STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Flagler County–XFL
(General Aviation)
Flagler, Florida
(District 5)

June 2012

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EXECUTIVE SUMMARY

In 2010, the Florida Department of Transportation (FDOT) Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, AMEC Environment & Infrastructure, Inc. and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal years 2011 and 2012.

The tasks required to achieve this objective at Flagler County Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at Flagler County Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During March 2012, the PCI survey was performed at Flagler County Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2012 is 65, representing a Fair overall network condition.

Table I below summarizes the overall condition summary by network branch.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Apron	77	0-100	Satisfactory	60	65	X
East Apron	74	70-75	Satisfactory	60	65	
North Apron	100	100	Good	60	65	
Run-up Apron at RW 11	51	51	Poor	60	65	X
Apron at T-Hangars	59	50-93	Fair	60	65	X
Runway 11-29	100	100	Good	75	65	
Runway 6-24	54	54	Poor	75	65	X
Taxiway Alpha	47	39-80	Poor	65	65	X
Taxiway Bravo	68	68	Fair	65	65	
Taxiway Charlie	48	44-68	Poor	65	65	X
Taxiway Delta	40	19-68	Very Poor	65	65	X
Taxiway Echo	39	11-69	Very Poor	65	65	X
Taxiway Foxtrot	42	42	Poor	65	65	X

Tables II and III below illustrate the area-weighted PCI computed individually for each pavement use and rank, respectively.

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	77	Fair
Taxiway	46	Poor
Apron	74	Satisfactory
All (Weighted)	**65**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	64	Poor
Secondary	75	Satisfactory
All (Weighted)	**65**	**Fair**

*The pavement rank for the airport pavement network is listed on Table 2-3.

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Flagler County Airport, include: Apron, Run-up Apron at Runway 11, Apron at T-Hangars, Runway 6-24, Taxiway Alpha, Taxiway Charlie, Taxiway Delta, Taxiway Echo, and Taxiway Foxtrot. Asphalt pavement conditions in these areas justify either mill and overlay rehabilitation activity or full pavement reconstruction. PCC pavement conditions justify full pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	PCC	18,504	$252,024.56	0	Reconstruction	100
Apron	4115	AC	30,500	$191,845.02	41	Mill and Overlay	100
Apron	4120	PCC	8,400	$114,408.04	28	Reconstruction	100
Apron	4130	PCC	10,000	$136,200.04	21	Reconstruction	100
Run-up Apron at Runway 11	5105	AAC	50,483	$303,049.48	51	Mill and Overlay	100
Apron at T-Hangars	4310	AC	6,800	$27,159.21	58	Mill and Overlay	100
Apron at T-Hangars	4315	AC	26,600	$167,314.01	50	Mill and Overlay	100
Runway 6-24	6205	AAC	485,000	$2,633,065.58	53	Mill and Overlay	100
Taxiway Alpha	104	AAC	7,500	$52,672.51	39	Reconstruction	100
Taxiway Alpha	105	AC	205,340	$1,291,588.70	43	Mill and Overlay	100
Taxiway Alpha	110	AAC	17,610	$136,583.19	38	Reconstruction	100
Taxiway Charlie	307	AC	10,135	$40,479.21	58	Mill and Overlay	100
Taxiway Charlie	310	AC	22,500	$141,525.01	45	Mill and Overlay	100
Taxiway Charlie	315	AC	99,075	$623,181.80	43	Mill and Overlay	100
Taxiway Delta	405	AC	21,300	$290,106.09	18	Reconstruction	100
Taxiway Delta	407	AC	10,000	$121,540.04	32	Reconstruction	100
Taxiway Delta	410	AC	100,300	$630,887.05	41	Mill and Overlay	100
Taxiway Delta	415	AAC	15,500	$61,907.03	58	Mill and Overlay	100
Taxiway Echo	505	AC	19,250	$121,082.51	42	Mill and Overlay	100
Taxiway Echo	510	AC	55,016	$507,357.69	36	Reconstruction	100
Taxiway Echo	512	AAC	19,350	$263,547.09	10	Reconstruction	100
Taxiway Echo	515	AC	124,700	$967,173.43	38	Reconstruction	100
Taxiway Foxtrot	605	AC	22,500	$141,525.01	41	Mill and Overlay	100
			Total	**$9,216,222.30**	**45**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

Table V: 10-Year M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$38,897.06	$9,216,222.30	$9,255,119.36
2013	$56,466.76	$0.00	$56,466.76
2014	$32,188.63	$313,520.87	$345,709.50
2015	$33,172.00	$66,080.79	$99,252.79
2016	$40,805.45	$0.00	$40,805.45
2017	$53,410.81	$0.00	$53,410.81
2018	$87,514.21	$0.00	$87,514.21
2019	$111,929.67	$269,585.44	$381,515.11
2020	$167,691.93	$0.00	$167,691.93
2021	$210,571.02	$75,937.85	$286,508.86
Total	**$832,647.54**	**$9,941,347.25**	**$10,773,994.78**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year Major M&R Plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 65 in 2012 to 83 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

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 Flagler County Airport pavements in 2021 may remain near 83. 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 Flagler County Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports 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 based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, AMEC Environment & Infrastructure, Inc. and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

This report discusses the work performed, a summary of the findings, results, and recommendations for M&R planning associated with the update to the SAPMP. It also describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented during the performance of the SAPMP.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the SAPMP and the roles and responsibilities of the program's participants;
- Provide background information on pavement management principles, objectives, and benefits to this airport;
- Outline the procedures used to collect, evaluate and report pavement inspection results at this airport;
- Present the findings from the pavement inspection;
- Analyze and discuss the needs for Maintenance and Rehabilitation (M&R) activities and associated costs for this airport.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP 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 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, 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, AIRPAV, was implemented, and initial condition surveys were performed in 1992 and 1993. The SAPMP was updated with additional surveys in 1998 and 1999.

In 2004, the FDOT Aviation Office undertook a project to update the pavement management system software utilized for the SAPMP. This project involved a review of the AIRPAV software and other available pavement management system software. As a result of this review, MicroPAVER was selected as the software for the update project. Data from the 1998/1999 condition surveys were converted to the MicroPAVER system, and the inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999. The pavements were inspected between 2006 and 2008, and an updated M&R program was developed based on the new condition of the airfield pavements. As part of the update, procedures for the inspection and collection of pavement data were developed, and a website (www.floridaairportpavement.com) was created for the input of data under secure procedures.

Currently, airports using the AIP Grant Program are required by the Federal Aviation Administration (FAA) to develop a pavement maintenance program (FAA/AC 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements") using trained personnel to perform a detailed inspection of airfield pavements. The inspections are required to be performed at least once a year or every 3 years if pavement inspection is characterized in the form of a Pavement Condition Index (PCI) survey (such as ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys", (2004 edition)). The 2004 edition was utilized in lieu of the 2010 edition to maintain database integrity and benefit of pavement performance curves from the previous inspections.

In 2010, the FDOT Aviation Office selected a team consisting of the Consultant and their Subconsultants to provided services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

The Consultant (Kimley-Horn and Associates, Inc.) and their Subconsultants (AMEC Environment & Infrastructure, Inc. and All About Pavements, Inc.) provide technical and administrative assistance to the AO-PM during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the SAPMP based upon procedures outlined in FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

1.3.3 *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 AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

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 an asphalt concrete (AC) surface, and
- Rigid pavement composed of a 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 natural 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, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

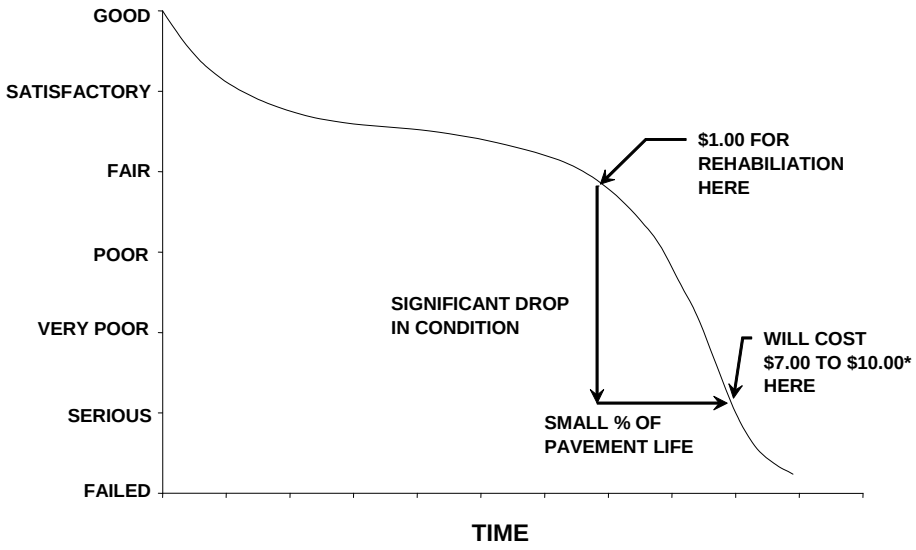
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the 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*

The SAPMP utilized a Pavement Management System (PMS) to develop the M&R recommendations discussed in this report. A 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 below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, 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 “good” condition depends on how well it is maintained. As 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.

Figure 1-1: Pavement Life Cycle



Source: FAA/AC 150/5380-7A "Airport Pavement Management Program"
**Modified to reflect current construction costs.*

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 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.

1.4.3 *Pavement Inspection Methodology for the SAPMP*

Pavement condition assessment is one of the primary decision variables in any airport PMS. 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.

For the Statewide Aviation Pavement Management Program update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine the appropriate rehabilitation methods during the design process.

In preparation of the PCI surveys, the airfield pavements are divided into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Further discussion of how the airport pavements are divided and subdivided into units by construction and use can be found in Section 2 "Network Definition and Pavement Inventory" of this report.

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting 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 the FDOT Statewide Airfield 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

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. As Figure 1-2 below indicates, MicroPAVER provides a rating scale that relates PCI to pavement condition. A PCI between 0 and 10 is considered 'Failed' pavement, and a PCI between 86 and 100 is considered 'Good' pavement, with five other conditions for PCI values between 11 and 85.

Figure 1-2: PCI Rating Scale

	PCI	Condition Rating
	86 – 100	Good
	71 – 85	Satisfactory
	56 – 70	Fair
	41 – 55	Poor
	26 – 40	Very Poor
	11 – 25	Serious
	0 – 10	Failed

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 Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

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 - A Branch designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron.

Branch ID - A short form identification for the pavement Branch. In this report, Branch 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 (certified under Part 139 requirements).

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.

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.

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.

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.

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 program requirements described by the 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.

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. 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 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 a specific point 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, 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 System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type - The surface of pavement is identified as one of four types:

- AC – for asphalt surface pavements;
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt pavement.

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 - 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.

Statewide Airfield Pavement Management Program (SAPMP) – The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities

necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory - A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection. The System Inventory for the airport is included in Appendix A.

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 AND PAVEMENT INVENTORY

Flagler County Airport (XFL) is a County-owned public-use airport located three miles east of the central business district of Bunnell, Florida. According to the Federal Aviation Administration (FAA) data, the airport ranks as the fourth busiest in Florida, out of 105 General Aviation airports, with 190,000 takeoff and landings per year. Due to the increase in air traffic, the Flagler County Airport now has an Air Traffic Control Tower that operates from 7am - 9pm, 365 days per year. The airport facility includes two intersecting runways: Runway 6-24 with a length of 5,000 ft and a width of 100 ft and Runway 11-29 with a length of 4,999 ft and a width of 100 ft. Runway 11-29 is served primarily by parallel Taxiways Alpha and Bravo and multiple taxiway connectors. Runway 6-24 is served primarily by Taxiway Echo and multiple taxiway connectors. The Airport has hangar and apron facilities on the north side of the property, along Taxiway Alpha. The Airport runways and taxiways are constructed of asphalt concrete, while the aprons are constructed of both asphalt and Portland cement concrete.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric dimensions may vary slightly from the geometry used in the condition and M & R analysis based on field measurements.

The airport was developed by the Navy during World War II as Bunnell Auxiliary Field. In 1947, it was named Flagler County Airport. In the 50s and 60s auto races were run there and in the 70s it again became an airport. In 1987, the Flagler County Commission decided to develop the airport, hire county people to run it, and developed a 20 year master plan on how to develop and pay for it. This airport is designated as a General Aviation airport and is located in District 5 of the Florida Department of Transportation.

2.1 Network Definition

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.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further 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. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

As discussed in Section 1.4.3 “Pavement Inspection Methodology for the SAPMP”, the sections are sub-divided into sample units, which are the smallest subdivision in a pavement network, only for the purpose of conducting the pavement condition survey.

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2012 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. 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 previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

Due to recent and anticipate construction history; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based on the ASTM 5340 criteria.

The updated System Inventory and Network Definition drawings for Flagler County Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity

Construction Year	Location	Work Type / Pavement Section
2006	East Apron and Taxiway Charlie	New Construction
2008	North Apron	New Construction
2011	Aircraft parking apron	Rehabilitation
2012	Runway 11-29	Phase I of the relocation of Runway 11-29

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 104 sample units.

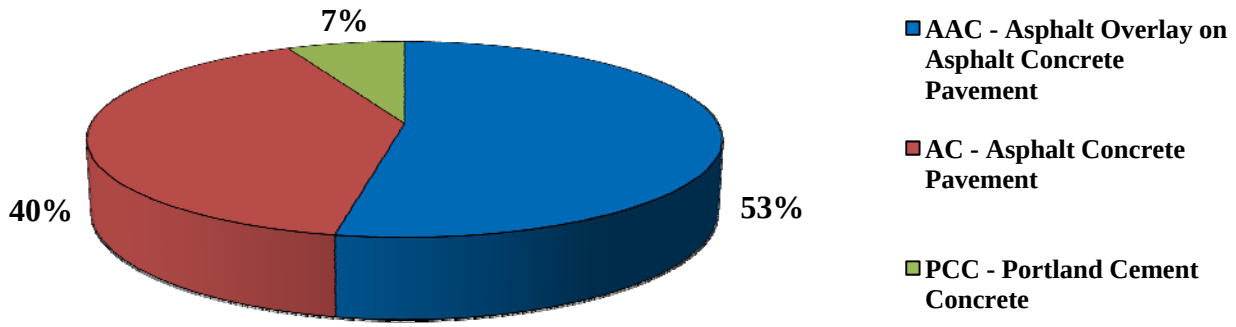
The total airfield pavement area in 2012 at Flagler County Airport is 2,342,720 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	985,000	42%
Taxiway	908,576	39%
Apron	449,144	19%
All (Weighted)	**2,342,720**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Flagler County Airport by surface type.

Figure 2-1: Pavement Area by Surface Type



Details of pavement Branch and Section information including Branch name (which indicates pavement use), Branch ID, Section ID, section area, rank, surface type, last construction date, number of samples inspected, and number of samples in each Section are given in Table 2-3 below. A more detailed Pavement Inventory Table may be found in Appendix A of this report.

