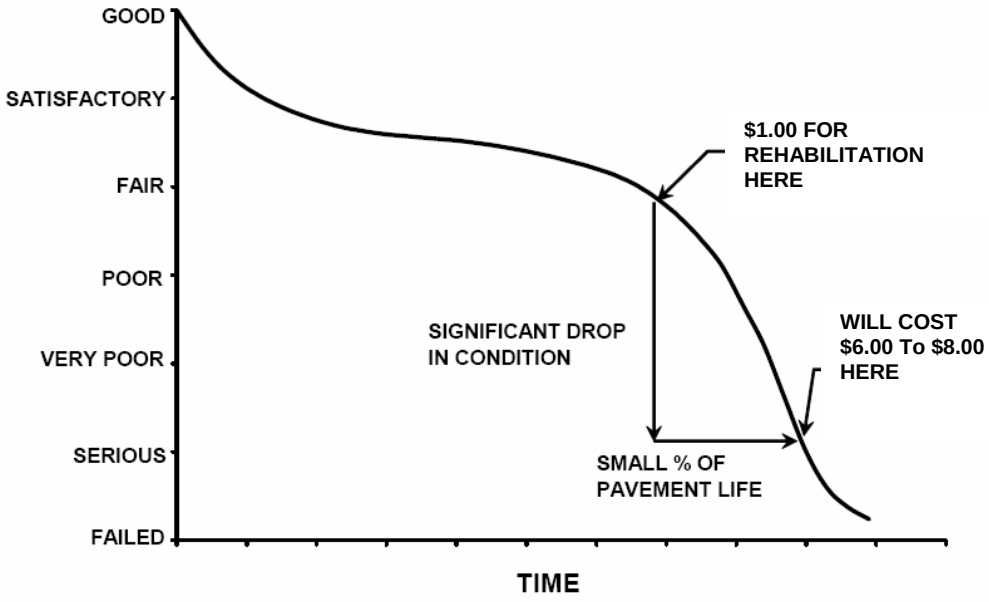
1.4.2 *Pavement Management System Concept*

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

Lake City Municipal Airport (LCQ) is located approximately 3 miles east of Lake City, Florida. Owned and directly regulated by the City of Lake City, this airport primarily serves the aviation needs of the communities in and around the City of Lake City and Columbia County. The airport facility includes two intersecting runways: Runway 10-28 and Runway 5-23. Runway 10-28 has a partial parallel taxiway located on the north side of the runway. Runway 5-23 has a partial parallel taxiway on the south side of the runway. Lake City Municipal Airport is designated as a General Aviation (GA) airport and is located in District 2 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 Lake City Municipal 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: Lake City Municipal Airport Network Definition

Branch Name	Section ID	Rank
EAST APRON	4210	P
	4212	P
	4215	P
	4220	P
	4228	P
	4230	P
	4235	P
	4240	P
	4242	P
	4250	P
	4205	T
NORTH APRON	4110	P
	4115	P
	4120	P
	4105	T
RUN UP AND TURNAROUND APRON RW10-28	5105	P
	5115	P
	5125	P
RUNWAY 10-28	6105	P
	6110	P
	6114	P
	6115	P
	6116	P
	6120	P
RUNWAY 5-23	6205	S
	6207	S
	6209	S
TAXIWAY A	120	P
TAXIWAY A1	105	P
TAXIWAY A2	109	P
	110	P
TAXIWAY A5	125	P
TAXIWAY A6	130	P
TAXIWAY B2	202	P
	205	P
	210	P
	215	P
	220	P
TAXIWAY C	304	P
	305	P
	310	P
TAXIWAY D	402	P
	405	P
	410	P
	420	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 Lake City Municipal Airport is 3,524,445 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	1,495,500	42
Taxiway	910,055	26
Apron	1,118,890	32
Total	**3,524,445**	**100**

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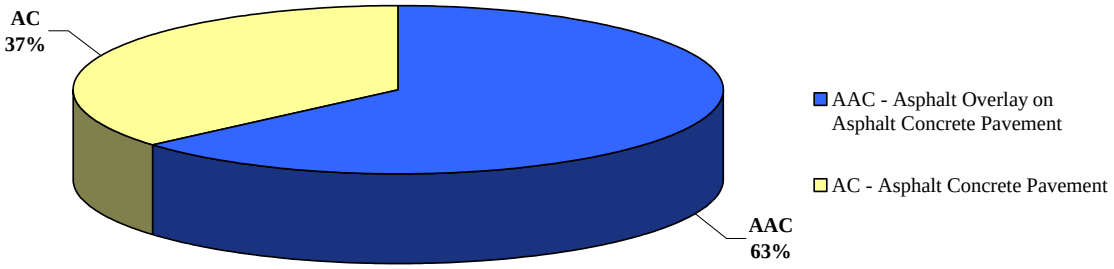
Figure 3-1 presents the breakdown of the pavement area at Lake City Municipal Airport by surface type.

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 Lake City Municipal Airport were performed in December 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.

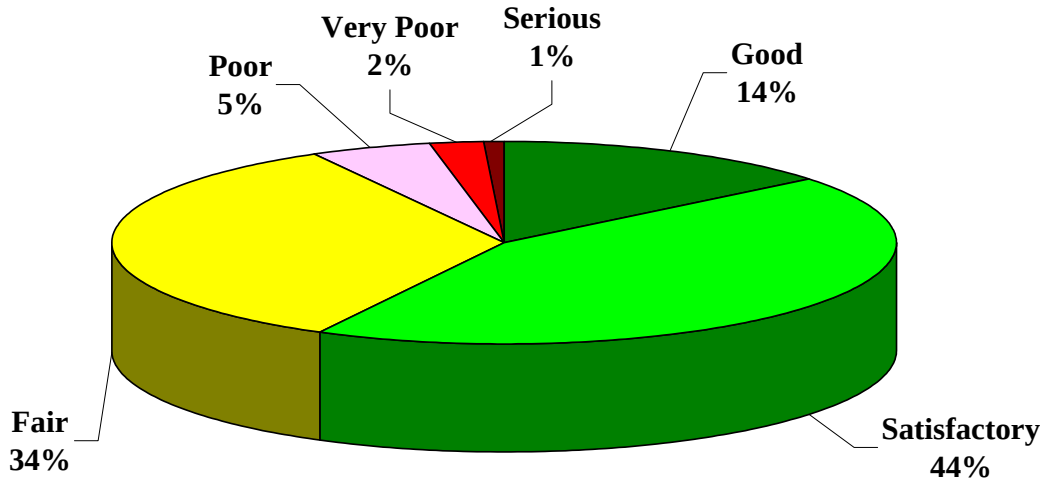
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

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 Lake City Municipal Airport is 73, 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



Prepared by VVD *Checked by BX*

Approximately 58% of the network is in Good and Satisfactory condition while 8% of the network is in Poor to Serious 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	71
Taxiway	73
Apron	75
All	**73**

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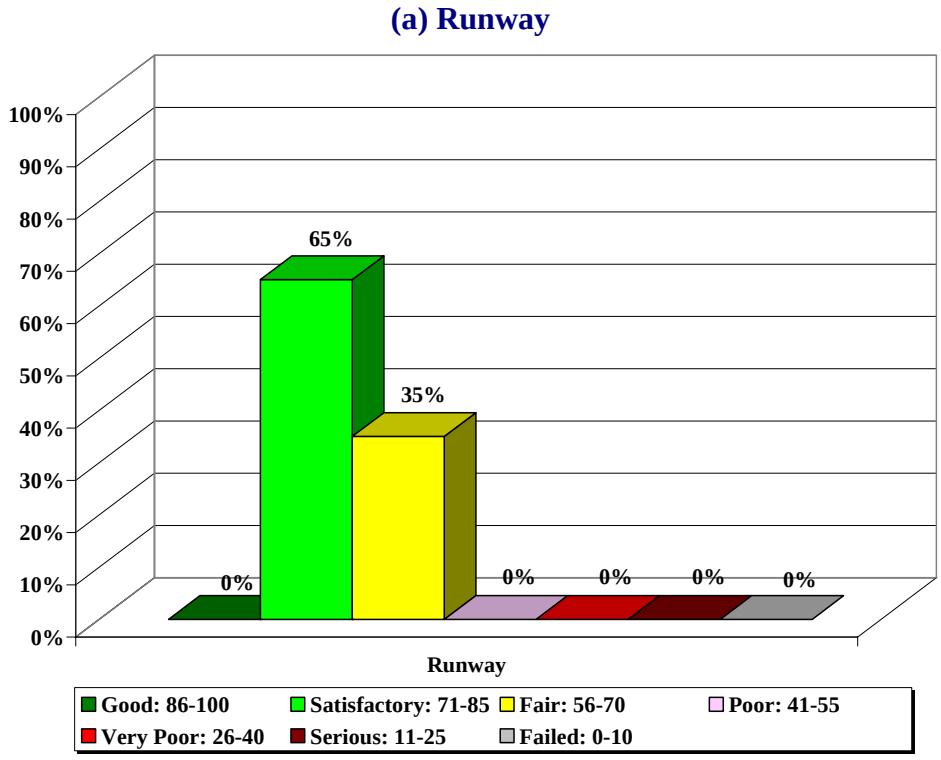
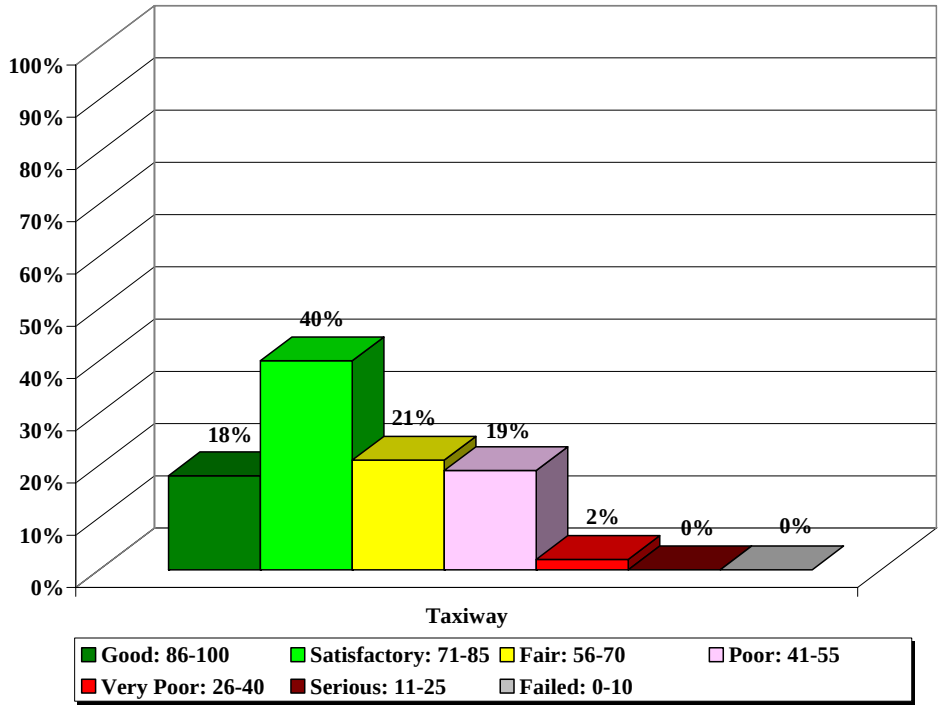
On average, the runways, taxiways, and aprons are all in Satisfactory condition.

