

2012 Newnan-Coweta County Airport Pavement Management Plan

Preserving Georgia's Critical Airport Pavement Infrastructure



Acknowledgement

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NEWNAN-COWETA COUNTY AIRPORT

PAVEMENT MANAGEMENT REPORT

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INTRODUCTION

In 2012, the Georgia Department of Transportation – Aviation Programs (the Department), selected Applied Pavement Technology, Inc. (APTech), assisted by CDM Smith, to update its statewide airport pavement management system (APMS). This study will provide airports and the State with pavement information and analytical tools to help identify pavement related needs, optimize selection of individual airport projects over a multi-year period, and evaluate the long-term impacts of project priorities.

As part of this study, pavement conditions at Newnan-Coweta County Airport were assessed in 2012 using the pavement condition index (PCI) procedure. The results of that evaluation are presented within this report and can be used by the Department, the Federal Aviation Administration (FAA), and Newnan-Coweta County Airport to monitor the condition of airfield pavements and to identify, prioritize, and schedule pavement maintenance and rehabilitation (M&R) actions at the airport.

During a PCI inspection, the types, severities, and amounts of distress present in a pavement are visually quantified. This information is then used to develop a composite index that represents the overall condition of the pavement in numerical terms, ranging from 0 (failed) to 100 (excellent). The PCI number is a measure of overall condition and is indicative of the level of work that will be required to maintain or repair a pavement. Further, the information provides insight into the cause of pavement deterioration, which is the first step in selecting the appropriate repair action.

Programmed into an APMS, PCI information is used to determine when preventive maintenance actions, such as crack sealing, are advisable and also identifies the most cost-effective time to perform major rehabilitation, such as an overlay. The importance of identifying not only the type of repair but also the optimal time of repair is illustrated in Figure 1. There is a point in a pavement's life cycle where the rate of deterioration increases and the financial impact of delaying repairs beyond this point can be severe.

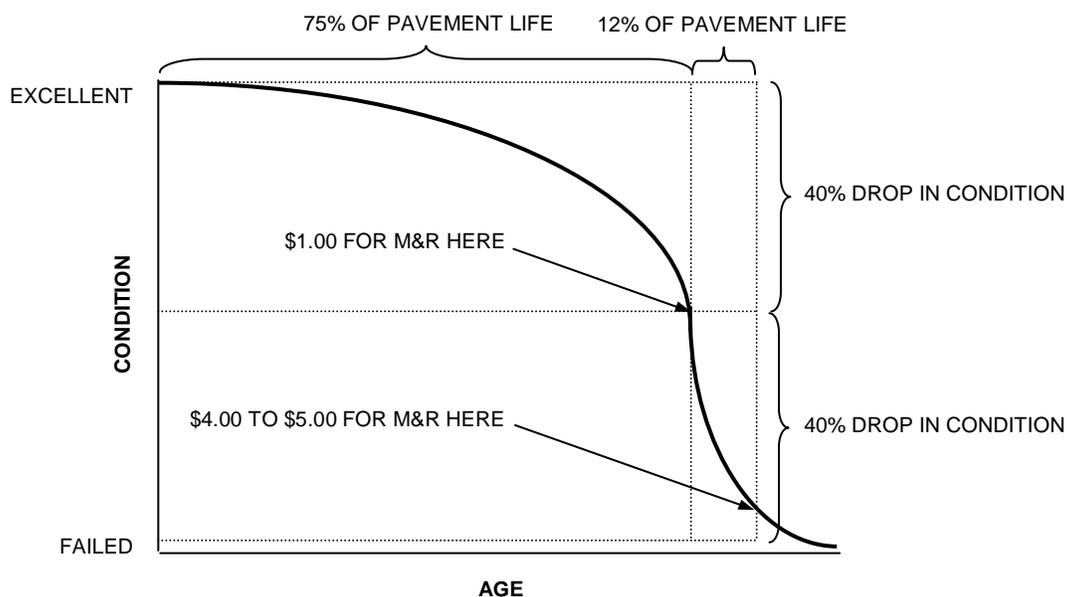


Figure 1. Pavement Condition versus Cost of Repair.

This study collected pavement history information, developed CAD maps, evaluated current pavement condition, and updated the Department's APMS. The APMS was used to prepare a 5-year pavement M&R program. Individual reports, such as this one, have been prepared for each individual airport as well as a statewide analysis report and an executive summary report in order to convey the study results.

METHODOLOGY

The study consists of three major work elements: records review and network definition; pavement condition evaluation; and the development of an M&R plan for the preservation of the pavement infrastructure. Detail of each work element is further described below.

Records Review and Network Definition

The first activities undertaken involved gathering historical airfield pavement data, which includes date of original construction and date of any subsequent rehabilitation; location of completed work; and the type of work undertaken.

The historical data is used to divide the pavement system into management units – branches, sections, and sample units. A branch is a single entity that serves a distinct function. For example, a runway is considered a branch because it serves a single function (allowing aircraft to take off and land). Taxiways and aprons are also separate branches.

A branch is further divided into sections. A section is considered the management unit of the APMS, and represents a pavement area where pavement maintenance or rehabilitation would be undertaken. For example, if a runway was built in 1968 and then extended and overlaid in 1984, this runway might be represented by a single section, even though there are two distinct construction periods. However, if the condition of one part of the runway was significantly different than another the branch would be divided into two sections because in that situation the runway may not be repaired as a whole in the future.

To estimate the overall condition of each pavement section, each section is subdivided into sample units. A percentage of these sample units are then evaluated during pavement inspections, and the condition information is extrapolated to predict the condition of the section as a whole.

Pavement Evaluation Procedure

Pavements were evaluated at Newnan-Coweta County Airport using the PCI procedure. This procedure is described in FAA Advisory Circular (AC) 150/5380-6B, *Guidelines and Procedures for Maintenance of Airport Pavements* and American Society for Testing and Material (ASTM) Standard D5340-11, *Standard Test Method for Airport Pavement Condition Index Surveys*.

The PCI provides a numerical indication of overall pavement condition, as illustrated in Figure 2. The types and amounts of deterioration are used to calculate the PCI value of the section. The PCI ranges from 0 to 100, with 100 representing a pavement in excellent condition. It should be noted that a PCI value is based on visual signs of pavement deterioration and does not provide a measure of structural capacity.

| Typical Pavement Surface ¹ | PCI |
|--|-----|
|  | 100 |
|  | 60 |
|  | 20 |

¹Photographs shown are not specific to Newnan-Coweta County Airport.

Figure 2. Visual Representation of PCI Scale.

In general terms, pavements with a PCI greater than 70 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 70 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure. Figure 3 illustrates how repair type varies with the PCI of a pavement section.

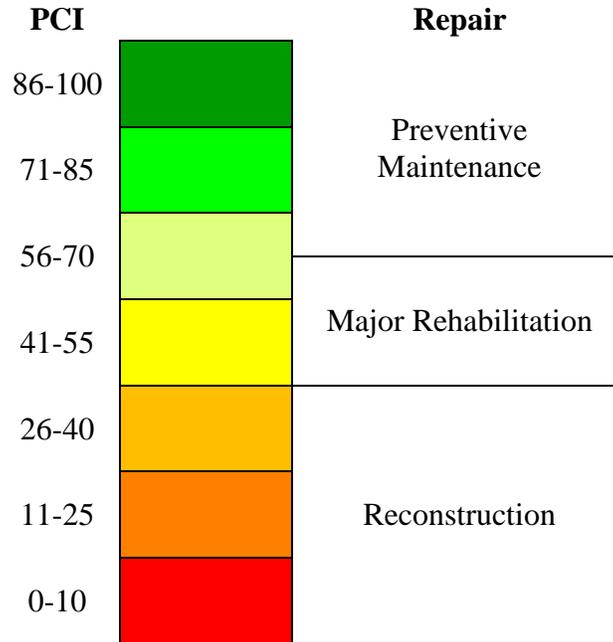


Figure 3. PCI versus Repair Type.

The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration. PCI distress types are characterized as:

- **Load-related** – These distress types are defined as being caused by aircraft or vehicular traffic and may provide an indication of a structural deficiency. Examples of load-related distresses include alligator cracking on hot-mix asphalt (HMA) pavements and corner breaks on portland cement concrete (PCC) pavements,
- **Climate/durability-related** – These distress types often signify the presence of aged and/or environment-susceptible material and include durability-related issues. Examples of climate/durability-related distresses include weathering, which is climate-related, on HMA pavements and durability cracking, which is durability-related, on PCC pavements, and
- **Other** – Distress types that fall into this category cannot be attributed solely to load or climate/durability. Examples of this type of distress include depressions on HMA pavements and shrinkage cracking on PCC pavements.

Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates its recurrence.

Appendix A contains tables for asphalt and PCC pavements indicating the typical types of distresses that may be identified during a PCI survey, the likely cause of each distress type, and feasible maintenance strategies for addressing each distress type.

Paint Markings Evaluation Procedure

The condition of the paint markings was evaluated for each section at Newnan-Coweta County Airport. The markings were rated as “satisfactory” or “non-satisfactory” based on whether the markings were visible and the paint and reflectivity appeared intact. Following is a short description of each category:

- Not Applicable (N/A): No paint markings exist to rate.
- Satisfactory (SAT): Markings that are still visible and in good condition, requiring no maintenance or remarking.
- Non-satisfactory: Markings that require maintenance or remarking in the near future and any of the following conditions are present:
 - Paint is faded to the point where markings are not easily visible from a distance (U-FA).
 - Paint is flaking off the surface or has worn to point that portions of the painted surface no longer have paint on them (U-CH).
 - Painted areas have a large amount of superficial cracking within their limits, degrading the integrity of the painted area and reducing its visibility (U-CR).

Development of Maintenance and Rehabilitation Program

Using the information collected during the 2012 pavement inspection, an M&R program for 2013 through 2017 was developed. The MicroPAVER™ pavement management software was used to perform this analysis.

Analysis Parameters

Several parameters were defined prior to running the analysis, and are further explained below.

Critical PCI Values

MicroPAVER™ uses critical PCI values to determine whether preventive maintenance or major rehabilitation is the appropriate repair action. Above the critical PCI, localized (such as crack sealing) and global (such as a slurry seal) preventive maintenance activities are recommended. Below the critical PCI, major rehabilitation (such as an overlay or reconstruction) is recommended. The Department set the critical PCI values shown in Table 1.

