STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

New Smyrna Beach Municipal Airport–EVB
(Regional Reliever)
New Smyrna Beach, 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 New Smyrna Beach Municipal 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 New Smyrna Beach Municipal Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During April 2012, the PCI survey was performed at New Smyrna Beach Municipal 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 53, representing a Poor 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	30	5-69	Very Poor	65	65	X
Apron WT	85	75-93	Satisfactory	65	65	
Apron Runway 15-33	33	30-42	Very Poor	65	65	X
South Aprons	17	14-19	Serious	65	65	X
Runway 11-29	52	52	Poor	65	65	X
Runway 2-20	34	27-53	Very Poor	75	65	X
Runway 7-25	67	64-96	Fair	75	65	X
Taxiway Alpha	63	54-100	Fair	75	65	X
Taxiway Bravo	70	68-75	Fair	65	65	
Taxiway Charlie	70	59-76	Fair	65	65	X
Taxiway Charlie WT	91	91	Good	65	65	
Taxiway Delta	36	0-79	Very Poor	65	65	X
Taxiway Echo	100	100	Good	65	65	

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	50	Poor
Taxiway	64	Fair
Apron	29	Very Poor
All (Weighted)	**50**	**Poor**

Use	Average Area-Weighted PCI	Condition Rating
Taxiway Charlie	91	Good
Apron	85	Satisfactory

Note: This taxiway and apron have whitetopping pavement

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	56	Fair
Secondary	52	Poor
Tertiary	30	Very Poor
All (Weighted)	**53**	**Poor**

*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 New Smyrna Beach Municipal Airport, include: Apron, Apron Runway 15-33, South Apron, Runway 11-29, Runway 2-20, Runway 7-25, Taxiway Alpha, Taxiway Charlie, and Taxiway Delta. Asphalt pavement conditions in these areas justify either mill and overlay or full pavement reconstruction. Portland Cement Concrete pavement conditions in Apron, South Aprons, and Taxiway Delta would benefit from full PCC 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 (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4102	PCC	31,042	$576,449.90	10	Reconstruction	100
Apron	4105	PCC	11,550	$214,483.49	24	Reconstruction	100
Apron	4110	PCC	2,080	$38,625.60	10	Reconstruction	100
Apron	4115	PCC	8,700	$161,558.99	5	Reconstruction	100
Apron	4130	PCC	33,878	$591,984.14	31	Reconstruction	100
Apron	4135	AC	4,950	$31,833.46	53	Mill and Overlay	100
Apron	4140	AC	51,200	$782,438.40	33	Reconstruction	100
Apron	4160	AAC	7,750	$58,977.53	44	Mill and Overlay	100
Apron	4165	PCC	9,675	$116,041.96	36	Reconstruction	100
Apron	4170	AC	3,770	$28,689.71	43	Mill and Overlay	100
Apron	4180	PCC	384	$7,130.88	16	Reconstruction	100
Apron	4185	PCC	16,996	$315,615.70	10	Reconstruction	100
Apron Runway 15-33	6305	AC	127,500	$2,367,674.84	30	Reconstruction	100
Apron Runway 15-33	6310	AAC	18,396	$341,613.70	22	Reconstruction	100

Table IV: Immediate Major M&R Needs (Continued)

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 Runway 15-33	6320	AAC	22,500	$343,845.00	33	Reconstruction	100
Apron Runway 15-33	6325	AC	18,750	$286,537.50	33	Reconstruction	100
Apron Runway 15-33	6340	AC	23,852	$181,513.81	42	Mill and Overlay	100
South Aprons	4210	PCC	28,075	$521,352.72	14	Reconstruction	100
South Aprons	4215	PCC	57,337	$1,064,748.02	19	Reconstruction	100
Runway 11-29	6105	AAC	430,500	$2,937,733.30	52	Mill and Overlay	100
Runway 2-20	6405	AC	85,000	$1,578,449.90	27	Reconstruction	100
Runway 2-20	6425	AC	270,000	$3,830,220.13	34	Reconstruction	100
Runway 2-20	6430	AAC	15,000	$96,465.05	53	Mill and Overlay	100
Runway 2-20	6445	AC	36,000	$431,784.05	36	Reconstruction	100
Runway 2-20	6450	AAC	25,000	$190,250.09	45	Mill and Overlay	100
Runway 7-25	6205	AAC	335,250	$860,921.93	64	Mill and Overlay	100
Taxiway Alpha	105	AAC	103,200	$623,121.91	54	Mill and Overlay	100
Taxiway Charlie	335	AAC	8,400	$34,213.21	59	Mill and Overlay	100
Taxiway Delta	410	AC	31,000	$405,790.03	35	Reconstruction	100
Taxiway Delta	415	AC	160,000	$2,971,199.80	26	Reconstruction	100
Taxiway Delta	420	PCC	13,735	$255,058.93	0	Reconstruction	100
			Total	**$22,246,323.68**	**41**		**100**

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	$117,691.76	$22,246,323.69	$22,364,015.45
2013	$75,725.39	$76,177.15	$151,902.54
2014	$86,140.34	$0.00	$86,140.34
2015	$72,442.25	$334,051.76	$406,494.01
2016	$107,127.21	$50,580.36	$157,707.57
2017	$151,407.65	$0.00	$151,407.65
2018	$211,124.69	$0.00	$211,124.69
2019	$250,277.78	$178,665.93	$428,943.70
2020	$315,099.91	$0.00	$315,099.91
2021	$349,003.97	$304,909.81	$653,913.78
Total	**$1,736,040.95**	**$23,190,708.70**	**$24,926,749.64**

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 53 in 2012 to 79 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 New Smyrna Beach Municipal Airport pavements in 2021 may remain near 79. 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 New Smyrna Beach Municipal 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.

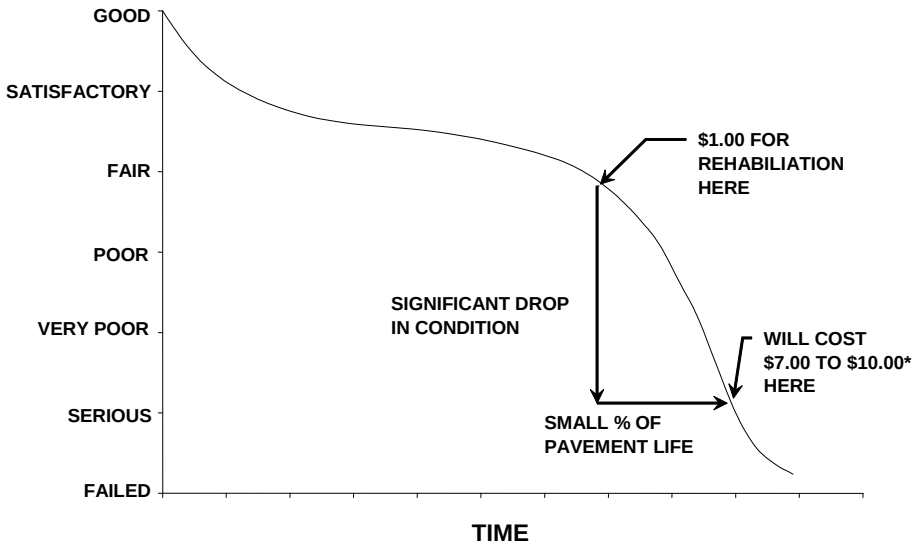
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

New Smyrna Beach Municipal Airport (EVB) is located approximately 3 miles northwest of New Smyrna Beach, Florida. Owned and operated by the City of New Smyrna Beach, this airport focuses primarily on serving general aviation transport, business jet aircraft, and a significant amount of training activity. The airport facility includes three intersecting runways: Runway 2-20 with a length of 4,000 ft and a width of 100 ft, Runway 7-25 with a length of 5,000 ft and a width of 75 ft, and Runway 11-29 with a length of 4,319 ft and a width of 100 ft. Runway 2-20 is served by parallel Taxiway Delta and multiple connectors, Runway 7-25 is served by Taxiway Bravo and multiple taxiway connectors. Runway 11-29 is served by Taxiway Alpha and multiple taxiway connectors. Sections of Taxiway Charlie and Apron have a concrete surface constructed of thin whitetopping approximately 5 feet by 5 feet slab ranging from 4 to 5 inches in thickness. The remaining taxiways and runways are constructed of asphalt concrete pavement, while the pavement type of the remaining aprons varies between Portland cement concrete and asphalt concrete. A 125,000 sq ft extension of the apron area is in process of being constructed at this time. This extension has not been incorporated into the statistics provided in this report due to lack of sufficient information regarding the final construction of this area.

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.

Originally, the present airport location was home to a golf course and a grass airstrip. In 1942, the site was taken over by the U.S. Navy, and the current runways were constructed. Designated as Outlying Field New Smyrna Beach, it operated as an auxiliary field to advanced naval flight training operations being conducted at nearby Naval Air Station (NAS) Daytona Beach, NAS Sanford, and NAS DeLand. In 1947, Outlying Field New Smyrna Beach was conveyed to the City of New Smyrna Beach for use as a civilian airport. This airport is designated as a Regional Reliever 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 New Smyrna Beach Municipal 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
2011	Taxiway Alpha	Build Taxiway Alpha from Taxiway Bravo to Runway 7-25
2011	Taxiway Echo	Reconstruct Taxiway Echo from Runway 11-29 to Taxiway Delta
2012	Runway 11-29	Resurface active pavement (Anticipated)
2013	Taxiway Echo	Rehabilitation of Taxiway Echo from Taxiway Delta to Runway 7-25

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 146 sample units.

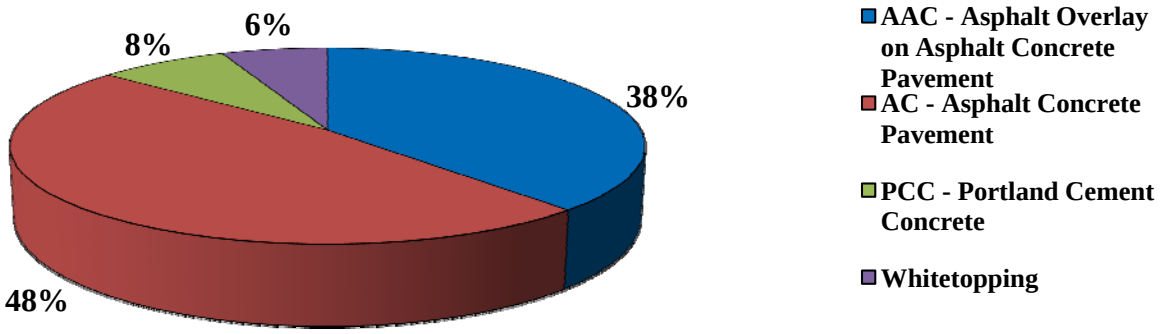
The total airfield pavement area in 2012 at New Smyrna Beach Municipal Airport is 2,767,227 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,236,950	45%
Taxiway	900,405	33%
Apron	629,872	23%
All (Weighted)	**2,767,227**	**100%**

Figure 2-1 presents the breakdown of the pavement area at New Smyrna Beach Municipal 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	4102	31,042	P	PCC	1/1/1984	1	4
Apron	AP	4104	4,187	P	AC	1/1/1984	1	1
Apron	AP	4105	11,550	P	PCC	1/1/1965	1	2
Apron	AP	4110	2,080	P	PCC	1/1/1980	1	1
Apron	AP	4115	8,700	P	PCC	1/1/1975	1	2
Apron	AP	4120	14,500	P	Whitetopping	1/1/2002	1	3
Apron	AP	4121	15,000	P	Whitetopping	1/1/2002	1	2
Apron	AP	4125	25,000	P	Whitetopping	1/1/1997	1	6
Apron	AP	4126	15,000	P	Whitetopping	1/1/2002	1	3
Apron	AP	4130	33,878	P	PCC	1/1/1997	1	8
Apron	AP	4135	4,950	P	AC	1/1/1975	1	1
Apron	AP	4140	51,200	P	AC	1/1/1980	3	16
Apron	AP	4145	17,500	P	AC	1/1/1986	1	5
Apron	AP	4150	45,000	P	Whitetopping	1/1/2002	2	9
Apron	AP	4154	10,500	P	Whitetopping	1/1/2002	1	3
Apron	AP	4155	4,800	P	Whitetopping	1/1/2002	1	1
Apron	AP	4160	7,750	P	AAC	1/1/1975	1	2
Apron	AP	4165	9,675	P	PCC	1/1/1991	1	2
Apron	AP	4170	3,770	P	AC	1/1/2002	1	1
Apron	AP	4180	384	P	PCC	1/1/1965	1	1
Apron	AP	4185	16,996	P	PCC	1/1/1965	1	5
Apron Runway 15-33	AP RW15-33	6305	127,500	T	AC	1/1/1943	5	33
Apron Runway 15-33	AP RW15-33	6310	18,396	S	AAC	1/1/1977	1	6
Apron Runway 15-33	AP RW15-33	6320	22,500	S	AAC	1/1/1977	2	5
Apron Runway 15-33	AP RW15-33	6325	18,750	S	AC	1/1/1943	1	3
Apron Runway 15-33	AP RW15-33	6340	23,852	S	AC	1/1/1943	1	5
South Aprons	AP S	4210	28,075	S	PCC	1/1/1943	1	6
South Aprons	AP S	4215	57,337	S	PCC	1/1/1943	2	12
Runway 11-29	RW 11-29	6105	430,500	P	AAC	1/1/1977	18	86
Runway 2-20	RW 2-20	6405	85,000	S	AC	1/1/1943	5	17
Runway 2-20	RW 2-20	6425	270,000	S	AC	1/1/1943	12	56
Runway 2-20	RW 2-20	6430	15,000	S	AAC	1/1/1977	2	4
Runway 2-20	RW 2-20	6445	36,000	S	AC	1/1/1943	5	17
Runway 2-20	RW 2-20	6450	25,000	S	AAC	1/1/1977	1	5
Runway 7-25	RW 7-25	6202	21,450	S	AC	1/1/1943	2	7
Runway 7-25	RW 7-25	6205	335,250	S	AAC	1/1/1989	17	87

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
Runway 7-25	RW 7-25	6210	18,750	S	AC	1/1/1943	3	7
Taxiway Alpha	TW A	105	103,200	P	AAC	1/1/1977	4	25
Taxiway Alpha	TW A	120	24,000	P	AC	1/1/2011	1	4
Taxiway Alpha	TW A	125	3,043	P	AC	1/1/2012	1	2
Taxiway Bravo	TW B	210	63,000	P	AC	1/1/2002	3	18
Taxiway Bravo	TW B	215	77,000	P	AC	1/1/2002	4	20
Taxiway Bravo	TW B	220	28,000	P	AAC	1/1/2002	2	8
Taxiway Charlie	TW C	305	45,000	P	Whitetopping	1/1/2002	2	10
Taxiway Charlie	TW C	310	28,800	P	AC	1/1/2002	2	7
Taxiway Charlie	TW C	315	42,000	P	AC	1/1/2002	3	12
Taxiway Charlie	TW C	320	33,750	P	AC	1/1/2002	2	15
Taxiway Charlie	TW C	325	52,000	P	AC	1/1/2002	3	13
Taxiway Charlie	TW C	335	8,400	P	AAC	1/1/2002	1	2
Taxiway Delta	TW D	405	46,500	P	AC	1/1/2002	4	12
Taxiway Delta	TW D	408	4,570	P	AC	1/1/2002	1	1
Taxiway Delta	TW D	410	31,000	P	AC	1/1/1943	2	6
Taxiway Delta	TW D	415	160,000	P	AC	1/1/1943	4	31
Taxiway Delta	TW D	420	13,735	P	PCC	1/1/2002	1	2
Taxiway Echo	TW E	505	20,217	S	AAC	7/1/2013	1	5
Taxiway Echo	TW E	510	42,840	S	AAC	7/1/2013	1	9
Taxiway Echo	TW E	515	73,350	S	AC	7/1/2011	2	15

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 New Smyrna Beach Municipal Airport were performed in April 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 New Smyrna Beach Municipal Airport is 53, representing a Poor overall network condition.

Overall the airport exhibited pavement distresses associated with climate, subgrade quality, loading and age distresses. Asphalt concrete pavement distresses included block cracking, weathering/raveling, longitudinal and transverse cracking, swelling and depression. Among the distresses found in Portland cement concrete pavement were shattered slabs, linear cracking, joint seal damage, corner break, joint spalling, and corner spalling.

Runway 2-20 exhibited low pavement condition indices ranging from 27-53. Runway 11-29 exhibited a pavement condition index of 52. The pavement on Runways 2-20 exhibited medium

severity block cracking, low to medium severity depressions, low to medium severity rutting, low to medium severity patching, low to medium severity longitudinal and transverse cracking and low to high severity weathering and raveling. Runway 11-29 exhibited low to medium severity weathering and raveling, low to medium severity longitudinal and transverse cracking, low severity swelling, low to medium severity block cracking and low severity patching. These are climate, subgrade, age, and load related distresses. Runway 7-25 exhibited pavement condition indices ranging from 64-96. The distresses found on Runway 7-25 consisted of low to medium severity weathering and raveling, low severity longitudinal and transverse cracking, low severity swelling, and low severity patching. The airport currently has plans to resurface Runway 11-29 sometime in 2012. At the time of inspection such activity had not started. The pavement condition used for Runway 11-29 is based on the 2012 inspection results.

Taxiway Delta exhibited broad pavement condition indices ranging from 0-82. Asphalt concrete pavement distresses found on Taxiway Delta include low to medium severity block cracking, low to medium severity weathering and raveling, low to medium severity longitudinal and transverse cracking, low severity patching, low severity swelling, and low severity depression. Portland cement concrete pavement on Taxiway Delta exhibited high severity linear cracking, high severity shattered slab, and high severity joint spalling. The distresses found on Taxiway Delta are mostly attributed to the climate, subgrade, load, and age of the pavement. The whitetopping section of Taxiway Charlie exhibited low and high severity small patching, scaling, joint spalling, and corner spalling. A total of 2 sample units were evaluated on the taxiway. The PCI of the section was 91 (Good Condition) based on the age and observed conditions.

The remaining taxiways appeared to be in fair to good overall condition, with the exception to a few isolated instances of low to medium severity block cracking, low to medium severity longitudinal and transverse cracking, low to medium severity weathering and raveling, low severity swelling, low severity patching.

Apron exhibited broad pavement condition indices ranging from 5-69. Apron Runway 15-33 exhibited pavement condition indices ranging from 31-42. The asphalt pavement of Apron and Apron Runway 15-33 exhibited low to medium severity block cracking, low to high severity weathering and raveling, low to high severity depression, low to medium severity longitudinal and transverse cracking, and low severity swelling. These are climate, age, subgrade, and load related distresses. South Apron exhibited the worst condition among the aprons, with pavement condition indices ranging from 14-19. The PCC pavement sections of Apron and South Apron exhibited low to high severity shattered slabs, low to high severity linear cracking, low to high severity joint seal damage, low to high severity corner break, low to high severity joint spalling, low severity scaling, shrinkage cracking, low severity large patching and small patching and low to medium severity corner spalling. The whitetopping section of Apron exhibited low and high severity small patching, scaling, joint spalling, and corner spalling. A total of 8 sample units were evaluated on Apron. The PCI of the whitetopping ranged from 75-93 (Satisfactory to Good Condition) based on the age and observed conditions.

Due to the age of the whitetopping pavement and PCI ranging between 75 to 93, no immediate Major M&R is recommended for the whitetopping pavement. Preventive maintenance is suggested to correct the minor issues that were observed on Apron and Taxiway Charlie. Per the airport, the whitetopping pavement typically does not require any maintenance during the first 10 years. Since distresses were observed during the current inspections, it is recommended that the

airport continue to monitor the whitetopping pavement. A 10 year condition prediction analysis was not conducted for the whitetopping pavement. For future 10 year pavement condition prediction analysis for whitetopping pavement, FDOT will use the inspection data from the current inspections and from the next inspection cycle to determine the pavement deterioration rate.

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 New Smyrna Beach Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

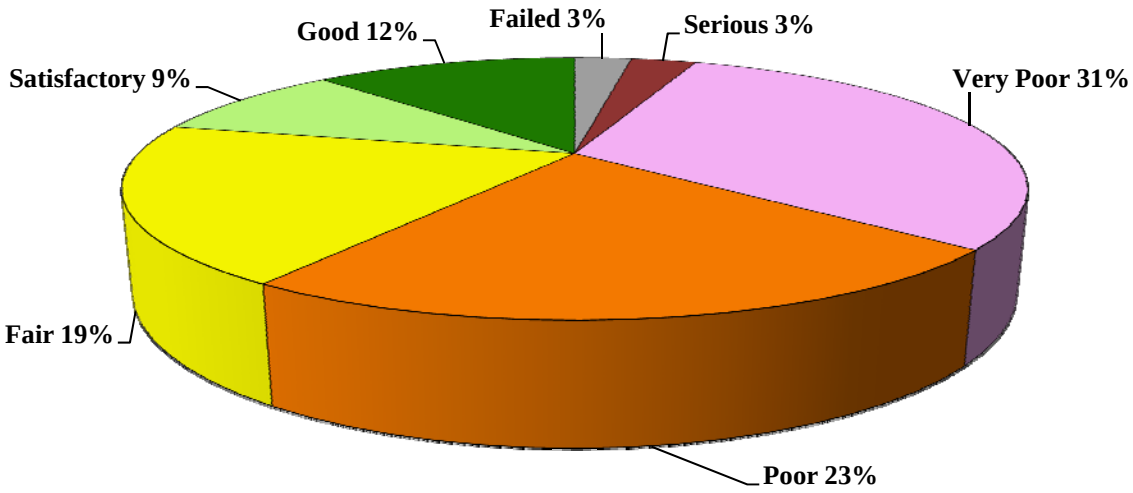


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	333,950	12%
Satisfactory	252,570	9%
Fair	532,887	19%
Poor	632,418	23%
Very Poor	845,503	31%
Serious	97,346	3%
Failed	72,553	3%

Approximately 21% of the network is in Good and Satisfactory condition while 42% of the network is in Fair and Poor condition and 37% of the network is in Very Poor, 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	50	Poor
Taxiway	64	Fair
Apron	29	Very Poor
All (Weighted)	**50**	**Poor**

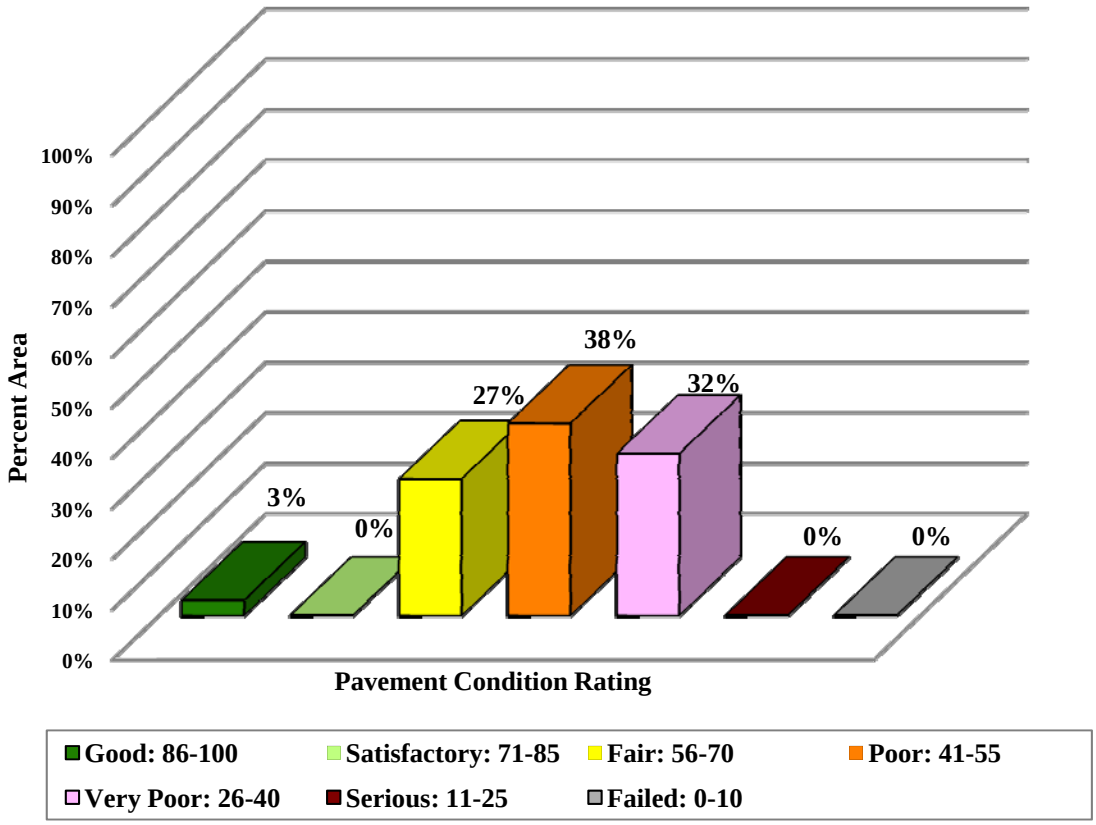
Use	Average Area-Weighted PCI	Condition Rating
Taxiway Charlie	91	Good
Apron	85	Satisfactory

Note: These taxiway and apron have whitetopping pavement

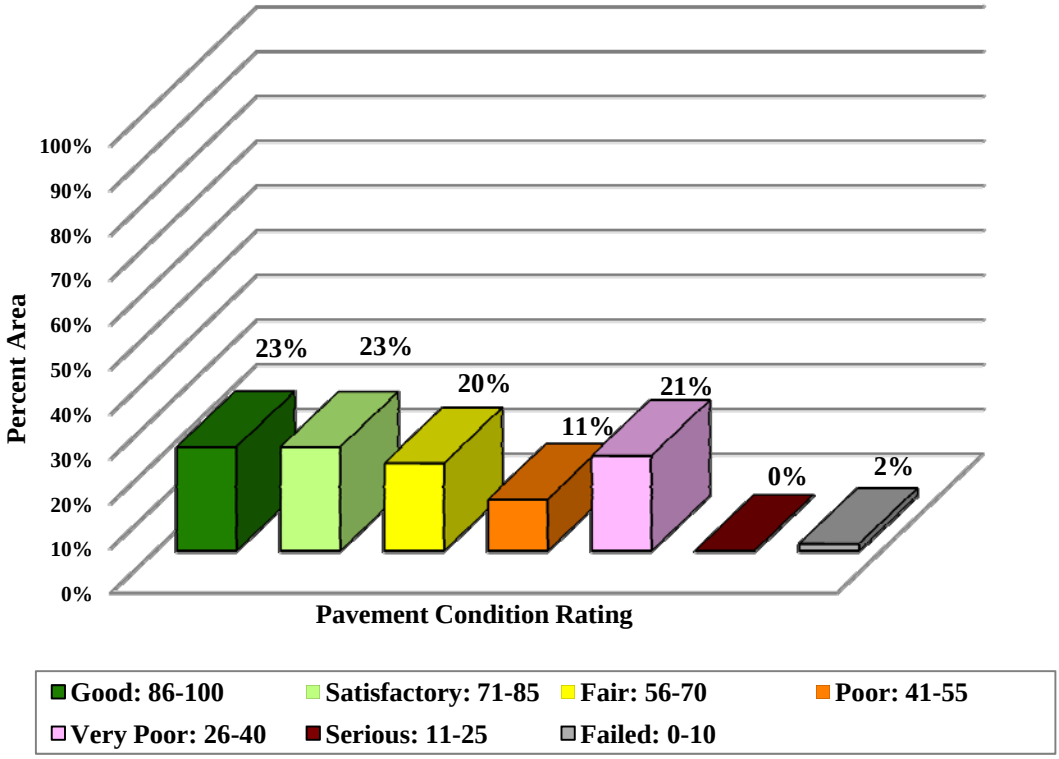
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

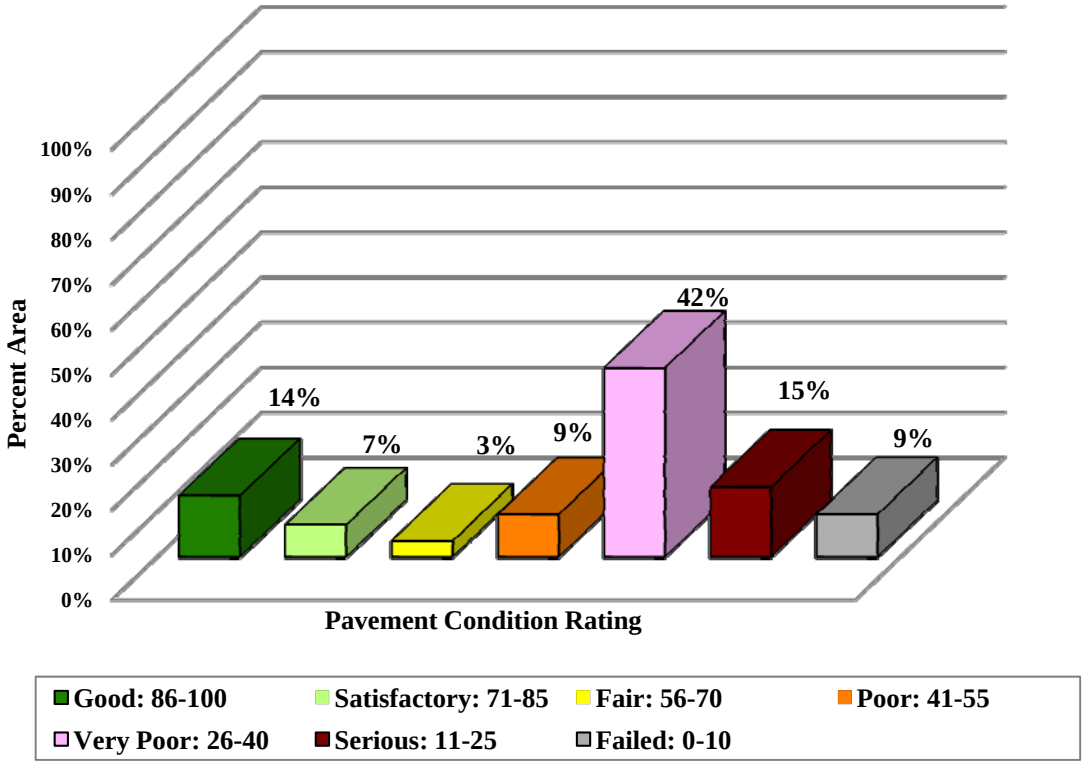
(a) Runway



(b) Taxiway



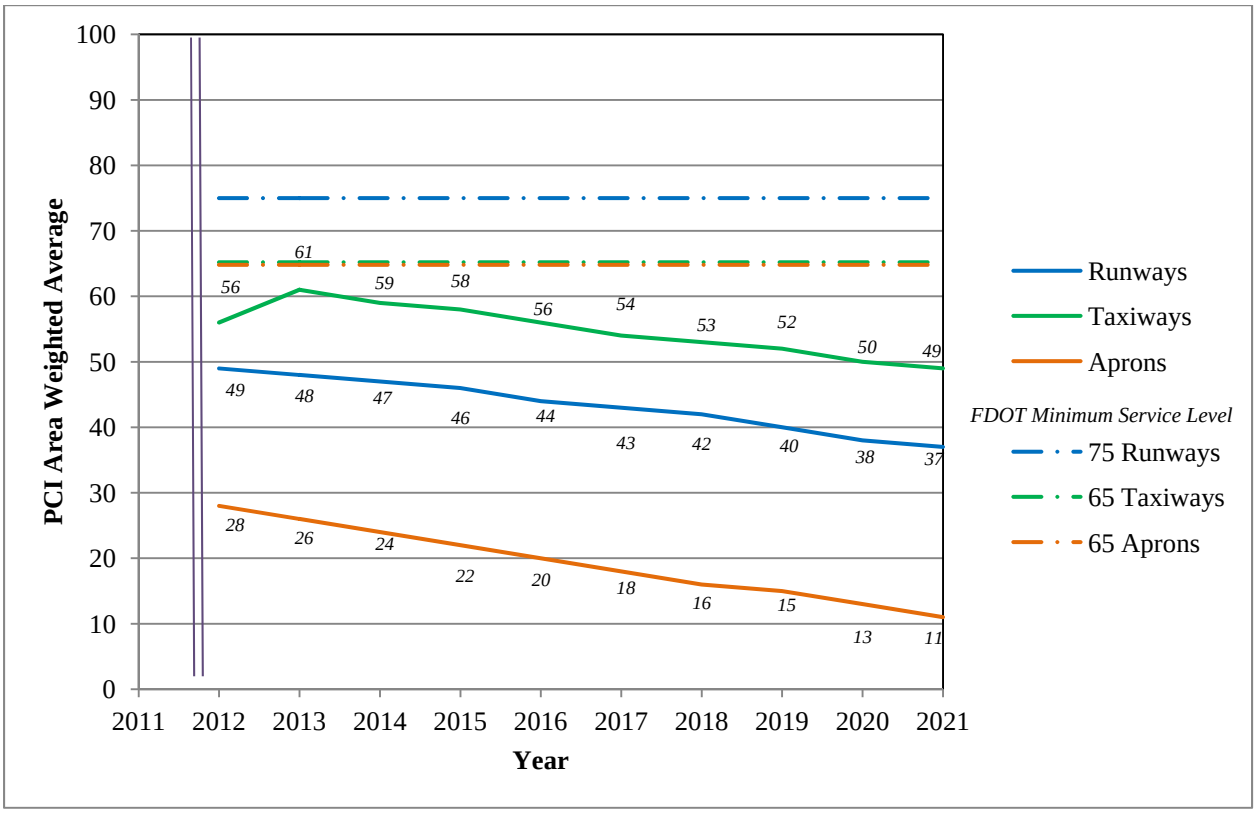
(c) Apron



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 New Smyrna Beach Municipal 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 Regional Reliever (RL) 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 COST

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 Regional Reliever 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 Regional Reliever 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 Regional Reliever Airports.

Table 5-3: FDOT Minimum Service Level PCI for Regional Reliever Airports

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

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 Regional Reliever Airports based on PCI value.

Table 5-4: M&R Activities for Regional Reliever 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 Regional Reliever Airports

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

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 (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4102	PCC	31,042	$576,449.90	10	Reconstruction	100
Apron	4105	PCC	11,550	$214,483.49	24	Reconstruction	100
Apron	4110	PCC	2,080	$38,625.60	10	Reconstruction	100
Apron	4115	PCC	8,700	$161,558.99	5	Reconstruction	100
Apron	4130	PCC	33,878	$591,984.14	31	Reconstruction	100
Apron	4135	AC	4,950	$31,833.46	53	Mill and Overlay	100
Apron	4140	AC	51,200	$782,438.40	33	Reconstruction	100
Apron	4160	AAC	7,750	$58,977.53	44	Mill and Overlay	100
Apron	4165	PCC	9,675	$116,041.96	36	Reconstruction	100
Apron	4170	AC	3,770	$28,689.71	43	Mill and Overlay	100
Apron	4180	PCC	384	$7,130.88	16	Reconstruction	100
Apron	4185	PCC	16,996	$315,615.70	10	Reconstruction	100
Apron Runway 15-33	6305	AC	127,500	$2,367,674.84	30	Reconstruction	100
Apron Runway 15-33	6310	AAC	18,396	$341,613.70	22	Reconstruction	100
Apron Runway 15-33	6320	AAC	22,500	$343,845.00	33	Reconstruction	100
Apron Runway 15-33	6325	AC	18,750	$286,537.50	33	Reconstruction	100
Apron Runway 15-33	6340	AC	23,852	$181,513.81	42	Mill and Overlay	100
South Aprons	4210	PCC	28,075	$521,352.72	14	Reconstruction	100
South Aprons	4215	PCC	57,337	$1,064,748.02	19	Reconstruction	100
Runway 11-29	6105	AAC	430,500	$2,937,733.30	52	Mill and Overlay	100
Runway 2-20	6405	AC	85,000	$1,578,449.90	27	Reconstruction	100
Runway 2-20	6425	AC	270,000	$3,830,220.13	34	Reconstruction	100
Runway 2-20	6430	AAC	15,000	$96,465.05	53	Mill and Overlay	100
Runway 2-20	6445	AC	36,000	$431,784.05	36	Reconstruction	100

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

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
Runway 2-20	6450	AAC	25,000	$190,250.09	45	Mill and Overlay	100
Runway 7-25	6205	AAC	335,250	$860,921.93	64	Mill and Overlay	100
Taxiway Alpha	105	AAC	103,200	$623,121.91	54	Mill and Overlay	100
Taxiway Charlie	335	AAC	8,400	$34,213.21	59	Mill and Overlay	100
Taxiway Delta	410	AC	31,000	$405,790.03	35	Reconstruction	100
Taxiway Delta	415	AC	160,000	$2,971,199.80	26	Reconstruction	100
Taxiway Delta	420	PCC	13,735	$255,058.93	0	Reconstruction	100
			Total	**$22,246,323.68**	**41**		**100**

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.

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

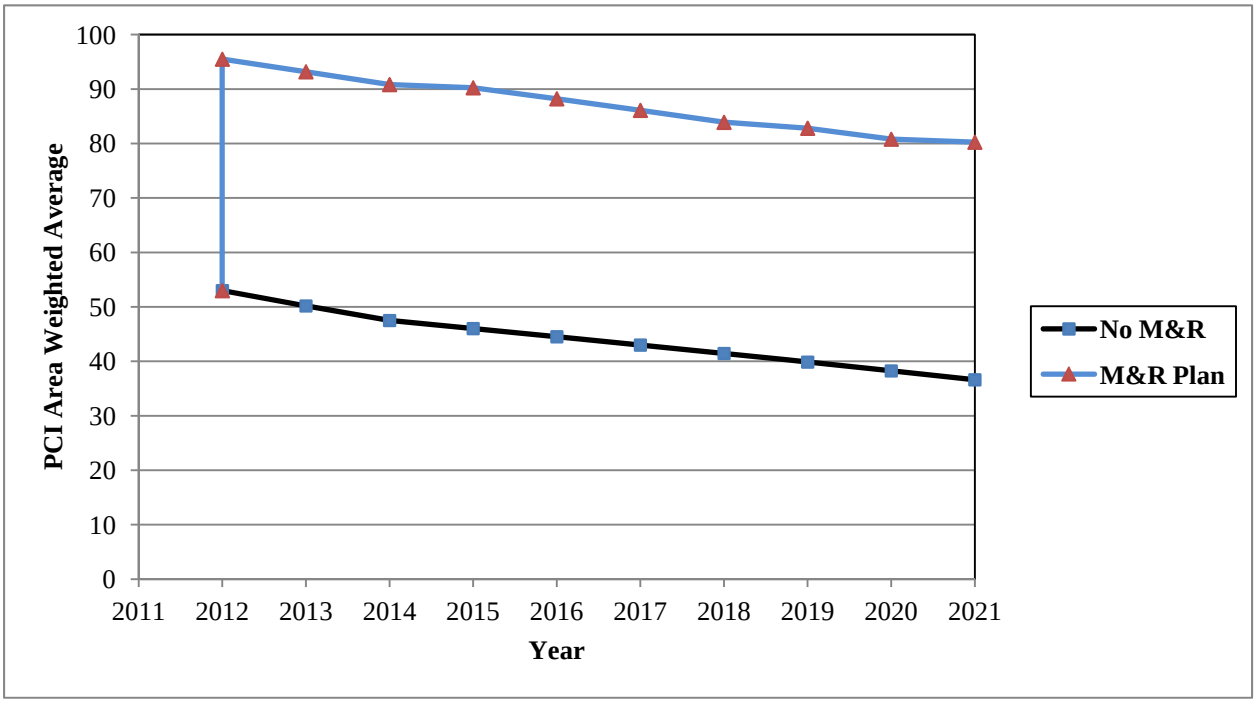
Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4102	PCC	31,042	$576,449.90	10	Reconstruction	100
Apron	4105	PCC	11,550	$214,483.49	24	Reconstruction	100
Apron	4110	PCC	2,080	$38,625.60	10	Reconstruction	100
Apron	4115	PCC	8,700	$161,558.99	5	Reconstruction	100
Apron	4130	PCC	33,878	$591,984.14	31	Reconstruction	100
Apron	4135	AC	4,950	$3,217.50	53	Microsurfacing	100
Apron	4140	AC	51,200	$782,438.40	33	Reconstruction	100
Apron	4160	AAC	7,750	$5,037.50	44	Microsurfacing	100
Apron	4165	PCC	9,675	$116,041.96	36	Reconstruction	100
Apron	4170	AC	3,770	$2,450.50	43	Microsurfacing	100
Apron	4180	PCC	384	$7,130.88	16	Reconstruction	100
Apron	4185	PCC	16,996	$315,615.70	10	Reconstruction	100
Apron Runway 15-33	6305	AC	127,500	$2,367,674.84	30	Reconstruction	100
Apron Runway 15-33	6310	AAC	18,396	$341,613.70	22	Reconstruction	100
Apron Runway 15-33	6320	AAC	22,500	$343,845.00	33	Reconstruction	100
Apron Runway 15-33	6325	AC	18,750	$286,537.50	33	Reconstruction	100
Apron Runway 15-33	6340	AC	23,852	$15,503.80	42	Microsurfacing	100
South Aprons	4210	PCC	28,075	$521,352.72	14	Reconstruction	100
South Aprons	4215	PCC	57,337	$1,064,748.02	19	Reconstruction	100
Runway 11-29	6105	AAC	430,500	$279,825.00	52	Microsurfacing	100
Runway 2-20	6405	AC	85,000	$1,578,449.90	27	Reconstruction	100
Runway 2-20	6425	AC	270,000	$3,830,220.13	34	Reconstruction	100
Runway 2-20	6430	AAC	15,000	$9,750.00	53	Microsurfacing	100
Runway 2-20	6445	AC	36,000	$431,784.05	36	Reconstruction	100
Runway 2-20	6450	AAC	25,000	$16,250.00	45	Microsurfacing	100
Runway 7-25	6205	AAC	335,250	$217,912.50	64	Microsurfacing	100
Taxiway Alpha	105	AAC	103,200	$67,080.00	54	Microsurfacing	100
Taxiway Charlie	335	AAC	8,400	$5,460.00	59	Microsurfacing	100
Taxiway Delta	410	AC	31,000	$405,790.03	35	Reconstruction	100
Taxiway Delta	415	AC	160,000	$2,971,199.80	26	Reconstruction	100
Taxiway Delta	420	PCC	13,735	$255,058.93	0	Reconstruction	100
			Total	**$17,825,090.48**	**41**		**100**

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
Apron	AP	4104	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,130.90	SqFt	$0.40	$1,652.37
Apron	AP	4145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,976.40	SqFt	$0.40	$7,190.62
Runway 7-25	RW 7-25	6202	WEATH/RAVEL	L	Surface Seal - Rejuvenating	215.40	SqFt	$0.40	$86.15
Runway 7-25	RW 7-25	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	418.10	SqFt	$0.40	$167.25
Taxiway Bravo	TW B	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,210.70	SqFt	$0.40	$19,284.45
Taxiway Bravo	TW B	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	79,448.60	SqFt	$0.40	$31,779.70
Taxiway Bravo	TW B	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,100.10	SqFt	$0.40	$7,240.10
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,618.90	SqFt	$0.40	$6,647.62
Taxiway Charlie	TW C	310	L & T CR	M	Crack Sealing - AC	81.30	Ft	$2.25	$182.99
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,667.70	SqFt	$0.40	$8,667.17
Taxiway Charlie	TW C	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	35,391.20	SqFt	$0.40	$14,156.60
Taxiway Charlie	TW C	325	DEPRESSION	M	Patching - AC Deep	26.30	SqFt	$4.90	$128.90
Taxiway Charlie	TW C	325	WEATH/RAVEL	L	Surface Seal - Rejuvenating	29,472.30	SqFt	$0.40	$11,789.00
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	19,169.00	SqFt	$0.40	$7,667.65
Taxiway Delta	TW D	408	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,627.90	SqFt	$0.40	$1,051.19
								Total =	$117,691.76

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 53 in 2012 to an average of 36 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 80 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 80 with this scenario is 44 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $23.2 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
2011	$117,691.76	$22,246,323.69	$22,364,015.45
2012	$75,725.39	$76,177.15	$151,902.54
2013	$86,140.34	$0.00	$86,140.34
2014	$72,442.25	$334,051.76	$406,494.01
2015	$107,127.21	$50,580.36	$157,707.57
2016	$151,407.65	$0.00	$151,407.65
2017	$211,124.69	$0.00	$211,124.69
2018	$250,277.78	$178,665.93	$428,943.70
2019	$315,099.91	$0.00	$315,099.91
2020	$349,003.97	$304,909.81	$653,913.78
Total	**$1,736,040.95**	**$23,190,708.70**	**$24,926,749.64**

Note: Costs are adjusted for inflation.

Approximately 96% 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** – Asphalt pavement mill and overlay and reconstruction along with PCC pavement reconstruction.
- **Apron Runway 15-33** – Asphalt pavement mill and overlay and reconstruction.
- **South Aprons** – PCC pavement reconstruction.
- **Runway 11-29** – Asphalt pavement mill and overlay.
- **Runway 2-20** – Asphalt pavement mill and overlay and reconstruction.
- **Runway 7-25** – Asphalt pavement mill and overlay.
- **Taxiway Alpha** – Asphalt pavement mill and overlay.
- **Taxiway Charlie** – Asphalt pavement mill and overlay.

- **Taxiway Delta** – Asphalt pavement reconstruction along with PCC pavement reconstruction.

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 New Smyrna Beach Municipal 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** – Asphalt pavement mill and overlay and reconstruction along with PCC pavement reconstruction.
- **Apron Runway 15-33** – Asphalt pavement mill and overlay and reconstruction.
- **South Aprons** – PCC pavement reconstruction.
- **Runway 11-29** – Asphalt pavement mill and overlay.
- **Runway 2-20** – Asphalt pavement mill and overlay and reconstruction.
- **Runway 7-25** – Asphalt pavement mill and overlay.
- **Taxiway Alpha** – Asphalt pavement mill and overlay.
- **Taxiway Charlie** – Asphalt pavement mill and overlay.
- **Taxiway Delta** – Asphalt pavement reconstruction along with PCC pavement reconstruction.

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

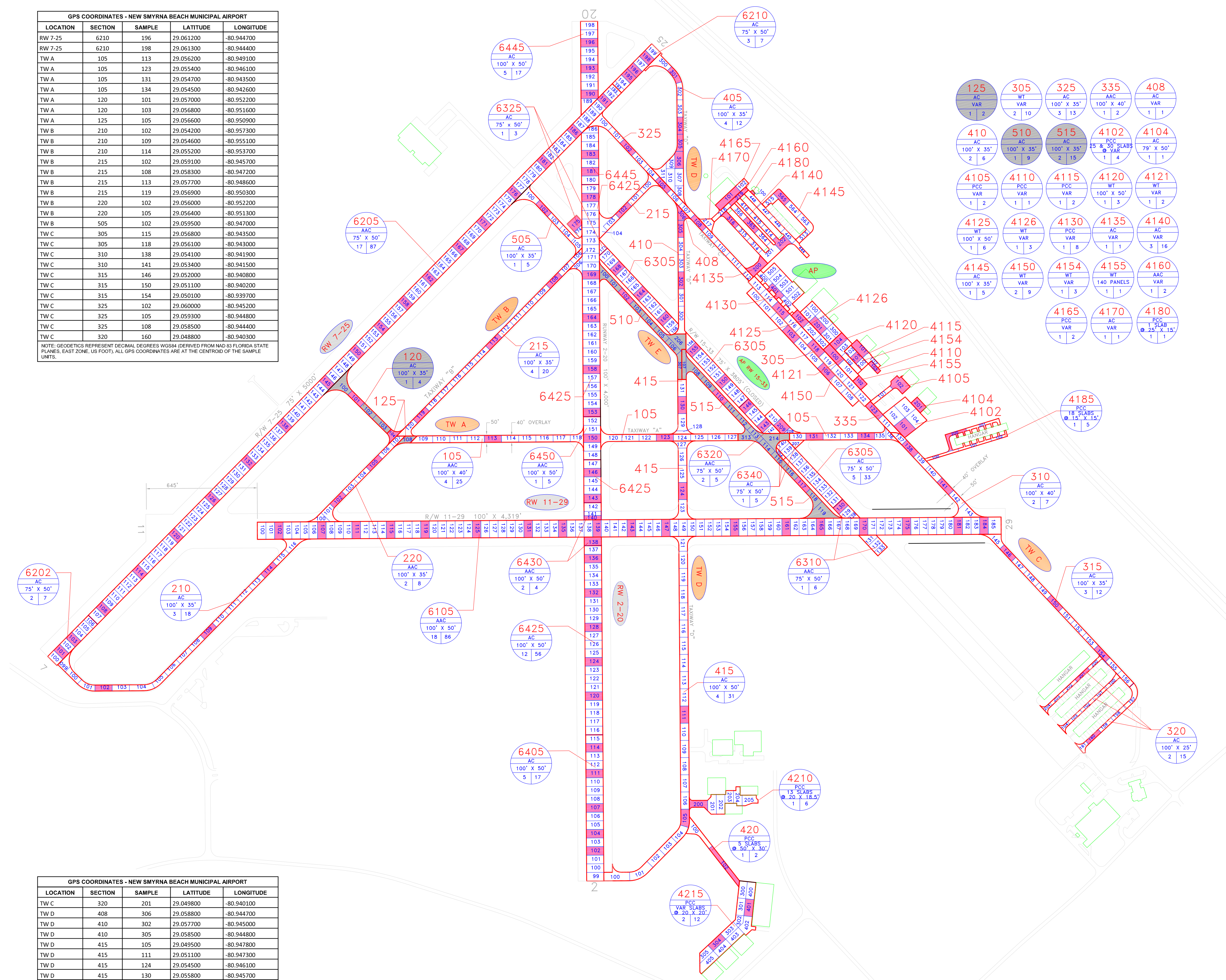
WORK HISTORY REPORT

GPS COORDINATES - NEW SMYRNA BEACH MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP	4150	103	29.056400	-80.943400
AP	4150	106	29.055700	-80.943000
AP	4102	101	29.054400	-80.941900
AP	4104	201	29.054700	-80.941600
AP	4105	102	29.055100	-80.941800
AP	4121	100	29.055900	-80.942800
AP	4155	102	29.055300	-80.942500
AP	4110	103	29.055500	-80.942100
AP	4115	101	29.055900	-80.942300
AP	4154	101	29.055700	-80.942400
AP	4120	104	29.056100	-80.942600
AP	4175	401	29.056700	-80.942600
AP	4125	201	29.056400	-80.942900
AP	4126	102	29.056600	-80.943200
AP	4130	401	29.057100	-80.943400
AP	4135	200	29.057600	-80.943600
AP	4140	202	29.057800	-80.943100
AP	4140	316	29.058400	-80.943900
AP	4140	365	29.058300	-80.943500
AP	4145	565	29.058500	-80.942800
AP	4160	219	29.058800	-80.943600
AP	4165	101	29.058800	-80.943800
AP	4170	217	29.058500	-80.944300
AP	4180	100	29.058700	-80.943300
AP	4185	200	29.054000	-80.941100
RW 11-29	6105	102	29.055800	-80.953400
RW 11-29	6105	107	29.055600	-80.952600
RW 11-29	6105	111	29.055400	-80.952000
RW 11-29	6105	115	29.055300	-80.951400
RW 11-29	6105	119	29.055100	-80.950800
RW 11-29	6105	125	29.054900	-80.949900
RW 11-29	6105	131	29.054700	-80.949000
RW 11-29	6105	135	29.054500	-80.948400
RW 11-29	6105	139	29.054300	-80.947800
RW 11-29	6105	143	29.054200	-80.947200
RW 11-29	6105	147	29.054000	-80.946600
RW 11-29	6105	155	29.053700	-80.945400
RW 11-29	6105	161	29.053500	-80.944500
RW 11-29	6105	165	29.053300	-80.943900
RW 11-29	6105	170	29.053100	-80.943200
RW 11-29	6105	175	29.052900	-80.942400
RW 11-29	6105	181	29.052700	-80.941500
RW 11-29	6105	184	29.052600	-80.941100
RW 15-33	6310	130	29.053500	-80.943500
RW 15-33	6335	201	29.053500	-80.943200
RW 15-33	6305	133	29.053900	-80.943700
RW 15-33	6305	136	29.054300	-80.943900
RW 15-33	6305	150	29.056000	-80.944800
RW 15-33	6305	155	29.056600	-80.945200
RW 15-33	6305	160	29.057200	-80.945500
RW 15-33	6305	164	29.057700	-80.945800
RW 15-33	6305	168	29.058200	-80.946100
RW 15-33	6320	143	29.055100	-80.944400
RW 15-33	6320	146	29.055500	-80.944600
RW 15-33	6340	205	29.054800	-80.944400
RW 15-33	6340	209	29.055000	-80.944100
RW 2-20	6405	102	29.049400	-80.949600
RW 2-20	6405	104	29.049700	-80.949500
RW 2-20	6405	107	29.050100	-80.949300
RW 2-20	6405	111	29.050600	-80.949200
RW 2-20	6405	114	29.051000	-80.949000
RW 2-20	6425	120	29.051800	-80.948800
RW 2-20	6425	124	29.052300	-80.948600
RW 2-20	6425	128	29.052900	-80.948400
RW 2-20	6425	132	29.053400	-80.948200
RW 2-20	6425	136	29.053900	-80.948000
RW 2-20	6425	143	29.054800	-80.947700
RW 2-20	6425	146	29.055200	-80.947600
RW 2-20	6425	153	29.056100	-80.947300
RW 2-20	6425	158	29.056800	-80.947100
RW 2-20	6425	164	29.057600	-80.946800
RW 2-20	6425	169	29.058300	-80.946600
RW 2-20	6425	178	29.059400	-80.946200
RW 2-20	6430	138	29.054200	-80.948000
RW 2-20	6430	140	29.054500	-80.947800
RW 2-20	6445	181	29.059800	-80.946000
RW 2-20	6445	183	29.060100	-80.945900
RW 2-20	6445	190	29.061000	-80.945600
RW 2-20	6445	193	29.061400	-80.945500
RW 2-20	6445	196	29.061800	-80.945400
RW 2-20	6450	150	29.055700	-80.947400
RW 7-25	6202	101	29.055000	-80.957800
RW 7-25	6202	103	29.055100	-80.957500
RW 7-25	6205	108	29.055400	-80.956800
RW 7-25	6205	114	29.055800	-80.956000
RW 7-25	6205	120	29.056200	-80.955200
RW 7-25	6205	126	29.056600	-80.954300
RW 7-25	6205	132	29.057000	-80.953500
RW 7-25	6205	138	29.057400	-80.952700
RW 7-25	6205	145	29.057800	-80.951700
RW 7-25	6205	150	29.058200	-80.951000
RW 7-25	6205	154	29.058400	-80.950500
RW 7-25	6205	158	29.058700	-80.949900
RW 7-25	6205	162	29.059000	-80.949400
RW 7-25	6205	167	29.059300	-80.948700
RW 7-25	6205	171	29.059500	-80.948200
RW 7-25	6205	176	29.059900	-80.947500
RW 7-25	6205	181	29.060200	-80.946800
RW 7-25	6205	186	29.060500	-80.946100
RW 7-25	6205	191	29.060900	-80.945400

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 - NEW SMYRNA BEACH MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 7-25	6210	196	29.061200	-80.944700
RW 7-25	6210	198	29.061300	-80.944400
TW A	105	113	29.056200	-80.949100
TW A	105	123	29.055400	-80.946100
TW A	105	131	29.054700	-80.943500
TW A	105	134	29.054500	-80.942600
TW A	120	101	29.057000	-80.952200
TW A	120	103	29.056800	-80.951600
TW A	125	105	29.056600	-80.950900
TW B	210	102	29.054200	-80.957300
TW B	210	109	29.054600	-80.955100
TW B	210	114	29.055200	-80.953700
TW B	215	102	29.059100	-80.945700
TW B	215	108	29.058300	-80.947200
TW B	215	113	29.057700	-80.948600
TW B	215	119	29.056900	-80.950300
TW B	220	102	29.056000	-80.952200
TW B	220	105	29.056400	-80.951300
TW B	505	102	29.059500	-80.947000
TW C	305	115	29.056800	-80.943500
TW C	305	118	29.056100	-80.943000
TW C	310	138	29.054100	-80.941900
TW C	310	141	29.053400	-80.941500
TW C	315	146	29.052000	-80.940800
TW C	315	150	29.051100	-80.940200
TW C	315	154	29.050100	-80.939700
TW C	325	102	29.060000	-80.945200
TW C	325	105	29.059300	-80.944800
TW C	325	108	29.058500	-80.944400
TW C	320	160	29.048800	-80.940300

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 - NEW SMYRNA BEACH MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW C	320	201	29.049800	-80.940100
TW D	408	306	29.058800	-80.944700
TW D	410	302	29.057700	-80.945000
TW D	410	305	29.058500	-80.944800
TW D	415	105	29.049500	-80.947800
TW D	415	111	29.051100	-80.947300
TW D	415	124	29.054500	-80.946100
TW D	415	130	29.055800	-80.945700
TW D	4210	200	29.049700	-80.947500
TW D	420	102	29.048600	-80.947400
TW D	4215	304	29.047500	-80.947900
TW D	4215	401	29.047800	-80.947200
TW D	405	301	29.060900	-80.944100
TW D	405	304	29.060100	-80.944200
TW D	405	306	29.059600	-80.944400
TW D	4205	103	29.050100	-80.946300

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.

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

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)
- 5 — NUMBER OF SAMPLE UNITS IN SECTION
- 14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 (AC, 100' X 50', VAR, 1 | 8) — 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 = 146

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

PLOTTED: June 15, 2012 – 11:52 AM, BY: Burton, George A

NUMBER	DATE	REVISIONS

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

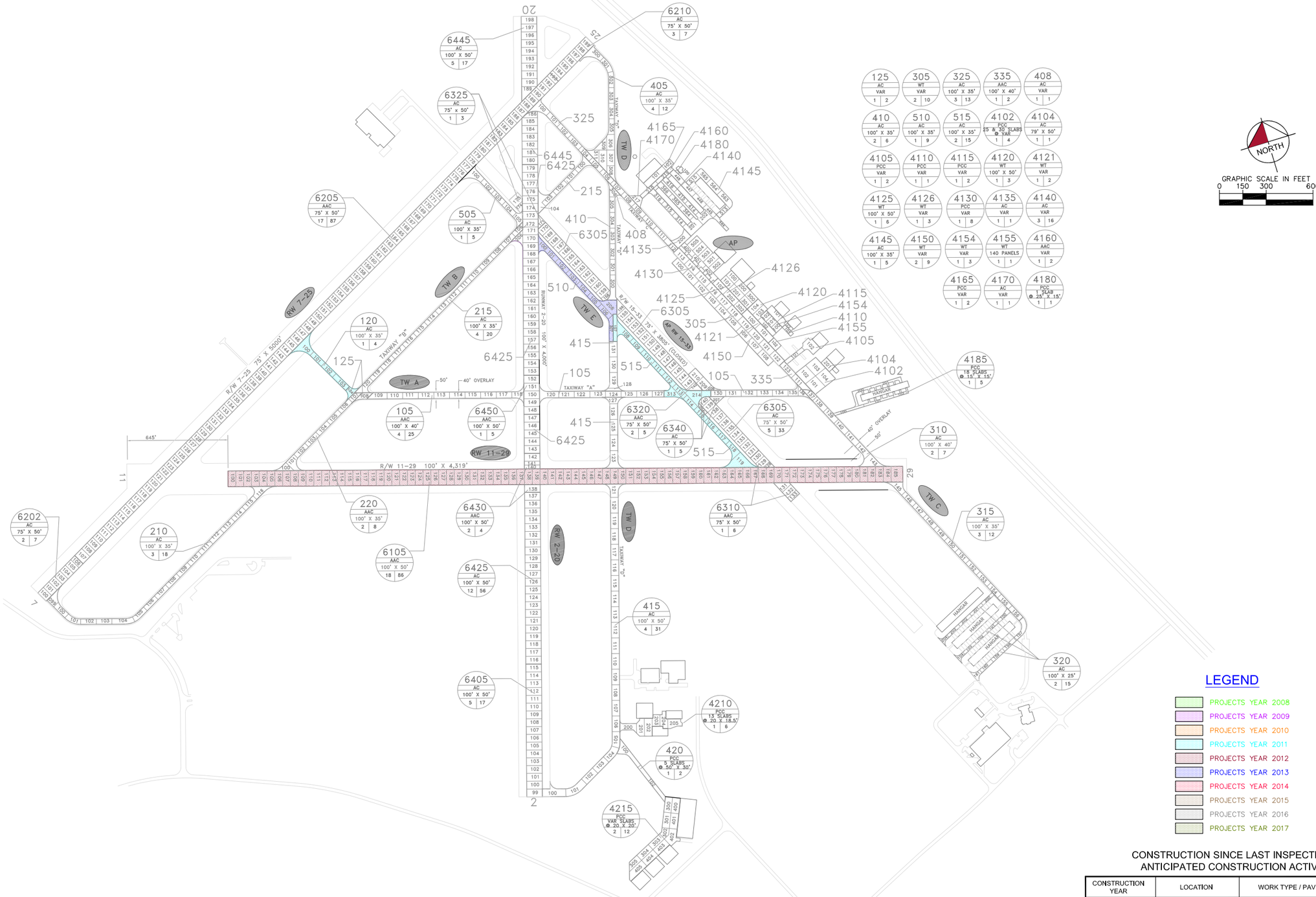
NETWORK DEFINITION MAP

NEW SMYRNA BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **EVB**

FDOT DISTRICT: 5



LEGEND

- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	TAXIWAY ALPHA	BUILD TAXIWAY ALPHA FROM TAXIWAY BRAVO TO RUNWAY 7-25
2011	TAXIWAY ECHO	RECONSTRUCT TAXIWAY ECHO FROM RUNWAY 11-29 TO TAXIWAY DELTA
2012	RUNWAY 11-29	RESURFACE ACTIVE PAVEMENT (ANTICIPATED)
2013	TAXIWAY ECHO	REHABILITATION OF TAXIWAY ECHO FROM TAXIWAY DELTA TO RUNWAY 7-25

PLOTTED: June 15, 2012 - 10:08 AM, BY: Burton, George A

NUMBER	DATE	REVISIONS

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

P:\Dan_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\CAD\Revised Airports\EVB\EVB05TY\002-EVB-INVENTORY.dwg

SYSTEM INVENTORY MAP

NEW SMYRNA BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: EVB

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	4102	180	172	31,042	P	PCC	1/1/1984	4/24/2012	4
Apron	AP	APRON	4104	79	53	4,187	P	AC	1/1/1984	4/24/2012	1
Apron	AP	APRON	4105	100	66	11,550	P	PCC	1/1/1965	4/24/2012	2
Apron	AP	APRON	4110	75	25	2,080	P	PCC	1/1/1980	4/24/2012	1
Apron	AP	APRON	4115	140	48	8,700	P	PCC	1/1/1975	4/24/2012	2
Apron	AP	APRON	4120	100	100	14,500	P	Whitetopping	1/1/2002	4/24/2012	3
Apron	AP	APRON	4121	50	300	15,000	P	Whitetopping	1/1/2002	4/24/2012	2
Apron	AP	APRON	4125	100	250	25,000	P	Whitetopping	1/1/1997	4/24/2012	6
Apron	AP	APRON	4126	50	300	15,000	P	Whitetopping	1/1/2002	4/24/2012	3
Apron	AP	APRON	4130	250	150	33,878	P	PCC	1/1/1997	4/24/2012	8
Apron	AP	APRON	4135	108	45	4,950	P	AC	1/1/1975	4/24/2012	1
Apron	AP	APRON	4140	1600	32	51,200	P	AC	1/1/1980	4/24/2012	16
Apron	AP	APRON	4145	500	35	17,500	P	AC	1/1/1986	4/24/2012	5
Apron	AP	APRON	4150	900	50	45,000	P	Whitetopping	1/1/2002	4/24/2012	9
Apron	AP	APRON	4154	70	150	10,500	P	Whitetopping	1/1/2002	4/24/2012	3
Apron	AP	APRON	4155	96	50	4,800	P	Whitetopping	1/1/2002	4/24/2012	1
Apron	AP	APRON	4160	25	270	7,750	P	AAC	1/1/1975	4/24/2012	2
Apron	AP	APRON	4165	228	40	9,675	P	PCC	1/1/1991	4/24/2012	2
Apron	AP	APRON	4170	58	65	3,770	P	AC	1/1/2002	4/23/2012	1
Apron	AP	APRON	4180	25	15	384	P	PCC	1/1/1965	4/24/2012	1
Apron	AP	APRON	4185	1000	15	16,996	P	PCC	1/1/1965	4/24/2012	5
Apron Runway 15-33	AP RW15-33	APRON	6305	1700	75	127,500	T	AC	1/1/1943	4/24/2012	33
Apron Runway 15-33	AP RW15-33	APRON	6310	245	75	18,396	S	AAC	1/1/1977	6/11/2007	6
Apron Runway 15-33	AP RW15-33	APRON	6320	300	75	22,500	S	AAC	1/1/1977	4/24/2012	5

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
Apron Runway 15-33	AP RW15-33	APRON	6325	250	75	18,750	S	AC	1/1/1943	4/23/2012	3
Apron Runway 15-33	AP RW15-33	APRON	6340	385	62	23,852	S	AC	1/1/1943	4/23/2012	5
South Aprons	AP S	APRON	4210	400	70	28,075	S	PCC	1/1/1943	4/24/2012	6
South Aprons	AP S	APRON	4215	585	96	57,337	S	PCC	1/1/1943	4/24/2012	12
Runway 11-29	RW 11-29	RUNWAY	6105	4305	100	430,500	P	AAC	1/1/1977	4/25/2012	86
Runway 2-20	RW 2-20	RUNWAY	6405	850	100	85,000	S	AC	1/1/1943	4/23/2012	17
Runway 2-20	RW 2-20	RUNWAY	6425	2700	100	270,000	S	AC	1/1/1943	4/23/2012	56
Runway 2-20	RW 2-20	RUNWAY	6430	150	100	15,000	S	AAC	1/1/1977	4/23/2012	4
Runway 2-20	RW 2-20	RUNWAY	6445	360	100	36,000	S	AC	1/1/1943	4/23/2012	17
Runway 2-20	RW 2-20	RUNWAY	6450	250	100	25,000	S	AAC	1/1/1977	4/23/2012	5
Runway 7-25	RW 7-25	RUNWAY	6202	286	75	21,450	S	AC	1/1/1943	4/23/2012	7
Runway 7-25	RW 7-25	RUNWAY	6205	4470	75	335,250	S	AAC	1/1/1989	4/23/2012	87
Runway 7-25	RW 7-25	RUNWAY	6210	250	75	18,750	S	AC	1/1/1943	4/23/2012	7
Taxiway Alpha	TW A	TAXIWAY	105	2580	40	103,200	P	AAC	1/1/1977	4/24/2012	25
Taxiway Alpha	TW A	TAXIWAY	120	600	40	24,000	P	AC	1/1/2011	1/1/2011	4
Taxiway Alpha	TW A	TAXIWAY	125	80	40	3,043	P	AC	1/1/2012	1/1/2012	2
Taxiway Bravo	TW B	TAXIWAY	210	1800	35	63,000	P	AC	1/1/2002	4/25/2012	18
Taxiway Bravo	TW B	TAXIWAY	215	2200	35	77,000	P	AC	1/1/2002	4/23/2012	20
Taxiway Bravo	TW B	TAXIWAY	220	800	35	28,000	P	AAC	1/1/2002	4/25/2012	8
Taxiway Charlie	TW C	TAXIWAY	305	1000	45	45,000	P	Whitetopping	1/1/2002	4/24/2012	10
Taxiway Charlie	TW C	TAXIWAY	310	720	40	28,800	P	AC	1/1/2002	4/25/2012	7
Taxiway Charlie	TW C	TAXIWAY	315	1200	35	42,000	P	AC	1/1/2002	4/25/2012	12
Taxiway Charlie	TW C	TAXIWAY	320	1350	25	33,750	P	AC	1/1/2002	4/24/2012	15
Taxiway Charlie	TW C	TAXIWAY	325	1300	40	52,000	P	AC	1/1/2002	4/24/2012	13

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	335	210	40	8,400	P	AAC	1/1/2002	4/24/2012	2
Taxiway Delta	TW D	TAXIWAY	405	1200	35	46,500	P	AC	1/1/2002	4/24/2012	12
Taxiway Delta	TW D	TAXIWAY	408	100	42	4,570	P	AC	1/1/2002	4/24/2012	1
Taxiway Delta	TW D	TAXIWAY	410	600	50	31,000	P	AC	1/1/1943	4/24/2012	6
Taxiway Delta	TW D	TAXIWAY	415	3200	50	160,000	P	AC	1/1/1943	4/25/2012	31
Taxiway Delta	TW D	TAXIWAY	420	460	28	13,735	P	PCC	1/1/2002	4/24/2012	2
Taxiway Echo	TW E	TAXIWAY	505	470	35	20,217	S	AAC	7/1/2013	7/1/2013	5
Taxiway Echo	TW E	TAXIWAY	510	1200	35	42,840	S	AAC	7/1/2013	7/1/2013	9
Taxiway Echo	TW E	TAXIWAY	515	2000	35	73,350	S	AC	7/1/2011	7/1/2011	15

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: EVB **Branch:** AP (APRON) **Section:** 4102 **Surface:** PCC
L.C.D.: 01/01/1984 **Use:** APRON **Rank:** P **Length:** 180.00 Ft **Width:** 172.00 Ft **True Area:** 31,042.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4104 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank:** P **Length:** 79.00 Ft **Width:** 53.00 Ft **True Area:** 4,187.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1965 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 66.00 Ft **True Area:** 11,550.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1980 **Use:** APRON **Rank:** P **Length:** 75.00 Ft **Width:** 25.00 Ft **True Area:** 2,080.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4115 **Surface:** PCC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 140.00 Ft **Width:** 48.00 Ft **True Area:** 8,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4130 **Surface:** PCC
L.C.D.: 01/01/1997 **Use:** APRON **Rank:** P **Length:** 250.00 Ft **Width:** 150.00 Ft **True Area:** 33,878.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4135 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 108.00 Ft **Width:** 45.00 Ft **True Area:** 4,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** APRON **Rank:** P **Length:** 1,600.00 Ft **Width:** 32.00 Ft **True Area:** 51,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4145 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** APRON **Rank:** P **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4160 **Surface:** AAC
L.C.D.: 01/01/1975 **Use:** APRON **Rank:** P **Length:** 25.00 Ft **Width:** 270.00 Ft **True Area:** 7,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4165 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 228.00 Ft **Width:** 40.00 Ft **True Area:** 9,675.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4170 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank:** P **Length:** 58.00 Ft **Width:** 65.00 Ft **True Area:** 3,770.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4180 **Surface:** PCC
L.C.D.: 01/01/1965 **Use:** APRON **Rank:** P **Length:** 25.00 Ft **Width:** 15.00 Ft **True Area:** 384.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4185 **Surface:** PCC
L.C.D.: 01/01/1965 **Use:** APRON **Rank:** P **Length:** 1,000.00 Ft **Width:** 15.00 Ft **True Area:** 16,996.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP RW15-33 (ARPON RUNWAY 15-33) **Section:** 6305 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** APRON **Rank:** T **Length:** 1,700.00 Ft **Width:** 75.00 Ft **True Area:** 127,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP RW15-33 (ARPON RUNWAY 15-33) **Section:** 6310 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** APRON **Rank:** S **Length:** 245.00 Ft **Width:** 75.00 Ft **True Area:** 18,396.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP RW15-33 (ARPON RUNWAY 15-33) **Section:** 6320 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** APRON **Rank:** S **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 22,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP RW15-33 (ARPON RUNWAY 15-33) **Section:** 6325 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** APRON **Rank:** S **Length:** 250.00 Ft **Width:** 75.00 Ft **True Area:** 18,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP RW15-33 (ARPON RUNWAY 15-33) **Section:** 6340 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** APRON **Rank:** S **Length:** 385.00 Ft **Width:** 62.00 Ft **True Area:** 23,852.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP S (South Aprons) **Section:** 4210 **Surface:** PCC
L.C.D.: 01/01/1943 **Use:** APRON **Rank:** S **Length:** 400.00 Ft **Width:** 70.00 Ft **True Area:** 28,075.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP S (South Aprons) **Section:** 4215 **Surface:** PCC
L.C.D.: 01/01/1943 **Use:** APRON **Rank:** S **Length:** 585.00 Ft **Width:** 96.00 Ft **True Area:** 57,337.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 11-29 (RUNWAY 11-29) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** P **Length:** 4,305.00 Ft **Width:** 100.00 Ft **True Area:** 430,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 2-20 (RUNWAY 2-20) **Section:** 6405 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank:** S **Length:** 850.00 Ft **Width:** 100.00 Ft **True Area:** 85,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 2-20 (RUNWAY 2-20) **Section:** 6425 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank:** S **Length:** 2,700.00 Ft **Width:** 100.00 Ft **True Area:** 270,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 2-20 (RUNWAY 2-20) **Section:** 6430 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** S **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 2-20 (RUNWAY 2-20) **Section:** 6445 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank:** S **Length:** 360.00 Ft **Width:** 100.00 Ft **True Area:** 36,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 2-20 (RUNWAY 2-20) **Section:** 6450 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank:** S **Length:** 250.00 Ft **Width:** 100.00 Ft **True Area:** 25,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 7-25 (RUNWAY 7-25) **Section:** 6202 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank:** S **Length:** 286.00 Ft **Width:** 75.00 Ft **True Area:** 21,450.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 7-25 (RUNWAY 7-25) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** RUNWAY **Rank:** S **Length:** 4,470.00 Ft **Width:** 75.00 Ft **True Area:** 335,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** RW 7-25 (RUNWAY 7-25) **Section:** 6210 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank:** S **Length:** 250.00 Ft **Width:** 75.00 Ft **True Area:** 18,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank:** P **Length:** 2,580.00 Ft **Width:** 40.00 Ft **True Area:** 103,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 Ft **Width:** 40.00 Ft **True Area:** 24,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	RECONAC	Reconstruct with AC	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW A (TAXIWAY A) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 Ft **Width:** 40.00 Ft **True Area:** 3,043.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	RECONAC	Reconstruct with AC	$0	0.00	True	
01/01/2002	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW B (TAXIWAY B) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,800.00 Ft **Width:** 35.00 Ft **True Area:** 63,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW B (TAXIWAY B) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 2,200.00 Ft **Width:** 35.00 Ft **True Area:** 77,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW B (TAXIWAY B) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 800.00 Ft **Width:** 35.00 Ft **True Area:** 28,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 720.00 Ft **Width:** 40.00 Ft **True Area:** 28,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	

Network: EVB **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 42,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW C (TAXIWAY C) **Section:** 320 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,350.00 Ft **Width:** 25.00 Ft **True Area:** 33,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW C (TAXIWAY C) **Section:** 325 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,300.00 Ft **Width:** 40.00 Ft **True Area:** 52,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW C (TAXIWAY C) **Section:** 335 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 40.00 Ft **True Area:** 8,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	

Network: EVB **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 46,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	2.00	True	

Network: EVB **Branch:** TW D (TAXIWAY D) **Section:** 408 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 42.00 Ft **True Area:** 4,570.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 31,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW D (TAXIWAY D) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank:** P **Length:** 3,200.00 Ft **Width:** 50.00 Ft **True Area:** 160,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW D (TAXIWAY D) **Section:** 420 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 Ft **Width:** 28.00 Ft **True Area:** 13,735.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW E (Taxiway E) **Section:** 505 **Surface:** AAC
L.C.D.: 07/01/2013 **Use:** TAXIWAY **Rank:** S **Length:** 470.00 Ft **Width:** 35.00 Ft **True Area:** 20,217.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2013	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW E (Taxiway E) **Section:** 510 **Surface:** AAC
L.C.D.: 07/01/2013 **Use:** TAXIWAY **Rank:** S **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 42,840.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2013	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** TW E (Taxiway E) **Section:** 515 **Surface:** AC
L.C.D.: 07/01/2011 **Use:** TAXIWAY **Rank:** S **Length:** 2,000.00 Ft **Width:** 35.00 Ft **True Area:** 73,350.00 SqF

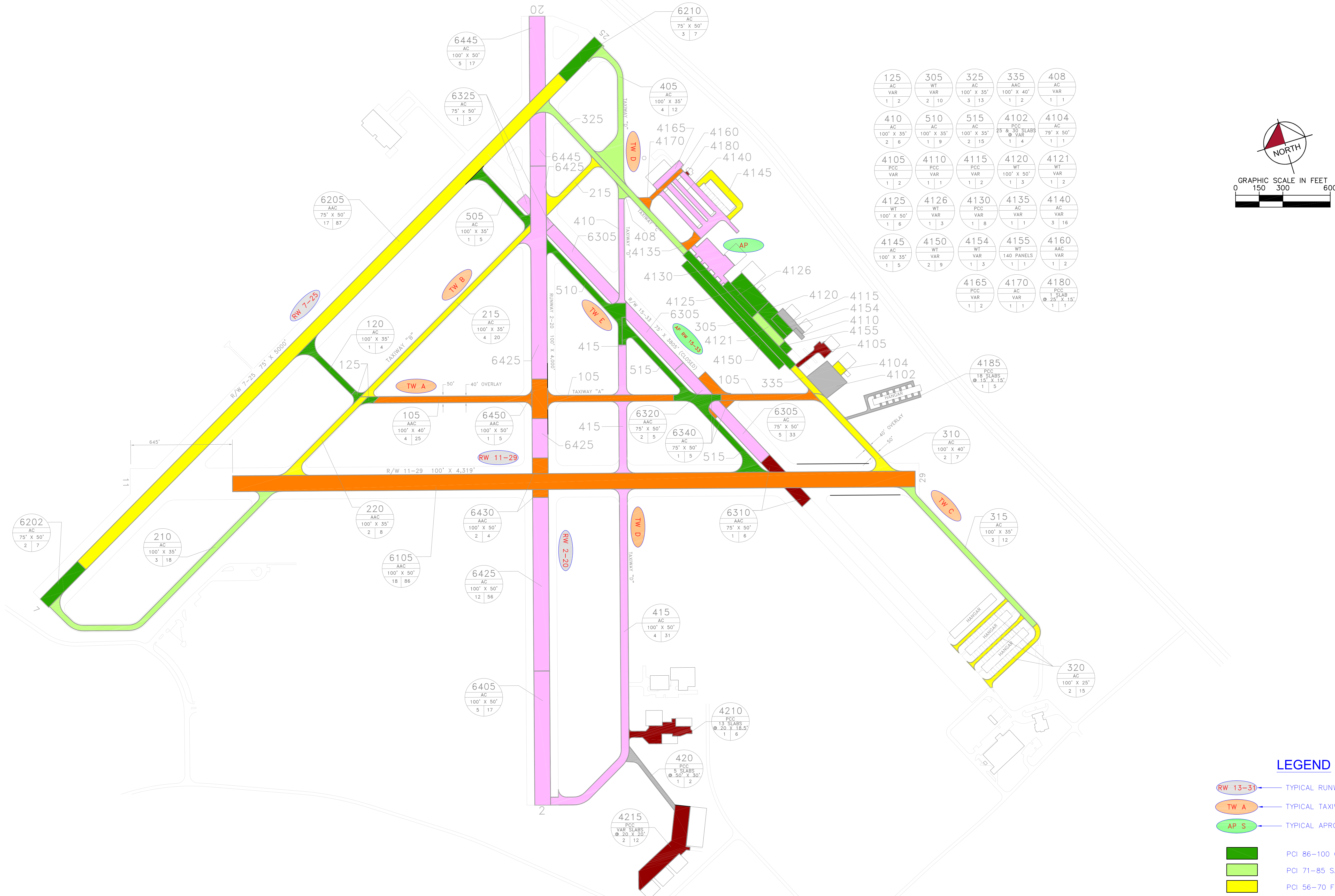
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2011	INITIAL	Initial Construction	$0	0.00	True	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - AC	7	342,250.00	2.00	.00
Initial Construction	40	2,212,977.00	.00	.00
Mill and Overlay	2	63,057.00	.00	.00
Overlay - AC Structural	2	37,200.00	1.50	.00
Reconstruct with AC	2	27,043.00	.00	.00

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



LEGEND

RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
	PCI 86–100 GOOD
	PCI 71–85 SATISFACTORY
	PCI 56–70 FAIR
	PCI 41–55 POOR
	PCI 26–40 VERY POOR
	PCI 11–25 SERIOUS
	PCI 0–10 FAILED

NUMBER	DATE	REVISIONS

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

2012 CONDITION MAP

NEW SMYRNA BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER EVB

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	4102	31,042	P	PCC	1	4	10	Failed
Apron	AP	APRON	4104	4,187	P	AC	1	1	67	Fair
Apron	AP	APRON	4105	11,550	P	PCC	1	2	24	Serious
Apron	AP	APRON	4110	2,080	P	PCC	1	1	10	Failed
Apron	AP	APRON	4115	8,700	P	PCC	1	2	5	Failed
Apron	AP	APRON	4120	14,500	P	Whitetopping	1	3	95	Good
Apron	AP	APRON	4121	15,000	P	Whitetopping	1	2	85	Satisfactory
Apron	AP	APRON	4125	25,000	P	Whitetopping	1	6	91	Good
Apron	AP	APRON	4126	15,000	P	Whitetopping	1	3	100	Good
Apron	AP	APRON	4130	33,878	P	PCC	1	8	31	Very Poor
Apron	AP	APRON	4135	4,950	P	AC	1	1	53	Poor
Apron	AP	APRON	4140	51,200	P	AC	3	16	33	Very Poor
Apron	AP	APRON	4145	17,500	P	AC	1	5	69	Fair
Apron	AP	APRON	4150	45,000	P	Whitetopping	2	9	93	Good
Apron	AP	APRON	4154	10,500	P	Whitetopping	1	3	96	Good
Apron	AP	APRON	4155	4,800	P	Whitetopping	1	1	87	Good
Apron	AP	APRON	4160	7,750	P	AAC	1	2	45	Poor
Apron	AP	APRON	4165	9,675	P	PCC	1	2	36	Very Poor
Apron	AP	APRON	4170	3,770	P	AC	1	1	43	Poor
Apron	AP	APRON	4180	384	P	PCC	1	1	16	Serious
Apron	AP	APRON	4185	16,996	P	PCC	1	5	10	Failed
Apron Runway 15-33	AP RW15-33	APRON	6305	127,500	T	AC	5	33	30	Very Poor
Apron Runway 15-33	AP RW15-33	APRON	6310	18,396	S	AAC	1	6	22	Serious
Apron Runway 15-33	AP RW15-33	APRON	6320	22,500	S	AAC	2	5	34	Very Poor

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
Apron Runway 15-33	AP RW15-33	APRON	6325	18,750	S	AC	1	3	33	Very Poor
Apron Runway 15-33	AP RW15-33	APRON	6340	23,852	S	AC	1	5	42	Poor
South Aprons	AP S	APRON	4210	28,075	S	PCC	1	6	14	Serious
South Aprons	AP S	APRON	4215	57,337	S	PCC	2	12	19	Serious
Runway 11-29	RW 11-29	RUNWAY	6105	430,500	P	AAC	18	86	52	Poor
Runway 2-20	RW 2-20	RUNWAY	6405	85,000	S	AC	5	17	27	Very Poor
Runway 2-20	RW 2-20	RUNWAY	6425	270,000	S	AC	12	56	34	Very Poor
Runway 2-20	RW 2-20	RUNWAY	6430	15,000	S	AAC	2	4	53	Poor
Runway 2-20	RW 2-20	RUNWAY	6445	36,000	S	AC	5	17	36	Very Poor
Runway 2-20	RW 2-20	RUNWAY	6450	25,000	S	AAC	1	5	45	Poor
Runway 7-25	RW 7-25	RUNWAY	6202	21,450	S	AC	2	7	96	Good
Runway 7-25	RW 7-25	RUNWAY	6205	335,250	S	AAC	17	87	64	Fair
Runway 7-25	RW 7-25	RUNWAY	6210	18,750	S	AC	3	7	93	Good
Taxiway Alpha	TW A	TAXIWAY	105	103,200	P	AAC	4	25	54	Poor
Taxiway Alpha	TW A	TAXIWAY	120	24,000	P	AC	1	4	100	Good
Taxiway Alpha	TW A	TAXIWAY	125	3,043	P	AC	1	2	100	Good
Taxiway Bravo	TW B	TAXIWAY	210	63,000	P	AC	3	18	75	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	215	77,000	P	AC	4	20	68	Fair
Taxiway Bravo	TW B	TAXIWAY	220	28,000	P	AAC	2	8	70	Fair
Taxiway Charlie	TW C	TAXIWAY	305	45,000	P	Whitetopping	2	10	91	Good
Taxiway Charlie	TW C	TAXIWAY	310	28,800	P	AC	2	7	65	Fair
Taxiway Charlie	TW C	TAXIWAY	315	42,000	P	AC	3	12	76	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	320	33,750	P	AC	2	15	67	Fair
Taxiway Charlie	TW C	TAXIWAY	325	52,000	P	AC	3	13	72	Satisfactory

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	335	8,400	P	AAC	1	2	59	Fair
Taxiway Delta	TW D	TAXIWAY	405	46,500	P	AC	4	12	79	Satisfactory
Taxiway Delta	TW D	TAXIWAY	408	4,570	P	AC	1	1	73	Satisfactory
Taxiway Delta	TW D	TAXIWAY	410	31,000	P	AC	2	6	35	Very Poor
Taxiway Delta	TW D	TAXIWAY	415	160,000	P	AC	4	31	26	Very Poor
Taxiway Delta	TW D	TAXIWAY	420	13,735	P	PCC	1	2	0	Failed
Taxiway Echo	TW E	TAXIWAY	505	20,217	S	AAC	1	5	100	Good
Taxiway Echo	TW E	TAXIWAY	510	42,840	S	AAC	1	9	100	Good
Taxiway Echo	TW E	TAXIWAY	515	73,350	S	AC	2	15	100	Good

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: EVB

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)	14	4,368.00	73.64	203,662.00	APRON	32.29	20.43	30.33
AP RW15-33 (ARPON RUNWAY 15-33)	5	2,880.00	72.40	210,998.00	APRON	36.20	4.45	33.61
AP S (South Aprons)	2	985.00	83.00	85,412.00	APRON	16.50	2.50	17.36
RW 11-29 (RUNWAY 11-29)	1	4,305.00	100.00	430,500.00	RUNWAY	52.00	0.00	52.00
RW 2-20 (RUNWAY 2-20)	5	4,310.00	100.00	431,000.00	RUNWAY	39.00	9.06	34.09
RW 7-25 (RUNWAY 7-25)	3	5,006.00	75.00	375,450.00	RUNWAY	84.33	14.43	67.28
TW A (TAXIWAY A)	3	3,260.00	40.00	130,243.00	TAXIWAY	84.67	21.68	63.55
TW B (TAXIWAY B)	3	4,800.00	35.00	168,000.00	TAXIWAY	74.33	4.64	73.46
TW C (TAXIWAY C)	5	4,780.00	36.00	164,950.00	TAXIWAY	67.60	6.37	70.02
TW D (TAXIWAY D)	5	5,560.00	41.00	255,805.00	TAXIWAY	44.40	29.82	40.47
TW E (Taxiway E)	3	3,670.00	35.00	136,407.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	21	500,072.00	31.71	17.62	29.50
RUNWAY	9	1,236,950.00	55.56	23.34	50.39
TAXIWAY	19	855,405.00	70.37	25.98	65.65
All	49	2,592,427.00	51.08	28.35	51.40

Date: 6 /14/2012

Section Condition Report

Pavement Database: *NetworkID: EVB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4102	01/01/1984	PCC	APRON	P	0	31,042.00	04/24/2012	28	10.00
AP (APRON)	4104	01/01/1984	AC	APRON	P	0	4,187.00	04/24/2012	28	67.00
AP (APRON)	4105	01/01/1965	PCC	APRON	P	0	11,550.00	04/24/2012	47	24.00
AP (APRON)	4110	01/01/1980	PCC	APRON	P	0	2,080.00	04/24/2012	32	10.00
AP (APRON)	4115	01/01/1975	PCC	APRON	P	0	8,700.00	04/24/2012	37	5.00
AP (APRON)	4130	01/01/1997	PCC	APRON	P	0	33,878.00	04/24/2012	15	31.00
AP (APRON)	4135	01/01/1975	AC	APRON	P	0	4,950.00	04/24/2012	37	53.00
AP (APRON)	4140	01/01/1980	AC	APRON	P	0	51,200.00	04/24/2012	32	33.00
AP (APRON)	4145	01/01/1986	AC	APRON	P	0	17,500.00	04/24/2012	26	69.00
AP (APRON)	4160	01/01/1975	AAC	APRON	P	0	7,750.00	04/24/2012	37	45.00
AP (APRON)	4165	01/01/1991	PCC	APRON	P	0	9,675.00	04/24/2012	21	36.00
AP (APRON)	4170	01/01/2002	AC	APRON	P	0	3,770.00	04/23/2012	10	43.00
AP (APRON)	4180	01/01/1965	PCC	APRON	P	0	384.00	04/24/2012	47	16.00
AP (APRON)	4185	01/01/1965	PCC	APRON	P	0	16,996.00	04/24/2012	47	10.00
AP RW15-33 (ARPON RUNWAY 15-33)	6305	01/01/1943	AC	APRON	T	0	127,500.00	04/24/2012	69	31.00
AP RW15-33 (ARPON RUNWAY 15-33)	6310	01/01/1977	AAC	APRON	S	0	18,396.00	06/11/2007	30	41.00
AP RW15-33 (ARPON RUNWAY 15-33)	6320	01/01/1977	AAC	APRON	S	0	22,500.00	04/24/2012	35	34.00
AP RW15-33 (ARPON RUNWAY 15-33)	6325	01/01/1943	AC	APRON	S	0	18,750.00	04/23/2012	69	33.00
AP RW15-33 (ARPON RUNWAY 15-33)	6340	01/01/1943	AC	APRON	S	0	23,852.00	04/23/2012	69	42.00
AP S (South Aprons)	4210	01/01/1943	PCC	APRON	S	0	28,075.00	04/24/2012	69	14.00
AP S (South Aprons)	4215	01/01/1943	PCC	APRON	S	0	57,337.00	04/24/2012	69	19.00
RW 11-29 (RUNWAY 11-29)	6105	01/01/1977	AAC	RUNWAY	P	0	430,500.00	04/25/2012	35	52.00
RW 2-20 (RUNWAY 2-20)	6405	01/01/1943	AC	RUNWAY	S	0	85,000.00	04/23/2012	69	27.00
RW 2-20 (RUNWAY 2-20)	6425	01/01/1943	AC	RUNWAY	S	0	270,000.00	04/23/2012	69	34.00
RW 2-20 (RUNWAY 2-20)	6430	01/01/1977	AAC	RUNWAY	S	0	15,000.00	04/23/2012	35	53.00
RW 2-20 (RUNWAY 2-20)	6445	01/01/1943	AC	RUNWAY	S	0	36,000.00	04/23/2012	69	36.00

Section Condition Report

Pavement Database: *NetworkID: EVB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 2-20 (RUNWAY 2-20)	6450	01/01/1977	AAC	RUNWAY	S	0	25,000.00	04/23/2012	35	45.00
RW 7-25 (RUNWAY 7-25)	6202	01/01/1943	AC	RUNWAY	S	0	21,450.00	04/23/2012	69	96.00
RW 7-25 (RUNWAY 7-25)	6205	01/01/1989	AAC	RUNWAY	S	0	335,250.00	04/23/2012	23	64.00
RW 7-25 (RUNWAY 7-25)	6210	01/01/1943	AC	RUNWAY	S	0	18,750.00	04/23/2012	69	93.00
TW A (TAXIWAY A)	105	01/01/1977	AAC	TAXIWAY	P	0	103,200.00	04/24/2012	35	54.00
TW A (TAXIWAY A)	120	01/01/2011	AC	TAXIWAY	P	0	24,000.00	01/01/2011	0	100.00
TW A (TAXIWAY A)	125	01/01/2012	AC	TAXIWAY	P	0	3,043.00	01/01/2012	0	100.00
TW B (TAXIWAY B)	210	01/01/2002	AC	TAXIWAY	P	0	63,000.00	04/25/2012	10	79.00
TW B (TAXIWAY B)	215	01/01/2002	AC	TAXIWAY	P	0	77,000.00	04/23/2012	10	68.00
TW B (TAXIWAY B)	220	01/01/2002	AAC	TAXIWAY	P	0	28,000.00	04/25/2012	10	76.00
TW C (TAXIWAY C)	310	01/01/2002	AC	TAXIWAY	P	0	28,800.00	04/25/2012	10	63.00
TW C (TAXIWAY C)	315	01/01/2002	AC	TAXIWAY	P	0	42,000.00	04/25/2012	10	77.00
TW C (TAXIWAY C)	320	01/01/2002	AC	TAXIWAY	P	0	33,750.00	04/24/2012	10	67.00
TW C (TAXIWAY C)	325	01/01/2002	AC	TAXIWAY	P	0	52,000.00	04/24/2012	10	72.00
TW C (TAXIWAY C)	335	01/01/2002	AAC	TAXIWAY	P	0	8,400.00	04/24/2012	10	59.00
TW D (TAXIWAY D)	405	01/01/2002	AC	TAXIWAY	P	0	46,500.00	04/24/2012	10	82.00
TW D (TAXIWAY D)	408	01/01/2002	AC	TAXIWAY	P	0	4,570.00	04/24/2012	10	73.00
TW D (TAXIWAY D)	410	01/01/1943	AC	TAXIWAY	P	0	31,000.00	04/24/2012	69	35.00
TW D (TAXIWAY D)	415	01/01/1943	AC	TAXIWAY	P	0	160,000.00	04/25/2012	69	32.00
TW D (TAXIWAY D)	420	01/01/2002	PCC	TAXIWAY	P	0	13,735.00	04/24/2012	10	0.00
TW E (Taxiway E)	505	07/01/2013	AAC	TAXIWAY	S	0	20,217.00	07/01/2013	0	100.00
TW E (Taxiway E)	510	07/01/2013	AAC	TAXIWAY	S	0	42,840.00	07/01/2013	0	100.00
TW E (Taxiway E)	515	07/01/2011	AC	TAXIWAY	S	0	73,350.00	07/01/2011	0	100.00

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	163,450.00	5	100.00	0.00	100.00
06-10	10.00	401,525.00	12	63.25	21.58	70.23
11-15	15.00	33,878.00	1	31.00	0.00	31.00
21-25	22.00	344,925.00	2	50.00	14.00	63.21
26-30	28.00	71,125.00	4	46.75	23.92	35.89
31-35	34.14	649,480.00	7	40.14	14.73	49.82
36-40	37.00	21,400.00	3	34.33	21.00	30.59
over 40	64.60	906,644.00	15	36.13	24.51	33.41
All	32.86	2,592,427.00	49	51.08	28.35	51.40

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

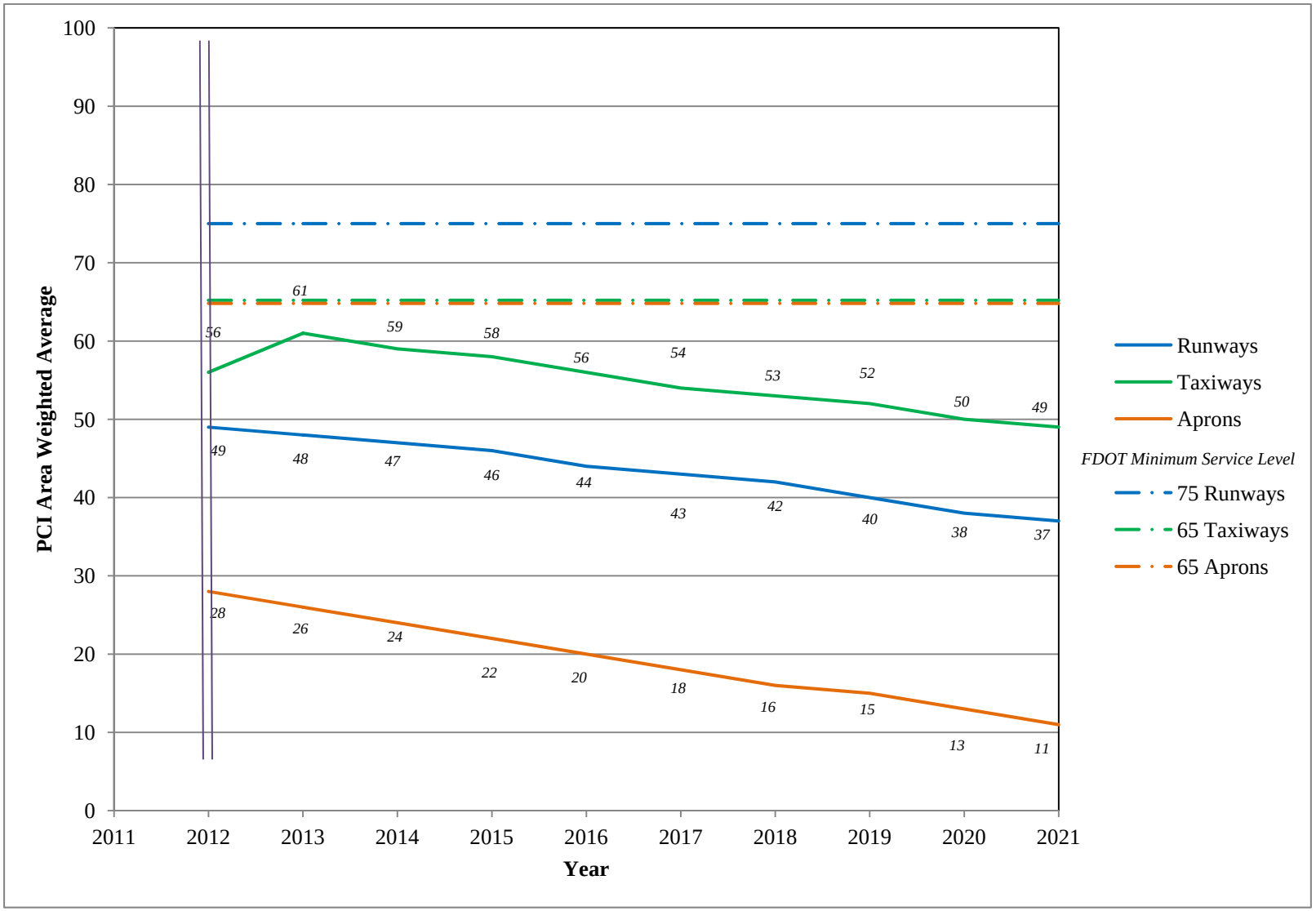
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Apron	AP	4102	10	10	9	8	7	6	5	4	3	2	1
Apron	AP	4104	67	67	66	65	63	62	61	60	59	58	57
Apron	AP	4105	24	24	23	22	21	20	19	18	17	16	15
Apron	AP	4110	10	10	9	8	7	6	5	4	3	2	1
Apron	AP	4115	5	5	4	3	2	1	0	0	0	0	0
Apron	AP	4130	31	31	30	29	28	27	26	25	24	23	22
Apron	AP	4135	53	53	52	50	49	48	46	45	44	42	41
Apron	AP	4140	33	33	31	28	26	24	21	19	16	13	11
Apron	AP	4145	69	69	68	66	65	64	63	62	61	60	59
Apron	AP	4160	45	44	41	38	35	31	27	22	18	14	10
Apron	AP	4165	36	36	35	34	33	32	31	30	29	28	27
Apron	AP	4170	43	43	41	40	38	36	34	32	30	28	26
Apron	AP	4180	16	16	15	14	13	12	11	10	9	8	7
Apron	AP	4185	10	10	9	8	7	6	5	4	3	2	1
Apron Runway 15-33	AP RW15-33	6305	30	30	27	25	23	20	18	15	12	9	6
Apron Runway 15-33	AP RW15-33	6310	22	22	17	13	9	5	1	0	0	0	0
Apron Runway 15-33	AP RW15-33	6320	34	33	29	25	21	17	12	8	4	0	0
Apron Runway 15-33	AP RW15-33	6325	33	33	31	28	26	24	21	19	16	13	11
Apron Runway 15-33	AP RW15-33	6340	42	42	40	38	37	35	33	31	29	27	24
South Aprons	AP S	4210	14	14	13	12	11	10	9	8	7	6	5
South Aprons	AP S	4215	19	19	18	17	16	15	14	13	12	11	10
Runway 11-29	RW 11-29	6105	52	52	51	50	49	48	46	45	44	42	40
Runway 2-20	RW 2-20	6405	27	27	25	23	21	19	16	13	10	8	5
Runway 2-20	RW 2-20	6425	34	34	33	32	31	29	28	26	24	22	20
Runway 2-20	RW 2-20	6430	53	53	52	51	50	49	48	47	45	44	42

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
Runway 2-20	RW 2-20	6445	36	36	35	34	33	32	31	30	28	27	25
Runway 2-20	RW 2-20	6450	45	45	43	42	40	38	36	33	31	28	26
Runway 7-25	RW 7-25	6202	96	96	94	92	90	88	86	84	81	79	77
Runway 7-25	RW 7-25	6205	64	64	63	61	60	59	59	58	57	56	55
Runway 7-25	RW 7-25	6210	93	93	91	89	87	84	82	80	78	76	74
Taxiway Alpha	TW A	105	54	54	52	50	48	46	45	43	41	39	38
Taxiway Alpha	TW A	120	100	97	95	92	91	89	87	85	83	82	80
Taxiway Alpha	TW A	125	100	99	97	95	92	91	89	87	85	83	82
Taxiway Bravo	TW B	210	75	75	73	72	71	70	68	67	66	65	64
Taxiway Bravo	TW B	215	68	68	67	65	64	63	62	61	60	59	58
Taxiway Bravo	TW B	220	70	70	69	68	68	67	66	66	65	65	64
Taxiway Charlie	TW C	310	65	65	64	63	62	61	59	58	57	56	55
Taxiway Charlie	TW C	315	76	76	74	73	72	70	69	68	67	66	65
Taxiway Charlie	TW C	320	67	67	66	65	63	62	61	60	59	58	57
Taxiway Charlie	TW C	325	72	72	70	69	68	67	66	65	64	62	61
Taxiway Charlie	TW C	335	59	59	58	56	55	53	51	49	48	46	44
Taxiway Delta	TW D	405	79	79	77	76	74	73	72	70	69	68	67
Taxiway Delta	TW D	408	73	73	71	70	69	68	67	65	64	63	62
Taxiway Delta	TW D	410	35	35	33	32	30	28	27	25	23	21	19
Taxiway Delta	TW D	415	26	26	24	22	20	18	16	15	13	11	9
Taxiway Delta	TW D	420	0	0	0	0	0	0	0	0	0	0	0
Taxiway Echo	TW E	505	100	42	100	96	93	90	87	85	82	80	79
Taxiway Echo	TW E	510	100	0	100	96	93	90	87	85	82	80	79
Taxiway Echo	TW E	515	100	98	96	94	91	90	88	86	84	82	81

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
Apron	AP	4104	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,130.90	SqFt	$0.40	$1,652.37
Apron	AP	4145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,976.40	SqFt	$0.40	$7,190.62
Runway 7-25	RW 7-25	6202	WEATH/RAVEL	L	Surface Seal - Rejuvenating	215.40	SqFt	$0.40	$86.15
Runway 7-25	RW 7-25	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	418.10	SqFt	$0.40	$167.25
Taxiway Bravo	TW B	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,210.70	SqFt	$0.40	$19,284.45
Taxiway Bravo	TW B	215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	79,448.60	SqFt	$0.40	$31,779.70
Taxiway Bravo	TW B	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	18,100.10	SqFt	$0.40	$7,240.10
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,618.90	SqFt	$0.40	$6,647.62
Taxiway Charlie	TW C	310	L & T CR	M	Crack Sealing - AC	81.30	Ft	$2.25	$182.99
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,667.70	SqFt	$0.40	$8,667.17
Taxiway Charlie	TW C	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	35,391.20	SqFt	$0.40	$14,156.60
Taxiway Charlie	TW C	325	WEATH/RAVEL	L	Surface Seal - Rejuvenating	29,472.30	SqFt	$0.40	$11,789.00
Taxiway Charlie	TW C	325	DEPRESSION	M	Patching - AC Deep	26.30	SqFt	$4.90	$128.90
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	19,169.00	SqFt	$0.40	$7,667.65
Taxiway Delta	TW D	408	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,627.90	SqFt	$0.40	$1,051.19
								Total =	$117,691.76

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	4102	PCC	31,042	$576,449.90	10	Reconstruction	100
2012	Apron	4105	PCC	11,550	$214,483.49	24	Reconstruction	100
2012	Apron	4110	PCC	2,080	$38,625.60	10	Reconstruction	100
2012	Apron	4115	PCC	8,700	$161,558.99	5	Reconstruction	100
2012	Apron	4130	PCC	33,878	$591,984.14	31	Reconstruction	100
2012	Apron	4135	AC	4,950	$31,833.46	53	Mill and Overlay	100
2012	Apron	4140	AC	51,200	$782,438.40	33	Reconstruction	100
2012	Apron	4160	AAC	7,750	$58,977.53	44	Mill and Overlay	100
2012	Apron	4165	PCC	9,675	$116,041.96	36	Reconstruction	100
2012	Apron	4170	AC	3,770	$28,689.71	43	Mill and Overlay	100
2012	Apron	4180	PCC	384	$7,130.88	16	Reconstruction	100
2012	Apron	4185	PCC	16,996	$315,615.70	10	Reconstruction	100
2012	Apron Runway 15-33	6305	AC	127,500	$2,367,674.84	30	Reconstruction	100
2012	Apron Runway 15-33	6310	AAC	18,396	$341,613.70	22	Reconstruction	100
2012	Apron Runway 15-33	6320	AAC	22,500	$343,845.00	33	Reconstruction	100
2012	Apron Runway 15-33	6325	AC	18,750	$286,537.50	33	Reconstruction	100
2012	Apron Runway 15-33	6340	AC	23,852	$181,513.81	42	Mill and Overlay	100
2012	South Aprons	4210	PCC	28,075	$521,352.72	14	Reconstruction	100
2012	South Aprons	4215	PCC	57,337	$1,064,748.02	19	Reconstruction	100
2012	Runway 11-29	6105	AAC	430,500	$2,937,733.30	52	Mill and Overlay	100
2012	Runway 2-20	6405	AC	85,000	$1,578,449.90	27	Reconstruction	100
2012	Runway 2-20	6425	AC	270,000	$3,830,220.13	34	Reconstruction	100
2012	Runway 2-20	6430	AAC	15,000	$96,465.05	53	Mill and Overlay	100
2012	Runway 2-20	6445	AC	36,000	$431,784.05	36	Reconstruction	100
2012	Runway 2-20	6450	AAC	25,000	$190,250.09	45	Mill and Overlay	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
2012	Runway 7-25	6205	AAC	335,250	$860,921.93	64	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	103,200	$623,121.91	54	Mill and Overlay	100
2012	Taxiway Charlie	335	AAC	8,400	$34,213.21	59	Mill and Overlay	100
2012	Taxiway Delta	410	AC	31,000	$405,790.03	35	Reconstruction	100
2012	Taxiway Delta	415	AC	160,000	$2,971,199.80	26	Reconstruction	100
2012	Taxiway Delta	420	PCC	13,735	$255,058.93	0	Reconstruction	100
2013	Taxiway Charlie	310	AC	28,000	$76,177.15	64	Mill and Overlay	100
2015	Apron	4104	AC	4,187	$13,021.16	63	Mill and Overlay	100
2015	Taxiway Bravo	215	AC	77,000	$216,071.45	64	Mill and Overlay	100
2015	Taxiway Charlie	320	AC	33,750	$104,959.16	63	Mill and Overlay	100
2016	Apron	4145	AC	17,500	$50,580.36	64	Mill and Overlay	100
2019	Taxiway Charlie	325	AC	52,000	$164,232.42	64	Mill and Overlay	100
2019	Taxiway Delta	408	AC	4,570	$14,433.50	64	Mill and Overlay	100
2021	Taxiway Bravo	210	AC	63,000	$211,091.41	64	Mill and Overlay	100
2021	Taxiway Bravo	220	AAC	28,000	$93,818.40	64	Mill and Overlay	100
				Total	**$23,190,708.69**	**44**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP

FY 2019
TAXIWAY CHARLIE: 325
MILL AND OVERLAY
$0.16M

FY 2019
TAXIWAY DELTA: 408
MILL AND OVERLAY
$0.01M

FY 2012
RUNWAY 2–20: 6445
RECONSTRUCTION
$0.43M

FY 2012
APRON RW
15–33: 6325
RECONSTRUCTION
$0.29M

FY 2012
TAXIWAY DELTA: 410
RECONSTRUCTION
$0.41M

FY 2015
TAXIWAY BRAVO: 215
MILL AND OVERLAY
$0.22M

FY 2012
TAXIWAY ALPHA: 105
MILL AND OVERLAY
$0.62M

FY 2012
RUNWAY 7–25: 6205
MILL AND OVERLAY
$0.86M

FY 2021
TAXIWAY BRAVO: 220
MILL AND OVERLAY
$0.09M

FY 2021
TAXIWAY BRAVO: 210
MILL AND OVERLAY
$0.21M

FY 2012
RUNWAY 11–29: 6105
MILL AND OVERLAY
$2.94M

FY 2012
RUNWAY 2–20: 6450
MILL AND OVERLAY
$0.19M

FY 2012
RUNWAY 2–20: 6430
MILL AND OVERLAY
$0.10M

FY 2012
RUNWAY 2–20: 6425
RECONSTRUCTION
$3.83M

FY 2012
RUNWAY 2–20: 6405
RECONSTRUCTION
$1.58M

FY 2012
TAXIWAY DELTA: 420
RECONSTRUCTION
$0.26M

FY 2012
SOUTH APRON: 4215
RECONSTRUCTION
$1.06M

FY 2012
APRON: 4165
RECONSTRUCTION
$0.12M

FY 2012
APRON: 4160
MILL AND OVERLAY
$0.06M

FY 2012
APRON: 4180
RECONSTRUCTION
$0.01M

FY 2012
APRON: 4170
MILL AND OVERLAY
$0.03M

FY 2016
APRON: 4145
MILL AND OVERLAY
$0.05M

FY 2012
APRON: 4140
RECONSTRUCTION
$0.78M

FY 2012
APRON: 4135
MILL AND OVERLAY
$0.03M

FY 2012
APRON: 4130
RECONSTRUCTION
$0.59M

FY 2012
APRON: 4115
RECONSTRUCTION
$0.16M

FY 2012
APRON: 4110
RECONSTRUCTION
$0.04M

FY 2012
APRON: 4105
RECONSTRUCTION
$0.21M

FY 2015
APRON: 4104
MILL AND OVERLAY
$0.01M

FY 2012
APRON: 4102
RECONSTRUCTION
$0.58M

FY 2012
TAXIWAY CHARLIE: 335
MILL AND OVERLAY
$0.03M

FY 2012
APRON: 4185
RECONSTRUCTION
$0.32M

FY 2013
TAXIWAY CHARLIE: 310
MILL AND OVERLAY
$0.08M

FY 2012
APRON RW
15–33: 6320
RECONSTRUCTION
$0.34M

FY 2012
APRON RW
15–33: 6340
MILL AND OVERLAY
$0.18M

FY 2012
APRON RW
15–33: 6310
RECONSTRUCTION
$0.34M

FY 2012
APRON RW
15–33: 6305
RECONSTRUCTION
$2.37M

FY 2012
TAXIWAY DELTA: 415
RECONSTRUCTION
$2.97M

FY 2012
SOUTH APRON: 4210
RECONSTRUCTION
$0.52M

FY 2015
TAXIWAY CHARLIE: 320
MILL AND OVERLAY
$0.10M

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

YEAR		ACTIVITY	
	2012		MICROSURFACING
	2013		MILL AND OVERLAY
	2014		RECONSTRUCTION
	2015		CONCRETE PAVEMENT RESTORATION
	2016		
	2017		
	2018		
	2019		
	2020		
	2021		

"PLAN YEAR"
"BRANCH": "SECTION"
"M AND R ACTIVITY"
"EST. COST"

PLOTTED: June 19, 2012 – 10:37 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 II\2020\Revised Airports\EVB\EXHIBITS\2012-EVB-MAINTENANCE.dwg

10-YEAR M&R MAP

NEW SMYRNA BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
EVB
FDOT DISTRICT
5

APPENDIX H

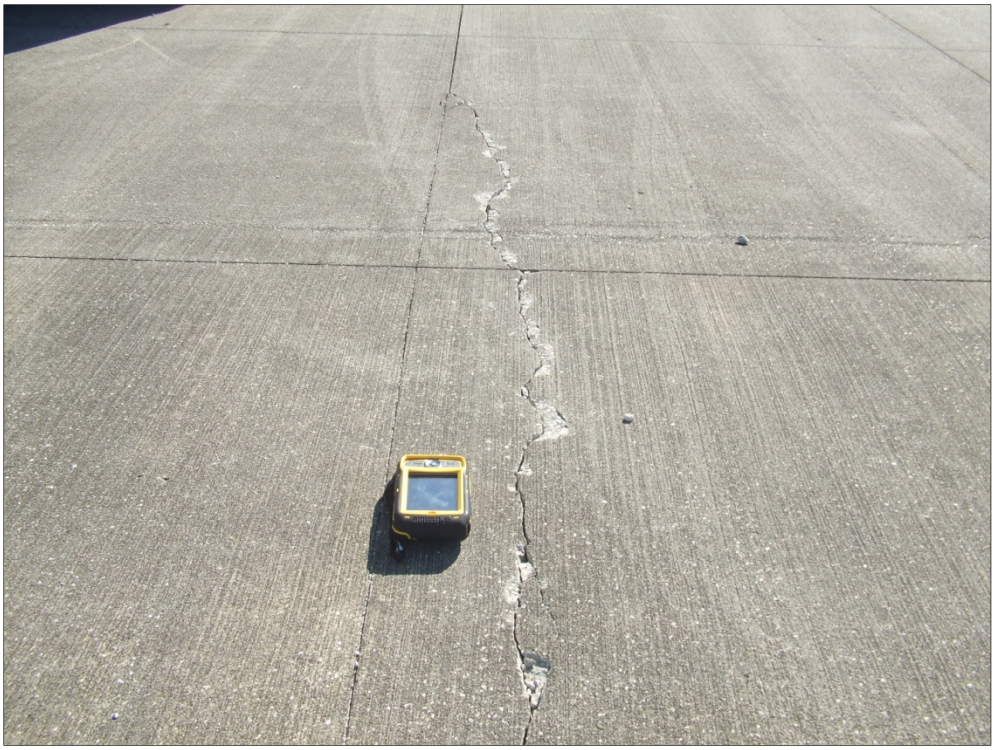
PHOTOGRAPHS

Taxiway Echo, Section 505, Sample Unit 102 – Medium severity (43) Block Cracking and low severity (52) Weathering and Raveling.

Runway 2-20, Section 6445, Sample Unit 196 – Medium severity (43) Block Cracking and low severity (52) Weathering and Raveling.

Apron, Section 4170, Sample Unit 217 – Medium severity (48) Longitudinal and Transverse Cracking and medium severity (52) Weathering and Raveling.

South Apron, Section 4215, Sample Unit 401 – Medium severity (63) Linear Cracking, high severity (65) Joint Seal Damage, and low severity Map Cracking / Scaling / Crazing.



Apron, Section 4150, Sample Unit 106 (Whitetopping) – High severity (3) Linear Cracking.

Apron, Section 4102, Sample Unit 101 – High severity (62) Corner Break, low severity (70) Map Cracking / Scaling / Crazing, high severity (74) Joint Spalling.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4102 of 21 From: - To: - Last Const.: 1/1/1984
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 31,042.00SqFt Length: 180.00Ft Width: 172.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:10.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 25.00Slabs PCI = 10
Sample Comments:

62 CORNER BREAK	H	2.00	Slabs	Comments:
62 CORNER BREAK	L	2.00	Slabs	Comments:
62 CORNER BREAK	M	3.00	Slabs	Comments:
63 LINEAR CR	H	1.00	Slabs	Comments:
63 LINEAR CR	L	2.00	Slabs	Comments:
63 LINEAR CR	M	4.00	Slabs	Comments:
70 SCALING	L	21.00	Slabs	Comments:
72 SHAT. SLAB	H	4.00	Slabs	Comments:
73 SHRINKAGE CR	L	10.00	Slabs	Comments:
74 JOINT SPALL	H	6.00	Slabs	Comments:
74 JOINT SPALL	M	2.00	Slabs	Comments:
75 CORNER SPALL	L	3.00	Slabs	Comments:
75 CORNER SPALL	M	2.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4104 of 21 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 4,187.00SqFt Length: 79.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 3,927.32SqFt PCI = 67
Sample Comments:

48 L & T CR	L	412.00 Ft	Comments:
52 WEATH/RAVEL	L	3,925.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4105 of 21 From: - To: - Last Const.: 1/1/1965
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 11,550.00SqFt Length: 100.00Ft Width: 66.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 10.00Slabs PCI = 24
Sample Comments:

63 LINEAR CRACKING	L	3.00 Slabs	Comments:	
63 LINEAR CRACKING	M	4.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	H	10.00 Slabs	Comments:	
70 SCALING/CRAZING	L	10.00 Slabs	Comments:	
72 SHATTERED SLAB	L	2.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4110 of 21 From: - To: - Last Const.: 1/1/1980
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 2,080.00SqFt Length: 75.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:10.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 8.00Slabs PCI = 10
Sample Comments:

63	LINEAR CRACKING	L	1.00 Slabs	Comments:
63	LINEAR CRACKING	M	3.00 Slabs	Comments:
70	SCALING/CRAZING	L	2.00 Slabs	Comments:
72	SHATTERED SLAB	L	1.00 Slabs	Comments:
72	SHATTERED SLAB	M	3.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4115 of 21 From: - To: - Last Const.: 1/1/1975
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 8,700.00SqFt Length: 140.00Ft Width: 48.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:5.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 14.00Slabs PCI = 5
Sample Comments:

62 CORNER BREAK	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
72 SHATTERED SLAB	H	2.00 Slabs	Comments:
72 SHATTERED SLAB	L	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4130 of 21 From: - To: - Last Const.: 1/1/1997
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 33,878.00SqFt Length: 250.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 10.00Slabs PCI = 31
Sample Comments:

63 LINEAR CR	L	3.00	Slabs	Comments:
63 LINEAR CR	M	4.00	Slabs	Comments:
65 JT SEAL DMG	H	10.00	Slabs	Comments:
67 LARGE PATCH	L	2.00	Slabs	Comments:
70 SCALING	L	8.00	Slabs	Comments:
74 JOINT SPALL	L	2.00	Slabs	Comments:
74 JOINT SPALL	M	1.00	Slabs	Comments:
75 CORNER SPALL	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4135 of 21 From: - To: - Last Const.: 1/1/1975
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 4,950.00SqFt Length: 108.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 6,136.61SqFt PCI = 53
Sample Comments:

43 BLOCK CR	M	400.00	SqFt	Comments:
48 L & T CR	L	194.00	Ft	Comments:
48 L & T CR	M	144.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	M	400.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4140 of 21 From: - To: - Last Const.: 1/1/1980
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 51,200.00SqFt Length: 1,600.00Ft Width: 32.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 4,995.21SqFt PCI = 36
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,180.00 SqFt	Comments:
52 WEATH/RAVEL	M	820.00 SqFt	Comments:

Sample Number: 316 Type: R Area: 3,516.14SqFt PCI = 24
Sample Comments:

43 BLOCK CR	M	3,320.00 SqFt	Comments:
52 WEATH/RAVEL	H	3.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	2,497.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 3,423.78SqFt PCI = 37
Sample Comments:

43 BLOCK CR	M	3,400.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	400.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4145 of 21 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 17,500.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 565 Type: R Area: 4,179.84SqFt PCI = 69
Sample Comments:

48 L & T CR	L	111.00 Ft	Comments:
52 WEATH/RAVEL	L	4,175.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4160 of 21 From: - To: - Last Const.: 1/1/1975
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 7,750.00SqFt Length: 25.00Ft Width: 270.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 219 Type: R Area: 3,400.75SqFt PCI = 45
Sample Comments:

45 DEPRESSION	L	2.00	SqFt	Comments:
48 L & T CR	L	577.00	Ft	Comments:
48 L & T CR	M	31.00	Ft	Comments:
52 WEATH/RAVEL	L	2,400.00	SqFt	Comments:
52 WEATH/RAVEL	M	600.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4165 of 21 From: - To: - Last Const.: 1/1/1991
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 9,675.00SqFt Length: 228.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 16.00Slabs PCI = 36
Sample Comments:

63 LINEAR CR	L	9.00	Slabs	Comments:
63 LINEAR CR	M	4.00	Slabs	Comments:
65 JT SEAL DMG	H	16.00	Slabs	Comments:
70 SCALING	L	16.00	Slabs	Comments:
73 SHRINKAGE CR	L	12.00	Slabs	Comments:
74 JOINT SPALL	L	2.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4170 of 21 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 3,770.00SqFt Length: 58.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 217 Type: R Area: 3,000.00SqFt PCI = 43
Sample Comments:

43	BLOCK CRACKING	L	360.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	209.05	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	22.01	Ft	Comments:
52	WEATHERING/RAVELING	H	15.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	1,864.98	SqFt	Comments:
52	WEATHERING/RAVELING	M	619.99	SqFt	Comments:
56	SWELLING	L	20.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4180 of 21 From: - To: - Last Const.: 1/1/1965
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 384.00SqFt Length: 25.00Ft Width: 15.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:16.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1.00Slabs PCI = 16
Sample Comments:

72 SHATTERED SLAB	M	1.00 Slabs	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP Name: APRON Use: APRON Area: 333,462.00SqFt

Section: 4185 of 21 From: - To: - Last Const.: 1/1/1965
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 16,996.00SqFt Length: 1,000.00Ft Width: 15.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:10.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 18.00Slabs PCI = 10
Sample Comments:

63 LINEAR CRACKING	L	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	2.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	H	18.00	Slabs	Comments:
72 SHATTERED SLAB	H	7.00	Slabs	Comments:
72 SHATTERED SLAB	M	2.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP RW15-33 Name: ARPON RUNWAY 15-33 Use: APRON Area: 210,998.00SqFt

Section: 6305 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 127,500.00SqFt Length: 1,700.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 33 Surveyed: 4
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 150 Type: R Area: 3,750.04SqFt PCI = 28
Sample Comments:

43 BLOCK CR	M	3,750.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,850.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,900.00 SqFt	Comments:

Sample Number: 155 Type: R Area: 3,750.04SqFt PCI = 31
Sample Comments:

43 BLOCK CR	M	3,750.00 SqFt	Comments:
52 WEATH/RAVEL	H	2.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,848.00 SqFt	Comments:
52 WEATH/RAVEL	M	900.00 SqFt	Comments:

Sample Number: 160 Type: R Area: 3,750.04SqFt PCI = 33
Sample Comments:

43 BLOCK CR	M	3,750.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,750.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,000.00 SqFt	Comments:

Sample Number: 164 Type: R Area: 3,750.04SqFt PCI = 32
Sample Comments:

43 BLOCK CR	M	3,750.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,550.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,200.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP RW15-33 Name: ARPON RUNWAY 15-33 Use: APRON Area: 210,998.00SqFt

Section: 6310 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: S
Area: 18,396.00SqFt Length: 245.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date 6/11/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:41.00 |
Inspection Comments:

Sample Number: 130 Type: R Area: 3,750.00SqFt PCI = 41
Sample Comments:

43 BLOCK CR	M	3,105.00 SqFt	Comments:
48 L & T CR	M	83.00 Ft	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP RW15-33 Name: ARPON RUNWAY 15-33 Use: APRON Area: 210,998.00SqFt

Section: 6320 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: S
Area: 22,500.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 143 Type: R Area: 3,750.04SqFt PCI = 36
Sample Comments:

43 BLOCK CR	L	1,500.00 SqFt	Comments:
43 BLOCK CR	M	1,650.00 SqFt	Comments:
45 DEPRESSION	H	24.00 SqFt	Comments:
48 L & T CR	L	94.00 Ft	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:

Sample Number: 146 Type: R Area: 3,750.04SqFt PCI = 31
Sample Comments:

43 BLOCK CR	M	3,750.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,350.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,400.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP RW15-33 Name: ARPON RUNWAY 15-33 Use: APRON Area: 210,998.00SqFt

Section: 6325 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 18,750.00SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 175 Type: R Area: 4,510.83SqFt PCI = 33
Sample Comments:

43 BLOCK CR	M	4,510.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP RW15-33 Name: ARPON RUNWAY 15-33 Use: APRON Area: 210,998.00SqFt

Section: 6340 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 23,852.00SqFt Length: 385.00Ft Width: 62.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 209 Type: R Area: 4,200.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	4,199.94 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,199.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP S Name: South Aprons Use: APRON Area: 85,412.00SqFt

Section: 4210 of 2 From: - To: - Last Const.: 1/1/1943
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: S
Area: 28,075.00SqFt Length: 400.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:14.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 13.00Slabs PCI = 14
Sample Comments:

62	CORNER BREAK	L	1.00 Slabs	Comments:
63	LINEAR CRACKING	L	2.00 Slabs	Comments:
63	LINEAR CRACKING	M	7.00 Slabs	Comments:
65	JOINT SEAL DAMAGE	H	13.00 Slabs	Comments:
70	SCALING/CRAZING	L	12.00 Slabs	Comments:
72	SHATTERED SLAB	H	1.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
74	JOINT SPALLING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: AP S Name: South Aprons Use: APRON Area: 85,412.00SqFt

Section: 4215 of 2 From: - To: - Last Const.: 1/1/1943
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: S
Area: 57,337.00SqFt Length: 585.00Ft Width: 96.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:19.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 15.00Slabs PCI = 33
Sample Comments:

63 LINEAR CRACKING	L	9.00	Slabs	Comments:
63 LINEAR CRACKING	M	2.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	H	15.00	Slabs	Comments:
70 SCALING/CRAZING	L	10.00	Slabs	Comments:
72 SHATTERED SLAB	L	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	13.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 401 Type: R Area: 12.00Slabs PCI = 0
Sample Comments:

62 CORNER BREAK	H	6.00	Slabs	Comments:
62 CORNER BREAK	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	9.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	H	12.00	Slabs	Comments:
70 SCALING/CRAZING	L	4.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 430,500.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 430,500.00SqFt Length: 4,305.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/25/2012 Total Samples: 86 Surveyed: 17
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.05SqFt PCI = 56
Sample Comments:

48 L & T CR	L	338.00 Ft	Comments:
48 L & T CR	M	50.00 Ft	Comments:
52 WEATH/RAVEL	L	4,900.00 SqFt	Comments:
52 WEATH/RAVEL	M	100.00 SqFt	Comments:
56 SWELLING	L	50.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.05SqFt PCI = 47
Sample Comments:

48 L & T CR	L	469.00 Ft	Comments:
48 L & T CR	M	75.00 Ft	Comments:
50 PATCHING	L	0.75 SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,000.00 SqFt	Comments:
56 SWELLING	L	42.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.05SqFt PCI = 54
Sample Comments:

48 L & T CR	L	403.00 Ft	Comments:
52 WEATH/RAVEL	L	4,300.00 SqFt	Comments:
52 WEATH/RAVEL	M	700.00 SqFt	Comments:
56 SWELLING	L	80.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.05SqFt PCI = 50
Sample Comments:

48 L & T CR	L	276.00 Ft	Comments:
48 L & T CR	M	20.00 Ft	Comments:
52 WEATH/RAVEL	L	3,800.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,200.00 SqFt	Comments:
56 SWELLING	L	90.00 SqFt	Comments:

Sample Number: 119 Type: R Area: 5,000.05SqFt PCI = 41
Sample Comments:

43 BLOCK CR	L	225.00 SqFt	Comments:
48 L & T CR	L	326.00 Ft	Comments:
48 L & T CR	M	40.00 Ft	Comments:
52 WEATH/RAVEL	L	3,350.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,650.00 SqFt	Comments:
56 SWELLING	L	66.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.05SqFt PCI = 59
Sample Comments:

48 L & T CR	L	256.00 Ft	Comments:

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48 L & T CR	M	53.00	Ft	Comments:
52 WEATH/RAVEL	L	4,800.00	SqFt	Comments:
52 WEATH/RAVEL	M	200.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.05SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	M	400.00	SqFt	Comments:
48 L & T CR	L	412.00	Ft	Comments:
48 L & T CR	M	25.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	4,600.00	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.05SqFt PCI = 54
Sample Comments:

48 L & T CR	L	401.00	Ft	Comments:
48 L & T CR	M	50.00	Ft	Comments:
52 WEATH/RAVEL	L	4,350.00	SqFt	Comments:
52 WEATH/RAVEL	M	650.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.05SqFt PCI = 49
Sample Comments:

48 L & T CR	L	476.00	Ft	Comments:
48 L & T CR	M	71.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	4,300.00	SqFt	Comments:
52 WEATH/RAVEL	M	700.00	SqFt	Comments:
56 SWELLING	L	49.00	SqFt	Comments:

Sample Number: 147 Type: R Area: 5,000.05SqFt PCI = 50
Sample Comments:

43 BLOCK CR	L	175.00	SqFt	Comments:
48 L & T CR	L	248.00	Ft	Comments:
48 L & T CR	M	30.00	Ft	Comments:
52 WEATH/RAVEL	L	4,800.00	SqFt	Comments:
52 WEATH/RAVEL	M	200.00	SqFt	Comments:
56 SWELLING	L	65.00	SqFt	Comments:

Sample Number: 155 Type: R Area: 5,000.05SqFt PCI = 49
Sample Comments:

43 BLOCK CR	L	200.00	SqFt	Comments:
48 L & T CR	L	388.00	Ft	Comments:
48 L & T CR	M	40.00	Ft	Comments:
52 WEATH/RAVEL	L	4,750.00	SqFt	Comments:
52 WEATH/RAVEL	M	250.00	SqFt	Comments:
56 SWELLING	L	200.00	SqFt	Comments:

Sample Number: 161 Type: R Area: 5,000.05SqFt PCI = 48
Sample Comments:

48 L & T CR	L	282.00	Ft	Comments:
48 L & T CR	M	50.00	Ft	Comments:
52 WEATH/RAVEL	L	3,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,300.00	SqFt	Comments:
56 SWELLING	L	110.00	SqFt	Comments:

Sample Number: 165 Type: R Area: 5,000.05SqFt PCI = 51
Sample Comments:

48 L & T CR	L	431.00	Ft	Comments:
48 L & T CR	M	60.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

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52 WEATH/RAVEL	L	4,450.00	SqFt	Comments:
52 WEATH/RAVEL	M	550.00	SqFt	Comments:
56 SWELLING	L	70.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 5,000.05SqFt PCI = 39
Sample Comments:

43 BLOCK CR	L	252.00	SqFt	Comments:
43 BLOCK CR	M	660.00	SqFt	Comments:
48 L & T CR	L	284.00	Ft	Comments:
48 L & T CR	M	80.00	Ft	Comments:
52 WEATH/RAVEL	L	4,100.00	SqFt	Comments:
52 WEATH/RAVEL	M	900.00	SqFt	Comments:

Sample Number: 175 Type: R Area: 5,000.05SqFt PCI = 59
Sample Comments:

48 L & T CR	L	260.00	Ft	Comments:
48 L & T CR	M	96.00	Ft	Comments:
52 WEATH/RAVEL	L	4,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	300.00	SqFt	Comments:

Sample Number: 181 Type: R Area: 5,000.05SqFt PCI = 62
Sample Comments:

48 L & T CR	L	355.00	Ft	Comments:
48 L & T CR	M	43.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.05SqFt PCI = 59
Sample Comments:

48 L & T CR	L	362.00	Ft	Comments:
48 L & T CR	M	75.00	Ft	Comments:
52 WEATH/RAVEL	L	4,825.00	SqFt	Comments:
52 WEATH/RAVEL	M	175.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 431,000.00SqFt

Section: 6405 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: S
Area: 85,000.00SqFt Length: 850.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 17 Surveyed: 5
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.05SqFt PCI = 28
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
45 DEPRESSION	L	35.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,100.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,900.00 SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.05SqFt PCI = 28
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	H	1.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,249.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,750.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.05SqFt PCI = 31
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,250.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,750.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.05SqFt PCI = 27
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	2,000.00 SqFt	Comments:
53 RUTTING	L	100.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.05SqFt PCI = 21
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
45 DEPRESSION	M	0.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,200.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,800.00 SqFt	Comments:
53 RUTTING	M	150.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 431,000.00SqFt

Section: 6425 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: S
Area: 270,000.00SqFt Length: 2,700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 56 Surveyed: 12
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.05SqFt PCI = 30
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
50 PATCHING	L	12.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,088.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,900.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 5,000.05SqFt PCI = 31
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,250.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,750.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.05SqFt PCI = 31
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,250.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,750.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.05SqFt PCI = 31
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,250.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,750.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.05SqFt PCI = 36
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,200.00 SqFt	Comments:
52 WEATH/RAVEL	M	800.00 SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.05SqFt PCI = 34
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,950.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,050.00 SqFt	Comments:

Sample Number: 146 Type: R Area: 5,000.05SqFt PCI = 33
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,800.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,200.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Sample Number: 153 Type: R Area: 5,000.05SqFt PCI = 34
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,000.00	SqFt	Comments:

Sample Number: 158 Type: R Area: 5,000.05SqFt PCI = 37
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,600.00	SqFt	Comments:
52 WEATH/RAVEL	M	400.00	SqFt	Comments:

Sample Number: 164 Type: R Area: 5,000.05SqFt PCI = 45
Sample Comments:

43 BLOCK CR	L	4,980.00	SqFt	Comments:
50 PATCHING	M	20.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,530.00	SqFt	Comments:
52 WEATH/RAVEL	M	450.00	SqFt	Comments:

Sample Number: 169 Type: R Area: 5,000.05SqFt PCI = 32
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
50 PATCHING	L	2.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,748.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,250.00	SqFt	Comments:

Sample Number: 178 Type: R Area: 5,000.05SqFt PCI = 32
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
45 DEPRESSION	L	160.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,500.00	SqFt	Comments:
52 WEATH/RAVEL	M	500.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 431,000.00SqFt

Section: 6430 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: S
Area: 15,000.00SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 4 Surveyed: 2
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 138 Type: R Area: 5,027.39SqFt PCI = 52
Sample Comments:

43 BLOCK CR	M	340.00 SqFt	Comments:
48 L & T CR	L	515.00 Ft	Comments:
48 L & T CR	M	52.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 140 Type: R Area: 2,468.16SqFt PCI = 54
Sample Comments:

43 BLOCK CR	L	200.00 SqFt	Comments:
48 L & T CR	L	318.00 Ft	Comments:
48 L & T CR	M	35.00 Ft	Comments:
52 WEATH/RAVEL	L	2,450.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 431,000.00SqFt

Section: 6445 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: S
Area: 36,000.00SqFt Length: 360.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 17 Surveyed: 5
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 181 Type: R Area: 5,000.05SqFt PCI = 41
Sample Comments:

43 BLOCK CR	M	3,700.00	SqFt	Comments:
45 DEPRESSION	L	8.00	SqFt	Comments:
50 PATCHING	L	1,300.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,700.00	SqFt	Comments:

Sample Number: 183 Type: R Area: 5,000.05SqFt PCI = 37
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,900.00	SqFt	Comments:
52 WEATH/RAVEL	M	100.00	SqFt	Comments:

Sample Number: 190 Type: R Area: 4,995.10SqFt PCI = 32
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	H	4.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,796.00	SqFt	Comments:
52 WEATH/RAVEL	M	200.00	SqFt	Comments:

Sample Number: 193 Type: R Area: 5,000.05SqFt PCI = 38
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,994.00	SqFt	Comments:
52 WEATH/RAVEL	M	6.00	SqFt	Comments:

Sample Number: 196 Type: R Area: 5,000.05SqFt PCI = 33
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
45 DEPRESSION	L	30.00	SqFt	Comments:
52 WEATH/RAVEL	H	12.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,988.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 431,000.00SqFt

Section: 6450 of 5 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: S
Area: 25,000.00SqFt Length: 250.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 150 Type: R Area: 5,000.05SqFt PCI = 45
Sample Comments:

43 BLOCK CR	L	2,550.00 SqFt	Comments:
48 L & T CR	L	335.00 Ft	Comments:
52 WEATH/RAVEL	L	3,900.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 375,450.00SqFt

Section: 6202 of 3 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: S
Area: 21,450.00SqFt Length: 286.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.04SqFt PCI = 96
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	15.00 SqFt	Comments:

Sample Number: 103 Type: R Area: 3,750.04SqFt PCI = 97
Sample Comments:

52 WEATH/RAVEL	L	60.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 375,450.00SqFt

Section: 6205 of 3 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: S
Area: 335,250.00SqFt Length: 4,470.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 87 Surveyed: 17
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 3,750.04SqFt PCI = 64
Sample Comments:

48 L & T CR	L	71.00 Ft	Comments:
52 WEATH/RAVEL	L	3,575.00 SqFt	Comments:
52 WEATH/RAVEL	M	175.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 3,750.04SqFt PCI = 64
Sample Comments:

48 L & T CR	L	63.00 Ft	Comments:
52 WEATH/RAVEL	L	3,715.00 SqFt	Comments:
52 WEATH/RAVEL	M	35.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.04SqFt PCI = 59
Sample Comments:

48 L & T CR	L	203.00 Ft	Comments:
52 WEATH/RAVEL	L	3,625.00 SqFt	Comments:
52 WEATH/RAVEL	M	125.00 SqFt	Comments:
56 SWELLING	L	270.00 SqFt	Comments:

Sample Number: 126 Type: R Area: 3,750.04SqFt PCI = 65
Sample Comments:

48 L & T CR	L	77.00 Ft	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:
56 SWELLING	L	50.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 3,750.04SqFt PCI = 64
Sample Comments:

48 L & T CR	L	89.00 Ft	Comments:
52 WEATH/RAVEL	L	3,550.00 SqFt	Comments:
52 WEATH/RAVEL	M	200.00 SqFt	Comments:

Sample Number: 138 Type: R Area: 3,750.04SqFt PCI = 69
Sample Comments:

48 L & T CR	L	71.00 Ft	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:

Sample Number: 145 Type: R Area: 3,750.04SqFt PCI = 62
Sample Comments:

48 L & T CR	L	129.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	3,750.00 SqFt	Comments:
56 SWELLING	L	85.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Sample Number: 150 Type: R Area: 3,750.04SqFt PCI = 69
Sample Comments:

48 L & T CR	L	61.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 3,750.04SqFt PCI = 60
Sample Comments:

48 L & T CR	L	95.00	Ft	Comments:
52 WEATH/RAVEL	L	3,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	50.00	SqFt	Comments:
56 SWELLING	L	44.00	SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.04SqFt PCI = 63
Sample Comments:

48 L & T CR	L	102.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:
56 SWELLING	L	750.00	SqFt	Comments:

Sample Number: 162 Type: R Area: 3,750.04SqFt PCI = 69
Sample Comments:

48 L & T CR	L	81.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 167 Type: R Area: 3,750.04SqFt PCI = 69
Sample Comments:

48 L & T CR	L	76.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 171 Type: R Area: 3,750.04SqFt PCI = 69
Sample Comments:

48 L & T CR	L	47.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 3,750.04SqFt PCI = 59
Sample Comments:

48 L & T CR	L	95.00	Ft	Comments:
52 WEATH/RAVEL	L	3,640.00	SqFt	Comments:
52 WEATH/RAVEL	M	110.00	SqFt	Comments:
56 SWELLING	L	80.00	SqFt	Comments:

Sample Number: 181 Type: R Area: 3,750.04SqFt PCI = 62
Sample Comments:

48 L & T CR	L	88.00	Ft	Comments:
52 WEATH/RAVEL	L	3,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	50.00	SqFt	Comments:
56 SWELLING	L	17.00	SqFt	Comments:

Sample Number: 186 Type: R Area: 3,750.04SqFt PCI = 61
Sample Comments:

48 L & T CR	L	66.00	Ft	Comments:
52 WEATH/RAVEL	L	3,675.00	SqFt	Comments:
52 WEATH/RAVEL	M	75.00	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Sample Number: 191 Type: R Area: 3,750.04SqFt PCI = 69
Sample Comments:

48 L & T CR	L	27.00	Ft	Comments:
52 WEATH/RAVEL	L	3,750.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 375,450.00SqFt

Section: 6210 of 3 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: S
Area: 18,750.00SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 7 Surveyed: 3
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 195 Type: R Area: 3,750.04SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 196 Type: R Area: 3,750.04SqFt PCI = 89
Sample Comments:

48 L & T CR	L	22.00 Ft	Comments:
50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	100.00 SqFt	Comments:

Sample Number: 198 Type: R Area: 3,750.04SqFt PCI = 89
Sample Comments:

48 L & T CR	L	9.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	150.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 130,243.00SqFt

Section: 105 of 3 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 103,200.00SqFt Length: 2,580.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 25 Surveyed: 4
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 113 Type: R Area: 3,999.98SqFt PCI = 67
Sample Comments:

48 L & T CR	L	75.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:

Sample Number: 123 Type: R Area: 3,999.98SqFt PCI = 59
Sample Comments:

48 L & T CR	L	339.00 Ft	Comments:
48 L & T CR	M	56.00 Ft	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
56 SWELLING	L	145.00 SqFt	Comments:

Sample Number: 131 Type: R Area: 3,999.98SqFt PCI = 46
Sample Comments:

48 L & T CR	L	537.00 Ft	Comments:
48 L & T CR	M	48.00 Ft	Comments:
50 PATCHING	L	0.75 SqFt	Comments:
52 WEATH/RAVEL	L	3,300.00 SqFt	Comments:
52 WEATH/RAVEL	M	700.00 SqFt	Comments:

Sample Number: 134 Type: R Area: 3,999.98SqFt PCI = 44
Sample Comments:

43 BLOCK CR	L	110.00 SqFt	Comments:
48 L & T CR	L	412.00 Ft	Comments:
48 L & T CR	M	67.00 Ft	Comments:
52 WEATH/RAVEL	L	3,100.00 SqFt	Comments:
52 WEATH/RAVEL	M	900.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 130,243.00SqFt

Section: 120 of 3 From: - To: - Last Const.: 1/1/2011
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 24,000.00SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/11/2007 Total Samples: 7 Surveyed: 2
Conditions: PCI:4.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 6
Sample Comments:

43 BLOCK CR	M	5,000.00	SqFt	Comments:
50 PATCHING	M	23.00	SqFt	Comments:
52 WEATH/RAVEL	H	2,600.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,400.00	SqFt	Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 2
Sample Comments:

43 BLOCK CR	H	3,200.00	SqFt	Comments:
43 BLOCK CR	M	1,000.00	SqFt	Comments:
50 PATCHING	L	715.00	SqFt	Comments:
50 PATCHING	M	65.00	SqFt	Comments:
52 WEATH/RAVEL	H	1,800.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,400.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 130,243.00SqFt

Section: 125 of 3 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,043.00SqFt Length: 80.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/11/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 7,500.00SqFt PCI = 24
Sample Comments:

43 BLOCK CR	H	975.00	SqFt	Comments:
48 L & T CR	L	6.00	Ft	Comments:
50 PATCHING	L	67.50	SqFt	Comments:
50 PATCHING	M	6.00	SqFt	Comments:
52 WEATH/RAVEL	H	975.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 168,000.00SqFt

Section: 210 of 3 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 63,000.00SqFt Length: 1,800.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/25/2012 Total Samples: 18 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 3,499.99SqFt PCI = 79
Sample Comments:

52 WEATH/RAVEL	L	1,900.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 168,000.00SqFt

Section: 215 of 3 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 77,000.00SqFt Length: 2,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 20 Surveyed: 4
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,499.99SqFt PCI = 69
Sample Comments:

48 L & T CR	L	95.00 Ft	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 3,499.99SqFt PCI = 67
Sample Comments:

48 L & T CR	L	81.00 Ft	Comments:
50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 3,499.99SqFt PCI = 67
Sample Comments:

48 L & T CR	L	88.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Sample Number: 119 Type: R Area: 3,499.99SqFt PCI = 69
Sample Comments:

48 L & T CR	L	22.00 Ft	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 168,000.00SqFt

Section: 220 of 3 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 28,000.00SqFt Length: 800.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/25/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,501.82SqFt PCI = 76
Sample Comments:

48	L & T CR	L	70.00 Ft	Comments:
52	WEATH/RAVEL	L	1,200.00 SqFt	Comments:
56	SWELLING	L	7.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 209,950.00SqFt

Section: 310 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 28,800.00SqFt Length: 720.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/25/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 141 Type: R Area: 3,999.98SqFt PCI = 63
Sample Comments:

48 L & T CR	L	335.00 Ft	Comments:
48 L & T CR	M	23.00 Ft	Comments:
52 WEATH/RAVEL	L	2,400.00 SqFt	Comments:
56 SWELLING	L	140.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 209,950.00SqFt

Section: 315 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 42,000.00SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/25/2012 Total Samples: 12 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,499.99SqFt PCI = 77
Sample Comments:

48 L & T CR	L	5.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	1,300.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 209,950.00SqFt

Section: 320 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 33,750.00SqFt Length: 1,350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 15 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 160 Type: R Area: 2,500.03SqFt PCI = 69
Sample Comments:

48 L & T CR	L	107.00 Ft	Comments:
52 WEATH/RAVEL	L	2,500.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 2,000.04SqFt PCI = 65
Sample Comments:

48 L & T CR	L	228.00 Ft	Comments:
50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	2,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 209,950.00SqFt

Section: 325 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 52,000.00SqFt Length: 1,300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 13 Surveyed: 3
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,499.99SqFt PCI = 70
Sample Comments:

45 DEPRESSION	M	2.00	SqFt	Comments:
48 L & T CR	L	73.00	Ft	Comments:
52 WEATH/RAVEL	L	1,600.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,499.99SqFt PCI = 73
Sample Comments:

48 L & T CR	L	127.00	Ft	Comments:
52 WEATH/RAVEL	L	2,200.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,499.99SqFt PCI = 73
Sample Comments:

48 L & T CR	L	96.00	Ft	Comments:
52 WEATH/RAVEL	L	2,250.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 209,950.00SqFt

Section: 335 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 8,400.00SqFt Length: 210.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 123 Type: R Area: 4,371.55SqFt PCI = 59
Sample Comments:

48 L & T CR	L	440.00 Ft	Comments:
48 L & T CR	M	21.00 Ft	Comments:
52 WEATH/RAVEL	L	4,100.00 SqFt	Comments:
56 SWELLING	M	13.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 255,805.00SqFt

Section: 405 of 5 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 46,500.00SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 12 Surveyed: 3
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 3,499.99SqFt PCI = 75
Sample Comments:

48 L & T CR	L	66.00 Ft	Comments:
52 WEATH/RAVEL	L	1,700.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 3,629.48SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 306 Type: R Area: 4,969.37SqFt PCI = 75
Sample Comments:

48 L & T CR	L	9.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 255,805.00SqFt

Section: 408 of 5 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 4,570.00SqFt Length: 100.00Ft Width: 42.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 306 Type: R Area: 3,434.44SqFt PCI = 73
Sample Comments:

45 DEPRESSION	L	5.00 SqFt	Comments:
48 L & T CR	L	18.00 Ft	Comments:
52 WEATH/RAVEL	L	2,150.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 255,805.00SqFt

Section: 410 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 31,000.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 3,499.99SqFt PCI = 37
Sample Comments:

43 BLOCK CR	M	3,500.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:
56 SWELLING	L	120.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 3,517.32SqFt PCI = 32
Sample Comments:

43 BLOCK CR	M	3,500.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,100.00 SqFt	Comments:
52 WEATH/RAVEL	M	400.00 SqFt	Comments:
56 SWELLING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 255,805.00SqFt

Section: 415 of 5 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 160,000.00SqFt Length: 3,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/25/2012 Total Samples: 33 Surveyed: 1
Conditions: PCI:32.00 |
Inspection Comments:

Sample Number: 124 Type: R Area: 5,000.05SqFt PCI = 32
Sample Comments:

43 BLOCK CR	L	300.00 SqFt	Comments:
43 BLOCK CR	M	2,900.00 SqFt	Comments:
48 L & T CR	L	167.00 Ft	Comments:
48 L & T CR	M	52.00 Ft	Comments:
52 WEATH/RAVEL	L	4,750.00 SqFt	Comments:
52 WEATH/RAVEL	M	250.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 255,805.00SqFt

Section: 420 of 5 From: - To: - Last Const.: 1/1/2002
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 13,735.00SqFt Length: 460.00Ft Width: 28.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/24/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5.00Slabs PCI = 0
Sample Comments:

63 LINEAR CRACKING	H	1.00 Slabs	Comments:
72 SHATTERED SLAB	H	4.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW E Name: Taxiway E Use: TAXIWAY Area: 136,407.00SqFt

Section: 505 of 3 From: - To: - Last Const.: 7/1/2013
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: S
Area: 20,217.00SqFt Length: 470.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	3,499.97 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,499.94 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW E Name: Taxiway E Use: TAXIWAY Area: 136,407.00SqFt

Section: 510 of 3 From: - To: - Last Const.: 7/1/2013
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: S
Area: 42,840.00SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/1/2013 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: 6/14/2012
Site Name:

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL

Branch: TW E Name: Taxiway E Use: TAXIWAY Area: 136,407.00SqFt

Section: 515 of 3 From: - To: - Last Const.: 7/1/2011
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: S
Area: 73,350.00SqFt Length: 2,000.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date7/1/2011 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>