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

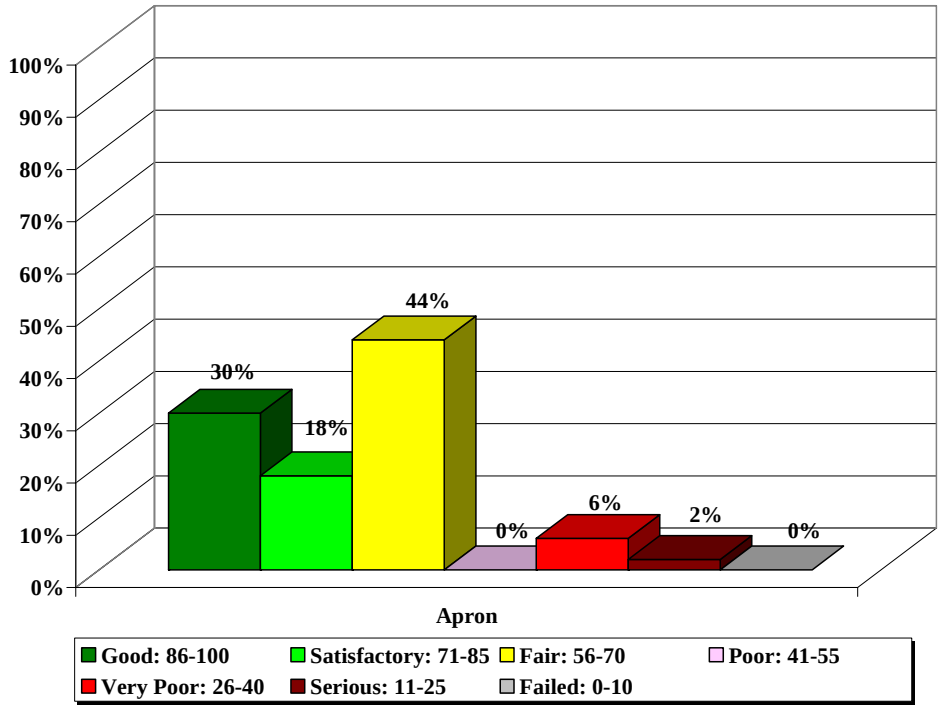
Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



(c) Apron



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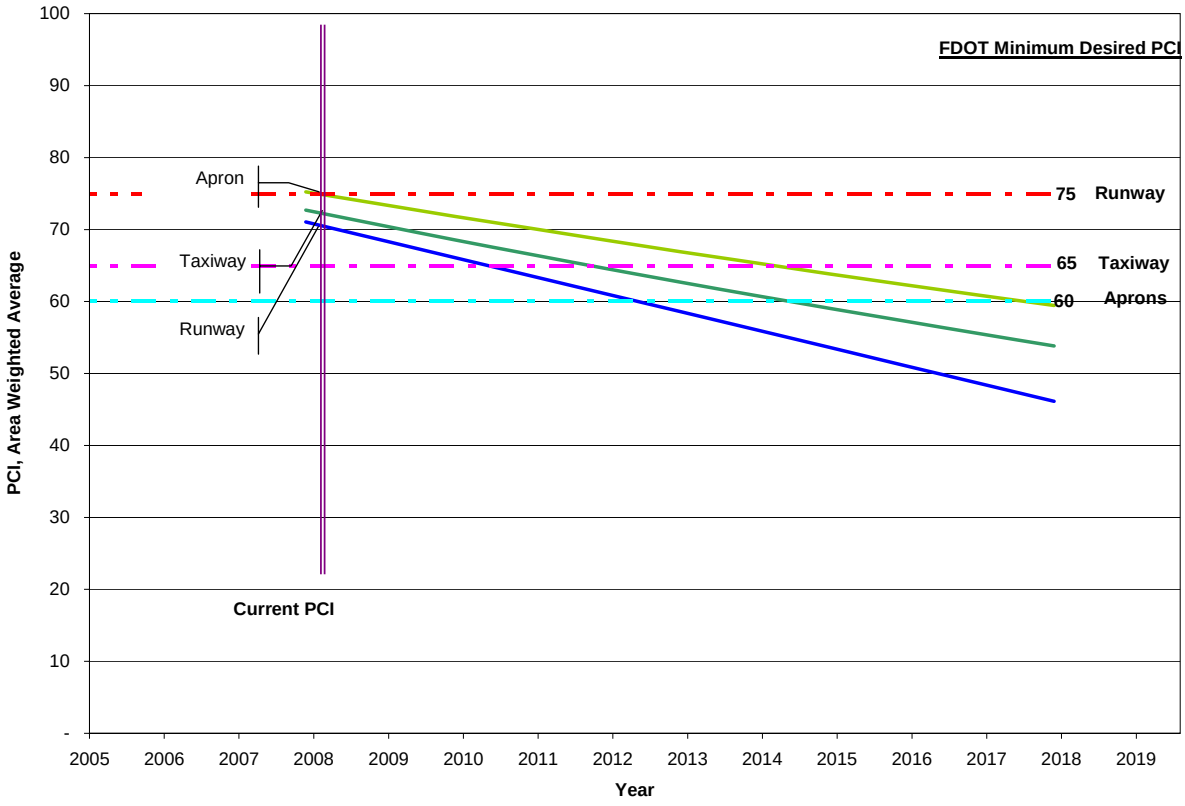
5. PAVEMENT CONDITION PREDICTION

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 Lake City Municipal Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum 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

Prepared by VVD *Checked by BX*

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 E	4228	26,000	$354,120	25	Major M&R < Critical	100
AP E	4240	176,250	$410,310	64	Major M&R < Critical	100
AP E	4242	65,000	$885,300	27	Major M&R < Critical	100
AP NW	4115	27,000	$62,856	64	Major M&R < Critical	100
TW A6	130	30,000	$188,700	45	Major M&R < Critical	100
TW B2	202	50,900	$232,511	56	Major M&R < Critical	100
TW B2	205	20,625	$144,849	39	Major M&R < Critical	100
TW B2	210	139,500	$797,382	52	Major M&R < Critical	100
TW C	304	9,300	$42,482	56	Major M&R < Critical	100
TW C	305	45,580	$182,047	58	Major M&R < Critical	100
		Total	**$3,300,559**	**73***	**← Network Avg. PCI →**	**80***

* 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 Lake City Municipal 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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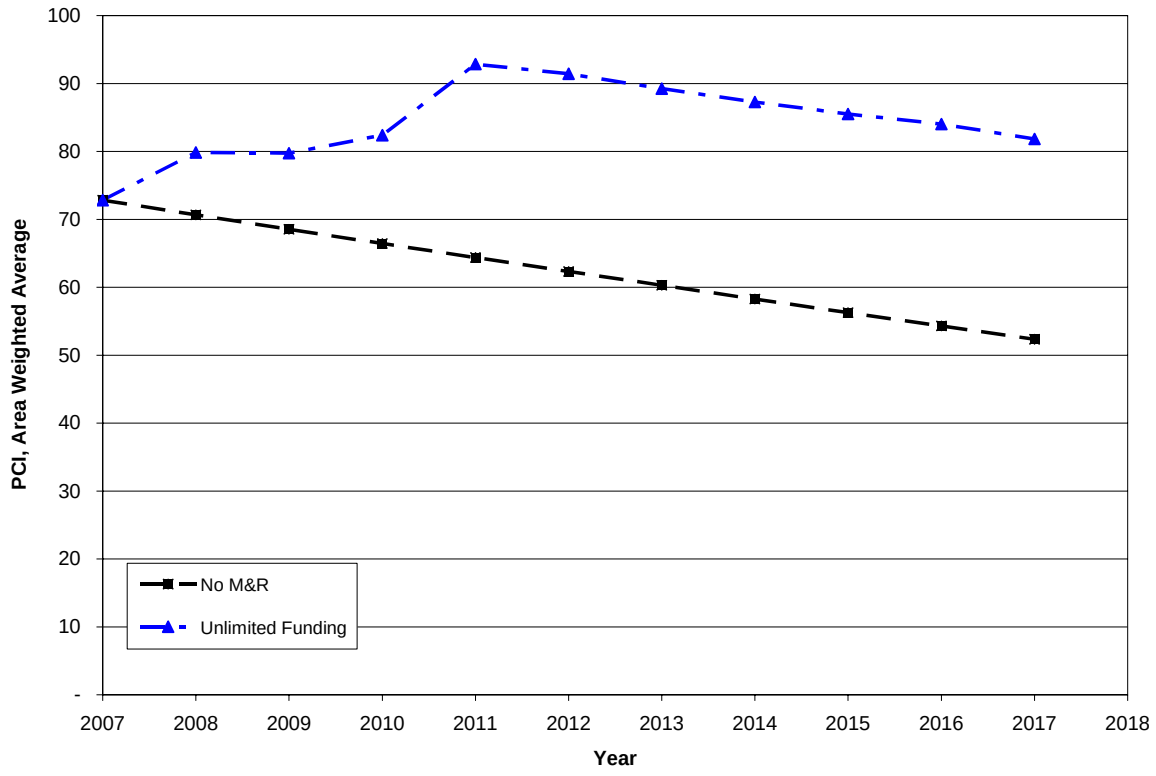
Figure 7-1: Budget Scenario Analysis