Table 1. Critical PCI Values.

| Airport Classification | Runway | Taxiway/ T-Hangar | Apron/Helipad |
|-------------------------------|---------------|------------------------------|----------------------|
| General Aviation | 70 | 60 | 60 |
| Commercial Service | 75 | 65 | 65 |

Budget and Inflation Rate

An unlimited budget and an inflation rate of 3 percent were used during the analysis.

Maintenance Policies

Localized preventive maintenance policies and global preventive maintenance policies were developed for the Department. Localized maintenance policies, shown in Appendix D, identify the localized maintenance actions that the Department consider appropriate to correct different distress types when the PCI of the pavement is above the critical PCI level.

Global maintenance actions were also considered in the analysis. These are treatments that are applied over an entire section, rather than just to distressed areas. Rejuvenators were considered for pavements that are more than 5 years old with a PCI value greater than 80. Rejuvenators were only applied once during the analysis period to eligible sections.

Unit Costs

Unit costs for maintenance treatments and major rehabilitation actions are presented in Appendix D. For general aviation airports, the costs were separated by geographic regions. MicroPAVER™ estimates the cost of major rehabilitation based on the PCI of the pavement. If major rehabilitation is recommended in the program, further engineering investigation will be needed to identify the most appropriate rehabilitation action and to more accurately estimate the cost of such work.

Analysis Approach

The goal of the M&R program is to maintain the pavements above established critical PCI values. Major rehabilitation was recommended for pavements in the year they dropped below their critical PCI value for 2013 through 2017.

For 2013, a localized preventive maintenance plan was developed for those pavement sections that were above their critical PCI value. If major rehabilitation was triggered for a section in 2014 or 2015, then localized maintenance was not recommended for 2013. It was assumed that all low-severity cracking would need to be resealed in 2017 unless major rehabilitation was triggered on the section. No other maintenance activities, other than crack sealing, were considered for year 2017.

RESULTS

Pavement Inventory

Newnan-Coweta County Airport has over 1,670,042 square feet of pavement, as shown in Figure 4. Figure 5 is a network definition map of the airport showing the pavement system broken down into management units, as described on page 3 of this report. It also shows the nomenclature used in the MicroPAVER™ pavement management database to identify the different pavement areas. Additionally, the map summarizes the construction history information compiled during the records review and identifies the areas inspected during the visual survey.

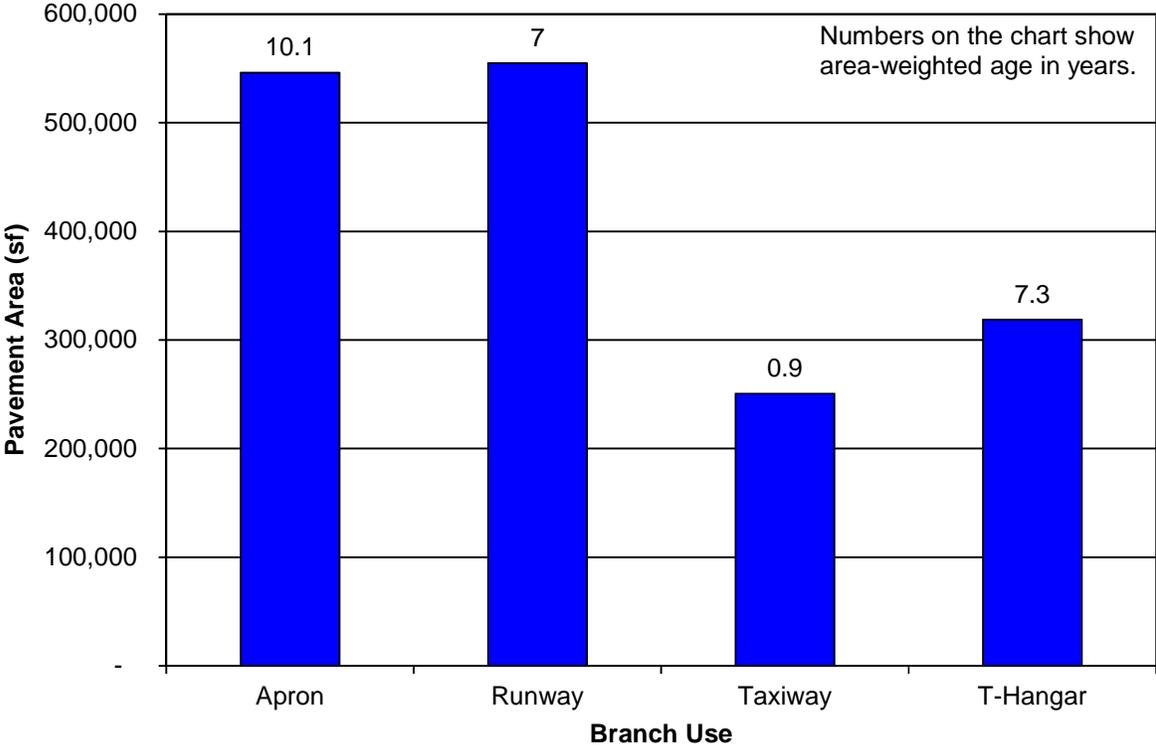
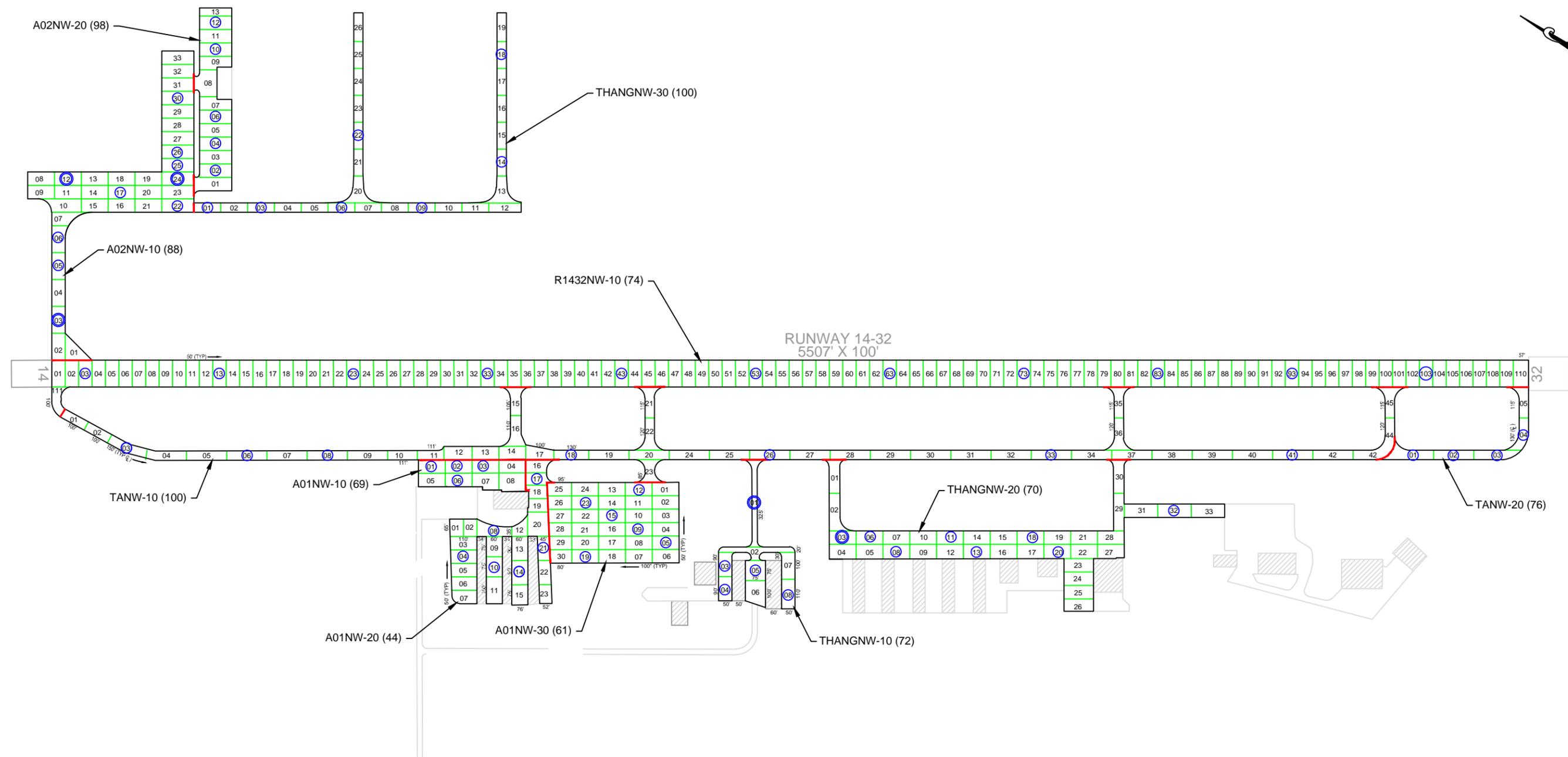


Figure 4. Pavement Inventory.



NETWORK DEFINITION LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE
- SAMPLE UNIT BREAK LINE
- SLAB JOINT
- SAMPLE UNIT NUMBER
- SAMPLE UNIT INSPECTED
- ADDITIONAL SAMPLE UNIT

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Newnan, GA

PAGE TITLE: NETWORK DEFINITION MAP

| | | | |
|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| PROJECT DATE: NOV. 2011 | CREATION DATE: NOV. 2011 | PROJECT MANAGER: MRC | JOB NUMBER: 09-067-AM01 |
| DRAWING SCALE: 1" = 400' | LAST MODIFIED DATE: MAY 2012 | REVISED BY: KMP | DRAWN BY: DSP |
| FILENAME: Atlanta-Newnan.dwg | | LAYOUT NAME/NUMBER: NET. DEF. | FIGURE: 5 |

Pavement Evaluation and Paint Assessment

The inspection of Newnan-Coweta County Airport was completed on April 28, 2012 using the PCI procedure described previously. The map presented in Figure 5 identifies the sample units inspected during the pavement evaluation.

Inspection Comments

There were eleven pavement sections defined during the inspection.

Runway 14-32

Runway 14-32 was defined by one section with a PCI value of 74. Moderate to extensive amounts of low- and medium-severity longitudinal and transverse (L&T) cracking were identified. All cracking was unsealed, with the medium-severity cracking having widths greater than ¼ in. Also observed was a small amount of low-severity swelling, most of which was located at the cracks. Low-severity weathering was recorded over about half of the area, and a small amount of medium-severity weathering was noted.

