STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Palm Beach County Park Airport
(Regional Reliever)
West Palm Beach, Florida
(District 4)

February 15, 2008

Prepared for:
Florida Department of Transportation
Aviation Office

by:
URS Corporation Inc. / MACTEC Engineering & Consulting, Inc. / Planning Technology, Inc. / ASC Geosciences, Inc.

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EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Palm Beach County Park Airport, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Palm Beach County Park Airport is 2,290,198 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	812,256	36
Taxiway	484,597	21
Apron	993,345	43
Total	**2,290,198**	**100**

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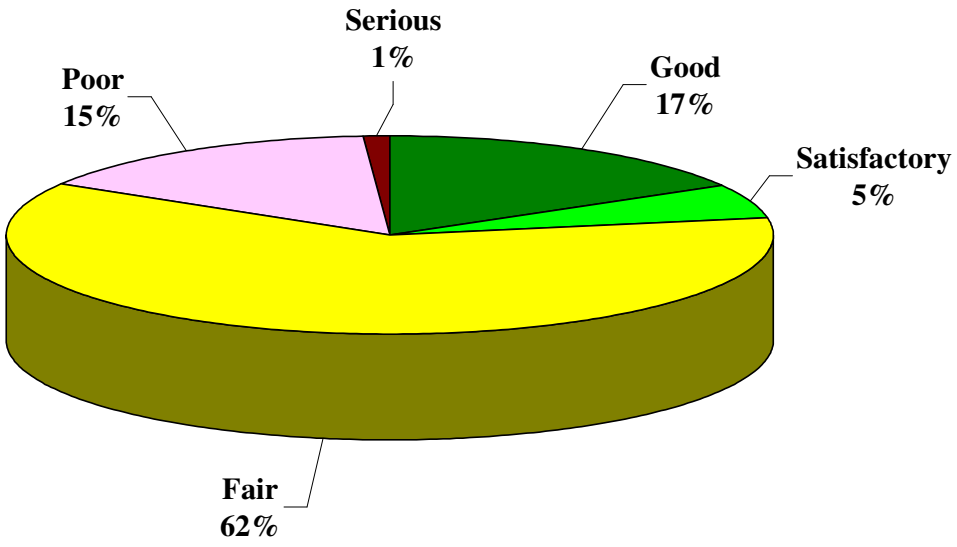
The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 67, representing a Fair overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 22% of the network is in Good and Satisfactory condition while 16% of the network is in Poor to Serious condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each use. On average, the runways, taxiways, and aprons are in Satisfactory, Fair, and Fair condition, respectively.

Network PCI Distribution by Rating Category



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Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	74
Taxiway	69
Apron	61
All	**67**

Prepared by VVD *Checked by BX*

The immediate M&R needs include Runway 15-33 and several large areas of the aprons and taxiways (GA Apron and Parallel Taxiway to RW 9-27). These aprons and taxiways may not be the highest priority for funding but would need to be programmed over several years. These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP GA	4115	83,125	$259,683	62	Major M&R < Critical	100
AP GA	4120	129,300	$983,973	44	Major M&R < Critical	100
AP GA	4125	86,870	$387,962	58	Major M&R < Critical	100
AP RU RW15	4305	6,600	$24,288	60	Major M&R < Critical	100
AP TU RW15	4405	26,250	$487,462	11	Major M&R < Critical	100
RW 15-33	6205	30,500	$184,159	54	Major M&R < Critical	100
RW 15-33	6215	317,100	$1,291,549	59	Major M&R < Critical	100
TW B	220	9,200	$23,626	64	Major M&R < Critical	100
TW PR 9-27	105	187,424	$1,426,297	46	Major M&R < Critical	100
TW PR 9-27	110	15,180	$38,982	64	Major M&R < Critical	100
TW PR 9-27	120	6,396	$28,565	58	Major M&R < Critical	100
TW PR 9-27	125	3,430	$8,808	64	Major M&R < Critical	100
		Total	**$5,145,354**	**67***	**← Network Avg. PCI →**	**85***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Palm Beach County Park Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.
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A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$164,034	$0	$5,145,354	$5,309,388
2009	$49,122	$0	$2,149,178	$2,198,299
2010	$33,704	$0	$249,573	$283,278
2011	$43,962	$0	$0	$43,962
2012	$63,815	$0	$28,903	$92,718
2013	$94,127	$0	$0	$94,127
2014	$141,128	$0	$0	$141,128
2015	$157,624	$0	$367,470	$525,094
2016	$210,750	$0	$18,868	$229,618
2017	$271,781	$0	$0	$271,781
Total	**$1,230,046**	**$0**	**$7,959,346**	**$9,189,392**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.
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The 10 year analysis suggests an annual budget on the order of $920 thousand would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 67 in 2007 to 81 in 2017. However, as stated above, a number of large projects exist that would need to be programmed over multiple years.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Palm Beach County Park Airport pavements in 2017 may remain near 81. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Palm Beach County Park Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time. In order to support the planning, scheduling, and design of the M&R activities, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridaairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

The FDOT Aviation Office manages the day-to-day details of the Statewide PMS and the updates. The Aviation Office Airport Engineering Manager serves as the Program Manager (PM) monitoring the work of the Consultant. The Aviation Office has review and approval authority for each program task.

1.3.1 *Consultant Role*

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridaairportpavement.com).

1.3.2 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

A pavement is a prepared surface designed to provide a continuous smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

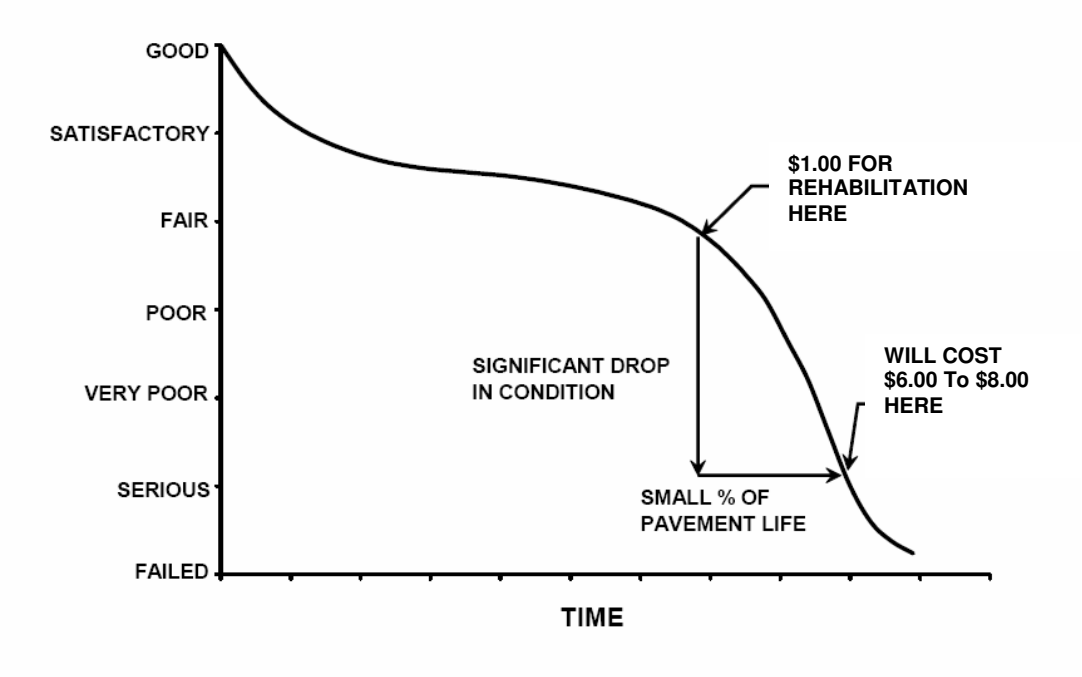
1.4.2 *Pavement Management System Concept*

A pavement management system (PMS) is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1, taken from FAA/AC 5380-7A Pavement Management System, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in "Satisfactory" condition depends on how well it is maintained. The illustration demonstrates the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements deteriorate at an accelerated rate with increasing traffic and limited M&R resources. Planned maintenance and rehabilitation, essentially preventing pavements from reaching deteriorated conditions, helps managers/owners/agencies stretch and maximize the use of their budgets and prolong the life of the pavements. A PMS provides a tool to schedule and plan maintenance and rehabilitation based on engineering information and existing and predicted conditions of pavements.

There are several components or elements that are essential to a PMS. The first steps in the implementation of a PMS are to know and clearly identify what needs to be managed, the limits of the managing agency's responsibilities and the condition of the existing pavements. Once the cause and the extent of pavement problems are known, the appropriate maintenance and/or rehabilitation can be planned. By using local unit costs and expected yearly budgets, a multi year M&R plan can be determined.

Figure 1-1: Pavement Life Cycle



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Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 *Pavement Inspection Methodology for PMS*

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

accordance with ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys* and structural evaluation. Pavement condition surveys assess the functional condition of the pavement surface. Typically, most problems within a pavement structure will eventually reflect to the pavement surface. The structural condition and relative support of the pavement layers can be assessed utilizing non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

AC Pavements			PCC Pavements		
N	n		N	n	
	Runway	Others		Runway	Others
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where *N = total number of sample units in section*
n = number of sample units to inspect

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The sample units to inspect are determined by a systematic random sampling technique. This means that the locations are determined such that they are distributed evenly throughout the section. In the case when nonrepresentive distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from the sample units are used to compute the PCI value for each section. PCI values range from 0 to 100. MicroPAVER provides a rating scale that relates PCI to pavement condition, with a PCI between 0 and 10 considered 'Failed' pavement and a PCI between 86 and 100 considered 'Good' pavement, with five other conditions for PCI values between 11 and 85. Figure 1-2 shows the PCI scale.

Figure 1-2: PCI Rating Scale

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1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development· of aviation to serve the people of the State of Florida. The Aviation Office worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

Base Course **-** Base Course is a layer of manufactured material, usually crushed rock (aggregate) or stabilized material (asphalt or concrete or Florida Limerock), immediately beneath the surface course of a pavement, which provides support to the surface course.

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports
- RL – for regional relievers or small hubs
- PR – for primary

Critical PCI – The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland cement concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

Localized M&R (Maintenance and Repair) – Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Global M&R- Global M&R is defined as activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration. These activities are primary for asphalt surfaced pavements, e.g. surface treatments.

MicroPAVER – A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that if properly implemented, maintained and operated it meets the pavement management system requirements described by FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Major M&R (e.g. Rehabilitation) – Activities performed over the entire area of a pavement section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. This drawing also includes the PCI sample units and is used to identify

those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport in this report is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) – The Pavement Condition Index is a number which represents the condition of a pavement segment at an instant in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340-04, "Standard Test Method for Airport Pavement Condition Index Surveys," published by ASTM International.

Pavement Evaluation – A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Rank – Pavement rank in MicroPAVER determines the priority to be assigned to a pavement section when developing an M&R plan. Pavement sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons
- T – for Tertiary pavements such as "T' hangars and slightly used aprons

Reconstruction – Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new, or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation – Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement, and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit – Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section – (Feature in prior system) - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Section ID – A short form identification for the pavement Section that maintains the original AirPAV identification where 100 series through 3000 series sections are taxiways, 4000 and 5000 series sections are aprons (the 5000 series represent run-up aprons and turnarounds), and 6000 series sections are runways.

Use – In MicroPAVER use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

2. NETWORK DEFINITION

Palm Beach County Park Airport (LNA) is located approximately 6 miles south of West Palm Beach, Florida. Owned by Palm Beach County and under the sponsorship of the Board of County Commissioners, this airport is a general aviation airport serving private and corporate airplanes. Its focus is general aviation activity and flight training on the south side of West Palm and to relieve Palm Beach International Airport. The airport facility includes three runways: Runway 15-33, Runway 3-21, and Runway 9-27. This airport is designated as a Regional Reliever (RL) airport and is located in District 4 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Palm Beach County Park Airport are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of ***Rank*** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Palm Beach County Park Airport Network Definition

Branch Name	Section ID	Rank
GA APRON	4105	P
	4110	P
	4115	P
	4120	P
	4125	P
	4130	P
RUN-UP APRON AT RW 3	4205	P
RUN-UP APRON AT RW 15	4305	P
TURNAROUND APRON AT RW 15	4405	P
RUNWAY 15-33	6205	P
	6215	P
RUNWAY 3-21	6305	P
RUNWAY 9-27	6107	P
	6105	T
TAXIWAY A	310	P
TAXIWAY B	205	P
	210	P
	215	P
	220	P
	225	P
PARALLEL TAXIWAY TO RW 9-27	105	P
	110	P
	115	P
	120	P
	125	P
	130	P

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3. PAVEMENT INVENTORY

The detailed pavement inventory was updated to reflect the network definition update and field inspection results.

The total pavement area in 2007 at Palm Beach County Park Airport is 2,290,198 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

Table 3-1: Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	812,256	36
Taxiway	484,597	21
Apron	993,345	43
Total	**2,290,198**	**100**

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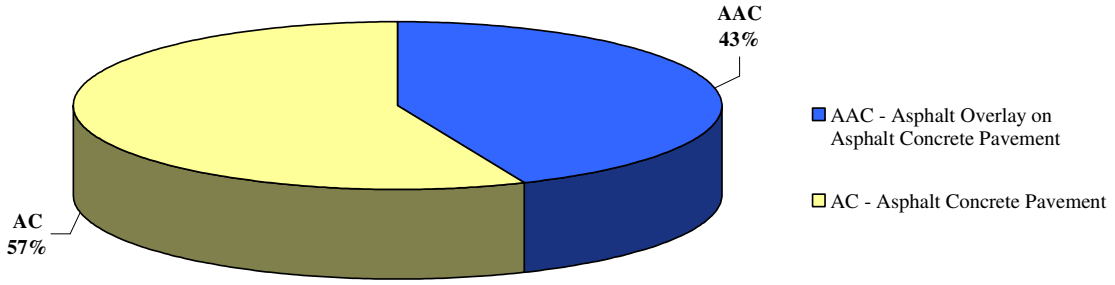
Figure 3-1 presents the breakdown of the pavement area at Palm Beach County Park Airport by surface type.

Figure 3-1: Pavement Area by Surface Type



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Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

Pavement condition inspections at Palm Beach County Park Airport were performed in October 2007. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

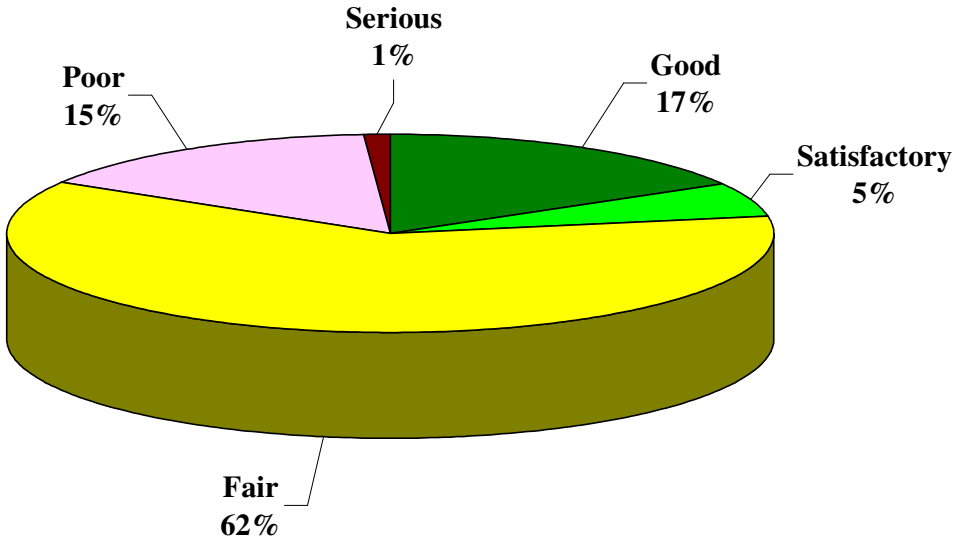
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Palm Beach County Park Airport is 67, representing a Fair overall network condition.

Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



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Approximately 22% of the network is in Good and Satisfactory condition while 16% of the network is in Poor to Serious condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

Use	Area-Weighted PCI
Runway	74
Taxiway	69
Apron	61
All	**67**

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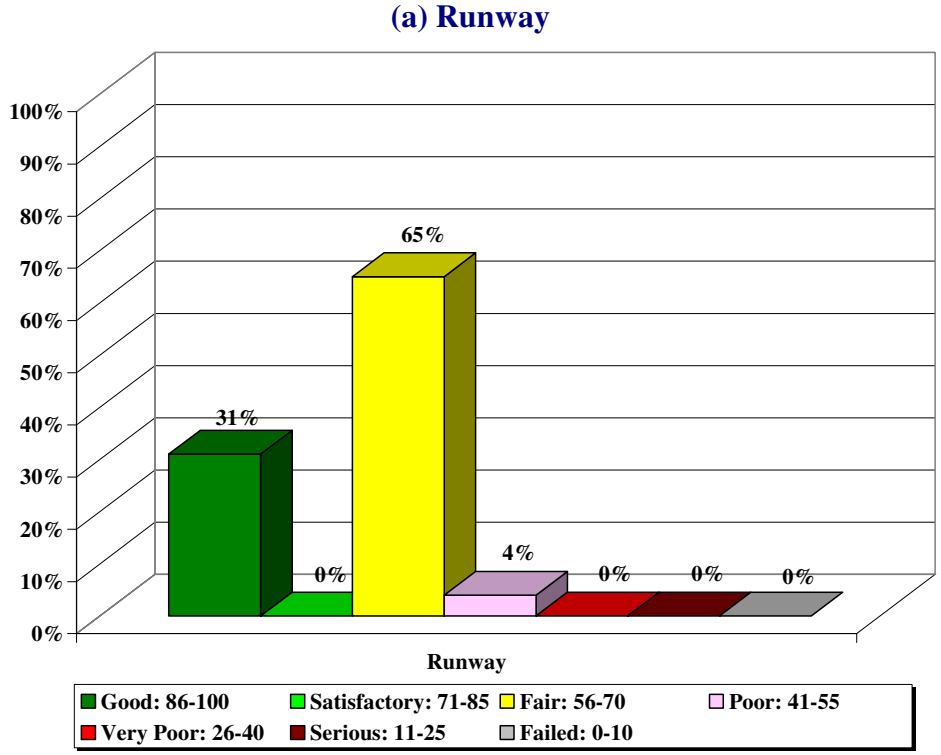
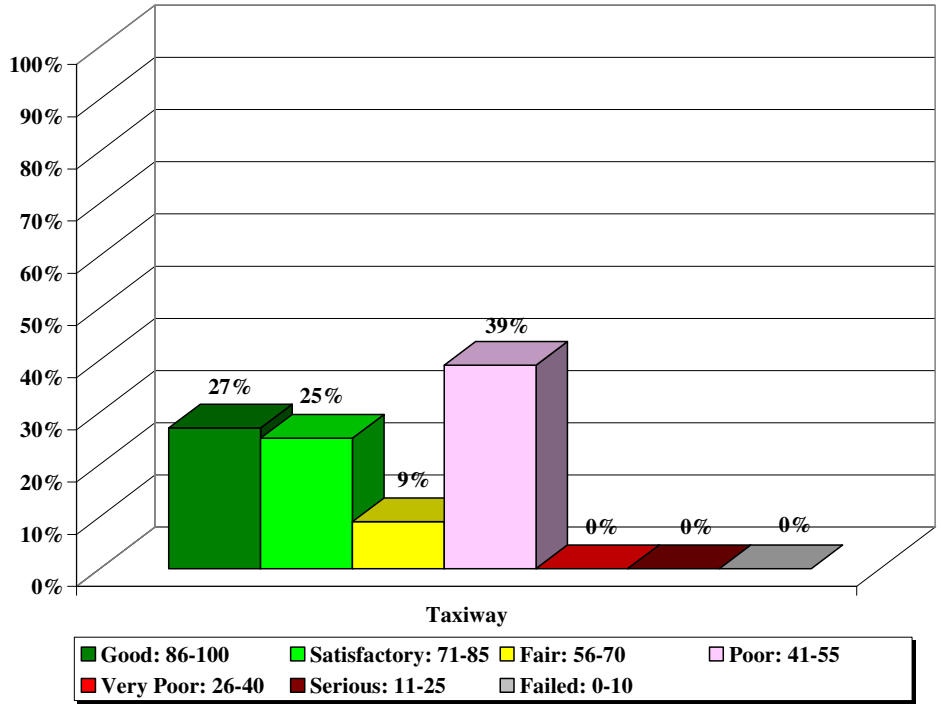
On average, the runways, taxiways, aprons are in Satisfactory, Fair, and Fair condition, respectively.

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

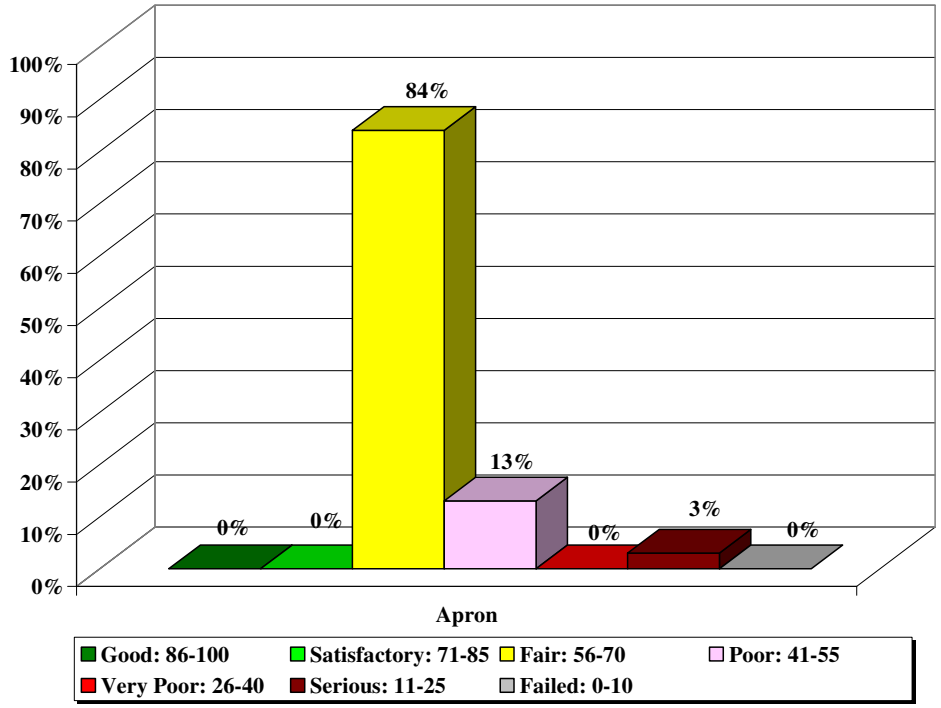
Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



(c) Apron

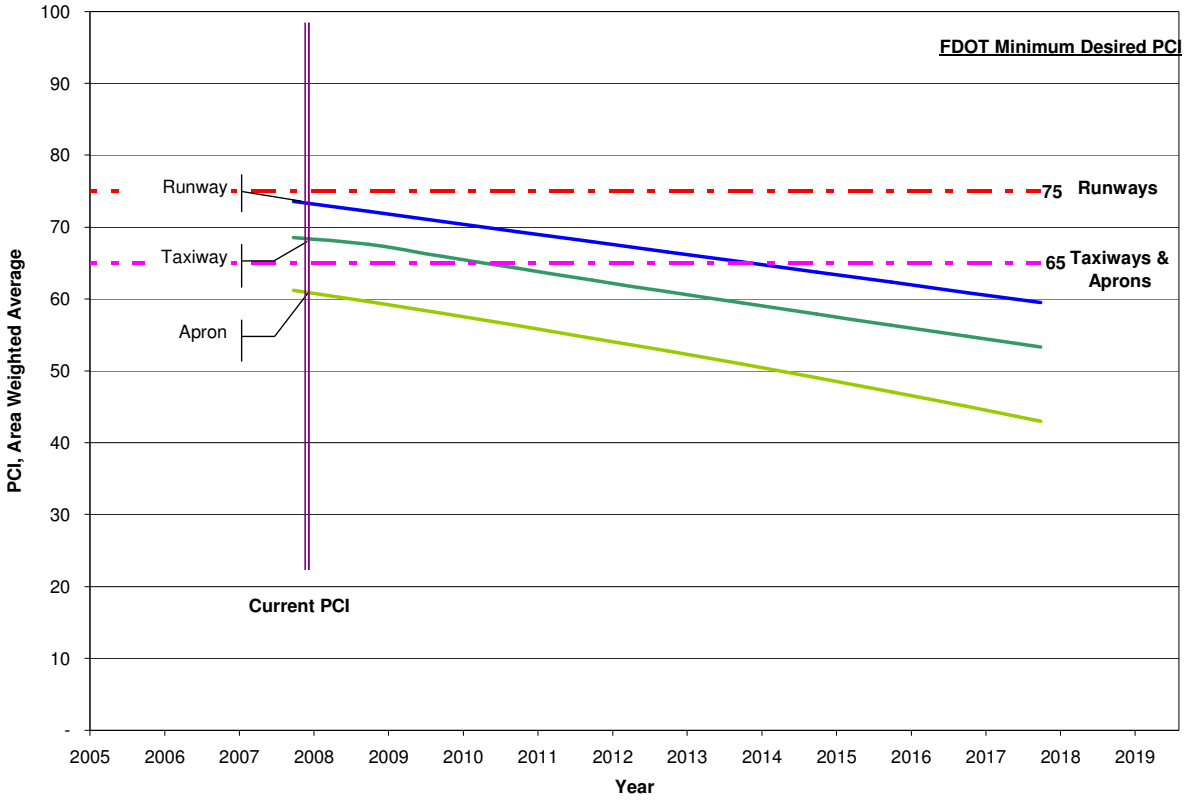


Prepared by VVD *Checked by BX*

5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Palm Beach County Park Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for Regional Reliever (RL) airports.

Figure 5-1: Predicted PCI by Pavement Use



Prepared by VVD *Checked by BX*

Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

Maintenance and rehabilitation (M&R) policies are sets of rules used to develop repair recommendations for distresses encountered during the visual inspections.

Maintenance refers to repair-type activities that are applied to specific distress types on the pavement. These activities are preventative and/or corrective in nature, and are recommended to help achieve the performance goal.

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 6-2 gives the critical PCI levels for Regional Reliever Airports.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

Surface	Distress	Severity*	Work Type	Code	Work Unit
AC	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	SqFt
	Block Crack	M, H	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	M, H	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	SqFt
	Raveling	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	SqFt
	Pumping	N/A	No Localized M&R	NONE	SqFt
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	Ft
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

*L = Low, M = Medium, H = High

Prepared by VVD *Checked by BX*

Table 6-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

Table 6-3: Desired Minimum PCI for Regional Reliever Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	65

Prepared by VVD *Checked by BX*

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

Table 6-4: M&R Activities for Regional Reliever Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

Prepared by VVD *Checked by BX*

6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Mangement Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	$2.00	SqFt
PA-AS	Patching – AC Shallow	$4.00	SqFt
PA-PF	Patching – PCC Full Depth	$50.00	SqFt
PA-PP	Patching – Partial Depth	$35.00	SqFt
SL-PC	Slab Replacement	$15.00	SqFt
CS-PC	Crack Sealing – PCC	$2.00	Ft
UN-PC	Undersealing – PCC	$3.00	Ft
CS-AC	Crack Sealing – AC	$2.00	Ft
GR-PP	Grinding (Localized for PCC)	$20.00	Ft
GR-LL	Grinding (Localized for AC)	$6.00	SqFt
JS-LC	Joint Seal (Localized)	$1.75	Ft
JS-SI	Joint Seal – Silicon	$2.50	Ft
PA-AD	Patching – AC Deep	$7.00	SqFt
OL-AT	Overlay – AC Thin	$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.25	SqFt
MI-AC	Microsurfacing	$0.90	SqFt

Prepared by VVD *Checked by BX*

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 6-6: M&R Activities and Unit Costs by Condition for Regional Reliever Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.10
		80	$0.40
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	$0.90
		60	$3.68
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	$7.61
		40	$7.61
	Reconstruction	30	$18.57
		20	$18.57

Prepared by VVD *Checked by BX*

A 3% inflation rate per year was applied to the unit costs during the M&R analysis.

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

Maintenance and Rehabilitation (M&R) analyses were performed after the condition data were calculated and MicroPAVER was customized with the maintenance policies and cost settings described in the previous section.

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP GA	4115	83,125	$259,683	62	Major M&R < Critical	100
AP GA	4120	129,300	$983,973	44	Major M&R < Critical	100
AP GA	4125	86,870	$387,962	58	Major M&R < Critical	100
AP RU RW15	4305	6,600	$24,288	60	Major M&R < Critical	100
AP TU RW15	4405	26,250	$487,462	11	Major M&R < Critical	100
RW 15-33	6205	30,500	$184,159	54	Major M&R < Critical	100
RW 15-33	6215	317,100	$1,291,549	59	Major M&R < Critical	100
TW B	220	9,200	$23,626	64	Major M&R < Critical	100
TW PR 9-27	105	187,424	$1,426,297	46	Major M&R < Critical	100
TW PR 9-27	110	15,180	$38,982	64	Major M&R < Critical	100
TW PR 9-27	120	6,396	$28,565	58	Major M&R < Critical	100
TW PR 9-27	125	3,430	$8,808	64	Major M&R < Critical	100
		Total	**$5,145,354**	**67***	**← Network Avg. PCI →**	**85***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Palm Beach County Park Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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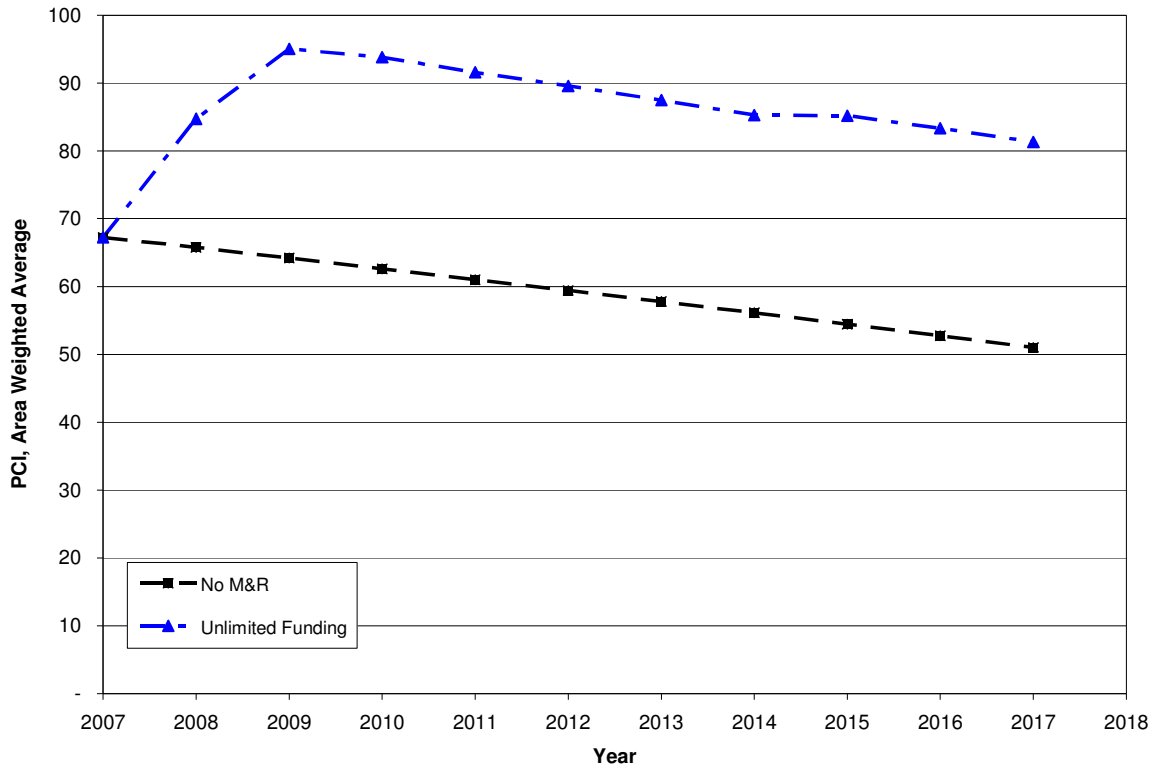
Figure 7-1: Budget Scenario Analysis



Prepared by VVD *Checked by BX*

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

- The PCI will deteriorate from 67 to 51 in ten years if no M&R activities are performed.
- The PCI will remain at or above 81 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 81 with this scenario is 30 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $8 million.

8. MAINTENANCE AND REHABILITATION PLAN

The M&R analysis results include activities that likely exceed a typical annual budget level. These activities would need to be evaluated for feasibility and desirability based on the airport's future plans. In an effort to identify appropriate budget levels the 10 year M&R analysis was evaluated to determine levels needed to address several specific areas: preventive maintenance, major activities for pavements in poor condition (Major M&R for PCI less than Critical), and activities that would be desirable to preserve good pavement conditions where they exist (Major M&R for PCI greater than or equal to Critical).

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$164,034	$0	$5,145,354	$5,309,388
2009	$49,122	$0	$2,149,178	$2,198,299
2010	$33,704	$0	$249,573	$283,278
2011	$43,962	$0	$0	$43,962
2012	$63,815	$0	$28,903	$92,718
2013	$94,127	$0	$0	$94,127
2014	$141,128	$0	$0	$141,128
2015	$157,624	$0	$367,470	$525,094
2016	$210,750	$0	$18,868	$229,618
2017	$271,781	$0	$0	$271,781
Total	**$1,230,046**	**$0**	**$7,959,346**	**$9,189,392**

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

Approximately 65% of the total Major M&R cost is required in the first year (2008). This is a consequence of Runway 15-33 and several large areas of the aprons and taxiways (GA Apron and Parallel Taxiway to RW 9-27) being below Critical PCI.

Runway 9-27 is currently in Good condition with an average PCI value of 99 while Runway 15-33 and Runway 3-21 are currently in Fair condition with an average PCI value of 60 and 66, respectively. Runway 15-33 has immediate need for repair and Runway 3-21 will have need for major repair in 2009. In addition, several large areas of GA Apron and Parallel Taxiway to RW 9-27 need further evaluation to identify capital project(s) that may be funded separately. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

Appendix E provides details of M&R plan by year under the unlimited funding scenario and the map of the 10-year M&R plan was provided in Appendix F. It is important to understand that a

PMS is a network level tool and the M&R costs provided in this report are only for planning purposes.

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

Pavement condition inspections were performed at Palm Beach County Park Airport and a 10-year M&R plan was developed based on the unlimited funding scenario.

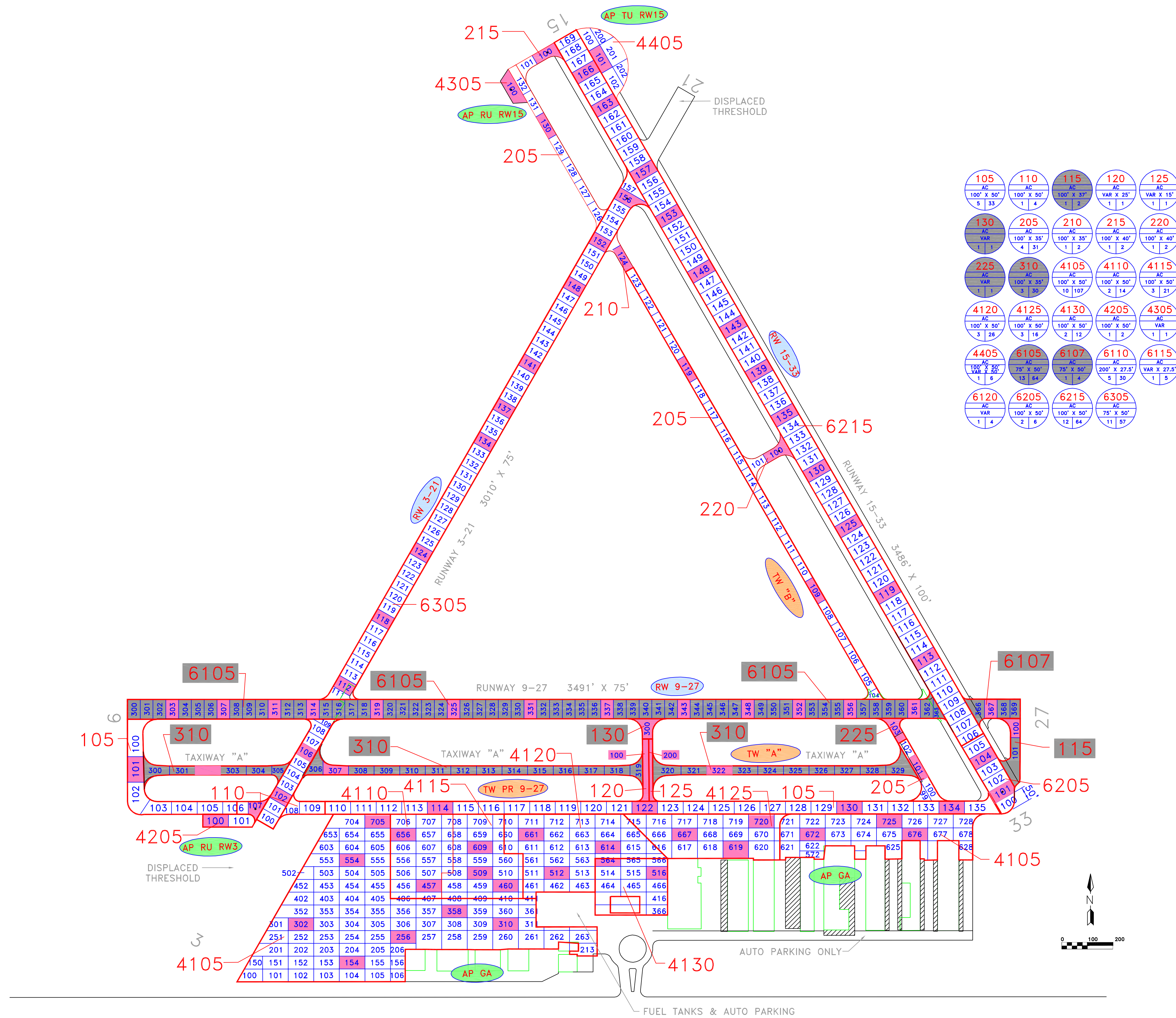
The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 9-27 has been completely reconstructed recently and no immediately repair is needed. Runway 15-33 and Runway 3-21 are currently in Fair condition. Runway 15-33 has immediate need for repair and Runway 3-21 will have need for major repair in 2009.
- Several large areas of the aprons and taxiways (GA Apron and Parallel Taxiway to RW 9-27) were identified that will require significant funding to improve them above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets. These needs can not be addressed with typical annual expenditures as they amount to close to or over one million dollars.

APPENDIX A

NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE

GPS COORDINATES - Palm Beach County Park				
Location	Section	Sample	Latitude	Longitude
RW 15 Right	-	-	26.5983553	-80.08526936
RW 15 Center			26.59830726	80.08540944
RW 15 Left	-	-	26.59825664	-80.08555789
RW 15/33	6205	101	26.5899196	-80.08059236
RW 15/33	6205	101	26.59003215	-80.08049746
RW 15/33	6205	104	26.59040624	-80.08071677
RW 15/33	6215	113	26.5915369	80.08137688
RW 15/33	6215	119	26.5922152	-80.08176095
RW 15/33	6215	125	26.59293669	-80.08220973
RW 15/33	6215	130	26.59352142	-80.0825795
RW 15/33	6215	135	26.5941313	-80.08294309
RW 15/33	6215	139	26.59461929	80.08322062
RW 15/33	6215	143	26.59511696	-80.08350292
RW 15/33	6215	148	26.59570513	-80.08388437
RW 15/33	6215	153	26.5963315	-80.08421769
RW 15/33	6215	157	26.59682742	-80.08449043
RW 15/33	6215	163	26.5975306	-80.08493163
RW 15/33	6215	166	26.59789517	-80.08514239
RW 33 Center	-	-	26.58997487	-80.08046416
RW 33 Right	-	-	26.59003665	-80.08034602
RW 3 Center	-	-	26.59012818	-80.08931777
RW 3 Left	-	-	26.59018043	-80.08939573
RW 3 Right	-	-	26.59003585	-80.08919025
RW 3/21	6305	100	26.59086407	-80.08880771
RW 3/21	6305	102	26.5903946	-80.08909857
RW 3/21	6305	112	26.59154012	-80.08830539
RW 3/21	6305	118	26.59224789	-80.08780385
RW 3/21	6305	124	26.59294065	-80.0872989
RW 3/21	6305	134	26.59409607	-80.08654106
RW 3/21	6305	137	26.59445807	-80.08629017
RW 3/21	6305	141	26.59490934	80.08595778
RW 3/21	6305	148	26.59574651	-80.08539532
RW 3/21	6305	152	26.59620641	-80.08505261
RW 3/21	6305	156	26.59668933	-80.08473308
RW 21 Center	-	-	26.59772041	-80.08404103
RW 21 Right			26.59766756	80.08395552
RW 21 Left	-	-	26.59776667	-80.08412595
RW 9 Center	-	-	26.59130381	-80.09099727
RW 9 Left	-	-	26.59142707	-80.0909805
RW 9 Right	-	-	26.59121631	-80.09100637
TW PR 9/27	105	101	26.59061053	-80.09092105
TW PR 9/27	105	114	26.59014134	-80.08727671
TW PR 9/27	105	122	26.59005642	-80.08483062
TW PR 9/27	105	130	26.58998676	-80.08239856
TW PR 9/27	105	134	26.58995361	-80.08118025
TW PR 9/27	110	107	26.5902106	-80.08948304
TW PR 9/27	120	100	26.59049903	-80.08479106
TW PR 9/27	125	200	26.59048817	-80.0847464
TW PR 15/33	205	101	26.5904033	-80.08153023
TW PR 15/33	205	109	26.59234794	-80.08268834
TW PR 15/33	205	119	26.59473608	-80.0841317
TW PR 15/33	205	130	26.59743184	-80.0856979
TW PR 15/33	210	124	26.5959639	-80.08484723
TW RW 15/33	215	100	26.59814041	-80.08566598
TW RW 15/33	220	100	26.59360787	-80.08308261
AP GA	4105	154	26.58854537	-80.08831351
AP GA	4105	256	26.58860729	-80.08764616
AP GA	4105	302	26.58896455	-80.08889775
AP GA	4105	310	26.58869625	-80.08635997
AP GA	4105	358	26.5890493	-80.0866652
AP GA	4105	554	26.58947912	-80.08797473
AP GA	4105	672	26.58973465	-80.08277502
AP GA	4105	705	26.58997926	-80.0875429
AP GA	4105	725	26.58965088	-80.08183941
AP GA	4110	457	26.58931319	80.086961
AP GA	4110	656	26.58964603	-80.08725708
AP GA	4115	460	26.58929588	-80.08641064
AP GA	4115	509	26.58944323	-80.08632239
AP GA	4115	609	26.58968445	-80.08631806
AP GA	4120	512	26.5894252	-80.08580763
AP GA	4120	614	26.58967576	-80.08520458
AP GA	4120	661	26.58963768	-80.08614717
AP GA	4125	619	26.58963448	-80.08368364
AP GA	4125	667	26.58961166	-80.08427066
AP GA	4125	720	26.58969584	-80.08336422
AP GA	4130	516	26.58938754	-80.08463196
AP GA	4130	564	26.58953649	-80.08519925
AP RU RW 3	4205	100	26.59007583	-80.09005538
AP RU RW 15	4305	100	26.59772967	-80.08603143
AP TU RW 15	4405	101	26.59803759	-80.0849774
-	-	-	26.5887663	-80.08728137
Notes: Geodetics represent decimal degrees (GS - 84 Datum)				
All GPS coordinates are at the centroid of the sample units.				



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
- AC — PAVEMENT TYPE
- 100' X 50' — TYPICAL SAMPLE UNIT INFORMATION
  - FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  - RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 14 — NUMBER OF SAMPLE UNITS IN SECTION
- 5 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 (AC, 100' X 50', VAR, 1 / 8) — SECTION NOT DESIGNATED FOR INSPECTION DUE TO CONSTRUCTION IN 2006/2007.
- 100 — DESIGNATED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.
- 100• — DOT ON A ODD SHAPED SAMPLE UNIT INIDCATES THE CENTROID LOCATION.

SOURCE: SYSTEM INVENTORY DRAWING PREPARED BY URS CORPORATION, JUNE 2005.

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

NUMBER	DATE	REVISIONS
1	Feb-14	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: JCB DRAWN: RWF CHECKED: DATE: 2-22-2006

URS

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

PLANNING TECHNOLOGY INC — PANTHER INTERNATIONAL, LLC

NETWORK DEFINITION DRAWING

PALM BEACH COUNTY PARK AIRPORT
WEST PALM BEACH, PALM BEACH, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

64

IDENTIFIER: LNA

FDOT DISTRICT: 4

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4105	2,603	200	520,650	P	AC	1/1/1985	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4110	330	240	75,350	P	AAC	1/1/1985	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4115	350	230	83,125	P	AAC	1/1/1985	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4120	450	300	129,300	P	AAC	1/1/1985	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4125	550	150	86,870	P	AAC	1/1/1985	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4130	280	220	55,200	P	AAC	1/1/1985	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUN-UP APRON AT RW 3	AP RU RW 3	4205	50	200	10,000	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUN-UP APRON AT RW 15	AP RU RW15	4305	125	50	6,600	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	TURNAROUND APRON AT RW 15	AP TU RW15	4405	131	200	26,250	P	AC	1/1/1942	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 15-33	RW 15-33	6205	305	100	30,500	P	AAC	1/1/1975	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 15-33	RW 15-33	6215	3,171	100	317,100	P	AAC	1/1/1975	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 3-21	RW 3-21	6305	2,890	75	213,562	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 9-27	RW 9-27	6105	3,136	75	237,369	T	AC	6/1/2007	6/1/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 9-27	RW 9-27	6107	174	75	13,725	P	AC	6/1/2007	6/1/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY A	TW A	310	2,745	40	114,199	P	AC	6/1/2007	6/1/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	205	3,100	35	116,350	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	210	160	35	5,800	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	215	200	40	8,100	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	220	230	40	9,200	P	AC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	225	105	35	4,412	P	AC	6/1/2007	6/1/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	105	3,065	60	187,424	P	AAC	1/1/1964	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	110	253	60	15,180	P	AAC	1/1/1993	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	115	249	40	9,611	P	AAC	6/1/2007	6/1/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	120	250	25	6,396	P	AAC	1/1/1964	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	125	250	15	3,430	P	AC	1/1/1964	10/10/2007
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	130	80	40	4,495	P	AC	6/1/2007	6/1/2007

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

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 950,495.00 SqFt

Section: 4105 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 520,650.00 SqFt Length: 2,603.25 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 130 Surveyed: 10
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 154 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 256 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
45 M 45 L 52 L

Sample Number: 302 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
56 L 48 L 52 L

Sample Number: 310 Type: R Area: 5,000.00 SqFt PCI = 74
Sample Comments:
52 L

Sample Number: 358 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
45 M 45 L 48 L 52 L

Sample Number: 554 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
56 L 52 M 52 L 48 L

Sample Number: 672 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
48 L 52 L 49 L

Sample Number: 676 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
45 M 52 L 50 L

Sample Number: 705 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
56 L 52 L 48 L

Sample Number: 725 Type: R Area: 4,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 950,495.00 SqFt

Section: 4110 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 75,350.00 SqFt Length: 330.00 Ft Width: 240.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 19 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 457 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
52 L 49 L 48 L

Sample Number: 656 Type: R Area: 5,000.00 SqFt PCI = 66
Sample Comments:
52 L 49 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 950,495.00 SqFt

Section: 4115 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 83,125.00 SqFt Length: 350.00 Ft Width: 230.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 21 Surveyed: 3
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 460 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 56 L 52 L

Sample Number: 509 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
45 L 48 L 52 L 50 M

Sample Number: 609 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
56 L 52 L 48 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 950,495.00 SqFt

Section: 4120 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 129,300.00 SqFt Length: 450.00 Ft Width: 300.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 32 Surveyed: 3
Conditions: PCI:46.00 |
Inspection Comments:

Sample Number: 512 Type: R Area: 5,000.00 SqFt PCI = 58
Sample Comments:
56 L 52 L 48 L 48 M 49 L

Sample Number: 614 Type: R Area: 5,000.00 SqFt PCI = 45
Sample Comments:
45 M 48 L 52 L 56 L

Sample Number: 661 Type: R Area: 5,000.00 SqFt PCI = 36
Sample Comments:
56 L 45 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 950,495.00 SqFt

Section: 4125 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 86,870.00 SqFt Length: 550.00 Ft Width: 150.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 22 Surveyed: 3
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 619 Type: R Area: 6,500.00 SqFt PCI = 52
Sample Comments:
56 L 52 L 48 L 43 M 50 L

Sample Number: 667 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
43 L 48 L 52 L 56 L

Sample Number: 720 Type: R Area: 4,000.00 SqFt PCI = 69
Sample Comments:
43 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 950,495.00 SqFt

Section: 4130 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 55,200.00 SqFt Length: 280.00 Ft Width: 220.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 2
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 516 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
48 L 50 M 49 L 52 H 52 L

Sample Number: 564 Type: R Area: 3,000.00 SqFt PCI = 74
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP RU RW 3 Name: RUN-UP APRON AT RW 3 Use: APRON Area: 10,000.00 SqFt

Section: 4205 of 1 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 10,000.00 SqFt Length: 50.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP RU RW15 Name: RUN-UP APRON AT RW 15 Use: APRON Area: 6,600.00 SqFt

Section: 4305 of 1 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 6,600.00 SqFt Length: 125.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,000.00 SqFt PCI = 61
Sample Comments:
52 L 48 L 50 L 50 M

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: AP TU RW15 Name: TURNAROUND APRON AT RW 15 Use: APRON Area: 26,250.00 SqFt

Section: 4405 of 1 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 26,250.00 SqFt Length: 131.25 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 7 Surveyed: 1
Conditions: PCI:13.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 13
Sample Comments:
45 M 43 M 45 L 43 H 52 L 52 H

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 347,600.00 SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/1975
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 30,500.00 SqFt Length: 305.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 8 Surveyed: 2
Conditions: PCI:55.00 |
Inspection Comments:

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

Sample Number: 104 Type: R Area: 5,000.00 SqFt PCI = 58
Sample Comments:
48 L 50 L 52 L 52 M 48 M

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 347,600.00 SqFt

Section: 6215 of 2 From: - To: - Last Const.: 1/1/1975
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 317,100.00 SqFt Length: 3,171.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 79 Surveyed: 12
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 113 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 52 L 48 L

Sample Number: 119 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 48 L 52 L

Sample Number: 125 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
52 L 48 M 48 L

Sample Number: 130 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 52 H 48 M 52 L

Sample Number: 135 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 48 M 52 L

Sample Number: 139 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 52 L 48 M

Sample Number: 143 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
52 M 48 M 48 L 52 L

Sample Number: 148 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
48 M 52 L 48 L 52 M

Sample Number: 153 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
48 L 48 M 52 L

Sample Number: 157 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
48 L 50 L 52 L 48 M 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Sample Number: 163 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 L 48 M 48 L

Sample Number: 166 Type: R Area: 5,000.00 SqFt PCI = 51
Sample Comments:
52 M 48 M 52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: RW 3-21 Name: RUNWAY 3-21 Use: RUNWAY Area: 213,562.00 SqFt

Section: 6305 of 1 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 213,562.00 SqFt Length: 2,890.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 51 Surveyed: 11
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 106 Type: R Area: 3,750.00 SqFt PCI = 58
Sample Comments:
48 L 50 L 52 L

Sample Number: 112 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 118 Type: R Area: 3,750.00 SqFt PCI = 70
Sample Comments:
48 L 52 L

Sample Number: 124 Type: R Area: 3,750.00 SqFt PCI = 64
Sample Comments:
48 L 52 L 52 H

Sample Number: 134 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 137 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 141 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 148 Type: R Area: 3,750.00 SqFt PCI = 65
Sample Comments:
48 L 52 L 52 M

Sample Number: 152 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Sample Number: 156 Type: R Area: 3,750.00 SqFt PCI = 62
Sample Comments:
48 M 52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 251,094.00 SqFt

Section: 6105 of 2 From: - To: - Last Const.: 6/1/2007
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: T
Area: 237,369.00 SqFt Length: 3,136.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 10/22/1999 Total Samples: 79 Surveyed: 6
Conditions: PCI:49.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 307 Type: R Area: 4,750.00 SqFt PCI = 49
Sample Comments:
48 M 48 L 52 L

Sample Number: 319 Type: R Area: 4,750.00 SqFt PCI = 57
Sample Comments:
48 L 52 M 52 L

Sample Number: 331 Type: R Area: 4,750.00 SqFt PCI = 50
Sample Comments:
48 M 48 L 52 M 52 L

Sample Number: 343 Type: R Area: 4,750.00 SqFt PCI = 52
Sample Comments:
48 M 48 L 50 L 52 L

Sample Number: 352 Type: R Area: 4,750.00 SqFt PCI = 47
Sample Comments:
48 M 48 L 52 L

Sample Number: 361 Type: R Area: 4,750.00 SqFt PCI = 37
Sample Comments:
43 M 43 L 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 251,094.00 SqFt

Section: 6107 of 2 From: - To: - Last Const.: 6/1/2007
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 13,725.00 SqFt Length: 174.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 10/22/1999 Total Samples: 5 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 367 Type: R Area: 4,750.00 SqFt PCI = 66
Sample Comments:
43 M 43 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 114,199.00 SqFt

Section: 310 of 1 From: - To: - Last Const.: 6/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 114,199.00 SqFt Length: 2,745.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 143,862.00 SqFt

Section: 205 of 5 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 116,350.00 SqFt Length: 3,100.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 29 Surveyed: 4
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 109 Type: R Area: 3,500.00 SqFt PCI = 76
Sample Comments:
52 L 48 L

Sample Number: 119 Type: R Area: 3,500.00 SqFt PCI = 76
Sample Comments:
52 L 50 L

Sample Number: 130 Type: R Area: 3,500.00 SqFt PCI = 72
Sample Comments:
45 L 52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 143,862.00 SqFt

Section: 210 of 5 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 5,800.00 SqFt Length: 160.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 124 Type: R Area: 3,500.00 SqFt PCI = 74
Sample Comments:
45 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 143,862.00 SqFt

Section: 215 of 5 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,100.00 SqFt Length: 200.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00 SqFt PCI = 67
Sample Comments:
52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 143,862.00 SqFt

Section: 220 of 5 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,200.00 SqFt Length: 230.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00 SqFt PCI = 65
Sample Comments:
56 L 52 L 50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 143,862.00 SqFt

Section: 225 of 5 From: - To: - Last Const.: 6/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 4,412.00 SqFt Length: 105.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 6/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW PR 9-27 Name: PARALLEL TAXIWAY TO RW 9- Use: TAXIWAY Area: 226,536.00 SqFt

Section: 105 of 6 From: - To: - Last Const.: 1/1/1964
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 187,424.00 SqFt Length: 3,065.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 50 Surveyed: 5
Conditions: PCI:47.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 78
Sample Comments:
52 L 48 L

Sample Number: 114 Type: R Area: 5,000.00 SqFt PCI = 42
Sample Comments:
52 L 43 M

Sample Number: 122 Type: R Area: 6,000.00 SqFt PCI = 41
Sample Comments:
48 M 43 M 52 L

Sample Number: 130 Type: R Area: 6,000.00 SqFt PCI = 42
Sample Comments:
43 M 52 L

Sample Number: 134 Type: R Area: 6,000.00 SqFt PCI = 37
Sample Comments:
52 L 53 L 43 M

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW PR 9-27 Name: PARALLEL TAXIWAY TO RW 9- Use: TAXIWAY Area: 226,536.00 SqFt

Section: 110 of 6 From: - To: - Last Const.: 1/1/1993
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 15,180.00 SqFt Length: 253.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 L 50 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW PR 9-27 Name: PARALLEL TAXIWAY TO RW 9- Use: TAXIWAY Area: 226,536.00 SqFt

Section: 115 of 6 From: - To: - Last Const.: 6/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 9,611.00 SqFt Length: 249.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 10/22/1999 Total Samples: 2 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 26
Sample Comments:
43 M 48 M 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW PR 9-27 Name: PARALLEL TAXIWAY TO RW 9- Use: TAXIWAY Area: 226,536.00 SqFt

Section: 120 of 6 From: - To: - Last Const.: 1/1/1964
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 6,396.00 SqFt Length: 250.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 7,500.00 SqFt PCI = 59
Sample Comments:
52 M 45 L 48 L 50 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW PR 9-27 Name: PARALLEL TAXIWAY TO RW 9- Use: TAXIWAY Area: 226,536.00 SqFt

Section: 125 of 6 From: - To: - Last Const.: 1/1/1964
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,430.00 SqFt Length: 250.00 Ft Width: 15.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 3,750.00 SqFt PCI = 65
Sample Comments:
48 L 52 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 2/15/2008
Site Name:

Network: LNA Name: PALM BEACH COUNTY PARK AIRPORT

Branch: TW PR 9-27 Name: PARALLEL TAXIWAY TO RW 9- Use: TAXIWAY Area: 226,536.00 SqFt

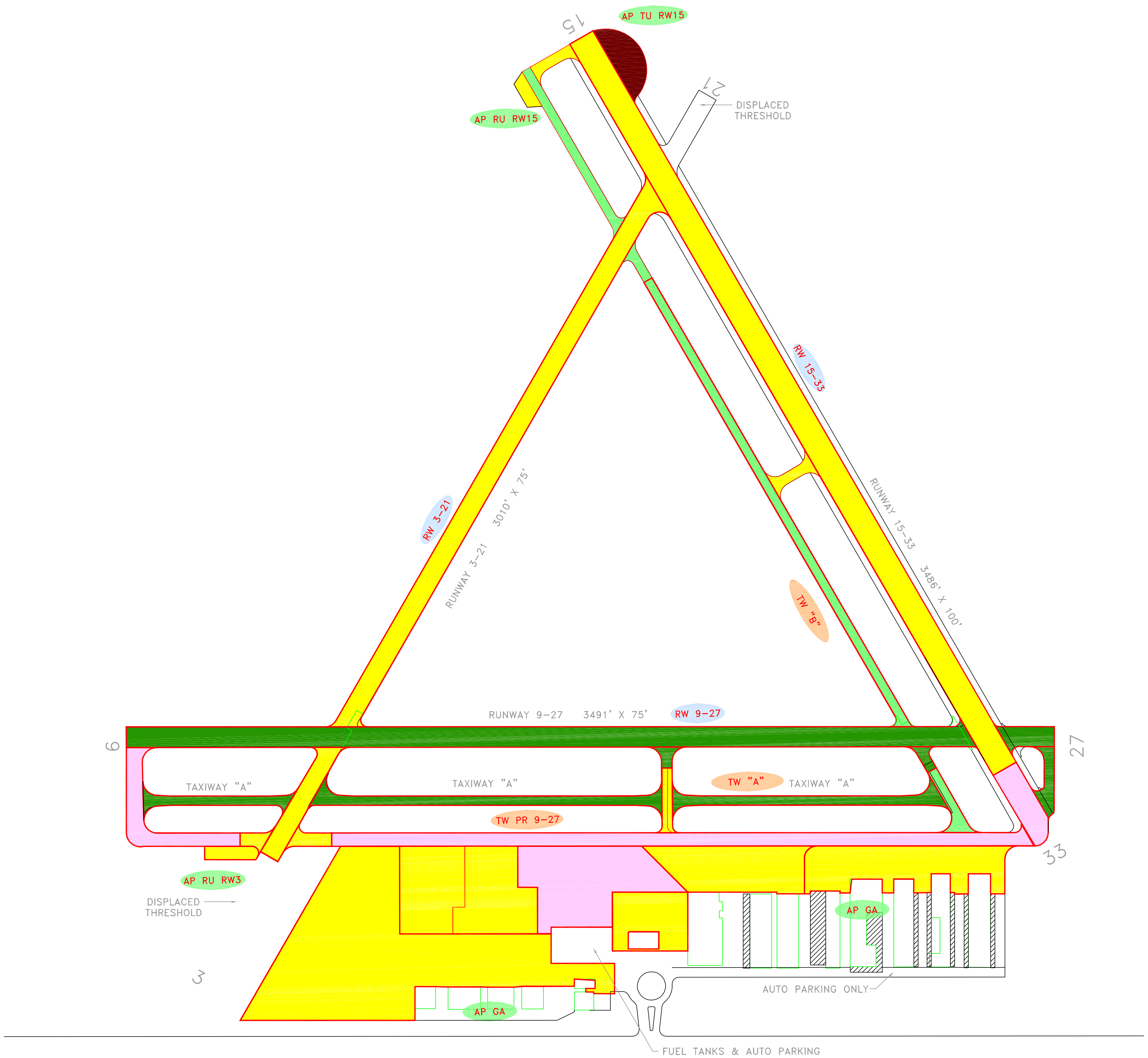
Section: 130 of 6 From: - To: - Last Const.: 6/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 4,495.00 SqFt Length: 80.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

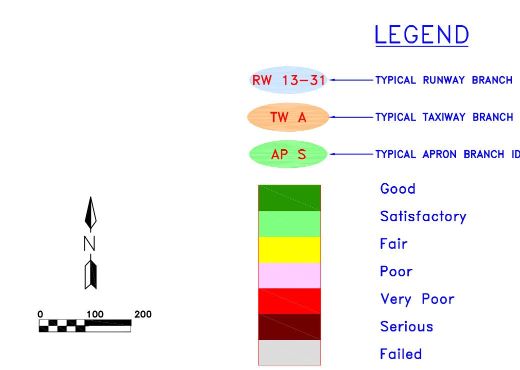
Last Insp. Date: 6/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

APPENDIX C

2007 CONDITION MAP AND TABLES





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

NUMBER	DATE	REVISIONS
1	**Feb-14**	**Draft Report**
0	Feb–06	Initial Submittal

DESIGNED: JCB | DRAWN: RWF | CHECKED: | DATE: 2–22–2006

P:\COM_SHARED\FDOT AVIATION\CAD DRAWINGS\SYSTEM INVENTORY\AUTOCAD\PALMBEACHCOUNTYPARK.DWG, BB-BB 02/22/06 08:17:50

URS

PLANNING TECHNOLOGY INC | PANTHER INTERNATIONAL, LLC

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

2007 Condition Map

PALM BEACH COUNTY PARK AIRPORT
WEST PALM BEACH, PALM BEACH, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

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IDENTIFIER **LNA**

FDOT DISTRICT 4

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4105	2,603	200	520,650	P	AC	1/1/1985	10/10/2007	66
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4110	330	240	75,350	P	AAC	1/1/1985	10/10/2007	67
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4115	350	230	83,125	P	AAC	1/1/1985	10/10/2007	63
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4120	450	300	129,300	P	AAC	1/1/1985	10/10/2007	46
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4125	550	150	86,870	P	AAC	1/1/1985	10/10/2007	59
PALM BEACH COUNTY PARK AIRPORT	LNA	GA APRON	AP GA	4130	280	220	55,200	P	AAC	1/1/1985	10/10/2007	66
PALM BEACH COUNTY PARK AIRPORT	LNA	RUN-UP APRON AT RW 3	AP RU RW 3	4205	50	200	10,000	P	AC	1/1/1993	10/10/2007	69
PALM BEACH COUNTY PARK AIRPORT	LNA	RUN-UP APRON AT RW 15	AP RU RW15	4305	125	50	6,600	P	AC	1/1/1993	10/10/2007	61
PALM BEACH COUNTY PARK AIRPORT	LNA	TURNAROUND APRON AT RW 15	AP TU RW15	4405	131	200	26,250	P	AC	1/1/1942	10/10/2007	13
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 15-33	RW 15-33	6205	305	100	30,500	P	AAC	1/1/1975	10/10/2007	55
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 15-33	RW 15-33	6215	3,171	100	317,100	P	AAC	1/1/1975	10/10/2007	60
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 3-21	RW 3-21	6305	2,890	75	213,562	P	AC	1/1/1993	10/10/2007	66
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 9-27	RW 9-27	6105	3,136	75	237,369	T	AC	6/1/2007	6/1/2007	99
PALM BEACH COUNTY PARK AIRPORT	LNA	RUNWAY 9-27	RW 9-27	6107	174	75	13,725	P	AC	6/1/2007	6/1/2007	99
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY A	TW A	310	2,745	40	114,199	P	AC	6/1/2007	6/1/2007	99

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	205	3,100	35	116,350	P	AC	1/1/1993	10/10/2007	73
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	210	160	35	5,800	P	AC	1/1/1993	10/10/2007	74
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	215	200	40	8,100	P	AC	1/1/1993	10/10/2007	67
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	220	230	40	9,200	P	AC	1/1/1993	10/10/2007	65
PALM BEACH COUNTY PARK AIRPORT	LNA	TAXIWAY B	TW B	225	105	35	4,412	P	AC	6/1/2007	6/1/2007	99
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	105	3,065	60	187,424	P	AAC	1/1/1964	10/10/2007	47
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	110	253	60	15,180	P	AAC	1/1/1993	10/10/2007	64
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	115	249	40	9,611	P	AAC	6/1/2007	6/1/2007	99
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	120	250	25	6,396	P	AAC	1/1/1964	10/10/2007	59
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	125	250	15	3,430	P	AC	1/1/1964	10/10/2007	65
PALM BEACH COUNTY PARK AIRPORT	LNA	PARALLEL TAXIWAY TO RW 9-27	TW PR 9-27	130	80	40	4,495	P	AC	6/1/2007	6/1/2007	99

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

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
LNA	AP GA	4105	66	65	64	63	62	61	59	58	57	56	55
LNA	AP GA	4110	67	66	64	62	61	59	57	55	53	50	48
LNA	AP GA	4115	63	61	60	58	56	53	51	48	46	43	39
LNA	AP GA	4120	46	43	40	36	33	29	25	20	16	12	8
LNA	AP GA	4125	59	57	55	53	50	48	45	42	38	35	31
LNA	AP GA	4130	66	65	63	61	59	58	55	53	51	48	46
LNA	AP RU RW 3	4205	69	68	67	65	64	63	62	61	60	59	58
LNA	AP RU RW15	4305	61	60	59	58	57	56	54	53	52	51	50
LNA	AP TU RW15	4405	13	10	7	4	0	0	0	0	0	0	0
LNA	RW 15-33	6205	55	54	53	53	52	51	50	49	47	46	45
LNA	RW 15-33	6215	60	59	58	57	57	56	55	54	53	52	51
LNA	RW 3-21	6305	66	64	62	60	59	57	55	54	52	51	50
LNA	RW 9-27	6105	99	98	96	94	92	90	88	86	84	82	80
LNA	RW 9-27	6107	99	98	96	94	92	90	88	86	84	82	80
LNA	TW A	310	99	97	95	93	91	89	87	85	84	82	80
LNA	TW B	205	73	72	70	69	68	67	66	65	63	62	61
LNA	TW B	210	74	73	71	70	69	68	67	65	64	63	62
LNA	TW B	215	67	66	65	64	63	62	60	59	58	57	56
LNA	TW B	220	65	64	63	62	61	60	59	58	57	56	55
LNA	TW B	225	99	97	95	93	91	89	87	85	84	82	80
LNA	TW PR 9-27	105	47	45	43	42	40	38	36	35	33	31	29
LNA	TW PR 9-27	110	64	63	63	62	61	60	59	58	57	55	54
LNA	TW PR 9-27	115	99	95	92	89	86	84	82	80	78	76	75
LNA	TW PR 9-27	120	59	58	57	55	54	52	50	48	46	44	43
LNA	TW PR 9-27	125	65	64	63	62	61	60	59	58	57	56	55
LNA	TW PR 9-27	130	99	97	95	93	91	89	87	85	84	82	80

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

APPENDIX D

AREA-WEIGHTED PCI RESULTS BY BRANCH

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
PALM BEACH COUNTY PARK AIRPORT	GA APRON	62
PALM BEACH COUNTY PARK AIRPORT	RUN-UP APRON AT RW 3	69
PALM BEACH COUNTY PARK AIRPORT	RUN-UP APRON AT RW 15	61
PALM BEACH COUNTY PARK AIRPORT	TURNAROUND APRON AT RW 15	13
PALM BEACH COUNTY PARK AIRPORT	RUNWAY 15-33	60
PALM BEACH COUNTY PARK AIRPORT	RUNWAY 3-21	66
PALM BEACH COUNTY PARK AIRPORT	RUNWAY 9-27	99
PALM BEACH COUNTY PARK AIRPORT	TAXIWAY A	99
PALM BEACH COUNTY PARK AIRPORT	TAXIWAY B	73
PALM BEACH COUNTY PARK AIRPORT	PARALLEL TAXIWAY TO RW 9-27	50

APPENDIX E

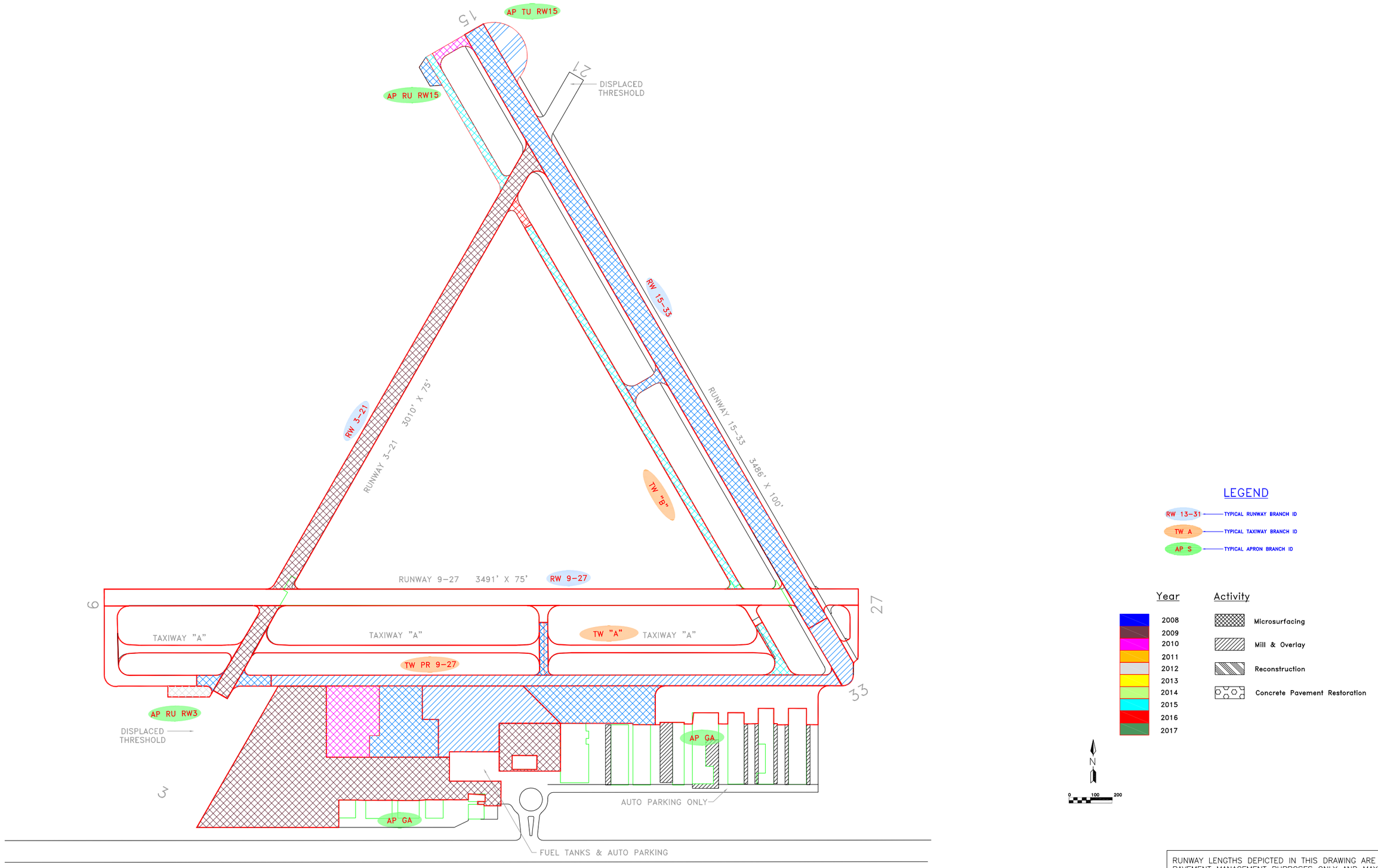
MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
LNA	APRON	AP GA	4115	AAC	83,125	2008	62	Microsurfacing	100	$259,683
LNA	APRON	AP GA	4120	AAC	129,300	2008	44	Mill & Overlay	100	$983,973
LNA	APRON	AP GA	4125	AAC	86,870	2008	58	Microsurfacing	100	$387,962
LNA	APRON	AP RU RW15	4305	AC	6,600	2008	60	Microsurfacing	100	$24,288
LNA	APRON	AP TU RW15	4405	AC	26,250	2008	11	Reconstruction	100	$487,462
LNA	RUNWAY	RW 15-33	6205	AAC	30,500	2008	54	Mill & Overlay	100	$184,159
LNA	RUNWAY	RW 15-33	6215	AAC	317,100	2008	59	Microsurfacing	100	$1,291,549
LNA	TAXIWAY	TW B	220	AC	9,200	2008	64	Microsurfacing	100	$23,626
LNA	TAXIWAY	TW PR 9-27	105	AAC	187,424	2008	46	Mill & Overlay	100	$1,426,297
LNA	TAXIWAY	TW PR 9-27	110	AAC	15,180	2008	64	Microsurfacing	100	$38,982
LNA	TAXIWAY	TW PR 9-27	120	AAC	6,396	2008	58	Microsurfacing	100	$28,565
LNA	TAXIWAY	TW PR 9-27	125	AC	3,430	2008	64	Microsurfacing	100	$8,808
LNA	APRON	AP GA	4105	AC	520,650	2009	64	Microsurfacing	100	$1,377,140
LNA	APRON	AP GA	4130	AAC	55,200	2009	64	Microsurfacing	100	$146,006
LNA	RUNWAY	RW 3-21	6305	AC	213,562	2009	63	Microsurfacing	100	$626,031
LNA	APRON	AP GA	4110	AAC	75,350	2010	63	Microsurfacing	100	$227,506
LNA	TAXIWAY	TW B	215	AC	8,100	2010	64	Microsurfacing	100	$22,068
LNA	APRON	AP RU RW 3	4205	AC	10,000	2012	64	Microsurfacing	100	$28,903
LNA	TAXIWAY	TW B	205	AC	116,350	2015	64	Microsurfacing	100	$367,470
LNA	TAXIWAY	TW B	210	AC	5,800	2016	64	Microsurfacing	100	$18,868

APPENDIX F

10-YEAR M&R MAP



LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

Year	Activity
2008	Microsurfacing
2009	Mill & Overlay
2010	Reconstruction
2011	Concrete Pavement Restoration
2012	
2013	
2014	
2015	
2016	
2017	

N

0 100 200

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

NUMBER	DATE	REVISIONS
1	Feb-14	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: JCB | DRAWN: RWF | CHECKED: | DATE: 2-22-2006

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

10-Year M&R Map

PALM BEACH COUNTY PARK AIRPORT
WEST PALM BEACH, PALM BEACH, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE 64

IDENTIFIER LNA FDOT DISTRICT 4

APPENDIX G

PHOTOGRAPHS

RW 3-21 Section 6305 SU 102: Low Severity Weathering (October 10, 2007)

AP RU RW 15 Section 4405 SU 101: High Severity Block Cracking (October 10, 2007)

AP RU RW 15 Section 4305 SU 100: Section Overview (October 10, 2007)

AP GA Section 4105 SU 705: Section Overview (October 10, 2007)

AP GA Section 4110 SU 457: Low Severity Weathering (October 10, 2007)

AP GA Section 4125 SU 619: Section Overview (October 10, 2007)

AP GA Section 4115 SU 609: Low Severity Weathering (October 10, 2007)

AP GA Section 4115 SU 460: Low Severity Weathering (October 10, 2007)