Prepared by VVD *Checked by BX*

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

- The PCI will deteriorate from 73 to 52 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 82 with this scenario is 30 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $9 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	$189,893	$0	$3,300,559	$3,490,451
2009	$454,193	$0	$566,303	$1,020,496
2010	$394,731	$0	$1,147,428	$1,542,159
2011	$107,742	$0	$3,614,535	$3,722,277
2012	$114,633	$0	$157,211	$271,844
2013	$139,734	$0	$10,177	$149,910
2014	$179,985	$0	$43,086	$223,071
2015	$223,771	$0	$97,567	$321,337
2016	$288,587	$0	$194,397	$482,984
2017	$389,821	$0	$0	$389,821
Total	**$2,483,088**	**$0**	**$9,131,263**	**$11,614,350**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.
Prepared by VVD *Checked by BX*

Approximately 36% of the total Major M&R cost is required in the first year (2008). This is a consequence of several large areas of the aprons and taxiways (East Apron and Taxiway B2) being below Critical PCI.

Runway 5-23 and Runway 10-28 are currently in Fair to Satisfactory condition with an average PCI value of 70 and 71, respectively. These runways have no immediate need for repair, but would need some repair work by 2009 and 2010, respectively. In addition, several large areas of East Apron and Taxiway B2 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

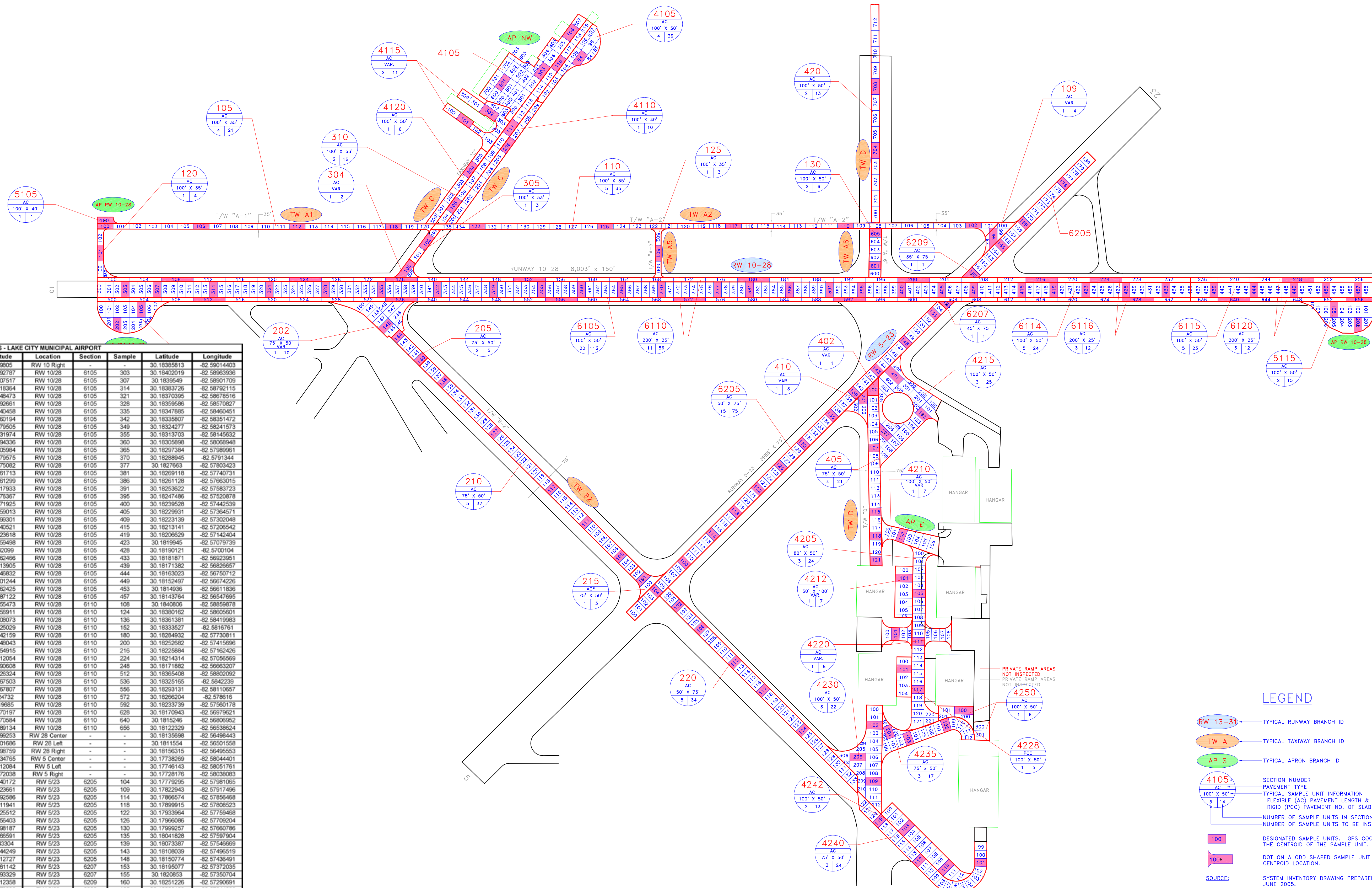
Pavement condition inspections were performed at Lake City Municipal Airport and a 10-year M&R plan was developed based on the unlimited funding scenario.

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

- Runway 5-23 and Runway 10-28 are in Fair to Satisfactory condition and no immediate repair is needed.
- Several large areas of the aprons and taxiways (East Apron and Taxiway B2) were identified that will require significant 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. These needs can not be addressed with typical annual expenditures as they amount to over half million dollars.

APPENDIX A

NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE



GPS COORDINATES - LAKE CITY MUNICIPAL AIRPORT									
Location	Section	Sample	Latitude	Longitude	Location	Section	Sample	Latitude	Longitude
TW A1	105	100	30.18514745	-82.589805	RW 10 Right	-	-	30.18385813	-82.59014403
TW A1	105	106	30.18494141	-82.58792787	RW 10/28	6105	303	30.18402019	-82.58963936
TW A1	105	112	30.18474159	-82.58607517	RW 10/28	6105	307	30.1839549	-82.58901709
TW A1	105	118	30.18453764	-82.58418364	RW 10/28	6105	314	30.18383726	-82.58792115
TW A2	109	98	30.18310306	-82.57248473	RW 10/28	6105	321	30.18370395	-82.58678516
TW A2	110	102	30.1833373	-82.57292661	RW 10/28	6105	328	30.18359586	-82.58570827
TW A2	110	110	30.18358932	-82.57540458	RW 10/28	6105	335	30.18347885	-82.58460451
TW A2	110	117	30.18383364	-82.57760194	RW 10/28	6105	342	30.18335807	-82.58351472
TW A2	110	125	30.18407291	-82.57979505	RW 10/28	6105	349	30.18324277	-82.58241573
TW A2	110	133	30.18433	-82.58231974	RW 10/28	6105	355	30.18313703	-82.58145632
TW A	120	101	30.1846789	-82.58994336	RW 10/28	6105	360	30.18305898	-82.58068948
TW A5	125	501	30.18352305	-82.57905984	RW 10/28	6105	365	30.18297384	-82.57989961
TW A6	130	601	30.18286378	-82.57479575	RW 10/28	6105	370	30.18288945	-82.5791344
TW A6	130	605	30.18341194	-82.57475082	RW 10/28	6105	377	30.1827663	-82.57803423
TW B2	202	146	30.18287236	-82.58461713	RW 10/28	6105	381	30.18269118	-82.57740731
TW B2	205	105	30.17845074	-82.58061299	RW 10/28	6105	386	30.18261128	-82.57663015
TW B2	205	111	30.17907657	-82.58117933	RW 10/28	6105	391	30.18253622	-82.57583723
TW B2	205	117	30.17972837	-82.58176367	RW 10/28	6105	395	30.18247486	-82.57520878
TW B2	205	127	30.18080251	-82.58271925	RW 10/28	6105	400	30.18239528	-82.57442539
TW B2	205	136	30.18178225	-82.58359013	RW 10/28	6105	405	30.18229931	-82.57364571
TW B2	205	140	30.1822288	-82.58399301	RW 10/28	6105	409	30.18223139	-82.57302048
TW B2	205	144	30.18268476	-82.58440521	RW 10/28	6105	415	30.18213141	-82.57206542
TW B2	215	101	30.1780215	-82.58023618	RW 10/28	6105	419	30.18206629	-82.57142404
TW B2	220	102	30.1774814	-82.57959498	RW 10/28	6105	423	30.1819945	-82.57079739
TW B2	220	106	30.1770491	-82.5792099	RW 10/28	6105	428	30.18190121	-82.5700104
TW B2	220	112	30.1763922	-82.57862466	RW 10/28	6105	433	30.18181871	-82.56923951
TW B2	220	117	30.17585254	-82.57813905	RW 10/28	6105	439	30.18171382	-82.56826657
TW B2	220	124	30.17507599	-82.57746832	RW 10/28	6105	444	30.18163023	-82.56750712
TW C	304	100	30.18378137	-82.58401244	RW 10/28	6105	449	30.18152497	-82.56674226
TW C	305	103	30.18414594	-82.58362425	RW 10/28	6105	453	30.1814936	-82.56611836
TW C	305	105	30.18479558	-82.58287122	RW 10/28	6105	457	30.18143764	-82.56547695
TW C	310	111	30.18598614	-82.58155473	RW 10/28	6110	108	30.1840806	-82.58859878
TW C	310	116	30.18696183	-82.58056911	RW 10/28	6110	124	30.18380162	-82.58605601
TW D	405	100	30.18081564	-82.57508073	RW 10/28	6110	136	30.18361381	-82.58419983
TW D	405	107	30.17983386	-82.57525029	RW 10/28	6110	152	30.18333527	-82.5816761
TW D	405	115	30.1787422	-82.57542159	RW 10/28	6110	180	30.18284932	-82.57730811
TW D	405	118	30.17834738	-82.57548043	RW 10/28	6110	200	30.18252682	-82.57415696
TW D	405	121	30.17793136	-82.57554915	RW 10/28	6110	216	30.18225884	-82.57162426
AP NW	4105	94	30.18698418	-82.58012054	RW 10/28	6110	224	30.18214314	-82.57056569
AP NW	4105	303	30.18687286	-82.58090608	RW 10/28	6110	248	30.18171882	-82.56663207
AP NW	4105	306	30.18749122	-82.58026324	RW 10/28	6110	512	30.18365408	-82.58802092
AP NW	4105	601	30.18673413	-82.58167503	RW 10/28	6110	536	30.18325165	-82.5842239
AP NW	4110	206	30.18568578	-82.58167807	RW 10/28	6110	556	30.18293131	-82.58110657
AP NW	4115	101	30.18611475	-82.5824732	RW 10/28	6110	572	30.18266204	-82.578616
AP NW	4115	302	30.18625803	-82.5819685	RW 10/28	6110	592	30.18233739	-82.57560178
AP NW	4120	304	30.1851618	-82.58270197	RW 10/28	6110	628	30.18170943	-82.56979621
AP E	4205	105	30.17718817	-82.57470584	RW 10/28	6110	640	30.1815246	-82.56806952
AP E	4205	111	30.17638586	-82.57489134	RW 10/28	6110	656	30.18122329	-82.56538624
AP E	4205	117	30.17558604	-82.57499253	RW 28 Center	-	-	30.18135698	-82.56498443
AP E	4210	102	30.17817855	-82.57501686	RW 28 Left	-	-	30.1811554	-82.56501558
AP E	4212	101	30.17752336	-82.57498759	RW 28 Right	-	-	30.18156315	-82.56495553
AP E	4215	102	30.18015844	-82.57434765	RW 5 Center	-	-	30.17738269	-82.58044401
AP E	4215	207	30.17987632	-82.57512084	RW 5 Left	-	-	30.17746143	-82.58051761
AP E	4215	401	30.18097612	-82.57472038	RW 5 Right	-	-	30.17728176	-82.58038083
AP E	4220	101	30.17645332	-82.57540172	RW 5/23	6205	104	30.17779295	-82.57981065
AP E	4228	101	30.1758819	-82.57523661	RW 5/23	6205	109	30.17822943	-82.57917496
AP E	4230	102	30.17501201	-82.57592586	RW 5/23	6205	114	30.17866574	-82.57856468
AP E	4230	109	30.17402167	-82.57611941	RW 5/23	6205	118	30.17899915	-82.57808523
AP E	4230	206	30.17446621	-82.57625512	RW 5/23	6205	122	30.17933964	-82.57759468
AP E	4235	103	30.17482331	-82.57456403	RW 5/23	6205	126	30.17966086	-82.57709204
AP E	4235	108	30.17465742	-82.57398187	RW 5/23	6205	130	30.17999257	-82.57660786
AP E	4235	201	30.17480205	-82.57566591	RW 5/23	6205	135	30.18041828	-82.57597904
AP E	4240	101	30.17213677	-82.5743304	RW 5/23	6205	139	30.18073387	-82.57546669
AP E	4240	112	30.17251493	-82.57544249	RW 5/23	6205	143	30.18108039	-82.57496519
AP E	4240	119	30.17325436	-82.57612727	RW 5/23	6205	148	30.18150774	-82.57436491
AP E	4242	103	30.17310137	-82.57561142	RW 5/23	6207	153	30.18195077	-82.57372035
AP E	4242	110	30.17234305	-82.57493329	RW 5/23	6207	155	30.1820853	-82.57350704
AP E	4250	100	30.17506788	-82.57412358	RW 5/23	6209	160	30.18251226	-82.57290691
AP RW 10/28	5105	100	30.18526765	-82.58979236	RW 5/23	6209	165	30.18280189	-82.57244066
AP RW 10/28	5115	105	30.18104532	-82.56535952	RW 5/23	6209	169	30.18315405	-82.57192258
AP RW 10/28	5115	202	30.18090235	-82.5659527	RW 5/23	6209	176	30.18371735	-82.57107429
AP RW 10/28	5125	105	30.18364837	-82.58937899	RW 23 Center	-	-	30.18409365	-82.57053376
AP RW 10/28	5125	202	30.18341139	-82.58988988	RW 23 Left	-	-	30.18401377	-82.5704665
RW 10 Center	-	-	30.18406199	-82.59011534	RW 23 Right	-	-	30.18416844	-82.57061508
RW 10 Left	-	-	30.18427213	-82.59010029					

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 — SECTION NUMBER
- AC — PAVEMENT TYPE
- 100' X 50' — TYPICAL SAMPLE UNIT INFORMATION
  - FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  - RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 14 — NUMBER OF SAMPLE UNITS IN SECTION
- 5 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 — 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 LENGTHS.

N

NUMBER	DATE	REVISIONS
1	Mar-10	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 9-06-2007

P:\COM_SHARED\FDOT AVIATION\PHASE II\CAD DRAWINGS\FINAL-PHASE-II-CAD-DRAWINGS\LAKECITYMUNICIPAL\LAKECITYMUNICIPAL_01.DWG, BB-BB 03/10/08 18:19:12

URS

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PLANNING TECHNOLOGY INC | PANTHER INTERNATIONAL, LLC

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

NETWORK DEFINITION DRAWING

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

44

IDENTIFIER: **LCQ**

FDOT DISTRICT: 2

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
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4205	1,100	80	101,500	T	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4210	350	100	36,700	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4212	320	100	32,000	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4215	475	200	108,500	P	AC	1/1/1997	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4220	350	70	37,900	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4228	260	100	26,000	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4230	650	100	94,200	P	AC	1/1/1997	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4235	650	75	62,100	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4240	2,350	75	176,250	P	AC	1/1/1997	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4242	650	100	65,000	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4250	300	80	30,500	P	AC	12/25/1999	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4105	550	230	157,500	T	AAC	1/1/2004	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4110	860	50	43,000	P	AAC	1/1/2004	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4115	135	200	27,000	P	AC	1/1/2004	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4120	570	50	28,500	P	AC	1/1/2004	12/19/2007

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
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	5105	100	40	4,240	P	AC	1/1/1988	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	5115	220	200	44,000	P	AC	1/1/1997	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	5125	220	200	44,000	P	AC	1/1/1997	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6105	5,625	100	562,500	P	AAC	1/1/1985	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6110	11,250	25	281,250	P	AAC	1/1/1985	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6114	1,200	100	120,000	P	AAC	1/1/1998	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6115	1,180	100	118,000	P	AAC	1/1/1998	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6116	2,400	25	60,000	P	AAC	1/1/1998	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6120	2,360	25	59,000	P	AAC	1/1/1998	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 5-23	RW 5-23	6205	3,850	75	288,750	S	AAC	1/1/1992	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 5-23	RW 5-23	6207	45	75	3,375	S	AAC	1/1/1985	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 5-23	RW 5-23	6209	35	75	2,625	S	AAC	1/1/1985	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A	TW A	120	300	35	13,500	P	AC	1/1/1988	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A1	TW A1	105	2,105	35	73,675	P	AC	1/1/1988	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A2	TW A2	109	190	75	15,500	P	AAC	1/1/1992	12/19/2007

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
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A2	TW A2	110	3,500	35	122,500	P	AC	1/1/1988	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A5	TW A5	125	300	35	10,500	P	AC	1/1/1977	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A6	TW A6	130	750	40	30,000	P	AAC	1/1/1965	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	202	255	160	50,900	P	AAC	1/1/1988	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	205	275	75	20,625	P	AAC	1/1/1977	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	210	1,860	75	139,500	P	AAC	1/1/1977	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	215	140	75	14,900	P	AAC	1/1/1992	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	220	1,700	75	127,500	P	AAC	1/1/1997	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY C	TW C	304	100	53	9,300	P	AAC	1/1/1977	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY C	TW C	305	860	53	45,580	P	AAC	1/1/1977	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY C	TW C	310	1,600	50	80,000	P	AC	1/1/2004	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	402	105	75	7,900	P	AAC	1/1/1992	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	405	1,069	75	80,175	P	AAC	1/1/1992	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	410	1,040	50	52,000	P	AC	1/1/2004	12/19/2007
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	420	320	50	16,000	P	AC	1/1/2004	12/19/2007

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

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4205 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: T
Area: 101,500.00 SqFt Length: 1,100.00 Ft Width: 80.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 24 Surveyed: 3
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 3,750.00 SqFt PCI = 73
Sample Comments:
53 L 52 L 50 L

Sample Number: 111 Type: R Area: 3,750.00 SqFt PCI = 92
Sample Comments:
48 L 52 L

Sample Number: 117 Type: R Area: 3,750.00 SqFt PCI = 86
Sample Comments:
45 L 48 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4210 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 36,700.00 SqFt Length: 350.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 7 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00 SqFt PCI = 70
Sample Comments:
48 L 53 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4212 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 32,000.00 SqFt Length: 320.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 7 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4215 of 11 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 108,500.00 SqFt Length: 475.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 25 Surveyed: 3
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00 SqFt PCI = 72
Sample Comments:
56 L 52 L 48 L 42 L

Sample Number: 207 Type: R Area: 2,000.00 SqFt PCI = 62
Sample Comments:
48 L 52 L 56 L

Sample Number: 401 Type: R Area: 6,000.00 SqFt PCI = 68
Sample Comments:
48 M 56 L 52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4220 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 37,900.00 SqFt Length: 350.00 Ft Width: 70.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 8 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00 SqFt PCI = 84
Sample Comments:
52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4228 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 26,000.00 SqFt Length: 260.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 25
Sample Comments:
52 M 52 H 50 M 45 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4230 of 11 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 94,200.00 SqFt Length: 650.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 22 Surveyed: 2
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 L 42 L 53 L 56 L 52 L

Sample Number: 206 Type: R Area: 2,500.00 SqFt PCI = 63
Sample Comments:
56 L 52 L 52 M 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4235 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 62,100.00 SqFt Length: 650.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 17 Surveyed: 2
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00 SqFt PCI = 85
Sample Comments:
48 L 52 L 56 L

Sample Number: 108 Type: R Area: 3,750.00 SqFt PCI = 93
Sample Comments:
48 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4240 of 11 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 176,250.00 SqFt Length: 2,350.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 24 Surveyed: 3
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00 SqFt PCI = 65
Sample Comments:
45 L 42 L 48 L 56 L 52 L 48 M

Sample Number: 112 Type: R Area: 5,000.00 SqFt PCI = 73
Sample Comments:
56 L 52 L 48 L 45 L

Sample Number: 119 Type: R Area: 3,750.00 SqFt PCI = 55
Sample Comments:
48 L 48 M 52 L 56 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4242 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 65,000.00 SqFt Length: 650.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 13 Surveyed: 2
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00 SqFt PCI = 27
Sample Comments:
52 L 43 M 50 M

Sample Number: 110 Type: R Area: 5,000.00 SqFt PCI = 27
Sample Comments:
52 L 43 M 50 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 770,650.00 SqFt

Section: 4250 of 11 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 30,500.00 SqFt Length: 300.00 Ft Width: 80.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
49 L 52 L 45 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 256,000.00 SqFt

Section: 4105 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: T
Area: 157,500.00 SqFt Length: 550.00 Ft Width: 230.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 36 Surveyed: 4
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 94 Type: R Area: 5,000.00 SqFt PCI = 92
Sample Comments:
50 L

Sample Number: 303 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 306 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 601 Type: R Area: 5,000.00 SqFt PCI = 97
Sample Comments:
49 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 256,000.00 SqFt

Section: 4110 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 43,000.00 SqFt Length: 860.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 12 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 206 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 256,000.00 SqFt

Section: 4115 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 27,000.00 SqFt Length: 135.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 11 Surveyed: 2
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 72
Sample Comments:
52 L 50 L

Sample Number: 302 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 52 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP NW Name: NORTH APRON Use: APRON Area: 256,000.00 SqFt

Section: 4120 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 28,500.00 SqFt Length: 570.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 92,240.00 SqFt

Section: 5105 of 3 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 4,240.00 SqFt Length: 100.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00 SqFt PCI = 70
Sample Comments:
45 L 48 L 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 92,240.00 SqFt

Section: 5115 of 3 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 44,000.00 SqFt Length: 220.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 15 Surveyed: 2
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 202 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: AP RW10-28 Name: RUN UP AND TURNAROUND APR Use: APRON Area: 92,240.00 SqFt

Section: 5125 of 3 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 44,000.00 SqFt Length: 220.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 14 Surveyed: 2
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00 SqFt PCI = 75
Sample Comments:
52 L 56 L 48 L

Sample Number: 202 Type: R Area: 3,750.00 SqFt PCI = 58
Sample Comments:
48 M 48 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00 SqFt

Section: 6105 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 562,500.00 SqFt Length: 5,625.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 140 Surveyed: 20
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:
48 L 52 L

Sample Number: 307 Type: R Area: 5,000.00 SqFt PCI = 80
Sample Comments:
45 L 48 L 52 L

Sample Number: 314 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 L 52 L 53 L 56 L

Sample Number: 321 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
53 L 48 L 52 L 45 L

Sample Number: 328 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
45 L 48 L 52 L 53 L 56 L

Sample Number: 335 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 M 48 L 52 L 53 L

Sample Number: 342 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
48 L 53 L 50 L 50 M 52 L

Sample Number: 349 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:
48 M 45 L 48 L

Sample Number: 355 Type: R Area: 5,000.00 SqFt PCI = 75
Sample Comments:
48 L 53 L 52 L

Sample Number: 360 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
48 M 52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Sample Number: 365 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
56 L 48 L 53 L 52 L

Sample Number: 370 Type: R Area: 5,000.00 SqFt PCI = 66
Sample Comments:
45 L 48 L 50 L 52 L 53 L

Sample Number: 377 Type: R Area: 5,000.00 SqFt PCI = 71
Sample Comments:
48 M 53 L 48 L

Sample Number: 381 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:
48 L 56 L 48 M

Sample Number: 386 Type: R Area: 5,000.00 SqFt PCI = 81
Sample Comments:
56 L 45 L 48 L 48 M

Sample Number: 391 Type: R Area: 5,000.00 SqFt PCI = 72
Sample Comments:
53 L 48 L 45 L

Sample Number: 395 Type: R Area: 5,000.00 SqFt PCI = 63
Sample Comments:
52 L 45 L 48 M 48 L 53 L

Sample Number: 400 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
48 L 48 M 52 L 45 L 53 L

Sample Number: 405 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 53 L 45 L

Sample Number: 409 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
53 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network:LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00 SqFt

Section: 6110 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 281,250.00 SqFt Length: 11,250.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 70 Surveyed: 11
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00 SqFt PCI = 46
Sample Comments:
48 L 44 L 52 L

Sample Number: 124 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
56 L 45 L 48 L

Sample Number: 136 Type: R Area: 5,000.00 SqFt PCI = 84
Sample Comments:
56 L 52 L 50 L 48 L

Sample Number: 152 Type: R Area: 5,000.00 SqFt PCI = 89
Sample Comments:
52 L 50 L 48 L

Sample Number: 180 Type: R Area: 5,000.00 SqFt PCI = 80
Sample Comments:
48 L 52 L 56 L

Sample Number: 200 Type: R Area: 5,000.00 SqFt PCI = 70
Sample Comments:
45 L 52 L 56 L 48 L

Sample Number: 512 Type: R Area: 5,000.00 SqFt PCI = 44
Sample Comments:
44 L 48 L 52 L

Sample Number: 536 Type: R Area: 5,000.00 SqFt PCI = 66
Sample Comments:
50 L 48 L 52 L 56 L

Sample Number: 556 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
56 L 52 L 48 L

Sample Number: 572 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
56 L 52 L 50 L 48 L

Sample Number: 592 Type: R Area: 5,000.00 SqFt PCI = 81
Sample Comments:
56 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00 SqFt

Section: 6114 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 120,000.00 SqFt Length: 1,200.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 24 Surveyed: 5
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 415 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
53 L 48 L 48 M

Sample Number: 419 Type: R Area: 5,000.00 SqFt PCI = 70
Sample Comments:
48 M 48 L

Sample Number: 423 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
48 M 42 L 52 L 48 L

Sample Number: 428 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 48 H 42 L 48 L 53 L

Sample Number: 433 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
42 L 48 M 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00 SqFt

Section: 6115 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 118,000.00 SqFt Length: 1,180.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 23 Surveyed: 5
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 439 Type: R Area: 5,000.00 SqFt PCI = 75
Sample Comments:
52 L 48 M 48 L

Sample Number: 444 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
48 L 52 L 48 M 53 L

Sample Number: 449 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 M 48 L 50 L 53 L

Sample Number: 453 Type: R Area: 5,000.00 SqFt PCI = 71
Sample Comments:
48 L 53 L 48 M

Sample Number: 457 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
52 L 48 M 52 M 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00 SqFt

Section: 6116 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 60,000.00 SqFt Length: 2,400.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 12 Surveyed: 3
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 216 Type: R Area: 5,000.00 SqFt PCI = 74
Sample Comments:
56 L 48 M 48 L

Sample Number: 224 Type: R Area: 5,000.00 SqFt PCI = 80
Sample Comments:
48 L 56 L 48 M

Sample Number: 628 Type: R Area: 5,000.00 SqFt PCI = 70
Sample Comments:
48 L 50 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 1,200,750.00 SqFt

Section: 6120 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 59,000.00 SqFt Length: 2,360.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 12 Surveyed: 3
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 248 Type: R Area: 5,000.00 SqFt PCI = 92
Sample Comments:
48 L

Sample Number: 640 Type: R Area: 5,000.00 SqFt PCI = 94
Sample Comments:
48 L

Sample Number: 656 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
56 L 48 L 52 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 294,750.00 SqFt

Section: 6205 of 3 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 288,750.00 SqFt Length: 3,850.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 75 Surveyed: 15
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,750.00 SqFt PCI = 56
Sample Comments:
48 M 56 L 48 L 52 L 48 H 50 L

Sample Number: 109 Type: R Area: 3,750.00 SqFt PCI = 74
Sample Comments:
48 L 50 L 48 M

Sample Number: 114 Type: R Area: 3,750.00 SqFt PCI = 70
Sample Comments:
56 L 48 L 48 M

Sample Number: 118 Type: R Area: 3,750.00 SqFt PCI = 67
Sample Comments:
48 M 48 L 50 L 53 L 56 L