Taxiway

Taxiway A consisted of two sections. Section 10 comprised most of the taxiway and was scheduled to be rehabilitated shortly after the 2012 inspection. It was assumed that it will have a PCI value of 100 after rehabilitation. Section 20 was an extension near the 32 end of the runway and had a PCI value of 76 due to low- and medium-severity depressions. Moderate quantities of low-severity, unsealed L&T cracking and low-severity weathering were also observed, as well as a smaller amount of medium-severity weathering.

Aprons

Apron 01

The southwest apron area (A01NW) was comprised of three sections. Section 10, located in front of the FBO, had a PCI value of 69. It contained a moderate amount of low-severity, unsealed L&T cracking, extensive areas of low-severity weathering, and smaller amounts of medium-severity weathering. Also noted was medium-severity swelling, located around a utility manhole. Section 20 had a PCI value of 44 with extensive amounts of low-severity, unsealed and medium-severity block cracking and moderate amounts of medium-severity alligator cracking. Also identified were low-severity, unsealed and medium-severity L&T cracking as well as low- and medium-severity rutting. Section 30 had a PCI value of 61. Low-severity weathering was recorded at varying amounts across the section along with smaller quantities of medium-severity weathering. Block cracking was extensive in about one-third of the section. In the remainder of the section, significant quantities of L&T cracking were recorded. The low-severity block cracking and L&T cracking were both sealed and unsealed, and medium-severity cracking was due to crack sealant that was no longer performing satisfactorily.

Apron 02

The northeast apron section (A02NW) contained two sections. Section 10 had a PCI value of 88, with relatively small amounts of low-severity, unsealed L&T cracking. However, several additional sample units were recorded due to localized areas of medium-severity alligator cracking and significant oil/fuel damage. An additional sample unit was identified near the runway where part of the section was not treated with a fog seal and was exhibiting low-severity

weathering. Section 20 was in excellent condition with a PCI of 98. Only very small amounts of oil/fuel damage and low-severity, unsealed L&T cracking were observed.

T-Hangars

The T-Hangar pavement area consisted of three sections. Section 10 had a PCI value of 72, with extensive amounts of low-severity, unsealed L&T cracking and low-severity weathering. Areas of medium-severity weathering, medium-severity block cracking, and low-severity swelling were also recorded, as well as medium-severity L&T cracking. An additional sample unit was also identified, which contained small amounts of bleeding throughout and medium-severity alligator cracking. Section 20 had a PCI value of 70, with low-severity, unsealed L&T cracking, extensive amounts of low- and medium-severity weathering, and areas of medium- and high-severity raveling. One additional sample unit was recorded, which had medium-severity alligator cracking, low-severity depression, and high-severity weathering. Section 30 was in excellent condition with a PCI value of 100 and no distresses recorded.

Overall Condition

The 2012 area-weighted condition of Newnan-Coweta County Airport is 78, with conditions ranging from 44 to 100 [on a scale of 0 (failed) to 100 (excellent)]. This compares to a 2007 PCI of 92.

Figures 6 and 7 provide graphs summarizing the overall condition of the pavements at Newnan-Coweta County Airport. Figure 8 is a map that displays the condition of the pavements evaluated. Table 2 summarizes the results of the pavement evaluation and paint assessment and also presents both the 2007 and 2012 PCI values. Please note that modifications have been made to the PCI methodology since the time of the last pavement inspection in 2007, as detailed in ASTM 5340-11. These changes include the separation of the raveling and weathering distress type on asphalt-surfaced pavements into two distress types along with the addition of the alkali silica reaction (ASR) distress type on PCC pavements.

Appendix B presents photographs taken during the PCI inspection, and Appendix C contains a detailed inspection report. The detailed inspection report provides information on the quantity of the different types and severities of distresses observed during the visual survey.

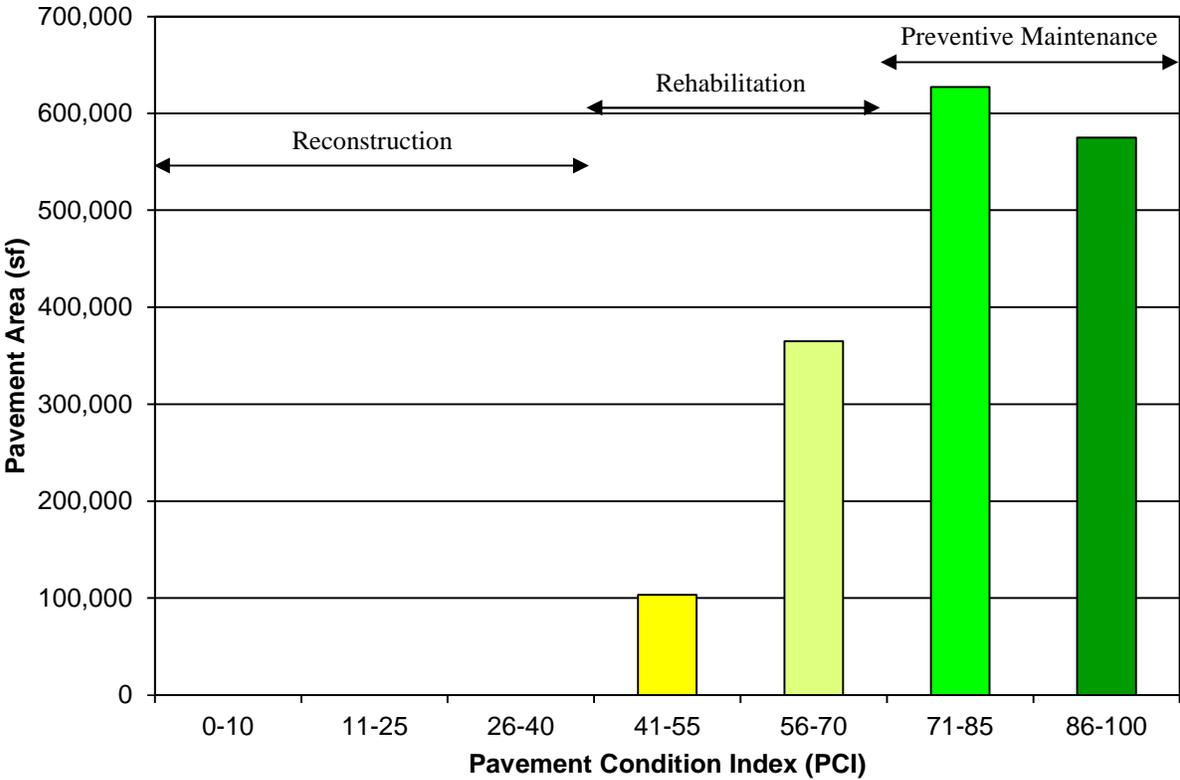


Figure 6. Condition Distribution.

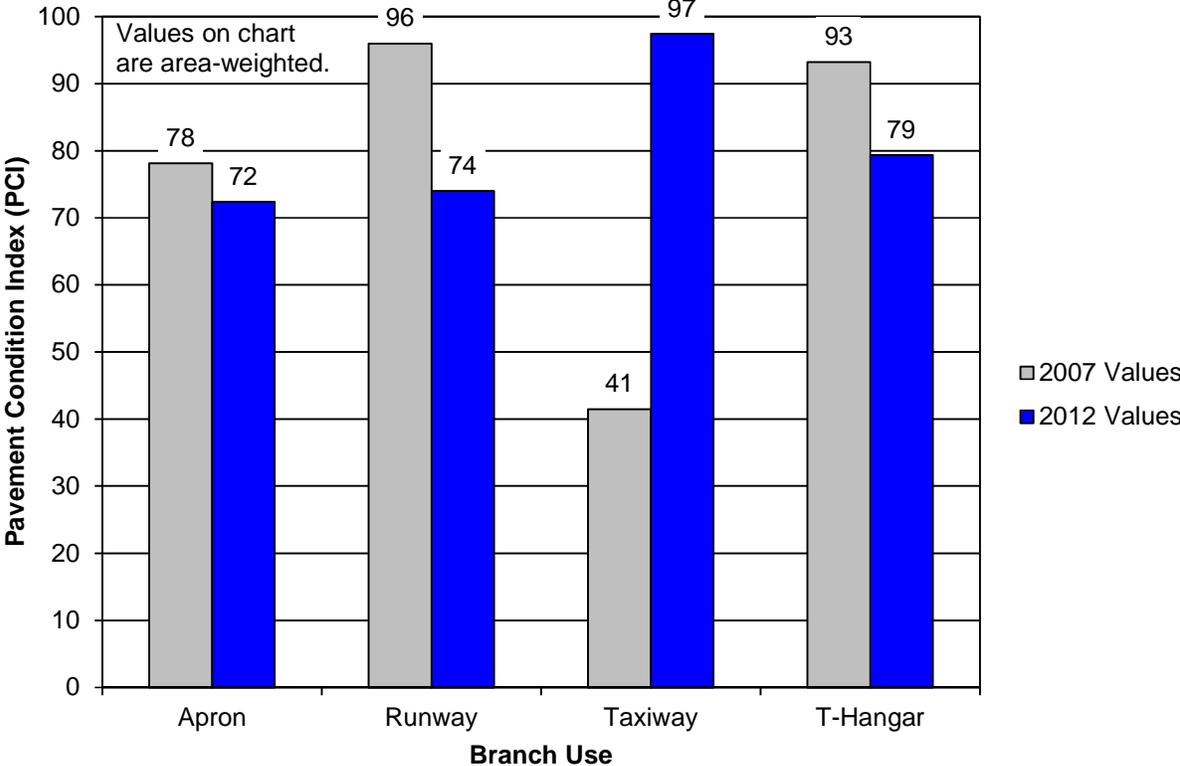
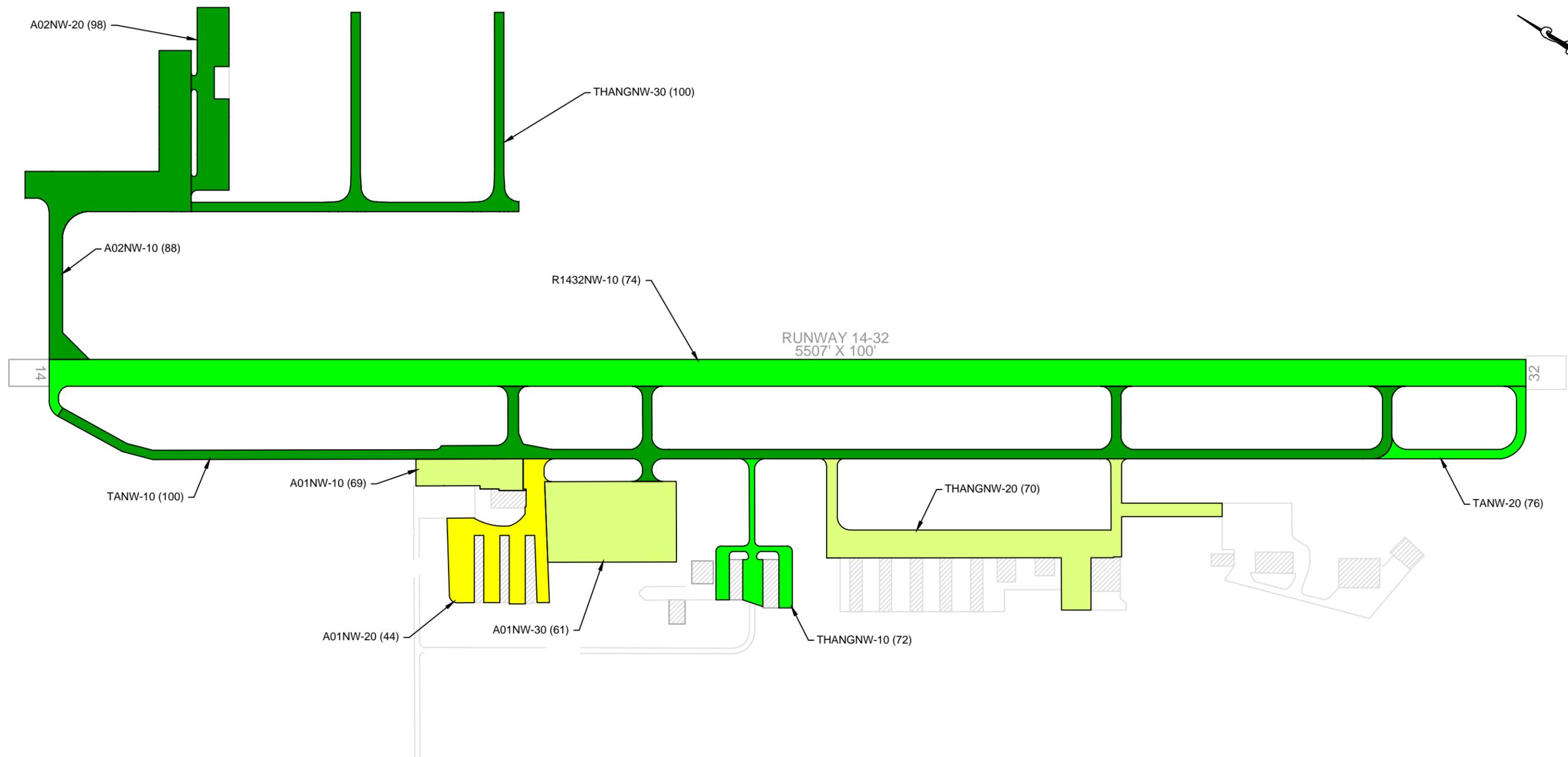