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Apron	AP	4105	18,504	P	PCC	1/1/1942	1	5
Apron	AP	4110	49,797	P	PCC	1/1/2012	1	9
Apron	AP	4115	30,500	P	AC	1/1/1950	1	8
Apron	AP	4120	8,400	P	PCC	1/1/1992	1	2
Apron	AP	4125	24,950	P	PCC	1/1/1992	1	6
Apron	AP	4130	10,000	P	PCC	1/1/1992	1	4
Apron	AP	4135	99,750	P	AAC	1/1/2012	3	27
East Apron	AP E	4205	69,207	S	AC	1/1/2007	2	18
East Apron	AP E	4210	16,693	S	PCC	1/1/2004	1	4
North Apron	AP N	4405	29,860	S	PCC	1/1/2009	1	8
Run-up Apron at Runway 11	AP RU 11	5105	50,483	P	AAC	1/1/1992	2	12
Apron at T-Hangars	AP T-HANG	4305	7,600	S	PCC	12/25/1999	1	2
Apron at T-Hangars	AP T-HANG	4310	6,800	S	AC	12/25/1999	2	12
Apron at T-Hangars	AP T-HANG	4315	26,600	S	AC	12/25/1999	1	5
Runway 11-29	RW 11-29	6105	500,000	P	AAC	7/1/2012	20	100
Runway 6-24	RW 6-24	6205	485,000	P	AAC	1/1/1995	20	100
Taxiway Alpha	TW A	102	25,000	P	AAC	1/1/1992	2	5
Taxiway Alpha	TW A	104	7,500	P	AAC	1/1/1982	1	2
Taxiway Alpha	TW A	105	205,340	P	AC	1/1/1942	6	46
Taxiway Alpha	TW A	110	17,610	P	AAC	1/1/1982	2	6
Taxiway Bravo	TW B	205	85,750	P	AC	1/1/1992	4	25
Taxiway Charlie	TW C	305	20,500	P	AAC	1/1/1992	1	4
Taxiway Charlie	TW C	307	10,135	P	AC	1/1/1942	1	2
Taxiway Charlie	TW C	310	22,500	P	AC	1/1/1942	1	4
Taxiway Charlie	TW C	315	99,075	P	AC	1/1/2007	3	20
Taxiway Delta	TW D	405	21,300	P	AC	1/1/1942	2	5
Taxiway Delta	TW D	407	10,000	P	AC	1/1/1942	1	2
Taxiway Delta	TW D	410	100,300	P	AC	1/1/1942	4	20
Taxiway Delta	TW D	414	4,000	P	AC	1/1/1942	1	1
Taxiway Delta	TW D	415	15,500	P	AAC	1/1/1992	2	4
Taxiway Echo	TW E	505	19,250	P	AC	1/1/1942	2	5
Taxiway Echo	TW E	510	55,016	P	AC	1/1/1942	3	16
Taxiway Echo	TW E	512	19,350	P	AAC	1/1/1982	2	7
Taxiway Echo	TW E	515	124,700	P	AC	1/1/1942	4	27
Taxiway Echo	TW E	520	23,250	P	AC	1/1/2004	1	5

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway Foxtrot	TW F	605	22,500	P	AC	1/1/1942	2	5

Note: If a 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.

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "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).

3.1 Inspection Methodology

A PCI survey is performed by measuring the amount and severity of pavement distresses, which are caused by traffic load, climate, and other factors, observed within a sample unit. This data is imported into MicroPAVER, which calculates PCI values for the pavement sections. Tables 3-1 and 3-2 below list the pavement distress types and related causes for Asphalt Concrete (AC) and Portland Cement Concrete (PCC), respectively.

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

Code	Distress	Mechanism
41	Alligator Cracking	Load
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Load
52	Weathering/Raveling	Climate / Load
53	Rutting	Load
54	Shoving	Pavement Growth
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Table 3-2: Pavement Distresses for Portland Cement Concrete Surfaces

Code	Distress	Mechanism
61	Blow-up	Climate
62	Corner Break	Load
63	Linear Cracking	Load
64	Durability Cracking	Climate
65	Joint Seal Damage	Climate
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Climate
69	Pumping	Load
70	Scaling/Crazing	Construction Quality
71	Faulting	Subgrade Quality
72	Shattered Slab	Load
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load
75	Corner Spalling	Load
Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual		

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD 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 a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at Flagler County Airport were performed in February 2012. Data was recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Flagler County Airport is 65, representing a Fair overall network condition.

Overall the airport exhibited pavement distresses associated with climate, subgrade quality, loading and age distresses. Asphalt concrete pavement distresses include block cracking, weathering/raveling, longitudinal/transverse cracking, swelling and depression. The Portland cement concrete sections shattered slab, joint seal damage, scaling/crazing, joint spalling, linear cracking, corner spalling, and corner break.

Runway 6-24 exhibited a pavement condition index of 54. Runway 11-29 was not inspected as phase I of its rehabilitation is set to start in 2012. A PCI value of 100 was assigned to Runway

11-29. The pavement on Runway 6-24 exhibited low to high severity weathering and raveling, low severity swelling, low severity patching, along with low to medium severity longitudinal and transverse cracking. These distresses are mostly attributed to the climate and age of the pavement.

Taxiway Alpha exhibited broad pavement condition indices ranging from 39-80. Taxiway Charlie exhibited pavement condition indices ranging from 44-68. Taxiways Alpha and Charlie pavements exhibited low to medium severity longitudinal and transverse cracking, low to medium severity block cracking, low to medium severity weathering and raveling, low severity swelling, low to high severity depression, and low to medium severity patching. Bravo exhibited a pavement condition index of 68. Taxiway Bravo exhibited extensive low to medium severity weathering and raveling, low severity longitudinal and transverse cracking, and low severity swelling. Taxiway Delta exhibited pavement condition indices ranging from 19-68. Taxiway Echo exhibited broad pavement condition indices ranging from 11-69, while Taxiway Foxtrot exhibited a pavement condition index of 42. Taxiways Delta, Echo, and Foxtrot exhibited the worst conditions, with evidence of low severity alligator cracking, low to high severity longitudinal and transverse cracking, low to high severity block cracking, low to medium severity weathering and raveling, low to medium severity swelling, low to medium severity depression, and low to medium severity patching. These are climate, age, subgrade, and load related distresses.

The asphalt pavement of Run-Up Apron at RW 11 exhibited medium severity block cracking, low severity longitudinal and transverse cracking, and low to medium severity weathering and raveling. Run-Up Apron at RW 11 exhibited a pavement condition index of 51. Sections 4110, 4135 and 4405 on Apron and North Apron were not inspected due to recent construction. Pavement condition indices for these areas were set to 100 starting on the last day of construction. The remaining aprons appeared to be in fair to good overall condition, with the exception of the Portland cement concrete sections of Apron, which exhibited medium to high severity joint seal damage, low to high severity shattered slab, low to medium severity scaling/crazing, low severity joint spalling, low to high severity corner break, and low severity faulting. These are age, subgrade, and load related distresses. Appendix B contains a table and a Condition Map which depicts the PCI results by Section, and Appendix C contains a table of PCI results by Branch. Appendix I includes detailed distress data generated by MicroPAVER for each inspected sample unit.

Figure 3-1 provides the PCI distribution by rating category for Flagler County Airport.

Figure 3-1: Network PCI Distribution by Rating Category

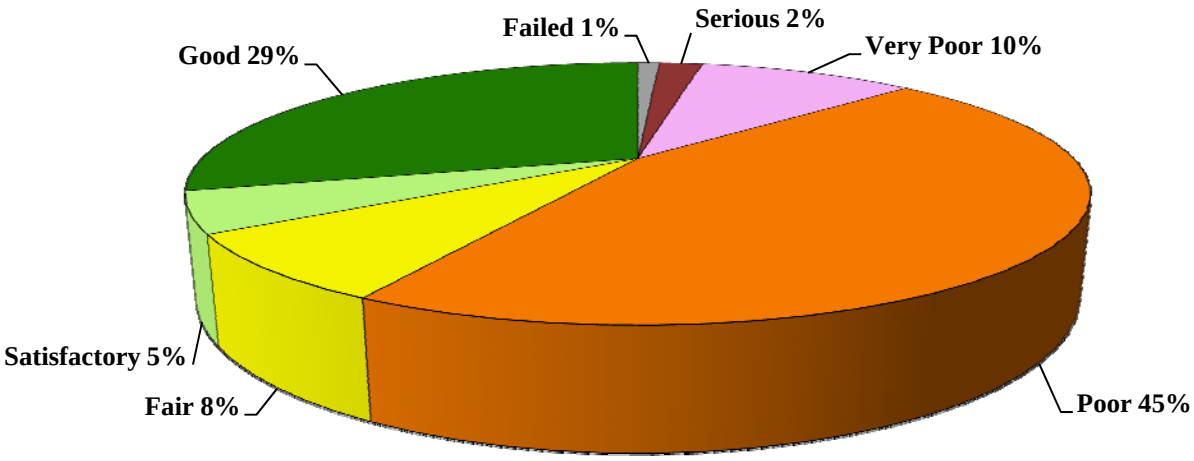


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	687,007	29%
Satisfactory	119,157	5%
Fair	182,628	8%
Poor	1,061,548	45%
Very Poor	223,226	10%
Serious	50,650	2%
Failed	18,504	1%

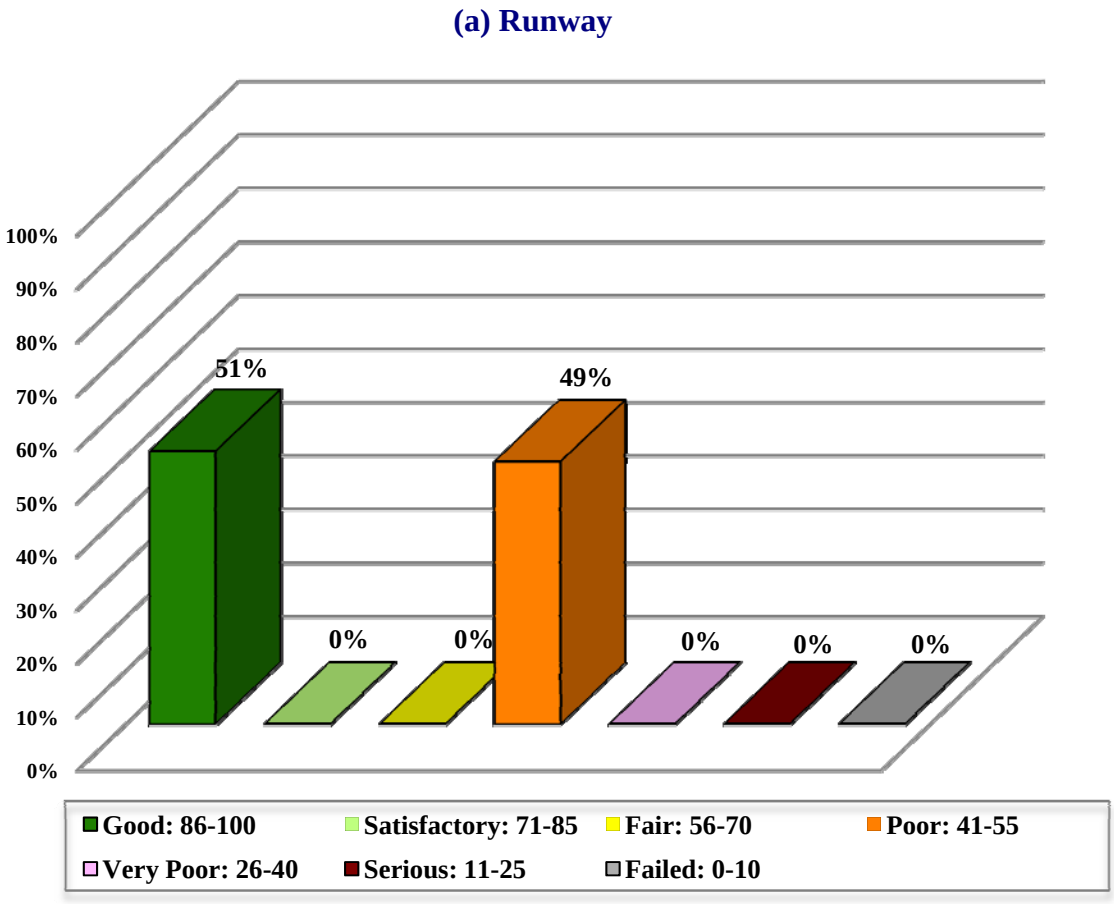
Approximately 34% of the network is in Good and Satisfactory condition while 8% of the network is in Fair condition, 55% of the network is in Poor and Very Poor condition, and 3% of the network is in Serious and Failed condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

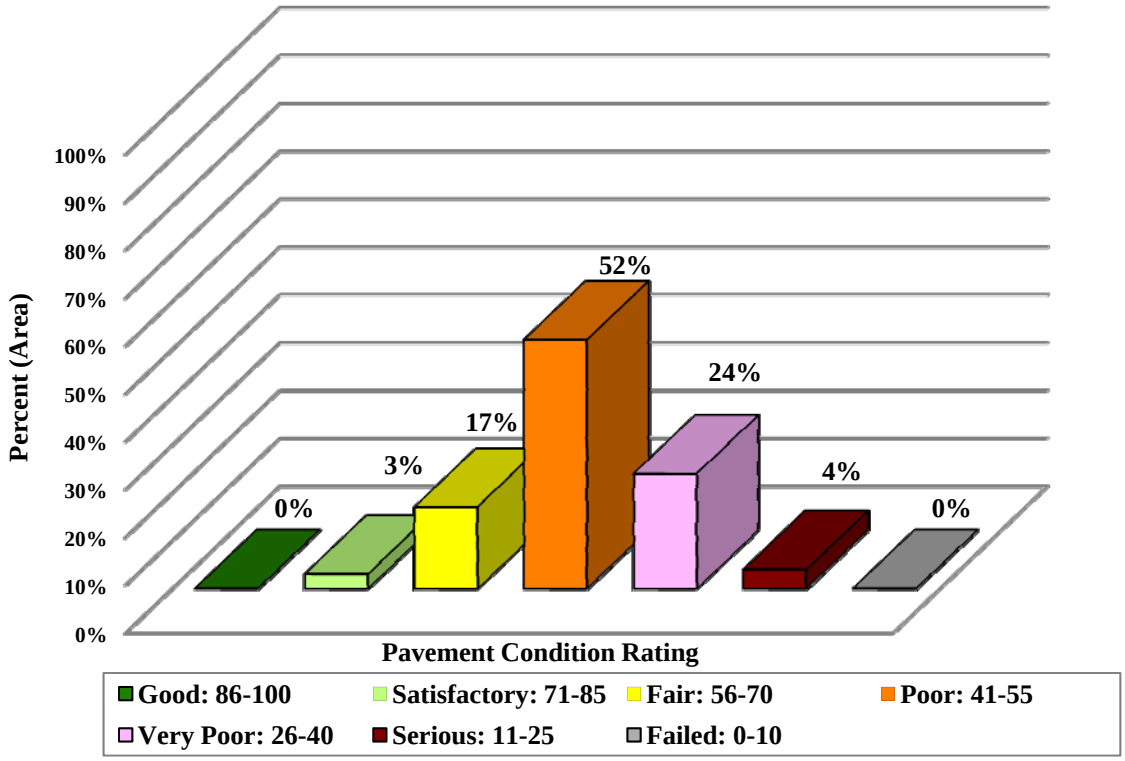
Use	Average Area-Weighted PCI	Condition Rating
Runway	77	Fair
Taxiway	46	Poor
Apron	74	Satisfactory
All (Weighted)	**65**	**Poor**

Figure 3-2 presents the breakdown of PCI by range for each pavement use.

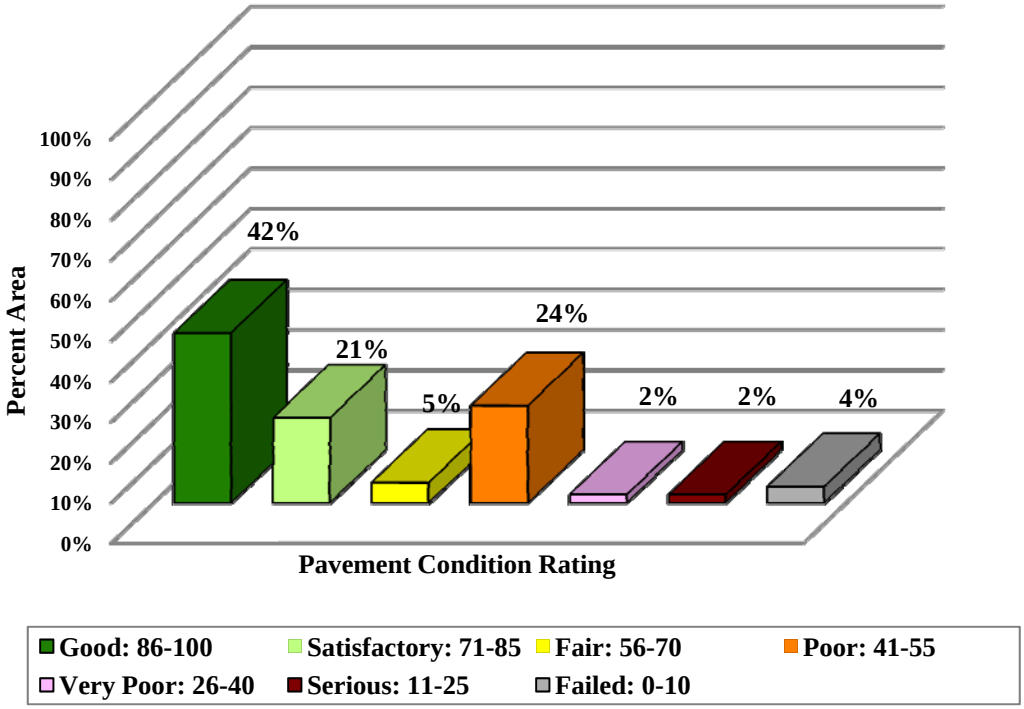
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



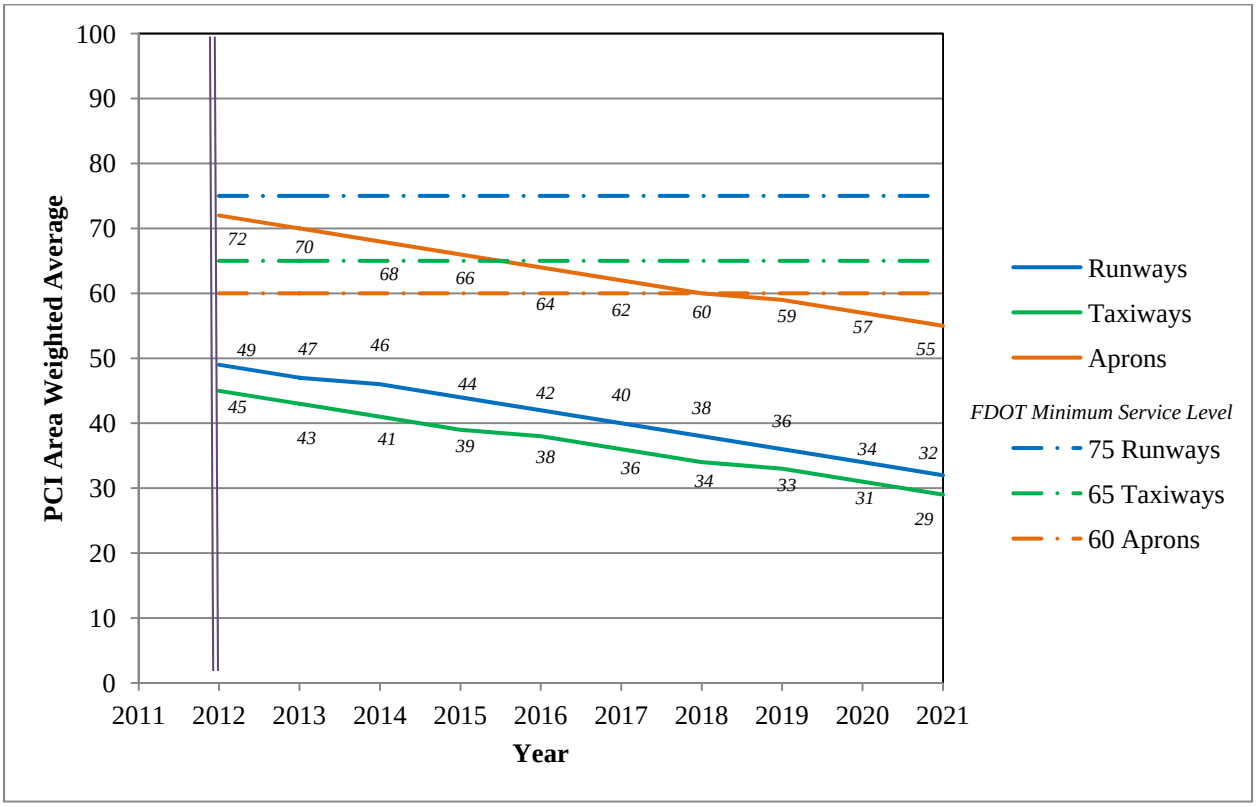
(c) Apron



4. 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 4-1 illustrates the predicted performance of pavements at Flagler County Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum service level for General Aviation (GA) airports.

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2012 to 2021.

5. MAINTENANCE POLICIES AND COSTS

5.1 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 5-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules. These repairs are used only in the first year of an analysis.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the 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 the previous SAPMP update were used in this update for the 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 5-2 gives the critical PCI levels for General Aviation Airports.

The maintenance rehabilitation policy and activity costs have been updated based on the study of readily available construction cost data at the time of this study. The costs depicted in this report are intended for planning purposes.

Table 5-1: 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	N/A
	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	N/A
	Raveling / Weathering	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	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	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	N/A
	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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of General Aviation Airports.

Table 5-3: FDOT Minimum Service Level PCI for General Aviation Airports

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

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 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.

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 5-4 summarizes the M&R activities for General Aviation Airports based on PCI value.

Table 5-4: M&R Activities for General Aviation Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	40 to 79
	Reconstruction	39 and less

5.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were updated from the previous SAPMP study based on current construction cost trends in order to determine meaningful costs for the program. Table 5-5 presents the unit costs summary.

5.3 M&R Activities

FDOT recognizes that although Mill and Overlay work is recommended for asphalt pavements within a PCI range from 40 to 79, it is conceivable that airports may not have adequate funding to perform this type of rehabilitation. Microsurfacing treatment is a maintenance/rehabilitation measure that can be used in lieu of asphalt pavement mill and overlay; however it should be understood that this measure is intended for short term pavement life extension. While the cost of microsurfacing is significantly lower than that of pavement mill and overlay, it is not intended to be a full rehabilitative measure for long term benefit.

Table 5-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
GR-LL	Grinding (Localized for AC)	$2.10	SqFt
PA-AL	Patching – AC Leveling	$2.30	SqFt
PA-AS	Patching – AC Shallow	$2.90	SqFt
PA-PF	Patching – PCC Full Depth	$38.11	SqFt
PA-PP	Patching – PCC Partial Depth	$19.06	SqFt
SL-PC	Slab Replacement – PCC	$39.11	SqFt
CS-PC	Crack Sealing – PCC	$4.24	Ft
UN-PC	Undersealing – PCC	$3.40	Ft
CS-AC	Crack Sealing – AC	$2.25	Ft
GR-PP	Grinding (Localized for PCC)	$22.51	Ft
JS-LC	Joint Seal (Localized)	$2.00	Ft
SH-LE	Shoulder Leveling	$2.81	Ft
JS-SI	Joint Seal – Silicon	$2.81	Ft
PA-AD	Patching – AC Deep	$4.90	SqFt
OL-AT	Overlay – AC Thin	$2.80	SqFt
SS-CT	Surface Seal – Coal Tar	$0.40	SqFt
SS-FS	Surface Seal – Fog Seal	$0.40	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.40	SqFt
ST-SB	Surface Treatment – Single Bitum.	$0.30	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.55	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.28	SqFt
MI-AC	Microsurfacing - AC	$0.65	SqFt

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently 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 PCIs. 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 5-6. 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 5-6: 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	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$3.00
		60	$3.42
		50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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

6. 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, starting from 2012. 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 6-1 presents the M&R 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.

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1

Branch Name	Section ID	Surface Type	Section Area (ft2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	PCC	18,504	$252,024.56	0	Reconstruction	100
Apron	4115	AC	30,500	$191,845.02	41	Mill and Overlay	100
Apron	4120	PCC	8,400	$114,408.04	28	Reconstruction	100
Apron	4130	PCC	10,000	$136,200.04	21	Reconstruction	100
Run-up Apron at RW 11	5105	AAC	50,483	$303,049.48	51	Mill and Overlay	100
Apron at T-Hangars	4310	AC	6,800	$27,159.21	58	Mill and Overlay	100
Apron at T-Hangars	4315	AC	26,600	$167,314.01	50	Mill and Overlay	100
Runway 6-24	6205	AAC	485,000	$2,633,065.58	53	Mill and Overlay	100
Taxiway Alpha	104	AAC	7,500	$52,672.51	39	Reconstruction	100
Taxiway Alpha	105	AC	205,340	$1,291,588.70	43	Mill and Overlay	100
Taxiway Alpha	110	AAC	17,610	$136,583.19	38	Reconstruction	100
Taxiway Charlie	307	AC	10,135	$40,479.21	58	Mill and Overlay	100
Taxiway Charlie	310	AC	22,500	$141,525.01	45	Mill and Overlay	100
Taxiway Charlie	315	AC	99,075	$623,181.80	43	Mill and Overlay	100
Taxiway Delta	405	AC	21,300	$290,106.09	18	Reconstruction	100
Taxiway Delta	407	AC	10,000	$121,540.04	32	Reconstruction	100
Taxiway Delta	410	AC	100,300	$630,887.05	41	Mill and Overlay	100
Taxiway Delta	415	AAC	15,500	$61,907.03	58	Mill and Overlay	100
Taxiway Echo	505	AC	19,250	$121,082.51	42	Mill and Overlay	100
Taxiway Echo	510	AC	55,016	$507,357.69	36	Reconstruction	100
Taxiway Echo	512	AAC	19,350	$263,547.09	10	Reconstruction	100

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1 (Continued)

Branch Name	Section ID	Surface Type	Section Area (ft2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Echo	515	AC	124,700	$967,173.43	38	Reconstruction	100
Taxiway Foxtrot	605	AC	22,500	$141,525.01	41	Mill and Overlay	100
			Total	**$9,216,222.30**	**45**		**100**

* Costs are adjusted for inflation.

FDOT recognizes that the costs attributed to the aforementioned 'Major Activity' of performing a pavement 'Mill and Overlay' may conflict with budgetary constraints. Table 6-2 presents an alternative minor rehabilitative activity to the mid-range performing pavements. The alternative activity is performing a 'Microsurfacing/Slurry Seal' to the pavement to retard the degradation of the facility until funding is available for a 'Mill and Overlay' activity.

Table 6-2: Summary of Immediate Major M&R Needs Option No. 2

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	PCC	18,504	$252,024.56	0	Reconstruction	100
Apron	4115	AC	30,500	$19,825.00	41	Microsurfacing	100
Apron	4120	PCC	8,400	$114,408.04	28	Reconstruction	100
Apron	4130	PCC	10,000	$136,200.04	21	Reconstruction	100
Run-up Apron at RW 11	5105	AAC	50,483	$32,813.95	51	Microsurfacing	100
Apron at T-Hangars	4310	AC	6,800	$4,420.00	58	Microsurfacing	100
Apron at T-Hangars	4315	AC	26,600	$17,290.00	50	Microsurfacing	100
Runway 6-24	6205	AAC	485,000	$315,250.00	53	Microsurfacing	100
Taxiway Alpha	104	AAC	7,500	$52,672.51	39	Reconstruction	100
Taxiway Alpha	105	AC	205,340	$133,471.00	43	Microsurfacing	100
Taxiway Alpha	110	AAC	17,610	$136,583.19	38	Reconstruction	100
Taxiway Charlie	307	AC	10,135	$6,587.75	58	Microsurfacing	100
Taxiway Charlie	310	AC	22,500	$14,625.00	45	Microsurfacing	100
Taxiway Charlie	315	AC	99,075	$64,398.75	43	Microsurfacing	100
Taxiway Delta	405	AC	21,300	$290,106.09	18	Reconstruction	100
Taxiway Delta	407	AC	10,000	$121,540.04	32	Reconstruction	100
Taxiway Delta	410	AC	100,300	$65,195.00	41	Microsurfacing	100
Taxiway Delta	415	AAC	15,500	$10,075.00	58	Microsurfacing	100
Taxiway Echo	505	AC	19,250	$12,512.50	42	Microsurfacing	100
Taxiway Echo	510	AC	55,016	$507,357.69	36	Reconstruction	100
Taxiway Echo	512	AAC	19,350	$263,547.09	10	Reconstruction	100
Taxiway Echo	515	AC	124,700	$967,173.43	38	Reconstruction	100
Taxiway Foxtrot	605	AC	22,500	$14,625.00	41	Microsurfacing	100
			Total	**$3,552,701.63**	**45**		**100**

* Costs are adjusted for inflation.

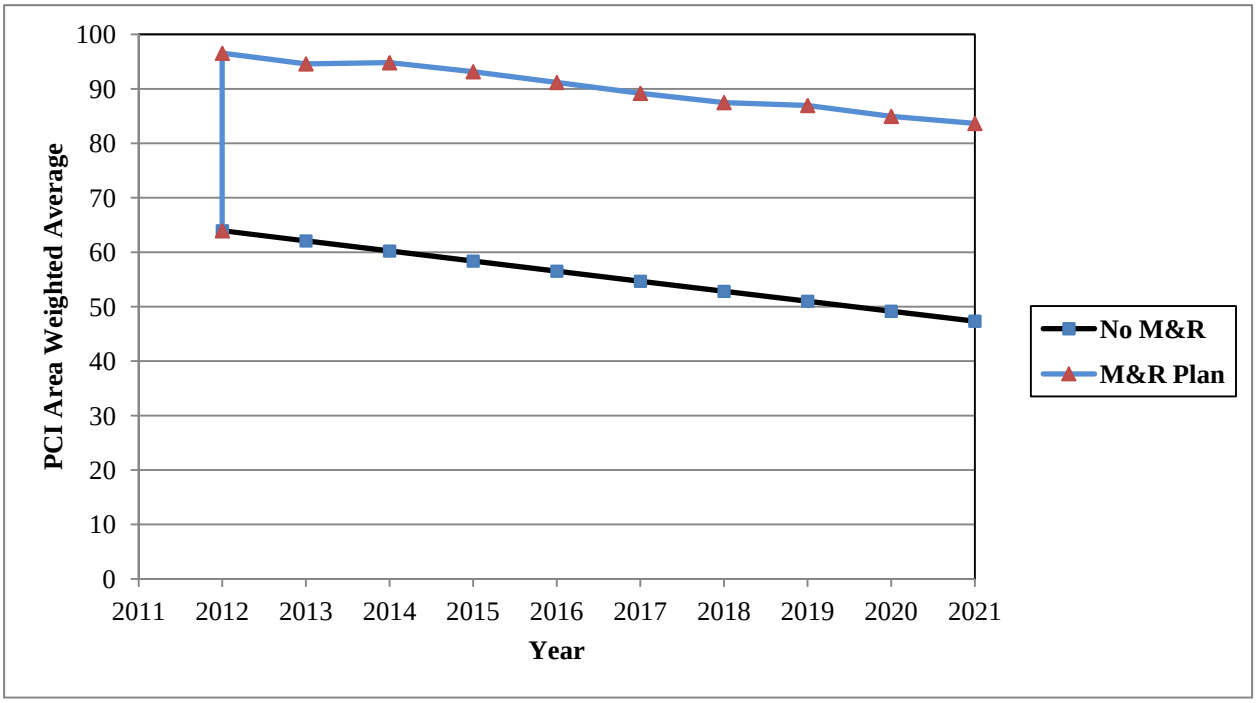
In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
East Apron	AP E	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,685.70	SqFt	$0.40	$7,474.36
East Apron	AP E	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,837.50	SqFt	$0.40	$1,134.99
East Apron	AP E	4210	JOINT SPALL	M	Patching - PCC Partial Depth	29.10	SqFt	$19.06	$553.93
Taxiway Alpha	TW A	102	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,607.10	SqFt	$0.40	$3,042.86
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	46,636.50	SqFt	$0.40	$18,654.77
Taxiway Bravo	TW B	205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,134.10	SqFt	$0.40	$453.65
Taxiway Charlie	TW C	305	L & T CR	M	Crack Sealing - AC	45.10	Ft	$2.25	$101.50
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,734.90	SqFt	$0.40	$5,494.00
Taxiway Delta	TW D	414	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,350.00	SqFt	$0.40	$540.00
Taxiway Delta	TW D	414	WEATH/RAVEL	M	Surface Seal - Coat Tar	130.00	SqFt	$0.40	$52.00
Taxiway Echo	TW E	520	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,487.50	SqFt	$0.40	$1,395.00
								Total =	$38,897.06

The 10 year forecast results are shown in Figure 6-1, 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.