Sample Number: 122 Type: R Area: 3,750.00 SqFt PCI = 65
Sample Comments:
52 L 48 M 53 L 48 L

Sample Number: 126 Type: R Area: 3,750.00 SqFt PCI = 68
Sample Comments:
48 M 52 L 53 L 48 L

Sample Number: 130 Type: R Area: 3,750.00 SqFt PCI = 65
Sample Comments:
48 M 48 L 56 L

Sample Number: 135 Type: R Area: 3,750.00 SqFt PCI = 72
Sample Comments:
48 M 48 L

Sample Number: 139 Type: R Area: 3,750.00 SqFt PCI = 63
Sample Comments:
52 L 42 L 45 L 50 L 48 M 48 L

Sample Number: 143 Type: R Area: 3,750.00 SqFt PCI = 70
Sample Comments:
50 L 48 L 42 L 53 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Sample Number: 148 Type: R Area: 3,750.00 SqFt PCI = 66
Sample Comments:
48 L 53 L

Sample Number: 153 Type: R Area: 3,750.00 SqFt PCI = 76
Sample Comments:
50 L 52 H 56 L 48 L

Sample Number: 165 Type: R Area: 3,750.00 SqFt PCI = 86
Sample Comments:
50 L 52 L 48 L

Sample Number: 169 Type: R Area: 3,750.00 SqFt PCI = 77
Sample Comments:
48 L 48 M

Sample Number: 176 Type: R Area: 3,750.00 SqFt PCI = 72
Sample Comments:
48 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 294,750.00 SqFt

Section: 6207 of 3 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 3,375.00 SqFt Length: 45.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 155 Type: R Area: 1,275.00 SqFt PCI = 77
Sample Comments:
48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 294,750.00 SqFt

Section: 6209 of 3 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 2,625.00 SqFt Length: 35.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 160 Type: R Area: 1,125.00 SqFt PCI = 93
Sample Comments:
48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 13,500.00 SqFt

Section: 120 of 1 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 13,500.00 SqFt Length: 300.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00 SqFt PCI = 94
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 73,675.00 SqFt

Section: 105 of 1 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 73,675.00 SqFt Length: 2,105.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 21 Surveyed: 4
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,500.00 SqFt PCI = 80
Sample Comments:
52 L 48 L

Sample Number: 106 Type: R Area: 3,500.00 SqFt PCI = 93
Sample Comments:
50 L 52 L

Sample Number: 112 Type: R Area: 3,500.00 SqFt PCI = 92
Sample Comments:
50 L 52 L

Sample Number: 118 Type: R Area: 3,500.00 SqFt PCI = 77
Sample Comments:
52 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 138,000.00 SqFt

Section: 109 of 2 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 15,500.00 SqFt Length: 190.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 98 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
48 L 50 M 45 H

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 138,000.00 SqFt

Section: 110 of 2 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 122,500.00 SqFt Length: 3,500.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 35 Surveyed: 5
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00 SqFt PCI = 85
Sample Comments:
48 L 52 L

Sample Number: 110 Type: R Area: 3,500.00 SqFt PCI = 87
Sample Comments:
52 L

Sample Number: 117 Type: R Area: 3,500.00 SqFt PCI = 89
Sample Comments:
50 L 52 L

Sample Number: 125 Type: R Area: 3,500.00 SqFt PCI = 79
Sample Comments:
52 L 50 L

Sample Number: 133 Type: R Area: 3,500.00 SqFt PCI = 75
Sample Comments:
45 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 10,500.00 SqFt

Section: 125 of 1 From: - To: - Last Const.: 1/1/1977
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,500.00 SqFt Length: 300.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 3,500.00 SqFt PCI = 79
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW A6 Name: TAXIWAY A6 Use: TAXIWAY Area: 30,000.00 SqFt

Section: 130 of 1 From: - To: - Last Const.: 1/1/1965
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,000.00 SqFt Length: 750.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 8 Surveyed: 2
Conditions: PCI:46.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 3,750.00 SqFt PCI = 42
Sample Comments:
52 L 43 M

Sample Number: 605 Type: R Area: 3,750.00 SqFt PCI = 49
Sample Comments:
43 L 52 L 43 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00 SqFt

Section: 202 of 5 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 50,900.00 SqFt Length: 255.00 Ft Width: 160.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 10 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,750.00 SqFt PCI = 57
Sample Comments:
43 L 45 L 53 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00 SqFt

Section: 205 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 20,625.00 SqFt Length: 275.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 140 Type: R Area: 3,750.00 SqFt PCI = 49
Sample Comments:
41 L 48 L 52 L 48 M 43 M

Sample Number: 144 Type: R Area: 3,750.00 SqFt PCI = 30
Sample Comments:
43 M 48 M 43 H 41 L 52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00 SqFt

Section: 210 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 139,500.00 SqFt Length: 1,860.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 37 Surveyed: 5
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 3,750.00 SqFt PCI = 52
Sample Comments:
48 M 52 L 48 L 41 L 43 L

Sample Number: 111 Type: R Area: 3,750.00 SqFt PCI = 59
Sample Comments:
48 L 52 L 41 L

Sample Number: 117 Type: R Area: 3,750.00 SqFt PCI = 51
Sample Comments:
43 M 52 L 48 L 41 L

Sample Number: 127 Type: R Area: 3,750.00 SqFt PCI = 52
Sample Comments:
52 L 48 L 41 L

Sample Number: 136 Type: R Area: 3,750.00 SqFt PCI = 52
Sample Comments:
48 M 48 L 52 L 41 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00 SqFt

Section: 215 of 5 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 14,900.00 SqFt Length: 140.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00 SqFt PCI = 83
Sample Comments:
48 M 48 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 353,425.00 SqFt

Section: 220 of 5 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 127,500.00 SqFt Length: 1,700.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 34 Surveyed: 5
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00 SqFt PCI = 78
Sample Comments:
56 L 50 L 48 M 48 L

Sample Number: 106 Type: R Area: 3,750.00 SqFt PCI = 76
Sample Comments:
48 L 56 L 50 L 52 L

Sample Number: 112 Type: R Area: 3,750.00 SqFt PCI = 77
Sample Comments:
48 L 48 M 56 L 42 L

Sample Number: 117 Type: R Area: 3,750.00 SqFt PCI = 62
Sample Comments:
48 M 56 L 48 L 45 L

Sample Number: 124 Type: R Area: 3,750.00 SqFt PCI = 63
Sample Comments:
48 L 50 L 56 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 134,880.00 SqFt

Section: 304 of 3 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 9,300.00 SqFt Length: 100.00 Ft Width: 53.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,000.00 SqFt PCI = 57
Sample Comments:
43 L 48 L 52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 134,880.00 SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 45,580.00 SqFt Length: 860.00 Ft Width: 53.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 11 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 48 M 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 134,880.00 SqFt

Section: 310 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 80,000.00 SqFt Length: 1,600.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 16 Surveyed: 3
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,300.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 111 Type: R Area: 5,300.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 116 Type: R Area: 5,300.00 SqFt PCI = 82
Sample Comments:
48 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00 SqFt

Section: 402 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,900.00 SqFt Length: 105.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,750.00 SqFt PCI = 67
Sample Comments:
50 H 48 L 56 M 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00 SqFt

Section: 405 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 80,175.00 SqFt Length: 1,069.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 21 Surveyed: 4
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 3,750.00 SqFt PCI = 65
Sample Comments:
42 L 48 L 52 L 56 L

Sample Number: 115 Type: R Area: 3,750.00 SqFt PCI = 67
Sample Comments:
52 L 52 M 56 L 50 L 48 L

Sample Number: 118 Type: R Area: 3,750.00 SqFt PCI = 76
Sample Comments:
49 L 52 L 48 L

Sample Number: 121 Type: R Area: 3,750.00 SqFt PCI = 70
Sample Comments:
45 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00 SqFt

Section: 410 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 52,000.00 SqFt Length: 1,040.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/19/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 3/14/2008
Site Name:

Network: LCQ Name: LAKE CITY MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,075.00 SqFt

Section: 420 of 4 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,000.00 SqFt Length: 320.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