Figure 7. Condition by Use.



LEGEND

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE

RW927GL-10 (74)

PAVEMENT CONDITION INDEX

| PCI | REPAIR |
|-----|------------------------|
| 100 | |
| 85 | PREVENTIVE MAINTENANCE |
| 70 | |
| 55 | MAJOR REHABILITATION |
| 40 | |
| 25 | |
| 10 | RECONSTRUCTION |
| 0 | |

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PAGE TITLE: PAVEMENT CONDITION INDEX MAP

| | | | |
|---------------------------------|---------------------------------|----------------------------|----------------------------|
| PROJECT DATE: NOV. 2011 | CREATION DATE: NOV. 2011 | PROJECT MANAGER: MRC | JOB NUMBER: 09-067-AM01 |
| DRAWING SCALE: 1" = 400' | LAST MODIFIED DATE: MAY 2012 | REVISED BY: TMM | DRAWN BY: TMM |
| FILENAME: Atlanta-Newnan.dwg | | LAYOUT NAME/NUMBER: PCI | FIGURE: 8 |

Table 2. Pavement Evaluation Results.

| Branch ¹ | Section ¹ | Surface Type ² | Section Area (sf) | LCD ³ | Paint Markings ⁴ | 2007 PCI | 2012 PCI | % Distress due to: | | Distress Types ⁷ |
|---------------------|----------------------|---------------------------|-------------------|------------------|-----------------------------|----------|----------|--------------------|------------------------------------|--|
| | | | | | | | | Load ⁵ | Climate or Durability ⁶ | |
| A01NW | 10 | AAC | 42,527 | 6/1/2004 | N/A | 88 | 69 | 0 | 76 | L&T Cracking, Swelling, Weathering |
| A01NW | 20 | AAC | 103,172 | 6/1/1990 | SAT | 48 | 44 | 54 | 46 | Alligator Cracking, Block Cracking, L&T Cracking, Rutting |
| A01NW | 30 | AAC | 145,750 | 6/1/2004 | SAT | 81 | 61 | 0 | 100 | Block Cracking, L&T Cracking, Weathering |
| A02NW | 10 | AC | 177,682 | 1/1/2003 | SAT | 100 | 88 | 77 | 19 | Alligator Cracking, L&T Cracking, Oil Spillage, Weathering |
| A02NW | 20 | AC | 76,897 | 10/3/2010 | SAT | N/A | 98 | 0 | 56 | L&T Cracking, Oil Spillage |
| R1432NW | 10 | AAC | 554,689 | 9/26/2005 | U-FA | 96 | 74 | 0 | 97 | L&T Cracking, Swelling, Weathering |
| TANW | 10 | AC | 224,082 | 5/3/2012 | SAT | 35 | 100 | 0 | 0 | No Distresses |
| TANW | 20 | AC | 26,577 | 1/1/2004 | SAT | 96 | 76 | 0 | 23 | Depression, L&T Cracking, Weathering |
| THANGNW | 10 | AAC | 45,767 | 6/1/2004 | N/A | 94 | 72 | 33 | 65 | Alligator Cracking, Bleeding, Block Cracking, L&T Cracking, Swelling, Weathering |
| THANGNW | 20 | AC | 176,486 | 1/1/2002 | N/A | 93 | 70 | 20 | 79 | Alligator Cracking, Depression, L&T Cracking, Raveling, Weathering |
| THANGNW | 30 | AC | 96,413 | 10/3/2010 | SAT | N/A | 100 | 0 | 0 | No Distresses |

Table 2. Pavement Evaluation Results (continued).

NOTES:

¹See Figure 5 for the location of the branch and section.

²AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.

³LCD = last construction date.

⁴Paint markings condition: not applicable (N/A), satisfactory (SAT), unsatisfactory due to faded paint (U-FA), unsatisfactory due to chipping paint (U-CH), or unsatisfactory due to superficial cracking (U-CR).

⁵Distress due to load includes distresses attributed to a structural deficiency in the pavement, such as alligator (fatigue) cracking, rutting, or shattered concrete slabs.

⁶Distress due to climate or durability includes those distresses attributed to either the aging of the pavement and the effects of the environment (such as weathering or block cracking in AC pavements) or to a materials-related problem (such as durability cracking in a PCC pavement).

⁷L&T Cracking = longitudinal and transverse cracking.

Maintenance and Rehabilitation Program

The 5-year M&R program developed for Newnan-Coweta County Airport is described on page 6 of this report.

A summary of the M&R program is presented in Table 3. Detailed information on the localized maintenance plan for 2013 is contained in Appendix E and Appendix F. While localized preventive maintenance should be an annual undertaking at Newnan-Coweta County Airport, it is not possible to accurately predict the propagation of cracking and other distresses. The airport should budget for maintenance every year and can use the 2013 maintenance plan as a baseline for that work. As the pavements age, it can be assumed that the amount of localized maintenance required will increase.

Because an unlimited budget was used in the analysis, it is probable that the pavement repair program will need to be adjusted to take into account economic and/or operational constraints. Further, the identification of the need for a major rehabilitation project does not mean that federal or state funding will be available to complete the work in the year shown. It is important to remember that regardless of the recommendations presented within this report, Newnan-Coweta County Airport is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

Note these recommendations are based on a broad network-level analysis and are meant to provide Newnan-Coweta County Airport with an indication of the type of pavement-related work required during the next 5 years. Further engineering investigation will need to be performed to identify exactly which repair action is most appropriate and to more accurately estimate the cost of such work. In addition, the cost estimates provided were based on a statewide policy and each airport should adjust the maintenance policies and unit costs to match its own approach to pavement maintenance and to reflect local costs.

Table 3. 5-Year Program under an Unlimited Funding Analysis Scenario.

| Branch¹ | Section | Year | Type of Repair² | Estimated Cost³ |
|---------------------------|----------------|-------------|-----------------------------------|-----------------------------------|
| A01NW | 10 | 2013 | Preventive Maintenance | \$89 |
| | | 2017 | Major M&R | \$118,391 |
| | 20 | 2013 | Major M&R | \$647,450 |
| | 30 | 2013 | Major M&R | \$323,443 |
| A02NW | 10 | 2013 | Preventive Maintenance | \$10,860 |
| | | 2013 | Rejuvenator | \$39,090 |
| | | 2017 | Preventive Maintenance | \$9,334 |
| | 20 | 2013 | Preventive Maintenance | \$204 |
| | | 2015 | Rejuvenator | \$17,948 |
| | | 2017 | Preventive Maintenance | \$70 |
| R1432NW | 10 | 2015 | Major M&R | \$1,153,402 |
| TANW | 10 | 2017 | Rejuvenator | \$55,485 |
| | 20 | 2013 | Preventive Maintenance | \$2,129 |
| | | 2017 | Preventive Maintenance | \$782 |
| THANGNW | 10 | 2013 | Preventive Maintenance | \$2,003 |
| | | 2017 | Major M&R | \$152,347 |
| | 20 | 2013 | Preventive Maintenance | \$4,422 |
| | | 2016 | Major M&R | \$413,823 |
| | 30 | 2015 | Rejuvenator | \$22,503 |

¹See Figure 5 for the location of the branch and section.

²Major Rehabilitation: overlay, mill and overlay, reconstruction, and so on;

Localized Maintenance: crack sealing, patching, joint resealing, and so on;

Global Maintenance: surface treatments, rejuvenators, and so on.

