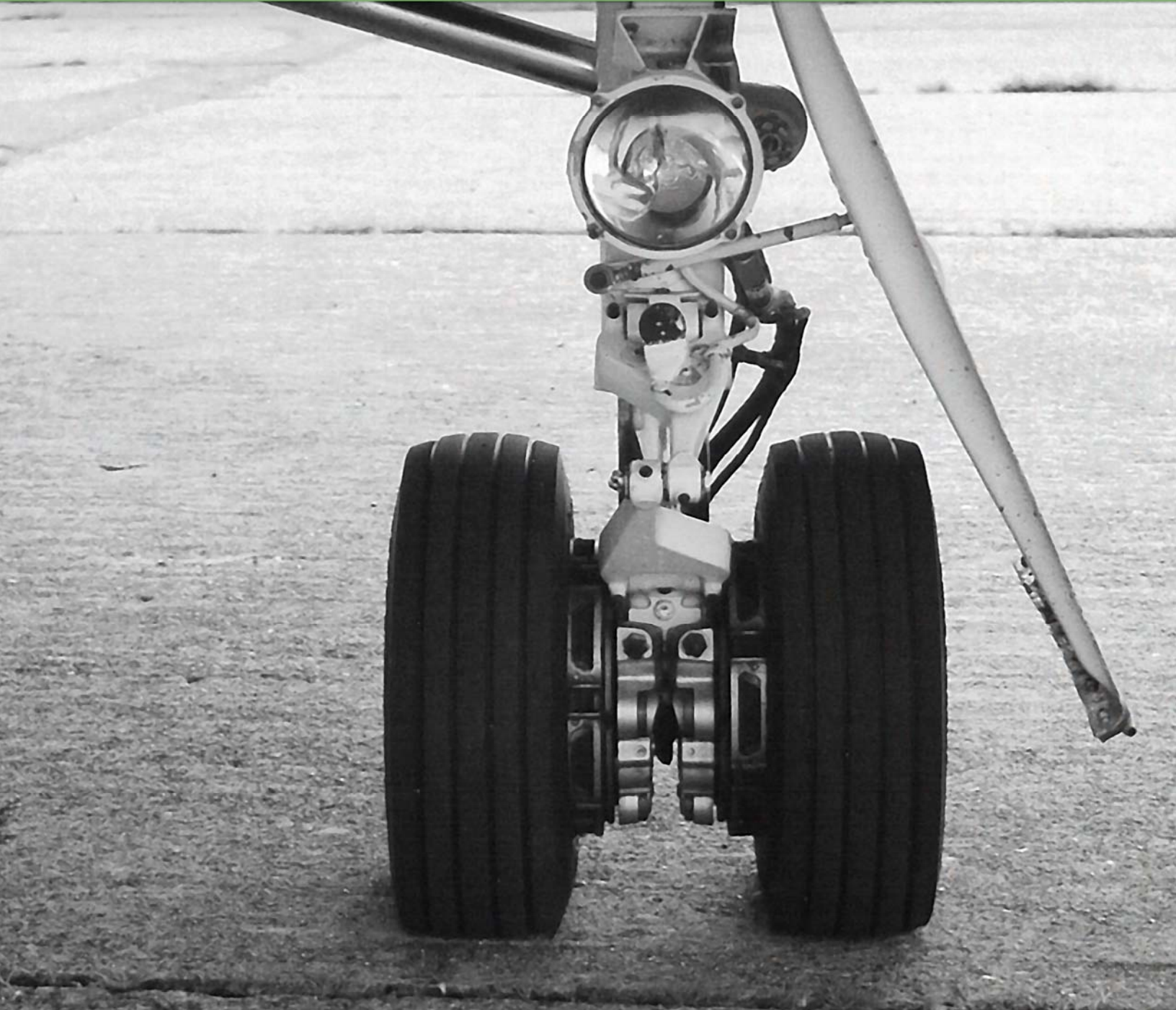


**VALDOSTA REGIONAL AIRPORT  
PAVEMENT MANAGEMENT REPORT**

**2007 GEORGIA AIRPORT  
PAVEMENT MANAGEMENT REPORT**



*Preserving Georgia's Critical Airport Pavement Infrastructure*

# Acknowledgement

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# VALDOSTA REGIONAL AIRPORT

## PAVEMENT MANAGEMENT REPORT



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## INTRODUCTION

In 2007, the Georgia Department of Transportation (GDOT), Aviation Programs, selected Applied Pavement Technology, Inc. (APTech), assisted by Wilbur Smith Associates (WSA) and AVCON, to update its statewide Airport Pavement Management System (APMS). The ultimate goal of this project was to provide the airports and the State with the pavement information and analytical tools that can help them identify pavement related needs, optimize the selection of projects and treatments over a multi-year period, and evaluate the long-term impacts of their project priorities.

As part of this project, pavement conditions at Valdosta Regional Airport were assessed in 2007 using the Pavement Condition Index (PCI) procedure. During a PCI inspection, the types, severities, and amounts of distress present in a pavement are 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 distress information provides insight into what is causing the pavement to deteriorate, 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 to identify 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. This figure shows there is a point in a pavement's life cycle where the rate of deterioration increases. The financial impact of delaying repairs beyond this point can be severe.

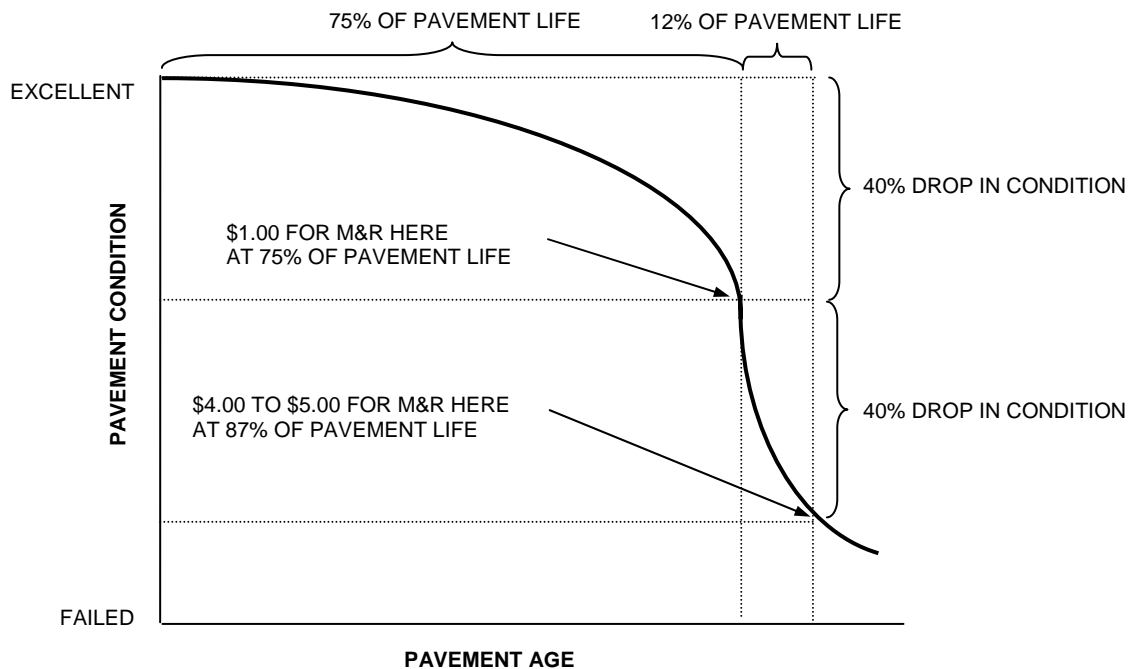


Figure 1. Pavement condition versus cost of repair.

This project included the collection of pavement history information, the development of CAD maps, the evaluation of current pavement condition, and the update of Aviation Program's APMS. The APMS was then used to prepare a 5-year pavement maintenance and rehabilitation program. Individual reports, such as this one, were prepared for each of the project airports to communicate the results of the pavement inspections. A statewide analysis report and an executive summary report were also developed.

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## PROJECT APPROACH

The project consisted of three major work elements: records review and network definition; pavement condition evaluation; and the development of a maintenance and rehabilitation plan for the preservation of the pavement infrastructure. The overall process is described in this chapter. The following chapter presents the results of the study.

### Records Review and Network Definition

The first activities undertaken during the project involved gathering work history information pertaining to the airport pavements. The data collected include date of original construction and date of any subsequent rehabilitation; location of completed work; and the type of work undertaken. AVCON worked with GDOT Aviation Programs to gather this information.

The work history information was then 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. Traditionally, sections are defined as parts of the branch that share common attributes, such as cross-section and last construction date. GDOT applies a modified approach to sectioning. The basic premise of this approach is that the section is considered the management unit of the APMS, and that it should represent a pavement area where it is realistic to expect that 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 would be represented by a single section, even though there are two distinct construction periods. This is because in the future if repair work is scheduled for that runway it is probable that it will be programmed for the entire runway and not just a portion of it.

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

### Pavement Evaluation

APTech evaluated the pavements using the PCI procedure. This procedure is described in FAA AC 150/5380-6B and ASTM Standard D5340. 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 <sup>1</sup>	PCI
	100
	60
	5

Figure 2. Visual representation of PCI scale.

<sup>1</sup>Photographs shown are not specific to the Airport.

In general terms, pavements with a PCI of 60 to 100 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 60 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 the appropriate repair type varies with the PCI of a pavement section.