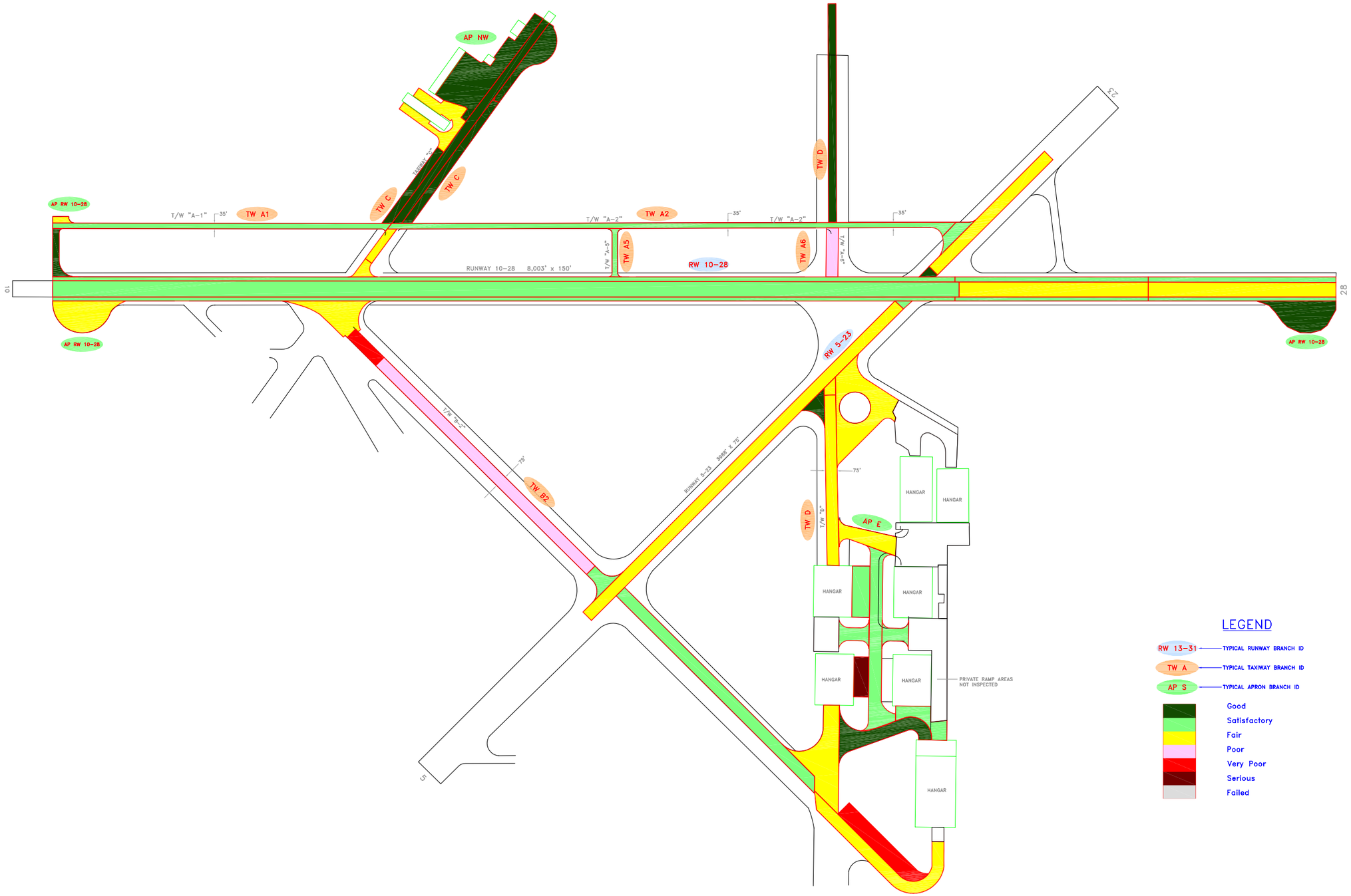
Last Insp. Date: 12/19/2007 Total Samples: 13 Surveyed: 2
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 704 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 708 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

APPENDIX C

2007 CONDITION MAP AND TABLES



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 LENGTHS.

N

NUMBER	DATE	REVISIONS
1	Mar-10	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 9-06-2007

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

2007 Condition Map

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LCQ
FDOT DISTRICT: 2

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
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4205	1,100	80	101,500	T	AC	12/25/1999	12/19/2007	84
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4210	350	100	36,700	P	AC	12/25/1999	12/19/2007	70
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4212	320	100	32,000	P	AC	12/25/1999	12/19/2007	82
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4215	475	200	108,500	P	AC	1/1/1997	12/19/2007	69
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4220	350	70	37,900	P	AC	12/25/1999	12/19/2007	84
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4228	260	100	26,000	P	AC	12/25/1999	12/19/2007	25
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4230	650	100	94,200	P	AC	1/1/1997	12/19/2007	66
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4235	650	75	62,100	P	AC	12/25/1999	12/19/2007	89
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4240	2,350	75	176,250	P	AC	1/1/1997	12/19/2007	65
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4242	650	100	65,000	P	AC	12/25/1999	12/19/2007	27
LAKE CITY MUNICIPAL AIRPORT	LCQ	EAST APRON	AP E	4250	300	80	30,500	P	AC	12/25/1999	12/19/2007	76
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4105	550	230	157,500	T	AAC	1/1/2004	12/19/2007	97
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4110	860	50	43,000	P	AAC	1/1/2004	12/19/2007	100
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4115	135	200	27,000	P	AC	1/1/2004	12/19/2007	65
LAKE CITY MUNICIPAL AIRPORT	LCQ	NORTH APRON	AP NW	4120	570	50	28,500	P	AC	1/1/2004	12/19/2007	100

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
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	5105	100	40	4,240	P	AC	1/1/1988	12/19/2007	70
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	5115	220	200	44,000	P	AC	1/1/1997	12/19/2007	100
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUN UP AND TURNAROUND APRON RW10-28	AP RW10-28	5125	220	200	44,000	P	AC	1/1/1997	12/19/2007	68
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6105	5,625	100	562,500	P	AAC	1/1/1985	12/19/2007	71
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6110	11,250	25	281,250	P	AAC	1/1/1985	12/19/2007	71
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6114	1,200	100	120,000	P	AAC	1/1/1998	12/19/2007	67
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6115	1,180	100	118,000	P	AAC	1/1/1998	12/19/2007	69
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6116	2,400	25	60,000	P	AAC	1/1/1998	12/19/2007	75
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 10-28	RW 10-28	6120	2,360	25	59,000	P	AAC	1/1/1998	12/19/2007	84
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 5-23	RW 5-23	6205	3,850	75	288,750	S	AAC	1/1/1992	12/19/2007	70
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 5-23	RW 5-23	6207	45	75	3,375	S	AAC	1/1/1985	12/19/2007	77
LAKE CITY MUNICIPAL AIRPORT	LCQ	RUNWAY 5-23	RW 5-23	6209	35	75	2,625	S	AAC	1/1/1985	12/19/2007	93
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A	TW A	120	300	35	13,500	P	AC	1/1/1988	12/19/2007	94
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A1	TW A1	105	2,105	35	73,675	P	AC	1/1/1988	12/19/2007	85
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A2	TW A2	109	190	75	15,500	P	AAC	1/1/1992	12/19/2007	76

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
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A2	TW A2	110	3,500	35	122,500	P	AC	1/1/1988	12/19/2007	83
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A5	TW A5	125	300	35	10,500	P	AC	1/1/1977	12/19/2007	79
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY A6	TW A6	130	750	40	30,000	P	AAC	1/1/1965	12/19/2007	46
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	202	255	160	50,900	P	AAC	1/1/1988	12/19/2007	57
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	205	275	75	20,625	P	AAC	1/1/1977	12/19/2007	40
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	210	1,860	75	139,500	P	AAC	1/1/1977	12/19/2007	53
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	215	140	75	14,900	P	AAC	1/1/1992	12/19/2007	83
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY B2	TW B2	220	1,700	75	127,500	P	AAC	1/1/1997	12/19/2007	71
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY C	TW C	304	100	53	9,300	P	AAC	1/1/1977	12/19/2007	57
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY C	TW C	305	860	53	45,580	P	AAC	1/1/1977	12/19/2007	59
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY C	TW C	310	1,600	50	80,000	P	AC	1/1/2004	12/19/2007	94
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	402	105	75	7,900	P	AAC	1/1/1992	12/19/2007	67
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	405	1,069	75	80,175	P	AAC	1/1/1992	12/19/2007	70
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	410	1,040	50	52,000	P	AC	1/1/2004	12/19/2007	100
LAKE CITY MUNICIPAL AIRPORT	LCQ	TAXIWAY D	TW D	420	320	50	16,000	P	AC	1/1/2004	12/19/2007	100

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

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
LCQ	AP E	4205	84	82	80	78	76	74	73	71	69	67	66
LCQ	AP E	4210	70	68	67	65	63	62	60	59	58	56	55
LCQ	AP E	4212	82	80	78	76	74	73	71	69	67	66	64
LCQ	AP E	4215	69	67	66	64	63	61	60	58	57	56	54
LCQ	AP E	4220	84	82	80	78	76	74	73	71	69	67	66
LCQ	AP E	4228	25	24	23	22	21	21	20	19	18	17	16
LCQ	AP E	4230	66	64	63	61	60	59	57	56	55	53	52
LCQ	AP E	4235	89	87	85	83	81	79	77	75	74	72	70
LCQ	AP E	4240	65	63	62	60	59	58	56	55	54	53	52
LCQ	AP E	4242	27	26	25	24	23	23	22	21	20	19	18
LCQ	AP E	4250	76	74	72	71	69	67	66	64	62	61	59
LCQ	AP NW	4105	97	95	93	91	89	87	86	84	82	80	78
LCQ	AP NW	4110	100	98	96	94	92	90	89	87	85	83	81
LCQ	AP NW	4115	65	63	62	60	59	58	56	55	54	53	52
LCQ	AP NW	4120	100	98	96	94	92	90	88	86	84	82	80
LCQ	AP RW10-28	5105	70	68	67	65	63	62	60	59	58	56	55
LCQ	AP RW10-28	5115	100	98	96	94	92	90	88	86	84	82	80
LCQ	AP RW10-28	5125	68	66	65	63	62	60	59	57	56	55	54
LCQ	RW 10-28	6105	71	69	66	64	61	59	56	54	51	49	46
LCQ	RW 10-28	6110	71	69	66	64	61	59	56	54	51	49	46
LCQ	RW 10-28	6114	67	65	62	60	57	55	52	50	47	45	42
LCQ	RW 10-28	6115	69	67	64	62	59	57	54	52	49	47	44
LCQ	RW 10-28	6116	75	73	70	68	65	63	60	58	55	53	50
LCQ	RW 10-28	6120	84	82	79	77	74	72	69	67	64	62	59
LCQ	RW 5-23	6205	70	68	65	63	60	58	55	53	50	48	45
LCQ	RW 5-23	6207	77	75	72	70	67	65	62	60	57	55	52
LCQ	RW 5-23	6209	93	91	88	86	83	81	78	76	73	71	68
LCQ	TW A	120	94	91	89	86	84	82	80	78	77	75	74
LCQ	TW A1	105	85	83	81	79	77	76	74	73	71	70	69
LCQ	TW A2	109	76	74	72	70	68	66	64	63	61	59	57
LCQ	TW A2	110	83	81	79	77	76	74	73	71	70	69	67