³Cost estimates based on broad, statewide policy and should be adjusted to reflect local costs.

GENERAL RECOMMENDATIONS

Maintenance

In addition to the specific maintenance actions presented in Appendix E and Appendix F, the following strategies are recommended to prolong pavement life:

1. Conduct an aggressive campaign against weed growth through timely herbicide applications. Vegetation growing in pavement cracks is very destructive and significantly increases the rate of pavement deterioration.
2. Implement a periodic crack sealing program. Sealing cracks is a proven method for cost-effectively keeping water and debris out of the pavement system and extending its life.
3. Ensure that dirt does not build up along the edges of the pavements. This can create a “bathtub” effect—reducing the ability of water to drain away from the pavement system.
4. Closely monitor heavy equipment movement, such as construction equipment, emergency equipment, and fueling equipment, to make sure that it is only operating on pavement designed to accommodate the heavy loads this type of equipment often applies. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.
5. Other maintenance necessities include keeping all pavement markings well painted, keeping safety signage clear of debris and weeds, ensuring the continuous operation of lighting systems (bulb replacement), and the frequent removal of any debris found in any of the operating areas. In addition, failed pavement areas should be remediated as necessary.

Remaining in Compliance with Public Law 103-305

Public Law 103-305 states that after January 1, 1995, airport sponsors must provide assurances or certifications that an airport has implemented an effective airport pavement maintenance management system (PMMS) before the airport will be considered for funding of pavement replacement or reconstruction projects. To be in full compliance with the Federal law, the PMMS must include the following components at a minimum: pavement inventory, pavement inspections, record keeping, information retrieval, and program funding.

By undertaking this project, the Department has provided Newnan-Coweta County Airport with an excellent basis for meeting the requirements of this law. The airport now has a complete pavement inventory and a detailed inspection. To remain in compliance with the law, the airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities. The next detailed inspection should occur in 2015.

The FAA AC 150/5380-6B provides further information on Public Law 103-305. Specifically, Appendix 1 of this AC outlines what needs to be included in a PMMS to satisfy FAA Grant Assurance 11. A copy of this AC can be found at the following website http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document/information/documentID/22556.

SUMMARY

This report documents the results of the pavement evaluation conducted at Newnan-Coweta County Airport. During a visual inspection of the pavements in 2012, it was found that the overall condition of the pavement network is a PCI of 78. A 5- year pavement repair program was generated for Newnan-Coweta County Airport, which revealed that approximately \$2,973,775 needs to be expended on the pavement system to maintain and/or improve its condition.

APPENDIX A

CAUSE OF DISTRESS TABLES

Table A-1. Cause of Pavement Distress, Asphalt-Surfaced Pavements.

| Distress Type | Probable Cause of Distress | Feasible Maintenance Strategies |
|--------------------------------------|---|--|
| Alligator Cracking | Fatigue failure of the asphalt concrete surface under repeated traffic loading. | If localized, partial- or full-depth asphalt patch. If extensive, major rehabilitation needed. |
| Bleeding | Excessive amounts of asphalt cement or tars in the mix and/or low air void content. | Spread heated sand, roll, and sweep. Another option is to plane excess asphalt. Or, remove and replace. |
| Block Cracking | Shrinkage of the asphalt concrete and daily temperature cycling; it is not load associated. | At low severity levels, crack seal and/or surface treatment. At higher severities, consider overlay. |
| Corrugation | Traffic action combined with an unstable pavement layer. | If localized, mill. If extensive, remove and replace. |
| Depression | Settlement of the foundation soil or can be “built up” during construction. | Patch. |
| Jet Blast | Bituminous binder has been burned or carbonized. | Patch. |
| Joint Reflection Cracking | Movement of the concrete slab beneath the asphalt concrete surface due to thermal and moisture changes. | At low- and medium-severities, crack seal. At higher severities, especially if extensive, consider overlay. |
| Longitudinal and Transverse Cracking | Cracks may be caused by 1) poorly constructed paving lane joint, 2) shrinkage of the AC surface due to low temperatures or hardening of the asphalt, or 3) reflective crack caused by cracks in an underlying PCC slab. | At low- and medium-severity levels, crack seal. At higher severities, especially if extensive, consider overlay options. |
| Oil Spillage | Deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents. | Patch. |
| Patching | N/A | Replace patch if deteriorated. |
| Polished Aggregate | Repeated traffic applications. | Aggregate seal coat is one option. Could also groove or mill. Overlay is another option. |
| Raveling | Asphalt binder may have hardened significantly, causing coarse aggregate pieces to dislodge. | Patch if isolated. At higher severity levels, consider major rehabilitation if extensive. |
| Rutting | Usually caused by consolidation or lateral movement of the materials due to traffic loads. | Patch medium- and high-severity levels if localized. If extensive, consider major rehabilitation. |
| Shoving | Where PCC pavements adjoin flexible pavements, PCC “growth” may shove the asphalt pavement. | Mill and patch as needed. |
| Slippage Cracking | Low strength surface mix or poor bond between the surface and next layer of pavement structure. | Partial- or full-depth patch. |
| Swelling | Usually caused by frost action or by swelling soil. | Patch if localized. Major rehabilitation if extensive. |
| Weathering | Asphalt binder and/or fine aggregate may wear away as the pavement ages and hardens. | Patch if isolated. Consider a surface treatment if extensive. |

Table A-2. Cause of Pavement Distress, PCC Pavements.

| Distress Type | Probable Cause of Distress | Feasible Maintenance Strategies |
|------------------------------|---|---|
| Alkali Silica Reaction (ASR) | Chemical reaction of alkalis in the portland cement with certain reactive silica minerals. ASR may be accelerated by the use of chemical pavement deicers. | At medium- and high-severity levels, slab replacement is recommended. |
| Blow-Up | Incompressibles in joints. | Partial- or full-depth patch. Slab replacement. |
| Corner Break | Load repetition combined with loss of support and curling stresses. | Seal cracks at low-severity. Full-depth patch. |
| Cracks | Combination of load repetition, curling stresses, and shrinkage stresses. | Seal cracks. At high-severity, may need full-depth patch or slab replacement. |
| Durability Cracking | Concrete's inability to withstand environmental factors such as freeze-thaw cycles. | Full-depth patch if present on small amount of slab. At higher severity levels, once it has appeared on most of slab, slab replacement. |
| Joint Seal Damage | Stripping of joint sealant, extrusion of joint sealant, weed growth, hardening of the filler (oxidation), loss of bond to the slab edges, or absence of sealant in joint. | Replace joint seal. |
| Patching (Small and Large) | N/A | Replace patches if deteriorated. |
| Popouts | Freeze-thaw action in combination with expansive aggregates. | Monitor. |
| Pumping | Poor drainage, poor joint sealant. | Seal cracks and joints. Underseal is an option if voids have developed. Establish good drainage. |
| Scaling | Overfinishing of concrete, deicing salts, improper construction, freeze-thaw cycles, and poor aggregate. | At low-severity levels, do nothing. At medium- and high-severity levels, partial-depth patches or slab replacement. |
| Settlement | Upheaval or consolidation. | At higher severity levels, leveling patch or grind to restore smooth ride. |
| Shattered Slab | Load repetition. | Replace slab. |
| Shrinkage | Setting and curing of the concrete. | Monitor. |
| Spalling (Joint and Corner) | Excessive stresses at the joint caused by infiltration of incompressible materials or traffic loads; weak concrete at joint combined with traffic loads. | Partial-depth patch. |

APPENDIX B

PHOTOGRAPHS



A01NW-10. Overview.



A01NW-10. Weathering (Sample Unit #06).



A01NW-20. Overview.



A01NW-20. Alligator Cracking (Sample Unit #17).



A01NW-20. Block Cracking (Sample Unit #17).



A01NW-20. Satisfactory Paint.



A01NW-30. Overview.



A01NW-30. Block Cracking (Sample Unit #19).



A01NW-30. Weathering (Sample Unit #23).



A01NW-30. Satisfactory Paint.



A02NW-10. Overview.



A02NW-10. Alligator Cracking (Additional Sample Unit #24).



A02NW-10. Oil/Fuel Damage (Additional Sample Unit #12).



A02NW-10. Weathering (Additional Sample Unit #03).



A02NW-10. Satisfactory Paint.



A02NW-20. Overview.



A02NW-20. Oil/Fuel Damage (Sample Unit #12).



A02NW-20. Satisfactory Paint.



R1432NW-10. Overview.



R1432NW-10. Longitudinal and Transverse Cracking and Weathering.



R1432NW-10. Unsatisfactory Paint (1).



R1432NW-10. Unsatisfactory Paint (2).



TANW-10. Overview.



TANW-10. Alligator Cracking.



TANW-10. Satisfactory Paint.



TANW-20. Overview.



TANW-20. Depression (Sample Unit #01).



TANW-20. Satisfactory Paint.



THANGNW-10. Overview.



THANGNW-10. Alligator Cracking (Additional Sample Unit #01).



THANGNW-10. Block Cracking (Sample Unit #08).



THANGNW-10. Weathering (Sample Unit #05).



THANGNW-20. Overview.



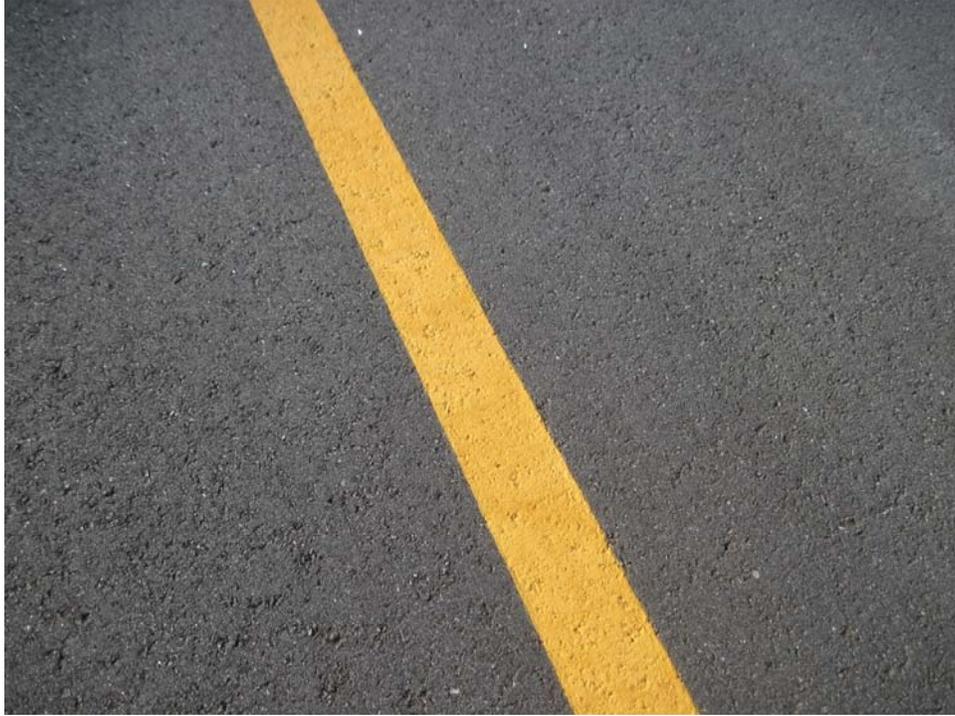
THANGNW-20. Alligator Cracking (Additional Sample Unit #03).



