Georgia Department of Transportation

Report:

Atlanta Regional Airport-Falcon Field (Atlanta, GA) Pavement Management Report

PREPARED FOR

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OCTOBER 2025

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The preparation of this report was financed in part through a planning grant from the Federal Aviation Administration (FAA) as provided under Section 505 of the Airport and Airway Improvement Act of 1982. The contents of this report do not necessarily reflect the views or policy of the USDOT or the FAA, and do not constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.

ATLANTA REGIONAL AIRPORT-FALCON FIELD (ATLANTA, GA) PAVEMENT MANAGEMENT REPORT

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OCTOBER 2025

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INTRODUCTION

During 2024 and 2025, the Georgia Department of Transportation (GDOT) Aviation Programs completed an update of the Georgia Airport Pavement Management System (APMS). The work was completed as part of the Georgia Aviation System Plan Update led by Woolpert, Inc. (Woolpert). Applied Pavement Technology, Inc. (APTech) conducted the APMS update, assisted by Aulick Engineering LLC (Aulick). The principal objective of this study was to provide the airports, GDOT, and the Federal Aviation Administration (FAA) with the data and analytical tools needed to assess current and projected pavement conditions and identify maintenance and rehabilitation (M&R) strategies for addressing pavement-related needs.

As part of this project, pavement conditions at Atlanta Regional Airport-Falcon Field were visually assessed in November 2024 using the Pavement Condition Index (PCI) procedure. During a PCI inspection, the types, severities, and amounts of pavement distress are quantified in accordance with a standardized methodology. 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 provides an overall measure of condition and an indication of the level of work that will be required to maintain or repair a pavement. The distress information also provides insight into what is causing the pavement to deteriorate, which is the first step in selecting the appropriate repair action to correct the problem.

Programmed into an APMS, PCI information is used to identify the most cost-effective strategy for preserving the pavement infrastructure. The importance of identifying not only the type of repair but also the optimal time of repair is critical because, at some point, the rate of pavement deterioration will typically increase and the financial impact of delaying repairs beyond this point can be significant, as illustrated in Figure 1. From a safety perspective, pavement distresses, such as cracks and loose debris, may pose risks in terms of the potential for aircraft tire damage and the ability of a pilot to safely control aircraft.

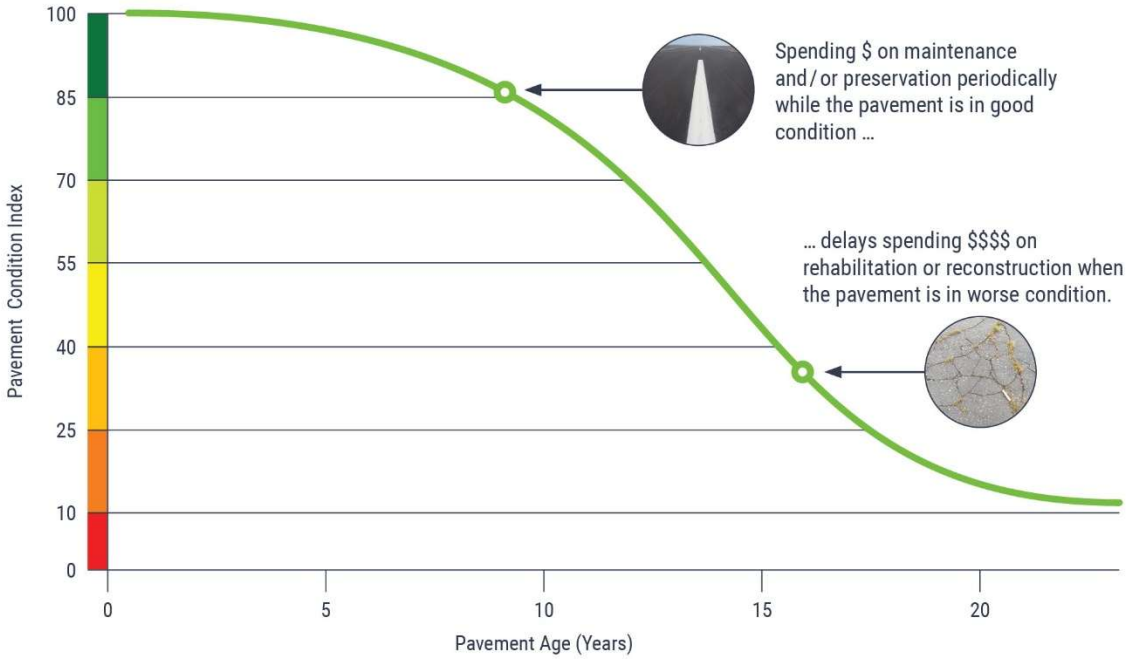


Figure 1. Pavement condition versus cost of repair.

During the APMS update, pavement work history information was collected, maps were updated to reflect the current pavement geometry and inventory, conditions were evaluated for each pavement, and the APMS was updated with the collected data. The APMS was then used to develop a 5-year pavement M&R program. Individual airport, statewide, and executive summary reports, as well as a web-based interactive pavement data visualization tool (IDEA), were prepared to communicate the findings and recommendations of the study. The IDEA may be accessed from GDOT's website.

METHODOLOGY

The study consisted 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. The details of each work element are further described below.

Records Review and Network Definition

The project began with a review of the existing inventory information for each of the airports. This information was used to update the pavement management database and the associated maps as necessary to account for pavement-related work that had been undertaken since the last time the airports were evaluated in 2018 and 2019. The date of original construction, date of any subsequent rehabilitation, location of completed work, and the type of work undertaken were gathered.

The pavement system was then divided 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, aprons, T-hangars, and helipads are also separate branches.

All branches were further divided into sections. Traditionally, sections are defined as parts of the branch that share common attributes, such as cross section, date of last construction, traffic level, and performance. Using this approach, if a runway was built in 1968 and then extended in 1984, it would contain two separate sections.

For inspection purposes, each section was further subdivided into sample units. A representative portion of these sample units was then evaluated during pavement inspections; and the collected information was extrapolated to predict overall section condition and quantities of distress. This form of network definition and evaluation is consistent with industry practice for large-scale, network-level APMS projects similar to Georgia's.

Pavement Evaluation Procedure

Pavements were evaluated at Atlanta Regional Airport-Falcon Field using the PCI procedure, which is described in:

- FAA Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*.
- FAA Advisory Circular 150/5380-7B, *Airport Pavement Management Program (PMP)*.
- ASTM D5340, *Standard Test Method for Airport Pavement Condition Index Surveys*.
- The USACE *PAVER Distress Identification Manuals* (USACE 2009a; 2009b).

During the PCI inspection, a cursory inspection of the entirety of a pavement section was performed. Sample units identified for more detailed inspection were verified, and adjustments to the selected sample units for inspection were made as needed to ensure an accurate assessment of the pavement's condition. Data pertaining to the types, severities, and quantities of observed pavement distresses were then collected within each sample unit. These data were then used to calculate the composite PCI of each pavement section.

The PCI ranges from 0 to 100, with 100 representing a pavement in *Excellent* condition, as illustrated in Figure 2. Figure 3 illustrates how the level of repair varies with the PCI of a pavement section in general terms. It is important to note that factors other than overall PCI need to be

considered when identifying the appropriate type of repair, including types of distress present and rate of deterioration. Also, since the PCI does not assess the structural integrity or capacity of the pavement structure, further testing may be needed to refine the treatment strategy.

[1]Photographs shown are not specific to Atlanta Regional Airport-Falcon Field.

Figure 2. Visual representation of PCI scale.

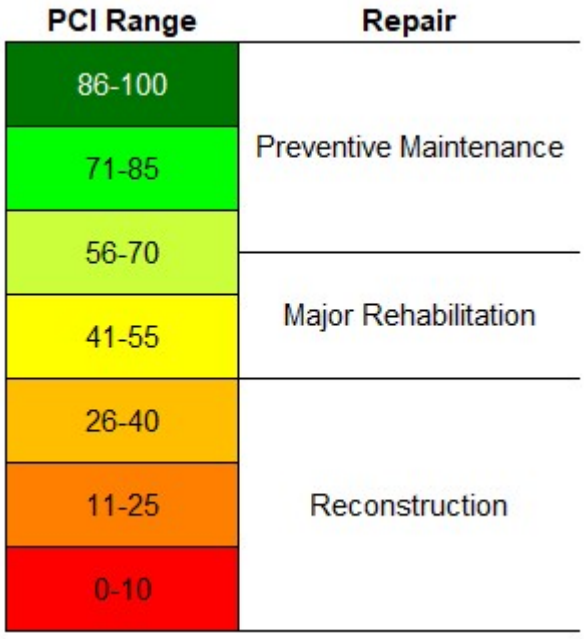


Figure 3. PCI versus repair type.

The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration, which is useful when selecting M&R strategies. Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates or delays its recurrence. PCI distress types are characterized as:

- Load-related—These distress types are defined as being caused by aircraft or vehicular traffic and may indicate a structural deficiency. Examples of load-related distress include alligator cracking on asphalt-surfaced 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 distress include weathering on asphalt-surfaced pavements, which is climate-related, and durability cracking on PCC pavements, which is durability-related.
- 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 asphalt-surfaced pavements and shrinkage cracking on PCC pavements.

Appendix A identifies the distress types that may be identified during a PCI survey, the likely cause of each distress type, and the feasible maintenance strategies for addressing each distress type.

Development of Maintenance and Rehabilitation Program

Using the information collected during the pavement inspection, a 5-year M&R program for 2026 through 2030 was developed utilizing the PAVER pavement management software (USACE 2021).

Analysis Parameters

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

Critical PCIs

Critical PCIs are established to estimate whether localized preventive maintenance or major rehabilitation is the appropriate repair action for addressing pavement needs. In general terms, pavements above a critical PCI that are not exhibiting significant load-related distress will typically benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements falling below a critical PCI may require major rehabilitation, such as an overlay or even reconstruction.

For each year of the analysis, PAVER applies the performance models and estimates the future condition of the pavement sections. The program then compares the PCI to the established critical PCIs to determine whether localized preventive maintenance or major rehabilitation will be triggered. GDOT established the critical PCIs, which vary by pavement use and airport classification, shown in Table 1.

Table 1. Critical PCIs.

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 with a start date of January 1, 2026, and an inflation rate of 7 percent were used during the analysis.

Maintenance Policies

Localized preventive maintenance policies were developed with GDOT and were used for pavements above the critical PCI. Localized preventive maintenance policies, shown in Appendix B, identify the actions that GDOT considers appropriate to apply to specific distress types and severities.

Global maintenance is a treatment that is applied over the entire section area. Global maintenance includes surface treatments, such as emulsified asphalt seal coats (P-608), emulsified asphalt slurry seals (P-626), and asphalt pavement rejuvenators (P-632). Since the determination of which surface treatment will be most effective in what situation is best made on a project-level basis, global maintenance is generically identified as a “surface treatment” during this network-level analysis. The following criteria must be met for asphalt-surfaced sections before a surface treatment was triggered for further consideration:

- The pavement must be exhibiting weathering (in any severity) or low-severity raveling during the most recent pavement inspection.
- The pavement must also contain no distress due to load and minimal amounts (less than or equal to 20 percent) of distress due to other causes.
- The most recent inspection PCI must be less than 100.
- The resulting PCI after the surface treatment application and crack sealing must be predicted to be at least 15 points above the set critical values.
- Only one surface treatment can be triggered during the 5-year analysis period.

Unit Costs

Unit costs for localized preventive and global maintenance actions, as well as major rehabilitation treatments, are presented in Appendix B. PAVER calculates the cost for localized preventive maintenance based on the unit cost of the specific maintenance action multiplied by the quantity of distress present. The cost for global maintenance was calculated by multiplying the pavement area by the unit cost of the global treatment. The cost of major rehabilitation (such as an overlay or reconstruction) was more broadly calculated based on the area of pavement multiplied by the unit cost for major rehabilitation, which was estimated based on the PCI of the pavement section. For example, if the PCI was predicted to be less than 40, the cost for reconstruction was used in the calculations. Therefore, if the analysis resulted in a major rehabilitation recommendation, further engineering investigation will be needed to identify the most appropriate rehabilitation action, such as the thickness of an overlay needed to accommodate current and future loads and to more accurately estimate the cost of such work.

Analysis Approach

The goals of the M&R program are to cost-effectively preserve the existing pavement structure for as long as possible through the timely application of localized preventive and global maintenance and to estimate the point in time when maintenance is no longer a cost-effective option and major rehabilitation is warranted. To achieve these goals, the first step was to determine current pavement conditions and estimate when the PCIs of each section would drop below the critical PCI. Above the critical PCI, localized preventive and global maintenance is recommended. Below the critical PCI, major rehabilitation is triggered, with the exception of surface treatments that may be applied under certain conditions, as described previously. This information was then used to identify the level of work needed for each section for each year of the analysis period and to quantify the type of work and associated cost. The M&R program was further refined through the application of a few additional constraints:

- For the first year of the analysis, 2026, if a pavement section was above its critical PCI and major rehabilitation was not estimated to be needed through 2028, the localized preventive maintenance policy was applied, and the recommended localized preventive maintenance treatments and associated costs were calculated.
- The only localized preventive maintenance activity calculated after 2026 was crack sealing. It was assumed that if a pavement section remained above the critical PCI that crack resealing would need to be conducted in 2030. No other localized maintenance activities were estimated for the years 2027 through 2030.

RESULTS

Pavement Inventory

Atlanta Regional Airport-Falcon Field has approximately 2,073,875 square feet of pavement, as shown in Figure 4. Figure 5 presents 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 PAVER pavement management database to identify the different pavement areas and identifies the sample units inspected during the visual survey. The associated work history of the pavement areas is provided in Appendix C.

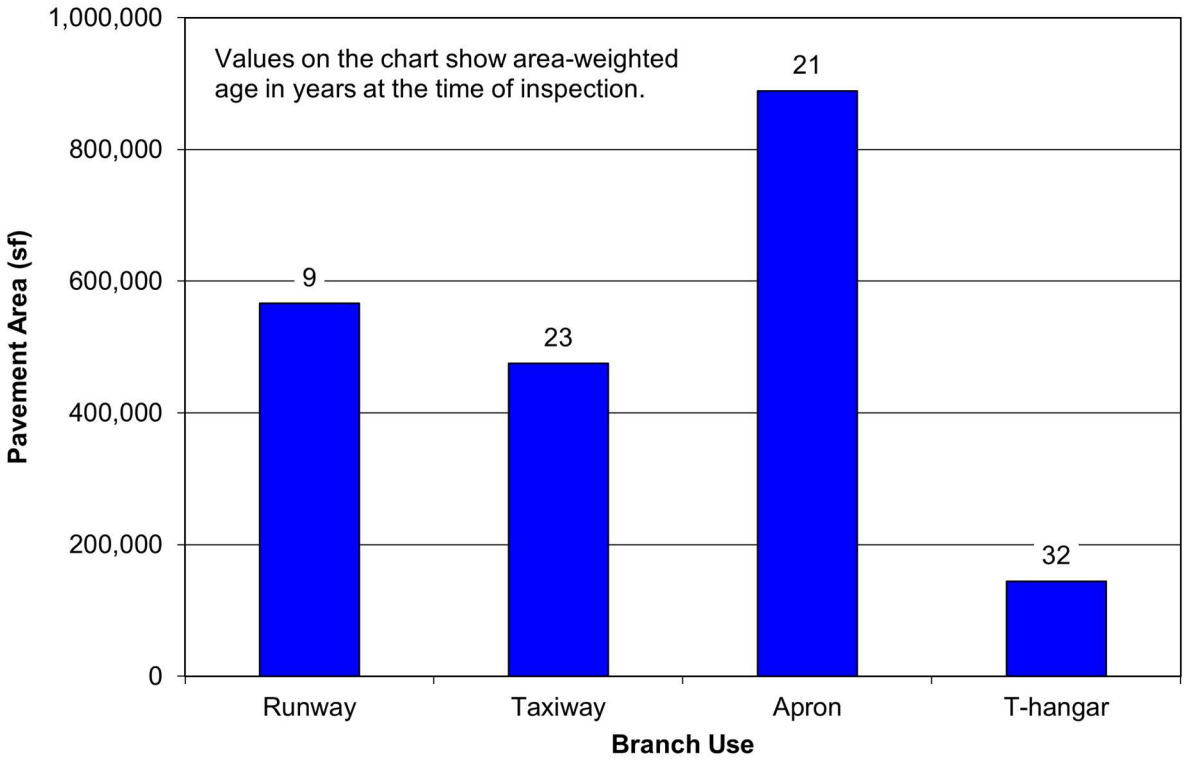
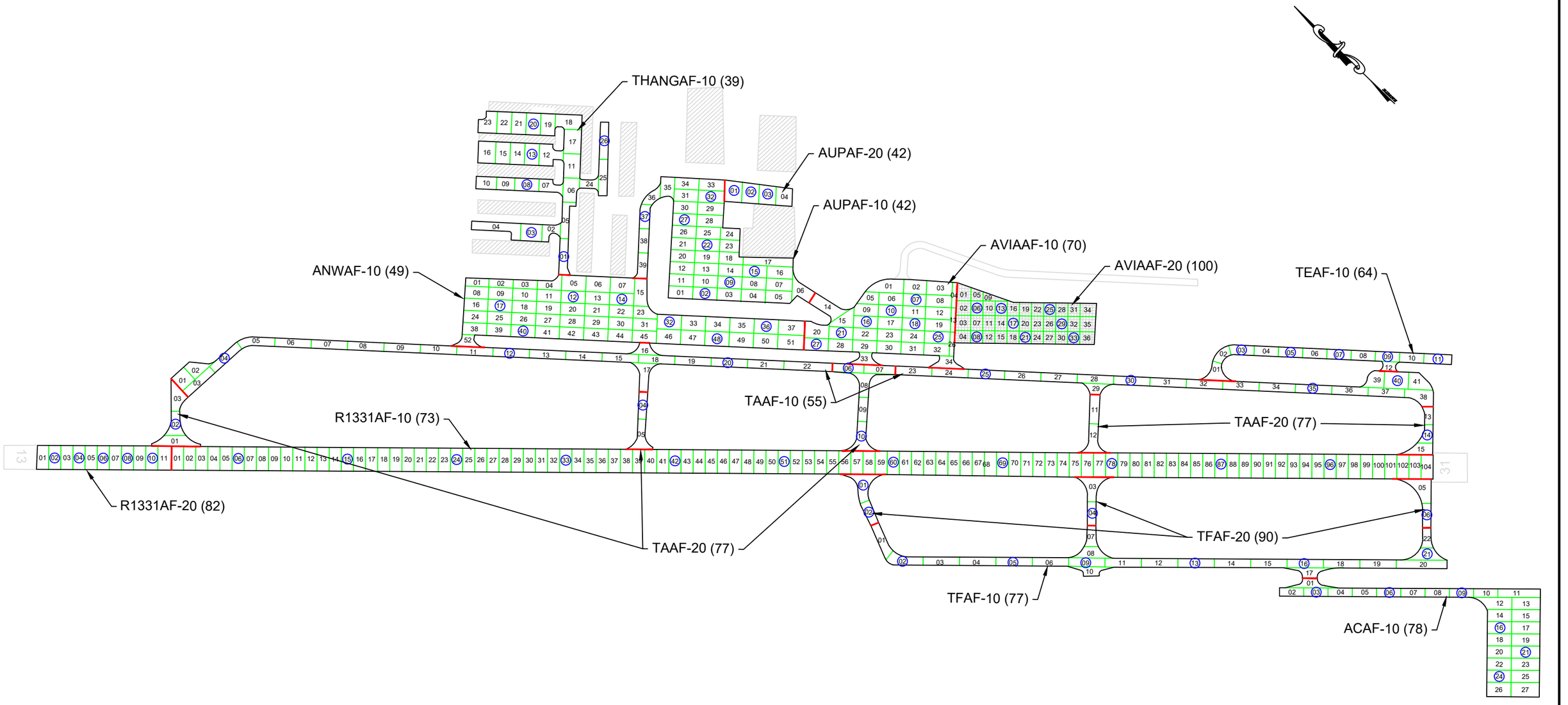


Figure 4. Pavement inventory.



NETWORK DEFINITION LEGEND

R1533GA-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

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LOCATION:	Atlanta Regional Airport-Falcon Field Atlanta, GA
PAGE TITLE:	NETWORK DEFINITION MAP

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
JUN. 2024	JUN. 2024	LJR	2019-112-AM01
DRAWING SCALE:	LAST MODIFIED DATE:	REVISED BY:	DRAWN BY:
1"= 400'	JUN. 2025	KEW	KEW
FILENAME:		LAYOUT NAME/NUMBER:	FIGURE:
Atlanta-FCC.dwg		NET. DEF.	5

Pavement Evaluation

The inspection of Atlanta Regional Airport-Falcon Field was completed on November 17-18, 2024 using the PCI procedure described previously. The map presented in Figure 5 identifies the sample units inspected during the pavement evaluation.

Overall Condition

The 2024 area-weighted condition of Atlanta Regional Airport-Falcon Field is 65, with conditions ranging from 39 to 100 (on a scale of 0 [failed] to 100 [excellent]). This compares to a 2018 PCI of 67.

Figures 6 and 7 summarize the pavement condition distribution and overall condition of the pavements broken down by branch use, respectively, at Atlanta Regional Airport-Falcon Field. Figure 8 presents a PCI map that displays the condition of the evaluated pavements based on sectioning rules described earlier in this report. Table 2 summarizes the results of the pavement evaluation as well as the 2024 and 2018 PCIs.

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

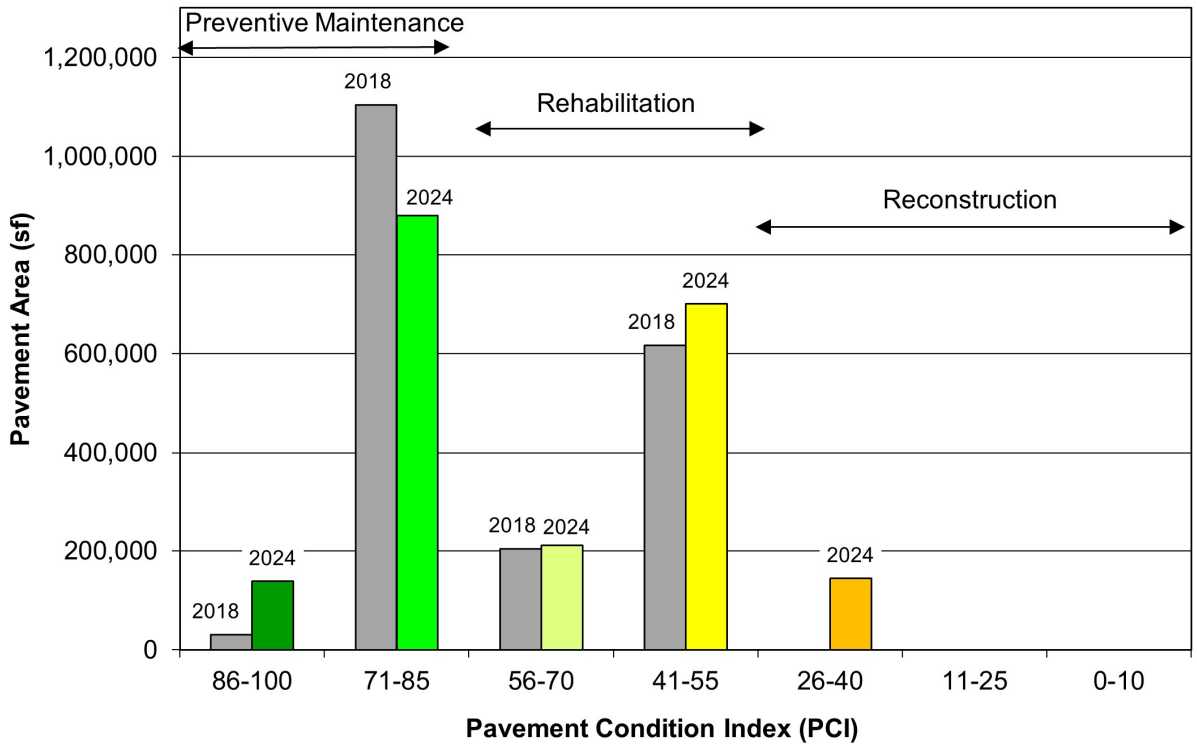


Figure 6. Condition distribution.

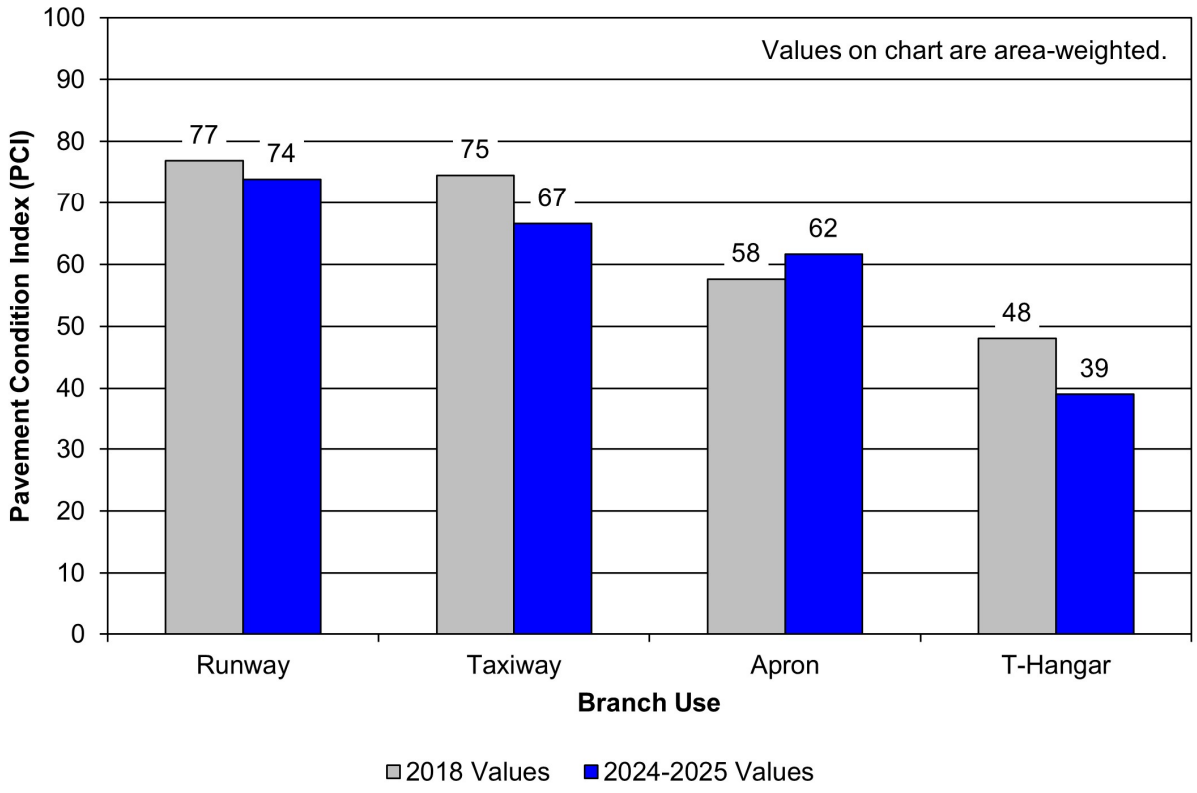
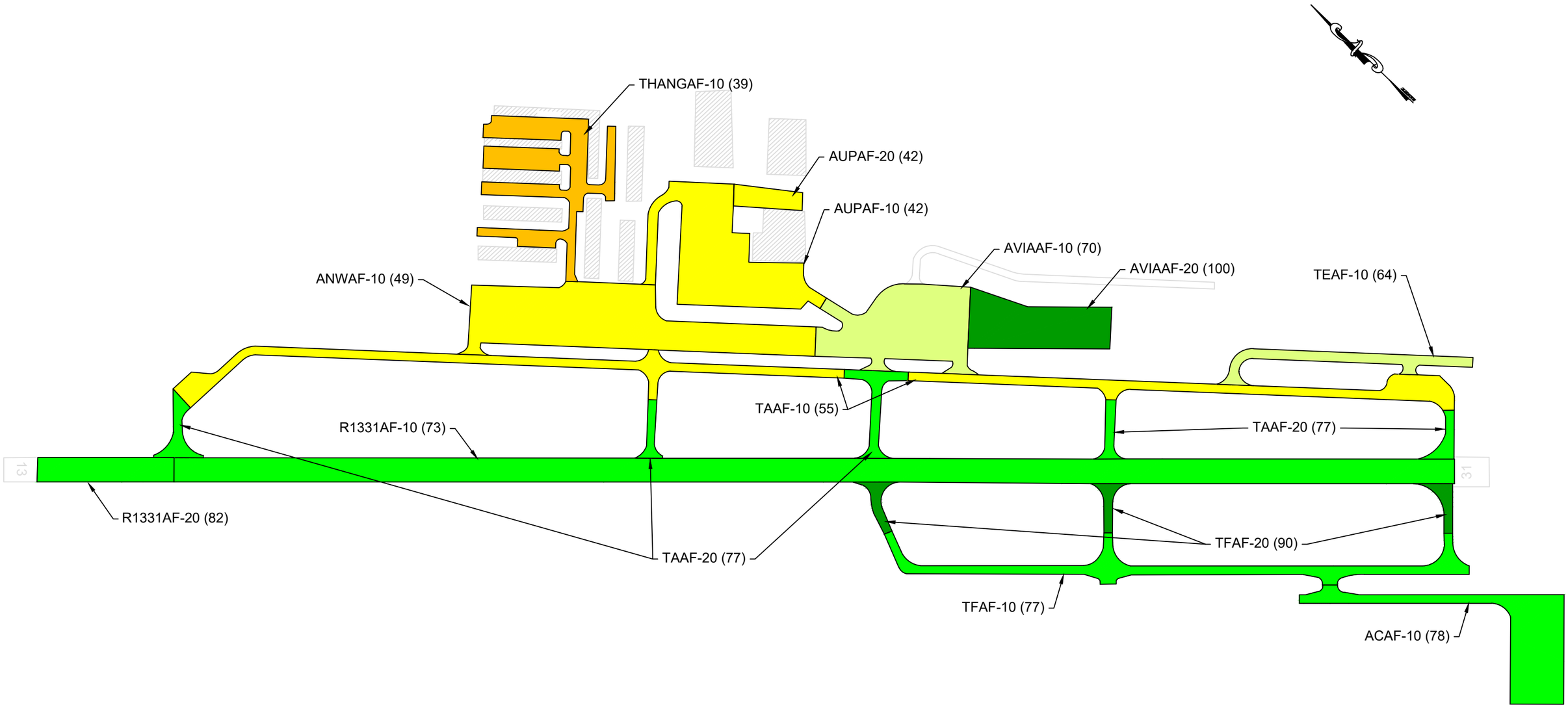


Figure 7. Condition by use.



LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER
PCI VALUE
R1533GA-10 (77)

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

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Atlanta, GA

PAGE TITLE: PAVEMENT CONDITION INDEX MAP

PROJECT DATE:	CREATION DATE:	PROJECT MANAGER:	JOB NUMBER:
JUN. 2024	JUN. 2024	LJR	2019-112-AM01
DRAWING SCALE:	LAST MODIFIED DATE:	REVISED BY:	DRAWN BY:
1"= 400'	JUN. 2025	KEW	KEW
FILENAME:		LAYOUT NAME/NUMBER:	FIGURE:
Atlanta-FCC.dwg		PCI	8

Table 2. Pavement evaluation results.

Branch[1]	Section[1]	Surface Type[2]	Section Area (sf)	LCD[3]	2018 PCI	2024 PCI	% Distress due to:			Distress Types[7]
							Load[4]	Climate or Durability[5]	Other[6]	
ACAF	10	AC	131,870	10/2/2009	80	78	0	100	0	L&T Cracking, Weathering
ANWAF	10	AAC	270,083	6/1/1992	43	49	0	100	0	Block Cracking, L&T Cracking
AUPAF	10	AAC	192,847	6/2/1992	44	42	0	100	0	Block Cracking, Raveling, Weathering
AUPAF	20	AC	22,549	6/2/1992	53	42	0	100	0	Block Cracking, L&T Cracking, Raveling
AVIAAF	10	AAC	164,396	5/30/2015	80	70	0	100	0	L&T Cracking, Weathering
AVIAAF	20	PCC	107,040	8/30/2024	-	100	0	0	100	Small Patch
R1331AF	10	AAC	510,424	5/30/2015	76	73	0	100	0	L&T Cracking, Weathering
R1331AF	20	AAC	55,500	5/29/2015	85	82	0	100	0	L&T Cracking, Weathering
TAAF	10	AC	214,790	6/3/1990	66	55	30	70	0	Alligator Cracking, L&T Cracking, Raveling, Weathering
TAAF	20	AAC	71,747	5/30/2015	84	77	0	100	0	L&T Cracking, Weathering
TEAF	10	AC	46,521	1/1/2002	74	64	0	100	0	L&T Cracking, Weathering
TFAF	10	AC	110,730	10/2/2009	80	77	0	100	0	L&T Cracking, Raveling, Weathering
TFAF	20	AAC	31,138	5/30/2015	93	90	0	100	0	L&T Cracking, Weathering
THANGAF	10	AAC	144,240	6/1/1992	48	39	22	77	1	Alligator Cracking, Block Cracking, L&T Cracking, Patching, Raveling, Swelling, Weathering

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

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

[3]LCD = last construction date.

[4]Distress due to load includes distress types attributed to a structural deficiency in the pavement, such as alligator cracking or rutting on asphalt-surfaced pavements or shattered slabs on PCC pavements.

Table 2. Pavement evaluation results (continued).

[5]Distress due to climate or durability includes those distress types attributed to either the aging of the pavement and the effects of the environment (such as weathering, raveling, or block cracking on asphalt-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali-silica reaction [ASR] on a PCC pavement). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.

[6]Distress due to other refers to distress types that are not attributed to one factor but rather may be caused by a combination of factors.

[7]Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking; LTD cracking = longitudinal, transverse, and diagonal cracking; ASR = alkali-silica reaction.

Maintenance and Rehabilitation Program

The 5-year M&R program developed for Atlanta Regional Airport-Falcon Field is described on Pages 6 and 7 of this report and presented in Table 3 on the following page. Detailed information on the localized maintenance plan for 2026 is provided in Appendixes F and G, organized by section and repair type, respectively. While localized preventive maintenance should be an annual undertaking at Atlanta Regional Airport-Falcon Field, it is not possible to accurately predict the propagation of cracking and other distresses. The airport should budget for localized maintenance every year and can use the 2026 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 account for economic 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, Atlanta Regional Airport-Falcon Field is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

It should be noted that the presented recommendations are based on a broad network-level analysis and are meant to provide Atlanta Regional Airport-Falcon Field with an indication of the type of pavement-related work required during the analysis period. 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[1]	Year	Type of Repair[2]	Estimated Cost[3]
ACAF	10	2026	Surface Treatment	$40,880
ACAF	10	2030	Localized Maintenance	$20,170
ANWAF	10	2026	Major Rehabilitation	$2,145,858
AUPAF	10	2026	Major Rehabilitation	$1,757,226
AUPAF	20	2026	Major Rehabilitation	$206,409
AVIAAF	10	2026	Surface Treatment	$50,963
AVIAAF	10	2030	Localized Maintenance	$32,912
R1331AF	10	2027	Major Rehabilitation	$1,588,141
R1331AF	20	2026	Surface Treatment	$17,205
R1331AF	20	2030	Localized Maintenance	$5,929
TAAF	10	2026	Major Rehabilitation	$1,349,932
TAAF	20	2026	Localized Maintenance	$472
TAAF	20	2026	Surface Treatment	$22,242
TAAF	20	2030	Localized Maintenance	$10,421
TEAF	10	2026	Localized Maintenance	$4,308
TEAF	10	2026	Surface Treatment	$14,422
TEAF	10	2030	Localized Maintenance	$6,252
TFAF	10	2026	Surface Treatment	$34,326
TFAF	10	2030	Localized Maintenance	$15,502
TFAF	20	2026	Surface Treatment	$9,653
TFAF	20	2030	Localized Maintenance	$767
THANGAF	10	2026	Major Rehabilitation	$1,321,273
			TOTAL ESTIMATED COST	**$8,655,262**

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

[2]Type of Repair: Major Rehabilitation such as a pavement overlay or reconstruction; Localized Preventive Maintenance such as crack sealing, patching, or joint resealing; Global Maintenance such as surface treatments.

[3]Cost estimates are based on broad, statewide averages and should be adjusted to reflect local costs.

GENERAL RECOMMENDATIONS

Maintenance

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

- Conduct an aggressive campaign against weed growth through timely herbicide applications and mowing programs of the safety areas. Vegetation growth in pavement cracks is destructive and significantly increases the rate of pavement deterioration.
- Implement a periodic crack and joint sealing program. Keeping water and debris out of the pavement system by sealing cracks and joints is a proven and cost-effective method of extending the life of the pavement system.
- 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.
- Monitor the movement of heavy equipment closely (particularly farming, construction, mowing, and fueling equipment) to ensure they are only operating on pavements designed to accommodate heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.
- Keep all pavement markings well painted, ensure safety signage is clear of debris and weeds, maintain the continuous operation of lighting systems (bulb replacement), and frequently remove any debris found in any of the operating areas. In addition, remediate *Failed* pavement areas as necessary.
- Inspect all safety areas of the airport regularly and document all inspection activity.
- Provide a method of tracking all maintenance activities that occur because of these inspections. This information is used to update the APMS records and is required to remain in compliance with Public Law 103-305.

Remaining in Compliance with Public Law 103-305

Because Atlanta Regional Airport-Falcon Field is in the National Plan of Integrated Airport Systems (NPIAS), the airport sponsor is required to keep the airport in a viable operating condition. This includes maintaining airport pavements in accordance with Public Law 103-305. Public Law 103-305 states that after January 1, 1995, airport sponsors at NPIAS airports must provide assurances or certifications that an airport has implemented an effective airport pavement maintenance management program (PMMP) before the airport will be considered for Federal funding of pavement replacement or reconstruction projects. To be in full compliance with the Federal law, the PMMP 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 Atlanta Regional Airport-Falcon Field 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.

FAA Advisory Circular 150/5380-7B provides further information on Public Law 103-305. Specifically, Appendix A of this advisory circular addresses what is needed to remain in compliance with FAA Grant Assurance 11.

SUMMARY

This report documents the results of the pavement evaluation conducted at Atlanta Regional Airport-Falcon Field. During a visual inspection of the pavements in 2024, it was found that the overall condition of the pavement network is a PCI of 65. A 5-year pavement repair program was generated for Atlanta Regional Airport-Falcon Field, which revealed that approximately $8,655,262 needs to be expended on the pavement system to maintain and/or improve its condition.

REFERENCES

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APPENDIX A

CAUSE OF DISTRESS TABLES

Table A-1. Cause of pavement distress, asphalt-surfaced pavements (USACE 2009a).

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 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 asphalt 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, 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 the patching if deteriorated.
Polished Aggregate	Repeated traffic applications.	Aggregate seal coat is one option. Could also groove or mill. Overlaying 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 a 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 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 (USACE 2009b).

Distress Type	Probable Cause of Distress	Feasible Maintenance Strategies
ASR	Chemical reaction of alkalis in the cement with certain reactive silica minerals. ASR may be accelerated by use of chemical pavement deicers.	At medium- and high-severities, slab replacement is recommended.
Blow-Up	Incompressible materials 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 for other severities.
LTD Cracking	Combination of load repetition, curling stresses, and shrinkage stresses.	Seal cracks. May need full-depth patch or slab replacement if high-severity.
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	Over finishing of concrete, deicing salts, improper construction, freeze-thaw cycles, and poor aggregate.	At low-severity, do nothing. At medium- and high-severities, 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

MAINTENANCE POLICIES AND UNIT COSTS

Table B-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 B-2. Localized maintenance policy, PCC pavements.

Distress Type	Severity Level	Maintenance Action
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 B-3. 2025 unit costs for localized maintenance actions, GA airports.

Maintenance Action	Unit Cost, By GDOT District						
	1	2	3	4	5	6	7
AC Patching	$6.11/sf	$3.86/sf	$4.69/sf	$5.26/sf	$4.56/sf	$6.54/sf	$6.43/sf
Crack Sealing–AC	$1.95/lf	$2.36/lf	$1.75/lf	$1.30/lf	$1.06/lf	$4.25/lf	$4.63/lf
Crack Sealing–PCC	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf
Joint Sealing–PCC	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf	$13.02/lf
PCC Partial-Depth Patch	$22.13/sf	$22.13/sf	$22.13/sf	$26.60/sf	$21.07/sf	$22.13/sf	$34.94/lf
PCC Full-Depth Patch	$29.50/sf	$29.50/sf	$29.50/sf	$35.47/sf	$28.09/sf	$29.50/sf	$46.59/sf
Slab Replacement	$29.50/sf	$29.50/sf	$29.50/sf	$35.47/sf	$28.09/sf	$29.50/sf	$46.59/sf

Table B-4. 2025 unit costs for localized maintenance actions, air carrier airports.

Maintenance Action	Unit Cost
AC Patching	$4.73/sf
Crack Sealing–AC	$4.98/lf
Crack Sealing–PCC	$13.02/lf
Joint Sealing–PCC	$13.02/lf
PCC Partial-Depth Patch	$23.63/lf
PCC Full-Depth Patch	$31.51/sf
Slab Replacement	$31.51/sf

Table B-5. 2025 unit costs for global maintenance actions, GA airports.

Maintenance Action	Unit Cost, By GDOT District						
	1	2	3	4	5	6	7
Single Surface Treatment	$0.26/sf	$0.36/sf	$0.29/sf	$0.22/sf	$0.39/sf	$0.26/sf	$0.64/sf
Pavement Rejuvenator	$0.28/sf	$0.14/sf	$0.18/sf	$0.18/sf	$0.15/sf	$0.28/sf	$0.28/sf

Table B-6. 2025 unit costs for global maintenance actions, air carrier airports.

Maintenance Action	Unit Cost
Single Surface Treatment	$0.64/sf
Pavement Rejuvenator	$0.18/sf

Table B-7. 2025 major M&R unit costs for asphalt-surfaced pavements.

Airport Classification	PCI Range							
	0 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 – 89	> 89
GA, District 1	$10.15/sf	$10.15/sf	$7.67/sf	$3.05/sf	$3.05/sf	$3.05/sf	$3.05/sf	$3.05/sf
GA, District 2	$8.49/sf	$8.49/sf	$6.65/sf	$2.68/sf	$2.68/sf	$2.68/sf	$2.68/sf	$2.68/sf
GA, District 3	$8.56/sf	$8.56/sf	$7.06/sf	$2.72/sf	$2.72/sf	$2.72/sf	$2.72/sf	$2.72/sf
GA, District 4	$10.17/sf	$10.17/sf	$7.71/sf	$2.95/sf	$2.95/sf	$2.95/sf	$2.95/sf	$2.95/sf
GA, District 5	$8.27/sf	$8.27/sf	$6.75/sf	$2.62/sf	$2.62/sf	$2.62/sf	$2.62/sf	$2.62/sf
GA, District 6	$12.05/sf	$12.05/sf	$6.95/sf	$3.49/sf	$3.49/sf	$3.49/sf	$3.49/sf	$3.49/sf
GA, District 7	$11.78/sf	$11.78/sf	$7.90/sf	$3.98/sf	$3.98/sf	$3.98/sf	$3.98/sf	$3.98/sf
Air Carrier	$12.36/sf	$12.36/sf	$6.48/sf	$3.55/sf	$3.55/sf	$3.55/sf	$3.55/sf	$3.55/sf

Table B-8. 2025 major M&R unit costs for PCC pavements.

Airport Classification	PCI Range							
	0 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 – 89	> 89
GA, District 1	$35.51/sf	$35.51/sf	$3.05/sf	$3.05/sf	$3.05/sf	$3.05/sf	$3.05/sf	$3.05/sf
GA, District 2	$35.97/sf	$35.97/sf	$2.68/sf	$2.68/sf	$2.68/sf	$2.68/sf	$2.68/sf	$2.68/sf
GA, District 3	$35.37/sf	$35.37/sf	$2.72/sf	$2.72/sf	$2.72/sf	$2.72/sf	$2.72/sf	$2.72/sf
GA, District 4	$42.73/sf	$42.73/sf	$2.95/sf	$2.95/sf	$2.95/sf	$2.95/sf	$2.95/sf	$2.95/sf
GA, District 5	$33.70/sf	$33.70/sf	$2.62/sf	$2.62/sf	$2.62/sf	$2.62/sf	$2.62/sf	$2.62/sf
GA, District 6	$36.61/sf	$36.61/sf	$3.49/sf	$3.49/sf	$3.49/sf	$3.49/sf	$3.49/sf	$3.49/sf
GA, District 7	$55.29/sf	$55.29/sf	$3.98/sf	$3.98/sf	$3.98/sf	$3.98/sf	$3.98/sf	$3.98/sf
Air Carrier	$38.07/sf	$38.07/sf	$3.55/sf	$3.55/sf	$3.55/sf	$3.55/sf	$3.55/sf	$3.55/sf

APPENDIX C

WORK HISTORY REPORT

WORK HISTORY

Pavement Database: GA 2025
Network ID: ATL-FFC

Generate Date: 10/24/2025

Network: ATLANTA REGIONAL AIRPORT-FALCON FIELD

Branch - Section ID: ACAF - 010

LCD: 10/2/2009
Use: APRON
Rank: S
Surface: AC

Length (ft): 445.00
Width (ft): 217.00
True Area (sf): 131,870.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2023	CS-AC	Crack Sealing - AC	$0.00	0.00	False	FIELD EST
10-02-2009	NC-AC	New Construction - AC	$0.00	6.00	True	-
10-01-2009	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: ANWAF - 010

LCD: 6/1/1992
Use: APRON
Rank: P
Surface: AAC

Length (ft): 700.00
Width (ft): 200.00
True Area (sf): 270,083.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2023	CS-AC	Crack Sealing - AC	$0.00	0.00	False	DATE PER GDOT
06-01-2023	ST-SC	Surface Treatment - Seal Coat	$0.00	0.00	False	ESTIMATED DATE, UNKNOWN SURFACE TREATMENT.
06-01-2003	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-02-1992	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-
06-01-1992	OL-AC	Overlay - Asphalt	$0.00	4.00	True	APRON EXPANDED (NOT SURE WERE), SURFACE COURSE

Branch - Section ID: AUPAF - 010

LCD: 6/2/1992
Use: APRON
Rank: S
Surface: AAC

Length (ft): 500.00
Width (ft): 350.00
True Area (sf): 192,847.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2003	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-02-1992	OL-AC	Overlay - Asphalt	$0.00	4.00	True	APRON EXPANDED (NOT SURE WHERE), SURFACE COURSE
06-01-1992	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: AUPAF - 020

LCD: 6/2/1992
Use: APRON
Rank: S
Surface: AC

Length (ft): 285.00
Width (ft): 75.00
True Area (sf): 22,549.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-01-2003	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-02-1992	OL-AC	Overlay - Asphalt	$0.00	4.00	True	APRON EXPANDED (NOT SURE WHERE), SURFACE COURSE
06-01-1992	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

WORK HISTORY

Pavement Database: GA 2025
Network ID: ATL-FFC

Generate Date: 10/24/2025

Branch - Section ID: AVIAAF - 010

LCD: 5/30/2015
Use: APRON
Rank: S
Surface: AAC

Length (ft): 300.00
Width (ft): 500.00
True Area (sf): 164,396.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-01-2023	CS-AC	Crack Sealing - AC	$0.00	0.00	False	FIELD EST
05-30-2015	OL-AC	Overlay - Asphalt	$0.00	2.00	True	P-401
05-29-2015	BA-BI	Base Course - Bituminous	$0.00	0.75	False	P-401, LEVELING COURSE
10-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-01-2003	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-02-1996	OL-AC	Overlay - Asphalt	$0.00	4.00	True	APRON EXAPNSION, SURFACE COURSE
06-01-1996	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: AVIAAF - 020

LCD: 8/30/2024
Use: APRON
Rank: P
Surface: PCC

Length (ft): 577.00
Width (ft): 170.00
True Area (sf): 107,040.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
08-30-2024	NC-PC	New Construction - PCC	$953,856.00	10.00	True	10" PORTLAND CEMENT CONCRETE (GDOT-430)
08-29-2024	BA-AG	Base Course - Aggregate	$0.00	6.00	False	6" CRUSHED AGGREGATE BASE (P-209)
08-28-2024	SG-CO	Subgrade - Compacted	$0.00	12.00	False	MIN. 12" COMPACTED SUBGRADE (P-152)

Branch - Section ID: R1331AF - 010

LCD: 5/30/2015
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 5,200.00
Width (ft): 100.00
True Area (sf): 510,424.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-2024	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
05-30-2015	OL-AC	Overlay - Asphalt	$0.00	2.00	True	P-401
05-29-2015	BA-BI	Base Course - Bituminous	$0.00	0.75	False	P-401, LEVELING COURSE
11-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
11-01-2007	SS-RE	Surface Seal - Rejuvenating	$0.00	0.00	False	-
06-01-1996	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-02-1990	NC-AC	New Construction - AC	$0.00	4.00	True	P-401
06-01-1990	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

WORK HISTORY

Branch - Section ID: R1331AF - 020

LCD: 5/29/2015
Use: RUNWAY
Rank: P
Surface: AAC

Length (ft): 555.00
Width (ft): 100.00
True Area (sf): 55,500.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-2024	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
05-29-2015	OL-AC	Overlay - Asphalt	$0.00	2.00	True	P-401
05-28-2015	BA-BI	Base Course - Bituminous	$0.00	0.75	False	P-401, BIT BASE, LEVELING
06-02-2011	NC-AC	New Construction - AC	$0.00	6.00	True	-
06-01-2011	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: TAAF - 010

LCD: 6/3/1990
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 4,960.00
Width (ft): 35.00
True Area (sf): 214,790.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
11-01-2007	SS-RE	Surface Seal - Rejuvenating	$0.00	0.00	False	-
11-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
06-03-1990	NC-AC	New Construction - AC	$0.00	4.00	True	-
06-02-1990	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: TAAF - 020

LCD: 5/30/2015
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 277.00
Width (ft): 45.00
True Area (sf): 71,747.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-2024	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL, PARTIAL
05-30-2015	OL-AC	Overlay - Asphalt	$0.00	2.00	True	P-401
05-29-2015	BA-BI	Base Course - Bituminous	$0.00	0.75	False	P-401, LEVELING COURSE
11-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
11-01-2007	SS-RE	Surface Seal - Rejuvenating	$0.00	0.00	False	-
06-03-1990	NC-AC	New Construction - AC	$0.00	4.00	True	-
06-02-1990	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: TEAF - 010

LCD: 1/1/2002
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 1,050.00
Width (ft): 40.00
True Area (sf): 46,521.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
11-01-2007	SS-RE	Surface Seal - Rejuvenating	$0.00	0.00	False	-
11-01-2007	CS-AC	Crack Sealing - AC	$0.00	0.00	False	-
01-01-2002	NC-AC	New Construction - AC	$0.00	4.00	True	-
01-01-2002	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

WORK HISTORY

Branch - Section ID: TFAF - 010

LCD: 10/2/2009
Use: TAXIWAY
Rank: P
Surface: AC

Length (ft): 4,000.00
Width (ft): 35.00
True Area (sf): 110,730.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-2024	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
10-02-2009	NC-AC	New Construction - AC	$0.00	6.00	True	-
10-01-2009	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: TFAF - 020

LCD: 5/30/2015
Use: TAXIWAY
Rank: P
Surface: AAC

Length (ft): 4,000.00
Width (ft): 35.00
True Area (sf): 31,138.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-30-2024	CS-AC	Crack Sealing - AC	$0.00	0.00	False	CRACK SEAL
05-30-2015	OL-AC	Overlay - Asphalt	$0.00	2.00	True	P-401
05-29-2015	BA-BI	Base Course - Bituminous	$0.00	0.75	False	P-401, LEVELING COURSE
10-02-2009	NC-AC	New Construction - AC	$0.00	6.00	True	-
10-01-2009	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-

Branch - Section ID: THANGAF - 010

LCD: 6/1/1992
Use: THANGAR
Rank: P
Surface: AAC

Length (ft): 420.00
Width (ft): 350.00
True Area (sf): 144,240.00

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major MR	Comments
06-02-1992	BA-AG	Base Course - Aggregate	$0.00	10.00	False	-
06-01-1992	OL-AC	Overlay - Asphalt	$0.00	4.00	True	APRON EXPANDED (NOT SURE WHERE), SURFACE COURSE

APPENDIX D

PHOTOGRAPHS

ACAF-10. Overview.

ACAF-10. L&T Cracking (Sample Unit No. 03).

ANWAF-10. Overview.

ANWAF-10. L&T Cracking (Sample Unit No. 40).

AUPAF-10. Overview.

AUPAF-10. Block Cracking (Sample Unit No. 27).

AUPAF-20. Overview.

AUPAF-20. Block Cracking (Sample Unit No. 01).

AVIAAF-10. Overview.

AVIAAF-10. L&T Cracking (Sample Unit No. 27).

AVIAAF-20. Overview.

AVIAAF-20. Small Patching (Sample Unit No. 13).

R1331AF-10. Overview.

R1331AF-10. L&T Cracking (Sample Unit No. 87).

R1331AF-20. Overview.

R1331AF-20. L&T Cracking (Sample Unit No. 10).

TAAF-10. Overview.

TAAF-10. Alligator Cracking (Sample Unit No. 04).

TAAF-10. L&T Cracking (Sample Unit No. 12).

TAAF-20. Overview.

TAAF-20. L&T Cracking (Sample Unit No. 06).

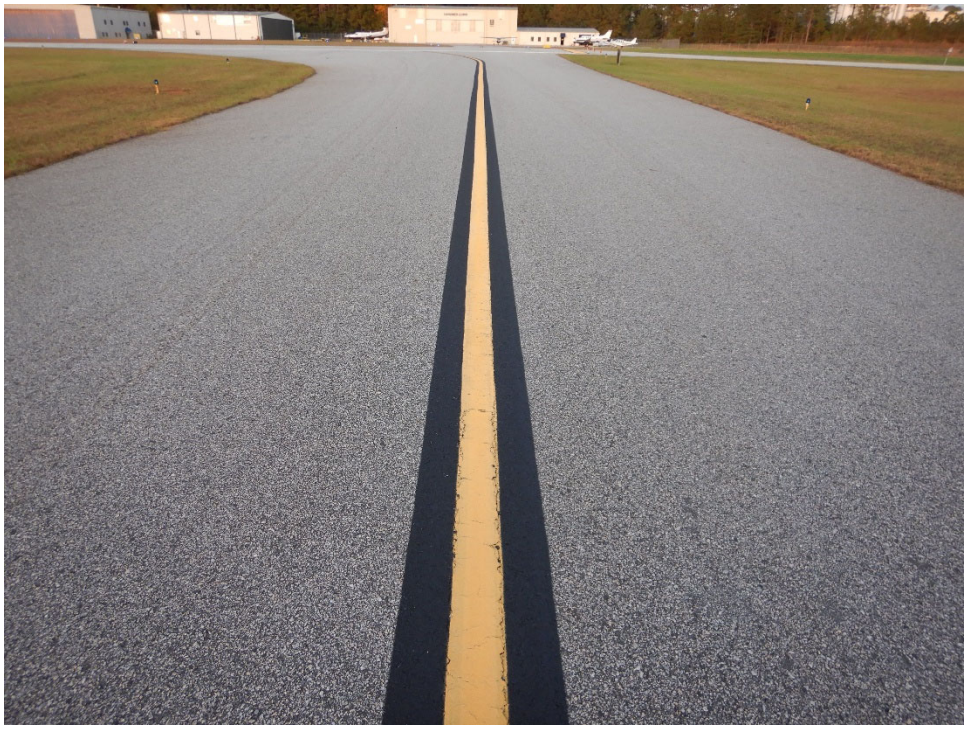
TEAF-10. Overview.

TEAF-10. L&T Cracking (Sample Unit No. 03).

TFAF-10. Overview.

TFAF-10. Weathering (Sample Unit No. 05).

TFAF-20. Overview.



TFAF-20. Weathering (Sample Unit No. 06).

THANGAF-10. Overview.

THANGAF-10. Block Cracking (Sample Unit No. 01).

THANGAF-10. Weathering (Sample Unit No. 01).

APPENDIX E

INSPECTION REPORT

RE-INSPECTION REPORT
ATLANTA REGIONAL AIRPORT-FALCON FIELD

Branch - Section ID: ACAF - 010

Branch Name: APRON C Use: APRON

LCD: 10/2/2009
Surface Type: AC
Rank: S
Section Area (sf): 131,870.00
Length (ft): 445.00
Width (ft): 217.00
From: TAXIWAY F
To: SOUTH

PCI Family: 2025GA_AC_APHP_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 78
Total Samples: 27
Surveyed: 6

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 79
Sample Area (SF): 3,500.00

Sample Comments:

48 L & T CR	L	135.00	Ft	ls
48 L & T CR	L	55.00	Ft	lu
57 WEATHERING	L	3,500.00	SF	

Sample Number: 06

Sample Type: R
Sample PCI: 83
Sample Area (SF): 3,500.00

Sample Comments:

48 L & T CR	L	135.00	Ft	
57 WEATHERING	L	3,500.00	SF	

Sample Number: 09

Sample Type: R
Sample PCI: 84
Sample Area (SF): 3,500.00

Sample Comments:

48 L & T CR	L	5.00	Ft	lu
48 L & T CR	L	115.00	Ft	lu
57 WEATHERING	L	3,500.00	SF	

Sample Number: 16

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	15.00	Ft	lu
48 L & T CR	L	380.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 21

Sample Type: R
Sample PCI: 76
Sample Area (SF): 5,850.00

Sample Comments:

48 L & T CR	L	395.00	Ft	ls
48 L & T CR	L	10.00	Ft	lu
57 WEATHERING	L	5,850.00	SF	

Sample Number: 24

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	330.00	Ft	ls
48 L & T CR	L	70.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

RE-INSPECTION REPORT
ATLANTA REGIONAL AIRPORT-FALCON FIELD

Branch - Section ID: ANWAF - 010

Branch Name: NORTHWEST APRON Use: APRON

LCD: 6/1/1992
Surface Type: AAC
Rank: P
Section Area (sf): 270,083.00
Length (ft): 700.00
Width (ft): 200.00
From: TAXIWAY A
To: T-HANGAR AREA

PCI Family: 2025GA_AAC_AP_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 49
Total Samples: 52
Surveyed: 7

Inspection Comments:

Sample Number: 12

Sample Type: R
Sample PCI: 53
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	2,500.00	SF	ls,lu,10x5
43 BLOCK CR	M	2,500.00	SF	w,fs,10x5

Sample Number: 14

Sample Type: R
Sample PCI: 53
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	2,500.00	SF	ls,lu,10x5
43 BLOCK CR	M	2,500.00	SF	w,fs,10x5

Sample Number: 17

Sample Type: R
Sample PCI: 49
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	M	2,500.00	SF	w,fs,10x6
48 L & T CR	L	80.00	Ft	ls
48 L & T CR	L	160.00	Ft	lu
48 L & T CR	M	210.00	Ft	w,fs

Sample Number: 32

Sample Type: R
Sample PCI: 39
Sample Area (SF): 6,000.00

Sample Comments:

43 BLOCK CR	L	1,750.00	SF	ls,lu,3x3
43 BLOCK CR	M	1,750.00	SF	w,fs,3x3
48 L & T CR	L	100.00	Ft	ls
48 L & T CR	L	40.00	Ft	lu
48 L & T CR	M	590.00	Ft	w,fs

Sample Number: 36

Sample Type: R
Sample PCI: 53
Sample Area (SF): 6,000.00

Sample Comments:

43 BLOCK CR	L	3,000.00	SF	ls,lu,8x8
43 BLOCK CR	M	3,000.00	SF	w,fs,8x8

Sample Number: 40

Sample Type: R
Sample PCI: 51
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	110.00	Ft	lu
48 L & T CR	M	885.00	Ft	w,fs

Sample Number: 48

Sample Type: R
Sample PCI: 50
Sample Area (SF): 6,000.00

Sample Comments:

43 BLOCK CR	L	2,000.00	SF	ls,lu,4x4
43 BLOCK CR	M	4,000.00	SF	w,fs,4x4

Branch - Section ID: AUPAF - 010

Branch Name: UPPER APRON Use: APRON

LCD: 6/2/1992
Surface Type: AAC
Rank: S
Section Area (sf): 192,847.00
Length (ft): 500.00
Width (ft): 350.00
From: AVIATION RAMP
To: FLIGHT SCHOOL

PCI Family: 2025GA_AAC_AP_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 42
Total Samples: 39
Surveyed: 7

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 37
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	3,000.00	SF	lu,6x6
43 BLOCK CR	M	2,000.00	SF	w,fs,6x6
52 RAVELING	L	4,000.00	SF	st
52 RAVELING	M	1,000.00	SF	st

Sample Number: 09

Sample Type: R
Sample PCI: 29
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	4,500.00	SF	lu,4x3
43 BLOCK CR	M	500.00	SF	w,fs,4x3
52 RAVELING	M	600.00	SF	st
52 RAVELING	M	4,400.00	SF	st

Sample Number: 15

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	4,500.00	SF	lu,3x3
43 BLOCK CR	M	500.00	SF	w,fs,3x3
52 RAVELING	L	5,000.00	SF	st

Sample Number: 22

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,000.00

Sample Comments:

43 BLOCK CR	L	4,500.00	SF	lu,8x8
43 BLOCK CR	M	500.00	SF	w,fs,8x8
52 RAVELING	L	4,500.00	SF	st
57 WEATHERING	L	500.00	SF	st

Sample Number: 27

Sample Type: R
Sample PCI: 40
Sample Area (SF): 5,000.00
Sample Comments:

43 BLOCK CR	L	3,000.00	SF	lu,8x8
43 BLOCK CR	M	2,000.00	SF	w,fs,8x8
52 RAVELING	L	4,800.00	SF	st
57 WEATHERING	L	200.00	SF	st

Sample Number: 32

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,400.00
Sample Comments:

43 BLOCK CR	L	4,860.00	SF	lu,5x5
43 BLOCK CR	M	540.00	SF	fs,5x5
52 RAVELING	L	5,400.00	SF	st

Sample Number: 37

Sample Type: R
Sample PCI: 51
Sample Area (SF): 4,158.00
Sample Comments:

43 BLOCK CR	L	3,708.00	SF	lu,5x5
43 BLOCK CR	M	450.00	SF	w,fs,5x5
57 WEATHERING	M	4,000.00	SF	

Branch - Section ID: AUPAF - 020

Branch Name: UPPER APRON Use: APRON

LCD: 6/2/1992
Surface Type: AC
Rank: S
Section Area (sf): 22,549.00
Length (ft): 285.00
Width (ft): 75.00
From: SEE MAP
To: SEE MAP

PCI Family: 2025GA_AC_APHP_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 42
Total Samples: 4
Surveyed: 3

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 41
Sample Area (SF): 6,245.00

Sample Comments:

43 BLOCK CR	L	1,200.00	SF	lu,4x4
43 BLOCK CR	M	1,000.00	SF	w,4x4
48 L & T CR	L	490.00	Ft	lu
48 L & T CR	M	190.00	Ft	w,fs
52 RAVELING	L	6,245.00	SF	st

Sample Number: 02

Sample Type: R
Sample PCI: 40
Sample Area (SF): 5,770.00

Sample Comments:

43 BLOCK CR	L	1,500.00	SF	lu,4x4
43 BLOCK CR	M	500.00	SF	w,4x4
48 L & T CR	L	505.00	Ft	lu
48 L & T CR	M	215.00	Ft	w,fs
52 RAVELING	L	5,770.00	SF	st

Sample Number: 03

Sample Type: R
Sample PCI: 45
Sample Area (SF): 5,500.00

Sample Comments:

43 BLOCK CR	L	500.00	SF	lu,8x8
48 L & T CR	L	900.00	Ft	lu
48 L & T CR	M	280.00	Ft	w,fs
52 RAVELING	L	5,500.00	SF	st

Branch - Section ID: AVIAAF - 010

Branch Name: AVIATION APRON Use: APRON

LCD: 5/30/2015
Surface Type: AAC
Rank: S
Section Area (sf): 164,396.00
Length (ft): 300.00
Width (ft): 500.00
From: TAXIWAY A
To: AVIATION CENTER

PCI Family: 2025GA_AAC_AP_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 70
Total Samples: 34
Surveyed: 7

Inspection Comments:

Sample Number: 07

Sample Type: R
Sample PCI: 68
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	425.00	Ft	ls
48 L & T CR	L	35.00	Ft	lu
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Sample Number: 10

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	45.00	Ft	lu
48 L & T CR	L	325.00	Ft	ls
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Sample Number: 16

Sample Type: R
Sample PCI: 68
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	25.00	Ft	lu
48 L & T CR	L	430.00	Ft	ls
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Sample Number: 18

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	340.00	Ft	ls
48 L & T CR	L	10.00	Ft	lu
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Sample Number: 21

Sample Type: R
Sample PCI: 73
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	65.00	Ft	lu
48 L & T CR	L	230.00	Ft	ls
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Sample Number: 25

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	320.00	Ft	ls
48 L & T CR	L	50.00	Ft	lu
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Sample Number: 27

Sample Type: R
Sample PCI: 65
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	55.00	Ft	lu
48 L & T CR	L	505.00	Ft	ls
57 WEATHERING	L	3,500.00	SF	
57 WEATHERING	M	1,500.00	SF	

Branch - Section ID: AVIAAF - 020

Branch Name: AVIATION APRON Use: APRON

LCD: 8/30/2024
Surface Type: PCC
Rank: P
Section Area (sf): 107,040.00
Length (ft): 577.00
Width (ft): 170.00
From: SEE MAP
To: SEE MAP

PCI Family: 2025GA_PCC_APHPTH_NORTH_60

Slabs: 746
Slab Length (ft): 12.50
Slab Width (ft): 12.50
Joint Length (ft): 16,311.24

Section Comments:

Last Insp Date: 11/17/2024
PCI: 100
Total Samples: 36
Surveyed: 8

Inspection Comments:

Sample Number: 06

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 08

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 13

Sample Type: R
Sample PCI: 98
Sample Area (Slabs): 20.00

Sample Comments:

66 SMALL PATCH	L	2.00	Slabs

Sample Number: 17

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 21

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 25

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

Sample Comments:

NO DISTRESS

Sample Number: 29

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

NO DISTRESS

Sample Comments:

Sample Number: 33

Sample Type: R
Sample PCI: 100
Sample Area (Slabs): 20.00

NO DISTRESS

Sample Comments:

Branch - Section ID: R1331AF - 010

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 5/30/2015
Surface Type: AAC
Rank: P
Section Area (sf): 510,424.00
Length (ft): 5,200.00
Width (ft): 100.00
From: 13 END
To: 31 END

PCI Family: 2025GA_AAC_RWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/18/2024
PCI: 73
Total Samples: 104
Surveyed: 11

Inspection Comments:

Sample Number: 06

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	440.00	Ft	ls
48 L & T CR	L	85.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Sample Number: 15

Sample Type: R
Sample PCI: 74
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	25.00	Ft	lu
48 L & T CR	L	385.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 24

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	110.00	Ft	lu
48 L & T CR	L	400.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 33

Sample Type: R
Sample PCI: 69
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	555.00	Ft	ls
48 L & T CR	L	35.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Sample Number: 42

Sample Type: R
Sample PCI: 71
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	80.00	Ft	
48 L & T CR	L	450.00	Ft	
57 WEATHERING	L	5,000.00	SF	

Sample Number: 51

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	370.00	Ft	ls
48 L & T CR	L	20.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Sample Number: 60

Sample Type: R
Sample PCI: 72
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	455.00	Ft	ls
48 L & T CR	L	30.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Sample Number: 69

Sample Type: R
Sample PCI: 72
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	30.00	Ft	lu
48 L & T CR	L	295.00	Ft	ls
48 L & T CR	M	50.00	Ft	2ndy
57 WEATHERING	L	5,000.00	SF	

Sample Number: 78

Sample Type: R
Sample PCI: 77
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	20.00	Ft	lu
48 L & T CR	L	300.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 87

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	370.00	Ft	ls
48 L & T CR	L	20.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Sample Number: 96

Sample Type: R
Sample PCI: 75
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	340.00	Ft	ls
48 L & T CR	L	35.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Branch - Section ID: R1331AF - 020

Branch Name: RUNWAY 13/31 Use: RUNWAY

LCD: 5/29/2015
Surface Type: AAC
Rank: P
Section Area (sf): 55,500.00
Length (ft): 555.00
Width (ft): 100.00
From: RUNWAY 13 APPROACH
To: NORHT WEST

PCI Family: 2025GA_AAC_RWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/18/2024
PCI: 82
Total Samples: 11
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 82
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	195.00	Ft	ls
48 L & T CR	L	15.00	Ft	lu
57 WEATHERING	L	5,000.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 82
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	50.00	Ft	lu
48 L & T CR	L	155.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 06

Sample Type: R
Sample PCI: 82
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	60.00	Ft	lu
48 L & T CR	L	150.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 08

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	65.00	Ft	lu
48 L & T CR	L	200.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Sample Number: 10

Sample Type: R

Sample PCI: 82

Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	50.00	Ft	lu
48 L & T CR	L	150.00	Ft	ls
57 WEATHERING	L	5,000.00	SF	

Branch - Section ID: TAAF - 010

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 6/3/1990
Surface Type: AC
Rank: P
Section Area (sf): 214,790.00
Length (ft): 4,960.00
Width (ft): 35.00
From: 13 END OF RUNWAY
To: 31 END OF RUNWAY

PCI Family: 2025GA_AC_TWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 55
Total Samples: 41
Surveyed: 7

Inspection Comments:

Sample Number: 04

Sample Type: R
Sample PCI: 24
Sample Area (SF): 5,250.00

Sample Comments:

41 ALLIGATOR CR	M	500.00	SF	
48 L & T CR	L	330.00	Ft	lu
48 L & T CR	M	390.00	Ft	w,fs
52 RAVELING	H	75.00	SF	
57 WEATHERING	M	5,175.00	SF	

Sample Number: 12

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	205.00	Ft	lu
48 L & T CR	M	330.00	Ft	w,fs
57 WEATHERING	M	5,250.00	SF	

Sample Number: 20

Sample Type: R
Sample PCI: 61
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	230.00	Ft	
48 L & T CR	M	335.00	Ft	
57 WEATHERING	M	5,250.00	SF	

Sample Number: 25

Sample Type: R
Sample PCI: 57
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	180.00	Ft	lu
48 L & T CR	M	415.00	Ft	w,fs
57 WEATHERING	M	5,250.00	SF	

Sample Number: 30

Sample Type: R
Sample PCI: 63
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	235.00	Ft	lu
48 L & T CR	M	290.00	Ft	w,fs
57 WEATHERING	M	5,250.00	SF	

Sample Number: 35

Sample Type: R
Sample PCI: 65
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	320.00	Ft	lu
48 L & T CR	M	180.00	Ft	w,fs
57 WEATHERING	M	5,250.00	SF	

Sample Number: 40

Sample Type: R
Sample PCI: 54
Sample Area (SF): 7,000.00

Sample Comments:

48 L & T CR	L	620.00	Ft	lu
48 L & T CR	M	535.00	Ft	w,fs
57 WEATHERING	M	7,000.00	SF	

Branch - Section ID: TAAF - 020

Branch Name: TAXIWAY A Use: TAXIWAY

LCD: 5/30/2015
Surface Type: AAC
Rank: P
Section Area (sf): 71,747.00
Length (ft): 277.00
Width (ft): 45.00
From: TAAF-10
To: RUNWAY

PCI Family: 2025GA_AAC_TWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/18/2024
PCI: 77
Total Samples: 15
Surveyed: 5

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 78
Sample Area (SF): 4,765.00

Sample Comments:

48 L & T CR	L	255.00	Ft	ls
48 L & T CR	L	25.00	Ft	lu
57 WEATHERING	L	4,765.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 78
Sample Area (SF): 3,834.00

Sample Comments:

48 L & T CR	L	70.00	Ft	lu
48 L & T CR	L	165.00	Ft	ls
57 WEATHERING	L	3,834.00	SF	

Sample Number: 06

Sample Type: R
Sample PCI: 75
Sample Area (SF): 4,550.00

Sample Comments:

48 L & T CR	L	135.00	Ft	lu
48 L & T CR	M	80.00	Ft	w
57 WEATHERING	L	4,550.00	SF	

Sample Number: 10

Sample Type: R
Sample PCI: 76
Sample Area (SF): 6,254.00

Sample Comments:

48 L & T CR	L	400.00	Ft	ls
48 L & T CR	L	40.00	Ft	lu
57 WEATHERING	L	6,254.00	SF	

Sample Number: 14

Sample Type: R

Sample PCI: 75

Sample Area (SF): 3,335.00

Sample Comments:

48 L & T CR	L	28.00	Ft	lu
48 L & T CR	L	230.00	Ft	ls
57 WEATHERING	L	3,335.00	SF	

Branch - Section ID: TEAF - 010

Branch Name: TAXIWAY E Use: TAXIWAY

LCD: 1/1/2002
Surface Type: AC
Rank: P
Section Area (sf): 46,521.00
Length (ft): 1,050.00
Width (ft): 40.00
From: SEE MAP
To: SEE MAP

PCI Family: 2025GA_AC_TWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 64
Total Samples: 12
Surveyed: 5

Inspection Comments:

Sample Number: 03

Sample Type: R
Sample PCI: 64
Sample Area (SF): 4,000.00

Sample Comments:

48 L & T CR	L	160.00	Ft	lu
48 L & T CR	M	200.00	Ft	w
57 WEATHERING	L	4,000.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 63
Sample Area (SF): 4,000.00

Sample Comments:

48 L & T CR	L	190.00	Ft	lu
48 L & T CR	M	215.00	Ft	w
57 WEATHERING	L	4,000.00	SF	

Sample Number: 07

Sample Type: R
Sample PCI: 63
Sample Area (SF): 4,000.00

Sample Comments:

48 L & T CR	L	140.00	Ft	lu
48 L & T CR	M	215.00	Ft	w
57 WEATHERING	L	4,000.00	SF	

Sample Number: 09

Sample Type: R
Sample PCI: 64
Sample Area (SF): 4,000.00

Sample Comments:

48 L & T CR	L	350.00	Ft	lu
48 L & T CR	M	200.00	Ft	w
57 WEATHERING	L	4,000.00	SF	

Sample Number: 11

Sample Type: R

Sample PCI: 67

Sample Area (SF): 4,600.00

Sample Comments:

48 L & T CR	L	290.00	Ft
48 L & T CR	M	190.00	Ft
57 WEATHERING	L	4,600.00	SF

Branch - Section ID: TFAF - 010

Branch Name: TAXIWAY F Use: TAXIWAY

LCD: 10/2/2009
Surface Type: AC
Rank: P
Section Area (sf): 110,730.00
Length (ft): 4,000.00
Width (ft): 35.00
From: RUNWAY 13
To: SOUTH EAST

PCI Family: 2025GA_AC_TWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 77
Total Samples: 22
Surveyed: 6

Inspection Comments:

Sample Number: 02

Sample Type: R
Sample PCI: 79
Sample Area (SF): 6,200.00

Sample Comments:

48 L & T CR	L	50.00	Ft	lu
48 L & T CR	L	210.00	Ft	ls
57 WEATHERING	L	5,900.00	SF	
57 WEATHERING	M	300.00	SF	

Sample Number: 05

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	55.00	Ft	lu
48 L & T CR	L	210.00	Ft	ls
57 WEATHERING	L	5,250.00	SF	

Sample Number: 09

Sample Type: R
Sample PCI: 78
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	60.00	Ft	lu
48 L & T CR	L	265.00	Ft	ls
57 WEATHERING	L	5,250.00	SF	

Sample Number: 13

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	210.00	Ft	ls
48 L & T CR	L	70.00	Ft	lu
57 WEATHERING	L	5,250.00	SF	

Sample Number: 16

Sample Type: R
Sample PCI: 80
Sample Area (SF): 5,250.00

Sample Comments:

48 L & T CR	L	50.00	Ft	lu
48 L & T CR	L	210.00	Ft	ls
57 WEATHERING	L	5,250.00	SF	

Sample Number: 21

Sample Type: R
Sample PCI: 64
Sample Area (SF): 5,000.00

Sample Comments:

48 L & T CR	L	395.00	Ft	ls
48 L & T CR	L	55.00	Ft	lu
52 RAVELING	H	80.00	SF	
57 WEATHERING	L	4,720.00	SF	
57 WEATHERING	M	200.00	SF	

Branch - Section ID: TFAF - 020

Branch Name: TAXIWAY F Use: TAXIWAY

LCD: 5/30/2015
Surface Type: AAC
Rank: P
Section Area (sf): 31,138.00
Length (ft): 4,000.00
Width (ft): 35.00
From: RUNWAY 13
To: SECTION 10

PCI Family: 2025GA_AAC_TWY_GA3_NORTH

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 90
Total Samples: 6
Surveyed: 4

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 89
Sample Area (SF): 6,250.00

Sample Comments:

48 L & T CR	L	35.00	Ft	lu
48 L & T CR	L	30.00	Ft	ls
57 WEATHERING	L	6,250.00	SF	

Sample Number: 02

Sample Type: R
Sample PCI: 89
Sample Area (SF): 3,850.00

Sample Comments:

48 L & T CR	L	35.00	Ft	ls
57 WEATHERING	L	3,850.00	SF	

Sample Number: 04

Sample Type: R
Sample PCI: 87
Sample Area (SF): 3,500.00

Sample Comments:

48 L & T CR	L	10.00	Ft	lu
48 L & T CR	L	65.00	Ft	ls
57 WEATHERING	L	3,500.00	SF	

Sample Number: 06

Sample Type: R
Sample PCI: 94
Sample Area (SF): 3,800.00

Sample Comments:

57 WEATHERING	L	3,800.00	SF	

Branch - Section ID: THANGAF - 010

Branch Name: T-HANGAR Use: THANGAR

LCD: 6/1/1992
Surface Type: AAC
Rank: P
Section Area (sf): 144,240.00
Length (ft): 420.00
Width (ft): 350.00
From: SECTION 1
To: T-HANGARS

PCI Family: 2025GA_AAC_TH_60

Slabs:
Slab Length (ft):
Slab Width (ft):
Joint Length (ft):

Section Comments:

Last Insp Date: 11/17/2024
PCI: 39
Total Samples: 26
Surveyed: 6

Inspection Comments:

Sample Number: 01

Sample Type: R
Sample PCI: 43
Sample Area (SF): 5,444.00

Sample Comments:

41 ALLIGATOR CR	M	50.00	SF	
43 BLOCK CR	L	4,944.00	SF	lu,4x4
43 BLOCK CR	M	450.00	SF	w,fs,4x4
57 WEATHERING	M	5,444.00	SF	

Sample Number: 03

Sample Type: R
Sample PCI: 38
Sample Area (SF): 6,160.00

Sample Comments:

41 ALLIGATOR CR	M	100.00	SF	
43 BLOCK CR	L	5,560.00	SF	lu,10x10
43 BLOCK CR	M	500.00	SF	w,10x10
52 RAVELING	L	6,160.00	SF	st

Sample Number: 08

Sample Type: R
Sample PCI: 24
Sample Area (SF): 5,200.00

Sample Comments:

41 ALLIGATOR CR	M	450.00	SF	
43 BLOCK CR	L	4,273.00	SF	lu,5x5
43 BLOCK CR	M	400.00	SF	w,5x5
50 PATCHING	L	77.00	SF	
52 RAVELING	H	15.00	SF	mech
52 RAVELING	L	5,108.00	SF	st

Sample Number: 13

Sample Type: R
Sample PCI: 32
Sample Area (SF): 5,400.00

Sample Comments:

41 ALLIGATOR CR	M	80.00	SF	
43 BLOCK CR	L	4,200.00	SF	lu,5x5
43 BLOCK CR	M	1,000.00	SF	w,fs,8x8
50 PATCHING	L	90.00	SF	
50 PATCHING	M	30.00	SF	
52 RAVELING	L	2,780.00	SF	st
57 WEATHERING	L	2,500.00	SF	

Sample Number: 20

Sample Type: R
Sample PCI: 47
Sample Area (SF): 5,400.00

Sample Comments:

43 BLOCK CR	L	4,650.00	SF	lu,5x5
43 BLOCK CR	M	750.00	SF	w,fs,5x5
52 RAVELING	L	1,620.00	SF	st
56 SWELLING	L	40.00	SF	
57 WEATHERING	L	3,780.00	SF	

Sample Number: 26

Sample Type: R
Sample PCI: 51
Sample Area (SF): 5,355.00

Sample Comments:

48 L & T CR	L	145.00	Ft	lu
48 L & T CR	M	490.00	Ft	w,fs
57 WEATHERING	H	425.00	SF	
57 WEATHERING	M	4,930.00	SF	

APPENDIX F

YEAR 2026 LOCALIZED MAINTENANCE PLAN ORGANIZED BY SECTION

Table F-1. 2026 localized maintenance plan organized by section.

Branch[1]	Section[1]	Distress Type[2]	Severity	Maintenance Action	Maintenance Quantity	Maintenance Unit	Unit Cost	2026 Estimated Cost
TAAF	20	L&T Cracking	Medium	Crack Sealing - AC	252	Ft	$1.87	$472
TEAF	10	L&T Cracking	Medium	Crack Sealing - AC	2,303	Ft	$1.87	$4,308

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

[2]Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking; LTD cracking = longitudinal, transverse, and diagonal cracking; ASR = alkali-silica reaction.

APPENDIX G

YEAR 2030 LOCALIZED MAINTENANCE PLAN ORGANIZED BY SECTION

Table G-1. 2030 localized maintenance plan organized by section.

Branch[1]	Section[1]	Distress Type[2]	Severity	Maintenance Action	Maintenance Quantity	Maintenance Unit	Unit Cost	2030 Estimated Cost
ACAF	10	L&T Cracking	Low	Crack Sealing - AC	8,233	Ft	$2.45	$20,170
AVIAAF	10	L&T Cracking	Low	Crack Sealing - AC	13,433	Ft	$2.45	$32,912
R1331AF	20	L&T Cracking	Low	Crack Sealing - AC	2,420	Ft	$2.45	$5,929
TAAF	20	L&T Cracking	Low	Crack Sealing - AC	4,254	Ft	$2.45	$10,421
TEAF	10	L&T Cracking	Low	Crack Sealing - AC	2,552	Ft	$2.45	$6,252
TFAF	10	L&T Cracking	Low	Crack Sealing - AC	6,327	Ft	$2.45	$15,502
TFAF	20	L&T Cracking	Low	Crack Sealing - AC	313	Ft	$2.45	$767

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

[2]Distress types are defined by ASTM D5340. L&T cracking = longitudinal and transverse cracking.

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