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
LCQ	TW A5	125	79	77	76	74	73	71	70	69	67	66	65
LCQ	TW A6	130	46	44	42	40	38	36	34	33	31	29	27
LCQ	TW B2	202	57	55	53	51	49	47	45	44	42	40	38
LCQ	TW B2	205	40	38	36	34	32	30	28	27	25	23	21
LCQ	TW B2	210	53	51	49	47	45	43	41	40	38	36	34
LCQ	TW B2	215	83	81	79	77	75	73	71	70	68	66	64
LCQ	TW B2	220	71	69	67	65	63	61	59	58	56	54	52
LCQ	TW C	304	57	55	53	51	49	47	45	44	42	40	38
LCQ	TW C	305	59	57	55	53	51	49	47	46	44	42	40
LCQ	TW C	310	94	91	89	86	84	82	80	78	77	75	74
LCQ	TW D	402	67	65	63	61	59	57	55	54	52	50	48
LCQ	TW D	405	70	68	66	64	62	60	58	57	55	53	51
LCQ	TW D	410	100	97	94	91	89	86	84	82	80	78	77
LCQ	TW D	420	100	97	94	91	89	86	84	82	80	78	77

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
LAKE CITY MUNICIPAL AIRPORT	EAST APRON	68
LAKE CITY MUNICIPAL AIRPORT	NORTH APRON	94
LAKE CITY MUNICIPAL AIRPORT	RUN UP AND TURNAROUND APRON RW10-28	83
LAKE CITY MUNICIPAL AIRPORT	RUNWAY 10-28	71
LAKE CITY MUNICIPAL AIRPORT	RUNWAY 5-23	70
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY A	94
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY A1	85
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY A2	82
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY A5	79
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY A6	46
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY B2	61
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY C	80
LAKE CITY MUNICIPAL AIRPORT	TAXIWAY D	83

APPENDIX E

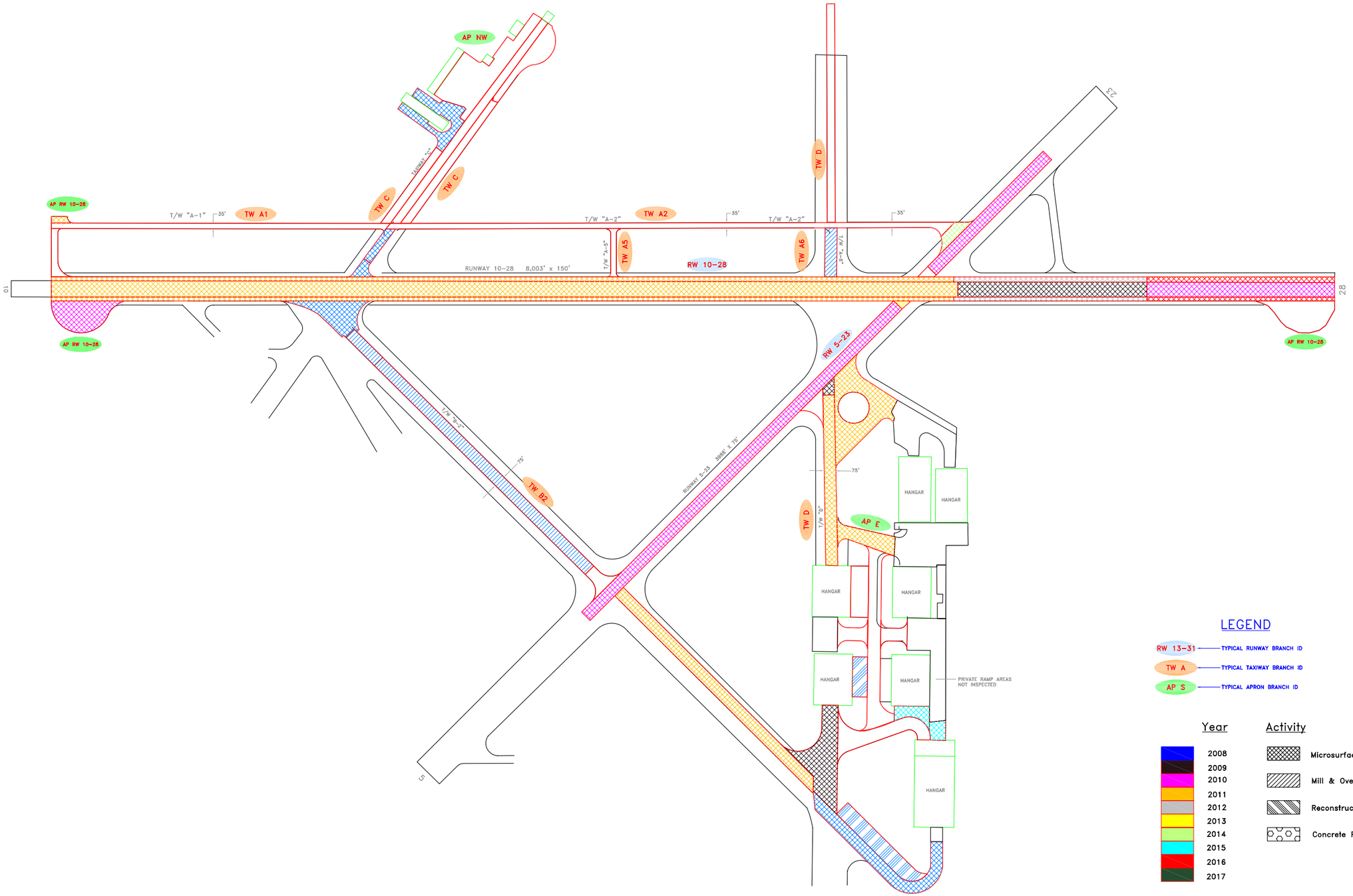
MAJOR M&R PLAN BY YEAR

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
LCQ	APRON	AP E	4228	AC	26,000	2008	25	Reconstruction	100	$354,120
LCQ	APRON	AP E	4240	AC	176,250	2008	64	Microsurfacing	100	$410,310
LCQ	APRON	AP E	4242	AC	65,000	2008	27	Reconstruction	100	$885,300
LCQ	APRON	AP NW	4115	AC	27,000	2008	64	Microsurfacing	100	$62,856
LCQ	TAXIWAY	TW A6	130	AAC	30,000	2008	45	Mill & Overlay	100	$188,700
LCQ	TAXIWAY	TW B2	202	AAC	50,900	2008	56	Microsurfacing	100	$232,511
LCQ	TAXIWAY	TW B2	205	AAC	20,625	2008	39	Mill & Overlay	100	$144,849
LCQ	TAXIWAY	TW B2	210	AAC	139,500	2008	52	Mill & Overlay	100	$797,382
LCQ	TAXIWAY	TW C	304	AAC	9,300	2008	56	Microsurfacing	100	$42,482
LCQ	TAXIWAY	TW C	305	AAC	45,580	2008	58	Microsurfacing	100	$182,047
LCQ	APRON	AP E	4230	AC	94,200	2009	64	Microsurfacing	100	$225,877
LCQ	RUNWAY	RW 10-28	6114	AAC	120,000	2009	63	Microsurfacing	100	$321,484
LCQ	TAXIWAY	TW D	402	AAC	7,900	2009	64	Microsurfacing	100	$18,943
LCQ	APRON	AP RW10-28	5125	AC	44,000	2010	64	Microsurfacing	100	$108,670
LCQ	RUNWAY	RW 10-28	6115	AAC	118,000	2010	63	Microsurfacing	100	$325,610
LCQ	RUNWAY	RW 5-23	6205	AAC	288,750	2010	64	Microsurfacing	100	$713,148
LCQ	APRON	AP E	4210	AC	36,700	2011	64	Microsurfacing	100	$93,360
LCQ	APRON	AP E	4215	AC	108,500	2011	63	Microsurfacing	100	$308,377
LCQ	APRON	AP RW10-28	5105	AC	4,240	2011	64	Microsurfacing	100	$10,786
LCQ	RUNWAY	RW 10-28	6105	AAC	562,500	2011	62	Microsurfacing	100	$1,766,531
LCQ	RUNWAY	RW 10-28	6110	AAC	281,250	2011	62	Microsurfacing	100	$883,265
LCQ	TAXIWAY	TW B2	220	AAC	127,500	2011	64	Microsurfacing	100	$324,343
LCQ	TAXIWAY	TW D	405	AAC	80,175	2011	63	Microsurfacing	100	$227,872
LCQ	RUNWAY	RW 10-28	6116	AAC	60,000	2012	64	Microsurfacing	100	$157,211
LCQ	RUNWAY	RW 5-23	6207	AAC	3,375	2013	63	Microsurfacing	100	$10,177
LCQ	TAXIWAY	TW A2	109	AAC	15,500	2014	64	Microsurfacing	100	$43,086
LCQ	APRON	AP E	4250	AC	30,500	2015	63	Microsurfacing	100	$97,567
LCQ	RUNWAY	RW 10-28	6120	AAC	59,000	2016	63	Microsurfacing	100	$194,397

APPENDIX F

10-YEAR M&R MAP



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	
2010	Mill & Overlay
2011	
2012	Reconstruction
2013	
2014	Concrete Pavement Restoratio
2015	
2016	
2017	

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

N

NUMBER	DATE	REVISIONS
1	Mar-10	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 9-06-2007

URS | ascendsciences ENGINEERING A BETTER WORLD | PLANNING TECHNOLOGY INC | PANTHER INTERNATIONAL, LLC

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

10-Year M&R Map

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: LCQ
FDOT DISTRICT: 2

APPENDIX G

PHOTOGRAPHS

AP RW 10-28 Section 5125 SU 202: Low Severity L/T Cracking (December 19, 2007)

TW A6 Section 130 SU 605: Medium Severity Block Cracking (December 19, 2007)

TW C Section 305 SU 102: Low Severity Weathering (December 19, 2007)

TW C Section 304 SU 100: Medium Severity Block Cracking (December 19, 2007)

AP E Section 4228 SU 101: Medium Severity Patching (December 19, 2007)

RW 10-28 Section 6114 SU 433: Bleeding (December 19, 2007)