THANGNW-20. Weathering and Longitudinal and Transverse Cracking (Sample Unit #06).



THANGNW-30. Overview.



THANGNW-30. Satisfactory Paint.

APPENDIX C

INSPECTION REPORT

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: A01NW Name: APRON 01 Use: APRON Area: 291,449.00SqFt

Section: 10 of 3 From: TAXIWAY A To: SECTION 20 Last Const.: 06/01/2004
Surface: AAC Family: GAAACAPGA3NORTH Zone: N/A Category: Rank: P
Area: 42,527.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 8 Surveyed: 4

Conditions: PCI: 69

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

| | | | |
|-------------------------------------|---|---------------|------------|
| 57 WEATHERING | L | 2,500.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 173.00 Ft | Comments:u |
| 57 WEATHERING | M | 300.00 SqFt | Comments: |
| 56 SWELLING | M | 5.00 SqFt | Comments: |

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

| | | | |
|-------------------------------------|---|---------------|------------|
| 57 WEATHERING | L | 2,500.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 553.00 Ft | Comments:u |
| 57 WEATHERING | L | 600.00 SqFt | Comments: |

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 63

Sample Comments:

| | | | |
|-------------------------------------|---|---------------|------------|
| 57 WEATHERING | L | 2,500.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 671.00 Ft | Comments:u |
| 57 WEATHERING | M | 650.00 SqFt | Comments: |

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

| | | | |
|-------------------------------------|---|---------------|------------|
| 57 WEATHERING | L | 2,500.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 498.00 Ft | Comments:u |
| 57 WEATHERING | M | 200.00 SqFt | Comments: |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: A01NW Name: APRON 01 Use: APRON Area: 291,449.00SqFt

Section: 20 of 3 From: SECTION 10 To: HANGARS Last Const.: 06/01/1990
Surface: AAC Family: GAAACAPGA3NORTH Zone: SAT Category: Rank: P
Area: 103,172.00SqFt Length: 300.00Ft Width: 375.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 23 Surveyed: 6

Conditions: PCI: 44

Inspection Comments:

Sample Number: 04 Type: R Area: 4,885.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 3,300.00 SqFt Comments:u
43 BLOCK CRACKING M 1,700.00 SqFt Comments:

Sample Number: 08 Type: R Area: 5,630.00SqFt PCI = 28
Sample Comments:
53 RUTTING L 350.00 SqFt Comments:
53 RUTTING M 150.00 SqFt Comments:
41 ALLIGATOR CRACKING M 350.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 330.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 31.00 Ft Comments:

Sample Number: 10 Type: R Area: 4,500.00SqFt PCI = 53
Sample Comments:
43 BLOCK CRACKING M 2,250.00 SqFt Comments:
43 BLOCK CRACKING L 2,250.00 SqFt Comments:u

Sample Number: 14 Type: A Area: 5,400.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 99.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 37.00 Ft Comments:

Sample Number: 17 Type: R Area: 3,850.00SqFt PCI = 15
Sample Comments:
41 ALLIGATOR CRACKING M 1,000.00 SqFt Comments:
43 BLOCK CRACKING M 3,000.00 SqFt Comments:
43 BLOCK CRACKING L 1,670.00 SqFt Comments:u

Sample Number: 21 Type: R Area: 4,060.00SqFt PCI = 56
Sample Comments:
43 BLOCK CRACKING M 1,000.00 SqFt Comments:
43 BLOCK CRACKING L 3,230.00 SqFt Comments:u

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: A01NW Name: APRON 01 Use: APRON Area: 291,449.00SqFt

Section: 30 of 3 From: TAXIWAY A To: TIEDOWNS Last Const.: 06/01/2004
Surface: AAC Family: GAAACAPGA3NORTH Zone: SAT Category: Rank: P
Area: 145,750.00SqFt Length: 480.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 30 Surveyed: 6

Conditions: PCI: 61

Inspection Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 49

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|-------------|
| 43 BLOCK CRACKING | L | 1,000.00 | SqFt | Comments:s |
| 43 BLOCK CRACKING | M | 2,000.00 | SqFt | Comments:fs |
| 43 BLOCK CRACKING | L | 1,000.00 | SqFt | Comments:u |
| 57 WEATHERING | L | 1,500.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 35.00 | Ft | Comments: |

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

| | | | | |
|-------------------------------------|---|--------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 300.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 100.00 | Ft | Comments:s |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 230.00 | Ft | Comments:u |
| 57 WEATHERING | L | 500.00 | SqFt | Comments: |

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 341.00 | Ft | Comments:u |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 80.00 | Ft | Comments:s |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 74.00 | Ft | Comments: |
| 57 WEATHERING | L | 2,500.00 | SqFt | Comments: |

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 57 WEATHERING | L | 1,000.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 400.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 230.00 | Ft | Comments:u |

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 63

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|-------------|
| 43 BLOCK CRACKING | L | 1,700.00 | SqFt | Comments:s |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 380.00 | Ft | Comments:u |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 | Ft | Comments:fs |
| 57 WEATHERING | L | 200.00 | SqFt | Comments: |

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 61

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 250.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 240.00 | Ft | Comments:u |
| 57 WEATHERING | L | 2,500.00 | SqFt | Comments: |
| 57 WEATHERING | M | 200.00 | SqFt | Comments: |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: A02NW Name: APRON 02 Use: APRON Area: 254,579.00SqFt

Section: 10 of 2 From: R1432 To: END Last Const.: 01/01/2003
 Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: S
 Area: 177,682.00SqFt Length: 1,000.00Ft Width: 150.00Ft
 Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 33 Surveyed: 10

Conditions: PCI : 88

Inspection Comments:

Sample Number: 03 Type: A Area: 5,000.00SqFt PCI = 88
 Sample Comments: Not fogged
 57 WEATHERING L 2,500.00 SqFt Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:u

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 93
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:u

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 93
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 94.00 Ft Comments:u

Sample Number: 12 Type: A Area: 5,000.00SqFt PCI = 83
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 189.00 Ft Comments:u
 49 OIL SPILLAGE N 112.00 SqFt Comments:

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 91
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 131.00 Ft Comments:

Sample Number: 22 Type: R Area: 6,000.00SqFt PCI = 90
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 171.00 Ft Comments:

Sample Number: 24 Type: A Area: 6,000.00SqFt PCI = 18
 Sample Comments:
 41 ALLIGATOR CRACKING M 3,000.00 SqFt Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 127.00 Ft Comments:u

Sample Number: 25 Type: R Area: 6,000.00SqFt PCI = 85
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:u
 41 ALLIGATOR CRACKING M 5.00 SqFt Comments:

Sample Number: 26 Type: R Area: 6,000.00SqFt PCI = 92
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 135.00 Ft Comments:u

Sample Number: 30 Type: R Area: 6,000.00SqFt PCI = 92
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 134.00 Ft Comments:u

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: A02NW Name: APRON 02 Use: APRON Area: 254,579.00SqFt

Section: 20 of 2 From: APRON 02 To: EAST Last Const.: 10/03/2010
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: P
Area: 76,897.00SqFt Length: 680.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 40 Surveyed: 5

Conditions: PCI : 98

Inspection Comments:

Sample Number: 02 Type: R Area: 6,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 6,000.00SqFt PCI = 96

Sample Comments:
49 OIL SPILLAGE N 4.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 1.00 Ft Comments:u

Sample Number: 06 Type: R Area: 6,000.00SqFt PCI = 98

Sample Comments:
49 OIL SPILLAGE N 2.00 SqFt Comments:

Sample Number: 10 Type: R Area: 6,000.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 12 Type: R Area: 6,000.00SqFt PCI = 95

Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:
49 OIL SPILLAGE N 8.00 SqFt Comments:

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: R1432NW Name: RUNWAY 14/32 Use: RUNWAY Area: 554,689.00SqFt

Section: 10 of 1 From: 14 END To: 32 END Last Const.: 09/26/2005
Surface: AAC Family: GAAACRWYGA3 Zone: U-FA Category: Rank: P
Area: 554,689.00SqFt Length: 5,507.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: PAINT SCHEDULED TO BE REDONE SUMMER 2012

Last Insp. Date: 04/28/2012 Total Samples: 111 Surveyed: 11

Conditions: PCI: 74

Inspection Comments: all unsealed / width

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 365.00 Ft Comments:u
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 247.00 Ft Comments:u
57 WEATHERING L 1,250.00 SqFt Comments:

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:
57 WEATHERING L 2,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 113.00 Ft Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:w

Sample Number: 33 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:
57 WEATHERING L 2,500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 276.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:

Sample Number: 43 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 268.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:
57 WEATHERING L 1,500.00 SqFt Comments:

Sample Number: 53 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 271.00 Ft Comments:
57 WEATHERING L 1,250.00 SqFt Comments:

Sample Number: 63 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 358.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:
56 SWELLING L 5.00 SqFt Comments:
57 WEATHERING L 1,500.00 SqFt Comments:

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

| | | | | | | |
|------------------|-------------------------|----------|---|-------|---------------|-----------|
| Sample Number: | 73 | Type: | R | Area: | 5,000.00SqFt | PCI = 74 |
| Sample Comments: | | | | | | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | L | 302.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | M | 50.00 Ft | Comments: |
| 57 | WEATHERING | | | L | 1,500.00 SqFt | Comments: |

| | | | | | | |
|------------------|-------------------------|----------|---|-------|---------------|-----------|
| Sample Number: | 83 | Type: | R | Area: | 5,000.00SqFt | PCI = 75 |
| Sample Comments: | | | | | | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | M | 115.00 Ft | Comments: |
| 57 | WEATHERING | | | L | 1,300.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | L | 188.00 Ft | Comments: |

| | | | | | | |
|------------------|-------------------------|----------|---|-------|---------------|-----------|
| Sample Number: | 93 | Type: | R | Area: | 5,000.00SqFt | PCI = 74 |
| Sample Comments: | | | | | | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | M | 50.00 Ft | Comments: |
| 57 | WEATHERING | | | L | 1,250.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | L | 321.00 Ft | Comments: |

| | | | | | | |
|------------------|-------------------------|----------|---|-------|---------------|-----------|
| Sample Number: | 103 | Type: | R | Area: | 5,000.00SqFt | PCI = 73 |
| Sample Comments: | | | | | | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | M | 100.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | L | 129.00 Ft | Comments: |
| 57 | WEATHERING | | | L | 1,500.00 SqFt | Comments: |
| 57 | WEATHERING | | | M | 100.00 SqFt | Comments: |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: TANW Name: TAXIWAY A Use: TAXIWAY Area: 250,659.00SqFt

Section: 10 of 2 From: 14 END OF RW To: 32 END OF RW Last Const.: 05/03/2012
Surface: AC Family: GAACTWYGA3NORTH Zone: SAT Category: Rank: P
Area: 224,082.00SqFt Length: 6,000.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/04/2012 Total Samples: 45 Surveyed: 7

Conditions: PCI: 100

Inspection Comments:

Sample Number: 03 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 06 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 018 Type: R Area: 4,550.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 026 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 033 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 041 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: TANW Name: TAXIWAY A Use: TAXIWAY Area: 250,659.00SqFt

Section: 20 of 2 From: TANW-10 To: R 14-32 Last Const.: 01/01/2004
Surface: AC Family: GAACTWYGA3NORTH Zone: SAT Category: Rank: P
Area: 26,577.00SqFt Length: 720.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 5 Surveyed: 4

Conditions: PCI : 76

Inspection Comments:

Sample Number: 001 Type: R Area: 6,865.00SqFt PCI = 56

Sample Comments:

| | | | | | |
|----|----------------------------------|---|--------|------|------------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 107.00 | Ft | Comments:u |
| 45 | DEPRESSION | M | 470.00 | SqFt | Comments: |
| 57 | WEATHERING | M | 100.00 | SqFt | Comments: |
| 57 | WEATHERING | L | 700.00 | SqFt | Comments: |

Sample Number: 002 Type: R Area: 5,250.00SqFt PCI = 75

Sample Comments:

| | | | | | |
|----|----------------------------------|---|--------|------|------------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 24.00 | Ft | Comments:u |
| 45 | DEPRESSION | L | 250.00 | SqFt | Comments: |
| 57 | WEATHERING | L | 525.00 | SqFt | Comments: |

Sample Number: 003 Type: R Area: 5,250.00SqFt PCI = 90

Sample Comments:

| | | | | | |
|----|----------------------------------|---|--------|------|------------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 123.00 | Ft | Comments:u |
| 57 | WEATHERING | L | 525.00 | SqFt | Comments: |

Sample Number: 004 Type: R Area: 4,650.00SqFt PCI = 93

Sample Comments:

| | | | | | |
|----|----------------------------------|---|--------|------|------------|
| 57 | WEATHERING | L | 465.00 | SqFt | Comments: |
| 57 | WEATHERING | M | 20.00 | SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 31.00 | Ft | Comments:u |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: THANGNW Name: T-HANGAR Use: THANGAR Area: 318,666.00SqFt

Section: 10 of 3 From: TAXIWAY A To: ROAD Last Const.: 06/01/2004
Surface: AAC Family: GAAACTH-60 Zone: N/A Category: Rank: P
Area: 45,767.00SqFt Length: 200.00Ft Width: 175.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 8 Surveyed: 5

Conditions: PCI: 72

Inspection Comments:

Sample Number: 01 Type: A Area: 7,450.00SqFt PCI = 50

Sample Comments:

| | | | | |
|----|----------------------------------|---|-------------|------------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 40.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 309.00 Ft | Comments:u |
| 57 | WEATHERING | L | 350.00 SqFt | Comments: |
| 41 | ALLIGATOR CRACKING | M | 186.00 SqFt | Comments: |
| 42 | BLEEDING | N | 4.00 SqFt | Comments: |

Sample Number: 03 Type: R Area: 4,570.00SqFt PCI = 85

Sample Comments:

| | | | | |
|----|----------------------------------|---|---------------|------------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 94.00 Ft | Comments:u |
| 57 | WEATHERING | L | 1,500.00 SqFt | Comments: |
| 57 | WEATHERING | M | 200.00 SqFt | Comments: |

Sample Number: 04 Type: R Area: 4,500.00SqFt PCI = 96

Sample Comments:

| | | | | |
|----|------------|---|---------------|-----------|
| 57 | WEATHERING | L | 1,500.00 SqFt | Comments: |
|----|------------|---|---------------|-----------|

Sample Number: 05 Type: R Area: 5,625.00SqFt PCI = 70

Sample Comments:

| | | | | |
|----|----------------------------------|---|---------------|------------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 313.00 Ft | Comments:u |
| 56 | SWELLING | L | 8.00 SqFt | Comments: |
| 57 | WEATHERING | L | 2,800.00 SqFt | Comments: |
| 57 | WEATHERING | M | 200.00 SqFt | Comments: |

Sample Number: 08 Type: R Area: 5,500.00SqFt PCI = 61

Sample Comments:

| | | | | |
|----|----------------------------------|---|---------------|-----------|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 220.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 30.00 Ft | Comments: |
| 43 | BLOCK CRACKING | M | 550.00 SqFt | Comments: |
| 57 | WEATHERING | L | 1,500.00 SqFt | Comments: |
| 57 | WEATHERING | M | 150.00 SqFt | Comments: |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: THANGNW Name: T-HANGAR Use: THANGAR Area: 318,666.00SqFt

Section: 20 of 3 From: TAXIWAY A To: END Last Const.: 01/01/2002
Surface: AC Family: GAACHTGA3NORTH Zone: N/A Category: Rank: S
Area: 176,486.00SqFt Length: 1,100.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 33 Surveyed: 8

Conditions: PCI: 70

Inspection Comments:

Sample Number: 003 Type: A Area: 5,000.00SqFt PCI = 27

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 41 ALLIGATOR CRACKING | M | 265.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 62.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 135.00 | Ft | Comments:u |
| 57 WEATHERING | L | 3,000.00 | SqFt | Comments: |
| 57 WEATHERING | H | 40.00 | SqFt | Comments: |
| 57 WEATHERING | M | 120.00 | SqFt | Comments: |
| 45 DEPRESSION | L | 250.00 | SqFt | Comments: |

Sample Number: 006 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 378.00 | Ft | Comments:u |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 44.00 | Ft | Comments: |
| 52 RAVELING | H | 1.00 | SqFt | Comments: |
| 52 RAVELING | M | 6.00 | SqFt | Comments: |
| 57 WEATHERING | M | 500.00 | SqFt | Comments: |
| 57 WEATHERING | L | 4,000.00 | SqFt | Comments: |
| 57 WEATHERING | H | 100.00 | SqFt | Comments: |

Sample Number: 008 Type: R Area: 5,500.00SqFt PCI = 78

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 201.00 | Ft | Comments:u |
| 57 WEATHERING | L | 4,500.00 | SqFt | Comments: |
| 57 WEATHERING | M | 500.00 | SqFt | Comments: |

Sample Number: 011 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 620.00 | Ft | Comments:u |
| 57 WEATHERING | M | 1,400.00 | SqFt | Comments: |
| 57 WEATHERING | L | 1,500.00 | SqFt | Comments: |

Sample Number: 013 Type: R Area: 5,500.00SqFt PCI = 74

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 320.00 | Ft | Comments:u |
| 57 WEATHERING | M | 1,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 4,000.00 | SqFt | Comments: |

Sample Number: 018 Type: R Area: 5,000.00SqFt PCI = 72

Sample Comments:

| | | | | |
|-------------------------------------|---|----------|------|------------|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 332.00 | Ft | Comments:u |
| 57 WEATHERING | M | 1,500.00 | SqFt | Comments: |
| 57 WEATHERING | L | 2,500.00 | SqFt | Comments: |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

| | | | | | | | |
|------------------|-------------------------|----------|---|-------|---------------|-----------|----|
| Sample Number: | 020 | Type: | R | Area: | 5,500.00SqFt | PCI = | 79 |
| Sample Comments: | | | | | | | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | L | 311.00 Ft | Comments: | u |
| 57 | WEATHERING | | | L | 4,000.00 SqFt | Comments: | |

| | | | | | | | |
|------------------|-------------------------|----------|---|-------|---------------|-----------|----|
| Sample Number: | 032 | Type: | R | Area: | 6,240.00SqFt | PCI = | 74 |
| Sample Comments: | | | | | | | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | M | 125.00 Ft | Comments: | |
| 48 | LONGITUDINAL/TRANSVERSE | CRACKING | | L | 150.00 Ft | Comments: | u |
| 57 | WEATHERING | | | L | 400.00 SqFt | Comments: | |
| 57 | WEATHERING | | | L | 3,000.00 SqFt | Comments: | |

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

Network: ATL-CCO Name: NEWNAN-COWETA COUNTY AIRPORT

Branch: THANGNW Name: T-HANGAR Use: THANGAR Area: 318,666.00SqFt

Section: 30 of 3 From: APRON 02 To: EAST Last Const.: 10/03/2010
Surface: AC Family: GAACHTGA3NORTH Zone: SAT Category: Rank: P
Area: 96,413.00SqFt Length: 2,500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/28/2012 Total Samples: 40 Surveyed: 7

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 03 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 06 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 09 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 14 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 18 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

Sample Number: 22 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:
<NO DISTRESSES>

APPENDIX D

MAINTENANCE POLICIES AND UNIT COSTS

Table D-1. Localized Maintenance Policy, Asphalt-Surfaced Pavements.