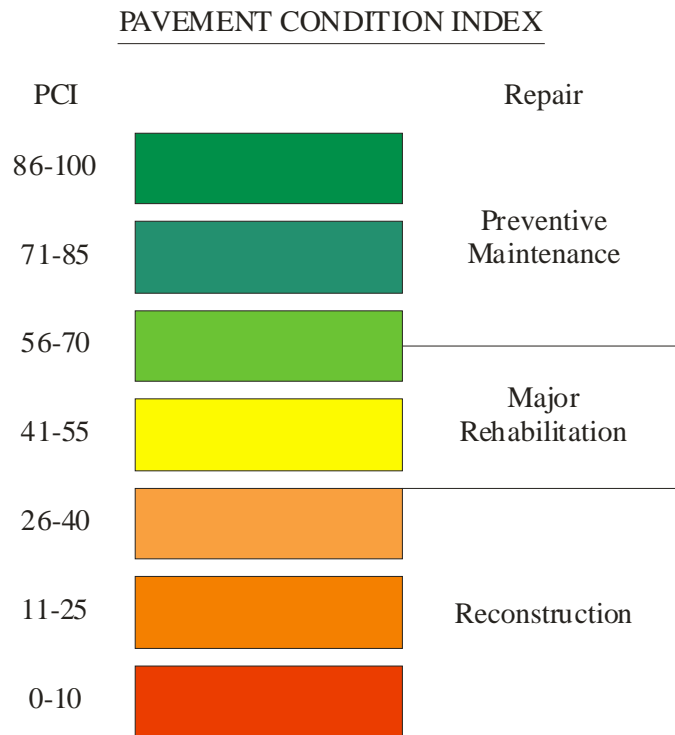


Figure 3. PCI versus repair type.

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 (such as alligator cracking on hot-mix asphalt [HMA] pavements or corner breaks on portland cement concrete [PCC] pavements), climate/durability-related (such as weathering [climate-related on HMA pavements] and D-cracking [durability-related on PCC pavements]), and other (distress types that cannot be attributed solely to load or climate/durability). 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 concrete 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.

### **Development of Maintenance and Rehabilitation Program**

Using the information collected during the pavement inspection, a maintenance and rehabilitation program for 2008 through 2012 was developed. The Micro PAVER pavement management software was used to perform this analysis.

### Analysis Parameters

Several analysis parameters were defined prior to running the analysis, including critical PCI values, budget, inflation rates, maintenance policies, and unit cost information.

### *Critical PCI Values*

Micro PAVER 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. GDOT set the critical PCI values shown in Table 1.

Table 1. Critical PCI values.

<b>Airport Classification</b>	<b>Runway</b>	<b>Taxiway</b>	<b>Apron</b>
General Aviation	70	60	60
Commercial Service	75	65	65

### *Budget and Inflation Rate*

An unlimited budget and an inflation rate of 7 percent were used during the analysis.

### *Maintenance Policies*

Localized preventive maintenance policies and global preventive maintenance policies were developed for Aviation Programs. Localized maintenance policies, shown in Appendix D, identify the localized maintenance actions that Aviation Programs 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 four years old with a PCI value greater than 80. Rejuvenators were only applied once during the analysis period to eligible sections.

### *Unit Costs*

WSA developed unit costs, presented in Appendix D, for maintenance treatments and for major rehabilitation. For general aviation airports, the costs were separated by geographic regions. Micro PAVER estimates the cost of major rehabilitation based upon 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 maintenance and rehabilitation 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 2008 through 2012.

For 2008, 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 2009 or 2010, then localized maintenance was not recommended for 2008.

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## 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.

### 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, GDOT has provided Valdosta Regional 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 2010.

Appendix G, which contains a copy of 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.

# PROJECT RESULTS

## Pavement Inventory

Valdosta Regional Airport has over 3,763,106 square feet of pavement, as shown in Figure 4. Figure 5 is a map of the airport showing the pavement system broken down into management units, as described on page 3 of this report.

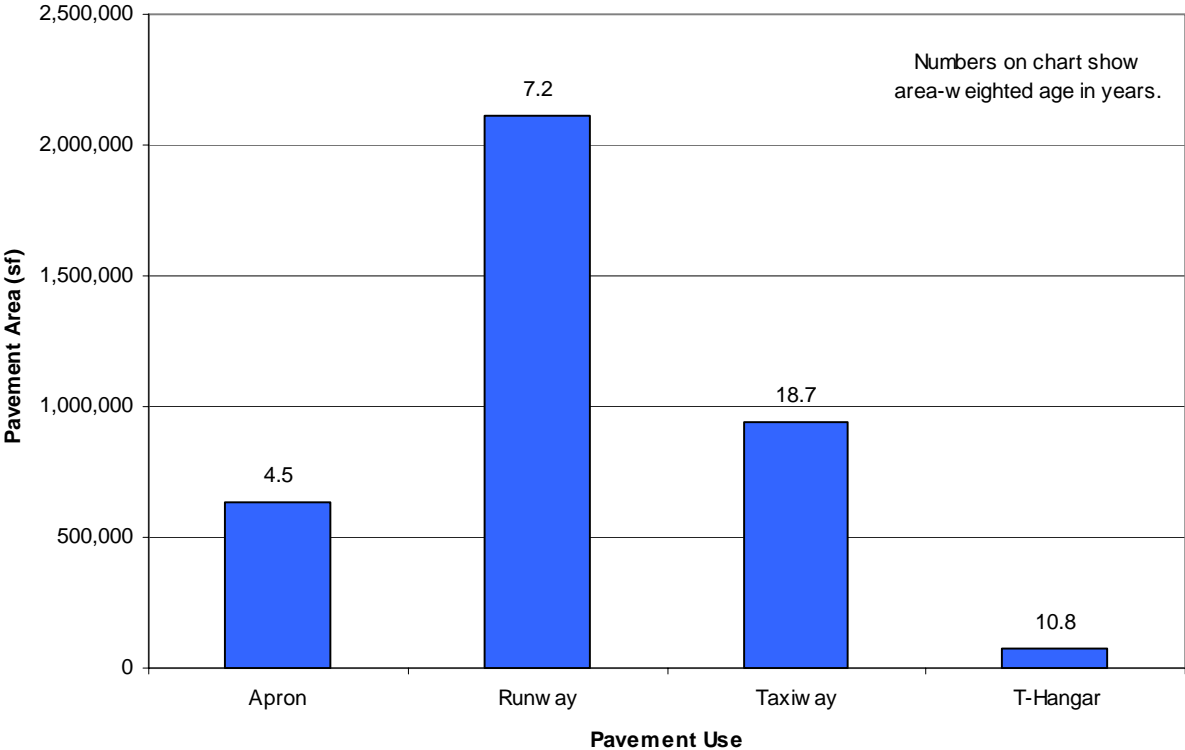


Figure 4. Pavement inventory.

Figure 5. Network definition map.  
(11 x 17 except for very large airports that need larger map folded into a map sleeve)

## **Pavement Evaluation**

The inspection of Valdosta Regional Airport was completed on April 10-11, 2007 using the PCI procedure described earlier on pages 3 through 5. The map presented earlier in Figure 4 identifies the sample units inspected during the pavement evaluation.

### Inspection Comments

Following are the field comments made by the pavement inspectors.

The inspection of Valdosta Regional Airport was completed between April 10<sup>th</sup> and 11<sup>th</sup>, 2007. Thirty-one sections were defined during the inspection. All low-severity cracking observed was in an unsealed condition unless otherwise noted.

#### *Runway 17-35*

Runway 17-35 is comprised of two sections. Section R1735VL-10 is in good condition with a PCI value of 94. Small quantities of low and medium-severity longitudinal and transverse cracking (L&T) cracking were identified in this section. Additionally, isolated areas of low-severity patching were observed as additional sample units.

Section R1735VL-20 is the newly constructed extension to the approach end of Runway 35 that was not open to aircraft traffic at the time of inspection. It is in excellent condition with a PCI value of 100. No distresses were identified.

#### *Runway 4-22*

Runway 4-22 is defined by one section. Section R422VL-10 is in good condition with a PCI value of 87. Moderate amounts of bleeding and small amounts of low-severity L&T cracking were observed in this section.

#### *Runway 13-31*

Runway 13-31 contains two sections. Section R1331VL-10 is in good condition with a PCI value of 93. Medium-severity joint seal damage was identified.

Section R1331VL-20 is in good condition with a PCI value of 86. Moderate amounts of low-severity L&T cracking were recorded along with smaller quantities of medium-severity L&T cracking and low-severity rutting. An additional sample unit was identified where an area of bleeding and medium-severity depression was observed.

#### *Taxiway A*

Taxiway A is comprised of two sections. Section TAVL-10 is in poor condition with a PCI value of 58. Moderate to extensive quantities of low and medium-severity L&T and block cracking were observed. A small portion of this cracking was sealed. In addition, smaller quantities of low-severity patching and swelling were identified in the section.

Section TAVL-20 is the newly constructed taxiway extension that was not open to aircraft traffic at the time of inspection. It is in excellent condition with a PCI value of 100. No distresses were identified.

### *Taxiway C*

Taxiway C is defined by one section. Section TCVL-10 was recently rehabilitated and is in excellent condition with a PCI value of 99. Isolated quantities of low-severity patching and raveling and weathering were observed in this section.

### *Taxiway D*

Taxiway D is comprised of one section. Section TDVL-10 is in fair condition with a PCI value of 64. Low-severity block cracking was the only distress identified in this section.

### *Taxiway E*

Taxiway E is defined by one section. Section TEVL-10 is in poor condition with a PCI value of 56. Low-severity block cracking and low and medium-severity L&T cracking were observed in this section.

### *Taxiway F*

Taxiway F is comprised of two sections. Section TFVL-10 was recently rehabilitated and is in excellent condition with a PCI value of 95. Small quantities of low-severity L&T cracking were the only distresses identified in this section.

Section TFVL-20 is in fair condition with a PCI value of 63. Moderate amounts of medium-severity L&T cracking were recorded along with small quantities of low-severity L&T cracking and medium-severity depression.

### *Taxiway G*

Taxiway G contains one section. Section TGVL-10 is in poor condition with a PCI value of 56. Moderate amounts of low and medium-severity L&T cracking and low-severity raveling and weathering were observed. A small quantity of low-severity swelling was also identified.

### *Taxiway K*

Taxiway K contains one section. Section TKVL-10 is in poor condition with a PCI value of 58. Moderate quantities of low and medium-severity L&T cracking were identified in this section along with smaller quantities of bleeding and low-severity depression and swelling.

### *Taxiway L*

Taxiway L is comprised of three sections. Section TLVL-10 is in fair condition with a PCI value of 68. Moderate amounts of low-severity L&T cracking were identified in this section along with small quantities of bleeding, medium-severity L&T cracking, and low-severity rutting.

Sections TLVL-20 and TLVL-30 were recently rehabilitated and are both in excellent condition with PCI values of 100. No distresses were identified in these sections.

### *Taxiway M*

Taxiway M is defined by one section. Section TMVL-10 is in good condition with a PCI value of 94. Small quantities of bleeding and low-severity L&T cracking were observed in this section.



### *Taxiway N*

Taxiway N is comprised of one section. Section TNVL-10 is in good condition with a PCI value of 92. Small amounts of bleeding and low-severity L&T cracking and rutting were identified in this section.

### *Terminal Apron Area*

The terminal apron area is defined by one section (ATERMVL-10) and is in good condition with a PCI value of 81. Extensive amounts of low-severity scaling and joint seal damage were observed in this section along with small quantities of shrinkage cracking and low-severity faulting.

### *General Aviation Apron Area*

The general aviation apron area was recently rehabilitated and is comprised of five sections. Section A01VL-10 is in excellent condition with a PCI value of 99. Small quantities of low-severity L&T cracking were identified in this section.

Sections A01VL-20 and A01VL-40 are in excellent condition with PCI values of 97 and 95, respectively. Small amounts of oil spillage and low-severity rutting and L&T cracking were observed in both of these sections.

Section A01VL-25 is in excellent condition with a PCI value of 100. No distresses were observed in this section.

Section A01VL-30 is in good condition with a PCI value of 94. Small quantities of oil spillage and low-severity depression and L&T cracking were identified in this section.

### *T-Hangars*

The north T-Hangar area (THANG01VL) is defined by three sections. Section THANG01VL-10 is in fair condition with a PCI value of 72. Moderate amounts of low and medium-severity L&T cracking were observed in this section along with small amounts of bleeding and medium-severity patching.

Sections THANG01VL-20 and THANG01VL-30 were recently rehabilitated and are in excellent condition with PCI values of 100 and 98, respectively. No distress was identified in THANG01VL-20, while only a small quantity of low-severity L&T cracking was observed in THANG01VL-30.

The south T-Hangar area (THANG02VL) is comprised of three sections. Section THANG02VL-10 is in good condition with a PCI value of 84. Moderate amounts of low-severity L&T cracking were identified in this section along with small quantities of low-severity raveling and weathering and low and medium-severity patching.

Sections THANG02VL-20 and THANG02VL-30 were recently rehabilitated and are in excellent condition both with a PCI value of 100. No distresses were observed in either of these sections.

**Overall Pavement Condition**

The 2007 area-weighted condition of Valdosta Regional Airport is 90, with conditions ranging from 56 to 100 [on a scale of 0 (failed) to 100 (excellent)]. This compares to a 2001 PCI of 82.

Figures 6 and 7 provide graphs summarizing the overall condition of the pavements at Valdosta Regional Airport. Figure 8 is a map that displays the condition of the pavements evaluated. Table 2 summarizes the results of the pavement evaluation and compares the 2001 conditions to the 2007 conditions.

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.

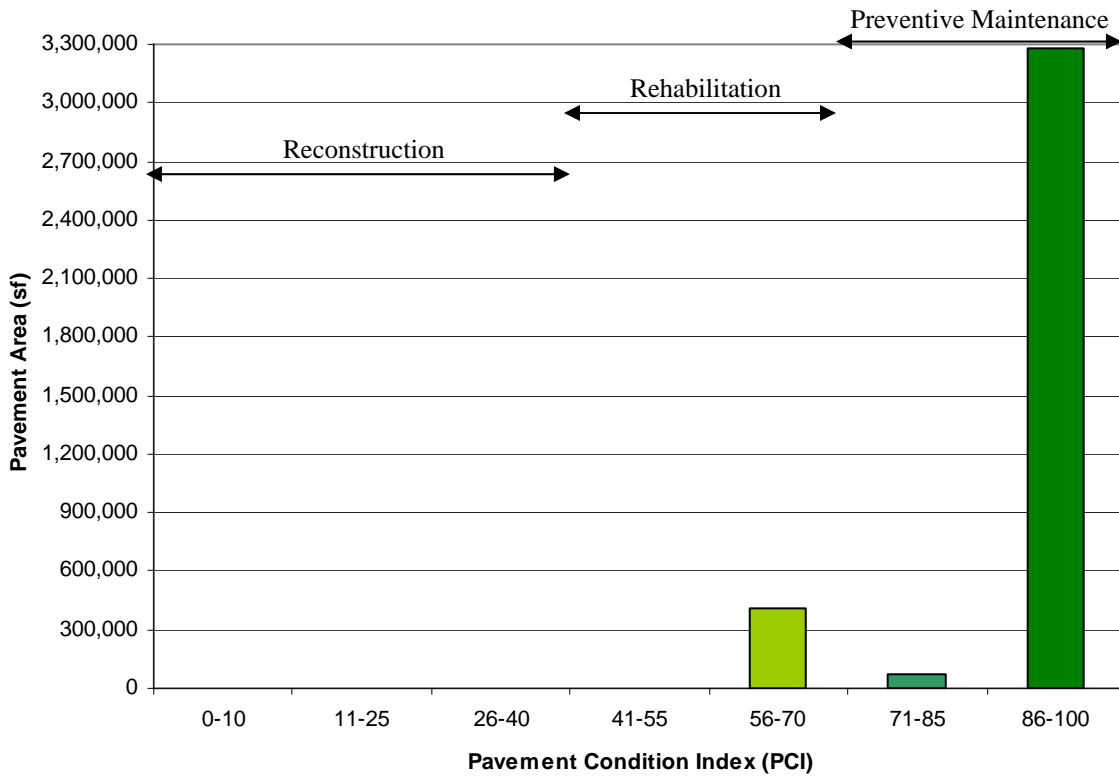


Figure 6. Condition distribution.

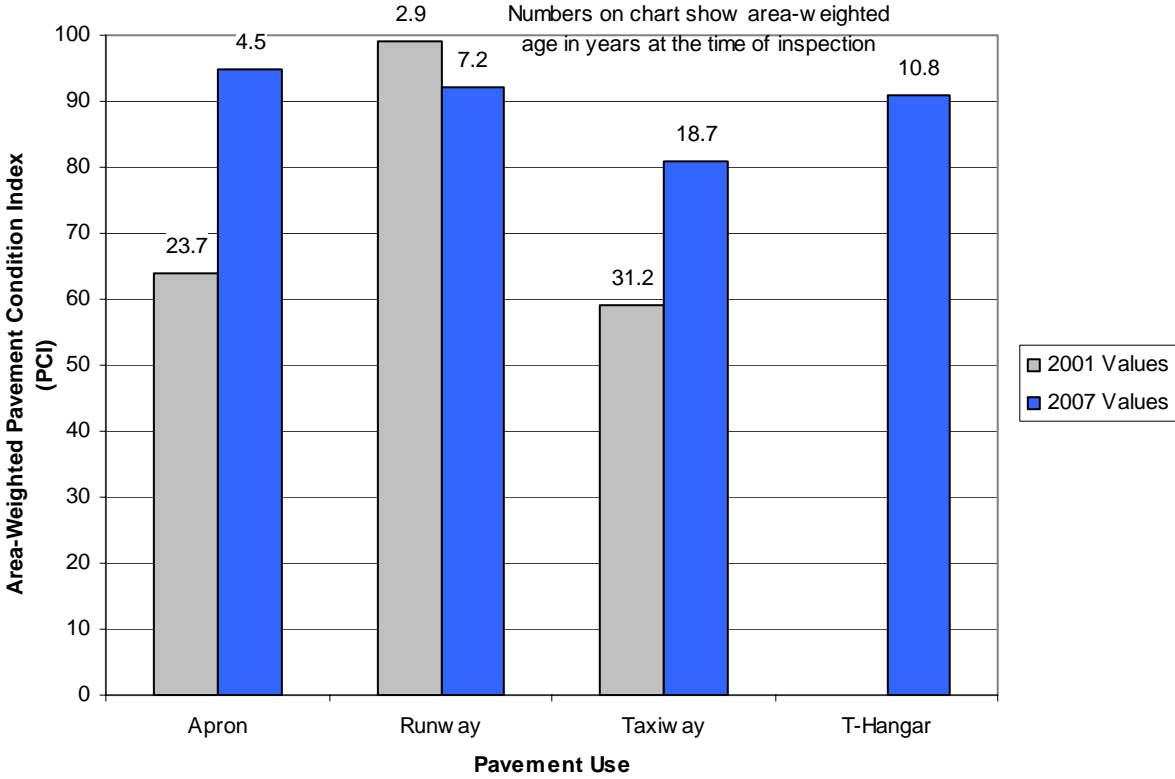


Figure 7. Condition by use.

Figure 8. PCI Map  
(11 x 17)

Table 2. Pavement evaluation results.

Branch <sup>1</sup>	Section <sup>1</sup>	Surface Type <sup>2</sup>	Section Area (sf)	LCD <sup>3</sup>	2001 PCI	2007 PCI	% Distress due to:		Distress Types Present <sup>6</sup>
							Load <sup>4</sup>	Climate or Durability <sup>5</sup>	
A01VL	10	AAC	101,744	6/1/2003	85	99	0	100	L&T Cracking
A01VL	20	AAC	163,870	6/1/2003	59	97	66	19	L&T Cracking, Oil Spillage, Rutting
A01VL	25	AC	9,778	6/1/2003	N/A	100	0	0	No distress
A01VL	30	AAC	88,850	6/1/2003	60	94	0	66	Depression, L&T Cracking, Oil Spillage
A01VL	40	AAC	226,308	6/1/2003	66	95	64	21	L&T Cracking, Oil Spillage, Rutting
ATERMVL	10	PCC	47,310	6/1/1996	42	81	0	10	Faulting, Joint seal damage, Map Cracking/scaling/crazing, Shrinkage cracking
R1331VL	10	PCC	10,000	6/1/1998	100	93	0	100	Joint seal damage
R1331VL	20	AAC	238,454	6/1/1998	93	86	29	53	Bleeding, Depression, L&T Cracking, Rutting
R1735VL	10	AAC	1,061,389	6/1/2001	100	94	0	100	L&T Cracking, Patching
R1735VL	20	AC	254,700	7/31/2005	N/A	100	0	0	No distress
R422VL	10	AAC	549,025	6/1/1996	99	87	0	27	Bleeding, L&T Cracking
TAVL	10	AC	372,394	6/1/1970	68	58	0	99	Block cracking, L&T Cracking, Patching, Swelling
TAVL	20	AC	156,487	7/30/2005	N/A	100	0	0	No distress
TCVL	10	AAC	189,356	6/1/2002	23	99	0	100	Patching, Raveling & Weathering
TDVL	10	AC	4,687	6/1/1980	N/A	64	0	100	Block cracking
TEVL	10	AC	8,187	6/1/1980	N/A	56	0	100	Block cracking, L&T Cracking
TFVL	10	AAC	89,335	6/1/2002	37	95	0	100	L&T Cracking
TFVL	20	AC	6,680	6/1/1970	100	63	0	87	Depression, L&T Cracking
TGVL	10	AC	7,158	6/1/1970	100	56	0	98	L&T Cracking, Swelling, Raveling & Weathering
THANG01VL	10	AC	16,775	6/1/1985	73	72	0	100	Bleeding, L&T Cracking, Patching
THANG01VL	20	AAC	21,960	6/1/2003	N/A	100	0	0	No distress
THANG01VL	30	AC	5,472	6/1/2003	N/A	98	0	100	L&T Cracking

Table 2. Pavement evaluation results.

Branch <sup>1</sup>	Section <sup>1</sup>	Surface Type <sup>2</sup>	Section Area (sf)	LCD <sup>3</sup>	2001 PCI	2007 PCI	% Distress due to:		Distress Types Present <sup>6</sup>
							Load <sup>4</sup>	Climate or Durability <sup>5</sup>	
THANG02VL	10	AC	12,643	6/1/1988	94	84	0	100	L&T Cracking, Patching, Raveling & Weathering
THANG02VL	20	AAC	7,669	6/1/2003	N/A	100	0	0	No distress
THANG02VL	30	AC	7,998	6/1/2003	N/A	100	0	0	No distress
TKVL	10	AC	2,976	6/1/1980	N/A	58	0	91	Bleeding, Depression, L&T Cracking, Swelling
TLVL	10	AC	6,672	6/1/1975	89	68	21	73	Bleeding, L&T Cracking, Rutting
TLVL	20	AAC	7,813	6/1/2003	N/A	100	0	0	No distress
TLVL	30	AC	11,051	6/3/2003	N/A	100	0	0	No distress
TMVL	10	AC	52,089	6/1/1996	99	94	0	100	Bleeding, L&T Cracking
TNVL	10	AC	24,276	6/1/1996	100	92	57	43	Bleeding, L&T Cracking, Rutting

**NOTES:**

<sup>1</sup>See Figure 5 for the location of the branch.

<sup>2</sup>AC - asphalt cement concrete; AAC - asphalt overlay on AC; PCC - portland cement concrete; APC - asphalt overlay on PCC.

<sup>3</sup>LCD = last construction date.

<sup>4</sup>Distress due to load includes distresses attributed to a structural deficiency in the pavement, such as alligator (fatigue) cracking, rutting, or shattered concrete slabs.

<sup>5</sup>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 and raveling or block cracking in asphalt pavements) or to a materials-related problem (such as durability cracking in a concrete pavement).

<sup>6</sup>L & T CR = longitudinal and transverse cracking.

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## Maintenance and Rehabilitation Program

A 5-year maintenance and rehabilitation program was developed for Valdosta Regional Airport as described on page 6 of this report.

A summary of the resultant program is presented in Table 3. Detailed information on the localized maintenance plan for 2008 is contained in Appendix E and Appendix F. While localized preventive maintenance should be an annual undertaking at Valdosta Regional Airport, it is not possible to accurately predict the propagation of cracking and so on. The airport should budget for maintenance every year and can use the 2008 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, Valdosta Regional Airport is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

Note that these recommendations are based upon a broad network level analysis and are meant to provide the 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 <sup>1</sup>	Section	Year	Type of Repair <sup>2</sup>	Estimated Cost <sup>3</sup>
A01VL	10	2008	Rejuvenator	\$16,279
A01VL	20	2008	Preventive Maintenance	\$132
A01VL	20	2008	Rejuvenator	\$26,219
A01VL	25	2008	Rejuvenator	\$1,564
A01VL	30	2008	Preventive Maintenance	\$292
A01VL	30	2008	Rejuvenator	\$14,216
A01VL	40	2008	Preventive Maintenance	\$312
A01VL	40	2008	Rejuvenator	\$36,209
R1331VL	10	2008	Preventive Maintenance	\$4,943
R1331VL	20	2008	Preventive Maintenance	\$1,479
R1331VL	20	2008	Rejuvenator	\$38,153
R1735VL	10	2008	Preventive Maintenance	\$2,243
R1735VL	10	2008	Rejuvenator	\$169,822
R422VL	10	2008	Rejuvenator	\$87,844
TAVL	10	2008	Major M&R	\$521,984
TCVL	10	2008	Rejuvenator	\$30,297
TDVL	10	2008	Major M&R	\$6,570
TEVL	10	2008	Major M&R	\$11,476
TFVL	10	2008	Rejuvenator	\$14,294
TFVL	20	2008	Major M&R	\$9,363
TGVL	10	2008	Major M&R	\$10,033
THANG01VL	10	2008	Preventive Maintenance	\$628
THANG01VL	20	2008	Rejuvenator	\$3,514
THANG01VL	30	2008	Rejuvenator	\$876
THANG02VL	10	2008	Preventive Maintenance	\$93
THANG02VL	10	2008	Rejuvenator	\$2,023
THANG02VL	20	2008	Rejuvenator	\$1,227
THANG02VL	30	2008	Rejuvenator	\$1,280
TKVL	10	2008	Major M&R	\$4,171
TLVL	10	2008	Preventive Maintenance	\$237
TLVL	20	2008	Rejuvenator	\$1,250
TLVL	30	2008	Rejuvenator	\$1,768
TMVL	10	2008	Rejuvenator	\$8,334
TNVL	10	2008	Rejuvenator	\$3,884
THANG01VL	10	2011	Major M&R	\$28,805
TLVL	10	2011	Major M&R	\$11,457
A01VL	10	2012	Preventive Maintenance	\$1,181
A01VL	20	2012	Preventive Maintenance	\$276
A01VL	30	2012	Preventive Maintenance	\$3,599
A01VL	40	2012	Preventive Maintenance	\$1,861
ATERMVL	10	2012	Preventive Maintenance	\$20,143
R1331VL	10	2012	Preventive Maintenance	\$6,056
R1331VL	20	2012	Preventive Maintenance	\$47,134
R1735VL	10	2012	Preventive Maintenance	\$72,357
R422VL	10	2012	Preventive Maintenance	\$14,140



Table 3. 5-year program under an unlimited funding analysis scenario (continued).

<b>Branch<sup>1</sup></b>	<b>Section</b>	<b>Year</b>	<b>Type of Repair<sup>2</sup></b>	<b>Estimated Cost<sup>3</sup></b>
TFVL	10	2012	Preventive Maintenance	\$4,647
THANG01VL	30	2012	Preventive Maintenance	\$20
THANG02VL	10	2012	Preventive Maintenance	\$2,254
TMVL	10	2012	Preventive Maintenance	\$3,645
TNVL	10	2012	Preventive Maintenance	\$1,999

<sup>1</sup>See Figure 5 for the location of the branch.

<sup>2</sup>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.

<sup>3</sup>Cost estimates based on broad statewide policy and should be adjusted to reflect local costs.

## **SUMMARY**

This report documents the results of the pavement evaluation conducted at Valdosta Regional Airport. During a visual inspection of the pavements in 2007, it was found that the overall condition of the pavement network is a PCI of 90. A 5- year pavement repair program was generated for the Airport, which revealed that approximately \$1,252,582 needs to be expended on the pavement system in order to maintain and improve its condition.

# **APPENDIX A**

## **CAUSE OF DISTRESS TABLES**

Table A-1. Cause of pavement distress, asphalt-surfaced pavements.

<b>Distress Type</b>	<b>Probable Cause of Distress</b>	<b>Feasible Maintenance Strategies</b>
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	Movement of the concrete slab beneath the asphalt concrete surface because of 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 <sup>1</sup> 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 and Weathering	Asphalt binder may have hardened significantly	Patch if isolated. If low-severity, consider surface treatment if extensive. At medium and high 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.

Table A-2. Cause of pavement distress, portland cement concrete pavements.

<b>Distress Type</b>	<b>Probable Cause of Distress</b>	<b>Feasible Maintenance Strategies</b>
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, poor aggregate, and alkali-silica reactivity	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**



A01VL-10. Overview.



A01VL-20. Overview.



A01VL-25. Overview.



A01VL-30. Overview.





A01VL-40. Overview.



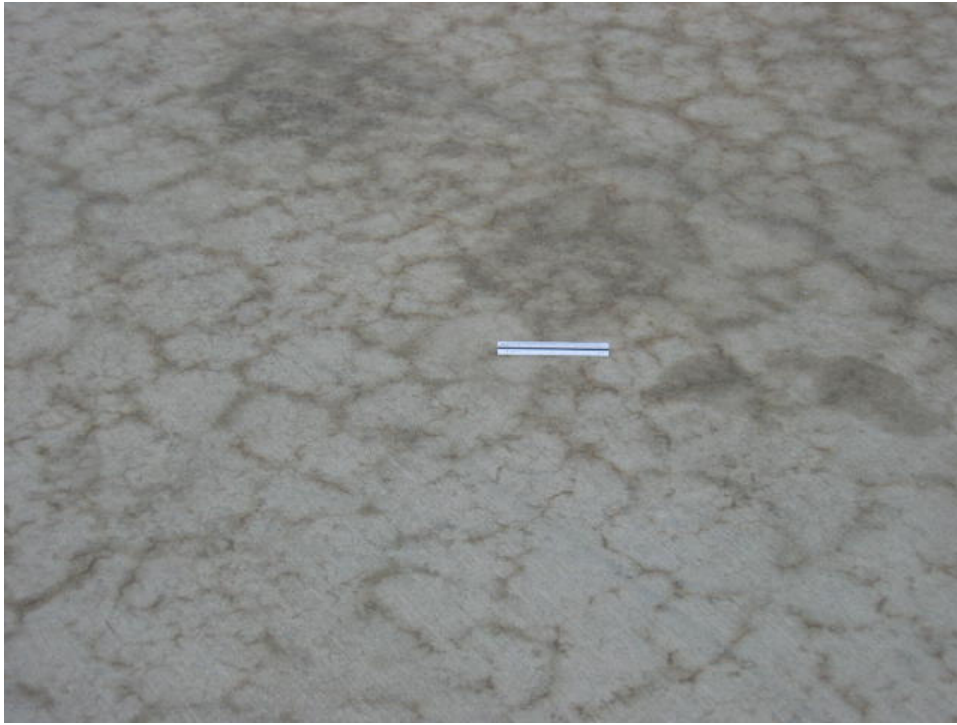
A01VL-40. Rutting.



ATERMVL-10. Overview.



ATERMVL-10. Scaling (1).



ATERMVL-10. Scaling (2).



R1331VL-10. Overview.



R1331VL-20. Depression (additional sample).



R1331VL-20. Overview.



R1735VL-10. Overview.



R1735VL-20. Overview.



R422VL-10. Bleeding.



R422VL-10. Overview.



TAVL-10. Overview.



TAVL-10. Swelling.



TAVL-20. Overview.



TCVL-10. Overview.





TCVL-10. Raveling and weathering.



TDVL-10. Overview.



TEVL-10. Overview.



TFVL-10. Overview.



TFVL-20. L&T cracking.



TFVL-20. Overview.



TGVL-10. Overview.



THANG01VL-10. Overview.



THANG01VL-20. Overview.



THANG01VL-30. Overview.



THANG02VL-10. Overview.



THANG02VL-20. Overview.



THANG02VL-30. Overview.



TKVL-10. Overview.



TLVL-10. Overview.



TLVL-20. Overview.





TLVL-30. Overview.



TMVL-10. Overview.



TNVL-10. Overview.

# **APPENDIX C**

## **INSPECTION REPORT**

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: A01VL Name: APRON 01 Use: APRON Area: 590,550.00SqFt

---

Section: 10 of 5 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AAC Family: 2007GAAACAPRONCS Zone: Category: Rank: P

Area: 101,744.00SqFt Length: 190.00Ft Width: 510.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 21 Surveyed: 6

Conditions: PCI:99.00 |

Inspection Comments:

---

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 59.02 Ft Comments:u

---

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 16 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:u

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: A01VL Name: APRON 01 Use: APRON Area: 590,550.00SqFt

---

Section: 20 of 5 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AAC Family: 2007GAAACAPRONCS Zone: Category: Rank: P

Area: 163,870.00SqFt Length: 200.00Ft Width: 730.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 32 Surveyed: 7

Conditions: PCI:97.00 |

Inspection Comments:

---

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 98

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 2.00 Ft Comments:u

---

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 16 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:u

---

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

53 RUTTING L 2.00 SqFt Comments:

---

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 98

Sample Comments:

49 OIL SPILLAGE N 4.00 SqFt Comments:

---

Sample Number: 25 Type: R Area: 6,500.00SqFt PCI = 98

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:u

---

Sample Number: 28 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: A01VL Name: APRON 01 Use: APRON Area: 590,550.00SqFt

---

Section: 25 of 5 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AC Family: 2007GAACAPRONCS Zone: Category: Rank: P

Area: 9,778.00SqFt Length: 150.00Ft Width: 60.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,250.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 02 Type: R Area: 4,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: A01VL Name: APRON 01 Use: APRON Area: 590,550.00SqFt

---

Section: 30 of 5 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AAC Family: 2007GAAACAPRONCS Zone: Category: Rank: P

Area: 88,850.00SqFt Length: 140.00Ft Width: 625.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 18 Surveyed: 5

Conditions: PCI:94.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:u

---

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 101.03 Ft Comments:u

49 OIL SPILLAGE N 2.00 SqFt Comments:

---

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 62.02 Ft Comments:u

45 DEPRESSION L 2.00 SqFt Comments:

49 OIL SPILLAGE N 4.00 SqFt Comments:

---

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:u

49 OIL SPILLAGE N 9.00 SqFt Comments:

---

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:u

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: A01VL Name: APRON 01 Use: APRON Area: 590,550.00SqFt

---

Section: 40 of 5 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AAC Family: 2007GAAACAPRONCS Zone: Category: Rank: P

Area: 226,308.00SqFt Length: 200.00Ft Width: 1,150.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 47 Surveyed: 9

Conditions: PCI:95.00 |

Inspection Comments:

---

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 69.02 Ft Comments:u

49 OIL SPILLAGE N 9.00 SqFt Comments:

---

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 11 Type: R Area: 4,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 14 Type: R Area: 3,500.00SqFt PCI = 92

Sample Comments:

53 RUTTING L 2.00 SqFt Comments:

---

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

53 RUTTING L 5.00 SqFt Comments:

---

Sample Number: 24 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

53 RUTTING L 28.00 SqFt Comments:

---

Sample Number: 30 Type: R Area: 5,000.00SqFt PCI = 91

Sample Comments:

53 RUTTING L 6.00 SqFt Comments:

---

Sample Number: 35 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 43 Type: R Area: 5,000.00SqFt PCI = 98

Sample Comments:

49 OIL SPILLAGE N 2.00 SqFt Comments:



# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: ATERMVL Name: TERMINAL APRON Use: APRON Area: 47,310.00SqFt

---

Section: 10 of 1 From: TWN-10 & TWM-10 INTERSECT To: END OF APRON Last Const.: 6/1/1996

Surface: PCC Family: 2007GAPCCAPRONCS Zone: Category: Rank: P

Area: 47,310.00SqFt Length: 175.00Ft Width: 280.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 6 Surveyed: 4

Conditions: PCI:81.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 20.00Count PCI = 84

Sample Comments:

70 SCALING/CRAZING L 18.00 Count Comments:

---

Sample Number: 03 Type: R Area: 25.00Count PCI = 80

Sample Comments:

65 JOINT SEAL DAMAGE L 25.00 Count Comments:

70 SCALING/CRAZING L 22.00 Count Comments:

73 SHRINKAGE CRACKING N 3.00 Count Comments:

---

Sample Number: 05 Type: R Area: 20.00Count PCI = 82

Sample Comments:

65 JOINT SEAL DAMAGE L 20.00 Count Comments:

70 SCALING/CRAZING L 18.00 Count Comments:

---

Sample Number: 06 Type: R Area: 16.00Count PCI = 79

Sample Comments:

71 FAULTING L 1.00 Count Comments:

70 SCALING/CRAZING L 14.00 Count Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: R1331VL Name: RUNWAY 13/31 Use: RUNWAY Area: 248,454.00SqFt

---

Section: 10 of 2 From: APPROACH END 13 To: 100' OF PCC Last Const.: 6/1/1998

Surface: PCC Family: 2007GAPCCRWYCS75 Zone: Category: Rank: P

Area: 10,000.00SqFt Length: 100.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 4 Surveyed: 4

Conditions: PCI:93.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 16.00Count PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE M 16.00 Count Comments:

---

Sample Number: 02 Type: R Area: 16.00Count PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE M 16.00 Count Comments:

---

Sample Number: 03 Type: R Area: 16.00Count PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE M 16.00 Count Comments:

---

Sample Number: 04 Type: R Area: 16.00Count PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE M 16.00 Count Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: R1331VL Name: RUNWAY 13/31 Use: RUNWAY Area: 248,454.00SqFt

---

Section: 20 of 2 From: END OF PCC @ 13 END To: END OF R1331 @ 31 END Last Const.: 6/1/1998

Surface: AAC Family: 2007GAAACRWYCS75 Zone: Category: Rank: P

Area: 238,454.00SqFt Length: 3,550.00Ft Width: 65.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 49 Surveyed: 9

Conditions: PCI:86.00 |

Inspection Comments:

---

Sample Number: 04 Type: R Area: 4,875.00SqFt PCI = 94

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 61.02 Ft Comments:U

---

Sample Number: 08 Type: R Area: 4,875.00SqFt PCI = 93

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 92.02 Ft Comments:U

---

Sample Number: 15 Type: R Area: 4,875.00SqFt PCI = 93

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 81.02 Ft Comments:U

---

Sample Number: 21 Type: R Area: 4,875.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 216.06 Ft Comments:U

---

Sample Number: 27 Type: R Area: 4,875.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 165.04 Ft Comments:U

---

Sample Number: 33 Type: R Area: 4,875.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 222.06 Ft Comments:U

---

Sample Number: 39 Type: R Area: 4,875.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 213.05 Ft Comments:U

48 LONGITUDINAL/TRANSVERSE CRACKING M 35.01 Ft Comments:

53 RUTTING L 35.00 SqFt Comments:

---

Sample Number: 44 Type: A Area: 4,875.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 179.05 Ft Comments:U

45 DEPRESSION M 56.00 SqFt Comments:

42 BLEEDING N 6.00 SqFt Comments:

---

Sample Number: 45 Type: R Area: 4,875.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 12.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 412.11 Ft Comments:U

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: R1735VL Name: RUNWAY 17/35 Use: RUNWAY Area: 1,316,089.00SqFt

---

Section: 10 of 2 From: APPROACH END 17 To: END OF R1735 @ 34 END Last Const.: 6/1/2001  
Surface: AAC Family: 2007GAAACRWYCS75 Zone: Category: Rank: P  
Area: 1,061,389.00SqFt Length: 6,302.00Ft Width: 150.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 212 Surveyed: 20

Conditions: PCI:94.00 |

Inspection Comments:

---

Sample Number: 10 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 20 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:U

---

Sample Number: 30 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:U

---

Sample Number: 40 Type: R Area: 5,000.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 176.05 Ft Comments:U

48 LONGITUDINAL/TRANSVERSE CRACKING M 46.01 Ft Comments:

---

Sample Number: 50 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 60 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:U

---

Sample Number: 72 Type: R Area: 5,000.00SqFt PCI = 98

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:U

---

Sample Number: 82 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:U

---

Sample Number: 92 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 45.01 Ft Comments:U

---

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 52.01 Ft Comments:U

---

Sample Number: 104 Type: A Area: 5,000.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 49.01 Ft Comments:U

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

50 PATCHING	L	308.00 SqFt	Comments:LIGHTENING STRIKE
-------------	---	-------------	----------------------------

---

Sample Number: 112	Type: R	Area: 5,000.00SqFt	PCI = 96
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.01 Ft	Comments:U

---

Sample Number: 122	Type: R	Area: 5,000.00SqFt	PCI = 94
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.02 Ft	Comments:U

---

Sample Number: 138	Type: R	Area: 5,000.00SqFt	PCI = 93
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	89.02 Ft	Comments:U

---

Sample Number: 148	Type: R	Area: 5,000.00SqFt	PCI = 95
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 Ft	Comments:U

---

Sample Number: 157	Type: A	Area: 5,000.00SqFt	PCI = 93
Sample Comments:			
50 PATCHING	L	143.00 SqFt	Comments:LIGHTENING STRIKE

---

Sample Number: 158	Type: R	Area: 5,000.00SqFt	PCI = 96
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.01 Ft	Comments:U

---

Sample Number: 168	Type: R	Area: 5,000.00SqFt	PCI = 86
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	231.06 Ft	Comments:U

---

Sample Number: 178	Type: R	Area: 5,000.00SqFt	PCI = 87
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05 Ft	Comments:U

---

Sample Number: 188	Type: R	Area: 5,000.00SqFt	PCI = 91
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.04 Ft	Comments:U

---

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: R1735VL Name: RUNWAY 17/35 Use: RUNWAY Area: 1,316,089.00SqFt

---

Section: 20 of 2 From: OLD 35-END To: . Last Const.: 7/31/2005  
Surface: AC Family: 2007GAACRWYCS75 Zone: Category: Rank: P  
Area: 254,700.00SqFt Length: 1,698.00Ft Width: 150.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 51 Surveyed: 7

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 24 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 31 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 40 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 47 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

Branch: R422VL Name: RUNWAY 4/22 Use: RUNWAY Area: 549,025.00SqFt

Section: 10 of 1 From: APPEDGE OF R1734 @ 17 END To: APPROACH END 04 Last Const.: 6/1/1996

Surface: AAC Family: 2007GAAACRWYCS75 Zone: Category: Rank: P

Area: 549,025.00SqFt Length: 5,500.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 4/10/2007 Total Samples: 110 Surveyed: 11

Conditions: PCI:87.00 |

Inspection Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 90

Sample Comments:

42 BLEEDING N 52.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 38.01 Ft Comments:U

Sample Number: 22 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

42 BLEEDING N 103.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:U

Sample Number: 32 Type: R Area: 5,000.00SqFt PCI = 93

Sample Comments:

42 BLEEDING N 65.00 SqFt Comments:

Sample Number: 42 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

42 BLEEDING N 170.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 48.01 Ft Comments:U

Sample Number: 52 Type: R Area: 5,000.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:U  
42 BLEEDING N 450.00 SqFt Comments:

Sample Number: 55 Type: R Area: 5,000.00SqFt PCI = 89

Sample Comments:

42 BLEEDING N 99.00 SqFt Comments:

Sample Number: 60 Type: R Area: 5,000.00SqFt PCI = 88

Sample Comments:

42 BLEEDING N 63.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 87.02 Ft Comments:U

Sample Number: 70 Type: R Area: 5,000.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 21.01 Ft Comments:U  
42 BLEEDING N 73.00 SqFt Comments:

Sample Number: 80 Type: R Area: 5,000.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:U  
42 BLEEDING N 6.00 SqFt Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Sample Number: 90	Type: R	Area: 5,000.00SqFt	PCI = 95
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.01 Ft	Comments:U
42 BLEEDING	N	7.00 SqFt	Comments:

---

Sample Number: 100	Type: R	Area: 5,000.00SqFt	PCI = 97
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:U
42 BLEEDING	N	7.00 SqFt	Comments:



# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

Branch: TAVL Name: TAXIWAY A Use: TAXIWAY Area: 528,881.00SqFt

Section: 10 of 2 From: EDGE OF R1735 @ 17 END To: EDGE OF R1735 @ 35 END Last Const.: 6/1/1970  
Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P  
Area: 372,394.00SqFt Length: 6,900.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

Last Insp. Date: 4/11/2007 Total Samples: 69 Surveyed: 7

Conditions: PCI:58.00 |

Inspection Comments:

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	34.01	Ft	Comments:S
50	PATCHING	L	155.00	SqFt	Comments:
43	BLOCK CRACKING	L	600.00	SqFt	Comments:U
43	BLOCK CRACKING	M	300.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	49.01	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.08	Ft	Comments:U

Sample Number: 13 Type: R Area: 5,000.00SqFt PCI = 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	77.02	Ft	Comments:S
48	LONGITUDINAL/TRANSVERSE CRACKING	M	32.01	Ft	Comments:
50	PATCHING	L	190.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	275.07	Ft	Comments:2NDY
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.06	Ft	Comments:U
56	SWELLING	L	7.00	SqFt	Comments:

Sample Number: 24 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	600.15	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	411.11	Ft	Comments:U
56	SWELLING	L	8.00	SqFt	Comments:

Sample Number: 33 Type: R Area: 5,500.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	125.03	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	701.18	Ft	Comments:U
56	SWELLING	L	6.00	SqFt	Comments:

Sample Number: 42 Type: R Area: 6,000.00SqFt PCI = 55

Sample Comments:

43	BLOCK CRACKING	L	1,499.99	SqFt	Comments:U
43	BLOCK CRACKING	M	500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	95.02	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	562.14	Ft	Comments:U
56	SWELLING	L	3.00	SqFt	Comments:

Sample Number: 52 Type: R Area: 6,000.00SqFt PCI = 57

Sample Comments:

43	BLOCK CRACKING	L	570.00	SqFt	Comments:U
48	LONGITUDINAL/TRANSVERSE CRACKING	L	701.18	Ft	Comments:U
48	LONGITUDINAL/TRANSVERSE CRACKING	M	340.09	Ft	Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Sample Number: 61	Type: R	Area:	6,000.00SqFt	PCI = 52
Sample Comments:				
48	LONGITUDINAL/TRANSVERSE CRACKING	L	621.16 Ft	Comments:U
48	LONGITUDINAL/TRANSVERSE CRACKING	M	630.16 Ft	Comments:
43	BLOCK CRACKING	L	320.00 SqFt	Comments:U
56	SWELLING	L	2.00 SqFt	Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TAVL Name: TAXIWAY A Use: TAXIWAY Area: 528,881.00SqFt

---

Section: 20 of 2 From: . To: . Last Const.: 7/30/2005

Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P

Area: 156,487.00SqFt Length: 2,280.00Ft Width: 60.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 27 Surveyed: 7

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 02 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 06 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 08 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 14 Type: R Area: 5,625.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 18 Type: R Area: 6,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 22 Type: R Area: 6,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 26 Type: R Area: 6,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

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Branch: TCVL Name: TAXIWAY C Use: TAXIWAY Area: 189,356.00SqFt

---

Section: 10 of 1 From: R422 @ 04 END To: R1735 INTERSECTION Last Const.: 6/1/2002  
Surface: AAC Family: 2007GAAACTWYCSSOUTH Zone: Category: Rank: P  
Area: 189,356.00SqFt Length: 3,550.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 38 Surveyed: 7

Conditions: PCI:99.00 |

Inspection Comments:

---

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 97  
Sample Comments:  
52 WEATHERING/RAVELING L 75.00 SqFt Comments:

---

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 100  
Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 100  
Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 21 Type: R Area: 5,000.00SqFt PCI = 100  
Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 27 Type: R Area: 5,000.00SqFt PCI = 100  
Sample Comments:  
<NO DISTRESSES>

---

Sample Number: 30 Type: R Area: 5,000.00SqFt PCI = 96  
Sample Comments:  
50 PATCHING L 1.00 SqFt Comments:  
52 WEATHERING/RAVELING L 40.00 SqFt Comments:

---

Sample Number: 33 Type: R Area: 5,000.00SqFt PCI = 100  
Sample Comments:  
<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TDVL Name: TAXIWAY D Use: TAXIWAY Area: 4,687.00SqFt

---

Section: 10 of 1 From: TAVL-10 To: A01VL-40 Last Const.: 6/1/1980

Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P

Area: 4,687.00SqFt Length: 100.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 1 Surveyed: 1

Conditions: PCI:64.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 4,000.00SqFt PCI = 64

Sample Comments:

43 BLOCK CRACKING L 3,999.97 SqFt Comments:U

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TEVL Name: TAXIWAY E Use: TAXIWAY Area: 8,187.00SqFt

---

Section: 10 of 1 From: TAVL-10 To: A01VL-40 Last Const.: 6/1/1980  
Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P  
Area: 8,187.00SqFt Length: 150.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:56.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 3,750.00SqFt PCI = 53

Sample Comments:

43 BLOCK CRACKING	L	1,249.99 SqFt	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	L	400.10 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	204.05 Ft	Comments:

---

Sample Number: 02 Type: R Area: 3,750.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	13.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:u
43 BLOCK CRACKING	L	2,349.98 SqFt	Comments:u

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TFVL Name: TAXIWAY F Use: TAXIWAY Area: 96,015.00SqFt

---

Section: 10 of 2 From: R422 & R1331 INTERSECTION To: INTERSECTION W/ R1735 Last Const.: 6/1/2002  
Surface: AAC Family: 2007GAAACTWYCSSOUTH Zone: Category: Rank: P  
Area: 89,335.00SqFt Length: 1,800.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 18 Surveyed: 6

Conditions: PCI:95.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 84  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 277.07 Ft Comments:U

---

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 98  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 2.00 Ft Comments:U

---

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 97  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:U

---

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 98  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:U

---

Sample Number: 15 Type: R Area: 5,000.00SqFt PCI = 96  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:U

---

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 100  
Sample Comments:  
<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TFVL Name: TAXIWAY F Use: TAXIWAY Area: 96,015.00SqFt

---

Section: 20 of 2 From: EDGE OF R1735 To: TWA @ A01-30 Last Const.: 6/1/1970  
Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P  
Area: 6,680.00SqFt Length: 115.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:63.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 3,680.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 295.08 Ft Comments:  
45 DEPRESSION M 1.00 SqFt Comments:

---

Sample Number: 02 Type: R Area: 3,680.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 17.00 Ft Comments:U  
48 LONGITUDINAL/TRANSVERSE CRACKING M 270.07 Ft Comments:



# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TGVL Name: TAXIWAY G Use: TAXIWAY Area: 7,158.00SqFt

---

Section: 10 of 1 From: EDGE OF R1735 To: TWA @ A01-30 Last Const.: 6/1/1970  
Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P  
Area: 7,158.00SqFt Length: 120.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:56.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 3,900.00SqFt PCI = 56

Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	310.08 Ft	Comments:U
48 LONGITUDINAL/TRANSVERSE CRACKING	M	312.08 Ft	Comments:
56 SWELLING	L	6.00 SqFt	Comments:

---

Sample Number: 02 Type: R Area: 3,900.00SqFt PCI = 57

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.01 Ft	Comments:U
48 LONGITUDINAL/TRANSVERSE CRACKING	M	333.09 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: THANG01VL Name: T-HANGER 01 Use: THANGAR Area: 44,207.00SqFt

---

Section: 10 of 3 From: A01-20 To: SEE MAP Last Const.: 6/1/1985  
Surface: AC Family: 2007GAACTHSOUTHCS Zone: Category: Rank: P  
Area: 16,775.00SqFt Length: 815.00Ft Width: 20.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 3 Surveyed: 3

Conditions: PCI:72.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,500.00SqFt PCI = 72  
Sample Comments:  
50 PATCHING M 18.00 SqFt Comments:  
42 BLEEDING N 7.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 43.01 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 370.09 Ft Comments:u

---

Sample Number: 02 Type: R Area: 5,300.00SqFt PCI = 74  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 45.01 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 460.12 Ft Comments:u

---

Sample Number: 03 Type: R Area: 5,500.00SqFt PCI = 71  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 593.15 Ft Comments:u  
48 LONGITUDINAL/TRANSVERSE CRACKING M 27.01 Ft Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: THANG01VL Name: T-HANGER 01 Use: THANGAR Area: 44,207.00SqFt

---

Section: 20 of 3 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AAC Family: 2007GAACTHSOUTHCS Zone: Category: Rank: P

Area: 21,960.00SqFt Length: 730.00Ft Width: 30.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 4 Surveyed: 4

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 2,600.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 03 Type: R Area: 4,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 04 Type: R Area: 4,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: THANG01VL Name: T-HANGER 01 Use: THANGAR Area: 44,207.00SqFt

---

Section: 30 of 3 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AC Family: 2007GAACTHSOUTHCS Zone: Category: Rank: P

Area: 5,472.00SqFt Length: 263.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 1 Surveyed: 1

Conditions: PCI:98.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,260.00SqFt PCI = 98

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:u

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: THANG02VL Name: T-HANGER 02 Use: THANGAR Area: 28,310.00SqFt

---

Section: 10 of 3 From: A01-40 To: SEE MAP Last Const.: 6/1/1988

Surface: AC Family: 2007GAACTHSOUTHCS Zone: Category: Rank: P

Area: 12,643.00SqFt Length: 600.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 3 Surveyed: 3

Conditions: PCI:84.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 4,500.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 177.05 Ft Comments:u

50 PATCHING L 10.00 SqFt Comments:

---

Sample Number: 02 Type: R Area: 4,500.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 170.04 Ft Comments:u

52 WEATHERING/RAVELING L 120.00 SqFt Comments:

50 PATCHING L 10.00 SqFt Comments:

---

Sample Number: 03 Type: R Area: 3,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 71.02 Ft Comments:u

50 PATCHING M 10.00 SqFt Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: THANG02VL Name: T-HANGER 02 Use: THANGAR Area: 28,310.00SqFt

---

Section: 20 of 3 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AAC Family: 2007GAACTHSOUTHCS Zone: Category: Rank: P

Area: 7,669.00SqFt Length: 350.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:100.00 |

Inspection Comments:

---

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

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 02 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: THANG02VL Name: T-HANGER 02 Use: THANGAR Area: 28,310.00SqFt

---

Section: 30 of 3 From: SEE MAP To: SEE MAP Last Const.: 6/1/2003

Surface: AC Family: 2007GAACTHSOUTHCS Zone: Category: Rank: P

Area: 7,998.00SqFt Length: 240.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 1 Surveyed: 1

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 6,400.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TKVL Name: TAXIWAY K Use: TAXIWAY Area: 2,976.00SqFt

---

Section: 10 of 1 From: TAVL-10 To: A01VL-10 Last Const.: 6/1/1980

Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P

Area: 2,976.00SqFt Length: 55.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 1 Surveyed: 1

Conditions: PCI:58.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 2,200.00SqFt PCI = 58

Sample Comments:

42 BLEEDING	N	16.00 SqFt	Comments:
45 DEPRESSION	L	3.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.08 Ft	Comments:u
48 LONGITUDINAL/TRANSVERSE CRACKING	M	146.04 Ft	Comments:
56 SWELLING	L	3.00 SqFt	Comments:



# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TLVL Name: TAXIWAY L Use: TAXIWAY Area: 25,536.00SqFt

---

Section: 10 of 3 From: EDGE OF TWA To: TLVL-20 Last Const.: 6/1/1975

Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P

Area: 6,672.00SqFt Length: 115.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 1 Surveyed: 1

Conditions: PCI:68.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,750.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 424.11 Ft Comments:u

48 LONGITUDINAL/TRANSVERSE CRACKING M 49.01 Ft Comments:

42 BLEEDING N 20.00 SqFt Comments:

53 RUTTING L 3.00 SqFt Comments:

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TLVL Name: TAXIWAY L Use: TAXIWAY Area: 25,536.00SqFt

---

Section: 20 of 3 From: TLVL-10 To: A01VL-10 Last Const.: 6/1/2003

Surface: AAC Family: 2007GAAACTWYCSSOUTH Zone: Category: Rank: P

Area: 7,813.00SqFt Length: 160.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 4,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 02 Type: R Area: 4,000.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TLVL Name: TAXIWAY L Use: TAXIWAY Area: 25,536.00SqFt

---

Section: 30 of 3 From: SEE MAP To: SEE MAP Last Const.: 6/3/2003

Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P

Area: 11,051.00SqFt Length: 315.00Ft Width: 36.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

---

Last Insp. Date: 4/11/2007 Total Samples: 2 Surveyed: 2

Conditions: PCI:100.00 |

Inspection Comments:

---

Sample Number: 01 Type: R Area: 5,400.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

---

Sample Number: 02 Type: R Area: 5,940.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TMVL Name: TAXIWAY M Use: TAXIWAY Area: 52,089.00SqFt

---

Section: 10 of 1 From: EDGE OF TWN @ ATERM-10 To: R1735 @ 17 END Last Const.: 6/1/1996  
Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P  
Area: 52,089.00SqFt Length: 1,000.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 10 Surveyed: 5

Conditions: PCI:94.00 |

Inspection Comments:

---

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 89  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 169.04 Ft Comments:U

---

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 95  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 58.01 Ft Comments:U  
42 BLEEDING N 1.00 SqFt Comments:

---

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 96  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:U

---

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 94  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 68.02 Ft Comments:U

---

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 96  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 32.01 Ft Comments:U

# Re-inspection Report

GA2007

Report Generated Date: 1/8/2008

Site Name:

---

Network: VALDOSTA Name: VALDOSTA REGIONAL AIRPORT

---

Branch: TNVL Name: TAXIWAY N Use: TAXIWAY Area: 24,276.00SqFt

---

Section: 10 of 1 From: EDGE OF R422 To: ATERM-10 Last Const.: 6/1/1996  
Surface: AC Family: 2007GAACTWYCS Zone: Category: Rank: P  
Area: 24,276.00SqFt Length: 450.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0  
Section Comments:

---

Last Insp. Date: 4/10/2007 Total Samples: 5 Surveyed: 4

Conditions: PCI:92.00 |

Inspection Comments:

---

Sample Number: 01	Type: R	Area: 5,000.00SqFt	PCI = 93
Sample Comments:			
42 BLEEDING	N	14.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01 Ft	Comments:U

---

Sample Number: 02	Type: R	Area: 5,000.00SqFt	PCI = 94
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.02 Ft	Comments:U

---

Sample Number: 03	Type: R	Area: 5,000.00SqFt	PCI = 93
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	89.02 Ft	Comments:U

---

Sample Number: 04	Type: R	Area: 5,000.00SqFt	PCI = 86
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.03 Ft	Comments:U
53 RUTTING	L	5.00 SqFt	Comments:

## **APPENDIX D**

# **MAINTENANCE POLICIES AND UNIT COSTS**

Table D-1. Localized maintenance policy, asphalt-surfaced pavements.

<b>Distress Type</b>	<b>Severity Level</b>	<b>Maintenance Action</b>
Alligator Cracking	Low	Monitor
	Medium	Patch
	High	Patch
Bleeding	N/A	Monitor
Block Cracking	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Corrugation	Low	Monitor
	Medium	Patch
	High	Patch
Depression	Low	Monitor
	Medium	Patch
	High	Patch
Jet Blast	N/A	Patch
Joint Reflection Cracking	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Longitudinal and Transverse Cracking	Low	Monitor
	Medium	Crack Seal
	High	Crack Seal
Oil Spillage	N/A	AC Patch
Patching	Low	Monitor
	Medium	Monitor
	High	Patch
Polished Aggregate	N/A	Monitor
Raveling and Weathering	Low	Monitor
	Medium	Patch
	High	Patch
Rutting	Low	Monitor
	Medium	Patch
	High	Patch
Shoving	Low	Monitor
	Medium	Patch
	High	Patch
Slippage Cracking	N/A	Patch
Swelling	Low	Monitor
	Medium	Patch
	High	Patch

Table D-2. Localized maintenance policy, portland cement concrete pavements.

<b>Distress Type</b>	<b>Severity Level</b>	<b>Maintenance Action</b>
Blow-Up	Low	Slab Replacement
	Medium	Slab Replacement
	High	Slab Replacement
Corner Break	Low	Crack Seal
	Medium	Patch
	High	Patch
Cracks	Low	Crack Seal
	Medium	Crack Seal
	High	Crack Seal
Durability Cracking	Low	Monitor
	Medium	Slab Replacement
	High	Slab Replacement
Joint Seal Damage	Low	Monitor
	Medium	Joint Seal
	High	Joint Seal
Patching	Low	Monitor
	Medium	Patch
	High	Patch
Popouts	N/A	Monitor
Pumping	N/A	Monitor
Scaling	Low	Monitor
	Medium	Slab Replacement
	High	Slab Replacement
Settlement	Low	Monitor
	Medium	Monitor
	High	Grinding
Shattered Slab	Low	Crack Seal
	Medium	Slab Replacement
	High	Slab Replacement
Shrinkage	N/A	Monitor
Spalling (Joint and Corner)	Low	Monitor
	Medium	Patch
	High	Patch



Table D-3. Unit costs for localized maintenance actions, general aviation airports.

Maintenance Action	Unit Cost		
	Metro	North	South
AC Patching	\$3.15/sf	\$2.76/sf	\$2.72/sf
Crack Sealing – AC	\$1.13/lf	\$0.85/lf	\$0.85/lf
Crack Sealing – PCC	\$3.90/lf	\$3.25/lf	\$3.25/lf
Joint Sealing – PCC	\$3.30/lf	\$2.75/lf	\$2.75/lf
PCC Partial Depth Patch	\$10.86/sf	\$10.86/sf	\$10.86/sf
PCC Full Depth Patch	\$36.67/sf	\$36.67/sf	\$36.67/sf
Slab Replacement	\$36.67/sf	\$36.67/sf	\$36.67/sf
Grinding	\$0.36/sf	\$0.36/sf	\$0.36/sf

Table D-4. Unit costs for localized maintenance actions, commercial service airports.

Maintenance Action	Unit Cost
AC Patching	\$3.15/sf
Crack Sealing – AC	\$3.90/lf
Crack Sealing – PCC	\$3.90/lf
Joint Sealing – PCC	\$3.30/lf
PCC Partial Depth Patch	\$10.86/sf
PCC Full Depth Patch	\$36.67/sf
Slab Replacement	\$36.67/sf
Grinding	\$0.36/sf

Table D-5. Unit costs for global maintenance actions, general aviation airports.

Maintenance Action	Unit Cost		
	Metro	North	South
Single Surface Treatment	\$0.47/sf	\$0.17/sf	\$0.18/sf
Pavement Rejuvenator	\$0.15/sf	\$0.15/sf	\$0.15/sf

Table D-6. Unit costs for global maintenance actions, commercial service airports.

Maintenance Action	Unit Cost
Single Surface Treatment	\$0.74/sf
Pavement Rejuvenator	\$0.16/sf

Table D-7. Major rehabilitation unit costs based on PCI ranges for asphalt-surfaced pavements.

General Aviation	PCI Range							
	0 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 – 89	> 89
Metro	\$4.78/sf	\$4.78/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf
North	\$4.21/sf	\$4.21/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf
South	\$4.27/sf	\$4.27/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf
Commercial Service	\$5.19/sf	\$5.19/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf

Table D-8. Major rehabilitation unit costs based on PCI ranges for PCC-surfaced pavements.

General Aviation	PCI Range							
	0 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 – 89	> 89
Metro	\$12.95/sf	\$12.95/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf	\$1.65/sf
North	\$12.83/sf	\$12.83/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf	\$1.17/sf
South	\$12.89/sf	\$12.89/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf	\$1.08/sf
Commercial Service	\$12.95/sf	\$12.95/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf	\$1.31/sf

## **APPENDIX E**

# **YEAR 2008 MAINTENANCE PLAN ORGANIZED BY SECTION**

Table E-1. 2008 maintenance plan organized by section.

Branch	Section	Distress Type	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
A01VL	20	Oil spillage	N/A	Patching - AC Deep	39	SqFt	\$3.15	\$123
A01VL	30	Oil spillage	N/A	Patching - AC Deep	87	SqFt	\$3.15	\$273
A01VL	40	Oil spillage	N/A	Patching - AC Deep	93	SqFt	\$3.15	\$291
R1331VL	10	Joint seal damage	Medium	Joint Seal (Localized)	1,400	Ft	\$3.30	\$4,620
R1331VL	20	Depression	Medium	Patching - AC Deep	90	SqFt	\$3.15	\$284
R1331VL	20	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	282	Ft	\$3.90	\$1,098
R1735VL	10	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	538	Ft	\$3.90	\$2,096
THANG01VL	10	Patching	Medium	Patching - AC Deep	40	SqFt	\$3.15	\$126
THANG01VL	10	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	118	Ft	\$3.90	\$462
THANG02VL	10	Patching	Medium	Patching - AC Deep	28	SqFt	\$3.15	\$87
TLVL	10	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	57	Ft	\$3.90	\$222
R1331VL	20	Depression	Medium	Patching - AC Deep	90	SqFt	\$3.15	\$284

## **APPENDIX F**

### **YEAR 2008 MAINTENANCE PLAN ORGANIZED BY REPAIR TYPE**

Table F-1. 2008 maintenance plan organized by repair type.

Branch	Section	Distress Type	Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
R1331VL	20	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	282	Ft	\$3.90	\$1,098
R1735VL	10	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	538	Ft	\$3.90	\$2,096
THANG01VL	10	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	118	Ft	\$3.90	\$462
TLVL	10	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	57	Ft	\$3.90	\$222
R1331VL	10	Joint seal damage	Medium	Joint Seal (Localized)	1,400	Ft	\$3.30	\$4,620
A01VL	20	Oil spillage	N/A	Patching - AC Deep	39	SqFt	\$3.15	\$123
A01VL	30	Oil spillage	N/A	Patching - AC Deep	87	SqFt	\$3.15	\$273
A01VL	40	Oil spillage	N/A	Patching - AC Deep	93	SqFt	\$3.15	\$291
R1331VL	20	Depression	Medium	Patching - AC Deep	90	SqFt	\$3.15	\$284
THANG01VL	10	Patching	Medium	Patching - AC Deep	40	SqFt	\$3.15	\$126
THANG02VL	10	Patching	Medium	Patching - AC Deep	28	SqFt	\$3.15	\$87
R1331VL	20	Longitudinal and transverse cracking	Medium	Crack Sealing - AC	282	Ft	\$3.90	\$1,098

# **APPENDIX G**

**FAA AC 150/5380-6B**



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