STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Pompano Beach Air Park
(General Aviation)
Pompano Beach, Florida
(District 4)

February 15, 2008

Prepared for:
Florida Department of Transportation
Aviation Office

by:
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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 Pompano Beach Air Park, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Pompano Beach Air Park is 3,423,595 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	1,566,975	46
Taxiway	1,132,270	33
Apron	724,350	21
Total	3,423,595	100

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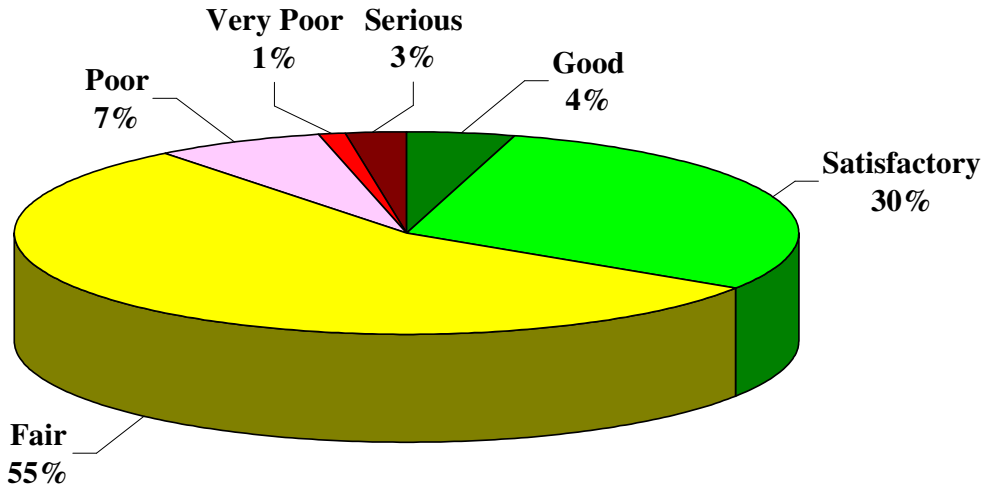
The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 66, representing a Fair overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 34% of the network is in Good and Satisfactory condition while 11% 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 Fair, Satisfactory, and Fair condition, respectively.

Network PCI Distribution by Rating Category



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Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	65
Taxiway	71
Apron	57
All	**66**

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The immediate M&R needs include all of Runway 6-24, part of Runway 15-33, and several large areas of Hangar Apron and South Apron. These aprons 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 HANG	4305	16,875	$67,399	58	Major M&R < Critical	100
AP HANG	4310	46,250	$158,175	60	Major M&R < Critical	100
AP HANG	4315	82,500	$447,893	53	Major M&R < Critical	100
AP S	4110	20,250	$186,746	36	Major M&R < Critical	100
AP S	4115	5,625	$17,702	61	Major M&R < Critical	100
AP S	4120	4,300	$23,345	53	Major M&R < Critical	100
AP S	4125	150,000	$943,500	49	Major M&R < Critical	100
AP S	4130	78,750	$1,072,575	24	Major M&R < Critical	100
RW 15-33	6305	422,000	$1,564,355	59	Major M&R < Critical	100
RW 6-24	6205	364,500	$1,147,082	61	Major M&R < Critical	100
RW 6-24	6210	191,750	$446,394	64	Major M&R < Critical	100
RW 6-24	6211	2,425	$20,586	37	Major M&R < Critical	100
RW 6-24	6213	9,800	$50,392	54	Major M&R < Critical	100
RW 6-24	6214	4,000	$11,496	62	Major M&R < Critical	100
RW 6-24	6220	6,000	$32,574	53	Major M&R < Critical	100
TW A	110	7,500	$19,508	63	Major M&R < Critical	100
TW A	115	3,000	$12,843	57	Major M&R < Critical	100
TW A	120	12,000	$37,764	61	Major M&R < Critical	100
TW B	705	9,590	$27,562	62	Major M&R < Critical	100
TW B	715	2,930	$15,066	54	Major M&R < Critical	100
TW B	720	15,000	$51,300	60	Major M&R < Critical	100
TW C	310	6,070	$15,788	63	Major M&R < Critical	100
TW C	325	15,200	$39,535	63	Major M&R < Critical	100
TW C	360	5,300	$16,679	61	Major M&R < Critical	100
TW D	405	120,750	$314,071	63	Major M&R < Critical	100
TW D	410	10,400	$141,648	16	Major M&R < Critical	100
TW D	415	25,300	$101,048	58	Major M&R < Critical	100
TW E	505	8,000	$79,640	35	Major M&R < Critical	100
TW F	610	135,000	$351,135	63	Major M&R < Critical	100
TW F	615	3,200	$16,454	54	Major M&R < Critical	100
TW F	620	4,200	$16,775	58	Major M&R < Critical	100
		Total	**$7,447,030**	**66***	**← Network Avg. PCI →**	**87***

* 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 Pompano Beach Air Park, 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	$152,573	$0	$7,447,030	$7,599,602
2009	$209,276	$0	$1,174,234	$1,383,510
2010	$178,464	$0	$579,163	$757,627
2011	$139,236	$0	$571,862	$711,098
2012	$157,017	$0	$44,497	$201,515
2013	$196,979	$0	$0	$196,979
2014	$224,677	$0	$429,472	$654,149
2015	$292,496	$0	$0	$292,496
2016	$380,221	$0	$0	$380,221
2017	$385,384	$0	$835,324	$1,220,708
Total	**$2,316,323**	**$0**	**$11,081,582**	**$13,397,905**

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 $1.3 million would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 66 in 2007 to 82 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 Pompano Beach Air Park pavements in 2017 may remain near 82. 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 Pompano Beach Air Park 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.

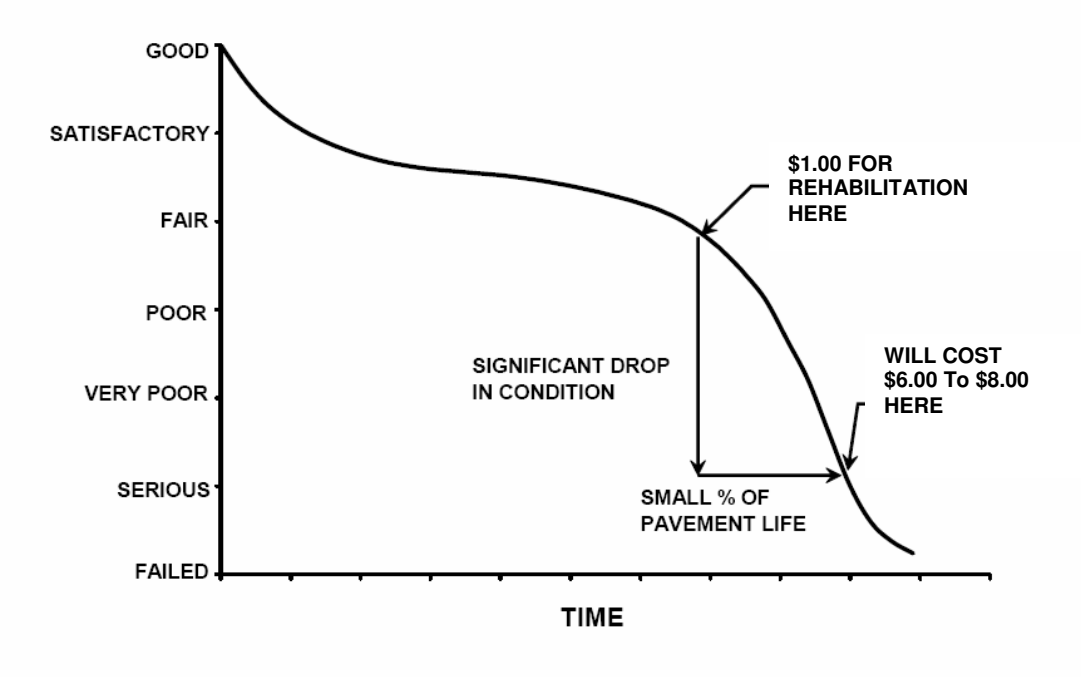
1.4.2 *Pavement Management System Concept*

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

Pompano Beach Air Park (PMP) is located approximately 1 mile northeast of Pompano Beach, Florida. Owned by the City of Pompano Beach, this airport focuses primarily on serving general aviation flyers and trainees. The airport facility includes three runways: Runway 6-24, Runway 10-28, and Runway 15-33. All runways are served with parallel taxiways. Pompano Beach Air Park is designated as a General Aviation (GA) 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 Pompano Beach Air Park 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: Pompano Beach Air Park Network Definition

Branch Name	Section ID	Rank
HANGAR APRON	4305	P
	4310	P
	4315	P
NORTH APRON - OLD RW	4205	P
SOUTH APRON	4105	P
	4110	P
	4115	P
	4120	P
	4125	P
	4130	P
RUNWAY 10-28	6105	P
	6110	P
	6115	P

Table 2-1: Pompano Beach Air Park Network Definition

Branch Name	Section ID	Rank
RUNWAY 15-33	6305	P
	6310	P
	6315	P
RUNWAY 6-24	6205	P
	6210	P
	6211	P
	6213	P
	6214	P
	6220	P
TAXIWAY A	105	P
	110	P
	115	P
	120	P
TAXIWAY B	705	P
	710	P
	715	P
	720	P
TAXIWAY C	305	P
	310	P
	315	P
	320	P
	325	P
	350	P
	360	P
TAXIWAY D	405	P
	410	P
	415	P
TAXIWAY E	505	P
	510	P
	515	P
TAXIWAY F	610	P
	615	P
	620	P
TAXIWAY K	1105	P
TAXIWAY L	1202	P
	1205	P
	1210	P
TAXIWAY M	1305	P
	1310	P
	1315	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 Pompano Beach Air Park is 3,423,595 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	1,566,975	46
Taxiway	1,132,270	33
Apron	724,350	21
Total	3,423,595	100

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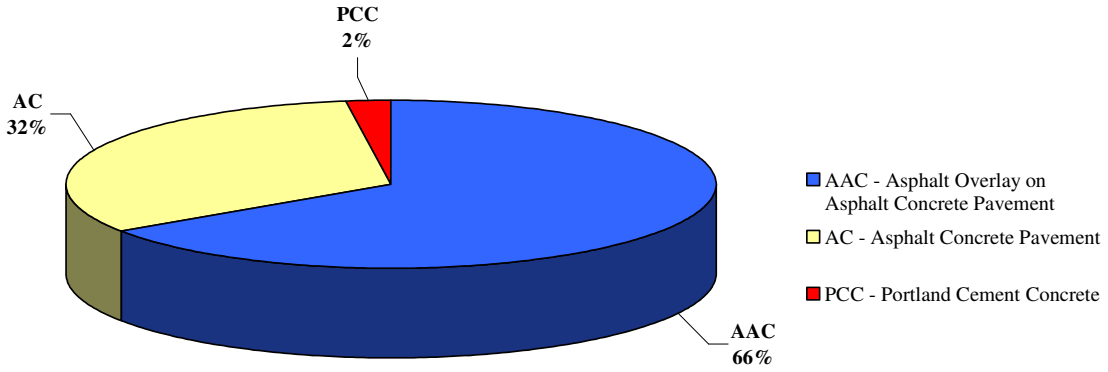
Figure 3-1 presents the breakdown of the pavement area at Pompano Beach Air Park by surface type.

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 Pompano Beach Air Park were performed in September 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.

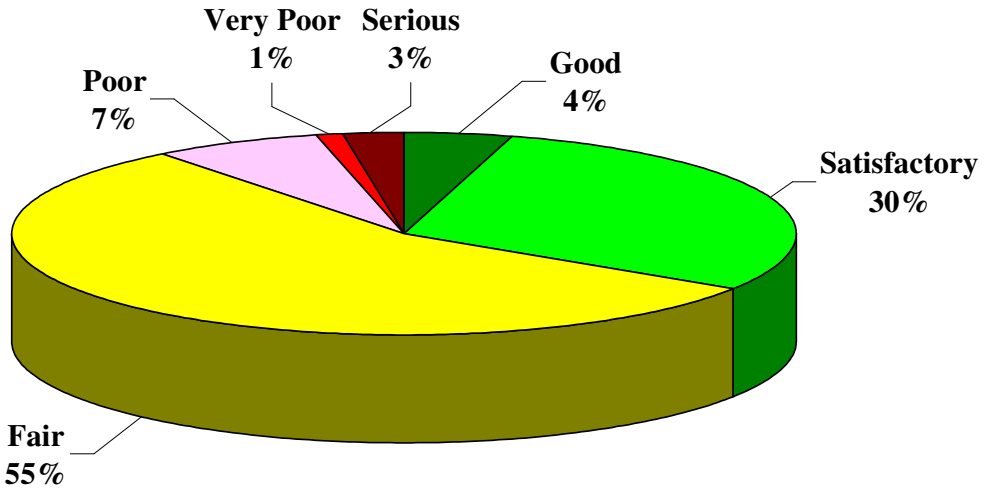
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

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 Pompano Beach Air Park is 66, 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



Prepared by VVD *Checked by BX*

Approximately 34% of the network is in Good and Satisfactory condition while 11% 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	65
Taxiway	71
Apron	57
All	**66**

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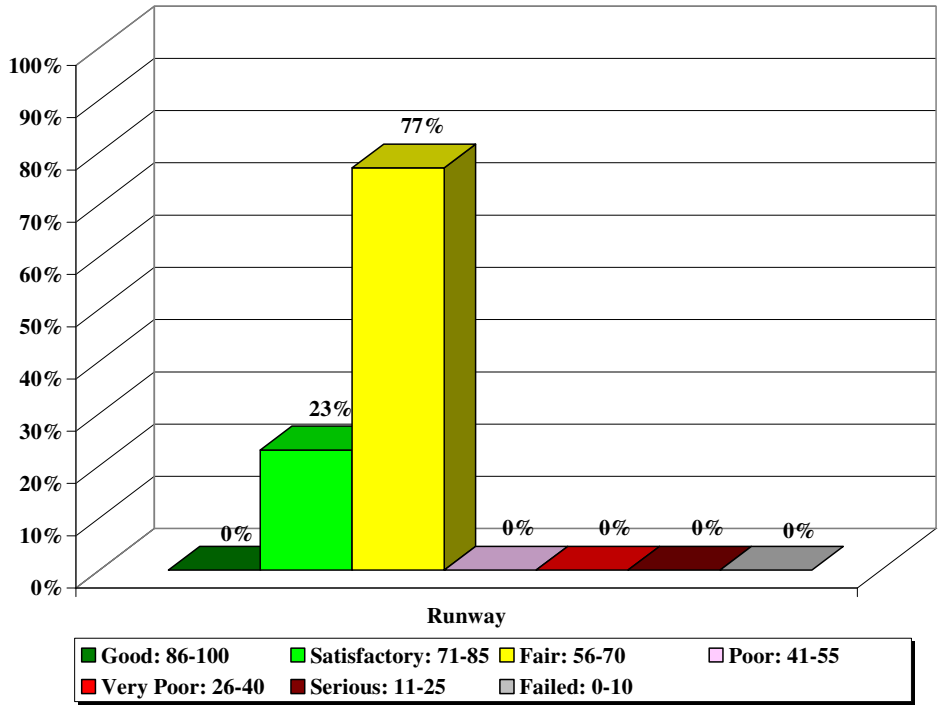
On average, the runways, taxiways, and aprons are in Fair, Satisfactory, and Fair condition, respectively.

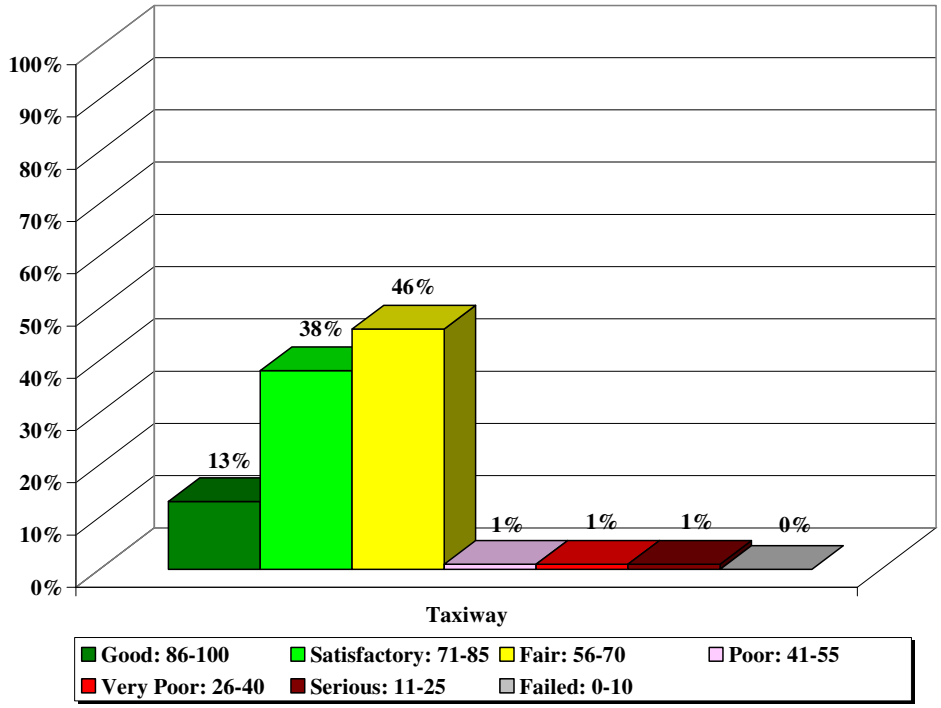
Figure 4-2 presents the breakdown of PCI by range for each pavement use.

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

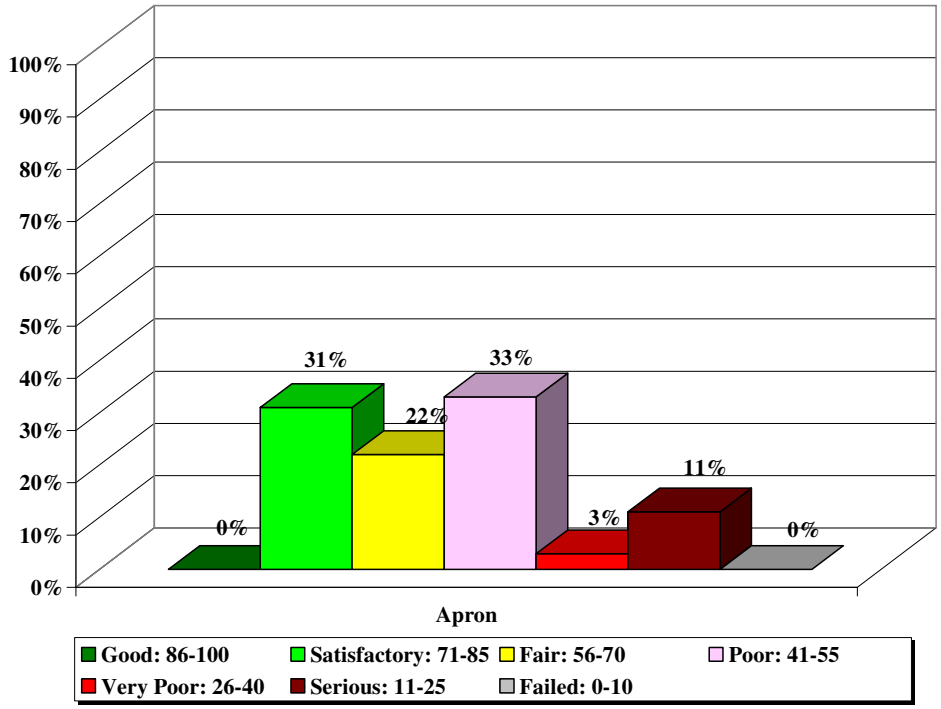
(a) Runway



(b) Taxiway



(c) Apron



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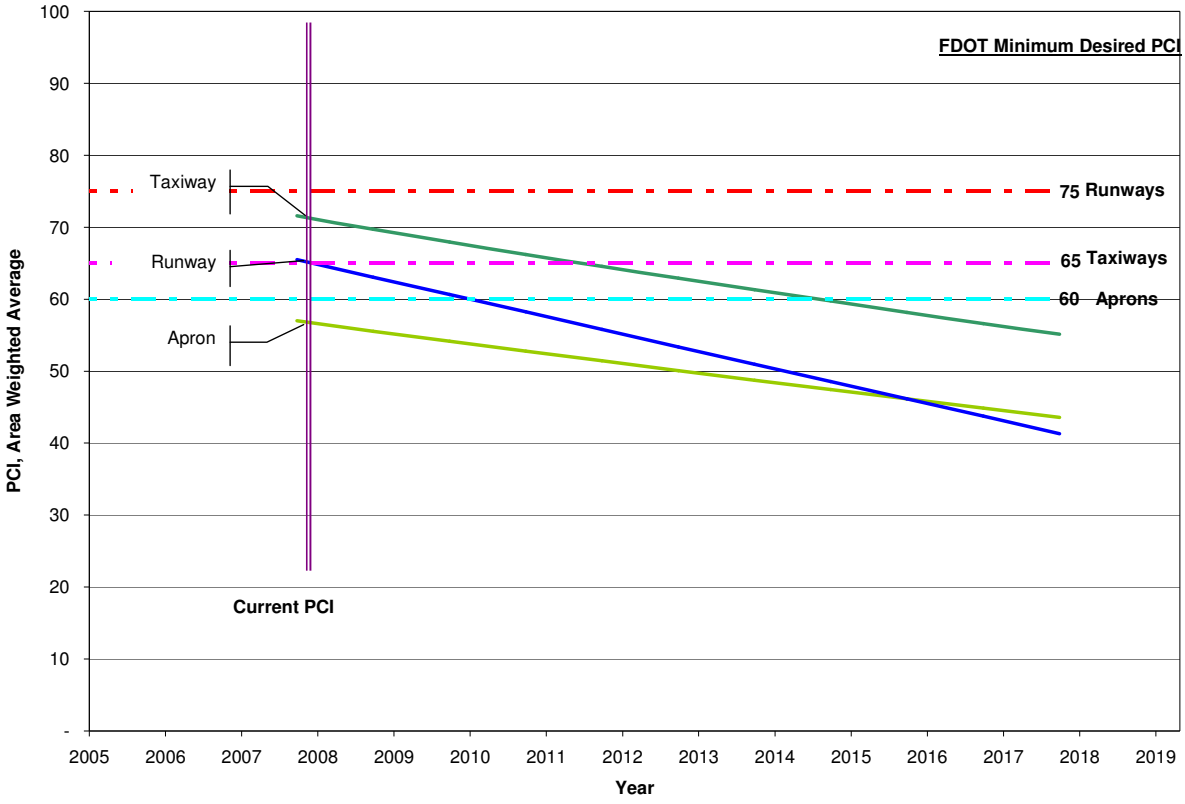
5. PAVEMENT CONDITION PREDICTION

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 Pompano Beach Air Park 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 General Aviation (GA) airports.

Figure 5-1: Predicted PCI by Pavement Use



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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 General Aviation 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 General Aviation 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 General Aviation Airports.

Table 6-3: Desired Minimum PCI for General Aviation Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	60

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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 General Aviation Airports based on PCI value.

Table 6-4: M&R Activities for General Aviation 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

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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

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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 General Aviation Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.06
		80	$0.24
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	$0.69
		60	$3.42
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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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 HANG	4305	16,875	$67,399	58	Major M&R < Critical	100
AP HANG	4310	46,250	$158,175	60	Major M&R < Critical	100
AP HANG	4315	82,500	$447,893	53	Major M&R < Critical	100
AP S	4110	20,250	$186,746	36	Major M&R < Critical	100
AP S	4115	5,625	$17,702	61	Major M&R < Critical	100
AP S	4120	4,300	$23,345	53	Major M&R < Critical	100
AP S	4125	150,000	$943,500	49	Major M&R < Critical	100
AP S	4130	78,750	$1,072,575	24	Major M&R < Critical	100
RW 15-33	6305	422,000	$1,564,355	59	Major M&R < Critical	100
RW 6-24	6205	364,500	$1,147,082	61	Major M&R < Critical	100
RW 6-24	6210	191,750	$446,394	64	Major M&R < Critical	100
RW 6-24	6211	2,425	$20,586	37	Major M&R < Critical	100
RW 6-24	6213	9,800	$50,392	54	Major M&R < Critical	100
RW 6-24	6214	4,000	$11,496	62	Major M&R < Critical	100
RW 6-24	6220	6,000	$32,574	53	Major M&R < Critical	100
TW A	110	7,500	$19,508	63	Major M&R < Critical	100
TW A	115	3,000	$12,843	57	Major M&R < Critical	100
TW A	120	12,000	$37,764	61	Major M&R < Critical	100
TW B	705	9,590	$27,562	62	Major M&R < Critical	100
TW B	715	2,930	$15,066	54	Major M&R < Critical	100
TW B	720	15,000	$51,300	60	Major M&R < Critical	100
TW C	310	6,070	$15,788	63	Major M&R < Critical	100
TW C	325	15,200	$39,535	63	Major M&R < Critical	100
TW C	360	5,300	$16,679	61	Major M&R < Critical	100
TW D	405	120,750	$314,071	63	Major M&R < Critical	100
TW D	410	10,400	$141,648	16	Major M&R < Critical	100
TW D	415	25,300	$101,048	58	Major M&R < Critical	100
TW E	505	8,000	$79,640	35	Major M&R < Critical	100
TW F	610	135,000	$351,135	63	Major M&R < Critical	100
TW F	615	3,200	$16,454	54	Major M&R < Critical	100
TW F	620	4,200	$16,775	58	Major M&R < Critical	100
		Total	**$7,447,030**	**66***	**← Network Avg. PCI →**	**87***

* 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 Pompano Beach Air Park, 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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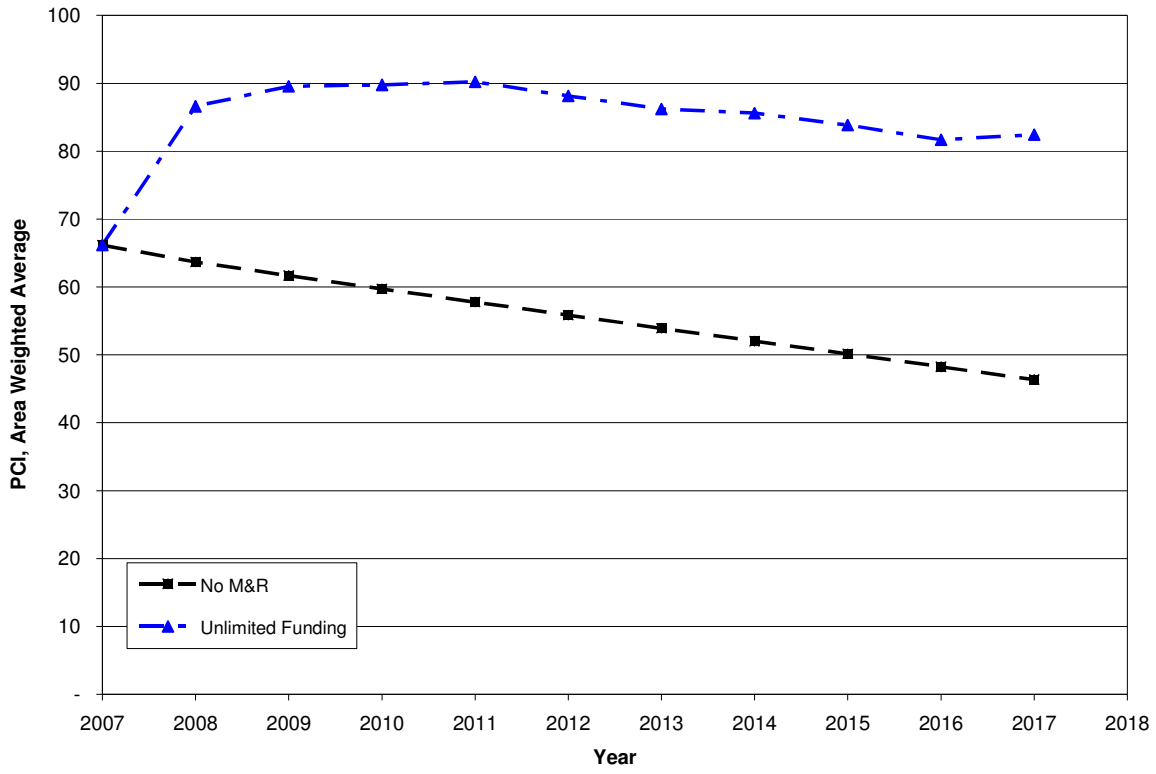
Figure 7-1: Budget Scenario Analysis



Prepared by VVD *Checked by BX*

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

- The PCI will deteriorate from 66 to 46 in ten years if no M&R activities are performed.
- The PCI will remain at or above 82 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 82 with this scenario is 36 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $11 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	$152,573	$0	$7,447,030	$7,599,602
2009	$209,276	$0	$1,174,234	$1,383,510
2010	$178,464	$0	$579,163	$757,627
2011	$139,236	$0	$571,862	$711,098
2012	$157,017	$0	$44,497	$201,515
2013	$196,979	$0	$0	$196,979
2014	$224,677	$0	$429,472	$654,149
2015	$292,496	$0	$0	$292,496
2016	$380,221	$0	$0	$380,221
2017	$385,384	$0	$835,324	$1,220,708
Total	**$2,316,323**	**$0**	**$11,081,582**	**$13,397,905**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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Approximately 67% of the total Major M&R cost is required in the first year (2008). This is a consequence of all of Runway 6-24, part of Runway 15-33 and several very large areas of Hangar Apron and South Apron being below Critical PCI.

Runway 10-28 is currently in Satisfactory condition with an average PCI value of 72 while Runway 6-24 and Runway 15-33 are currently in Fair condition with an average PCI value of 64 and 63, respectively. All of Runway 6-24 and part of Runway 15-33 have immediate need for repair. In addition, several large areas of Hangar Apron and South Apron 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 Pompano Beach Air Park 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 10-28 is in Satisfactory condition and no immediate major repair is needed. Runway 6-24 and Runway 15-33 are in Fair condition and some immediate major repair is needed.
- Several large areas of Hangar Apron and South Apron 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 half million dollars.

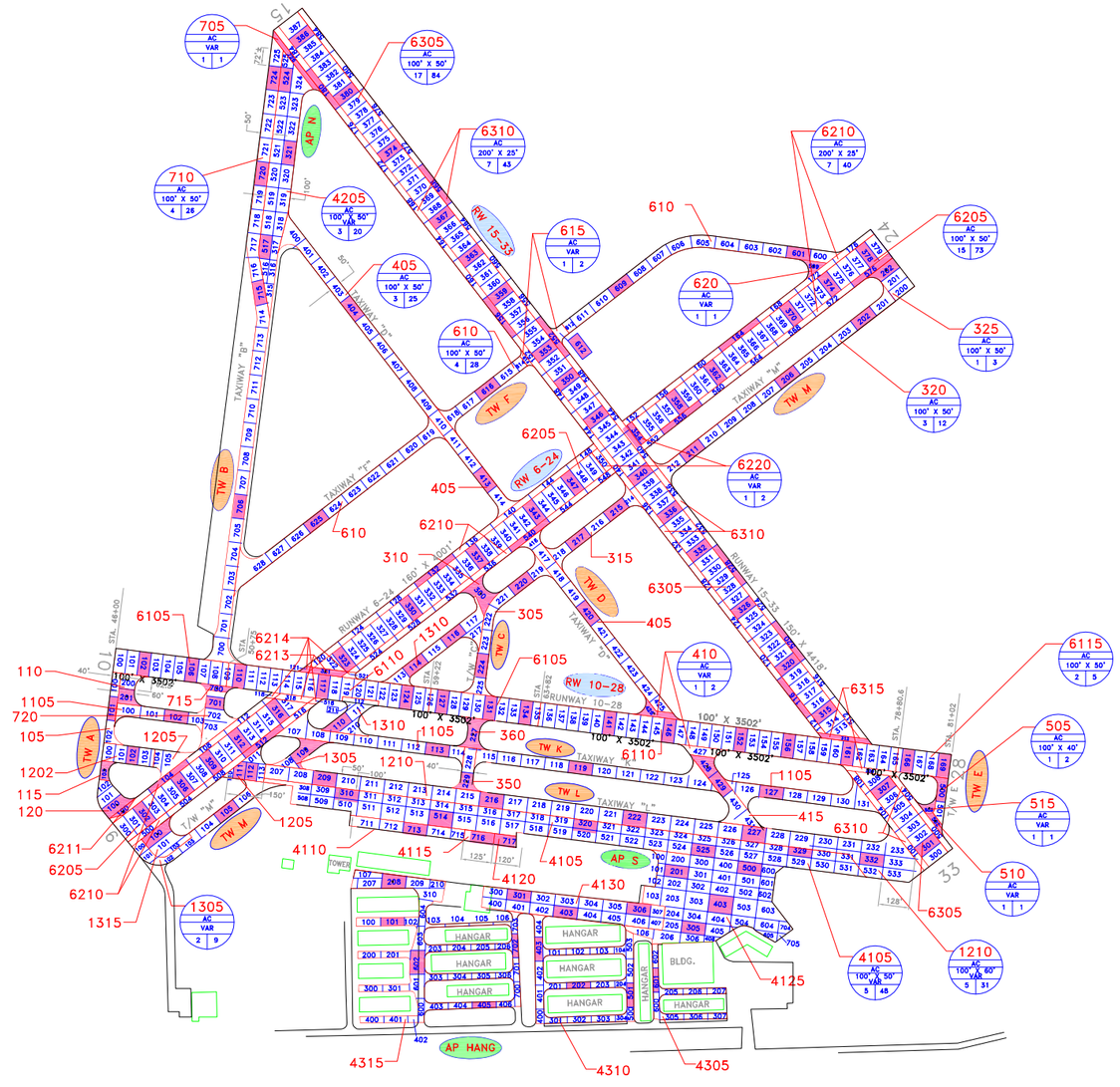
APPENDIX A

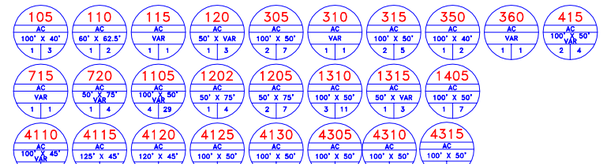
NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE

GPS COORDINATES - Pompano Beach Airport								
Location	Section	Sample	Latitude	Longitude	Location	Section	Sample	Latitude	Longitude
TW A	105	101	26.24540308	-80.11685195	AP 4&N2	4315	702	26.24301719	-80.11154459
TW A	110	201	26.2455 1108	-80.11648028	RW 10 Center	-	-	26.24585462	-80.11662288
TW A	115	103	26.24469451	-80.11674762	RW 10 Left	-	-	26.24609242	-80.11668361
TW A	120	100	26.24478957	-80.11658441	RW 10 Right	-	-	26.24584118	-80.11663977
TW A	125	400	26.38257319	-80.10335188	RW 10/28	6105	102	26.24569486	-80.11624069
TW C	305	200	26.24389523	-80.11142319	RW 10/28	6105	106	26.24582960	-80.11561524
TW C	305	202	26.24594414	-80.11189175	RW 10/28	6105	127	26.24547838	-80.11477339
TW C	310	300	26.24367365	-80.11198579	RW 10/28	6105	131	26.24507705	-80.11104567
TW C	315	215	26.24762987	-80.11022047	RW 10/28	6105	134	26.24531265	-80.11140586
TW C	315	217	26.24777905	-80.1107458	RW 10/28	6110	110	26.24574044	-80.1150743
TW C	320	202	26.24970569	-80.11070142	RW 10/28	6110	117	26.24562991	-80.11247471
TW C	320	206	26.24911928	-80.10869721	RW 10/28	6110	124	26.24547764	-80.11223789
TW C	330	211	26.24891845	-80.10624511	RW 10/28	6110	141	26.24518741	-80.11093574
TW C	330	211	26.24926305	-80.10624386	RW 10/28	6110	146	26.24507753	-80.10959571
TW C	325	202	26.25035022	-80.10679649	RW 10/28	6110	152	26.24493578	-80.10870525
TW C	350	229	26.24452176	-80.11216171	RW 10/28	6110	158	26.24491701	-80.10809933
TW C	350	227	26.24503572	-80.11204036	RW 10/28	6115	166	26.24472846	-80.10660472
TW D	405	404	26.24363513	-80.11388835	RW 10/28	6115	189	26.24469921	-80.10610358
TW D	405	413	26.24509974	-80.1119163	RW 28 Center	-	-	26.24463393	-80.10603373
TW D	405	420	26.24348117	-80.1100412	RW 28 Left	-	-	26.24474451	-80.10000930
TW D	410	426	26.24528463	-80.10972563	RW 28 Right	-	-	26.24452477	-80.10665583
TW D	415	428	26.24473126	-80.10915048	RW 6 Center	-	-	26.24399099	-80.11655309
TW D	415	429	26.24423305	-80.10899017	RW 6 Center	-	-	26.22004804	-80.10083903
TW E	510	502	26.24405368	-80.10923748	RW 6 Left	-	-	26.24414655	-80.11667124
TW E	515	503	26.24418221	-80.10927536	RW 6 Right	-	-	26.24391065	-80.11640263
TW F	610	001	26.2926404	-80.10791924	RW 6/24	6205	300	26.24451019	-80.11577476
TW F	610	609	26.25319438	-80.11016567	RW 6/24	6205	312	26.24473952	-80.11541473
TW F	610	616	26.24903069	-80.11182183	RW 6/24	6205	316	26.24501853	-80.11522201
TW F	610	625	26.24749324	-80.11407937	RW 6/24	6205	316	26.24534076	-80.11454904
TW F	615	612	26.24966111	-80.11064163	RW 6/24	6205	323	26.24563227	-80.11367758
TW F	620	599	26.25342389	-80.10788015	RW 6/24	6205	323	26.24594491	-80.11367321
TW B	710	706	26.24767964	-80.11496532	RW 6/24	6205	330	26.24653871	-80.11281411
TW B	710	715	26.25315908	-80.11479629	RW 6/24	6205	337	26.24712065	-80.11200369
TW B	710	730	26.25454035	-80.11489011	RW 6/24	6205	343	26.24760883	-80.11124381
TW B	710	734	26.25282372	-80.11449672	RW 6/24	6205	347	26.24794894	-80.11075367
TW B	715	700	26.24960949	-80.11532051	RW 6/24	6205	358	26.24884795	-80.10946658
TW E	720	701	26.24544488	-80.11539695	RW 6/24	6205	362	26.24913413	-80.10868301
TW K	1105	102	26.24530076	-80.11582589	RW 6/24	6205	370	26.24996925	-80.10800028
TW K	1105	113	26.2448918	-80.11251515	RW 6/24	6205	374	26.25016239	-80.10752221
TW K	1105	119	26.24468218	-80.11070073	RW 6/24	6205	378	26.2530 9457	-80.1070328
TW K	1105	127	26.2443612	-80.10825419	RW 6/24	6210	104	26.24461566	-80.115955
TW _	1205	111	26.24469026	-80.11502178	RW 6/24	6210	132	26.24696792	-80.11251047
TW _	1205	112	26.24467321	-80.11486289	RW 6/24	6210	164	26.24959703	-80.1086751
TW _	1210	209	26.24455145	-80.11397229	RW 6/24	6210	512	26.24469681	-80.11472546
TW _	1210	216	26.24480715	-80.1118855	RW 6/24	6210	540	26.24733054	-80.11130238
TW _	1210	222	26.2 4240699	-80.1100604	RW 6/24	6210	566	26.24863684	-80.1094074
TW _	1210	227	26.24360274	-80.10651355	RW 6/24	6210	576	26.25032596	-80.10689364
TW _	1210	332	26.24362962	-80.10704016	RW 6/24	6211	100	26.2441090	-80.11662418
TW M	1305	105	26.24477101	-80.11521611	RW 6/24	6213	321	26.24573599	-80.11360759
TW M	1305	109	26.2449222	-80.11417615	RW 6/24	6213	321	26.24580229	-80.11389982
TW M	1310	100	26.24473085	-80.11430206	RW 6/24	6214	121	26.24563105	-80.11415267
TW M	1310	110	26.24516304	-80.11579601	RW 24 Left	-	-	26.23084446	-80.1099813
TW M	1310	114	26.24584154	-80.11281976	RW 24 Right	-	-	26.23043417	-80.10670977
TW M	1310	116	26.24318128	-80.11235580	RW 15/33	63C5	180	26.25242344	-80.11300516
TW M	1315	100	26.24362475	-80.11610655	RW 15/33	63C5	301	26.24373785	-80.10630571
AP S	4105	310	26.24429121	-80.11370095	RW 15/33	63C5	307	26.24427219	-80.10685211
AP S	4105	320	26.24401063	-80.11084261	RW 15/33	63C5	315	26.24523829	-80.10761316
AP S	4105	329	26.24371455	-80.10769238	RW 15/33	63C5	320	26.24583364	-80.10806374
AP S	4105	314	26.24410569	-80.1125157	RW 15/33	63C5	328	26.2464801	-80.10862168
AP S	4105	325	26.24371389	-80.10017038	RW 15/33	63C5	332	26.2471587	-80.10017505
AP S	4110	713	26.24461135	-80.11281522	RW 15/33	63C5	356	26.24757542	-80.10965352
AP S	4115	716	26.24360086	-80.1120743	RW 15/33	63C5	340	26.24769834	-80.10961324
AP S	4120	717	26.24382527	-80.11185115	RW 15/33	63C5	348	26.24869848	-80.11041143
AP S	4125	201	26.24345729	-80.10949571	RW 15/33	63C5	360	26.24910571	-80.11082
AP S	4125	305	26.24281176	-80.10928064	RW 15/33	63C5	363	26.24942649	-80.11111358
AP S	4125	403	26.2431147	-80.10886206	RW 15/33	63C5	369	26.25007451	-80.11166376
AP S	4125	300	26.24350267	-80.10857486	RW 15/33	63C5	383	26.25062141	-80.11201339
AP S	4130	301	26.24322153	-80.11146596	RW 15/33	63C5	387	26.25063306	-80.11238252
AP S	4130	306	26.24306445	-80.10964106	RW 15/33	63C5	374	26.25 7191	-80.11304703
AP S	4130	405	26.24304071	-80.11008930	RW 15/33	63C5	380	26.25257398	-80.11260100
AP N	4205	321	26.25178721	-80.11435119	RW 15/33	6310	116	26.24547428	-80.10769547
AP N	4205	317	26.25087865	-80.11465204	RW 15/33	6310	156	26.24660274	-80.11167778
AP N	4205	324	26.25260714	-80.11434001	RW 15/33	6310	520	26.24800533	-80.10905515
AP HANG	4305	601	26.24 22046	-80.10977669	RW 15/33	6310	528	26.24693265	-80.1088005
AP HANG	4310	700	26.24 76935	-80.11027774	RW 15/33	6310	552	26.24903171	-80.11100347
AP HANG	4310	405	26.24261275	-80.11127909	RW 15/33	6310	568	26.23102525	-80.11240201
AP HANG	4310	501	26.24209163	-80.11012433	RW 15/33	6315	312	26.24493429	-80.1073496
AP HANG	4315	101	26.2456548	-80.11510500	RW 33 Center	-	-	26.24501157	-80.10010287
AP HANG	4315	205	26.24558464	-80.11527662	RW 33 Left	-	-	26.24543147	-80.10655342
AP HANG	4315	405	26.24166364	-80.111946"	RW 33 Right	-	-	26.24373027	-80.10568907
AP HANG	4315	302	26.24240385	-80.11278131		-	-	26.24752021	-80.11161135

Notes: Geodetics represent decimal degrees (GS-84 Datum)

All GPS coordinates are at the centroid of the sample units.





NOTE 1

ALL PAVEMENTS HAVE BEEN SEALED/REJUVINATED WITH RECLAMITE REJUVINATING AGENT

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' X 50' / 5 | 14 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION; FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 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.

N

0 150 300

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

NETWORK DEFINITION DRAWING

POMPANO BEACH AIR PARK
POMPANO BEACH, BROWARD, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER PMP | FDOT DISTRICT 4 | 72

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
POMPANO BEACH AIR PARK	PMP	HANGAR APRON	AP HANG	4305	675	25	16,875	P	AC	12/25/1999	10/10/2007
POMPANO BEACH AIR PARK	PMP	HANGAR APRON	AP HANG	4310	1,850	25	46,250	P	AC	12/25/1999	10/10/2007
POMPANO BEACH AIR PARK	PMP	HANGAR APRON	AP HANG	4315	3,300	25	82,500	P	AC	12/25/1999	10/10/2007
POMPANO BEACH AIR PARK	PMP	NORTH APRON - OLD RW	AP N	4205	950	100	95,000	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4105	2,400	90	224,800	P	AAC	1/1/1997	10/10/2007
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4110	450	45	20,250	P	AC	1/1/1960	10/10/2007
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4115	125	45	5,625	P	AC	1/1/1950	10/10/2007
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4120	95	45	4,300	P	AC	1/1/1960	10/10/2007
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4125	500	300	150,000	P	AC	12/25/1999	10/10/2007
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4130	750	105	78,750	P	PCC	12/25/1999	9/19/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 10-28	RW 10-28	6105	935	100	93,500	P	AC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 10-28	RW 10-28	6110	2,345	100	234,500	P	AAC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 10-28	RW 10-28	6115	225	100	22,500	P	AC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 15-33	RW 15-33	6305	4,220	100	422,000	P	AAC	1/1/1969	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 15-33	RW 15-33	6310	8,400	25	210,000	P	AAC	1/1/1969	10/10/2007

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
POMPANO BEACH AIR PARK	PMP	RUNWAY 15-33	RW 15-33	6315	15	400	6,000	P	AAC	1/1/1969	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6205	3,645	100	364,500	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6210	7,670	25	191,750	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6211	24	100	2,425	P	AAC	1/1/1986	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6213	280	35	9,800	P	AAC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6214	140	25	4,000	P	AAC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6220	30	200	6,000	P	AAC	1/1/1972	10/24/1999*
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	105	330	40	13,200	P	AC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	110	125	60	7,500	P	AC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	115	75	40	3,000	P	AAC	1/1/1997	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	120	150	80	12,000	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	705	300	30	9,590	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	710	2,600	50	130,000	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	715	120	25	2,930	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	720	150	75	15,000	P	AAC	1/1/1972	10/10/2007

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
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	305	650	50	33,000	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	310	110	50	6,070	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	315	450	50	22,500	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	320	1,220	50	61,000	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	325	150	100	15,200	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	350	212	40	8,500	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	360	132	40	5,300	P	AC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY D	TW D	405	2,415	50	120,750	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY D	TW D	410	260	40	10,400	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY D	TW D	415	400	50	25,300	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY E	TW E	505	200	40	8,000	P	AC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY E	TW E	510	80	25	2,000	P	AC	1/1/1968	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY E	TW E	515	38	40	1,505	P	AC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY F	TW F	610	2,700	50	135,000	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY F	TW F	615	64	50	3,200	P	AAC	1/1/1972	10/10/2007

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
POMPANO BEACH AIR PARK	PMP	TAXIWAY F	TW F	620	70	60	4,200	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY K	TW K	1105	2,900	50	145,000	P	AC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY L	TW L	1202	215	75	16,125	P	AC	1/1/1950	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY L	TW L	1205	240	75	18,000	P	AAC	1/1/1972	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY L	TW L	1210	2,700	60	195,000	P	AC	1/1/1950	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY M	TW M	1305	884	50	44,200	P	AC	1/1/1970	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY M	TW M	1310	900	50	45,000	P	AC	1/1/1999	10/10/2007
POMPANO BEACH AIR PARK	PMP	TAXIWAY M	TW M	1315	125	110	13,800	P	AC	1/1/1999	10/24/1999*

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

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP HANG Name: HANGAR APRON Use: APRON Area: 145,625.00 SqFt

Section: 4305 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 16,875.00 SqFt Length: 675.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

Sample Number: 601 Type: R Area: 2,500.00 SqFt PCI = 59
Sample Comments:
56 L 52 M 52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP HANG Name: HANGAR APRON Use: APRON Area: 145,625.00 SqFt

Section: 4310 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 46,250.00 SqFt Length: 1,850.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 3
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 3,000.00 SqFt PCI = 43
Sample Comments:
52 M

Sample Number: 403 Type: R Area: 3,000.00 SqFt PCI = 74
Sample Comments:
52 L

Sample Number: 501 Type: R Area: 2,500.00 SqFt PCI = 68
Sample Comments:
52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP HANG Name: HANGAR APRON Use: APRON Area: 145,625.00 SqFt

Section: 4315 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 82,500.00 SqFt Length: 3,300.00 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: 5
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,500.00 SqFt PCI = 45
Sample Comments:
45 H 48 L 52 L 50 M

Sample Number: 208 Type: R Area: 6,500.00 SqFt PCI = 48
Sample Comments:
52 M 47 M 48 L 52 L

Sample Number: 405 Type: R Area: 2,500.00 SqFt PCI = 57
Sample Comments:
52 M 45 L 52 L

Sample Number: 602 Type: R Area: 6,000.00 SqFt PCI = 65
Sample Comments:
53 L 50 L 43 L

Sample Number: 702 Type: R Area: 2,000.00 SqFt PCI = 49
Sample Comments:
48 L 43 L 52 L 45 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP N Name: NORTH APRON - OLD RW Use: APRON Area: 95,000.00 SqFt

Section: 4205 of 1 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 95,000.00 SqFt Length: 950.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 24 Surveyed: 3
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 321 Type: R Area: 5,000.00 SqFt PCI = 74
Sample Comments:
52 L 48 L

Sample Number: 517 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 524 Type: R Area: 5,000.00 SqFt PCI = 56
Sample Comments:
50 L 52 L 45 L 48 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP S Name: SOUTH APRON Use: APRON Area: 483,725.00 SqFt

Section: 4105 of 6 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 224,800.00 SqFt Length: 2,400.00 Ft Width: 90.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 58 Surveyed: 5
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 310 Type: R Area: 4,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 320 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:
52 L 48 L

Sample Number: 329 Type: R Area: 4,000.00 SqFt PCI = 66
Sample Comments:
52 M 50 L 48 L 52 L

Sample Number: 514 Type: R Area: 6,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 525 Type: R Area: 5,000.00 SqFt PCI = 72
Sample Comments:
48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP S Name: SOUTH APRON Use: APRON Area: 483,725.00 SqFt

Section: 4110 of 6 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 20,250.00 SqFt Length: 450.00 Ft Width: 45.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 5 Surveyed: 1
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 713 Type: R Area: 4,500.00 SqFt PCI = 36
Sample Comments:
49 L 52 M 43 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP S Name: SOUTH APRON Use: APRON Area: 483,725.00 SqFt

Section: 4115 of 6 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 5,625.00 SqFt Length: 125.00 Ft Width: 45.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 716 Type: R Area: 5,625.00 SqFt PCI = 62
Sample Comments:
50 L 52 L 52 H

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP S Name: SOUTH APRON Use: APRON Area: 483,725.00 SqFt

Section: 4120 of 6 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 4,300.00 SqFt Length: 95.00 Ft Width: 45.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 717 Type: R Area: 5,400.00 SqFt PCI = 54
Sample Comments:
52 H 52 L 50 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP S Name: SOUTH APRON Use: APRON Area: 483,725.00 SqFt

Section: 4125 of 6 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 150,000.00 SqFt Length: 500.00 Ft Width: 300.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 3 Surveyed: 4
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00 SqFt PCI = 44
Sample Comments:
52 M 52 L

Sample Number: 305 Type: R Area: 5,000.00 SqFt PCI = 63
Sample Comments:
52 M 45 L 50 L 52 L

Sample Number: 403 Type: R Area: 6,000.00 SqFt PCI = 45
Sample Comments:
52 H 52 M 52 L 49 L

Sample Number: 500 Type: R Area: 5,000.00 SqFt PCI = 51
Sample Comments:
52 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: AP S Name: SOUTH APRON Use: APRON Area: 483,725.00 SqFt

Section: 4130 of 6 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 78,750.00 SqFt Length: 750.00 Ft Width: 105.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 9/19/2007 Total Samples: 3 Surveyed: 3
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 15.00 Count PCI = 22
Sample Comments:
65 M 63 M 70 L 72 L 63 L 73 N 61 L 72 M

Sample Number: 306 Type: R Area: 15.00 Count PCI = 16
Sample Comments:
63 M 70 L 65 M 74 L 75 L 63 H 73 N 72 L 72 M

Sample Number: 403 Type: R Area: 15.00 Count PCI = 36
Sample Comments:
65 M 70 L 63 H 63 L 62 L 74 M 74 L 63 M 75 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 350,500.00 SqFt

Section: 6105 of 3 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 93,500.00 SqFt Length: 935.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 23 Surveyed: 5
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
52 M 52 L 48 L

Sample Number: 106 Type: R Area: 5,000.00 SqFt PCI = 72
Sample Comments:
52 L 52 M 48 L

Sample Number: 127 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
52 M 52 L

Sample Number: 131 Type: R Area: 5,000.00 SqFt PCI = 80
Sample Comments:
52 M 52 L

Sample Number: 134 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 350,500.00 SqFt

Section: 6110 of 3 From: - To: - Last Const.: 1/1/1968
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 234,500.00 SqFt Length: 2,345.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 59 Surveyed: 8
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 110 Type: R Area: 5,000.00 SqFt PCI = 45
Sample Comments:
45 M 52 L 48 L 45 L 56 L

Sample Number: 117 Type: R Area: 5,000.00 SqFt PCI = 66
Sample Comments:
48 L 52 M 48 M 52 L

Sample Number: 124 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
52 M 48 L 45 L 52 L

Sample Number: 141 Type: R Area: 5,000.00 SqFt PCI = 75
Sample Comments:
52 M 48 L 52 L

Sample Number: 146 Type: R Area: 5,000.00 SqFt PCI = 78
Sample Comments:
52 M 48 L 52 L

Sample Number: 152 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
48 L 52 M 52 L 56 L

Sample Number: 156 Type: R Area: 5,000.00 SqFt PCI = 70
Sample Comments:
56 L 48 L 52 L 45 L

Sample Number: 161 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 10-28 Name: RUNWAY 10-28 Use: RUNWAY Area: 350,500.00 SqFt

Section: 6115 of 3 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-RW-AC Zone: Category: Rank: P
Area: 22,500.00 SqFt Length: 225.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 166 Type: R Area: 5,000.00 SqFt PCI = 80
Sample Comments:
52 L 52 M

Sample Number: 169 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 638,000.00 SqFt

Section: 6305 of 3 From: - To: - Last Const.: 1/1/1969
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 422,000.00 SqFt Length: 4,220.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 105 Surveyed: 17
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
48 L 45 L 50 L 52 L

Sample Number: 307 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
52 L 50 L 48 L

Sample Number: 315 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
52 L 48 L 53 L

Sample Number: 320 Type: R Area: 5,000.00 SqFt PCI = 43
Sample Comments:
53 L 41 L 48 L 52 L

Sample Number: 326 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
48 M 48 L 50 L 52 L 53 L

Sample Number: 332 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 52 L 52 M

Sample Number: 336 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 48 M 45 L 52 L

Sample Number: 340 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 48 L 52 L

Sample Number: 346 Type: R Area: 5,000.00 SqFt PCI = 56
Sample Comments:
52 L 48 L 52 M 48 M

Sample Number: 350 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
48 L 52 L 48 M

Re-inspection Report

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

Sample Number: 353 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
45 L 48 L 52 L

Sample Number: 359 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
52 L 48 L 48 M

Sample Number: 363 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 367 Type: R Area: 5,000.00 SqFt PCI = 60
Sample Comments:
52 L 48 L 53 L

Sample Number: 374 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 52 L 50 M

Sample Number: 380 Type: R Area: 5,000.00 SqFt PCI = 63
Sample Comments:
48 L 52 L 50 L 45 L

Sample Number: 386 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
52 L 48 M 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 638,000.00 SqFt

Section: 6310 of 3 From: - To: - Last Const.: 1/1/1969
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 210,000.00 SqFt Length: 8,400.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 51 Surveyed: 7
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
52 L 50 L 48 L

Sample Number: 156 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 180 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 520 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 528 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 552 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 L 52 H 48 L

Sample Number: 568 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 638,000.00 SqFt

Section: 6315 of 3 From: - To: - Last Const.: 1/1/1969
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 6,000.00 SqFt Length: 15.00 Ft Width: 400.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

Sample Number: 312 Type: R Area: 1,800.00 SqFt PCI = 67
Sample Comments:
50 L 48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 578,475.00 SqFt

Section: 6205 of 6 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 364,500.00 SqFt Length: 3,645.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 91 Surveyed: 15
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
52 L 48 L 50 L

Sample Number: 306 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 48 L 52 L

Sample Number: 309 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 52 L 48 L

Sample Number: 312 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
52 L 48 L 50 L

Sample Number: 316 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 L 48 M 48 L

Sample Number: 323 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
52 L 48 M 48 L 50 L

Sample Number: 330 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 M 52 M 48 L 52 L

Sample Number: 337 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 48 L 52 L

Sample Number: 343 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
52 L 56 L 48 L 48 M

Sample Number: 347 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:

Sample Number: 358 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 L 48 L 48 M

Sample Number: 362 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 48 M 52 L

Sample Number: 370 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 48 L 52 L

Sample Number: 374 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 52 L 48 M

Sample Number: 378 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
52 M 48 H 48 M 48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 578,475.00 SqFt

Section: 6210 of 6 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 191,750.00 SqFt Length: 7,670.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 48 Surveyed: 7
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 132 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 L 48 M 52 L

Sample Number: 164 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 512 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
48 M 52 L 48 L

Sample Number: 540 Type: R Area: 5,000.00 SqFt PCI = 63
Sample Comments:
48 M 52 L 48 L

Sample Number: 556 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 576 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 M 52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 578,475.00 SqFt

Section: 6211 of 6 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 2,425.00 SqFt Length: 24.25 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,800.00 SqFt PCI = 39
Sample Comments:
45 M 50 M 52 L 50 L 48 L 45 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 578,475.00 SqFt

Section: 6213 of 6 From: - To: - Last Const.: 1/1/1968
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 9,800.00 SqFt Length: 280.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 321 Type: R Area: 3,500.00 SqFt PCI = 56
Sample Comments:
48 L 52 L 48 M 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 578,475.00 SqFt

Section: 6214 of 6 From: - To: - Last Const.: 1/1/1968
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 4,000.00 SqFt Length: 140.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

Sample Number: 121 Type: R Area: 1,000.00 SqFt PCI = 64
Sample Comments:
52 M 48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 578,475.00 SqFt

Section: 6220 of 6 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 6,000.00 SqFt Length: 30.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/24/1999 Total Samples: 1 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 354 Type: R Area: 3,100.00 SqFt PCI = 74
Sample Comments:
48 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 35,700.00 SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 13,200.00 SqFt Length: 330.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 101 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: PMP Name: POMPANO BEACH AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 35,700.00 SqFt

Section: 110 of 4 From: - To: - Last Const.: 1/1/1972
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 7,500.00 SqFt Length: 125.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 3,720.00 SqFt PCI = 64
Sample Comments:
52 L 48 L 45 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 35,700.00 SqFt

Section: 115 of 4 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,000.00 SqFt Length: 75.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,000.00 SqFt PCI = 58
Sample Comments:
49 L 52 L 45 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 35,700.00 SqFt

Section: 120 of 4 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 12,000.00 SqFt Length: 150.00 Ft Width: 80.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 7,000.00 SqFt PCI = 62
Sample Comments:
48 L 50 L 52 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 157,520.00 SqFt

Section: 705 of 4 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 9,590.00 SqFt Length: 300.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 726 Type: R Area: 6,050.00 SqFt PCI = 63
Sample Comments:
50 L 52 M 52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 157,520.00 SqFt

Section: 710 of 4 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 130,000.00 SqFt Length: 2,600.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 33 Surveyed: 4
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 706 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
52 L 52 M 48 M 48 L

Sample Number: 715 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 720 Type: R Area: 5,000.00 SqFt PCI = 71
Sample Comments:
55 L 52 L 48 L

Sample Number: 724 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
48 L 52 L 45 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 157,520.00 SqFt

Section: 715 of 4 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 2,930.00 SqFt Length: 120.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 700 Type: R Area: 3,000.00 SqFt PCI = 55
Sample Comments:
52 L 48 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 157,520.00 SqFt

Section: 720 of 4 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 15,000.00 SqFt Length: 150.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 701 Type: R Area: 3,750.00 SqFt PCI = 61
Sample Comments:
52 M 48 L 52 L 48 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 305 of 7 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 33,000.00 SqFt Length: 650.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 220 Type: R Area: 5,000.00 SqFt PCI = 91
Sample Comments:
48 L

Sample Number: 224 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
48 L 50 L 52 L 48 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 310 of 7 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 6,070.00 SqFt Length: 110.00 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:64.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,500.00 SqFt PCI = 64
Sample Comments:
45 L 48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 315 of 7 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,500.00 SqFt Length: 450.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 215 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
45 M 48 L 52 L

Sample Number: 217 Type: R Area: 5,000.00 SqFt PCI = 89
Sample Comments:
48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 320 of 7 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 61,000.00 SqFt Length: 1,220.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 15 Surveyed: 3
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
45 H 48 L

Sample Number: 206 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 L 53 L

Sample Number: 211 Type: R Area: 5,000.00 SqFt PCI = 86
Sample Comments:
48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 325 of 7 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 15,200.00 SqFt Length: 150.00 Ft Width: 100.00 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: 202 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
45 L 48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 350 of 7 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,500.00 SqFt Length: 212.50 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:76.00 |
Inspection Comments:

Sample Number: 229 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
52 M 52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 151,570.00 SqFt

Section: 360 of 7 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 5,300.00 SqFt Length: 132.50 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 227 Type: R Area: 6,500.00 SqFt PCI = 62
Sample Comments:
52 M 48 L 50 L 45 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,450.00 SqFt

Section: 405 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 120,750.00 SqFt Length: 2,415.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 30 Surveyed: 3
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 404 Type: R Area: 5,000.00 SqFt PCI = 77
Sample Comments:
52 L 48 L

Sample Number: 413 Type: R Area: 5,000.00 SqFt PCI = 52
Sample Comments:
53 L 52 L 48 L 45 L 48 M

Sample Number: 420 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
52 L 48 M 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,450.00 SqFt

Section: 410 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 10,400.00 SqFt Length: 260.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:17.00 |
Inspection Comments:

Sample Number: 426 Type: R Area: 4,500.00 SqFt PCI = 17
Sample Comments:
52 M 52 L 45 H 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 156,450.00 SqFt

Section: 415 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 25,300.00 SqFt Length: 400.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 428 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 M 52 M 52 L 48 L

Sample Number: 429 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
50 H 52 L 48 L 48 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 11,505.00 SqFt

Section: 505 of 3 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,000.00 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:36.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 4,000.00 SqFt PCI = 36
Sample Comments:
50 L 45 L 52 M

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 11,505.00 SqFt

Section: 510 of 3 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 2,000.00 SqFt Length: 80.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

Sample Number: 502 Type: R Area: 1,600.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 11,505.00 SqFt

Section: 515 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 1,505.00 SqFt Length: 37.62 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 503 Type: R Area: 2,275.00 SqFt PCI = 66
Sample Comments:
48 L 52 L 50 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 142,400.00 SqFt

Section: 610 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 135,000.00 SqFt Length: 2,700.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 34 Surveyed: 4
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
50 M 52 M 48 L 52 L 50 L

Sample Number: 609 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 616 Type: R Area: 5,000.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Sample Number: 625 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
48 M 52 M 48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 142,400.00 SqFt

Section: 615 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,200.00 SqFt Length: 64.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 612 Type: R Area: 1,650.00 SqFt PCI = 55
Sample Comments:
56 L 52 M 52 L 52 H 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 142,400.00 SqFt

Section: 620 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 4,200.00 SqFt Length: 70.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

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

Sample Number: 599 Type: R Area: 2,500.00 SqFt PCI = 59
Sample Comments:
48 L 45 L 52 M 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 145,000.00 SqFt

Section: 1105 of 1 From: - To: - Last Const.: 1/1/1972
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 145,000.00 SqFt Length: 2,900.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 36 Surveyed: 4
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00 SqFt PCI = 70
Sample Comments:
50 M 48 L 52 L

Sample Number: 113 Type: R Area: 5,000.00 SqFt PCI = 87
Sample Comments:
50 M 50 L 48 L

Sample Number: 119 Type: R Area: 5,000.00 SqFt PCI = 84
Sample Comments:
52 L 48 L

Sample Number: 127 Type: R Area: 5,000.00 SqFt PCI = 84
Sample Comments:
52 L 50 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 229,125.00 SqFt

Section: 1202 of 3 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 16,125.00 SqFt Length: 215.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00 SqFt PCI = 88
Sample Comments:
48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 229,125.00 SqFt

Section: 1205 of 3 From: - To: - Last Const.: 1/1/1972
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 18,000.00 SqFt Length: 240.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 4 Surveyed: 2
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 3,750.00 SqFt PCI = 69
Sample Comments:
48 L 52 L

Sample Number: 112 Type: R Area: 3,750.00 SqFt PCI = 64
Sample Comments:
52 L 50 L 48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 229,125.00 SqFt

Section: 1210 of 3 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 195,000.00 SqFt Length: 2,700.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 42 Surveyed: 5
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 209 Type: R Area: 6,000.00 SqFt PCI = 68
Sample Comments:
52 L 50 L 48 L 45 L

Sample Number: 216 Type: R Area: 6,000.00 SqFt PCI = 71
Sample Comments:
52 L 48 L 52 M

Sample Number: 222 Type: R Area: 6,000.00 SqFt PCI = 74
Sample Comments:
52 H 52 L 48 L

Sample Number: 227 Type: R Area: 6,000.00 SqFt PCI = 70
Sample Comments:
52 M 48 L 52 L

Sample Number: 332 Type: R Area: 6,000.00 SqFt PCI = 95
Sample Comments:
48 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 103,000.00 SqFt

Section: 1305 of 3 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 44,200.00 SqFt Length: 884.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 11 Surveyed: 2
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 4,000.00 SqFt PCI = 88
Sample Comments:
48 L 52 L

Sample Number: 109 Type: R Area: 8,400.00 SqFt PCI = 87
Sample Comments:
48 L 52 L 45 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 103,000.00 SqFt

Section: 1310 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 45,000.00 SqFt Length: 900.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/10/2007 Total Samples: 11 Surveyed: 3
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 110 Type: R Area: 5,000.00 SqFt PCI = 89
Sample Comments:
52 L

Sample Number: 114 Type: R Area: 5,000.00 SqFt PCI = 94
Sample Comments:
48 L 50 L 52 L

Sample Number: 116 Type: R Area: 5,000.00 SqFt PCI = 78
Sample Comments:
48 L 52 L

Re-inspection Report

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

Network: PMP Name: POMPANO BEACH AIR PARK

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 103,000.00 SqFt

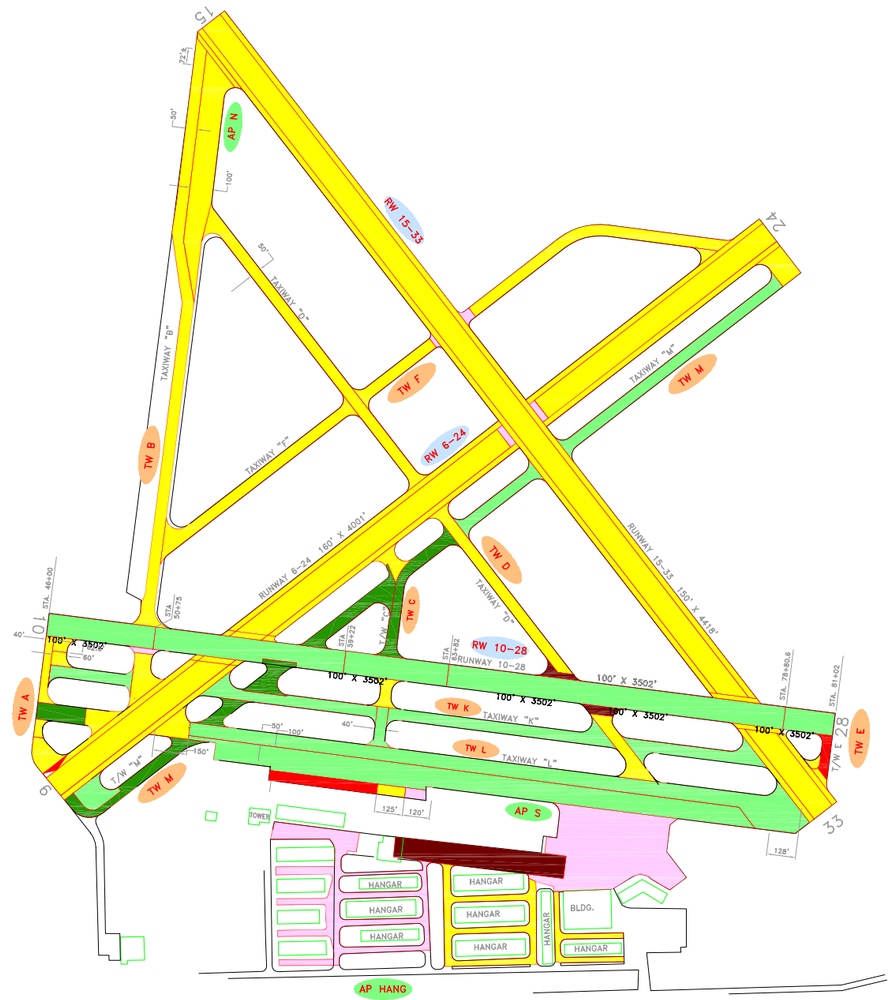
Section: 1315 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 13,800.00 SqFt Length: 125.00 Ft Width: 110.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 10/24/1999 Total Samples: 3 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 100 Type: R Area: 6,250.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

APPENDIX C

2007 CONDITION MAP AND TABLES



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

- Good
- Satisfactory
- Fair
- Poor
- Very Poor
- Serious
- Failed

N

0 150 300

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

2007 Condition Map

POMPANO BEACH AIR PARK
POMPANO BEACH, BROWARD, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

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IDENTIFIER: PMP
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
POMPANO BEACH AIR PARK	PMP	HANGAR APRON	AP HANG	4305	675	25	16,875	P	AC	12/25/1999	10/10/2007	59
POMPANO BEACH AIR PARK	PMP	HANGAR APRON	AP HANG	4310	1,850	25	46,250	P	AC	12/25/1999	10/10/2007	61
POMPANO BEACH AIR PARK	PMP	HANGAR APRON	AP HANG	4315	3,300	25	82,500	P	AC	12/25/1999	10/10/2007	54
POMPANO BEACH AIR PARK	PMP	NORTH APRON - OLD RW	AP N	4205	950	100	95,000	P	AAC	1/1/1972	10/10/2007	66
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4105	2,400	90	224,800	P	AAC	1/1/1997	10/10/2007	71
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4110	450	45	20,250	P	AC	1/1/1960	10/10/2007	36
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4115	125	45	5,625	P	AC	1/1/1950	10/10/2007	62
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4120	95	45	4,300	P	AC	1/1/1960	10/10/2007	54
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4125	500	300	150,000	P	AC	12/25/1999	10/10/2007	50
POMPANO BEACH AIR PARK	PMP	SOUTH APRON	AP S	4130	750	105	78,750	P	PCC	12/25/1999	9/19/2007	25
POMPANO BEACH AIR PARK	PMP	RUNWAY 10-28	RW 10-28	6105	935	100	93,500	P	AC	1/1/1968	10/10/2007	74
POMPANO BEACH AIR PARK	PMP	RUNWAY 10-28	RW 10-28	6110	2,345	100	234,500	P	AAC	1/1/1968	10/10/2007	71
POMPANO BEACH AIR PARK	PMP	RUNWAY 10-28	RW 10-28	6115	225	100	22,500	P	AC	1/1/1968	10/10/2007	78
POMPANO BEACH AIR PARK	PMP	RUNWAY 15-33	RW 15-33	6305	4,220	100	422,000	P	AAC	1/1/1969	10/10/2007	61
POMPANO BEACH AIR PARK	PMP	RUNWAY 15-33	RW 15-33	6310	8,400	25	210,000	P	AAC	1/1/1969	10/10/2007	68

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
POMPANO BEACH AIR PARK	PMP	RUNWAY 15-33	RW 15-33	6315	15	400	6,000	P	AAC	1/1/1969	10/10/2007	67
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6205	3,645	100	364,500	P	AAC	1/1/1972	10/10/2007	63
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6210	7,670	25	191,750	P	AAC	1/1/1972	10/10/2007	66
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6211	24	100	2,425	P	AAC	1/1/1986	10/10/2007	39
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6213	280	35	9,800	P	AAC	1/1/1968	10/10/2007	56
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6214	140	25	4,000	P	AAC	1/1/1968	10/10/2007	64
POMPANO BEACH AIR PARK	PMP	RUNWAY 6-24	RW 6-24	6220	30	200	6,000	P	AAC	1/1/1972	10/24/1999*	54
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	105	330	40	13,200	P	AC	1/1/1968	10/10/2007	69
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	110	125	60	7,500	P	AC	1/1/1972	10/10/2007	64
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	115	75	40	3,000	P	AAC	1/1/1997	10/10/2007	58
POMPANO BEACH AIR PARK	PMP	TAXIWAY A	TW A	120	150	80	12,000	P	AC	1/1/1970	10/10/2007	62
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	705	300	30	9,590	P	AAC	1/1/1972	10/10/2007	63
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	710	2,600	50	130,000	P	AAC	1/1/1972	10/10/2007	66
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	715	120	25	2,930	P	AAC	1/1/1972	10/10/2007	55
POMPANO BEACH AIR PARK	PMP	TAXIWAY B	TW B	720	150	75	15,000	P	AAC	1/1/1972	10/10/2007	61

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
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	305	650	50	33,000	P	AC	1/1/1970	10/10/2007	86
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	310	110	50	6,070	P	AC	1/1/1970	10/10/2007	64
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	315	450	50	22,500	P	AC	1/1/1970	10/10/2007	76
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	320	1,220	50	61,000	P	AC	1/1/1970	10/10/2007	72
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	325	150	100	15,200	P	AC	1/1/1970	10/10/2007	64
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	350	212	40	8,500	P	AC	1/1/1970	10/10/2007	76
POMPANO BEACH AIR PARK	PMP	TAXIWAY C	TW C	360	132	40	5,300	P	AC	1/1/1968	10/10/2007	62
POMPANO BEACH AIR PARK	PMP	TAXIWAY D	TW D	405	2,415	50	120,750	P	AAC	1/1/1972	10/10/2007	64
POMPANO BEACH AIR PARK	PMP	TAXIWAY D	TW D	410	260	40	10,400	P	AAC	1/1/1972	10/10/2007	17
POMPANO BEACH AIR PARK	PMP	TAXIWAY D	TW D	415	400	50	25,300	P	AAC	1/1/1972	10/10/2007	59
POMPANO BEACH AIR PARK	PMP	TAXIWAY E	TW E	505	200	40	8,000	P	AC	1/1/1968	10/10/2007	36
POMPANO BEACH AIR PARK	PMP	TAXIWAY E	TW E	510	80	25	2,000	P	AC	1/1/1968	10/10/2007	69
POMPANO BEACH AIR PARK	PMP	TAXIWAY E	TW E	515	38	40	1,505	P	AC	1/1/1972	10/10/2007	66
POMPANO BEACH AIR PARK	PMP	TAXIWAY F	TW F	610	2,700	50	135,000	P	AAC	1/1/1972	10/10/2007	64
POMPANO BEACH AIR PARK	PMP	TAXIWAY F	TW F	615	64	50	3,200	P	AAC	1/1/1972	10/10/2007	55

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
POMPANO BEACH AIR PARK	PMP	TAXIWAY F	TW F	620	70	60	4,200	P	AAC	1/1/1972	10/10/2007	59
POMPANO BEACH AIR PARK	PMP	TAXIWAY K	TW K	1105	2,900	50	145,000	P	AC	1/1/1972	10/10/2007	82
POMPANO BEACH AIR PARK	PMP	TAXIWAY L	TW L	1202	215	75	16,125	P	AC	1/1/1950	10/10/2007	88
POMPANO BEACH AIR PARK	PMP	TAXIWAY L	TW L	1205	240	75	18,000	P	AAC	1/1/1972	10/10/2007	66
POMPANO BEACH AIR PARK	PMP	TAXIWAY L	TW L	1210	2,700	60	195,000	P	AC	1/1/1950	10/10/2007	76
POMPANO BEACH AIR PARK	PMP	TAXIWAY M	TW M	1305	884	50	44,200	P	AC	1/1/1970	10/10/2007	87
POMPANO BEACH AIR PARK	PMP	TAXIWAY M	TW M	1310	900	50	45,000	P	AC	1/1/1999	10/10/2007	87
POMPANO BEACH AIR PARK	PMP	TAXIWAY M	TW M	1315	125	110	13,800	P	AC	1/1/1999	10/24/1999*	80

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

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
PMP	AP HANG	4305	59	58	56	55	54	53	52	51	50	49	48
PMP	AP HANG	4310	61	60	58	57	56	54	53	52	51	50	49
PMP	AP HANG	4315	54	53	52	51	50	49	48	47	46	45	45
PMP	AP N	4205	66	64	62	60	58	56	55	53	51	49	47
PMP	AP S	4105	71	69	67	65	63	61	60	58	56	54	52
PMP	AP S	4110	36	35	35	34	33	32	31	30	29	28	28
PMP	AP S	4115	62	61	59	58	56	55	54	53	52	51	50
PMP	AP S	4120	54	53	52	51	50	49	48	47	46	45	45
PMP	AP S	4125	50	49	48	47	46	46	45	44	44	43	42
PMP	AP S	4130	25	24	23	22	21	21	20	19	18	17	16
PMP	RW 10-28	6105	74	73	71	70	68	67	65	64	62	61	59
PMP	RW 10-28	6110	71	69	66	64	61	59	56	54	51	49	46
PMP	RW 10-28	6115	78	77	75	74	72	71	69	68	66	65	63
PMP	RW 15-33	6305	61	59	56	54	51	49	46	44	41	39	36
PMP	RW 15-33	6310	68	66	63	61	58	56	53	51	48	46	43
PMP	RW 15-33	6315	67	65	62	60	57	55	52	50	47	45	42
PMP	RW 6-24	6205	63	61	58	56	53	51	48	46	43	41	38
PMP	RW 6-24	6210	66	64	61	59	56	54	51	49	46	44	41
PMP	RW 6-24	6211	39	37	34	32	29	27	24	22	19	17	14
PMP	RW 6-24	6213	56	54	51	49	46	44	41	39	36	34	31
PMP	RW 6-24	6214	64	62	59	57	54	52	49	47	44	42	39
PMP	RW 6-24	6220	54	52	49	47	44	42	39	37	34	32	29
PMP	TW A	105	69	68	67	65	64	63	62	61	60	58	57
PMP	TW A	110	64	63	62	61	59	58	57	55	54	53	51
PMP	TW A	115	58	56	54	52	50	48	46	45	43	41	39
PMP	TW A	120	62	61	60	58	57	56	54	53	51	50	48
PMP	TW B	705	63	61	59	57	55	53	51	50	48	46	44
PMP	TW B	710	66	64	62	60	58	56	54	53	51	49	47
PMP	TW B	715	55	53	51	49	47	45	43	42	40	38	36
PMP	TW B	720	61	59	57	55	53	51	49	48	46	44	42
PMP	TW C	305	86	84	82	80	78	76	75	73	72	70	69

See note at end of table.

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
PMP	TW C	310	64	63	62	61	59	58	57	55	54	53	51
PMP	TW C	315	76	74	73	72	70	69	68	66	65	64	63
PMP	TW C	320	72	71	69	68	67	66	65	63	62	61	60
PMP	TW C	325	64	63	62	61	59	58	57	55	54	53	51
PMP	TW C	350	76	74	73	72	70	69	68	66	65	64	63
PMP	TW C	360	62	61	60	58	57	56	54	53	51	50	48
PMP	TW D	405	64	62	60	58	56	54	52	51	49	47	45
PMP	TW D	410	17	15	13	11	9	7	5	4	2	0	0
PMP	TW D	415	59	57	55	53	51	49	47	46	44	42	40
PMP	TW E	505	36	34	32	30	28	26	24	22	20	18	16
PMP	TW E	510	69	68	67	65	64	63	62	61	60	58	57
PMP	TW E	515	66	65	64	63	61	60	59	58	56	55	54
PMP	TW F	610	64	62	60	58	56	54	52	51	49	47	45
PMP	TW F	615	55	53	51	49	47	45	43	42	40	38	36
PMP	TW F	620	59	57	55	53	51	49	47	46	44	42	40
PMP	TW K	1105	82	80	78	77	75	73	72	71	69	68	67
PMP	TW L	1202	88	86	84	82	80	78	76	75	73	72	70
PMP	TW L	1205	66	64	62	60	58	56	54	53	51	49	47
PMP	TW L	1210	76	74	73	72	70	69	68	66	65	64	63
PMP	TW M	1305	87	85	83	81	79	77	75	74	72	71	70
PMP	TW M	1310	87	85	83	81	79	77	75	74	72	71	70
PMP	TW M	1315	80	79	77	75	74	72	71	70	68	67	66

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
POMPANO BEACH AIR PARK	HANGAR APRON	57
POMPANO BEACH AIR PARK	NORTH APRON - OLD RW	66
POMPANO BEACH AIR PARK	SOUTH APRON	55
POMPANO BEACH AIR PARK	RUNWAY 10-28	72
POMPANO BEACH AIR PARK	RUNWAY 15-33	63
POMPANO BEACH AIR PARK	RUNWAY 6-24	64
POMPANO BEACH AIR PARK	TAXIWAY A	65
POMPANO BEACH AIR PARK	TAXIWAY B	65
POMPANO BEACH AIR PARK	TAXIWAY C	74
POMPANO BEACH AIR PARK	TAXIWAY D	60
POMPANO BEACH AIR PARK	TAXIWAY E	46
POMPANO BEACH AIR PARK	TAXIWAY F	64
POMPANO BEACH AIR PARK	TAXIWAY K	82
POMPANO BEACH AIR PARK	TAXIWAY L	76
POMPANO BEACH AIR PARK	TAXIWAY M	87

APPENDIX E

MAJOR M&R PLAN BY YEAR

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

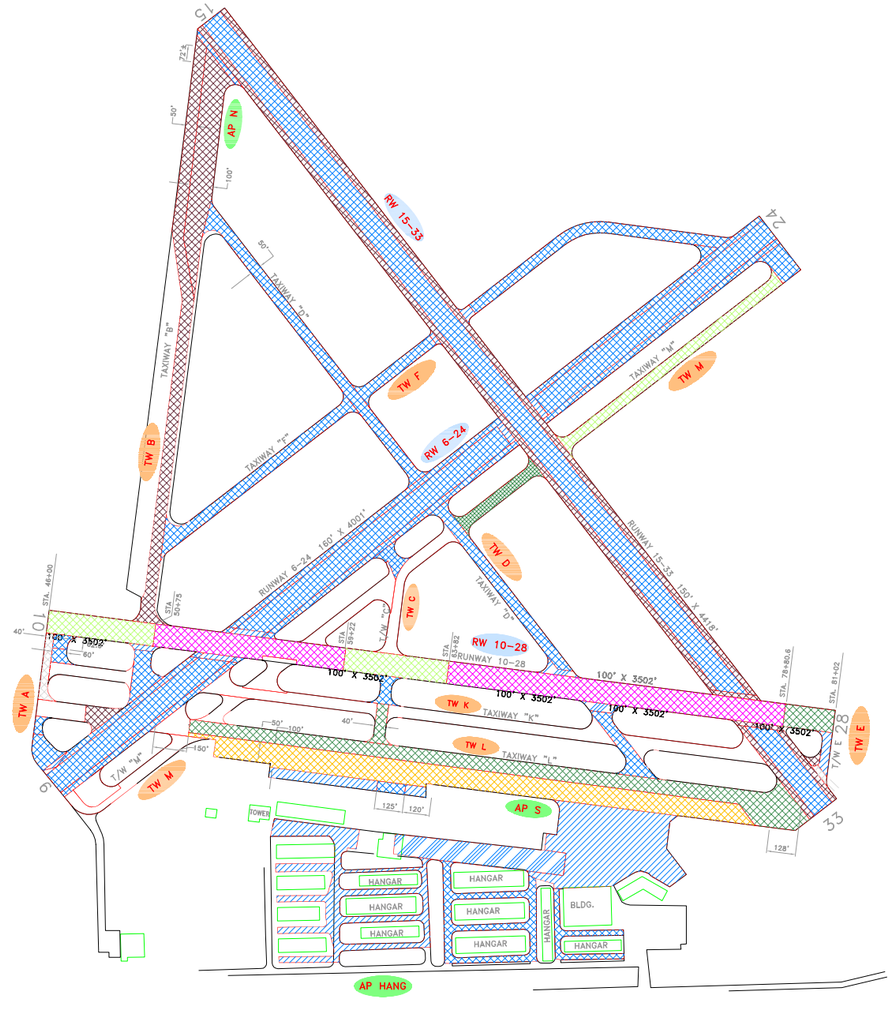
Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
PMP	APRON	AP HANG	4305	AC	16,875	2008	58	Microsurfacing	100	$67,399
PMP	APRON	AP HANG	4310	AC	46,250	2008	60	Microsurfacing	100	$158,175
PMP	APRON	AP HANG	4315	AC	82,500	2008	53	Mill & Overlay	100	$447,893
PMP	APRON	AP S	4110	AC	20,250	2008	36	Mill & Overlay	100	$186,746
PMP	APRON	AP S	4115	AC	5,625	2008	61	Microsurfacing	100	$17,702
PMP	APRON	AP S	4120	AC	4,300	2008	53	Mill & Overlay	100	$23,345
PMP	APRON	AP S	4125	AC	150,000	2008	49	Mill & Overlay	100	$943,500
PMP	APRON	AP S	4130	PCC	78,750	2008	24	Reconstruction	100	$1,072,575
PMP	RUNWAY	RW 15-33	6305	AAC	422,000	2008	59	Microsurfacing	100	$1,564,355
PMP	RUNWAY	RW 6-24	6205	AAC	364,500	2008	61	Microsurfacing	100	$1,147,082
PMP	RUNWAY	RW 6-24	6210	AAC	191,750	2008	64	Microsurfacing	100	$446,394
PMP	RUNWAY	RW 6-24	6211	AAC	2,425	2008	37	Mill & Overlay	100	$20,586
PMP	RUNWAY	RW 6-24	6213	AAC	9,800	2008	54	Mill & Overlay	100	$50,392
PMP	RUNWAY	RW 6-24	6214	AAC	4,000	2008	62	Microsurfacing	100	$11,496
PMP	RUNWAY	RW 6-24	6220	AAC	6,000	2008	53	Mill & Overlay	100	$32,574
PMP	TAXIWAY	TW A	110	AC	7,500	2008	63	Microsurfacing	100	$19,508
PMP	TAXIWAY	TW A	115	AAC	3,000	2008	57	Microsurfacing	100	$12,843
PMP	TAXIWAY	TW A	120	AC	12,000	2008	61	Microsurfacing	100	$37,764
PMP	TAXIWAY	TW B	705	AAC	9,590	2008	62	Microsurfacing	100	$27,562
PMP	TAXIWAY	TW B	715	AAC	2,930	2008	54	Mill & Overlay	100	$15,066
PMP	TAXIWAY	TW B	720	AAC	15,000	2008	60	Microsurfacing	100	$51,300
PMP	TAXIWAY	TW C	310	AC	6,070	2008	63	Microsurfacing	100	$15,788
PMP	TAXIWAY	TW C	325	AC	15,200	2008	63	Microsurfacing	100	$39,535
PMP	TAXIWAY	TW C	360	AC	5,300	2008	61	Microsurfacing	100	$16,679
PMP	TAXIWAY	TW D	405	AAC	120,750	2008	63	Microsurfacing	100	$314,071
PMP	TAXIWAY	TW D	410	AAC	10,400	2008	16	Reconstruction	100	$141,648
PMP	TAXIWAY	TW D	415	AAC	25,300	2008	58	Microsurfacing	100	$101,048
PMP	TAXIWAY	TW E	505	AC	8,000	2008	35	Mill & Overlay	100	$79,640

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
PMP	TAXIWAY	TW F	610	AAC	135,000	2008	63	Microsurfacing	100	$351,135
PMP	TAXIWAY	TW F	615	AAC	3,200	2008	54	Mill & Overlay	100	$16,454
PMP	TAXIWAY	TW F	620	AAC	4,200	2008	58	Microsurfacing	100	$16,775
PMP	APRON	AP N	4205	AAC	95,000	2009	63	Microsurfacing	100	$254,508
PMP	RUNWAY	RW 15-33	6310	AAC	210,000	2009	64	Microsurfacing	100	$503,547
PMP	RUNWAY	RW 15-33	6315	AAC	6,000	2009	63	Microsurfacing	100	$16,074
PMP	TAXIWAY	TW B	710	AAC	130,000	2009	63	Microsurfacing	100	$348,274
PMP	TAXIWAY	TW E	515	AC	1,505	2009	64	Microsurfacing	100	$3,609
PMP	TAXIWAY	TW L	1205	AAC	18,000	2009	63	Microsurfacing	100	$48,223
PMP	RUNWAY	RW 10-28	6110	AAC	234,500	2010	64	Microsurfacing	100	$579,163
PMP	APRON	AP S	4105	AAC	224,800	2011	64	Microsurfacing	100	$571,862
PMP	TAXIWAY	TW A	105	AC	13,200	2012	63	Microsurfacing	100	$38,642
PMP	TAXIWAY	TW E	510	AC	2,000	2012	63	Microsurfacing	100	$5,855
PMP	RUNWAY	RW 10-28	6105	AC	93,500	2014	64	Microsurfacing	100	$259,907
PMP	TAXIWAY	TW C	320	AC	61,000	2014	64	Microsurfacing	100	$169,565
PMP	RUNWAY	RW 10-28	6115	AC	22,500	2017	64	Microsurfacing	100	$68,344
PMP	TAXIWAY	TW C	315	AC	22,500	2017	63	Microsurfacing	100	$76,359
PMP	TAXIWAY	TW C	350	AC	8,500	2017	63	Microsurfacing	100	$28,847
PMP	TAXIWAY	TW L	1210	AC	195,000	2017	63	Microsurfacing	100	$661,775

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

0 150 300

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

POMPANO BEACH AIR PARK
POMPANO BEACH, BROWARD, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER PMP
FDOT DISTRICT 4

APPENDIX G

PHOTOGRAPHS

RW 6-24 Section 6211 SU 100: Low Severity L/T Cracking/Patching (October 10, 2007)

TW L Section 1205 SU 111: Low Severity L/T Cracking and Weathering (October 10, 2007)

TW E Section 510 SU 502: Low Severity Weathering (October 10, 2007)

TW E Section 510 SU 502: Low Severity Weathering (October 10, 2007)

RW 15-33 Section 6315 SU 312: Low Severity Weathering and L/T Cracking (October 10, 2007)

TW F Section 615 SU 612: Low Severity L/T Cracking (October 10, 2007)

AP S Section 4115 SU 716: Medium Severity Weathering (October 10, 2007)

AP S Section 4120 SU 717: Low Severity Weathering (October 10, 2007)

AP S Section 4130 SU 306: Medium Severity Linear Cracking (October 10, 2007)

AP S Section 4130 SU 306: Shrinkage Cracking (October 10, 2007)