| Distress Type | Severity Level | Maintenance Action |
|--------------------------------------|-----------------------|---------------------------|
| Alligator Cracking | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Bleeding | N/A | Monitor |
| Block Cracking | Low | Monitor |
| | Medium | Crack Sealing – AC |
| | High | Crack Sealing – AC |
| Corrugation | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Depression | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Jet Blast | N/A | AC Patching |
| Joint Reflection Cracking | Low | Monitor |
| | Medium | Crack Sealing – AC |
| | High | Crack Sealing – AC |
| Longitudinal and Transverse Cracking | Low | Monitor |
| | Medium | Crack Sealing – AC |
| | High | Crack Sealing – AC |
| Oil/Fuel Damage | N/A | AC Patching |
| Patching | Low | Monitor |
| | Medium | Monitor |
| | High | AC Patching |
| Polished Aggregate | N/A | Monitor |
| Raveling | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Rutting | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Shoving | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Slippage Cracking | N/A | AC Patching |
| Swelling | Low | Monitor |
| | Medium | AC Patching |
| | High | AC Patching |
| Weathering | Low | Monitor |
| | Medium | Monitor |
| | High | AC Patching |

Table D-2. Localized Maintenance Policy, PCC Pavements.

| Distress Type | Severity Level | Maintenance Action |
|------------------------------|-----------------------|---------------------------|
| Alkali Silica Reaction (ASR) | Low | Monitor |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Blow-Up | Low | Slab Replacement |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Corner Break | Low | Crack Sealing – PCC |
| | Medium | PCC Full Depth Patch |
| | High | PCC Full Depth Patch |
| LTD Cracking | Low | Crack Sealing – PCC |
| | Medium | Crack Sealing – PCC |
| | High | Crack Sealing – PCC |
| Durability Cracking | Low | Monitor |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Joint Seal Damage | Low | Monitor |
| | Medium | Joint Sealing – PCC |
| | High | Joint Sealing – PCC |
| Patching (Large and Small) | Low | Monitor |
| | Medium | PCC Full Depth Patch |
| | High | PCC Full Depth Patch |
| Popouts | N/A | Monitor |
| Pumping | N/A | Monitor |
| Scaling | Low | Monitor |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Faulting | Low | Monitor |
| | Medium | Monitor |
| | High | PCC Partial Depth Patch |
| Shattered Slab | Low | Crack Sealing – PCC |
| | Medium | Slab Replacement |
| | High | Slab Replacement |
| Shrinkage | N/A | Monitor |
| Spalling (Joint and Corner) | Low | Monitor |
| | Medium | PCC Partial Depth Patch |
| | High | PCC Partial Depth Patch |

Table D-3. 2012 Unit Costs for Localized Maintenance Actions, General Aviation Airports.

| Maintenance Action | Unit Cost | | |
|-------------------------|------------|------------|------------|
| | Metro | North | South |
| AC Patching | \$3.19/sf | \$3.18/sf | \$3.28/sf |
| Crack Sealing – AC | \$2.02/lf | \$2.02/lf | \$1.95/lf |
| Crack Sealing – PCC | \$2.71/lf | \$2.71/lf | \$2.71/lf |
| Joint Sealing – PCC | \$2.71/lf | \$2.71/lf | \$2.71/lf |
| PCC Partial Depth Patch | \$12.84/sf | \$12.84/sf | \$12.84/sf |
| PCC Full Depth Patch | \$43.32/sf | \$43.32/sf | \$43.32/sf |
| Slab Replacement | \$43.32/sf | \$43.32/sf | \$43.32/sf |

Table D-4. 2012 Unit Costs for Localized Maintenance Actions, Air Carrier Airports.

| Maintenance Action | Unit Cost |
|-------------------------|------------|
| AC Patching | \$3.47/sf |
| Crack Sealing – AC | \$6.25/lf |
| Crack Sealing – PCC | \$2.71/lf |
| Joint Sealing – PCC | \$2.71/lf |
| PCC Partial Depth Patch | \$12.84/sf |
| PCC Full Depth Patch | \$43.32/sf |
| Slab Replacement | \$43.32/sf |

Table D-5. 2012 Unit Costs for Global Maintenance Actions, General Aviation Airports.

| Maintenance Action | Unit Cost | | |
|--------------------------|-----------|-----------|-----------|
| | Metro | North | South |
| Single Surface Treatment | \$0.26/sf | \$0.12/sf | \$0.19/sf |
| Pavement Rejuvenator | \$0.22/sf | \$0.22/sf | \$0.22/sf |

Table D-6. 2012 Unit Costs for Global Maintenance Actions, Air Carrier Airports.

| Maintenance Action | Unit Cost |
|--------------------------|-----------|
| Single Surface Treatment | \$0.43/sf |
| Pavement Rejuvenator | \$0.22/sf |

Table D-7. 2012 Major Rehabilitation Unit Costs Based on PCI Ranges for Asphalt-Surfaced Pavements.

| Type of Airport ¹ | PCI Range | | | | | | | |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 0 – 29 | 30 – 39 | 40 – 49 | 50 – 59 | 60 – 69 | 70 – 79 | 80 – 89 | > 89 |
| G.A., Metro | \$6.09/sf | \$6.09/sf | \$6.85/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf |
| G.A., North | \$5.14/sf | \$5.14/sf | \$5.38/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf |
| G.A., South | \$5.00/sf | \$5.00/sf | \$5.42/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf |
| Air Carrier | \$6.52/sf | \$6.52/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf |

¹G.A. = General Aviation

Table D-8. 2012 Major Rehabilitation Unit Costs Based on PCI Ranges for PCC-Surfaced Pavements.

| Type of Airport ¹ | PCI Range | | | | | | | |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 0 – 29 | 30 – 39 | 40 – 49 | 50 – 59 | 60 – 69 | 70 – 79 | 80 – 89 | > 89 |
| G.A., Metro | \$9.50/sf | \$9.50/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf | \$1.96/sf |
| G.A., North | \$9.87/sf | \$9.87/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf | \$1.71/sf |
| G.A., South | \$9.71/sf | \$9.71/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf | \$1.87/sf |
| Air Carrier | \$9.68/sf | \$9.68/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf | \$2.62/sf |

¹G.A. = General Aviation

APPENDIX E

YEAR 2013 MAINTENANCE PLAN ORGANIZED BY SECTION

Table E-1. 2013 Maintenance Plan Organized by Section.

| Branch ¹ | Section ¹ | Distress Type ² | Severity | Maintenance Action | Maintenance Quantity | Maintenance Unit | Unit Cost | Estimated Cost |
|---------------------|----------------------|----------------------------|----------|--------------------|----------------------|------------------|-----------|----------------|
| A01NW | 10 | Swelling | Medium | Patching - AC Deep | 28 | SqFt | \$3.19 | \$89 |
| A02NW | 10 | Alligator Cracking | Medium | Patching - AC Deep | 3,246 | SqFt | \$3.19 | \$10,355 |
| | | Oil/Fuel Damage | N/A | Patching - AC Deep | 159 | SqFt | \$3.19 | \$506 |
| | 20 | Oil/Fuel Damage | N/A | Patching - AC Deep | 64 | SqFt | \$3.19 | \$204 |
| TANW | 20 | Depression | Medium | Patching - AC Deep | 667 | SqFt | \$3.19 | \$2,129 |
| THANGNW | 10 | Alligator Cracking | Medium | Patching - AC Deep | 245 | SqFt | \$3.19 | \$781 |
| | | Block Cracking | Medium | Crack Sealing - AC | 318 | Ft | \$2.02 | \$643 |
| | | L&T Cracking | Medium | Crack Sealing - AC | 287 | Ft | \$2.02 | \$579 |
| | 20 | Alligator Cracking | Medium | Patching - AC Deep | 335 | SqFt | \$3.19 | \$1,067 |
| | | L&T Cracking | Medium | Crack Sealing - AC | 830 | Ft | \$2.02 | \$1,676 |
| | | Raveling | High | Patching - AC Deep | 5 | SqFt | \$3.19 | \$15 |
| | | Raveling | Medium | Patching - AC Deep | 27 | SqFt | \$3.19 | \$87 |
| Weathering | High | Patching - AC Deep | 494 | SqFt | \$3.19 | \$1,577 | | |

¹See Figure 5 for the location of the branch and section.

²L&T Cracking = longitudinal and transverse cracking.

APPENDIX F

YEAR 2013 MAINTENANCE PLAN ORGANIZED BY REPAIR TYPE

Table F-1. 2013 Maintenance Plan Organized by Repair Type.

| Branch ¹ | Section ¹ | Distress Type ² | Severity | Maintenance Action | Maintenance Quantity | Maintenance Unit | Unit Cost | Estimated Cost |
|---------------------|----------------------|----------------------------|----------|--------------------|----------------------|------------------|-----------|----------------|
| THANGNW | 10 | Block Cracking | Medium | Crack Sealing - AC | 318 | Ft | \$2.02 | \$643 |
| THANGNW | 10 | L&T Cracking | Medium | Crack Sealing - AC | 287 | Ft | \$2.02 | \$579 |
| THANGNW | 20 | L&T Cracking | Medium | Crack Sealing - AC | 830 | Ft | \$2.02 | \$1,676 |
| A01NW | 10 | Swelling | Medium | Patching - AC Deep | 28 | SqFt | \$3.19 | \$89 |
| A02NW | 10 | Alligator Cracking | Medium | Patching - AC Deep | 3,246 | SqFt | \$3.19 | \$10,355 |
| A02NW | 10 | Oil/Fuel Damage | N/A | Patching - AC Deep | 159 | SqFt | \$3.19 | \$506 |
| A02NW | 20 | Oil/Fuel Damage | N/A | Patching - AC Deep | 64 | SqFt | \$3.19 | \$204 |
| TANW | 20 | Depression | Medium | Patching - AC Deep | 667 | SqFt | \$3.19 | \$2,129 |
| THANGNW | 10 | Alligator Cracking | Medium | Patching - AC Deep | 245 | SqFt | \$3.19 | \$781 |
| THANGNW | 20 | Alligator Cracking | Medium | Patching - AC Deep | 335 | SqFt | \$3.19 | \$1,067 |
| THANGNW | 20 | Raveling | High | Patching - AC Deep | 5 | SqFt | \$3.19 | \$15 |
| THANGNW | 20 | Raveling | Medium | Patching - AC Deep | 27 | SqFt | \$3.19 | \$87 |
| THANGNW | 20 | Weathering | High | Patching - AC Deep | 494 | SqFt | \$3.19 | \$1,577 |

¹See Figure 5 for the location of the branch and section.

²L&T Cracking = longitudinal and transverse cracking.



For more information contact:
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Aviation Programs
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Atlanta, Georgia 30308
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Web: dot.ga.gov/aviation



Prepared by:

