2012 Dekalb-Peachtree Airport Pavement Management Plan

Preserving Georgia's Critical Airport Pavement Infrastructure

GEORGIA AIRPORTS
MEAN BUSINESS

Acknowledgement

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GEORGIA DEPARTMENT OF TRANSPORTATION

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DEKALB-PEACHTREE 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 Dekalb-Peachtree 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 Dekalb-Peachtree 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.

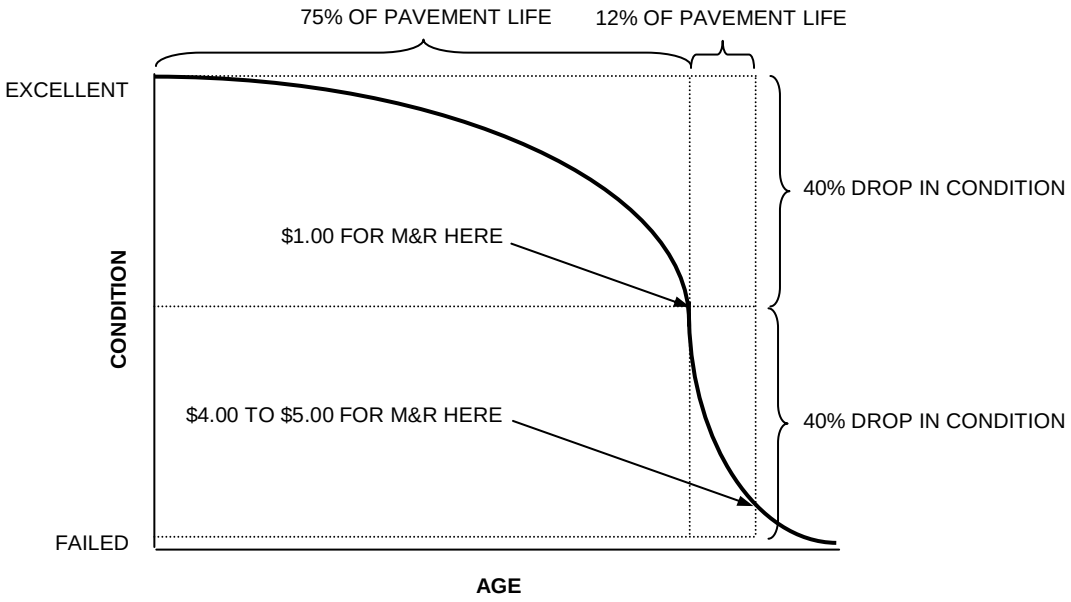

Figure 1. Pavement Condition versus Cost of Repair.

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 Dekalb-Peachtree 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

[1]Photographs shown are not specific to Dekalb-Peachtree 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.

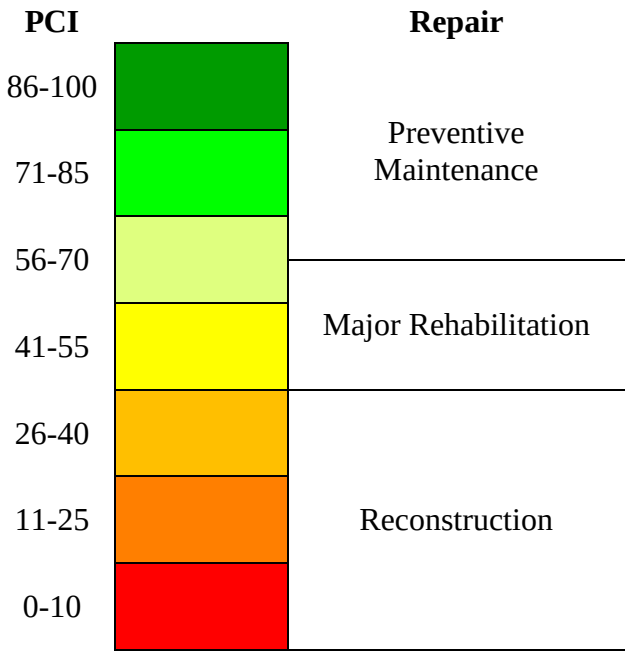

Figure 3. PCI versus Repair Type.

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 Dekalb-Peachtree 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

Dekalb-Peachtree Airport has over 4,609,035 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.

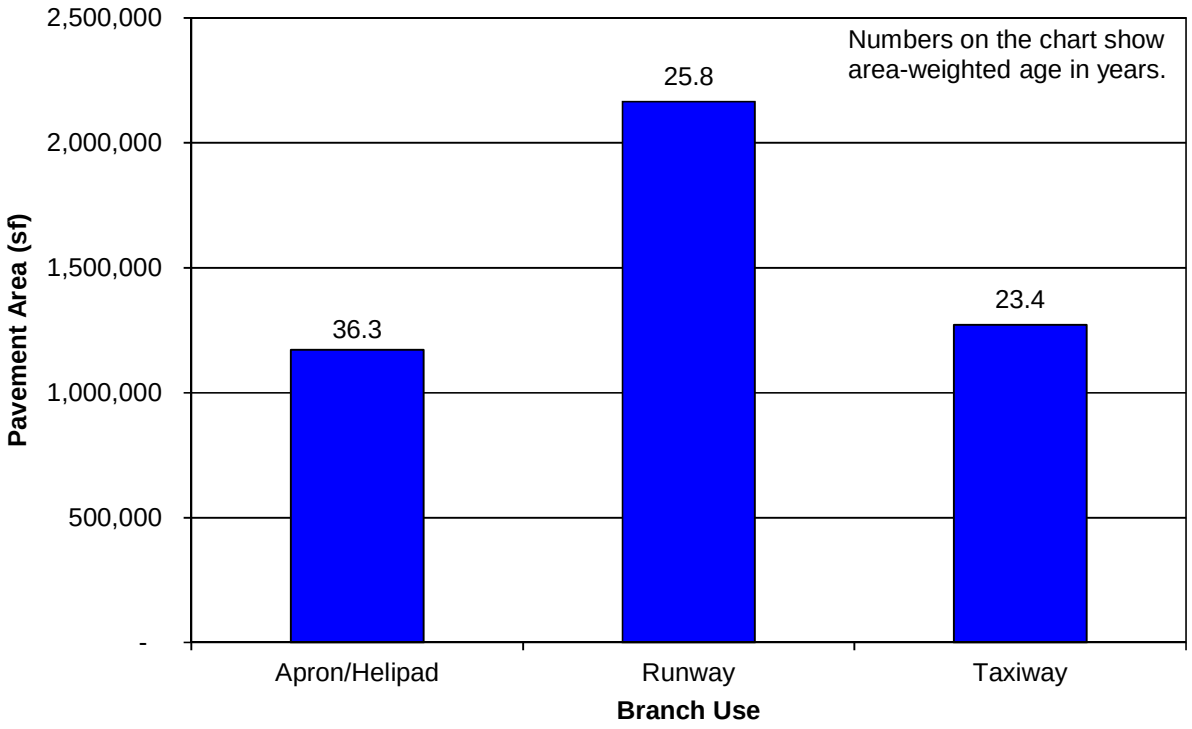

Figure 4. Pavement Inventory.

NETWORK DEFINITION LEGEND

RW1533AL-10 (77)

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

applied pavement TECHNOLOGY

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AGENCY: Georgia Department of Transportation Aviation Programs			
LOCATION: Dekalb-Peachtree Airport, Atlanta, 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"= 300'	LAST MODIFIED DATE: MAY. 2012	REVISED BY: TMM	DRAWN BY: DSP
FILENAME: Atlanta Peachtree.dwg		LAYOUT NAME/NUMBER: NET. DEF.	FIGURE: 5

Pavement Evaluation and Paint Assessment

The inspection of Dekalb-Peachtree Airport was completed on April 24 through 26, 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 thirty-nine pavement sections defined during the inspection. Low-severity cracking was both sealed and unsealed, and the medium-severity cracking was generally due to failed crack sealant or unsealed crack widths greater than ¼ inch.

Runways

Runway 9-27

Runway 9-27 consisted of one section in poor condition with a PCI value of 36. Nearly the entire area contained block cracking, mostly medium-severity with a smaller portion that was low-severity and unsealed. The remainder of the area contains extensive low-severity, unsealed longitudinal and transverse (L&T) cracking, with a moderate amount of medium-severity L&T cracking. Low- and medium-severity weathering, medium-severity raveling, and low- and medium-severity swelling were noted throughout the section. Also recorded were low- and medium-severity patching and medium-severity alligator cracking.

Runway 16-34

Runway 16-34 was defined by two sections. Section 10 had a PCI of 48. Extensive block cracking was present, with more medium-severity than low-severity. The low-severity cracking was unsealed. Extensive low- and medium-severity L&T cracking were also observed, as well as low-severity swelling.

Section 20 had a PCI of 85. It contained moderate amounts of low-severity weathering and L&T cracking and small amounts of medium-severity weathering and L&T cracking. The low-severity cracking was unsealed

Runway 2L-20R

Runway 2L-20R was comprised of two sections. Section 10 had a PCI of 59. It contained extensive amounts of low- and medium-severity block cracking and L&T cracking, with the low-severity cracking mostly unsealed. It also contained low-severity patching and swelling.

Section 20 had a PCI of 73. It contained moderate amounts of low-severity, unsealed block cracking; low-severity, unsealed L&T cracking; and low-severity weathering; as well as small amounts of medium-severity L&T cracking and patching.

Runway 2R-20L

Runway 2R-20L consisted of one section with a PCI of 73. Low-severity alkali silica reaction (ASR) was recorded in about one-third of the slabs. Longitudinal, transverse, and diagonal (LTD) cracking was recorded in a significant portion of the slabs, mostly low-severity and sealed, with a smaller portion of medium-severity LTD cracks due to failed crack sealant or spalling along the crack. Also observed at a low rate were low- and medium-severity small patches, low-severity large patches, medium-severity joint spalls, and medium-severity ASR.

Taxiways

Taxiway A

Taxiway A was comprised of four sections. Section 10 had a PCI of 56. LTD cracking was present in a little over half of the slabs, with most of it being low-severity and sealed with a small portion of medium-severity. ASR was observed in about two-thirds of the slabs, with most of it being low-severity and some being medium-severity. A moderate amount of shrinkage cracking was recorded. Primarily in and next to the holding pads, low-severity faulting and low- and medium-severity shattered slabs were recorded. The shattered slabs existed where the original 25 foot by 25 foot slabs were left in place. Most of the section's slabs were recently saw-cut into halves or quarters, and a number of slabs were recently replaced.

Section 20 had a PCI of 94. Joint seal damage was noted across the entire section, mostly low-severity with a moderate amount of high-severity. The high-severity joint seal damage was primarily due to where joint seal had been removed completely as part of paint removal. A small amount of high-severity small patches and medium-severity joint spalls were also observed.

Section 30 had a PCI of 58. Over two-thirds of the section was showing signs of ASR, mostly low-severity with some medium-severity. Low- and medium-severity LTD cracks were recorded in about a third of the slabs, with most of them being low-severity. A large number of slab replacements were recently completed in this section.

Section 40 was in excellent condition with a PCI of 98. Low-severity joint seal damage was recorded in every slab, though it was the only distress present.

Taxiway B

Taxiway B consisted of four sections. Section 10 was in poor condition with a PCI of 33. Low- and medium-severity block cracking were observed over most of the section, with the remainder being medium-severity alligator cracking. Also noted were low-severity depression, low- and medium-severity rutting, and low-severity swelling.

Section 20 was in excellent condition with a PCI of 98. Low-severity joint seal damage was recorded in half of the slabs, along with small amounts of low-severity scaling and medium-severity joint spalls.

Section 30 had a PCI of 67. Moderate amounts of low-severity, unsealed block cracking and low-severity, unsealed and medium-severity L&T cracking were recorded. Weathering was recorded, along with moderate amounts of low-severity and small amounts of medium- and high-severity. Also noted was low-severity swelling.

Section 40 had a PCI of 63. It contained significant amounts of low-severity, unsealed and medium-severity block cracking and L&T cracking. It also contained a significant amount of low-severity patching and small amounts of low-severity swelling and medium-severity weathering due to paint removal.

Taxiway C

Taxiway C was defined by three sections. Section 10 had a PCI value of 72. It contained moderate amounts of low-severity weathering and low-severity, unsealed L&T cracking, as well as smaller amounts of medium-severity L&T cracking, low- and medium-severity swelling, and bleeding.

Section 20 had a PCI of 65 and contained a variety of distresses. Moderate amounts of low- and medium-severity weathering; low-severity, unsealed and medium-severity L&T cracking; and low-severity, unsealed block cracking were most common. Also observed were low-severity swelling, low-severity depression, low-severity alligator cracking, and bleeding.

Section 30 was in poor condition with a PCI of 16. It contained a significant amount of patching, and the remainder of the pavement consisted of medium-severity alligator cracking as well as low-severity, sealed and medium-severity block cracking. Significant amounts of low-severity rutting were also present.

Taxiway D

Taxiway D was comprised of three sections. Section 10 was in poor condition with a PCI of 20, with medium-severity, and a small portion of low-severity, alligator cracking present over nearly a quarter of the section. Low-severity, sealed and unsealed, and medium-severity L&T cracking were extensive, as well as high-severity patching. Low-, medium-, and high-severity rutting were present, with the majority of it being low-severity.

Section 20 had a PCI of 75. It contained moderate amounts of low-severity, unsealed L&T cracking and low-severity weathering. A small amount of medium-severity L&T cracking was also recorded.

Section 30 had a PCI of 72, with moderate amounts of low-severity, unsealed L&T cracking and low-severity weathering were recorded, along with minor amounts of low- and medium-severity alligator cracking and low-severity rutting.

Taxiway E

Taxiway E was defined by two sections. Sections 10 and 20 were both in excellent condition with PCI values of 98 and 97, respectively. In section 10, one low-severity corner spall and several shrinkage cracks were noted. Section 20 had low-severity joint seal damage in most slabs and a few shrinkage cracks.

Taxiway F

Taxiway F was comprised of one section with a PCI of 84. Moderate amounts of low-severity, unsealed L&T cracking and low-severity weathering were recorded, as well as small amounts of medium-severity L&T cracking and alligator cracking.

Taxiway G

Taxiway G contained one section which was in poor condition with a PCI of 18. Extensive block cracking was present, mostly low-severity with some medium-severity. Significant amounts of low- and medium-severity L&T cracking and alligator cracking were also recorded. The low-severity cracking was both sealed and unsealed. Medium- and high-severity raveling;

low-, medium- and high-severity rutting; and low-severity weathering were also present at significant levels.

Taxiway H

Taxiway H was comprised of one section in excellent condition with a PCI of 96. Mostly low-severity with a smaller amount of medium-severity joint seal damage was recorded for the whole section. It also contained a small amount of low-severity LTD cracking and shrinkage cracking.

Taxiway K

Taxiway K was defined of two sections. Section 10 was in excellent condition and had a PCI of 95. Low-severity joint seal damage was recorded across the entire section, and a minor amount of shrinkage cracking and medium-severity joint spalls were noted.

Section 20 had a PCI of 37. Low- and medium-severity weathering were present over most of the section, except for areas which had been patched or treated with a surface treatment. A small amount of low-severity raveling was also recorded. A significant amount of low-severity patching was present, as well as a very small amount of high-severity patching. Significant amounts of low-severity block cracking, low- and medium-severity L&T cracking, and low-, medium-, and high-severity alligator cracking were recorded. The low-severity cracking was unsealed. Medium- and high-severity rutting and a small amount of oil/fuel damage were also noted.

Aprons

Northeast Apron

The northeast apron was defined by one section in poor condition with a PCI of 27. It contained extensive areas of alligator cracking, L&T cracking, and block cracking, all mostly medium-severity with some low-severity. Low-severity depression, medium-severity patching, and low- and medium-severity rutting were also observed. Finally, a moderate quantity of medium-severity raveling was recorded along with extensive amounts of low-, medium-, and high-severity weathering.

North Apron

The north apron contained one section in poor condition with a PCI of 40. Alligator cracking existed over nearly all of the section, mostly medium-severity with some low- and high-severity. Also noted were medium-severity block cracking, low-severity depression, low- and medium-severity L&T cracking, high-severity patching, medium-severity swelling, and low- and medium-severity weathering.

Northwest Apron

The northwest apron was comprised of three sections. Section 10 contained the asphalt sections between the T-Hangars and was in poor condition with a PCI of 28. The section had extensive areas of alligator cracking and block cracking, as well as smaller areas of swelling. Low-severity weathering was observed throughout the section with areas of medium-severity weathering. Section 20 was in poor condition with a PCI of 2. High-severity joint seal damage was noted throughout, along with high-severity corner breaks, joint and corner spalls, LTD cracks, and large and small patches. High-severity shattered slabs, medium-severity LTD cracks and

faulting, and shrinkage cracks were also present. Section 30 was a small section with a PCI of 94. Only one medium-severity LTD crack was recorded.

Perimeter Apron

The perimeter apron was a narrow section, which wrapped around the northwest ramp and the privately maintained apron next to it, that ran adjacent to taxiways A, B, and C. This apron area was defined by three sections. Section 10 was in poor condition with a PCI of 16, with extensive medium-severity alligator cracking; low-severity, unsealed and medium-severity block cracking; and low-severity alligator cracking, depression, and patching. Section 20 had a PCI of 71. Typical distresses were low- and medium-severity weathering and low-severity, unsealed L&T cracking. Areas of the section also had low-severity block cracking, medium-severity alligator cracking, bleeding, and medium- and high-severity patching. Section 30 had a PCI of 87 and contained primarily low-severity, unsealed L&T cracking and joint reflective cracking along with low-severity weathering. Areas of low-severity raveling and shoving were also noted.

Runway 20R Run-up Apron

The run-up area for runway 20R consisted of one section with a PCI of 42. The primary distresses recorded were medium-severity L&T cracking and low- and medium-severity patching. Medium-severity alligator cracking, low-severity depression, and low-severity rutting were also observed. Medium-severity weathering was recorded over a relatively small portion of the section.

Taxiway A Run-up Apron

The run-up apron off Taxiway A contained one section in excellent condition with a PCI of 95. The only distress observed was a small amount of shrinkage cracking.

Overall Condition

The 2012 area-weighted condition of Dekalb-Peachtree Airport is 53, with conditions ranging from 2 to 100 [on a scale of 0 (failed) to 100 (excellent)]. This compares to a 2007 PCI of 65.

Figures 6 and 7 provide graphs summarizing the overall condition of the pavements at Dekalb-Peachtree 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.

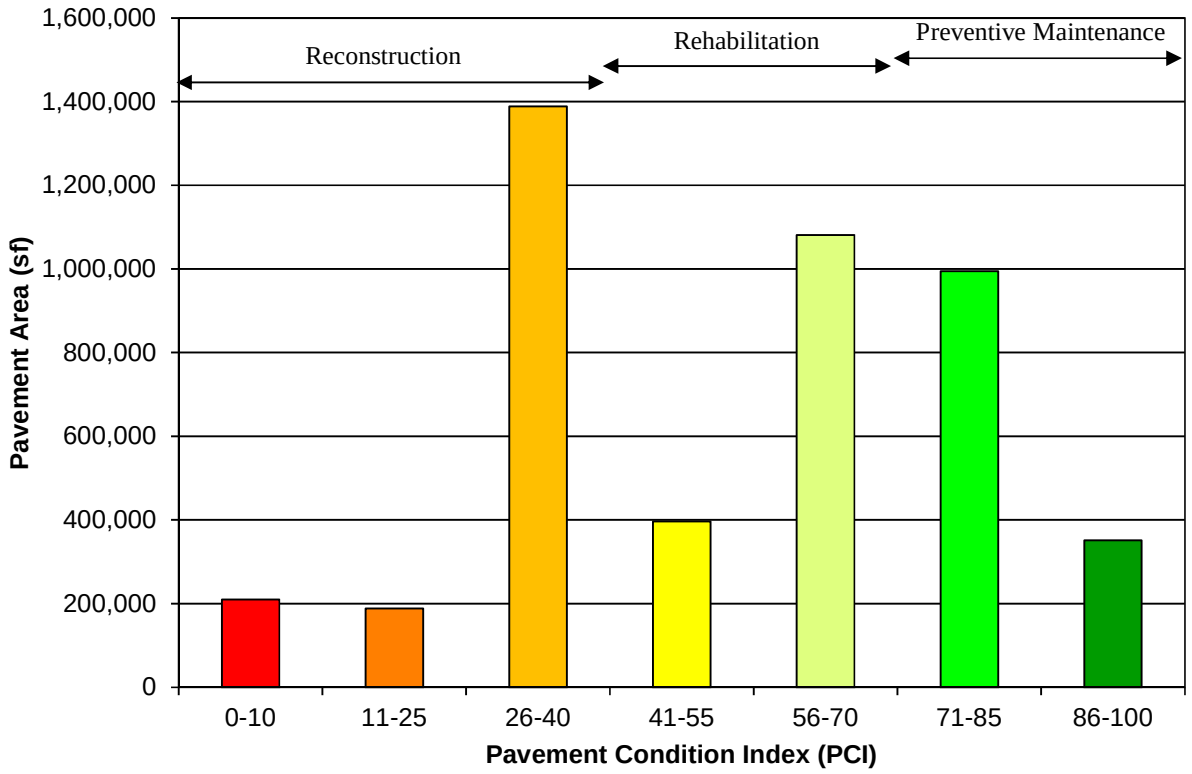

Figure 6. Condition Distribution.

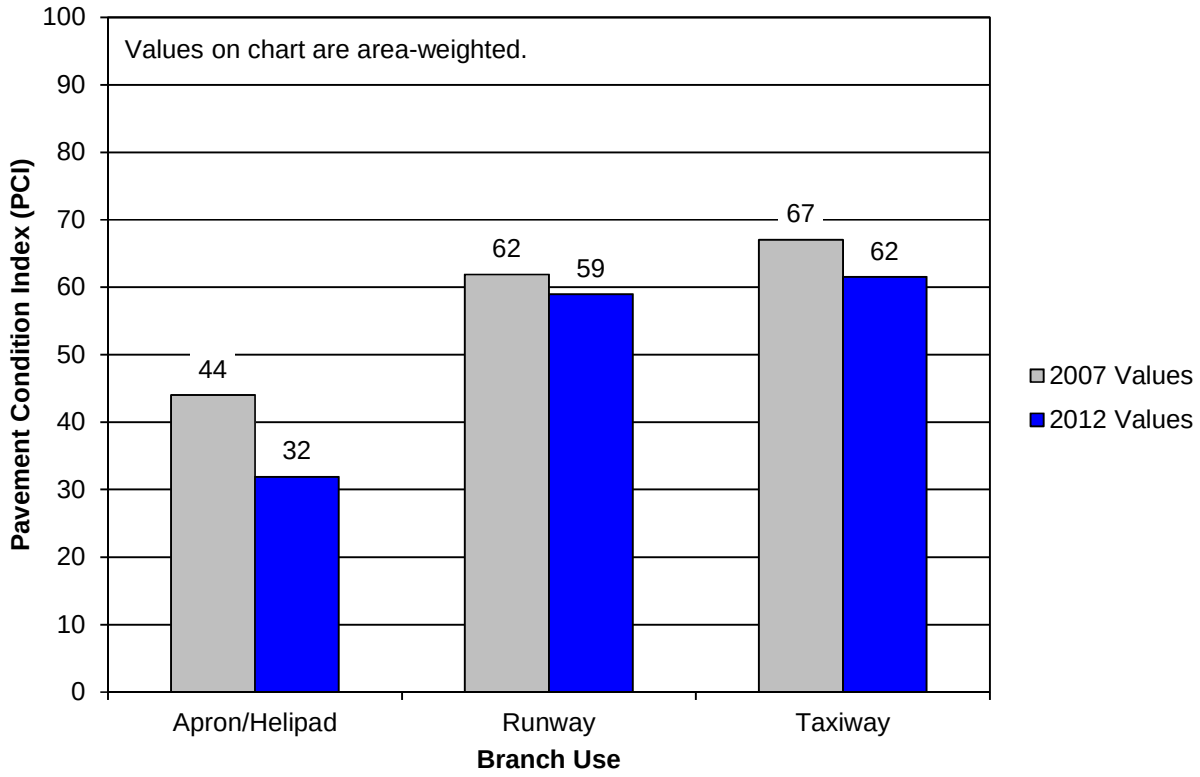

Figure 7. Condition by Use.

LEGEND

RW1533AL-10 (77)

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

PAVEMENT CONDITION INDEX

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

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Aviation Programs

LOCATION: Dekalb-Peachtree Airport
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PAGE TITLE: PAVEMENT CONDITION INDEX MAP

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
NOV. 2011	NOV. 2011	MRC	09-067-AM01
DRAWING SCALE:	LAST MODIFIED DATE:	REVISED BY:	DRAWN BY:
1"= 300'	MAY 2012	TMM	DSP
FILENAME:		LAYOUT NAME/NUMBER:	FIGURE:
Atlanta Peachtree.dwg		PCI	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]	
A20RUNUPAP	10	AC	21,649	6/1/1993	SAT	59	42	28	62	Alligator Cracking, Depression, L&T Cracking, Patching, Rutting, Weathering
ANERAMPAP	10	AC	298,757	6/1/1980	SAT	48	27	42	56	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Patching, Raveling, Rutting, Weathering
ANRAMPAP	10	AC	367,944	6/1/1980	SAT	50	40	43	49	Alligator Cracking, Block Cracking, Depression, L&T Cracking, Patching, Swelling, Weathering
ANWRAMPAP	10	AC	94,677	6/1/1985	SAT	41	28	35	61	Alligator Cracking, Block Cracking, Swelling, Weathering
ANWRAMPAP	20	PCC	209,361	6/1/1943	SAT	8	2	56	5	Corner Break, Corner Spalling, Faulting, Joint Seal Damage, Joint Spalling, Large Patch/Utility, LTD Cracking, Shattered Slab, Shrinkage Cracking, Small Patch
ANWRAMPAP	30	PCC	14,400	6/1/2007	SAT	N/A	94	100	0	LTD Cracking
APERIMAP	10	AC	49,345	6/1/1982	SAT	18	16	59	35	Alligator Cracking, Block Cracking, Depression, Patching
APERIMAP	20	AC	61,227	6/2/2000	SAT	97	71	25	75	Alligator Cracking, Bleeding, Block Cracking, L&T Cracking, Patching, Weathering

Table 2. Pavement Evaluation Results (continued).

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]	
APERIMAP	30	AAC	8,750	11/1/2007	SAT	N/A	87	0	87	Joint Reflection Cracking, L&T Cracking, Raveling, Shoving, Weathering
ATARUNUPAP	10	PCC	24,000	6/1/1968	SAT	80	95	0	0	Shrinkage Cracking
HELIAP	10	AC	18,679	6/3/1996	U-CR	67	43	14	67	Depression, L&T Cracking, Patching, Rutting, Weathering
HELIAP	20	PCC	3,136	6/3/1996	U-CH	97	100	0	0	No Distresses
R1634AP	10	AAC	356,178	6/1/1991	SAT	58	48	0	92	Block Cracking, L&T Cracking, Swelling
R1634AP	20	AAC	193,742	6/1/2007	SAT	N/A	85	0	100	L&T Cracking, Weathering
R2L20RAP	10	AAC	563,392	6/1/1993	SAT	67	59	0	99	Block Cracking, L&T Cracking, Patching, Swelling
R2L20RAP	20	AAC	17,019	6/1/2005	SAT	67	73	0	100	Block Cracking, L&T Cracking, Patching, Weathering
R2R20LAP	10	PCC	604,993	6/3/1968	SAT	64	73	49	0	ASR, Joint Spalling, Large Patch/Utility, LTD Cracking, Small Patch
R927AP	10	AAC	430,240	6/1/1989	SAT	59	36	16	70	Alligator Cracking, Block Cracking, L&T Cracking, Patching, Raveling, Swelling, Weathering
TAAP	10	PCC	145,048	6/1/1968	SAT	63	56	56	0	ASR, Faulting, LTD Cracking, Shattered Slab, Shrinkage Cracking
TAAP	20	PCC	98,190	6/2/2005	SAT	100	94	0	78	Joint Seal Damage, Joint Spalling, Small Patch
TAAP	30	PCC	229,238	6/1/1968	SAT	69	58	46	0	ASR, LTD Cracking

Table 2. Pavement Evaluation Results (continued).