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from an average of 64 in 2012 to an average of 47 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 83 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 83 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 $13.1 million.

7. 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 PCIs 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 7-1 provides the summary results under the critical PCI unlimited funding scenario.

Table 7-1: M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$38,897.06	$9,216,222.30	$9,255,119.36
2013	$56,466.76	$0.00	$56,466.76
2014	$32,188.63	$313,520.87	$345,709.50
2015	$33,172.00	$66,080.79	$99,252.79
2016	$40,805.45	$0.00	$40,805.45
2017	$53,410.81	$0.00	$53,410.81
2018	$87,514.21	$0.00	$87,514.21
2019	$111,929.67	$269,585.44	$381,515.11
2020	$167,691.93	$0.00	$167,691.93
2021	$210,571.02	$75,937.85	$286,508.86
Total	**$832,647.54**	**$9,941,347.25**	**$10,773,994.78**

Note: Costs are adjusted for inflation.

Approximately 93% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Apron** –Concrete pavement reconstruction and asphalt pavement mill and overlay.
- **Run-up Apron at Runway 11** – Asphalt pavement mill and overlay.
- **Apron at T-Hangars** – Asphalt pavement mill and overlay.
- **Runway 6-24** – Asphalt pavement mill and overlay.
- **Taxiway Alpha**– Asphalt pavement reconstruction and asphalt pavement mill and overlay.
- **Taxiway Charlie** – Asphalt pavement mill and overlay.
- **Taxiway Delta**– Asphalt pavement reconstruction and asphalt pavement mill and overlay.

- **Taxiway Echo**– Asphalt pavement reconstruction and asphalt pavement mill and overlay.
- **Taxiway Foxtrot** – Asphalt pavement mill and overlay.

The unlimited budget scenario provides the basis for estimating the total repair cost.

Appendix F provides details of M&R plan by year under the unlimited funding scenario, and the map of the 10-year M&R plan is provided in Appendix G. It is important to understand that the SAPMP is a network level tool and the M&R costs provided in this report are only for planning purposes.

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

The System Inventory and Network Definition CADD drawings, which show the airport pavement outline with Branch and Section boundaries and identify changes in the network pavement since the last inspection and the sampling plan, respectively, are included in Appendix A of this report.

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map 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.

8.3 10-Year M&R Map

A 10-Year M&R Map that shows the summary of the M&R plan is attached in Appendix G.

8.4 Photographs

Selected digital photographs taken during the pavement inspection are provided in Appendix H to provide visual support to special pavement conditions or distress observed during the inspection of the airport.

9. RECOMMENDATIONS

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

The following recommendations were made based on the 2012 condition inspection and M&R analysis results:

- **Apron** – Concrete pavement reconstruction and asphalt pavement mill and overlay.
- **Runup Apron at Runway 11** – Asphalt pavement mill and overlay.
- **Apron at T-Hangars** – Asphalt pavement mill and overlay.
- **Runway 6-24** – Asphalt pavement mill and overlay.
- **Taxiway Alpha** – Asphalt pavement reconstruction and asphalt pavement mill and overlay.
- **Taxiway Charlie** – Asphalt pavement mill and overlay.
- **Taxiway Delta** – Asphalt pavement reconstruction and asphalt pavement mill and overlay.
- **Taxiway Echo** – Asphalt pavement reconstruction and asphalt pavement mill and overlay.
- **Taxiway Foxtrot** – Asphalt pavement mill and overlay.

Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets since these needs cannot be addressed with typical annual expenditures.

APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

GPS COORDINATES - FLAGLER COUNTY AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW E	512	202	29.461500	-81.212600
TW E	512	204	29.462000	-81.212500
TW E	510	107	29.462700	-81.212000
TW E	510	112	29.463500	-81.210700
TW E	510	116	29.464100	-81.209700
TW E	515	119	29.464600	-81.208900
TW E	515	123	29.465200	-81.207900
TW E	515	131	29.466500	-81.205800
TW E	515	139	29.467800	-81.203800
TW E	505	102	29.469400	-81.201200
TW E	505	103	29.469500	-81.201000
TW E	520	106	29.470100	-81.199900
AP E	4210	401	29.470500	-81.199600
AP E	4205	303	29.471000	-81.199100
AP E	4205	205	29.471400	-81.198700
TW A	102	101	29.472300	-81.213800
TW A	102	103	29.472600	-81.213300
TW A	104	106	29.472900	-81.212400
TW A	105	111	29.472500	-81.210900
TW A	105	120	29.471800	-81.208200
TW A	105	125	29.471500	-81.206700
TW A	105	129	29.471200	-81.205500
TW A	105	135	29.470700	-81.203600
TW A	105	141	29.470300	-81.201800
TW A	110	146	29.469800	-81.200400
TW A	110	148	29.469400	-81.200000
AP	4405	101	29.473200	-81.213000
AP	4105	101	29.472500	-81.210200
AP	4110	305	29.471900	-81.209000
AP	4135	606	29.471800	-81.209000
AP	4135	702	29.472000	-81.210300
AP	4135	610	29.471500	-81.207800
AP	4115	401	29.472100	-81.208600
AP	4120	402	29.472100	-81.208300
AP	4125	201	29.472000	-81.207300
AP	4130	101	29.471500	-81.206200
AP	4140	100	29.471300	-81.205200
AP	4145	100	29.471300	-81.205000
AP T-HANG	4310	201	29.473000	-81.210200
AP T-HANG	4310	302	29.473200	-81.209800
AP T-HANG	4305	602	29.473100	-81.208900
AP T-HANG	4315	402	29.473000	-81.209400
AP RU 11	5105	301	29.472300	-81.213100
AP RU 11	5105	602	29.471800	-81.212900
TW B	205	101	29.472500	-81.212900
TW B	205	107	29.471900	-81.211100
TW B	205	113	29.471500	-81.209300
TW B	205	121	29.470900	-81.206900
TW F	605	100	29.470100	-81.206100
TW F	605	102	29.470600	-81.205900
TW D	405	101	29.462900	-81.209600
TW D	405	103	29.463500	-81.209500
TW D	407	105	29.464000	-81.209400
TW D	410	101	29.469600	-81.207900
TW D	410	104	29.468800	-81.208100
TW D	410	111	29.467000	-81.208600
TW D	410	117	29.465400	-81.209000
TW D	415	100	29.470400	-81.207700
TW D	414	100	29.470600	-81.207600
TW D	415	101	29.470900	-81.207500
TW C	310	101	29.464800	-81.206700
TW C	315	103	29.466500	-81.207800
TW C	315	111	29.468700	-81.209100
TW C	315	116	29.469900	-81.209900
TW C	305	101	29.471500	-81.210800
TW C	307	104	29.472200	-81.211500
RW 11-29	6105	103	29.468300	-81.199800
RW 11-29	6105	108	29.468500	-81.200600
RW 11-29	6105	115	29.468800	-81.201700
RW 11-29	6105	122	29.469000	-81.202700
RW 11-29	6105	129	29.469300	-81.203800
RW 11-29	6105	143	29.469800	-81.205900

NOTE: GEODETICS REPRESENT DECIMAL DEGREES WGS84 (DERIVED FROM NAD 83 FLORIDA STATE PLANES, EAST ZONE, US FOOT), ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.

GPS COORDINATES - FLAGLER COUNTY AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 11-29	6105	136	29.469500	-81.204800
RW 11-29	6105	139	29.469600	-81.205300
RW 11-29	6105	146	29.469900	-81.206300
RW 11-29	6105	150	29.470000	-81.207000
RW 11-29	6105	153	29.470200	-81.207400
RW 11-29	6105	157	29.470300	-81.208000
RW 11-29	6105	161	29.470500	-81.208600
RW 11-29	6105	164	29.470600	-81.209100
RW 11-29	6105	171	29.470800	-81.210100
RW 11-29	6105	178	29.471100	-81.211200
RW 11-29	6105	185	29.471300	-81.212200
RW 11-29	6105	192	29.471600	-81.213300
RW 11-29	6105	195	29.471700	-81.213800
RW 11-29	6105	199	29.471900	-81.214400
RW 6-24	6205	199	29.468700	-81.199500
RW 6-24	6205	188	29.467800	-81.200900
RW 6-24	6205	192	29.468100	-81.200400
RW 6-24	6205	177	29.466900	-81.202300
RW 6-24	6205	182	29.467300	-81.201700
RW 6-24	6205	163	29.465800	-81.204100
RW 6-24	6205	170	29.466400	-81.203200
RW 6-24	6205	156	29.465200	-81.205000
RW 6-24	6205	149	29.464700	-81.205900
RW 6-24	6205	145	29.464400	-81.206400
RW 6-24	6205	135	29.463600	-81.207700
RW 6-24	6205	140	29.464000	-81.207000
RW 6-24	6205	131	29.463300	-81.208200
RW 6-24	6205	125	29.462800	-81.209000
RW 6-24	6205	121	29.462500	-81.209500
RW 6-24	6205	117	29.462100	-81.210000
RW 6-24	6205	107	29.461300	-81.211300
RW 6-24	6205	112	29.461700	-81.210600
RW 6-24	6205	100	29.460800	-81.212100
RW 6-24	6205	103	29.461000	-81.211800

NOTE: GEODETICS REPRESENT DECIMAL DEGREES WGS84 (DERIVED FROM NAD 83 FLORIDA STATE PLANES, EAST ZONE, US FOOT), ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.

GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
  AC — PAVEMENT TYPE
  100' x 50' — TYPICAL SAMPLE UNIT INFORMATION
  FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  ASPHALT ON AC (AAC)
  ASPHALT ON PCC (APC)
  9 — NUMBER OF SAMPLE UNITS IN SECTION
  14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 AC 100' x 50' VAR 2 5 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 104

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

PLOTTED: May 25, 2012 - 2:26 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

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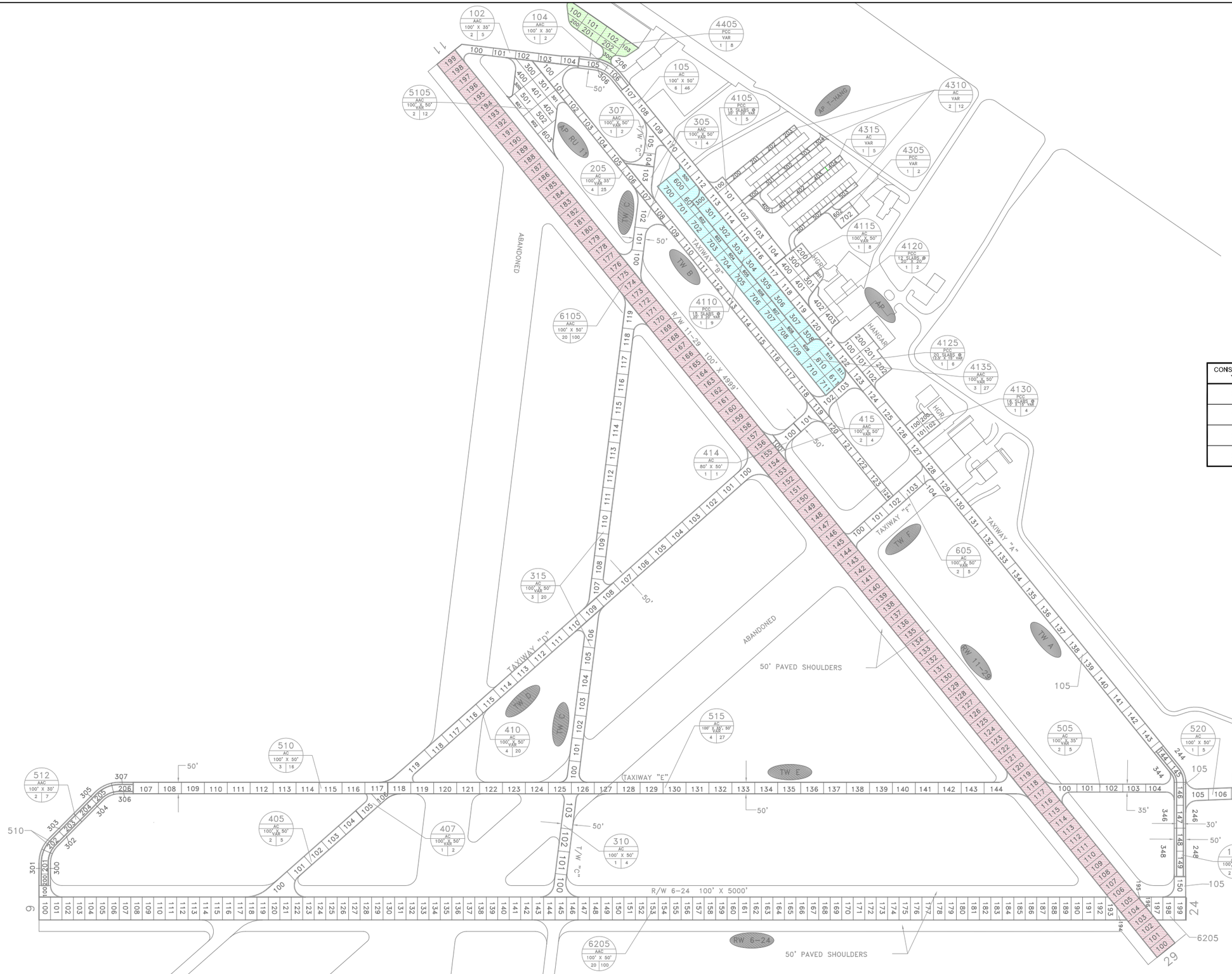
NETWORK DEFINITION MAP
FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
XFL
FDOT DISTRICT
5



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2006	EAST APRON AND TAXIWAY CHARLIE	NEW CONSTRUCTION
2008	NORTH APRON	NEW CONSTRUCTION
2011	AIRCRAFT PARKING APRON	REHABILIATION
2012	RUNWAY 11-29	PHASE I OF THE RELOCATION OF RUNWAY 11-29

PLOTTED: May 25, 2012 – 2:24 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

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SYSTEM INVENTORY MAP

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: XFL

FDOT DISTRICT: 5

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Apron	AP	APRON	4105	220	60	18,504	P	PCC	1/1/1942	3/12/2012	5
Apron	AP	APRON	4110	820	60	49,797	P	PCC	1/1/2012	1/1/2012	9
Apron	AP	APRON	4115	152	200	30,500	P	AC	1/1/1950	3/12/2012	8
Apron	AP	APRON	4120	140	60	8,400	P	PCC	1/1/1992	3/12/2012	2
Apron	AP	APRON	4125	220	110	24,950	P	PCC	1/1/1992	3/12/2012	6
Apron	AP	APRON	4130	90	110	10,000	P	PCC	1/1/1992	3/12/2012	4
Apron	AP	APRON	4135	1,170	70	99,750	P	AAC	1/1/2012	1/1/2012	27
East Apron	AP E	APRON	4205	540	130	69,207	S	AC	1/1/2007	3/12/2012	18
East Apron	AP E	APRON	4210	167	100	16,693	S	PCC	1/1/2004	3/12/2012	4
North Apron	AP N	APRON	4405	350	85	29,860	S	PCC	1/1/2009	1/1/2009	8
Run-up Apron at RW 11	AP RU 11	APRON	5105	280	180	50,483	P	AAC	1/1/1992	3/12/2012	12
Apron at T-Hangars	AP T-HANG	APRON	4305	100	70	7,600	S	PCC	12/25/1999	3/12/2012	2
Apron at T-Hangars	AP T-HANG	APRON	4310	340	20	6,800	S	AC	12/25/1999	3/12/2012	12
Apron at T-Hangars	AP T-HANG	APRON	4315	1,330	20	26,600	S	AC	12/25/1999	3/12/2012	5
Runway 11-29	RW 11-29	RUNWAY	6105	5,000	100	500,000	P	AAC	7/1/2012	5/23/2007	100
Runway 6-24	RW 6-24	RUNWAY	6205	4,850	100	485,000	P	AAC	1/1/1995	3/12/2012	100
Taxiway Alpha	TW A	TAXIWAY	102	500	50	25,000	P	AAC	1/1/1992	3/12/2012	5
Taxiway Alpha	TW A	TAXIWAY	104	250	30	7,500	P	AAC	1/1/1982	3/12/2012	2
Taxiway Alpha	TW A	TAXIWAY	105	3,740	50	205,340	P	AC	1/1/1942	3/12/2012	46
Taxiway Alpha	TW A	TAXIWAY	110	587	30	17,610	P	AAC	1/1/1982	3/12/2012	6
Taxiway Bravo	TW B	TAXIWAY	205	2,450	35	85,750	P	AC	1/1/1992	3/12/2012	25
Taxiway Charlie	TW C	TAXIWAY	305	410	50	20,500	P	AAC	1/1/1992	3/12/2012	4

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Charlie	TW C	TAXIWAY	307	200	50	10,135	P	AC	1/1/1942	3/12/2012	2
Taxiway Charlie	TW C	TAXIWAY	310	450	50	22,500	P	AC	1/1/1942	3/12/2012	4
Taxiway Charlie	TW C	TAXIWAY	315	2,098	50	99,075	P	AC	1/1/2007	3/12/2012	20
Taxiway Delta	TW D	TAXIWAY	405	426	50	21,300	P	AC	1/1/1942	3/12/2012	5
Taxiway Delta	TW D	TAXIWAY	407	200	50	10,000	P	AC	1/1/1942	3/12/2012	2
Taxiway Delta	TW D	TAXIWAY	410	2,000	50	100,300	P	AC	1/1/1942	3/12/2012	20
Taxiway Delta	TW D	TAXIWAY	414	80	50	4,000	P	AC	1/1/1942	3/12/2012	1
Taxiway Delta	TW D	TAXIWAY	415	310	50	15,500	P	AAC	1/1/1992	3/12/2012	4
Taxiway Echo	TW E	TAXIWAY	505	550	35	19,250	P	AC	1/1/1942	3/12/2012	5
Taxiway Echo	TW E	TAXIWAY	510	1,100	50	55,016	P	AC	1/1/1942	3/12/2012	16
Taxiway Echo	TW E	TAXIWAY	512	645	30	19,350	P	AAC	1/1/1982	3/12/2012	7
Taxiway Echo	TW E	TAXIWAY	515	1,670	50	124,700	P	AC	1/1/1942	3/12/2012	27
Taxiway Echo	TW E	TAXIWAY	520	465	50	23,250	P	AC	1/1/2004	3/12/2012	5
Taxiway Foxtrot	TW F	TAXIWAY	605	450	50	22,500	P	AC	1/1/1942	3/12/2012	5

Note: If a 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.

Network: XFL **Branch:** AP (APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank:** P **Length:** 220.00 Ft **Width:** 60.00 Ft **True Area:** 18,504.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: XFL **Branch:** AP (APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/2012 **Use:** APRON **Rank:** P **Length:** 820.00 Ft **Width:** 60.00 Ft **True Area:** 49,797.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	RS-PC	PCC Restoration	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		8.00	True	1942: 8" PCC PAVEMENT
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: XFL **Branch:** AP (APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/1950 **Use:** APRON **Rank:** P **Length:** 152.50 Ft **Width:** 200.00 Ft **True Area:** 30,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1950	IMPORTED	BUILT			True	ESTIMATE 1950 AC PAVEMENT
01/01/1950	IMPORTED	OVERLAY			True	SOIL: SP

Network: XFL **Branch:** AP (APRON) **Section:** 4120 **Surface:** PCC
L.C.D.: 01/01/1992 **Use:** APRON **Rank:** P **Length:** 140.00 Ft **Width:** 60.00 Ft **True Area:** 8,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: PORTLAND CEMENT CONCRETE

Network: XFL **Branch:** AP (APRON) **Section:** 4125 **Surface:** PCC
L.C.D.: 01/01/1992 **Use:** APRON **Rank:** P **Length:** 220.00 Ft **Width:** 110.00 Ft **True Area:** 24,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: PORTLAND CEMENT PAVEMENT

Network: XFL **Branch:** AP (APRON) **Section:** 4130 **Surface:** PCC
L.C.D.: 01/01/1992 **Use:** APRON **Rank:** P **Length:** 90.00 Ft **Width:** 110.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: PORTLAND CEMENT PAVEMENT

Network: XFL **Branch:** AP (APRON) **Section:** 4135 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank:** P **Length:** 1,170.00 Ft **Width:** 70.00 Ft **True Area:** 99,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1992	IMPORTED	BUILT			True	1992: AC PAVEMENT

Network: XFL **Branch:** AP E (EAST APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank:** S **Length:** 540.00 Ft **Width:** 130.00 Ft **True Area:** 69,207.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	
01/01/2004	INITIAL	Initial Construction	$0	8.00	True	8"PCC/12"Stabilization

Network: XFL **Branch:** AP E (EAST APRON) **Section:** 4210 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** S **Length:** 167.00 Ft **Width:** 100.00 Ft **True Area:** 16,693.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	8.00	True	8"PCC/12"Stabilization

Network: XFL **Branch:** AP N (NORTH APRON) **Section:** 4405 **Surface:** PCC
L.C.D.: 01/01/2009 **Use:** APRON **Rank:** S **Length:** 350.00 Ft **Width:** 85.00 Ft **True Area:** 29,860.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	INITIAL	Initial Construction	$0	0.00	True	

Network: XFL **Branch:** AP RU 11 (RUN-UP APRON AT RW 11) **Section:** 5105 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** APRON **Rank:** P **Length:** 280.00 Ft **Width:** 180.00 Ft **True Area:** 50,483.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: AC OVERLAY

Network: XFL **Branch:** AP T-HANG (APRON AT T-HANGARS) **Section:** 4305 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 100.00 Ft **Width:** 70.00 Ft **True Area:** 7,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: XFL **Branch:** AP T-HANG (APRON AT T-HANGARS) **Section:** 4310 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 340.00 Ft **Width:** 20.00 Ft **True Area:** 6,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: XFL **Branch:** AP T-HANG (APRON AT T-HANGARS) **Section:** 4315 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 1,330.00 Ft **Width:** 20.00 Ft **True Area:** 26,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: XFL **Branch:** RW 11-29 (RUNWAY 11-29) **Section:** 6105 **Surface:** AAC
L.C.D.: 07/01/2012 **Use:** RUNWAY **Rank:** P **Length:** 5,000.00 Ft **Width:** 100.00 Ft **True Area:** 500,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1988	IMPORTED	OVERLAY			True	ESTIMATE 1988 P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 6" LIME ROCK BASE

Network: XFL **Branch:** RW 6-24 (RUNWAY 6-24) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1995 **Use:** RUNWAY **Rank:** P **Length:** 4,850.00 Ft **Width:** 100.00 Ft **True Area:** 485,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1995	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1995	IMPORTED	OVERLAY			True	1995: AC OVERLAY
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 6" LIME ROCK BASE

Network: XFL **Branch:** TW A (TAXIWAY A) **Section:** 102 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 25,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: AC OVERLAY

Network: XFL **Branch:** TW A (TAXIWAY A) **Section:** 104 **Surface:** AAC
L.C.D.: 01/01/1982 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 Ft **Width:** 30.00 Ft **True Area:** 7,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	BUILT		1.00	True	ESTIMATE 1982 1" AC OVERLAY

Network: XFL **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 3,740.00 Ft **Width:** 50.00 Ft **True Area:** 205,340.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC

Network: XFL **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1982 **Use:** TAXIWAY **Rank:** P **Length:** 587.00 Ft **Width:** 30.00 Ft **True Area:** 17,610.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1982	IMPORTED	BUILT			True	ESTIMATE 1982 AC OVERLAY ON EXISTING AC PAVEMENT

Network: XFL **Branch:** TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 2,450.00 Ft **Width:** 35.00 Ft **True Area:** 85,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: AC PAVEMENT

Network: XFL **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 410.00 Ft **Width:** 50.00 Ft **True Area:** 20,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: AC OVERLAY

Network: XFL **Branch:** TW C (TAXIWAY C) **Section:** 307 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,135.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	1942 AC PAVEMENT

Network: XFL **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 22,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	EST 1942: AC PAVEMENT

Network: XFL **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 2,098.00 Ft **Width:** 50.00 Ft **True Area:** 99,075.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: XFL **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 426.00 Ft **Width:** 50.00 Ft **True Area:** 21,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT

Network: XFL **Branch:** TW D (TAXIWAY D) **Section:** 407 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT

Network: XFL **Branch:** TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 2,000.00 Ft **Width:** 50.00 Ft **True Area:** 100,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT

Network: XFL **Branch:** TW D (TAXIWAY D) **Section:** 414 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	1942 AC PAVEMENT

Network: XFL **Branch:** TW D (TAXIWAY D) **Section:** 415 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank:** P **Length:** 310.00 Ft **Width:** 50.00 Ft **True Area:** 15,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992: AC OVERLAY

Network: XFL **Branch:** TW E (TAXIWAY E) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 550.00 Ft **Width:** 35.00 Ft **True Area:** 19,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 6" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Network: XFL **Branch:** TW E (TAXIWAY E) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 1,100.00 Ft **Width:** 50.00 Ft **True Area:** 55,016.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 6" LIME ROCK BASE

Network: XFL **Branch:** TW E (TAXIWAY E) **Section:** 512 **Surface:** AAC
L.C.D.: 01/01/1982 **Use:** TAXIWAY **Rank:** P **Length:** 645.00 Ft **Width:** 30.00 Ft **True Area:** 19,350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	BUILT			True	ESTIMATE 1982 AC OVERLAY ON EXISTING AC PAVEMENT

Network: XFL **Branch:** TW E (TAXIWAY E) **Section:** 515 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 1,670.00 Ft **Width:** 50.00 Ft **True Area:** 124,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 6" LIME ROCK BASE

Network: XFL **Branch:** TW E (TAXIWAY E) **Section:** 520 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank:** P **Length:** 465.00 Ft **Width:** 50.00 Ft **True Area:** 23,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	4.00	True	4"AC/6"Limerock/12"Stabilization

Network: XFL **Branch:** TW F (TAXIWAY F) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 22,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		2.00	True	1942: 2" AC ON 6" LIME ROCK BASE
01/01/1942	IMPORTED	OVERLAY			True	SOIL: SP

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	28	2,063,635.00	3.22	2.73
Initial Construction	8	279,085.00	2.50	3.66
Mill and Overlay	2	599,750.00	.00	.00
New Construction - AC	2	168,282.00	.00	.00
OVERLAY	13	2,329,177.00		
PCC Restoration	1	49,797.00	.00	

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE

PLOTTED: May 31, 2012 - 9:02 AM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Share\FDOT Aviation 2010-2011\2010-2011-Phase FLAGS\Revised Airports\XFL\EXHIBITS\2012-XFL-CONDITION.dwg

2012 CONDITION MAP

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
XFL
FDOT DISTRICT
5

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Apron	AP	APRON	4105	18,504	P	PCC	1	5	0	Failed
Apron	AP	APRON	4110	49,797	P	PCC	1	9	100	Good
Apron	AP	APRON	4115	30,500	P	AC	1	8	41	Poor
Apron	AP	APRON	4120	8,400	P	PCC	1	2	29	Very Poor
Apron	AP	APRON	4125	24,950	P	PCC	1	6	83	Satisfactory
Apron	AP	APRON	4130	10,000	P	PCC	1	4	22	Serious
Apron	AP	APRON	4135	99,750	P	AAC	3	27	100	Good
East Apron	AP E	APRON	4205	69,207	S	AC	2	18	75	Satisfactory
East Apron	AP E	APRON	4210	16,693	S	PCC	1	4	70	Fair
North Apron	AP N	APRON	4405	29,860	S	PCC	1	8	100	Good
Run-up Apron at RW 11	AP RU 11	APRON	5105	50,483	P	AAC	2	12	51	Poor
Apron at T-Hangars	AP T-HANG	APRON	4305	7,600	S	PCC	1	2	93	Good
Apron at T-Hangars	AP T-HANG	APRON	4310	6,800	S	AC	2	12	58	Fair
Apron at T-Hangars	AP T-HANG	APRON	4315	26,600	S	AC	1	5	50	Poor
Runway 11-29	RW 11-29	RUNWAY	6105	500,000	P	AAC	20	100	100	Good
Runway 6-24	RW 6-24	RUNWAY	6205	485,000	P	AAC	20	100	54	Poor
Taxiway Alpha	TW A	TAXIWAY	102	25,000	P	AAC	2	5	80	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	104	7,500	P	AAC	1	2	40	Very Poor
Taxiway Alpha	TW A	TAXIWAY	105	205,340	P	AC	6	46	44	Poor
Taxiway Alpha	TW A	TAXIWAY	110	17,610	P	AAC	2	6	39	Very Poor
Taxiway Bravo	TW B	TAXIWAY	205	85,750	P	AC	4	25	68	Fair
Taxiway Charlie	TW C	TAXIWAY	305	20,500	P	AAC	1	4	68	Fair
Taxiway Charlie	TW C	TAXIWAY	307	10,135	P	AC	1	2	59	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Charlie	TW C	TAXIWAY	310	22,500	P	AC	1	4	46	Poor
Taxiway Charlie	TW C	TAXIWAY	315	99,075	P	AC	3	20	44	Poor
Taxiway Delta	TW D	TAXIWAY	405	21,300	P	AC	2	5	19	Serious
Taxiway Delta	TW D	TAXIWAY	407	10,000	P	AC	1	2	33	Very Poor
Taxiway Delta	TW D	TAXIWAY	410	100,300	P	AC	4	20	42	Poor
Taxiway Delta	TW D	TAXIWAY	414	4,000	P	AC	1	1	68	Fair
Taxiway Delta	TW D	TAXIWAY	415	15,500	P	AAC	2	4	59	Fair
Taxiway Echo	TW E	TAXIWAY	505	19,250	P	AC	2	5	43	Poor
Taxiway Echo	TW E	TAXIWAY	510	55,016	P	AC	3	16	37	Very Poor
Taxiway Echo	TW E	TAXIWAY	512	19,350	P	AAC	2	7	11	Serious
Taxiway Echo	TW E	TAXIWAY	515	124,700	P	AC	4	27	39	Very Poor
Taxiway Echo	TW E	TAXIWAY	520	23,250	P	AC	1	5	69	Fair
Taxiway Foxtrot	TW F	TAXIWAY	605	22,500	P	AC	2	5	42	Poor

Note: If a 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 C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Branch Condition Report

Pavement Database: NetworkID: XFL

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	7	2,812.50	95.71	241,901.00	APRON	53.57	37.43	77.47
AP E (EAST APRON)	2	707.00	115.00	85,900.00	APRON	72.50	2.50	74.03
AP N (NORTH APRON)	1	350.00	85.00	29,860.00	APRON	100.00	0.00	100.00
AP RU 11 (RUN-UP APRON AT RW 11)	1	280.00	180.00	50,483.00	APRON	51.00	0.00	51.00
AP T-HANG (APRON AT T-HANGARS)	3	1,770.00	36.67	41,000.00	APRON	67.00	18.67	59.30
RW 11-29 (RUNWAY 11-29)	1	5,000.00	100.00	500,000.00	RUNWAY	100.00	0.00	100.00
RW 6-24 (RUNWAY 6-24)	1	4,850.00	100.00	485,000.00	RUNWAY	54.00	0.00	54.00
TW A (TAXIWAY A)	4	5,077.00	40.00	255,450.00	TAXIWAY	50.75	16.99	47.06
TW B (TAXIWAY B)	1	2,450.00	35.00	85,750.00	TAXIWAY	68.00	0.00	68.00
TW C (TAXIWAY C)	4	3,158.00	50.00	152,210.00	TAXIWAY	54.25	9.81	48.53
TW D (TAXIWAY D)	5	3,016.00	50.00	151,100.00	TAXIWAY	44.20	17.61	40.59
TW E (TAXIWAY E)	5	4,430.00	43.00	241,566.00	TAXIWAY	39.80	18.44	39.51
TW F (TAXIWAY F)	1	450.00	50.00	22,500.00	TAXIWAY	42.00	0.00	42.00

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	14	449,144.00	62.29	30.73	73.67
RUNWAY	2	985,000.00	77.00	23.00	77.35
TAXIWAY	20	908,576.00	47.50	17.05	46.07
All	36	2,342,720.00	54.89	25.24	64.52

Section Condition Report

Pavement Database: *NetworkID: XFL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1942	PCC	APRON	P	0	18,504.00	03/12/2012	70	0.00
AP (APRON)	4110	01/01/2012	PCC	APRON	P	0	49,797.00	01/01/2012	0	100.00
AP (APRON)	4115	01/01/1950	AC	APRON	P	0	30,500.00	03/12/2012	62	41.00
AP (APRON)	4120	01/01/1992	PCC	APRON	P	0	8,400.00	03/12/2012	20	29.00
AP (APRON)	4125	01/01/1992	PCC	APRON	P	0	24,950.00	03/12/2012	20	83.00
AP (APRON)	4130	01/01/1992	PCC	APRON	P	0	10,000.00	03/12/2012	20	22.00
AP (APRON)	4135	01/01/2012	AAC	APRON	P	0	99,750.00	01/01/2012	0	100.00
AP E (EAST APRON)	4205	01/01/2007	AC	APRON	S	0	69,207.00	03/12/2012	5	75.00
AP E (EAST APRON)	4210	01/01/2004	PCC	APRON	S	0	16,693.00	03/12/2012	8	70.00
AP N (NORTH APRON)	4405	01/01/2009	PCC	APRON	S	0	29,860.00	01/01/2009	0	100.00
AP RU 11 (RUN-UP APRON AT RW 11)	5105	01/01/1992	AAC	APRON	P	0	50,483.00	03/12/2012	20	51.00
AP T-HANG (APRON AT T-HANGARS)	4305	12/25/1999	PCC	APRON	S	0	7,600.00	03/12/2012	13	93.00
AP T-HANG (APRON AT T-HANGARS)	4310	12/25/1999	AC	APRON	S	0	6,800.00	03/12/2012	13	58.00
AP T-HANG (APRON AT T-HANGARS)	4315	12/25/1999	AC	APRON	S	0	26,600.00	03/12/2012	13	50.00
RW 11-29 (RUNWAY 11-29)	6105	07/01/2012	AAC	RUNWAY	P	0	500,000.00	07/01/2012	0	100.00
RW 6-24 (RUNWAY 6-24)	6205	01/01/1995	AAC	RUNWAY	P	0	485,000.00	03/12/2012	17	54.00
TW A (TAXIWAY A)	102	01/01/1992	AAC	TAXIWAY	P	0	25,000.00	03/12/2012	20	80.00
TW A (TAXIWAY A)	104	01/01/1982	AAC	TAXIWAY	P	0	7,500.00	03/12/2012	30	40.00
TW A (TAXIWAY A)	105	01/01/1942	AC	TAXIWAY	P	0	205,340.00	03/12/2012	70	44.00
TW A (TAXIWAY A)	110	01/01/1982	AAC	TAXIWAY	P	0	17,610.00	03/12/2012	30	39.00
TW B (TAXIWAY B)	205	01/01/1992	AC	TAXIWAY	P	0	85,750.00	03/12/2012	20	68.00
TW C (TAXIWAY C)	305	01/01/1992	AAC	TAXIWAY	P	0	20,500.00	03/12/2012	20	68.00
TW C (TAXIWAY C)	307	01/01/1942	AC	TAXIWAY	P	0	10,135.00	03/12/2012	70	59.00
TW C (TAXIWAY C)	310	01/01/1942	AC	TAXIWAY	P	0	22,500.00	03/12/2012	70	46.00
TW C (TAXIWAY C)	315	01/01/2007	AC	TAXIWAY	P	0	99,075.00	03/12/2012	5	44.00
TW D (TAXIWAY D)	405	01/01/1942	AC	TAXIWAY	P	0	21,300.00	03/12/2012	70	19.00

Section Condition Report

Pavement Database: *NetworkID: XFL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	407	01/01/1942	AC	TAXIWAY	P	0	10,000.00	03/12/2012	70	33.00
TW D (TAXIWAY D)	410	01/01/1942	AC	TAXIWAY	P	0	100,300.00	03/12/2012	70	42.00
TW D (TAXIWAY D)	414	01/01/1942	AC	TAXIWAY	P	0	4,000.00	03/12/2012	70	68.00
TW D (TAXIWAY D)	415	01/01/1992	AAC	TAXIWAY	P	0	15,500.00	03/12/2012	20	59.00
TW E (TAXIWAY E)	505	01/01/1942	AC	TAXIWAY	P	0	19,250.00	03/12/2012	70	43.00
TW E (TAXIWAY E)	510	01/01/1942	AC	TAXIWAY	P	0	55,016.00	03/12/2012	70	37.00
TW E (TAXIWAY E)	512	01/01/1982	AAC	TAXIWAY	P	0	19,350.00	03/12/2012	30	11.00
TW E (TAXIWAY E)	515	01/01/1942	AC	TAXIWAY	P	0	124,700.00	03/12/2012	70	39.00
TW E (TAXIWAY E)	520	01/01/2004	AC	TAXIWAY	P	0	23,250.00	03/12/2012	8	69.00
TW F (TAXIWAY F)	605	01/01/1942	AC	TAXIWAY	P	0	22,500.00	03/12/2012	70	42.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	679,407.00	4	100.00	0.00	100.00
03-05	5.00	168,282.00	2	59.50	15.50	56.75
06-10	8.00	39,943.00	2	69.50	0.50	69.42
11-15	13.00	41,000.00	3	67.00	18.67	59.30
16-20	19.67	725,583.00	9	57.11	19.73	57.11
26-30	30.00	44,460.00	3	30.00	13.44	26.98
over 40	69.38	644,045.00	13	39.46	15.96	40.07
All	34.28	2,342,720.00	36	54.89	25.24	64.52

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

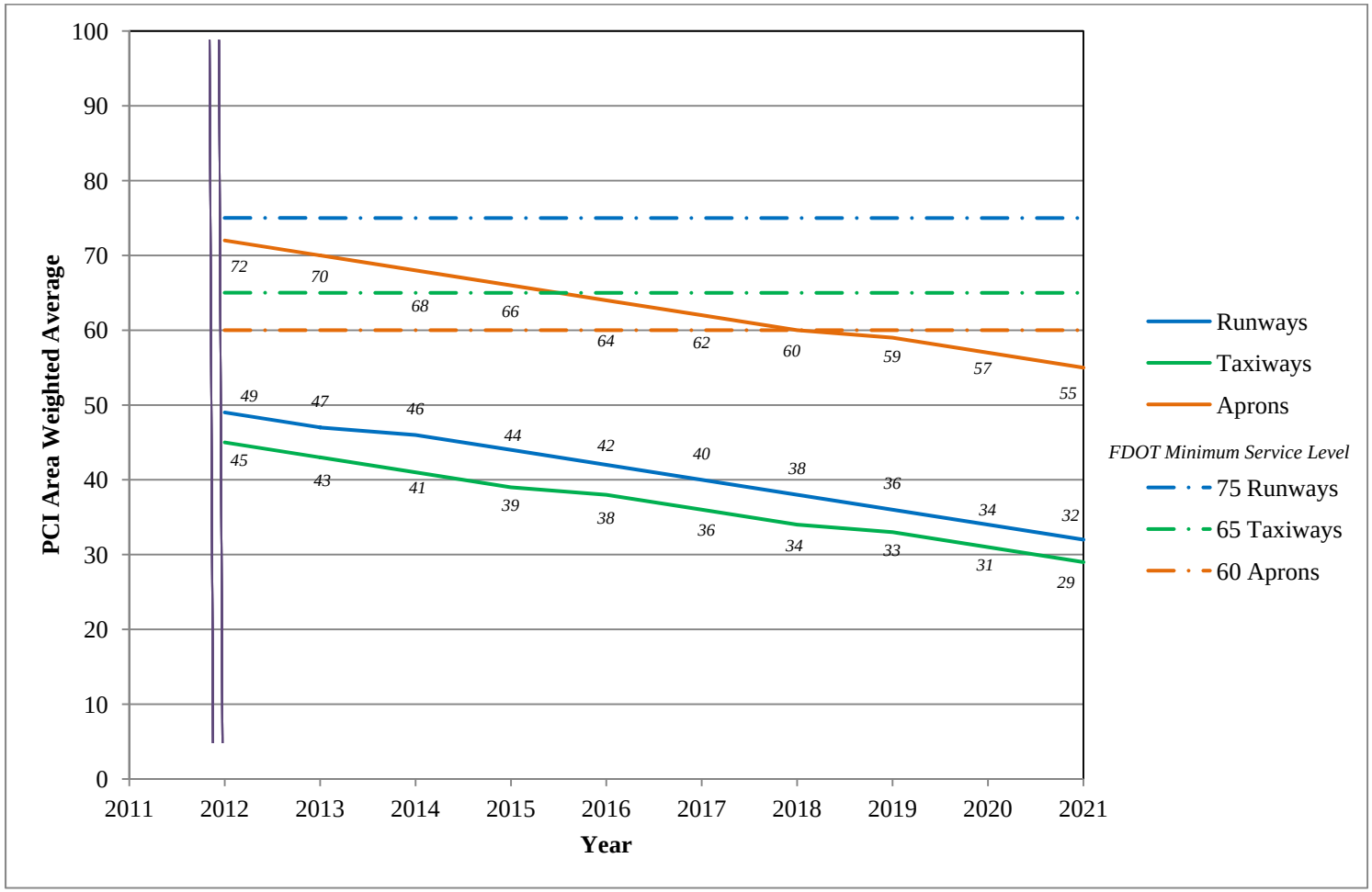
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Apron	AP	4105	0	0	0	0	0	0	0	0	0	0	0
Apron	AP	4110	100	99	96	94	91	88	86	83	81	78	76
Apron	AP	4115	41	41	39	38	36	35	33	32	30	29	27
Apron	AP	4120	29	28	26	23	21	18	15	13	10	8	5
Apron	AP	4125	83	82	80	77	75	72	69	67	64	62	59
Apron	AP	4130	22	21	19	16	14	11	8	6	3	1	0
Apron	AP	4135	100	99	97	94	92	90	88	86	84	82	80
East Apron	AP E	4205	75	75	73	72	70	69	67	66	64	63	61
East Apron	AP E	4210	70	69	67	64	62	59	56	54	51	49	46
North Apron	AP N	4405	100	91	88	86	83	81	78	76	73	71	68
Run-up Apron at RW 11	AP RU 11	5105	51	51	49	48	47	45	44	43	42	40	39
Apron at T-Hangars	AP T-HANG	4305	93	92	90	87	85	82	79	77	74	72	69
Apron at T-Hangars	AP T-HANG	4310	58	58	56	55	53	52	50	49	47	46	44
Apron at T-Hangars	AP T-HANG	4315	50	50	48	47	45	44	42	41	39	38	36
Runway 11-29	RW 11-29	6105	100	100	98	96	94	92	90	88	86	84	82
Runway 6-24	RW 6-24	6205	54	53	51	50	48	46	44	42	40	38	36
Taxiway Alpha	TW A	102	80	79	78	76	74	72	71	69	67	65	64
Taxiway Alpha	TW A	104	40	39	38	36	34	32	31	29	27	25	24
Taxiway Alpha	TW A	105	44	43	42	40	38	37	35	33	31	30	28
Taxiway Alpha	TW A	110	39	38	37	35	33	31	30	28	26	24	23
Taxiway Bravo	TW B	205	68	67	66	64	62	61	59	57	55	54	52
Taxiway Charlie	TW C	305	68	67	66	64	62	60	59	57	55	53	52
Taxiway Charlie	TW C	307	59	58	57	55	53	52	50	48	46	45	43
Taxiway Charlie	TW C	310	46	45	44	42	40	39	37	35	33	32	30
Taxiway Charlie	TW C	315	44	43	42	40	38	37	35	33	31	30	28

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Delta	TW D	405	19	18	17	15	13	12	10	8	6	5	3
Taxiway Delta	TW D	407	33	32	31	29	27	26	24	22	20	19	17
Taxiway Delta	TW D	410	42	41	40	38	36	35	33	31	29	28	26
Taxiway Delta	TW D	414	68	67	66	64	62	61	59	57	55	54	52
Taxiway Delta	TW D	415	59	58	57	55	53	51	50	48	46	44	43
Taxiway Echo	TW E	505	43	42	41	39	37	36	34	32	30	29	27
Taxiway Echo	TW E	510	37	36	35	33	31	30	28	26	24	23	21
Taxiway Echo	TW E	512	11	10	9	7	5	3	2	0	0	0	0
Taxiway Echo	TW E	515	39	38	37	35	33	32	30	28	26	25	23
Taxiway Echo	TW E	520	69	68	67	65	63	62	60	58	56	55	53
Taxiway Foxtrot	TW F	605	42	41	40	38	36	35	33	31	29	28	26

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
East Apron	AP E	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,685.70	SqFt	$0.40	$7,474.36
East Apron	AP E	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,837.50	SqFt	$0.40	$1,134.99
East Apron	AP E	4210	JOINT SPALL	M	Patching - PCC Partial Depth	29.10	SqFt	$19.06	$553.93
Taxiway Alpha	TW A	102	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,607.10	SqFt	$0.40	$3,042.86
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	46,636.50	SqFt	$0.40	$18,654.77
Taxiway Bravo	TW B	205	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,134.10	SqFt	$0.40	$453.65
Taxiway Charlie	TW C	305	L & T CR	M	Crack Sealing - AC	45.10	Ft	$2.25	$101.50
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,734.90	SqFt	$0.40	$5,494.00
Taxiway Delta	TW D	414	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,350.00	SqFt	$0.40	$540.00
Taxiway Delta	TW D	414	WEATH/RAVEL	M	Surface Seal - Coat Tar	130.00	SqFt	$0.40	$52.00
Taxiway Echo	TW E	520	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,487.50	SqFt	$0.40	$1,395.00
								Total =	$38,897.06

APPENDIX F

MAJOR M&R PLAN BY YEAR UNDER UNLIMITED FUNDING SCENARIO TABLE

Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Apron	4105	PCC	18,504	$252,024.56	0	Reconstruction	100
2012	Apron	4115	AC	30,500	$191,845.02	41	Mill and Overlay	100
2012	Apron	4120	PCC	8,400	$114,408.04	28	Reconstruction	100
2012	Apron	4130	PCC	10,000	$136,200.04	21	Reconstruction	100
2012	Run-up Apron at RW 11	5105	AAC	50,483	$303,049.48	51	Mill and Overlay	100
2012	Run-up Apron at RW 11	4310	AC	6,800	$27,159.21	58	Mill and Overlay	100
2012	Run-up Apron at RW 11	4315	AC	26,600	$167,314.01	50	Mill and Overlay	100
2012	Runway 6-24	6205	AAC	485,000	$2,633,065.58	53	Mill and Overlay	100
2012	Taxiway Alpha	104	AAC	7,500	$52,672.51	39	Reconstruction	100
2012	Taxiway Alpha	105	AC	205,340	$1,291,588.70	43	Mill and Overlay	100
2012	Taxiway Alpha	110	AAC	17,610	$136,583.19	38	Reconstruction	100
2012	Taxiway Charlie	307	AC	10,135	$40,479.21	58	Mill and Overlay	100
2012	Taxiway Charlie	310	AC	22,500	$141,525.01	45	Mill and Overlay	100
2012	Taxiway Charlie	315	AC	99,075	$623,181.80	43	Mill and Overlay	100
2012	Taxiway Delta	405	AC	21,300	$290,106.09	18	Reconstruction	100
2012	Taxiway Delta	407	AC	10,000	$121,540.04	32	Reconstruction	100
2012	Taxiway Delta	410	AC	100,300	$630,887.05	41	Mill and Overlay	100
2012	Taxiway Delta	415	AAC	15,500	$61,907.03	58	Mill and Overlay	100
2012	Taxiway Echo	505	AC	19,250	$121,082.51	42	Mill and Overlay	100
2012	Taxiway Echo	510	AC	55,016	$507,357.69	36	Reconstruction	100
2012	Taxiway Echo	512	AAC	19,350	$263,547.09	10	Reconstruction	100
2012	Taxiway Echo	515	AC	124,700	$967,173.43	38	Reconstruction	100
2012	Taxiway Foxtrot	605	AC	22,500	$141,525.01	41	Mill and Overlay	100
2014	East Apron	4210	PCC	16,693	$41,227.98	64	PCC Restoration	100