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]	
TAAP	40	PCC	11,250	6/2/2005	SAT	100	98	0	100	Joint Seal Damage
TBAP	10	AAC	62,568	6/1/1999	SAT	40	33	61	36	Alligator Cracking, Block Cracking, Depression, Rutting, Swelling
TBAP	20	PCC	67,461	10/2/2006	SAT	100	98	0	60	Joint Seal Damage, Joint Spalling, Scaling
TBAP	30	AAC	31,104	6/1/2002	SAT	91	67	0	97	Block Cracking, L&T Cracking, Swelling, Weathering
TBAP	40	AAC	37,179	6/1/1999	SAT	N/A	63	0	96	Block Cracking, L&T Cracking, Patching, Swelling, Weathering
TCAP	10	AAC	46,716	6/1/2002	SAT	89	72	0	64	Bleeding, L&T Cracking, Swelling, Weathering
TCAP	20	AAC	75,037	6/1/2002	SAT	85	65	10	75	Alligator Cracking, Bleeding, Block Cracking, Depression, L&T Cracking, Swelling, Weathering
TCAP	30	AC	6,327	6/1/1978	SAT	21	16	50	50	Alligator Cracking, Block Cracking, Patching, Rutting
TDAP	10	AC	103,256	6/1/1980	SAT	27	20	71	29	Alligator Cracking, L&T Cracking, Patching, Rutting
TDAP	20	AAC	34,983	6/1/2002	SAT	93	75	0	100	L&T Cracking, Weathering
TDAP	30	AAC	11,986	6/1/2007	SAT	N/A	72	85	15	Alligator Cracking, L&T Cracking, Rutting, Weathering
TEAP	10	PCC	18,020	6/3/2005	SAT	100	98	0	0	Corner Spalling, Shrinkage Cracking

Table 2. Pavement Evaluation Results (continued).

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]	
TEAP	20	PCC	45,251	11/2/2007	SAT	N/A	97	0	61	Joint Seal Damage, Shrinkage Cracking
TFAP	10	AC	23,912	6/2/2005	SAT	100	84	34	66	Alligator Cracking, L&T Cracking, Weathering
TGAP	10	AC	28,926	6/1/1982	SAT	24	18	66	34	Alligator Cracking, Block Cracking, L&T Cracking, Raveling, Rutting, Weathering
THAP	10	PCC	29,622	6/2/2005	SAT	100	96	10	87	Joint Seal Damage, LTD Cracking, Shrinkage Cracking
TKAP	10	PCC	31,429	6/1/1996	SAT	97	95	0	41	Joint Seal Damage, Joint Spalling, Shrinkage Cracking
TKAP	20	AAC	134,043	6/1/1988	SAT	46	37	57	42	Alligator Cracking, Block Cracking, L&T Cracking, Oil Spillage, Patching, Raveling, Rutting, Weathering

NOTES:

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

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

[3]LCD = last construction date.

[4] Paint 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).

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

[6]Distress 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).

[7]L&T Cracking = longitudinal and transverse cracking.

Maintenance and Rehabilitation Program

The 5-year M&R program developed for Dekalb-Peachtree 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 Dekalb-Peachtree 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, Dekalb-Peachtree 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 Dekalb-Peachtree 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.

Branch[1]	Section	Year	Type of Repair[2]	Estimated Cost[3]
A20RUNUPAP	10	2013	Major M&R	$132,780
ANERAMPAP	10	2013	Major M&R	$1,819,430
ANRAMPAP	10	2013	Major M&R	$2,240,779
ANWRAMPAP	10	2013	Major M&R	$576,583
	20	2013	Major M&R	$1,988,929
	30	2013	Preventive Maintenance	$165
APERIMAP	10	2013	Major M&R	$300,511
	20	2013	Preventive Maintenance	$1,186
		2017	Preventive Maintenance	$12,967
	30	2013	Rejuvenator	$1,925
		2017	Preventive Maintenance	$680
HELIAP	10	2013	Major M&R	$113,755
R1634AP	10	2013	Major M&R	$2,346,430
	20	2013	Preventive Maintenance	$2,795
		2013	Rejuvenator	$42,623
		2017	Preventive Maintenance	$13,315
R2L20RAP	10	2013	Major M&R	$1,779,222
	20	2014	Major M&R	$34,358
R2R20LAP	10	2013	Preventive Maintenance	$314,169
		2016	Major M&R	$1,295,743
R927AP	10	2013	Major M&R	$2,620,161
TAAP	10	2013	Major M&R	$284,295
	20	2013	Preventive Maintenance	$4,686
	30	2013	Major M&R	$449,307
TBAP	10	2013	Major M&R	$381,039
	20	2013	Preventive Maintenance	$333
	30	2013	Preventive Maintenance	$1,109
		2016	Major M&R	$87,891
	40	2014	Major M&R	$90,412
TCAP	10	2013	Preventive Maintenance	$1,979
		2017	Preventive Maintenance	$5,712
	20	2015	Major M&R	$196,903
	30	2013	Major M&R	$38,531
TDAP	10	2013	Major M&R	$628,829
	20	2013	Preventive Maintenance	$697
		2017	Preventive Maintenance	$4,883
	30	2013	Preventive Maintenance	$179
		2017	Preventive Maintenance	$496
TFAP	10	2013	Preventive Maintenance	$245
		2013	Rejuvenator	$5,261

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

Branch[1]	Section	Year	Type of Repair[2]	Estimated Cost[3]
TFAP	10	2017	Preventive Maintenance	$2,163
TGAP	10	2013	Major M&R	$176,159
THAP	10	2013	Preventive Maintenance	$2,102
TKAP	10	2013	Preventive Maintenance	$175
	20	2013	Major M&R	$816,322

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

[2]Major 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.

[3]Cost 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 Dekalb-Peachtree 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 Dekalb-Peachtree 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 53. A 5- year pavement repair program was generated for Dekalb-Peachtree Airport, which revealed that approximately $18,818,214 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

A20RUNUPAP-10. Overview.

A20RUNUPAP-10. Weathering (Sample Unit #01).

A20RUNUPAP-10. Satisfactory Paint.

ANERAMPAP-10 Overview

ANERAMPAP-10. Alligator Cracking.

ANERAMPAP-10. Satisfactory Paint.

ANRAMPAP-10 Overview.

ANRAMPAP-10. Alligator Cracking (Sample Unit #64).

ANRAMPAP-10. Satisfactory Paint.

ANWRAMPAP-10. Overview.

ANWRAMPAP-10. Block Cracking (Sample Unit #04).

ANWRAMPAP-10. Satisfactory Paint.

ANWRAMPAP-20. Overview.

ANWRAMPAP-20. Corner Spalling (Sample Unit #22).

ANWRAMPAP-20. Shattered Slab and Scaling (Sample Unit #22).

ANWRAMPAP-20. Satisfactory Paint.

ANWRAMPAP-30. Overview.

APERIMAP-10. Overview.

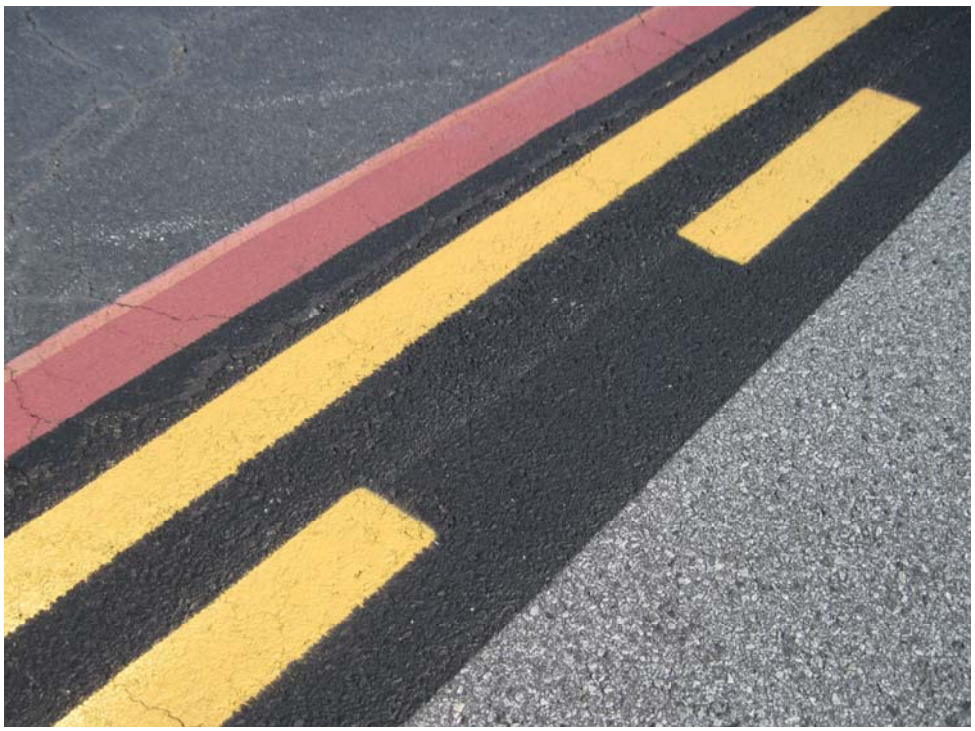
APERIMAP-10. Alligator Cracking (Sample Unit #05).

APERIMAP-10. Satisfactory Paint.

APERIMAP-20. Overview.

APERIMAP-20. Block Cracking (Sample Unit #05).

APERIMAP-20. Weathering (Sample Unit #14).



APERIMAP-20. Satisfactory Paint.

APERIMAP-30. Overview.

APERIMAP-30. Longitudinal and Transverse Cracking.

APERIMAP-30. Shoving.

APERIMAP-30. Satisfactory Paint.

HELIAP-10. Overview.

HELIAP-10. Patching (Sample Unit #02).

HELIAP-10. Unsatisfactory Paint.

HELIAP-20. Overview.

HELIAP-20. Unsatisfactory Paint.

R1634AP-10. Overview.

R1634AP-10. Block Cracking (Sample Unit #42).

R1634AP-10. Satisfactory Paint.

R1634AP-20. Overview.

R1634AP-20. Weathering.

R1634AP-20. Satisfactory Paint.

R2L20RAP-10. Overview.

R2L20RAP-10. Satisfactory Paint.

R2L20RAP-20. Overview.

R2L20RAP-20. Longitudinal and Transverse Cracking (Sample Unit #02).

R2L20RAP-20. Satisfactory Paint.

R2R20LAP-10. Overview.

R2R20LAP-10. ASR (Sample Unit #11).

R2R20LAP-10. LTD Cracking (Sample Unit #12).

R2R20LAP-10. Satisfactory Paint.

R927AP-10. Overview.

R927AP-10. Alligator Cracking (Sample Unit #51).

R927AP-10. Block Cracking (Sample Unit #64).

R927AP-10. Raveling (Sample Unit #51).

R927AP-10. Satisfactory Paint.

TAAP-10. Overview.

TAAP-10. ASR (Sample Unit #20) (1).

TAAP-10. ASR (Sample Unit #20) (2).

TAAP-10. ASR (Sample Unit #24) (3).

TAAP-10. ASR (Sample Unit #24) (4).

TAAP-10. LTD Cracking (Sample Unit #12).

TAAP-10. Shattered Slab (Sample Unit #04).

TAAP-10. Satisfactory Paint.

TAAP-20. Overview.

TAAP-20. Joint Seal Damage (Sample Unit #02).

TAAP-20. Satisfactory Paint.

TAAP-30. Overview.

TAAP-30. LTD Cracking and ASR (Sample Unit #04) (1).

TAAP-30. LTD Cracking and ASR (Sample Unit #29) (2).

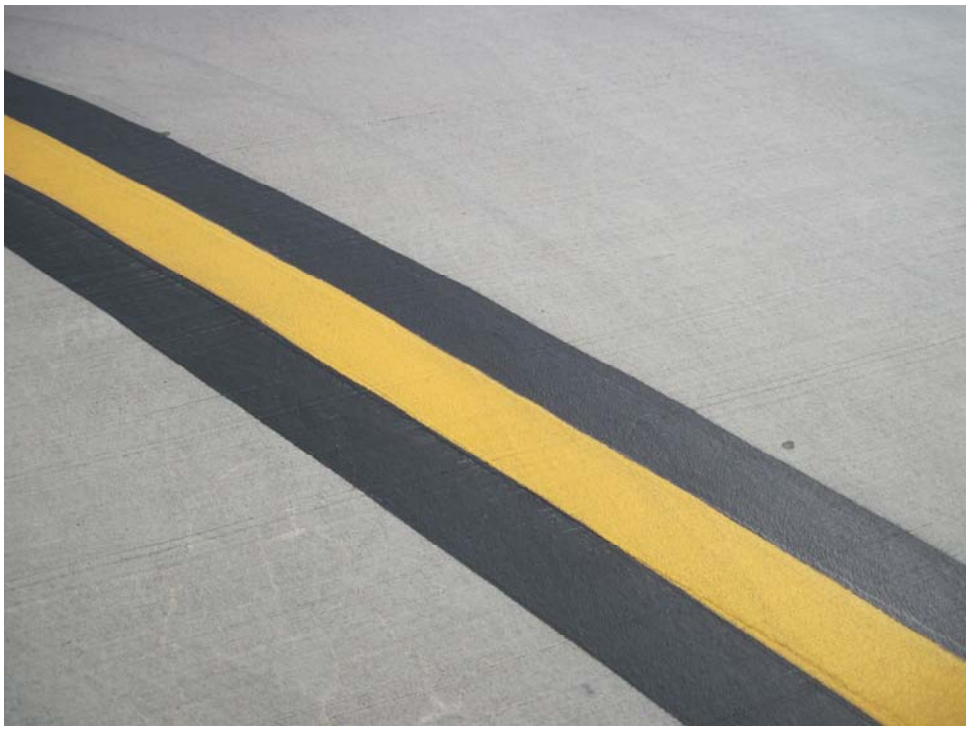
TAAP-30. Satisfactory Paint.

TAAP-40. Overview.

TAAP-40. Satisfactory Paint.

TARUNUPAP-10. Overview.

TARUNUPAP-10. Shrinkage Cracking (Sample Unit #02).



TARUNUPAP-10. Satisfactory Paint.

TBAP-10. Overview.

TBAP-10. Alligator Cracking (Sample Unit #07).

TBAP-10. Block Cracking (Sample Unit #04).

TBAP-10. Rutting (Sample Unit #03).

TBAP-10. Satisfactory Paint.

TBAP-20. Overview.

TBAP-20. Joint Seal Damage (Sample Unit #16).

TBAP-20. Satisfactory Paint.

TBAP-30. Overview.

TBAP-30. Weathering (Sample Unit #04).

TBAP-30. Satisfactory Paint.

TBAP-40. Overview.

TBAP-40. Weathering and Longitudinal and Transverse Cracking (Sample Unit #4).

TBAP-40. Satisfactory Paint.

TCAP-10. Overview.

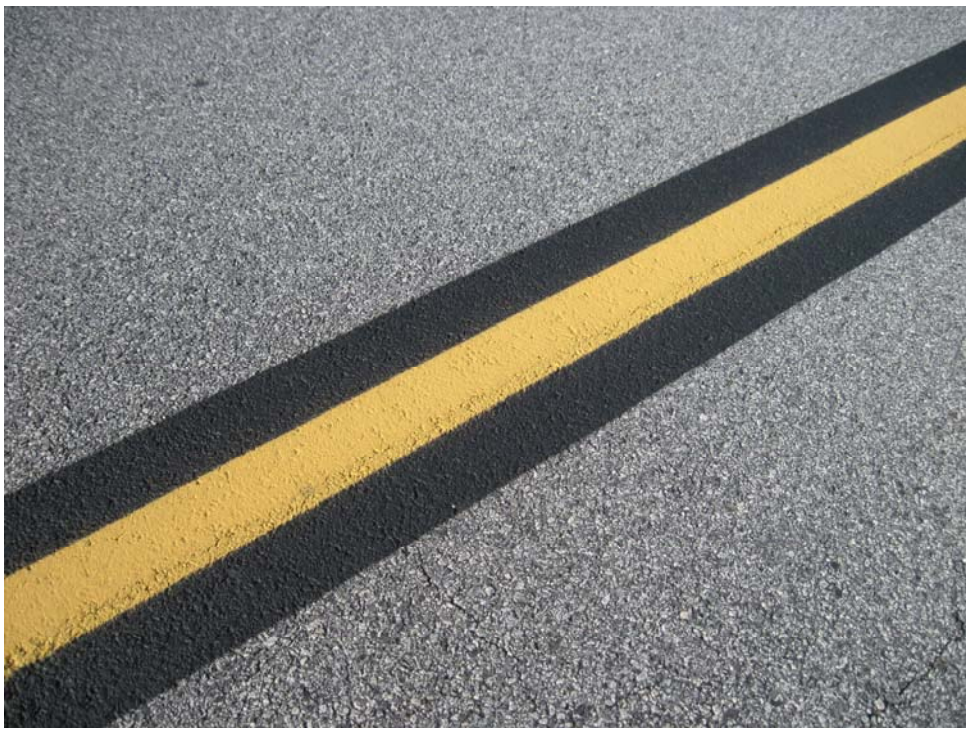
TCAP-10. Bleeding (Sample Unit #07).

TCAP-10. Longitudinal and Transverse Cracking and Weathering (Sample Unit #02).

TCAP-10. Satisfactory Paint.

TCAP-20. Overview.

TCAP-20. Weathering and Longitudinal and Transverse Cracking (Sample Unit #01).



TCAP-20. Satisfactory Paint.

TCAP-30. Overview.

TCAP-30. Alligator Cracking (Sample Unit #01).

TCAP-30. Patching (Sample Unit #01).

TCAP-30. Satisfactory Paint.

TDAP-10. Overview (1).

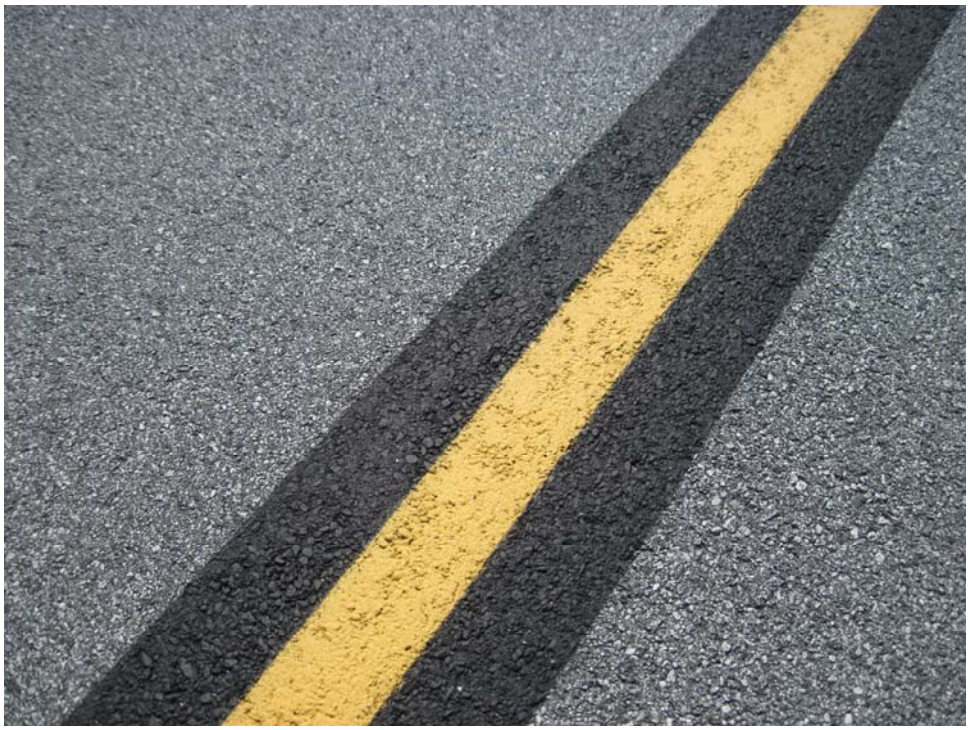
TDAP-10. Overview (2).

TDAP-10. Alligator Cracking (Sample Unit #16).

TDAP-10. Satisfactory Paint.

TDAP-20. Overview.

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



TDAP-20. Satisfactory Paint.

TDAP-30. Overview.

TDAP-30. Alligator Cracking (Sample Unit #03).

TDAP-30. Satisfactory Paint.

TEAP-10. Overview.

TEAP-10. Shrinkage Cracking.

TEAP-10. Satisfactory Paint.

TEAP-20. Overview.

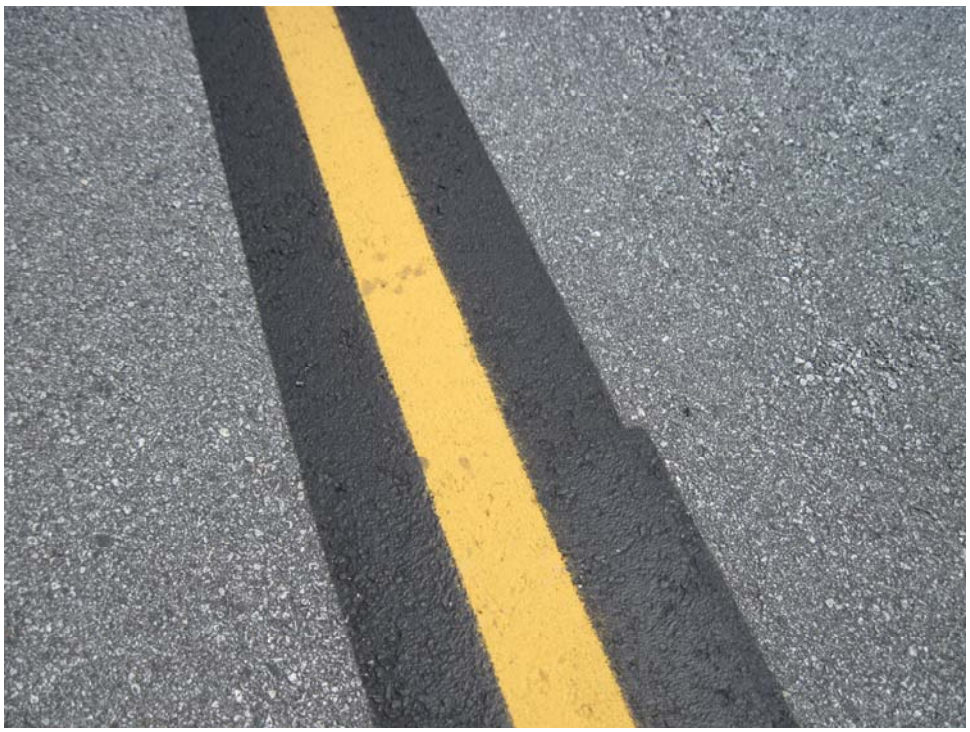
TEAP-20. Joint Seal Damage (Sample Unit #07).

TEAP-20. Satisfactory Paint.

TFAP-10. Overview (1).

TFAP-10. Overview (2).

TFAP-10. Longitudinal and Transverse Cracking and Weathering (Sample Unit #04).



TFAP-10. Satisfactory Paint (1).

TFAP-10. Satisfactory Paint (2).

TGAP-10. Overview.

TGAP-10. Rutting (Sample Unit #04).

TGAP-10. Satisfactory Paint.

THAP-10. Overview.

THAP-10. Joint Seal Damage (Sample Unit #02).

THAP-10. Satisfactory Paint.

TKAP-10. Overview.

TKAP-10. Satisfactory Paint.

TKAP-20. Overview.

TKAP-20. Alligator Cracking and Rutting (Sample Unit #19).

TKAP-20. Satisfactory Paint.

APPENDIX C

INSPECTION REPORT

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: A20RUNUPAP Name: RUNUP APRON Use: APRON Area: 21,649.00SqFt

Section: 10 of 1 From: TAXIWAY E To: TAXIWAY A-30 Last Const.: 06/01/1993
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: S
Area: 21,649.00SqFt Length: 260.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 5 Surveyed: 3
Conditions: PCI : 42
Inspection Comments:

Sample Number: 01 Type: R Area: 6,630.00SqFt PCI = 50
Sample Comments:

50 PATCHING	L	750.00 SqFt	Comments:
45 DEPRESSION	L	75.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	621.00 Ft	Comments:
57 WEATHERING	M	750.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 5,550.00SqFt PCI = 32
Sample Comments:

57 WEATHERING	M	750.00 SqFt	Comments:
50 PATCHING	L	375.00 SqFt	Comments:
45 DEPRESSION	L	150.00 SqFt	Comments:
53 RUTTING	L	80.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	40.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	621.00 Ft	Comments:
50 PATCHING	M	375.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 5,650.00SqFt PCI = 44
Sample Comments:

50 PATCHING	M	250.00 SqFt	Comments:
57 WEATHERING	M	750.00 SqFt	Comments:
45 DEPRESSION	L	150.00 SqFt	Comments:
53 RUTTING	L	15.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	10.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	411.00 Ft	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: ANERAMPAP Name: APRON NE RAMP Use: APRON Area: 298,757.00SqFt

Section: 10 of 1 From: INT W N EDGE OF APRON To: INT. TAXI J & TAXI A-30 Last Const.: 06/01/1980
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: S
Area: 298,757.00SqFt Length: 400.00Ft Width: 345.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 59 Surveyed: 7
Conditions: PCI : 27
Inspection Comments:

Sample Number: 11 Type: R Area: 5,530.00SqFt PCI = 47
Sample Comments:

50 PATCHING	M	128.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	600.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:u
43 BLOCK CRACKING	M	900.00	SqFt	Comments:

Sample Number: 15 Type: R Area: 5,735.00SqFt PCI = 37
Sample Comments:

41 ALLIGATOR CRACKING	M	60.00	SqFt	Comments:
43 BLOCK CRACKING	M	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft	Comments:u

Sample Number: 20 Type: R Area: 5,735.00SqFt PCI = 9
Sample Comments:

41 ALLIGATOR CRACKING	M	4,588.00	SqFt	Comments:
53 RUTTING	M	120.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	260.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:

Sample Number: 31 Type: R Area: 5,735.00SqFt PCI = 30
Sample Comments:

43 BLOCK CRACKING	M	3,250.00	SqFt	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft	Comments:u
41 ALLIGATOR CRACKING	M	6.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	40.00	SqFt	Comments:
53 RUTTING	L	100.00	SqFt	Comments:
52 RAVELING	M	200.00	SqFt	Comments:

Sample Number: 43 Type: R Area: 4,750.00SqFt PCI = 27
Sample Comments:

45 DEPRESSION	L	300.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	250.00	SqFt	Comments:
53 RUTTING	L	60.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	320.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:u
57 WEATHERING	L	2,000.00	SqFt	Comments:
57 WEATHERING	M	2,000.00	SqFt	Comments:
57 WEATHERING	H	750.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Sample Number: 48 Type: R Area: 4,400.00SqFt PCI = 25
Sample Comments:

50 PATCHING	M	600.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	200.00	SqFt	Comments:
57 WEATHERING	M	1,900.00	SqFt	Comments:
57 WEATHERING	L	1,000.00	SqFt	Comments:
57 WEATHERING	H	300.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	280.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u

Sample Number: 57 Type: R Area: 5,900.00SqFt PCI = 17
Sample Comments:

57 WEATHERING	L	4,800.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	700.00	SqFt	Comments:
50 PATCHING	M	1,100.00	SqFt	Comments:
43 BLOCK CRACKING	M	2,100.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:u

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: ANRAMPAP Name: APRON N RAMP Use: APRON Area: 367,944.01SqFt

Section: 10 of 1 From: TAXIWAY D To: N. END OF APRON Last Const.: 06/01/1980
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: P
Area: 367,944.01SqFt Length: 800.00Ft Width: 450.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 66 Surveyed: 7
Conditions: PCI : 40
Inspection Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 12
Sample Comments:

41 ALLIGATOR CRACKING	M	2,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft	Comments:
45 DEPRESSION	L	300.00	SqFt	Comments:

Sample Number: 28 Type: R Area: 6,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	700.00	Ft	Comments:u

Sample Number: 31 Type: R Area: 6,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	650.00	Ft	Comments:u

Sample Number: 36 Type: R Area: 6,000.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	600.00	Ft	Comments:u
41 ALLIGATOR CRACKING	L	50.00	SqFt	Comments:
57 WEATHERING	L	2,000.00	SqFt	Comments:

Sample Number: 47 Type: R Area: 3,960.00SqFt PCI = 40
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	500.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	Comments:u
57 WEATHERING	L	2,000.00	SqFt	Comments:
57 WEATHERING	M	400.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	25.00	SqFt	Comments:

Sample Number: 58 Type: R Area: 4,400.00SqFt PCI = 22
Sample Comments:

41 ALLIGATOR CRACKING	M	720.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	460.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:u
57 WEATHERING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	2,400.00	SqFt	Comments:

Sample Number: 64 Type: R Area: 5,860.00SqFt PCI = 0
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:u

Re-inspection Report

GA 2012 FINAL

Report Generated Date: December 04, 2012

48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
56	SWELLING	M	20.00	SqFt	Comments:
50	PATCHING	H	3,000.00	SqFt	Comments:
41	ALLIGATOR CRACKING	M	2,500.00	SqFt	Comments:
41	ALLIGATOR CRACKING	H	20.00	SqFt	Comments:
57	WEATHERING	M	750.00	SqFt	Comments:
57	WEATHERING	L	700.00	SqFt	Comments:
43	BLOCK CRACKING	M	400.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: ANWRAMPAP Name: APRON NW RAMP Use: APRON Area: 318,438.00SqFt

Section: 10 of 3 From: N. END OF ANWRAMP To: INT. W/ANWRAMP-20 Last Const.: 06/01/1985
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: S
Area: 94,677.00SqFt Length: 540.00Ft Width: 79.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/16/2012 Total Samples: 17 Surveyed: 5
Conditions: PCI : 28
Inspection Comments:

Sample Number: 02 Type: R Area: 4,560.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	4,560.00 SqFt	Comments:
57 WEATHERING	L	4,560.00 SqFt	Comments:

Sample Number: 04 Type: R Area: 5,900.00SqFt PCI = 33
Sample Comments:

43 BLOCK CRACKING	M	5,500.00 SqFt	Comments:
43 BLOCK CRACKING	H	400.00 SqFt	Comments:
57 WEATHERING	M	5,900.00 SqFt	Comments:

Sample Number: 08 Type: R Area: 5,900.00SqFt PCI = 12
Sample Comments:

41 ALLIGATOR CRACKING	M	350.00 SqFt	Comments:
57 WEATHERING	L	2,600.00 SqFt	Comments:
57 WEATHERING	M	2,600.00 SqFt	Comments:
41 ALLIGATOR CRACKING	H	70.00 SqFt	Comments:
43 BLOCK CRACKING	M	5,550.00 SqFt	Comments:
56 SWELLING	L	400.00 SqFt	Comments:

Sample Number: 09 Type: R Area: 6,000.00SqFt PCI = 27
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
43 BLOCK CRACKING	H	200.00 SqFt	Comments:
43 BLOCK CRACKING	L	800.00 SqFt	Comments:
56 SWELLING	L	600.00 SqFt	Comments:
57 WEATHERING	L	3,000.00 SqFt	Comments:
57 WEATHERING	M	3,000.00 SqFt	Comments:

Sample Number: 15 Type: R Area: 6,100.00SqFt PCI = 29
Sample Comments:

41 ALLIGATOR CRACKING	L	80.00 SqFt	Comments:
43 BLOCK CRACKING	L	800.00 SqFt	Comments:
43 BLOCK CRACKING	H	300.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,920.00 SqFt	Comments:
57 WEATHERING	L	6,100.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: ANWRAMPAP Name: APRON NW RAMP Use: APRON Area: 318,438.00SqFt

Section: 20 of 3 From: N. END OF NW RAMP To: INT. W/ TAXIWAY K-10 Last Const.: 06/01/1943
Surface: PCC Family: GAPCCAPHPTHNORTH-60 Zone: SAT Category: Rank: S
Area: 209,361.00SqFt Length: 1,290.00Ft Width: 185.00Ft
Slabs: 859 Slab Width: 10.00Ft Slab Length: 40.00Ft Joint Length: 28,356.25Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 49 Surveyed: 7
Conditions: PCI : 2
Inspection Comments:

Sample Number: 06 Type: R Area: 12.00Slabs PCI = 4
Sample Comments:

65 JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
66 SMALL PATCH	H	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	4.00 Slabs	Comments:
63 LINEAR CRACKING	H	8.00 Slabs	Comments:

Sample Number: 10 Type: R Area: 12.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
63 LINEAR CRACKING	H	10.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	8.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:

Sample Number: 16 Type: R Area: 9.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	H	9.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	4.00 Slabs	Comments:
62 CORNER BREAK	H	3.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:

Sample Number: 18 Type: R Area: 12.00Slabs PCI = 9
Sample Comments:

65 JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
63 LINEAR CRACKING	H	3.00 Slabs	Comments:
74 JOINT SPALLING	H	5.00 Slabs	Comments:
71 FAULTING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:

Sample Number: 22 Type: R Area: 12.00Slabs PCI = 3
Sample Comments:

65 JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
71 FAULTING	M	4.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:
72 SHATTERED SLAB	H	6.00 Slabs	Comments:
75 CORNER SPALLING	H	4.00 Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Sample Number: 28 Type: R Area: 12.00Slabs PCI = 0
Sample Comments:

65	JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
63	LINEAR CRACKING	H	8.00 Slabs	Comments:
66	SMALL PATCH	H	2.00 Slabs	Comments:
67	LARGE PATCH/UTILITY	H	4.00 Slabs	Comments:
74	JOINT SPALLING	H	5.00 Slabs	Comments:
75	CORNER SPALLING	H	2.00 Slabs	Comments:

Sample Number: 39 Type: R Area: 12.00Slabs PCI = 0
Sample Comments:

65	JOINT SEAL DAMAGE	H	12.00 Slabs	Comments:
62	CORNER BREAK	H	4.00 Slabs	Comments:
63	LINEAR CRACKING	H	7.00 Slabs	Comments:
67	LARGE PATCH/UTILITY	H	2.00 Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: ANWRAMPAP Name: APRON NW RAMP Use: APRON Area: 318,438.00SqFt

Section: 30 of 3 From: TAXIWAY K To: SECTION 20 Last Const.: 06/01/2007
Surface: PCC Family: GAPCCAPHPTHNORTH-60 Zone: SAT Category: Rank: S
Area: 14,400.00SqFt Length: 360.00Ft Width: 40.00Ft
Slabs: 38 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,040.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 49 Surveyed: 2
Conditions: PCI : 94
Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 89
Sample Comments:

63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 02 Type: R Area: 18.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: APERIMAP Name: PERIMETER APRON Use: APRON Area: 119,322.00SqFt

Section: 10 of 3 From: CLAIRMONT ROAD (MERCURY) To: TAXIWAY A Last Const.: 06/01/1982
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: S
Area: 49,345.00SqFt Length: 1,640.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 10 Surveyed: 4
Conditions: PCI : 16
Inspection Comments:

Sample Number: 01 Type: R Area: 6,600.00SqFt PCI = 11
Sample Comments:

41 ALLIGATOR CRACKING	M	4,000.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,200.00 SqFt	Comments:
45 DEPRESSION	L	375.00 SqFt	Comments:

Sample Number: 05 Type: R Area: 4,000.00SqFt PCI = 14
Sample Comments:

50 PATCHING	L	2,000.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	1,600.00 SqFt	Comments:
41 ALLIGATOR CRACKING	L	400.00 SqFt	Comments:

Sample Number: 08 Type: R Area: 4,000.00SqFt PCI = 28
Sample Comments:

41 ALLIGATOR CRACKING	M	350.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:
50 PATCHING	L	200.00 SqFt	Comments:
43 BLOCK CRACKING	M	450.00 SqFt	Comments:

Sample Number: 09 Type: R Area: 4,000.00SqFt PCI = 12
Sample Comments:

41 ALLIGATOR CRACKING	M	3,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	500.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: APERIMAP Name: PERIMETER APRON Use: APRON Area: 119,322.00SqFt

Section: 20 of 3 From: APERIMAP-10 To: TAXIWAY K Last Const.: 06/02/2000
Surface: AC Family: GAACAPGA3 Zone: SAT Category: Rank: P
Area: 61,227.00SqFt Length: 1,665.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 15 Surveyed: 5
Conditions: PCI : 71
Inspection Comments:

Sample Number: 02 Type: R Area: 5,600.00SqFt PCI = 51
Sample Comments:

50 PATCHING	M	20.00	SqFt	Comments:
50 PATCHING	H	20.00	SqFt	Comments:
42 BLEEDING	N	8.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	576.00	Ft	Comments:u
41 ALLIGATOR CRACKING	M	76.00	SqFt	Comments:
57 WEATHERING	L	400.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 3,500.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft	Comments:u
57 WEATHERING	L	200.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,250.00	SqFt	Comments:u

Sample Number: 08 Type: R Area: 4,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.00	Ft	Comments:u
57 WEATHERING	L	800.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 4,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft	Comments:
57 WEATHERING	L	700.00	SqFt	Comments:

Sample Number: 14 Type: R Area: 4,335.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	234.00	Ft	Comments:u
57 WEATHERING	M	200.00	SqFt	Comments:
57 WEATHERING	L	2,000.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: APERIMAP Name: PERIMETER APRON Use: APRON Area: 119,322.00SqFt

Section: 30 of 3 From: TAXIWAY K To: END Last Const.: 11/01/2007
Surface: AAC Family: GAAACAPGA3NORTH Zone: SAT Category: Rank: S
Area: 8,750.00SqFt Length: 350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI : 87
Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

47 JOINT REFLECTION CRACKING	L	135.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	58.00 Ft	Comments:u
57 WEATHERING	L	200.00 SqFt	Comments:
52 RAVELING	L	5.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 3,750.00SqFt PCI = 87
Sample Comments:

54 SHOVING	L	4.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.00 Ft	Comments:u
57 WEATHERING	L	170.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: ATARUNUPAP Name: TAXIWAY A RUNUP AREA Use: APRON Area: 24,000.00SqFt

Section: 10 of 1 From: TAXIWAY A To: END Last Const.: 06/01/1968
Surface: PCC Family: GAPCCAPHPTHNORTH-60 Zone: SAT Category: Rank: P
Area: 24,000.00SqFt Length: 280.00Ft Width: 80.00Ft
Slabs: 60 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,880.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 3 Surveyed: 3
Conditions: PCI : 95
Inspection Comments:

Sample Number: 01 Type: R Area: 18.00Slabs PCI = 95
Sample Comments:
73 SHRINKAGE CRACKING N 6.00 Slabs Comments:

Sample Number: 02 Type: R Area: 24.00Slabs PCI = 96
Sample Comments:
73 SHRINKAGE CRACKING N 7.00 Slabs Comments:

Sample Number: 03 Type: R Area: 18.00Slabs PCI = 94
Sample Comments:
73 SHRINKAGE CRACKING N 8.00 Slabs Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: HELIAP Name: HELIPAD Use: HELIPAD Area: 21,815.00SqFt

Section: 10 of 2 From: APRON N RAMP-20 To: HELIPAD Last Const.: 06/03/1996
Surface: AC Family: GAACHP-60 Zone: U-CR Category: Rank: P
Area: 18,679.00SqFt Length: 475.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 3 Surveyed: 3
Conditions: PCI : 43
Inspection Comments:

Sample Number: 01 Type: R Area: 4,135.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00 Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	213.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	120.00 Ft	Comments:
50	PATCHING	M	340.00 SqFt	Comments:
45	DEPRESSION	L	300.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:
57	WEATHERING	L	200.00 SqFt	Comments:
57	WEATHERING	M	100.00 SqFt	Comments:

Sample Number: 02 Type: R Area: 7,775.00SqFt PCI = 29
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	165.00 Ft	Comments:
50	PATCHING	L	430.00 SqFt	Comments:
50	PATCHING	M	2,675.00 SqFt	Comments:
57	WEATHERING	M	1,000.00 SqFt	Comments:
57	WEATHERING	L	1,000.00 SqFt	Comments:
45	DEPRESSION	L	600.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 6,769.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	486.00 Ft	Comments:
50	PATCHING	M	68.00 SqFt	Comments:
57	WEATHERING	L	1,340.00 SqFt	Comments:
45	DEPRESSION	L	300.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: HELIAP Name: HELIPAD Use: HELIPAD Area: 21,815.00SqFt

Section: 20 of 2 From: HELIAP-10 To: CENTER OF HELIPAD Last Const.: 06/03/1996
Surface: PCC Family: GAPCCAPHPTHNORTH-60 Zone: U-CH Category: Rank: P
Area: 3,136.00SqFt Length: 56.00Ft Width: 56.00Ft
Slabs: 16 Slab Width: 14.00Ft Slab Length: 14.00Ft Joint Length: 336.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 100
Inspection Comments:

Sample Number: 01 Type: R Area: 16.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: R1634AP Name: RUNWAY 16/34 Use: RUNWAY Area: 549,920.00SqFt

Section: 10 of 2 From: 16 APPROACH To: 34 APPROACH Last Const.: 06/01/1991
Surface: AAC Family: GAAACRWYGA3 Zone: SAT Category: Rank: S
Area: 356,178.00SqFt Length: 2,350.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 70 Surveyed: 7
Conditions: PCI : 48
Inspection Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

43 BLOCK CRACKING	M	4,500.00	SqFt	Comments:
43 BLOCK CRACKING	L	500.00	SqFt	Comments:u
56 SWELLING	L	350.00	SqFt	Comments:

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:u
43 BLOCK CRACKING	L	1,000.00	SqFt	Comments:s
43 BLOCK CRACKING	L	500.00	SqFt	Comments:u
43 BLOCK CRACKING	M	2,500.00	SqFt	Comments:
56 SWELLING	L	200.00	SqFt	Comments:

Sample Number: 16 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:s
43 BLOCK CRACKING	L	500.00	SqFt	Comments:u
43 BLOCK CRACKING	M	500.00	SqFt	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	M	70.00	Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:u

Sample Number: 40 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	349.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	26.00	Ft	Comments:
56 SWELLING	L	120.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	270.00	Ft	Comments:s

Sample Number: 42 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:s
43 BLOCK CRACKING	L	1,000.00	SqFt	Comments:u
43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:fs

Sample Number: 61 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	3,750.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,250.00	SqFt	Comments:u
56 SWELLING	L	500.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Sample Number: 63 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

43	BLOCK CRACKING	M	400.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	500.00 Ft	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	141.00 Ft	Comments:s
48	LONGITUDINAL/TRANSVERSE CRACKING	L	592.00 Ft	Comments:u

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: R1634AP Name: RUNWAY 16/34 Use: RUNWAY Area: 549,920.00SqFt

Section: 20 of 2 From: TAXIWAY H To: RUNWAY 2L Last Const.: 06/01/2007
Surface: AAC Family: GAAACRWYGA3 Zone: SAT Category: Rank: S
Area: 193,742.00SqFt Length: 1,300.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 42 Surveyed: 7
Conditions: PCI : 85
Inspection Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	Comments:u
57 WEATHERING	L	100.00	SqFt	Comments:

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:w
57 WEATHERING	L	150.00	SqFt	Comments:

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:u
57 WEATHERING	L	200.00	SqFt	Comments:

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	260.00	Ft	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:u
57 WEATHERING	L	200.00	SqFt	Comments:

Sample Number: 29 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	123.00	Ft	Comments:u
57 WEATHERING	M	50.00	SqFt	Comments:
57 WEATHERING	L	150.00	SqFt	Comments:

Sample Number: 31 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:u
57 WEATHERING	L	200.00	SqFt	Comments:at plj

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: R2L20RAP Name: RUNWAY 2L/20R Use: RUNWAY Area: 580,411.00SqFt

Section: 10 of 2 From: Section 20 To: 20R APPROACH Last Const.: 06/01/1993
Surface: AAC Family: GAAACRWYGA3 Zone: SAT Category: Rank: P
Area: 563,392.00SqFt Length: 3,570.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 117 Surveyed: 12
Conditions: PCI : 59
Inspection Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

43 BLOCK CRACKING	L	3,650.00	SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

50 PATCHING	L	385.00	SqFt	Comments:
43 BLOCK CRACKING	M	615.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:u
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:s

Sample Number: 36 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

43 BLOCK CRACKING	L	1,200.00	SqFt	Comments:u
43 BLOCK CRACKING	M	2.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	311.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:s

Sample Number: 41 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:s
43 BLOCK CRACKING	L	3,500.00	SqFt	Comments:u

Sample Number: 45 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

43 BLOCK CRACKING	L	3,500.00	SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u

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

43 BLOCK CRACKING	M	200.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,000.00	SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:

Sample Number: 61 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

43 BLOCK CRACKING	M	300.00	SqFt	Comments:fs
43 BLOCK CRACKING	L	1,400.00	SqFt	Comments:s
43 BLOCK CRACKING	L	3,290.00	SqFt	Comments:u

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Sample Number: 67 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

43 BLOCK CRACKING	M	300.00	SqFt	Comments:fs
43 BLOCK CRACKING	L	2,200.00	SqFt	Comments:s
43 BLOCK CRACKING	L	2,500.00	SqFt	Comments:u

Sample Number: 72 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,000.00	SqFt	Comments:mostly us

Sample Number: 83 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	365.00	Ft	Comments:w fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	510.00	Ft	Comments:u

Sample Number: 94 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	248.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	355.00	Ft	Comments:u
43 BLOCK CRACKING	M	100.00	SqFt	Comments:
43 BLOCK CRACKING	L	630.00	SqFt	Comments:u
56 SWELLING	L	8.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

43 BLOCK CRACKING	M	300.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:s
43 BLOCK CRACKING	L	1,700.00	SqFt	Comments:u

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: R2L20RAP Name: RUNWAY 2L/20R Use: RUNWAY Area: 580,411.00SqFt

Section: 20 of 2 From: 2L APPROACH To: Section 10 Last Const.: 06/01/2005
Surface: AAC Family: GAAACRWYGA3 Zone: SAT Category: Rank: P
Area: 17,019.00SqFt Length: 110.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 3 Surveyed: 3
Conditions: PCI : 73
Inspection Comments:

Sample Number: 01 Type: R Area: 5,500.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	152.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	195.00	Ft	Comments:
43 BLOCK CRACKING	L	900.00	SqFt	Comments:u
50 PATCHING	M	75.00	SqFt	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 02 Type: R Area: 5,500.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	530.00	Ft	Comments:u
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 03 Type: R Area: 6,019.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	261.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
57 WEATHERING	L	300.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: R2R20LAP Name: RUNWAY 2R/20L Use: RUNWAY Area: 604,993.00SqFt

Section: 10 of 1 From: 2R APPROACH To: 20L APPROACH Last Const.: 06/03/1968
Surface: PCC Family: GAPCCRWYNORTH-70 Zone: SAT Category: Rank: P
Area: 604,993.00SqFt Length: 6,001.00Ft Width: 100.00Ft
Slabs: 3,872 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 89,915.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 194 Surveyed: 20
Conditions: PCI : 73
Inspection Comments:

Sample Number: 11 Type: R Area: 20.00Slabs PCI = 75
Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:
76 ASR	L	14.00 Slabs	Comments:

Sample Number: 12 Type: R Area: 20.00Slabs PCI = 76
Sample Comments:

63 LINEAR CRACKING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
76 ASR	L	3.00 Slabs	Comments:

Sample Number: 35 Type: R Area: 20.00Slabs PCI = 85
Sample Comments:

76 ASR	L	7.00 Slabs	Comments:

Sample Number: 36 Type: R Area: 20.00Slabs PCI = 80
Sample Comments:

76 ASR	L	7.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:

Sample Number: 47 Type: R Area: 20.00Slabs PCI = 69
Sample Comments:

63 LINEAR CRACKING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
76 ASR	L	9.00 Slabs	Comments:

Sample Number: 48 Type: R Area: 20.00Slabs PCI = 75
Sample Comments:

76 ASR	L	8.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:

Sample Number: 63 Type: R Area: 20.00Slabs PCI = 60
Sample Comments:

63 LINEAR CRACKING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:
76 ASR	L	13.00 Slabs	Comments:

Sample Number: 64 Type: R Area: 20.00Slabs PCI = 74
Sample Comments:

76 ASR	L	9.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Sample Number: 87 Type: R Area: 20.00Slabs PCI = 71
Sample Comments:

63 LINEAR CRACKING	L	5.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
76 ASR	L	4.00 Slabs	Comments:

Sample Number: 88 Type: R Area: 20.00Slabs PCI = 73
Sample Comments:

63 LINEAR CRACKING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
76 ASR	L	4.00 Slabs	Comments:

Sample Number: 111 Type: R Area: 20.00Slabs PCI = 68
Sample Comments:

63 LINEAR CRACKING	L	5.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
76 ASR	L	2.00 Slabs	Comments:

Sample Number: 112 Type: R Area: 20.00Slabs PCI = 90
Sample Comments:

76 ASR	L	3.00 Slabs	Comments:

Sample Number: 135 Type: R Area: 20.00Slabs PCI = 72
Sample Comments:

63 LINEAR CRACKING	L	7.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
76 ASR	L	1.00 Slabs	Comments:

Sample Number: 136 Type: R Area: 20.00Slabs PCI = 83
Sample Comments:

76 ASR	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:

Sample Number: 159 Type: R Area: 20.00Slabs PCI = 68
Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:
76 ASR	M	1.00 Slabs	Comments:
76 ASR	L	8.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:

Sample Number: 160 Type: R Area: 20.00Slabs PCI = 80
Sample Comments:

76 ASR	L	9.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:

Sample Number: 171 Type: R Area: 20.00Slabs PCI = 79
Sample Comments:

76 ASR	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:

Sample Number: 172 Type: R Area: 20.00Slabs PCI = 71
Sample Comments:

76 ASR	L	14.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:

Sample Number: 183 Type: R Area: 20.00Slabs PCI = 40
Sample Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

76 ASR	L	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	4.00	Slabs	Comments:
63 LINEAR CRACKING	L	5.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
76 ASR	M	3.00	Slabs	Comments:

Sample Number: 184 Type: R Area: 20.00Slabs PCI = 74

Sample Comments:

66 SMALL PATCH	L	2.00	Slabs	Comments:
76 ASR	L	7.00	Slabs	Comments:
63 LINEAR CRACKING	L	5.00	Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: R927AP Name: RUNWAY 9/27 Use: RUNWAY Area: 430,240.00SqFt

Section: 10 of 1 From: 9 APPROACH To: 27 APPROACH Last Const.: 06/01/1989
Surface: AAC Family: GAAACRWYGA3 Zone: SAT Category: Rank: S
Area: 430,240.00SqFt Length: 3,378.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/24/2012 Total Samples: 89 Surveyed: 9
Conditions: PCI : 36
Inspection Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

43	BLOCK CRACKING	L	500.00 SqFt	Comments:u
43	BLOCK CRACKING	M	4,400.00 SqFt	Comments:fs
56	SWELLING	L	100.00 SqFt	Comments:
50	PATCHING	M	100.00 SqFt	Comments:

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

43	BLOCK CRACKING	M	4,000.00 SqFt	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.00 Ft	Comments:fs
56	SWELLING	L	300.00 SqFt	Comments:

Sample Number: 37 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

52	RAVELING	M	350.00 SqFt	Comments:pr
43	BLOCK CRACKING	M	3,750.00 SqFt	Comments:fs
56	SWELLING	L	100.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00 Ft	Comments:u

Sample Number: 42 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

43	BLOCK CRACKING	M	3,500.00 SqFt	Comments:fs
48	LONGITUDINAL/TRANSVERSE CRACKING	L	128.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	45.00 Ft	Comments:fs
56	SWELLING	L	500.00 SqFt	Comments:
57	WEATHERING	L	140.00 SqFt	Comments:pr

Sample Number: 49 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

57	WEATHERING	H	150.00 SqFt	Comments:pr
43	BLOCK CRACKING	L	2,500.00 SqFt	Comments:
43	BLOCK CRACKING	M	2,500.00 SqFt	Comments:
56	SWELLING	L	300.00 SqFt	Comments:

Sample Number: 51 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

52	RAVELING	M	100.00 SqFt	Comments:pr
41	ALLIGATOR CRACKING	M	275.00 SqFt	Comments:
50	PATCHING	L	550.00 SqFt	Comments:
50	PATCHING	M	110.00 SqFt	Comments:
43	BLOCK CRACKING	M	3,000.00 SqFt	Comments:fs
43	BLOCK CRACKING	L	1,000.00 SqFt	Comments:u

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

56 SWELLING	L	150.00	SqFt	Comments:

Sample Number: 57 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

57 WEATHERING	H	1,000.00	SqFt	Comments:PR
48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00	Ft	Comments:u
43 BLOCK CRACKING	M	3,000.00	SqFt	Comments:fs
43 BLOCK CRACKING	L	600.00	SqFt	Comments:u
56 SWELLING	L	10.00	SqFt	Comments:

Sample Number: 64 Type: R Area: 5,000.00SqFt PCI = 27
Sample Comments:

43 BLOCK CRACKING	M	4,000.00	SqFt	Comments:fs
43 BLOCK CRACKING	L	500.00	SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:fs
56 SWELLING	L	500.00	SqFt	Comments:@cracks
56 SWELLING	M	50.00	SqFt	Comments:@crackd

Sample Number: 83 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	5,000.00	SqFt	Comments:
56 SWELLING	L	300.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TAAP Name: TAXIWAY A Use: TAXIWAY Area: 483,726.00SqFt

Section: 10 of 4 From: INT. W/RUNWAY 2R/20L To: INT. W/RUNWAY 9/27 Last Const.: 06/01/1968
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: P
Area: 145,048.00SqFt Length: 2,107.00Ft Width: 50.00Ft
Slabs: 464 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 10,485.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 26 Surveyed: 8
Conditions: PCI : 56
Inspection Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 15
Sample Comments:

76 ASR	L	7.00 Slabs	Comments:
76 ASR	M	13.00 Slabs	Comments:
63 LINEAR CRACKING	M	11.00 Slabs	Comments:

Sample Number: 04 Type: R Area: 15.00Slabs PCI = 5
Sample Comments:

72 SHATTERED SLAB	M	8.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
76 ASR	M	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
76 ASR	L	3.00 Slabs	Comments:
72 SHATTERED SLAB	L	2.00 Slabs	Comments:

Sample Number: 12 Type: R Area: 24.00Slabs PCI = 72
Sample Comments:

71 FAULTING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
76 ASR	L	3.00 Slabs	Comments:

Sample Number: 14 Type: R Area: 24.00Slabs PCI = 80
Sample Comments:

76 ASR	L	6.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Sample Number: 16 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:

63 LINEAR CRACKING	L	18.00 Slabs	Comments:
76 ASR	L	18.00 Slabs	Comments:

Sample Number: 18 Type: R Area: 20.00Slabs PCI = 60
Sample Comments:

63 LINEAR CRACKING	L	11.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
76 ASR	L	18.00 Slabs	Comments:

Sample Number: 20 Type: R Area: 20.00Slabs PCI = 65
Sample Comments:

63 LINEAR CRACKING	L	18.00 Slabs	Comments:

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76 ASR	L	15.00	Slabs	Comments:

Sample Number: 24 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:

76 ASR	L	20.00	Slabs	Comments:
63 LINEAR CRACKING	L	20.00	Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TAAP Name: TAXIWAY A Use: TAXIWAY Area: 483,726.00SqFt

Section: 20 of 4 From: INT. W/RUNWAY 9/27 To: INT. W/RUNWAY 16/34 Last Const.: 06/02/2005
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: P
Area: 98,190.00SqFt Length: 1,020.00Ft Width: 50.00Ft
Slabs: 628 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 7,090.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 32 Surveyed: 7
Conditions: PCI : 94
Inspection Comments:

Sample Number: 002 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:	

Sample Number: 007 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 011 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 017 Type: R Area: 20.00Slabs PCI = 79
Sample Comments:

66 SMALL PATCH	H	3.00 Slabs	Comments:	
74 JOINT SPALLING	M	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 021 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 025 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 029 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TAAP Name: TAXIWAY A Use: TAXIWAY Area: 483,726.00SqFt

Section: 30 of 4 From: INT. W/RUNWAY 16/34 To: INT. W/RUNWAY 2R20L Last Const.: 06/01/1968
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: P
Area: 229,238.00SqFt Length: 4,025.00Ft Width: 50.00Ft
Slabs: 734 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 20,075.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 39 Surveyed: 8
Conditions: PCI : 58
Inspection Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 55
Sample Comments:

76 ASR	L	8.00 Slabs	Comments:
63 LINEAR CRACKING	L	20.00 Slabs	Comments:
76 ASR	M	2.00 Slabs	Comments:

Sample Number: 06 Type: R Area: 20.00Slabs PCI = 70
Sample Comments:

76 ASR	L	7.00 Slabs	Comments:
63 LINEAR CRACKING	L	17.00 Slabs	Comments:

Sample Number: 12 Type: R Area: 20.00Slabs PCI = 60
Sample Comments:

76 ASR	L	18.00 Slabs	Comments:
63 LINEAR CRACKING	L	19.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 14 Type: R Area: 20.00Slabs PCI = 54
Sample Comments:

63 LINEAR CRACKING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	18.00 Slabs	Comments:
76 ASR	L	17.00 Slabs	Comments:

Sample Number: 19 Type: R Area: 20.00Slabs PCI = 49
Sample Comments:

63 LINEAR CRACKING	M	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	17.00 Slabs	Comments:
76 ASR	L	20.00 Slabs	Comments:

Sample Number: 22 Type: R Area: 21.00Slabs PCI = 51
Sample Comments:

76 ASR	L	12.00 Slabs	Comments:
76 ASR	M	8.00 Slabs	Comments:

Sample Number: 29 Type: R Area: 20.00Slabs PCI = 60
Sample Comments:

76 ASR	L	15.00 Slabs	Comments:
63 LINEAR CRACKING	L	15.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 35 Type: R Area: 20.00Slabs PCI = 70
Sample Comments:

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63 LINEAR CRACKING	L	12.00	Slabs	Comments:
76 ASR	L	8.00	Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TAAP Name: TAXIWAY A Use: TAXIWAY Area: 483,726.00SqFt

Section: 40 of 4 From: R2L Approach End To: TAAP-10 Last Const.: 06/02/2005
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: P
Area: 11,250.00SqFt Length: 225.00Ft Width: 50.00Ft
Slabs: 72 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 1,525.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 4 Surveyed: 3
Conditions: PCI : 98
Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE		L	20.00 Slabs	Comments:

Sample Number: 02 Type: R Area: 16.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE		L	16.00 Slabs	Comments:

Sample Number: 03 Type: R Area: 16.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE		L	16.00 Slabs	Comments:

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GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TBAP Name: TAXIWAY B Use: TAXIWAY Area: 198,312.00SqFt

Section: 10 of 4 From: 16 APPR RUNWAY 16/34 To: 34 APPR RUNWAY 16/34 Last Const.: 06/01/1999
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 62,568.00SqFt Length: 1,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 13 Surveyed: 5
Conditions: PCI : 33
Inspection Comments:

Sample Number: 03 Type: R Area: 5,500.00SqFt PCI = 38
Sample Comments:

53 RUTTING	M	300.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,000.00 SqFt	Comments:fs
43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:s
43 BLOCK CRACKING	L	1,500.00 SqFt	Comments:u

Sample Number: 05 Type: R Area: 5,500.00SqFt PCI = 28
Sample Comments:

43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:s
41 ALLIGATOR CRACKING	M	280.00 SqFt	Comments:
53 RUTTING	L	400.00 SqFt	Comments:
53 RUTTING	L	400.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,000.00 SqFt	Comments:
43 BLOCK CRACKING	L	1,220.00 SqFt	Comments:u

Sample Number: 07 Type: R Area: 5,500.00SqFt PCI = 24
Sample Comments:

53 RUTTING	L	600.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	800.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,000.00 SqFt	Comments:
43 BLOCK CRACKING	L	1,700.00 SqFt	Comments:u
43 BLOCK CRACKING	L	2,000.00 SqFt	Comments:s

Sample Number: 09 Type: R Area: 5,500.00SqFt PCI = 20
Sample Comments:

41 ALLIGATOR CRACKING	M	190.00 SqFt	Comments:
53 RUTTING	L	400.00 SqFt	Comments:
53 RUTTING	M	300.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,000.00 SqFt	Comments:fs
43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:u
43 BLOCK CRACKING	L	1,310.00 SqFt	Comments:s
45 DEPRESSION	L	150.00 SqFt	Comments:

Sample Number: 11 Type: R Area: 5,104.00SqFt PCI = 56
Sample Comments:

43 BLOCK CRACKING	M	600.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,000.00 SqFt	Comments:s
43 BLOCK CRACKING	L	1,504.00 SqFt	Comments:u
56 SWELLING	L	100.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TBAP Name: TAXIWAY B Use: TAXIWAY Area: 198,312.00SqFt

Section: 20 of 4 From: TAXIWAY K To: TAXIWAY A Last Const.: 10/02/2006
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: S
Area: 67,461.00SqFt Length: 1,287.00Ft Width: 50.00Ft
Slabs: 482 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 8,959.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 22 Surveyed: 6
Conditions: PCI : 98
Inspection Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 08 Type: R Area: 20.00Slabs PCI = 96
Sample Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:

Sample Number: 10 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 13 Type: R Area: 20.00Slabs PCI = 96
Sample Comments:
70 SCALING/CRAZING L 2.00 Slabs Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 16 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 20.00 Slabs Comments:

Sample Number: 18 Type: R Area: 20.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TBAP Name: TAXIWAY B Use: TAXIWAY Area: 198,312.00SqFt

Section: 30 of 4 From: TAXIWAY C To: R34 APPRCH Last Const.: 06/01/2002
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 31,104.00SqFt Length: 590.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 6 Surveyed: 4
Conditions: PCI : 67
Inspection Comments:

Sample Number: 001 Type: R Area: 7,433.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	681.00	Ft	Comments:u
57	WEATHERING	M	340.00	SqFt	Comments:
57	WEATHERING	L	260.00	SqFt	Comments:
56	SWELLING	L	20.00	SqFt	Comments:

Sample Number: 004 Type: R Area: 4,490.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	290.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	21.00	Ft	Comments:
57	WEATHERING	L	500.00	SqFt	Comments:
57	WEATHERING	M	10.00	SqFt	Comments:

Sample Number: 005 Type: R Area: 4,490.00SqFt PCI = 63
Sample Comments:

43	BLOCK CRACKING	L	500.00	SqFt	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:w
57	WEATHERING	H	3.00	SqFt	Comments:
57	WEATHERING	M	200.00	SqFt	Comments:
57	WEATHERING	L	1,000.00	SqFt	Comments:

Sample Number: 006 Type: R Area: 4,850.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	130.00	Ft	Comments:w
48	LONGITUDINAL/TRANSVERSE CRACKING	L	436.00	Ft	Comments:u
57	WEATHERING	M	100.00	SqFt	Comments:
57	WEATHERING	L	600.00	SqFt	Comments:
57	WEATHERING	H	25.00	SqFt	Comments:
56	SWELLING	L	20.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TBAP Name: TAXIWAY B Use: TAXIWAY Area: 198,312.00SqFt

Section: 40 of 4 From: TAXIWAY A To: RUNWAY 2R Last Const.: 06/01/1999
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 37,179.00SqFt Length: 650.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 7 Surveyed: 4
Conditions: PCI : 63
Inspection Comments:

Sample Number: 01 Type: R Area: 5,360.00SqFt PCI = 43
Sample Comments:

50 PATCHING	L	2,700.00 SqFt	Comments:
43 BLOCK CRACKING	L	1,330.00 SqFt	Comments:u
43 BLOCK CRACKING	M	1,330.00 SqFt	Comments:fs w
56 SWELLING	L	300.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 6,340.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	73.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.00 Ft	Comments:s
57 WEATHERING	M	8.00 SqFt	Comments:pr

Sample Number: 04 Type: R Area: 5,025.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00 Ft	Comments:fs
48 LONGITUDINAL/TRANSVERSE CRACKING	L	395.00 Ft	Comments:s
57 WEATHERING	M	9.00 SqFt	Comments:pr

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	137.00 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	499.00 Ft	Comments:s
50 PATCHING	L	70.00 SqFt	Comments:
57 WEATHERING	M	30.00 SqFt	Comments:

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GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TCAP Name: TAXIWAY C Use: TAXIWAY Area: 128,080.00SqFt

Section: 10 of 3 From: 27 APPR RUNWAY 9/27 To: INT. W/RUNWAY 2R/20L Last Const.: 06/01/2002
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 46,716.00SqFt Length: 1,532.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 10 Surveyed: 5
Conditions: PCI : 72
Inspection Comments:

Sample Number: 02 Type: R Area: 4,500.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	333.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	65.00	Ft	Comments:
56 SWELLING	L	24.00	SqFt	Comments:
57 WEATHERING	L	300.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 4,500.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	190.00	Ft	Comments:w
57 WEATHERING	L	150.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 4,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft	Comments:w
56 SWELLING	L	30.00	SqFt	Comments:

Sample Number: 07 Type: R Area: 4,500.00SqFt PCI = 75
Sample Comments:

56 SWELLING	L	25.00	SqFt	Comments:
56 SWELLING	M	85.00	SqFt	Comments:
56 SWELLING	L	328.00	SqFt	Comments:
42 BLEEDING	N	10.00	SqFt	Comments:
57 WEATHERING	L	400.00	SqFt	Comments:plj & rndm

Sample Number: 08 Type: R Area: 4,500.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	393.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	14.00	Ft	Comments:
42 BLEEDING	N	7.00	SqFt	Comments:
56 SWELLING	L	35.00	SqFt	Comments:
57 WEATHERING	L	300.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TCAP Name: TAXIWAY C Use: TAXIWAY Area: 128,080.00SqFt

Section: 20 of 3 From: INT. W/TAXIWAY A-20 To: W.EDGE (CLAIRMONT ROAD) Last Const.: 06/01/2002
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 75,037.00SqFt Length: 790.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 14 Surveyed: 5
Conditions: PCI : 65
Inspection Comments:

Sample Number: 01 Type: R Area: 6,920.00SqFt PCI = 70
Sample Comments:

43 BLOCK CRACKING	L	420.00	SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	526.00	Ft	Comments:u
56 SWELLING	L	50.00	SqFt	Comments:
57 WEATHERING	L	100.00	SqFt	Comments:
57 WEATHERING	M	200.00	SqFt	Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

42 BLEEDING	N	4.00	SqFt	Comments:
57 WEATHERING	L	200.00	SqFt	Comments:
57 WEATHERING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	130.00	Ft	Comments:w & 2ndary
48 LONGITUDINAL/TRANSVERSE CRACKING	L	452.00	Ft	Comments:u
41 ALLIGATOR CRACKING	L	25.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 4,425.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	315.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	521.00	Ft	Comments:u
56 SWELLING	L	45.00	SqFt	Comments:
57 WEATHERING	M	200.00	SqFt	Comments:
57 WEATHERING	L	600.00	SqFt	Comments:

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	185.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	381.00	Ft	Comments:u
57 WEATHERING	L	800.00	SqFt	Comments:
57 WEATHERING	M	150.00	SqFt	Comments:
45 DEPRESSION	L	350.00	SqFt	Comments:
56 SWELLING	L	6.00	SqFt	Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	140.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	131.00	Ft	Comments:u
57 WEATHERING	L	400.00	SqFt	Comments:
57 WEATHERING	M	100.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TCAP Name: TAXIWAY C Use: TAXIWAY Area: 128,080.00SqFt

Section: 30 of 3 From: EDGE OF TWA To: TWC-20 Last Const.: 06/01/1978
Surface: AC Family: GAACTWYGA3NORTH Zone: SAT Category: Rank: P
Area: 6,327.00SqFt Length: 130.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI : 16
Inspection Comments:

Sample Number: 01 Type: R Area: 6,327.00SqFt PCI = 16
Sample Comments:

41 ALLIGATOR CRACKING	M	1,649.99 SqFt	Comments:
50 PATCHING	M	500.00 SqFt	Comments:
50 PATCHING	L	500.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,339.00 SqFt	Comments:s
43 BLOCK CRACKING	M	2,339.00 SqFt	Comments:
53 RUTTING	L	700.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TDAP Name: TAXIWAY D Use: TAXIWAY Area: 150,225.00SqFt

Section: 10 of 3 From: 16 APPR RUNWAY 16/34 To: 34 APPR RUNWAY 16/34 Last Const.: 06/01/1980
Surface: AC Family: GAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 103,256.00SqFt Length: 2,200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 22 Surveyed: 5
Conditions: PCI : 20
Inspection Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 18
Sample Comments:

41 ALLIGATOR CRACKING	M	1,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:
53 RUTTING	M	100.00	SqFt	Comments:
53 RUTTING	L	300.00	SqFt	Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 17
Sample Comments:

41 ALLIGATOR CRACKING	M	1,200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	210.00	Ft	Comments:
53 RUTTING	L	200.00	SqFt	Comments:

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 0
Sample Comments:

50 PATCHING	H	1,650.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	2,500.00	SqFt	Comments:
53 RUTTING	H	150.00	SqFt	Comments:
53 RUTTING	M	300.00	SqFt	Comments:
53 RUTTING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:u

Sample Number: 14 Type: R Area: 5,000.00SqFt PCI = 17
Sample Comments:

41 ALLIGATOR CRACKING	M	1,200.00	SqFt	Comments:
53 RUTTING	L	100.00	SqFt	Comments:
53 RUTTING	M	260.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	230.00	Ft	Comments:

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

53 RUTTING	L	700.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	380.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	145.00	Ft	Comments:
41 ALLIGATOR CRACKING	M	30.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TDAP Name: TAXIWAY D Use: TAXIWAY Area: 150,225.00SqFt

Section: 20 of 3 From: RW 2R To: R34 APPRCH Last Const.: 06/01/2002
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 34,983.00SqFt Length: 770.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 7 Surveyed: 4
Conditions: PCI : 75
Inspection Comments: all unsealed

Sample Number: 03 Type: R Area: 6,345.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	65.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	444.00	Ft	Comments:
57 WEATHERING	L	2,538.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 5,450.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:w
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:u
57 WEATHERING	L	500.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.00	Ft	Comments:u
57 WEATHERING	L	1,000.00	SqFt	Comments:

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	301.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TDAP Name: TAXIWAY D Use: TAXIWAY Area: 150,225.00SqFt

Section: 30 of 3 From: R2L To: R2R Last Const.: 06/01/2007
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 11,986.00SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 5 Surveyed: 3
Conditions: PCI : 72
Inspection Comments:

Sample Number: 01 Type: R Area: 3,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:u

Sample Number: 02 Type: R Area: 3,921.00SqFt PCI = 70
Sample Comments:

41 ALLIGATOR CRACKING	M	24.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:u
57 WEATHERING	L	100.00 SqFt	Comments:

Sample Number: 03 Type: R Area: 5,065.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.00 Ft	Comments:u
41 ALLIGATOR CRACKING	L	30.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	6.00 SqFt	Comments:
53 RUTTING	L	240.00 SqFt	Comments:
57 WEATHERING	L	400.00 SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TEAP Name: TAXIWAY E Use: TAXIWAY Area: 63,271.00SqFt

Section: 10 of 2 From: EDGE OF TWA To: R1634 Last Const.: 06/03/2005
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: P
Area: 18,020.00SqFt Length: 355.00Ft Width: 50.00Ft
Slabs: 152 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 2,435.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 6 Surveyed: 4
Conditions: PCI : 98
Inspection Comments:

Sample Number: 02 Type: R Area: 20.00Slabs PCI = 99
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 99
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 94
Sample Comments:

73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 05 Type: R Area: 20.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TEAP Name: TAXIWAY E Use: TAXIWAY Area: 63,271.00SqFt

Section: 20 of 2 From: TAXIWAY B To: TAXIWAY D Last Const.: 11/02/2007
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: P
Area: 45,251.00SqFt Length: 650.00Ft Width: 75.00Ft
Slabs: 330 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 7,075.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 17 Surveyed: 7
Conditions: PCI : 97
Inspection Comments:

Sample Number: 01 Type: R Area: 18.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:

Sample Number: 03 Type: R Area: 12.00Slabs PCI = 95
Sample Comments:

65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Sample Number: 05 Type: R Area: 18.00Slabs PCI = 95
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:

Sample Number: 07 Type: R Area: 18.00Slabs PCI = 96
Sample Comments:

65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Sample Number: 11 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:

Sample Number: 13 Type: R Area: 18.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 15 Type: R Area: 18.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TFAP Name: TAXIWAY F Use: TAXIWAY Area: 23,912.00SqFt

Section: 10 of 1 From: RUNWAY 2R/20L To: TAXIWAY A-10 Last Const.: 06/02/2005
Surface: AC Family: GAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 23,912.00SqFt Length: 365.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 6 Surveyed: 4
Conditions: PCI : 84
Inspection Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
57 WEATHERING	L	200.00	SqFt	Comments:

Sample Number: 04 Type: R Area: 5,750.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
57 WEATHERING	L	140.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 4,061.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	45.00	Ft	Comments:
57 WEATHERING	L	200.00	SqFt	Comments:

Sample Number: 06 Type: R Area: 4,061.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	283.00	Ft	Comments:u
57 WEATHERING	L	600.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	15.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TGAP Name: TAXIWAY G Use: TAXIWAY Area: 28,926.00SqFt

Section: 10 of 1 From: RUNWAY 2R/20L To: TAXIWAY A-30 Last Const.: 06/01/1982
Surface: AC Family: GAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 28,926.00SqFt Length: 425.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 5 Surveyed: 4
Conditions: PCI : 18
Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 22
Sample Comments:

53 RUTTING	L	1,450.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	610.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	290.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.00	Ft	Comments:u

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 1
Sample Comments:

53 RUTTING	M	1,000.00	SqFt	Comments:
53 RUTTING	H	500.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:s
43 BLOCK CRACKING	M	220.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:u
41 ALLIGATOR CRACKING	M	880.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	300.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,320.00	SqFt	Comments:u

Sample Number: 04 Type: R Area: 4,340.00SqFt PCI = 14
Sample Comments:

53 RUTTING	H	100.00	SqFt	Comments:
53 RUTTING	M	400.00	SqFt	Comments:
43 BLOCK CRACKING	M	1,500.00	SqFt	Comments:
43 BLOCK CRACKING	L	1,500.00	SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	Comments:u
41 ALLIGATOR CRACKING	M	150.00	SqFt	Comments:

Sample Number: 05 Type: R Area: 5,295.00SqFt PCI = 33
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	280.00	Ft	Comments:s
48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:u
52 RAVELING	H	200.00	SqFt	Comments:
52 RAVELING	M	100.00	SqFt	Comments:
57 WEATHERING	L	500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	200.00	SqFt	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: THAP Name: TAXIWAY H Use: TAXIWAY Area: 29,622.00SqFt

Section: 10 of 1 From: TAXIWAY D To: TAXIWAY A-30 Last Const.: 06/02/2005
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: S
Area: 29,622.00SqFt Length: 530.00Ft Width: 50.00Ft
Slabs: 184 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 3,660.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/26/2012 Total Samples: 10 Surveyed: 5
Conditions: PCI : 96
Inspection Comments:

Sample Number: 02 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 04 Type: R Area: 20.00Slabs PCI = 87
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:	
63 LINEAR CRACKING	L	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:	

Sample Number: 06 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Sample Number: 07 Type: R Area: 20.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:	

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TKAP Name: TAXIWAY K Use: TAXIWAY Area: 165,472.00SqFt

Section: 10 of 2 From: INT. W/PERIM. APRON To: INT. W/TAXIWAY K-20 Last Const.: 06/01/1996
Surface: PCC Family: GAPCCTWY-60 Zone: SAT Category: Rank: S
Area: 31,429.00SqFt Length: 360.00Ft Width: 80.00Ft
Slabs: 76 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 2,440.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 5 Surveyed: 4
Conditions: PCI : 95
Inspection Comments:

Sample Number: 01 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 02 Type: R Area: 20.00Slabs PCI = 94
Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:

Sample Number: 03 Type: R Area: 20.00Slabs PCI = 97
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 04 Type: R Area: 12.00Slabs PCI = 98
Sample Comments:

65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Network: ATL-PDK Name: DEKALB-PEACHTREE AIRPORT

Branch: TKAP Name: TAXIWAY K Use: TAXIWAY Area: 165,472.00SqFt

Section: 20 of 2 From: INT. W/TAXIWAY K-10 To: W. EDGE (CLAIRMONT ROAD) Last Const.: 06/01/1988
Surface: AAC Family: GAAACTWYGA3NORTH Zone: SAT Category: Rank: S
Area: 134,043.00SqFt Length: 450.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/25/2012 Total Samples: 23 Surveyed: 6
Conditions: PCI : 37
Inspection Comments:

Sample Number: 02 Type: R Area: 6,900.00SqFt PCI = 60
Sample Comments:

57 WEATHERING	L	3,450.00	SqFt	Comments:
57 WEATHERING	M	3,450.00	SqFt	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft	Comments:

Sample Number: 04 Type: R Area: 5,555.00SqFt PCI = 53
Sample Comments:

57 WEATHERING	L	2,777.00	SqFt	Comments:
57 WEATHERING	M	2,777.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
52 RAVELING	L	20.00	SqFt	Comments:

Sample Number: 09 Type: R Area: 5,165.00SqFt PCI = 29
Sample Comments:

57 WEATHERING	L	2,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	300.00	SqFt	Comments:
43 BLOCK CRACKING	L	400.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:u
49 OIL SPILLAGE	N	30.00	SqFt	Comments:

Sample Number: 12 Type: R Area: 5,165.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00	Ft	Comments:u
57 WEATHERING	L	3,000.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	16.00	SqFt	Comments:

Sample Number: 19 Type: R Area: 5,830.00SqFt PCI = 15
Sample Comments:

50 PATCHING	L	3,400.00	SqFt	Comments:
50 PATCHING	H	154.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:
57 WEATHERING	M	500.00	SqFt	Comments:
53 RUTTING	H	200.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	135.00	SqFt	Comments:
41 ALLIGATOR CRACKING	H	135.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:

Re-inspection Report

GA 2012 FINAL
Report Generated Date: December 04, 2012

Sample Number: 21 Type: R Area: 5,830.00SqFt PCI = 11
Sample Comments:

50	PATCHING	L	3,400.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	200.00 SqFt	Comments:
41	ALLIGATOR CRACKING	H	200.00 SqFt	Comments:
53	RUTTING	H	200.00 SqFt	Comments:
53	RUTTING	M	200.00 SqFt	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:
57	WEATHERING	M	500.00 SqFt	Comments:
43	BLOCK CRACKING	L	500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:u
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:

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

[1]G.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

[1]G.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
ANWRAMPAP	30	Linear Cracking	Medium	Crack Sealing - PCC	61	Ft	$2.71	$165
APERIMAP	20	Alligator Cracking	Medium	Patching - AC Deep	280	SqFt	$3.19	$894
		Patching	High	Patching - AC Deep	92	SqFt	$3.19	$292
R1634AP	20	L&T Cracking	Medium	Crack Sealing - AC	1,384	Ft	$2.02	$2,795
R2R20LAP	10	ASR	Medium	Slab Replacement - PCC	6,050	SqFt	$43.32	$262,086
		Joint Spall	Medium	Patching - PCC Partial Depth	125	SqFt	$12.84	$1,605
		Linear Cracking	Low	Crack Sealing - PCC	15,213	Ft	$2.71	$41,228
		Linear Cracking	Medium	Crack Sealing - PCC	2,997	Ft	$2.71	$8,121
		Small Patch	Medium	Patching - PCC Full Depth	26	SqFt	$43.32	$1,128
TAAP	20	Joint Seal Damage	High	Joint Seal (Localized)	1,013	Ft	$2.71	$2,745
		Joint Spall	Medium	Patching - PCC Partial Depth	29	SqFt	$12.84	$372
		Small Patch	High	Patching - PCC Full Depth	36	SqFt	$43.32	$1,569
TBAP	20	Joint Spall	Medium	Patching - PCC Partial Depth	26	SqFt	$12.84	$333
	30	L&T Cracking	Medium	Crack Sealing - AC	484	Ft	$2.02	$978
		Weathering	High	Patching - AC Deep	41	SqFt	$3.19	$131
TCAP	10	L&T Cracking	Medium	Crack Sealing - AC	610	Ft	$2.02	$1,233
		Swelling	Medium	Patching - AC Deep	234	SqFt	$3.19	$746
TDAP	20	L&T Cracking	Medium	Crack Sealing - AC	345	Ft	$2.02	$697
	30	Alligator Cracking	Medium	Patching - AC Deep	56	SqFt	$3.19	$179
TFAP	10	Alligator Cracking	Medium	Patching - AC Deep	41	SqFt	$3.19	$129
		L&T Cracking	Medium	Crack Sealing - AC	57	Ft	$2.02	$115
THAP	10	Joint Seal Damage	Medium	Joint Seal (Localized)	732	Ft	$2.71	$1,984
		Linear Cracking	Low	Crack Sealing - PCC	44	Ft	$2.71	$119
TKAP	10	Joint Spall	Medium	Patching - PCC Partial Depth	14	SqFt	$12.84	$175

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

[2]L&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
R1634AP	20	L&T Cracking	Medium	Crack Sealing - AC	1,384	Ft	$2.02	$2,795
TBAP	30	L&T Cracking	Medium	Crack Sealing - AC	484	Ft	$2.02	$978
TCAP	10	L&T Cracking	Medium	Crack Sealing - AC	610	Ft	$2.02	$1,233
TDAP	20	L&T Cracking	Medium	Crack Sealing - AC	345	Ft	$2.02	$697
TFAP	10	L&T Cracking	Medium	Crack Sealing - AC	57	Ft	$2.02	$115
ANWRAMPAP	30	Linear Cracking	Medium	Crack Sealing - PCC	61	Ft	$2.71	$165
R2R20LAP	10	Linear Cracking	Low	Crack Sealing - PCC	15,213	Ft	$2.71	$41,228
R2R20LAP	10	Linear Cracking	Medium	Crack Sealing - PCC	2,997	Ft	$2.71	$8,121
THAP	10	Linear Cracking	Low	Crack Sealing - PCC	44	Ft	$2.71	$119
TAAP	20	Joint Seal Damage	High	Joint Seal (Localized)	1,013	Ft	$2.71	$2,745
THAP	10	Joint Seal Damage	Medium	Joint Seal (Localized)	732	Ft	$2.71	$1,984
APERIMAP	20	Alligator Cracking	Medium	Patching - AC Deep	280	SqFt	$3.19	$894
APERIMAP	20	Patching	High	Patching - AC Deep	92	SqFt	$3.19	$292
TBAP	30	Weathering	High	Patching - AC Deep	41	SqFt	$3.19	$131
TCAP	10	Swelling	Medium	Patching - AC Deep	234	SqFt	$3.19	$746
TDAP	30	Alligator Cracking	Medium	Patching - AC Deep	56	SqFt	$3.19	$179
TFAP	10	Alligator Cracking	Medium	Patching - AC Deep	41	SqFt	$3.19	$129
R2R20LAP	10	Small Patch	Medium	Patching - PCC Full Depth	26	SqFt	$43.32	$1,128
TAAP	20	Small Patch	High	Patching - PCC Full Depth	36	SqFt	$43.32	$1,569
R2R20LAP	10	Joint Spall	Medium	Patching - PCC Partial Depth	125	SqFt	$12.84	$1,605
TAAP	20	Joint Spall	Medium	Patching - PCC Partial Depth	29	SqFt	$12.84	$372
TBAP	20	Joint Spall	Medium	Patching - PCC Partial Depth	26	SqFt	$12.84	$333
TKAP	10	Joint Spall	Medium	Patching - PCC Partial Depth	14	SqFt	$12.84	$175
R2R20LAP	10	ASR	Medium	Slab Replacement - PCC	6,050	SqFt	$43.32	$262,086

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

[2]L&T Cracking = longitudinal and transverse cracking.

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