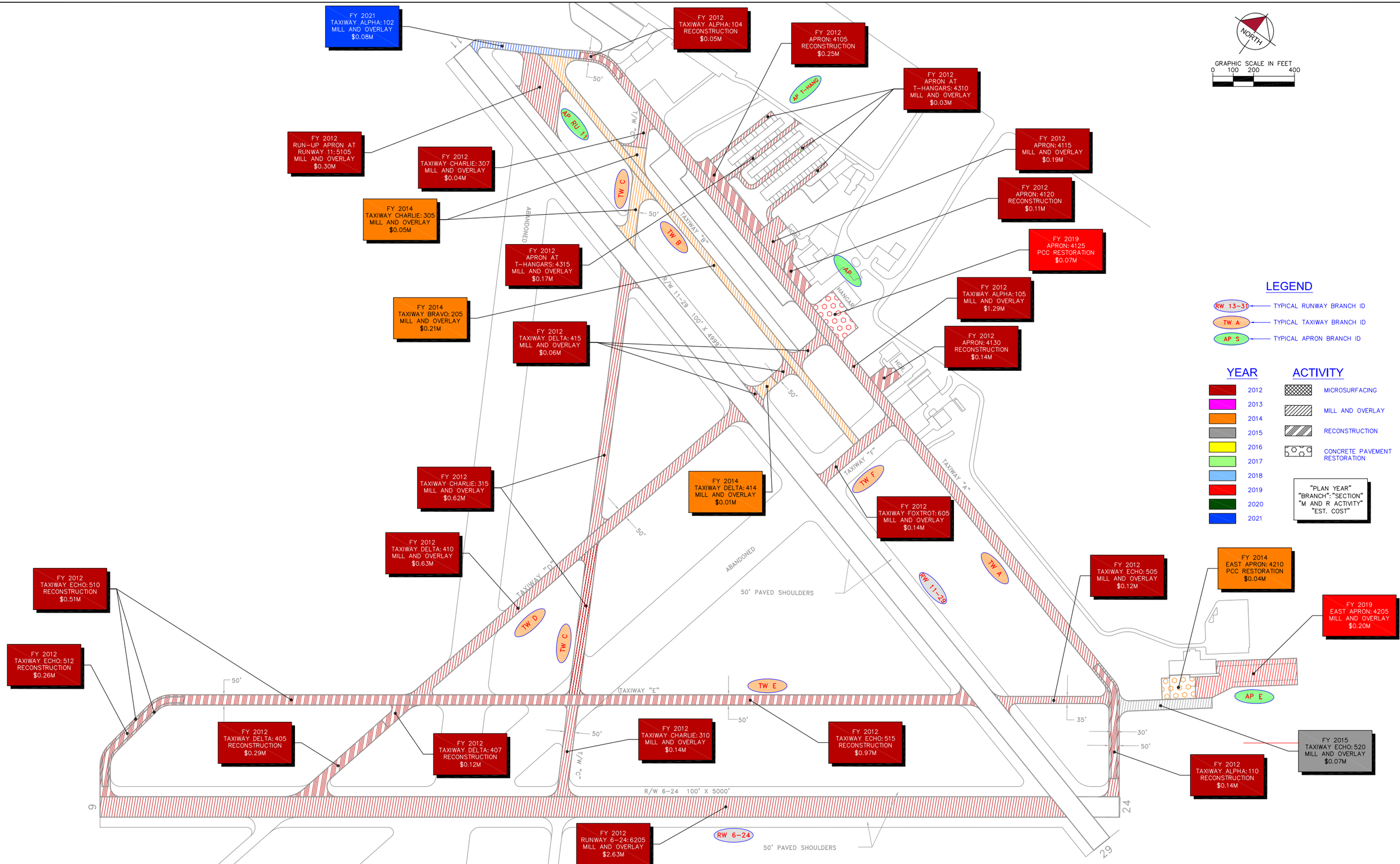
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	Taxiway Bravo	205	AC	85,750	$211,783.36	64	Mill and Overlay	100
2014	Taxiway Charlie	305	AAC	20,500	$50,630.42	64	Mill and Overlay	100
2014	Taxiway Delta	414	AC	4,000	$9,879.11	64	Mill and Overlay	100
2015	Taxiway Echo	520	AC	23,250	$66,080.79	63	Mill and Overlay	100
2019	Apron	4125	PCC	24,950	$71,435.55	64	PCC Restoration	100
2019	East Apron	4205	AC	69,207	$198,149.89	64	Mill and Overlay	100
2021	Taxiway Alpha	102	AAC	25,000	$75,937.85	64	Mill and Overlay	100
				Total	**$9,941,947.25**	**60**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



PLOTTED: May 31, 2012 - 8:00 AM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\FDOT Aviation 2010-2017\2010-2017-Phase II\ACAD\Revised Airports\XFL\EXHIBITS\2014-XFL-MAINTENANCE.dwg

10-YEAR M&R MAP

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
XFL
FDOT DISTRICT
5

APPENDIX H

PHOTOGRAPHS

Runway 6-24, Section 6205, Sample Unit 177 – Low to medium severity (48) Longitudinal and Transverse Cracking and low severity (52) Weathering and Raveling.

Taxiway Delta, Section 405, Sample Unit 103 – Medium to high severity (43) Block cracking and medium severity (52) Weathering / Raveling.

Taxiway Delta, Section 405, Sample Unit 101 – Low severity (41) Alligator Cracking, low to medium severity (43) Block cracking, low severity (50) Patching, and low to medium severity (52) Weathering and Raveling.

Taxiway Charlie, Section 310, Sample Unit 101 – Low to medium severity (48) Longitudinal and Transverse Cracking; medium severity (50) patching, low severity (52) Weathering and Raveling.

Apron, Section 4130, Sample Unit 101 – High severity (65) Joint Seal Damage and high severity (72) Shattered Slab.

Apron T-Hangar, Section 4310, Sample Unit 302 – Low severity (52) Weathering and Raveling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4105 of 7 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 18,504.00SqFt Length: 220.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 15.00Count PCI = 0
Sample Comments:

65	JOINT SEAL DAMAGE	H	15.00	Count	Comments:
70	SCALING/CRAZING	L	9.00	Count	Comments:
71	FAULTING	L	2.00	Count	Comments:
72	SHATTERED SLAB	H	6.00	Count	Comments:
72	SHATTERED SLAB	L	9.00	Count	Comments:
73	SHRINKAGE CRACKING	N	3.00	Count	Comments:
74	JOINT SPALLING	L	5.00	Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4110 of 7 From: - To: - Last Const.: 1/1/2012
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 49,797.00SqFt Length: 820.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date5/23/2007 Total Samples: 9 Surveyed: 1
Conditions: PCI:20.00 |
Inspection Comments:

Sample Number: 305 Type: R Area: 15.00Count PCI = 20
Sample Comments:

63 LINEAR CR	L	9.00	Count	Comments:
63 LINEAR CR	M	1.00	Count	Comments:
65 JT SEAL DMG	H	15.00	Count	Comments:
70 SCALING	L	15.00	Count	Comments:
72 SHAT. SLAB	L	3.00	Count	Comments:
72 SHAT. SLAB	M	3.00	Count	Comments:
75 CORNER SPALL	L	2.00	Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4115 of 7 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 30,500.00SqFt Length: 152.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:41.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 5,800.00SqFt PCI = 41
Sample Comments:

43	BLOCK CRACKING	L	5,099.96 SqFt	Comments:
43	BLOCK CRACKING	M	70.00 SqFt	Comments:
45	DEPRESSION	L	40.00 SqFt	Comments:
45	DEPRESSION	M	30.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.01 Ft	Comments:
52	WEATHERING/RAVELING	L	5,799.95 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4120 of 7 From: - To: - Last Const.: 1/1/1992
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 8,400.00SqFt Length: 140.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:29.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 16.00Count PCI = 29
Sample Comments:

63	LINEAR CRACKING	L	1.00	Count	Comments:
63	LINEAR CRACKING	M	1.00	Count	Comments:
65	JOINT SEAL DAMAGE	H	16.00	Count	Comments:
70	SCALING/CRAZING	L	8.00	Count	Comments:
72	SHATTERED SLAB	L	9.00	Count	Comments:
74	JOINT SPALLING	L	5.00	Count	Comments:
75	CORNER SPALLING	L	3.00	Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4125 of 7 From: - To: - Last Const.: 1/1/1992
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 24,950.00SqFt Length: 220.00Ft Width: 110.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Count PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Count	Comments:
70 SCALING/CRAZING	L	3.00	Count	Comments:
74 JOINT SPALLING	L	4.00	Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4130 of 7 From: - To: - Last Const.: 1/1/1992
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 90.00Ft Width: 110.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:22.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 15.00Count PCI = 22
Sample Comments:

62 CORNER BREAK	H	1.00	Count	Comments:
62 CORNER BREAK	L	2.00	Count	Comments:
62 CORNER BREAK	M	1.00	Count	Comments:
63 LINEAR CRACKING	L	1.00	Count	Comments:
63 LINEAR CRACKING	M	2.00	Count	Comments:
65 JOINT SEAL DAMAGE	H	15.00	Count	Comments:
70 SCALING/CRAZING	L	4.00	Count	Comments:
72 SHATTERED SLAB	H	2.00	Count	Comments:
72 SHATTERED SLAB	L	1.00	Count	Comments:
74 JOINT SPALLING	H	1.00	Count	Comments:
74 JOINT SPALLING	L	5.00	Count	Comments:
74 JOINT SPALLING	M	2.00	Count	Comments:
75 CORNER SPALLING	L	1.00	Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 241,901.00SqFt

Section: 4135 of 7 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 99,750.00SqFt Length: 1,170.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date5/23/2007 Total Samples: 27 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 606 Type: R Area: 2,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	2,000.00 SqFt	Comments:
56 SWELLING	L	285.00 SqFt	Comments:

Sample Number: 610 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	5,000.00 SqFt	Comments:

Sample Number: 702 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	1,500.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP E Name: EAST APRON Use: APRON Area: 85,900.00SqFt

Section: 4205 of 2 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: S
Area: 69,207.00SqFt Length: 540.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 18 Surveyed: 2
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.02	Ft	Comments:
52	WEATHERING/RAVELING	L	1,099.99	SqFt	Comments:
52	WEATHERING/RAVELING	M	230.00	SqFt	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:
52	WEATHERING/RAVELING	L	1,599.99	SqFt	Comments:
52	WEATHERING/RAVELING	M	180.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP E Name: EAST APRON Use: APRON Area: 85,900.00SqFt

Section: 4210 of 2 From: - To: - Last Const.: 1/1/2004
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 16,693.00SqFt Length: 167.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 12.00Count PCI = 70
Sample Comments:

63 LINEAR CRACKING	L	2.00	Count	Comments:
65 JOINT SEAL DAMAGE	L	12.00	Count	Comments:
70 SCALING/CRAZING	L	8.00	Count	Comments:
74 JOINT SPALLING	M	2.00	Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP N Name: NORTH APRON Use: APRON Area: 29,860.00SqFt

Section: 4405 of 1 From: - To: - Last Const.: 1/1/2009
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 29,860.00SqFt Length: 350.00Ft Width: 85.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2009 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP RU 11 Name: RUN-UP APRON AT RW 11 Use: APRON Area: 50,483.00SqFt

Section: 5105 of 1 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 50,483.00SqFt Length: 280.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

45 DEPRESSION	L	110.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01	Ft	Comments:
52 WEATHERING/RAVELING	L	2,699.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	5.00	SqFt	Comments:

Sample Number: 602 Type: R Area: 3,500.00SqFt PCI = 30
Sample Comments:

43 BLOCK CRACKING	M	3,499.97	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,099.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,399.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 41,000.00SqFt

Section: 4305 of 3 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 7,600.00SqFt Length: 100.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 22.00Count PCI = 93
Sample Comments:

70 SCALING/CRAZING	L	2.00 Count	Comments:
73 SHRINKAGE CRACKING	N	1.00 Count	Comments:
74 JOINT SPALLING	L	1.00 Count	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 41,000.00SqFt

Section: 4310 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: S
Area: 6,800.00SqFt Length: 340.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:58.00 I
Inspection Comments:

Sample Number: 201 Type: R Area: 2,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	97.02	Ft	Comments:
52	WEATHERING/RAVELING	L	1,899.98	SqFt	Comments:
56	SWELLING	L	649.99	SqFt	Comments:

Sample Number: 302 Type: R Area: 2,000.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.02	Ft	Comments:
52	WEATHERING/RAVELING	L	1,929.98	SqFt	Comments:
56	SWELLING	L	520.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 41,000.00SqFt

Section: 4315 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: S
Area: 26,600.00SqFt Length: 1,330.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 2,000.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	207.05	Ft	Comments:
52	WEATHERING/RAVELING	L	1,899.98	SqFt	Comments:
54	SHOVING	L	12.00	SqFt	Comments:
56	SWELLING	L	430.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 500,000.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 7/1/2012
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 500,000.00SqFt Length: 5,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date5/23/2007 Total Samples: 100 Surveyed: 20
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	437.00 Ft	Comments:
48 L & T CR	M	67.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	360.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 L & T CR	L	282.00 Ft	Comments:
48 L & T CR	M	52.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	450.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48 L & T CR	L	247.00 Ft	Comments:
48 L & T CR	M	250.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	390.00 SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48 L & T CR	L	376.00 Ft	Comments:
48 L & T CR	M	44.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	300.00 SqFt	Comments:
56 SWELLING	M	51.00 SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48 L & T CR	L	229.00 Ft	Comments:
48 L & T CR	M	175.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	231.00 SqFt	Comments:
56 SWELLING	M	50.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	291.00 Ft	Comments:
48 L & T CR	M	100.00 Ft	Comments:

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Site Name:

52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	330.00	SqFt	Comments:

Sample Number: 139 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 L & T CR	L	81.00	Ft	Comments:
48 L & T CR	M	278.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	127.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 L & T CR	L	292.00	Ft	Comments:
48 L & T CR	M	33.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	280.00	SqFt	Comments:

Sample Number: 146 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48 L & T CR	L	75.00	Ft	Comments:
48 L & T CR	M	357.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	141.00	SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

44 CORRUGATION	L	230.00	SqFt	Comments:
48 L & T CR	L	225.00	Ft	Comments:
48 L & T CR	M	224.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	152.00	SqFt	Comments:

Sample Number: 153 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	379.00	Ft	Comments:
48 L & T CR	M	11.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	240.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	369.00	Ft	Comments:
48 L & T CR	M	66.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	87.00	SqFt	Comments:

Sample Number: 161 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48 L & T CR	L	259.00	Ft	Comments:
48 L & T CR	M	60.00	Ft	Comments:
52 WEATH/RAVEL	L	4,720.00	SqFt	Comments:
52 WEATH/RAVEL	M	280.00	SqFt	Comments:
56 SWELLING	L	390.00	SqFt	Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

44 CORRUGATION	L	300.00	SqFt	Comments:
48 L & T CR	L	289.00	Ft	Comments:

Re-inspection Report

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Site Name:

52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	110.00	SqFt	Comments:

Sample Number: 171 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 L & T CR	L	316.00	Ft	Comments:
48 L & T CR	M	28.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	65.00	SqFt	Comments:

Sample Number: 178 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 L & T CR	L	234.00	Ft	Comments:
52 WEATH/RAVEL	L	2,200.00	SqFt	Comments:
52 WEATH/RAVEL	M	25.00	SqFt	Comments:

Sample Number: 185 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 L & T CR	L	238.00	Ft	Comments:
48 L & T CR	M	200.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	108.00	SqFt	Comments:

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 L & T CR	L	271.00	Ft	Comments:
52 WEATH/RAVEL	L	4,963.00	SqFt	Comments:
52 WEATH/RAVEL	M	37.00	SqFt	Comments:
56 SWELLING	L	22.00	SqFt	Comments:

Sample Number: 195 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	311.00	Ft	Comments:
48 L & T CR	M	90.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	193.00	SqFt	Comments:

Sample Number: 199 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 L & T CR	L	157.00	Ft	Comments:
48 L & T CR	M	18.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
56 SWELLING	L	95.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 485,000.00SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/1995
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 485,000.00SqFt Length: 4,850.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 100 Surveyed: 20
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.04	Ft	Comments:
52 WEATHERING/RAVELING	L	3,249.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,699.99	SqFt	Comments:
56 SWELLING	L	230.00	SqFt	Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	156.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	237.06	Ft	Comments:
52 WEATHERING/RAVELING	L	2,949.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	575.00	SqFt	Comments:
56 SWELLING	L	20.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	70.02	Ft	Comments:
52 WEATHERING/RAVELING	L	3,299.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	25.00	SqFt	Comments:
53 RUTTING	L	80.00	SqFt	Comments:
56 SWELLING	L	35.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	309.08	Ft	Comments:
50 PATCHING	M	0.50	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,899.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00	SqFt	Comments:
53 RUTTING	L	100.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	224.06	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	45.01	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,199.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	25.00	SqFt	Comments:
53 RUTTING	L	150.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	204.05	Ft	Comments:

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48 LONGITUDINAL/TRANSVERSE CRACKING	M	56.01	Ft	Comments:
52 WEATHERING/RAVELING	L	2,699.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	40.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	211.05	Ft	Comments:
52 WEATHERING/RAVELING	H	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,399.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	220.00	SqFt	Comments:
56 SWELLING	L	180.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	251.06	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	81.02	Ft	Comments:
52 WEATHERING/RAVELING	L	3,199.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:
53 RUTTING	L	40.00	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	269.07	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.01	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	90.00	SqFt	Comments:
53 RUTTING	L	100.00	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	371.10	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	87.02	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,399.97	SqFt	Comments:
53 RUTTING	L	70.00	SqFt	Comments:
56 SWELLING	L	130.00	SqFt	Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	243.06	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft	Comments:
52 WEATHERING/RAVELING	L	2,789.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	30.00	SqFt	Comments:
53 RUTTING	L	60.00	SqFt	Comments:
56 SWELLING	L	310.00	SqFt	Comments:
56 SWELLING	M	20.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	398.10	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	53.01	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,349.97	SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

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Report Generated Date: 5/29/2012
Site Name:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	211.05	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	33.01	Ft	Comments:
52	WEATHERING/RAVELING	L	2,669.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	15.00	SqFt	Comments:
56	SWELLING	L	20.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	347.09	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.01	Ft	Comments:
52	WEATHERING/RAVELING	L	3,099.97	SqFt	Comments:
56	SWELLING	L	0.35	SqFt	Comments:

Sample Number: 170 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.04	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	73.02	Ft	Comments:
50	PATCHING	L	0.50	SqFt	Comments:
52	WEATHERING/RAVELING	L	3,899.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	50.00	SqFt	Comments:
53	RUTTING	L	120.00	SqFt	Comments:

Sample Number: 177 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	173.04	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	129.03	Ft	Comments:
52	WEATHERING/RAVELING	L	2,974.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	40.00	SqFt	Comments:
53	RUTTING	L	80.00	SqFt	Comments:
56	SWELLING	L	10.00	SqFt	Comments:

Sample Number: 182 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.08	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	139.04	Ft	Comments:
52	WEATHERING/RAVELING	L	3,449.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	450.00	SqFt	Comments:
56	SWELLING	L	460.00	SqFt	Comments:

Sample Number: 188 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	371.10	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	125.03	Ft	Comments:
50	PATCHING	L	0.50	SqFt	Comments:
52	WEATHERING/RAVELING	L	3,599.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	1,199.99	SqFt	Comments:
56	SWELLING	L	490.00	SqFt	Comments:

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	446.11	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	239.06	Ft	Comments:
52	WEATHERING/RAVELING	L	1,949.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	2,534.98	SqFt	Comments:
56	SWELLING	L	240.00	SqFt	Comments:

Sample Number: 199 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43	BLOCK CRACKING	L	1,199.99	SqFt	Comments:

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48	LONGITUDINAL/TRANSVERSE CRACKING	L	749.19	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	104.03	Ft	Comments:
52	WEATHERING/RAVELING	L	4,099.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	225.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00SqFt

Section: 102 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:
52 WEATHERING/RAVELING	L	979.99	SqFt	Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,149.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00SqFt

Section: 104 of 4 From: - To: - Last Const.: 1/1/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,500.00SqFt Length: 250.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 3,000.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	L	2,199.98	SqFt	Comments:
50 PATCHING	L	420.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,199.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	799.99	SqFt	Comments:
56 SWELLING	L	15.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 205,340.00SqFt Length: 3,740.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 46 Surveyed: 6
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43 BLOCK CRACKING	L	4,499.96	SqFt	Comments:
50 PATCHING	L	500.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,499.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	500.00	SqFt	Comments:
56 SWELLING	L	35.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

43 BLOCK CRACKING	L	3,899.97	SqFt	Comments:
45 DEPRESSION	H	1.00	SqFt	Comments:
45 DEPRESSION	L	350.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.02	Ft	Comments:
52 WEATHERING/RAVELING	L	4,899.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

43 BLOCK CRACKING	L	2,699.98	SqFt	Comments:
43 BLOCK CRACKING	M	200.00	SqFt	Comments:
45 DEPRESSION	H	2.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.01	Ft	Comments:
52 WEATHERING/RAVELING	L	4,699.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	300.00	SqFt	Comments:
56 SWELLING	L	65.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43 BLOCK CRACKING	L	2,099.98	SqFt	Comments:
43 BLOCK CRACKING	M	899.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.02	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	L	3,999.97	SqFt	Comments:
43 BLOCK CRACKING	M	999.99	SqFt	Comments:
50 PATCHING	L	15.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

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43 BLOCK CRACKING	L	4,999.96	SqFt	Comments:
45 DEPRESSION	L	90.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00SqFt

Section: 110 of 4 From: - To: - Last Const.: 1/1/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 17,610.00SqFt Length: 587.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	L	2,599.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	17.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,499.99	SqFt	Comments:

Sample Number: 148 Type: R Area: 3,000.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	L	2,999.98	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,799.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,199.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 85,750.00SqFt

Section: 205 of 1 From: - To: - Last Const.: 1/1/1992
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 85,750.00SqFt Length: 2,450.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 25 Surveyed: 4
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:
52	WEATHERING/RAVELING	L	3,174.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	10.00	SqFt	Comments:
56	SWELLING	L	390.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft	Comments:
52	WEATHERING/RAVELING	L	1,374.99	SqFt	Comments:
52	WEATHERING/RAVELING	M	10.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 3,500.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.02	Ft	Comments:
52	WEATHERING/RAVELING	L	1,979.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	100.00	SqFt	Comments:
56	SWELLING	L	135.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.02	Ft	Comments:
52	WEATHERING/RAVELING	L	1,899.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	85.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00SqFt

Section: 305 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 20,500.00SqFt Length: 410.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.01	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	11.00	Ft	Comments:
52	WEATHERING/RAVELING	L	3,349.97	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00SqFt

Section: 307 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,135.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43	BLOCK CRACKING	L	1,899.98	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
52	WEATHERING/RAVELING	L	3,899.97	SqFt	Comments:
52	WEATHERING/RAVELING	M	80.00	SqFt	Comments:
56	SWELLING	L	15.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00SqFt

Section: 310 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,500.00SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:46.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	909.23	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	44.01	Ft	Comments:
50	PATCHING	M	200.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:
56	SWELLING	L	90.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00SqFt

Section: 315 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 99,075.00SqFt Length: 2,098.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 20 Surveyed: 3
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

43 BLOCK CRACKING	L	550.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	617.16	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	31.01	Ft	Comments:
52 WEATHERING/RAVELING	L	4,899.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	100.00	SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43 BLOCK CRACKING	L	580.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	570.15	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	91.02	Ft	Comments:
52 WEATHERING/RAVELING	L	4,649.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	350.00	SqFt	Comments:
56 SWELLING	L	120.00	SqFt	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

45 DEPRESSION	L	30.00	SqFt	Comments:
45 DEPRESSION	M	4.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	821.21	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	105.03	Ft	Comments:
52 WEATHERING/RAVELING	L	3,699.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,299.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00SqFt

Section: 405 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 21,300.00SqFt Length: 426.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:19.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

41 ALLIGATOR CRACKING	L	85.00	SqFt	Comments:
43 BLOCK CRACKING	L	500.00	SqFt	Comments:
43 BLOCK CRACKING	M	3,409.97	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	169.04	Ft	Comments:
50 PATCHING	L	150.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,599.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	400.00	SqFt	Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 9
Sample Comments:

43 BLOCK CRACKING	H	4,549.96	SqFt	Comments:
43 BLOCK CRACKING	M	450.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96	SqFt	Comments:
56 SWELLING	L	380.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00SqFt

Section: 407 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 6,000.00SqFt PCI = 33
Sample Comments:

43	BLOCK CRACKING	M	999.99	SqFt	Comments:
45	DEPRESSION	L	12.00	SqFt	Comments:
45	DEPRESSION	M	16.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	327.08	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	453.12	Ft	Comments:
50	PATCHING	L	20.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	5,099.96	SqFt	Comments:
52	WEATHERING/RAVELING	M	899.99	SqFt	Comments:
56	SWELLING	L	70.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00SqFt

Section: 410 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 100,300.00SqFt Length: 2,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 20 Surveyed: 4
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

43 BLOCK CRACKING	L	475.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	788.20	Ft	Comments:
52 WEATHERING/RAVELING	L	4,099.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	899.99	SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

43 BLOCK CRACKING	L	1,399.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	291.07	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	26.01	Ft	Comments:
50 PATCHING	L	3.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:
56 SWELLING	L	85.00	SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	L	3,324.97	SqFt	Comments:
43 BLOCK CRACKING	M	1,099.99	SqFt	Comments:
50 PATCHING	M	575.00	SqFt	Comments:
56 SWELLING	L	300.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

43 BLOCK CRACKING	L	3,799.97	SqFt	Comments:
43 BLOCK CRACKING	M	1,199.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,869.98	SqFt	Comments:
52 WEATHERING/RAVELING	M	2,129.98	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00SqFt

Section: 414 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,000.00SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 68
Sample Comments:

45	DEPRESSION	L	50.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.03	Ft	Comments:
52	WEATHERING/RAVELING	L	1,349.99	SqFt	Comments:
52	WEATHERING/RAVELING	M	130.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00SqFt

Section: 415 of 5 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 15,500.00SqFt Length: 310.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 4 Surveyed: 2
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,500.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	L	225.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	123.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	71.02	Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	999.99	SqFt	Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

45 DEPRESSION	L	60.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.01	Ft	Comments:
52 WEATHERING/RAVELING	L	450.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,699.98	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 241,566.00SqFt

Section: 505 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 19,250.00SqFt Length: 550.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	372.10	Ft	Comments:
50	PATCHING	L	0.50	SqFt	Comments:
52	WEATHERING/RAVELING	L	1,899.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	1,599.99	SqFt	Comments:
56	SWELLING	L	899.99	SqFt	Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 47
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	310.08	Ft	Comments:
52	WEATHERING/RAVELING	L	2,099.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	899.99	SqFt	Comments:
56	SWELLING	L	714.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 241,566.00SqFt

Section: 510 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 55,016.00SqFt Length: 1,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:37.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

41	ALLIGATOR CRACKING	L	55.00	SqFt	Comments:
43	BLOCK CRACKING	M	1,399.99	SqFt	Comments:
45	DEPRESSION	L	30.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	219.06	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.02	Ft	Comments:
50	PATCHING	L	300.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	2,899.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	2,099.98	SqFt	Comments:
56	SWELLING	L	410.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

43	BLOCK CRACKING	L	200.00	SqFt	Comments:
43	BLOCK CRACKING	M	999.99	SqFt	Comments:
45	DEPRESSION	L	25.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	490.13	Ft	Comments:
52	WEATHERING/RAVELING	L	4,619.96	SqFt	Comments:
52	WEATHERING/RAVELING	M	380.00	SqFt	Comments:
56	SWELLING	L	110.00	SqFt	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43	BLOCK CRACKING	M	1,299.99	SqFt	Comments:
45	DEPRESSION	L	27.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	92.02	Ft	Comments:
50	PATCHING	L	150.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	4,799.96	SqFt	Comments:
52	WEATHERING/RAVELING	M	200.96	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 241,566.00SqFt

Section: 512 of 5 From: - To: - Last Const.: 1/1/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 19,350.00SqFt Length: 645.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI:11.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 3,000.00SqFt PCI = 6
Sample Comments:

43	BLOCK CRACKING	L	899.99 SqFt	Comments:
43	BLOCK CRACKING	M	2,099.98 SqFt	Comments:
52	WEATHERING/RAVELING	L	300.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	2,699.98 SqFt	Comments:
56	SWELLING	L	1,824.98 SqFt	Comments:
56	SWELLING	M	1,149.99 SqFt	Comments:

Sample Number: 204 Type: R Area: 3,000.00SqFt PCI = 16
Sample Comments:

41	ALLIGATOR CRACKING	L	120.00 SqFt	Comments:
43	BLOCK CRACKING	L	350.00 SqFt	Comments:
43	BLOCK CRACKING	M	1,899.98 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	74.02 Ft	Comments:
52	WEATHERING/RAVELING	L	500.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	2,499.98 SqFt	Comments:
56	SWELLING	L	475.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 241,566.00SqFt

Section: 515 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 124,700.00SqFt Length: 1,670.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 27 Surveyed: 4
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 119 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

43	BLOCK CRACKING	L	799.99 SqFt	Comments:
43	BLOCK CRACKING	M	1,599.99 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	11.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	122.03 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	90.02 Ft	Comments:
52	WEATHERING/RAVELING	L	3,799.97 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,199.99 SqFt	Comments:
56	SWELLING	L	30.00 SqFt	Comments:

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

43	BLOCK CRACKING	L	899.99 SqFt	Comments:
45	DEPRESSION	L	28.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	379.10 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	141.04 Ft	Comments:
50	PATCHING	M	350.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,199.97 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,799.99 SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

43	BLOCK CRACKING	L	4,499.96 SqFt	Comments:
43	BLOCK CRACKING	M	500.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,249.96 SqFt	Comments:
52	WEATHERING/RAVELING	M	749.99 SqFt	Comments:

Sample Number: 139 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

43	BLOCK CRACKING	L	4,999.96 SqFt	Comments:
52	WEATHERING/RAVELING	L	4,599.96 SqFt	Comments:
52	WEATHERING/RAVELING	M	400.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 241,566.00SqFt

Section: 520 of 5 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,250.00SqFt Length: 465.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.01 Ft	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	WEATHERING/RAVELING	L	749.99 SqFt	Comments:
56	SWELLING	L	674.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/29/2012
Site Name:

Network: XFL Name: FLAGLER COUNTY

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 22,500.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,500.00SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/12/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

43	BLOCK CRACKING	L	674.99 SqFt	Comments:
43	BLOCK CRACKING	M	120.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	461.12 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	128.03 Ft	Comments:
52	WEATHERING/RAVELING	L	3,849.97 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,149.99 SqFt	Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

43	BLOCK CRACKING	L	1,299.99 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	187.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.02 Ft	Comments:
52	WEATHERING/RAVELING	L	4,099.97 SqFt	Comments:
52	WEATHERING/RAVELING	M	899.99 SqFt	Comments: