STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

North Palm Beach County General Aviation Airport– F45
(Regional Reliever)
West Palm Beach, Florida
(District 4)

May 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 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 North Palm Beach County General Aviation 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 North Palm Beach County General Aviation 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 North Palm Beach County General Aviation 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 77, representing a Satisfactory 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	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
North Apron	74	73 - 97	Satisfactory	65	65	
Apron Run-Up	76	73 - 79	Satisfactory	65	65	
T-Hangar Apron	76	76	Satisfactory	65	65	
T-Hangar Apron East	84	83 - 85	Satisfactory	65	65	
T-Hangar Apron North	89	89 - 100	Good	65	65	
Runway 13-31	73	73	Satisfactory	75	65	
Runway 8R-26L	75	75	Satisfactory	75	65	
Taxiway Charlie	88	88	Good	65	65	
Taxiway Delta	80	80 - 81	Satisfactory	65	65	
Taxiway Echo	80	80	Satisfactory	65	65	
Taxiway Foxtrot	79	67 - 80	Satisfactory	65	65	
Taxiway G-1	88	88	Good	65	65	
Taxiway Hotel	87	87	Good	65	65	
Taxiway Juliet	79	70 - 87	Satisfactory	65	65	
Taxiway Kilo	81	77 - 86	Satisfactory	65	65	
Taxiway Lima	81	81	Satisfactory	65	65	
Taxiway Mike	79	79	Satisfactory	65	65	
Taxiway November	79	79	Satisfactory	65	65	
Taxiway Oscar	74	74	Satisfactory	65	65	
Taxiway Papa	79	79	Satisfactory	65	65	
Taxiway Quebec	78	78	Satisfactory	65	65	
Taxiway Romeo	81	81	Satisfactory	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	74	Satisfactory
Taxiway	81	Satisfactory
Apron	77	Satisfactory
All (Weighted)	**77**	Satisfactory

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	78	Satisfactory
Secondary	73	Satisfactory
All (Weighted)	**77**	**Satisfactory**

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

Based on the PCI values calculated, there are no immediate M&R needs in the first year of the 10-year M&R plan based on an unlimited budged at North Palm Beach County General Aviation Airport. Table F-1 in Appendix F gives the major M&R activity by year for the next ten years.

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 IV below.

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

Year	Preventative	Major M&R	Total Year Cost
2012	$391,600.61	$0.00	$391,600.61
2013	$387,311.88	$0.00	$387,311.88
2014	$435,789.74	$0.00	$435,789.74
2015	$489,730.21	$19,275.63	$509,005.84
2016	$550,254.66	$0.00	$550,254.66
2017	$381,995.74	$2,365,019.26	$2,747,014.99
2018	$422,312.27	$0.00	$422,312.27
2019	$398,032.68	$631,132.32	$1,029,164.99
2020	$430,114.54	$34,659.30	$464,773.83
2021	$220,735.63	$2,497,642.56	$2,718,378.19
Total	**$4,107,877.96**	**$5,547,729.07**	**$9,655,607.00**

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 77 in 2012 to 87 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 North Palm Beach County General Aviation Airport pavements in 2021 may remain near 70. 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 North Palm Beach County General Aviation 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, MACTEC Engineering and Consulting 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 Engineering and Consulting 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.

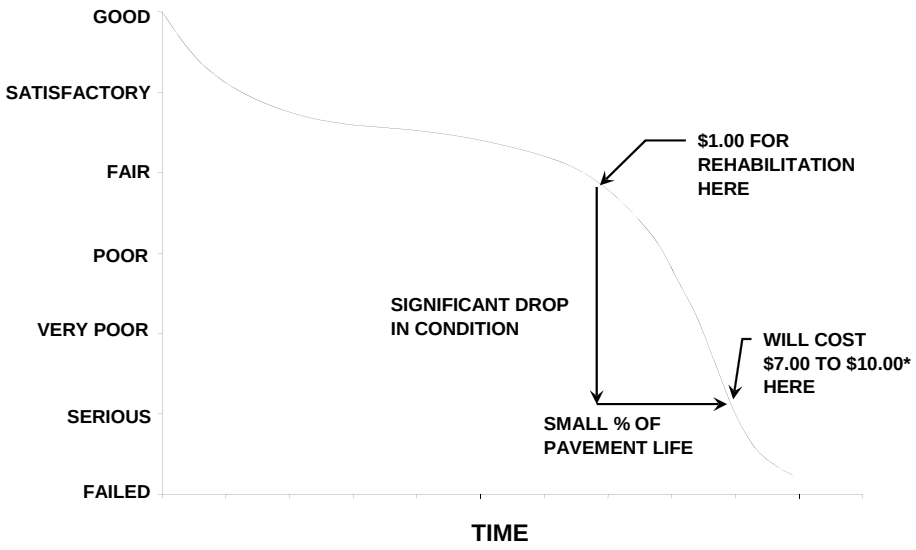
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

North Palm Beach County General Aviation Airport (F45) is located northwest of West Palm Beach, in Palm Beach County, Florida. It is owned by Palm Beach County and operated by the Department of Airports. The Airport is served by two paved runways. Runway 8R-26L is 100-ft wide by 4,300-ft long. Runway 13-31 is 75-ft wide by 4,300-ft long. Runway 8L-26R is a turf runway. Runway 8R-26L is served by parallel Taxiway Kilo. Runway 13-31 is served by parallel Taxiway Foxtrot. There is an apron at the center of the Airport with t-hangar aprons on the east and north areas of the Airport. This airport is designated as a Regional Reliever airport and is located in District 4 of the Florida Department of Transportation.

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.

North Palm Beach County General Aviation Airport was established in 1994. It is the county's newest airport and is a designated reliever for Palm Beach International Airport. It serves both reciprocating engine and jet aircrafts. Airport services include FBO's, flight schools, aircraft and avionics maintenance, and aircraft storage hangars.

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 North Palm Beach County General Aviation 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
2013	Taxiway Delta	New Taxiway Construction

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 99 sample units.

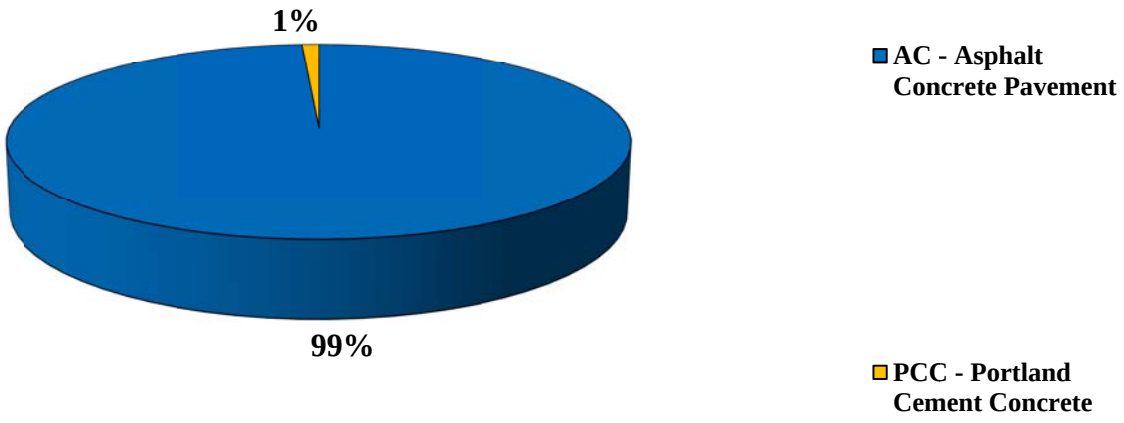
The total airfield pavement area in 2012 at North Palm Beach County General Aviation Airport is 2,579,244 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	751,908	29%
Taxiway	589,068	23%
Apron	1,238,269	48%
All (Weighted)	**2,579,244**	**100%**

Figure 2-1 presents the breakdown of the pavement area at North Palm Beach County General Aviation 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	Sample Units in Section
North Apron	AP N	4105	657,596	P	AC	1/1/1994	10	132
North Apron	AP N	4110	4,320	P	PCC	1/1/1994	1	1
North Apron	AP N	4115	8,250	P	PCC	1/1/1994	1	2
North Apron	AP N	4120	172,695	P	AC	1/1/1996	4	36
Apron Run-Up	AP RU	5105	27,416	P	AC	1/1/1994	1	5
Apron Run-Up	AP RU	5110	27,136	P	AC	1/1/1994	1	5
T-Hangar Apron	AP T-HANG	4205	87,823	P	AC	1/1/1994	3	21
T-Hangar Apron E	AP T-HANGE	4415	7,892	P	AC	1/1/1996	1	2
T-Hangar Apron E	AP T-HANGE	4420	77,198	P	AC	1/1/1996	5	29
T-Hangar Apron N	AP T-HANGN	4305	138,701	P	AC	1/1/2004	5	43
T-Hangar Apron N	AP T-HANGN	4310	19,855	P	AC	1/1/2004	1	5
T-Hangar Apron N	AP T-HANGN	4315	9,386	P	AC	1/1/2010	1	2
Runway 13-31	RW 13-31	6205	329,838	S	AC	1/1/1994	18	88
Runway 8R-26L	RW 8R-26L	6105	422,070	P	AC	1/1/1994	17	85
Taxiway Charlie	TW C	305	44,337	P	AC	1/1/2004	2	12
Taxiway Delta	TW D	405	14,861	P	AC	1/1/1994	1	3
Taxiway Delta	TW D	410	21,306	P	AC	1/1/1996	1	6
Taxiway Echo	TW E	505	17,143	P	AC	1/1/1994	1	5
Taxiway Foxtrot	TW F	605	166,311	P	AC	1/1/1994	5	45
Taxiway Foxtrot	TW F	610	22,478	P	AC	1/1/1994	1	5
Taxiway Foxtrot	TW F	615	6,198	P	AC	1/1/1994	1	2
Taxiway G-1	TW G1	705	14,241	P	AC	1/1/2004	1	3
Taxiway Hotel	TW H	805	8,310	P	AC	1/1/2004	1	2
Taxiway Juliet	TW J	1005	8,967	P	AC	1/1/1994	1	2
Taxiway Juliet	TW J	1010	6,812	P	AC	1/1/1994	1	1
Taxiway Kilo	TW K	1105	158,522	P	AC	1/1/1994	5	43
Taxiway Kilo	TW K	1110	11,576	P	AC	1/1/1994	1	3
Taxiway Kilo	TW K	1115	12,183	P	AC	1/1/1994	1	3
Taxiway Lima	TW L	1205	9,384	P	AC	1/1/1994	1	2
Taxiway Mike	TW M	1305	10,520	P	AC	1/1/1994	1	2
Taxiway November	TW N	1405	10,756	P	AC	1/1/1994	1	2
Taxiway Oscar	TW O	1505	10,654	P	AC	1/1/1994	1	2

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	Sample Units in Section
Taxiway Papa	TW P	1605	10,265	P	AC	1/1/1994	1	2
Taxiway Quebec	TW Q	1705	9,384	P	AC	1/1/1994	1	2
Taxiway Romeo	TW R	1805	14,861	P	AC	1/1/1994	1	5

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

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

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD at the centroid of each sample unit. The centroid is usually the geometric center of the area, but in cases where sample units are irregular in shape, this is the center of mass. These data are presented in a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at North Palm Beach County General Aviation 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 North Palm Beach County General Aviation Airport is 77, representing a Satisfactory overall network condition.

The Airport exhibited overall pavement distresses associated with climate and age. Most pavements are nearly twenty years old and exhibit distresses typical for this age and loading conditions. However, no pavement sections require immediate major maintenance and rehabilitation. Typical asphalt concrete pavement distresses include: weathering and raveling and longitudinal and transverse cracking. Very few portland cement concrete (PCC) pavement distresses were observed.

Runway 13-31 was in Satisfactory condition with a PCI of 73. The pavements exhibited distresses associated with climate and age. Distresses include low severity weathering and raveling; low severity longitudinal and transverse cracking; and low severity patching.

Runway 8R-26L was in Satisfactory condition with a PCI of 75. The pavements exhibited distresses associated with climate and age. Distresses include low and medium severity weathering and raveling; low and medium severity longitudinal and transverse cracking; and low severity patching.

Most taxiway pavements were in Good to Satisfactory condition, with moderate amounts of low severity weathering and raveling and longitudinal and transverse cracking. The two connectors from Taxiway Foxtrot to the North Apron were in Fair condition. They exhibited some medium severity weathering and raveling and longitudinal and transverse cracking. They also exhibited larger amounts of low severity weathering and raveling.

Most apron pavements were in Good to Satisfactory condition. Moderate amounts of low severity longitudinal and transverse cracking, weathering and raveling, and oil spillage were observed on the asphalt concrete pavements. Small amounts of joint spalling; patching; longitudinal, transverse, and diagonal cracking; and shrinkage cracking were observed on the portland cement concrete pavements. The North T-Hangar Apron was in Good condition due to its recent construction in 2004.

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 North Palm Beach County General Aviation Airport.

Figure 3-1: Network PCI Distribution by Rating Category

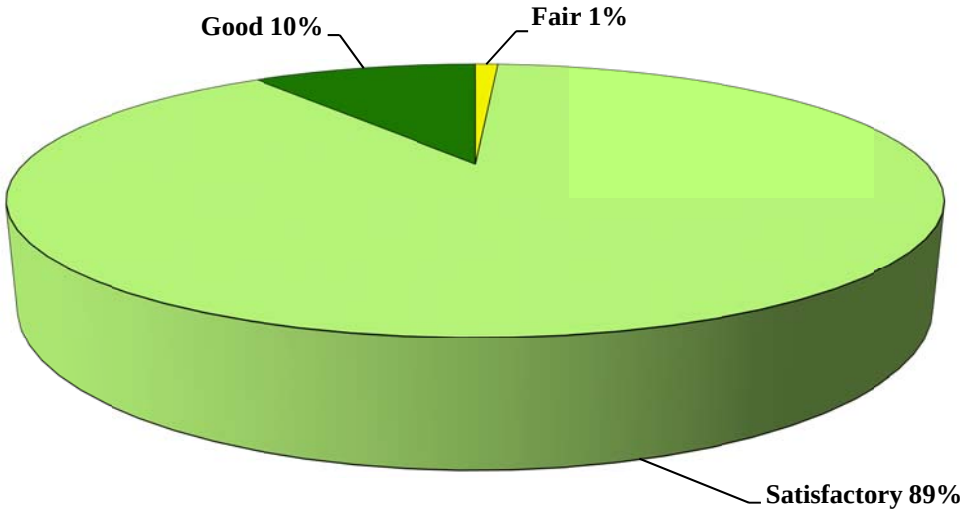


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	268,550	10%
Satisfactory	2,297,685	89%
Fair	13,010	1%
Poor	0	0%
Very Poor	0	0%
Serious	0	0%
Failed	0	0%

Approximately 99% of the network is in Good and Satisfactory condition while 1% of the network is in Fair condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

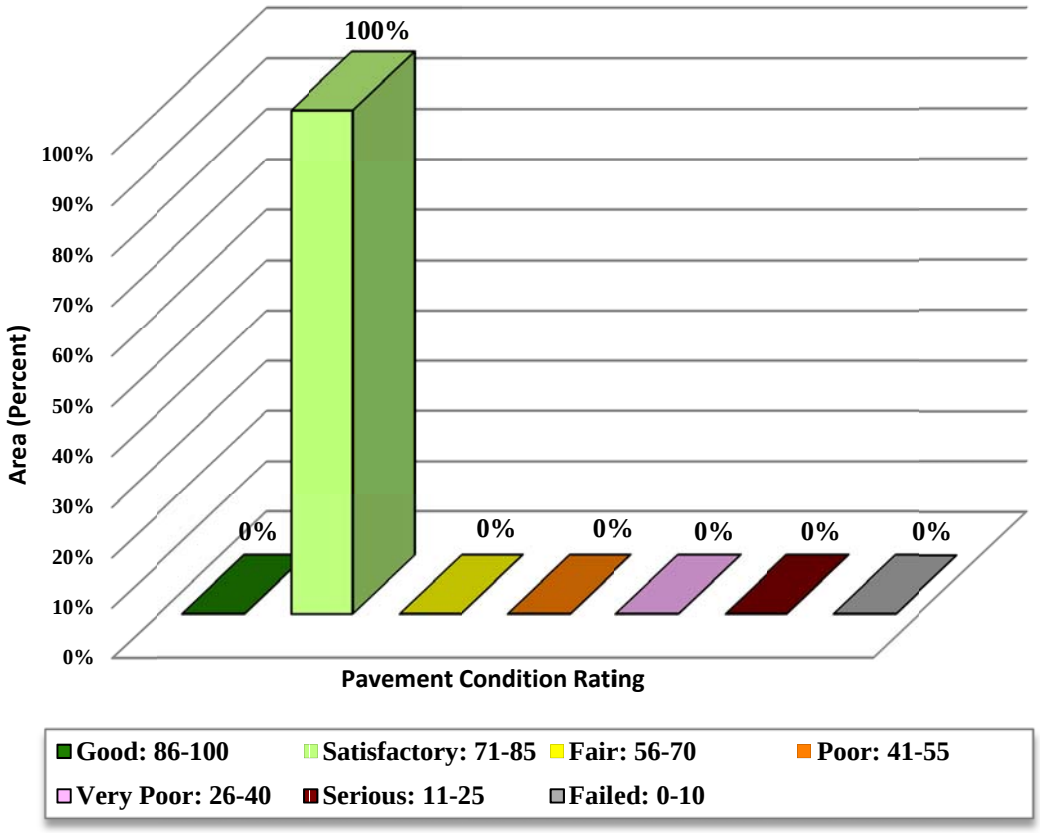
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	74	Satisfactory
Taxiway	81	Satisfactory
Apron	77	Satisfactory
All (Weighted)	**77**	Satisfactory

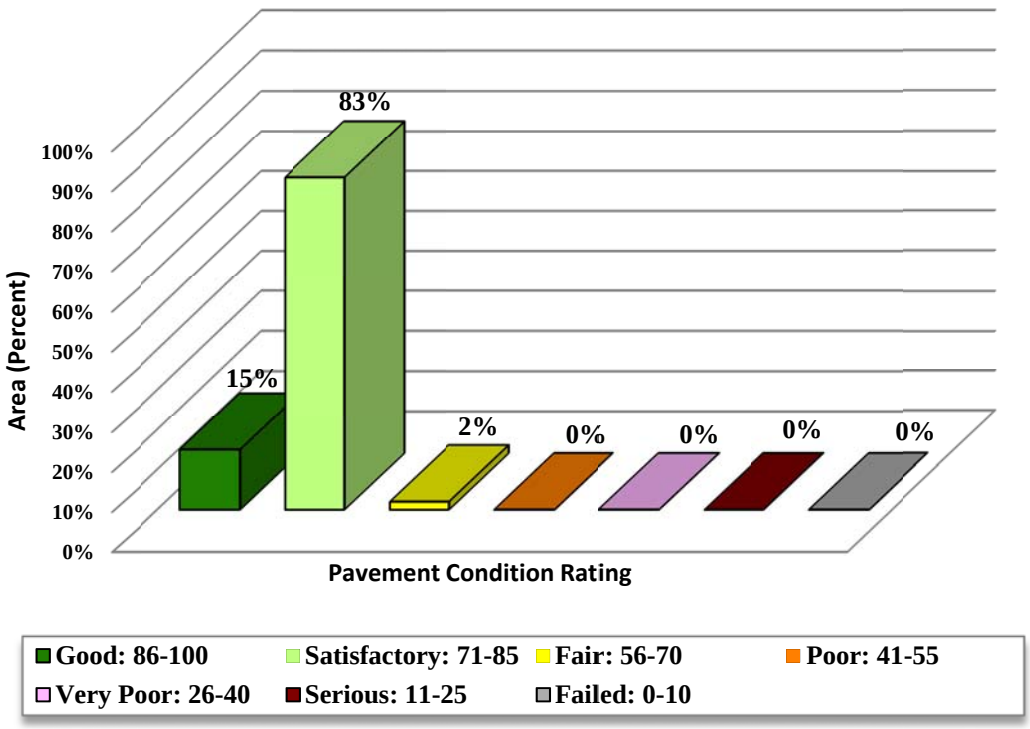
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

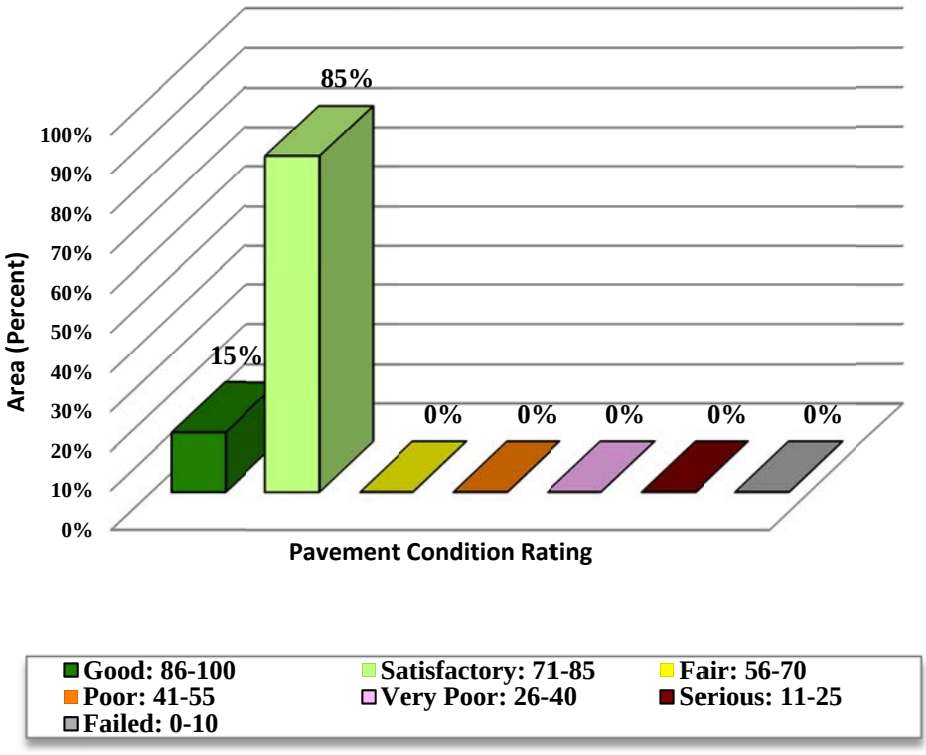
(a) Runway



(b) Taxiway



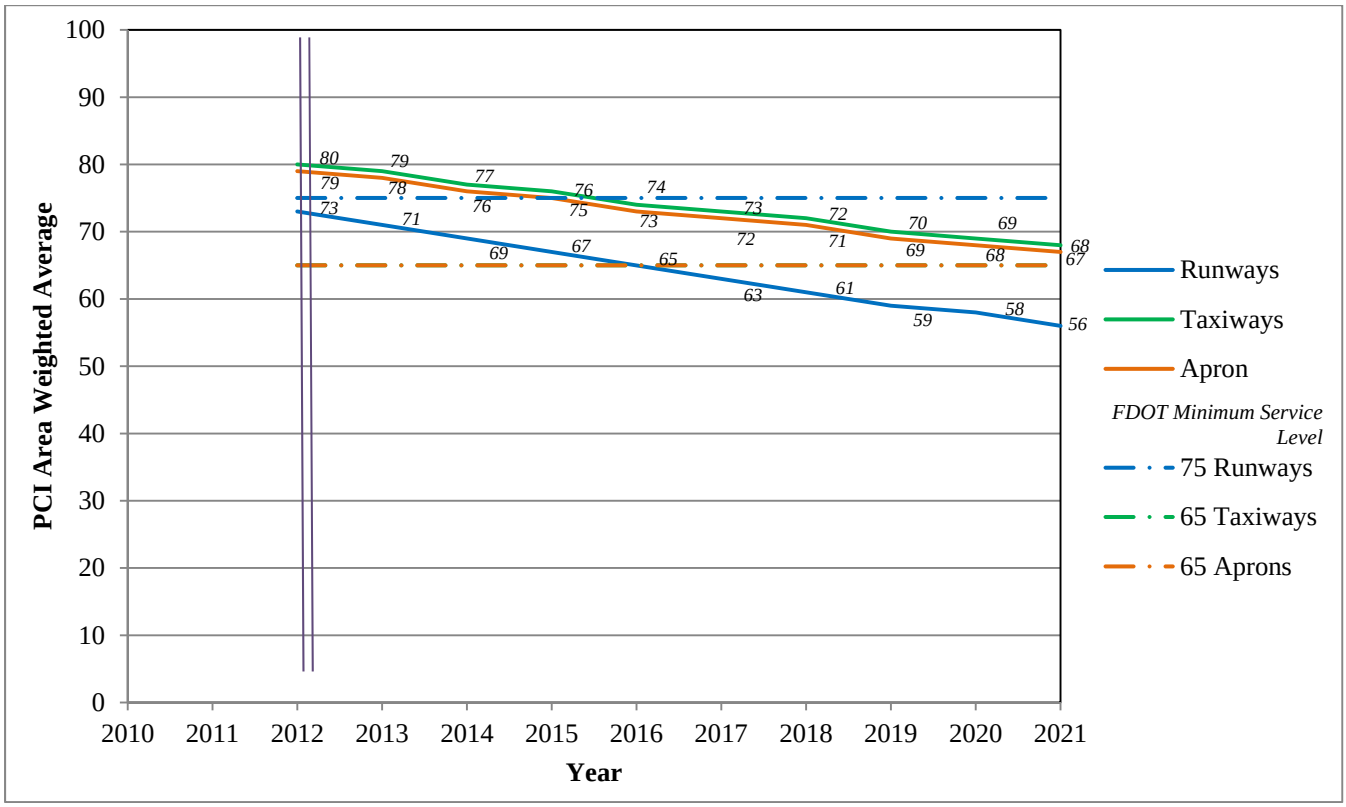
(c) Apron



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 North Palm Beach County General Aviation 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 COSTS

5.1 Policies

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

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

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

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in the previous SAPMP update were used in this update for the development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 5-2 gives the critical PCI levels for 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.

Maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-1 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 6-1: 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
North Apron	AP N	4105	OIL SPILLAGE	N	Patching - AC Shallow	283.8	SqFt	$2.90	$822.92
North Apron	AP N	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	289,831.70	SqFt	$0.40	$115,933.65
North Apron	AP N	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,488.60	SqFt	$0.40	$595.46
North Apron	AP N	4120	WEATH/RAVEL	M	Surface Seal - Coat Tar	103.6	SqFt	$0.40	$41.45
North Apron	AP N	4120	OIL SPILLAGE	N	Patching - AC Shallow	347.2	SqFt	$2.90	$1,006.92
North Apron	AP N	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	94,981.70	SqFt	$0.40	$37,992.99
Apron Run-Up	AP RU	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,224.90	SqFt	$0.40	$3,289.98
Apron Run-Up	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,568.10	SqFt	$0.40	$5,427.30
T-Hangar Apron	AP T-HANG	4205	OIL SPILLAGE	N	Patching - AC Shallow	37.9	SqFt	$2.90	$109.79
T-Hangar Apron	AP T-HANG	4205	L & T CR	M	Crack Sealing - AC	352.2	Ft	$2.25	$792.54
T-Hangar Apron	AP T-HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27,613.50	SqFt	$0.40	$11,045.48
T-Hangar Apron E	AP T-HANGE	4415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	788.5	SqFt	$0.40	$315.40
T-Hangar Apron E	AP T-HANGE	4420	OIL SPILLAGE	N	Patching - AC Shallow	29.7	SqFt	$2.90	$86.27
T-Hangar Apron E	AP T-HANGE	4420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,125.90	SqFt	$0.40	$2,850.39
T-Hangar Apron N	AP T-HANGN	4305	OIL SPILLAGE	N	Patching - AC Shallow	43.9	SqFt	$2.90	$127.40
T-Hangar Apron N	AP T-HANGN	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,029.10	SqFt	$0.40	$4,011.66
T-Hangar Apron N	AP T-HANGN	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,338.80	SqFt	$0.40	$535.53
Runway 13-31	RW 13-31	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	187,702.90	SqFt	$0.40	$75,081.78
Runway 8R-26L	RW 8R-26L	6105	L & T CR	M	Crack Sealing - AC	303	Ft	$2.25	$681.70
Runway 8R-26L	RW 8R-26L	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	185,709.40	SqFt	$0.40	$74,284.39
Runway 8R-26L	RW 8R-26L	6105	WEATH/RAVEL	M	Surface Seal - Coat Tar	248.3	SqFt	$0.40	$99.31
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,700.40	SqFt	$0.40	$2,280.19
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,714.30	SqFt	$0.40	$1,485.75

Table 6-1: Summary of Year 1 Maintenance Activities (Continued)

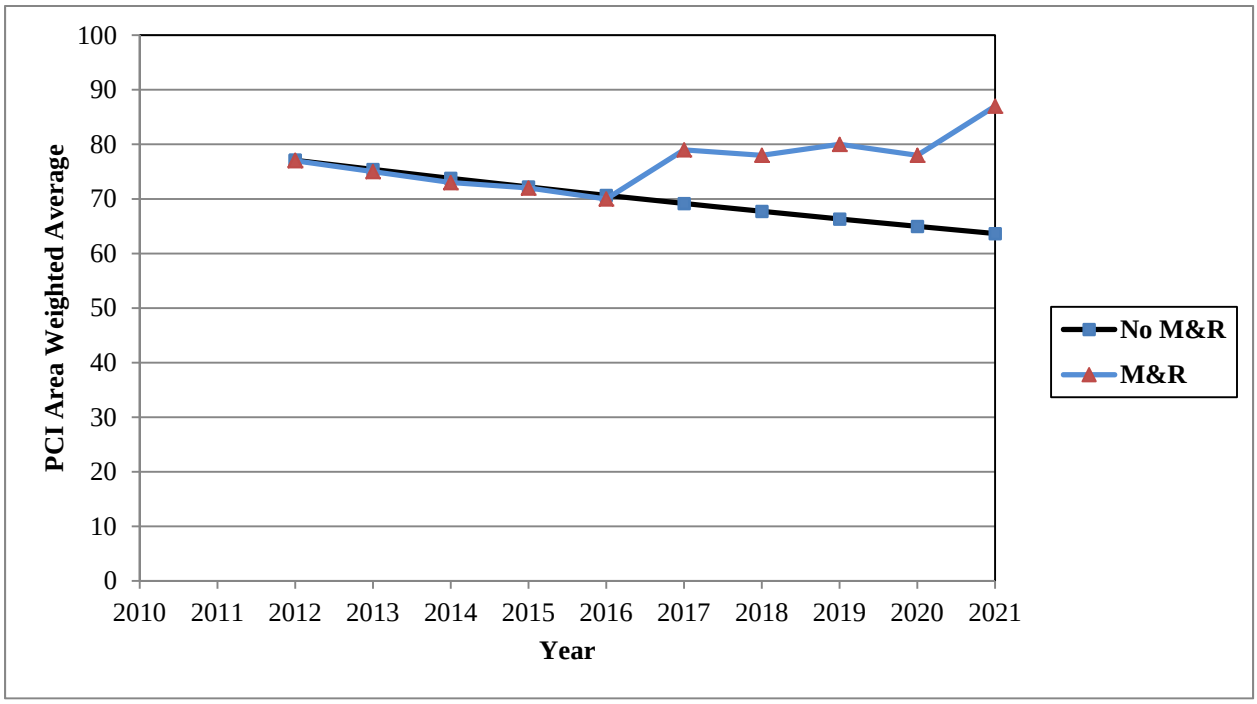
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,522.40	SqFt	$0.40	$3,408.97
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,142.80	SqFt	$0.40	$2,057.12
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	38,488.80	SqFt	$0.40	$15,395.65
Taxiway Foxtrot	TW F	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,989.60	SqFt	$0.40	$3,595.86
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	M	Surface Seal - Coat Tar	45.3	SqFt	$0.40	$18.13
Taxiway Foxtrot	TW F	615	L & T CR	M	Crack Sealing - AC	157.7	Ft	$2.25	$354.76
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,239.30	SqFt	$0.40	$495.74
Taxiway G-1	TW G1	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,425.40	SqFt	$0.40	$570.18
Taxiway Hotel	TW H	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	830.4	SqFt	$0.40	$332.15
Taxiway Juliet	TW J	1005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	564.7	SqFt	$0.40	$225.89
Taxiway Juliet	TW J	1010	WEATH/RAVEL	M	Surface Seal - Coat Tar	109	SqFt	$0.40	$43.60
Taxiway Juliet	TW J	1010	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,703.00	SqFt	$0.40	$681.20
Taxiway Kilo	TW K	1105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	38,044.90	SqFt	$0.40	$15,218.08
Taxiway Kilo	TW K	1110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,984.50	SqFt	$0.40	$793.80
Taxiway Kilo	TW K	1110	WEATH/RAVEL	M	Surface Seal - Coat Tar	26.5	SqFt	$0.40	$10.58
Taxiway Kilo	TW K	1115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,436.60	SqFt	$0.40	$974.63
Taxiway Lima	TW L	1205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,876.00	SqFt	$0.40	$750.40
Taxiway Mike	TW M	1305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,156.10	SqFt	$0.40	$1,262.44
Taxiway November	TW N	1405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,227.00	SqFt	$0.40	$1,290.82
Taxiway Oscar	TW O	1505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,196.50	SqFt	$0.40	$1,278.61
Taxiway Oscar	TW O	1505	WEATH/RAVEL	M	Surface Seal - Coat Tar	55.9	SqFt	$0.40	$22.37

Table 6-1: Summary of Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Papa	TW P	1605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,079.10	SqFt	$0.40	$1,231.67
Taxiway Quebec	TW Q	1705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,752.00	SqFt	$0.40	$1,500.81
Taxiway Romeo	TW R	1805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,972.30	SqFt	$0.40	$1,188.92
								Total =	$391,600.63

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 77 in 2012 to an average of 63 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 70 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 87 with this scenario is 24 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $5.5 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$391,600.61	$0.00	$391,600.61
2013	$387,311.88	$0.00	$387,311.88
2014	$435,789.74	$0.00	$435,789.74
2015	$489,730.21	$19,275.63	$509,005.84
2016	$550,254.66	$0.00	$550,254.66
2017	$381,995.74	$2,365,019.26	$2,747,014.99
2018	$422,312.27	$0.00	$422,312.27
2019	$398,032.68	$631,132.32	$1,029,164.99
2020	$430,114.54	$34,659.30	$464,773.83
2021	$220,735.63	$2,497,642.56	$2,718,378.19
Total	**$4,107,877.96**	**$5,547,729.07**	**$9,655,607.00**

Note: Costs are adjusted for inflation.

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 North Palm Beach County General Aviation 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:

- **(2015) Taxiway Foxtrot** – Asphalt pavement mill and overlay
- **(2017) Runway 13-31** – Asphalt pavement mill and overlay
- **(2017) Runway 8-26** – Asphalt pavement mill and overlay
- **(2017) Taxiway Juliet** – Asphalt pavement mill and overlay

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

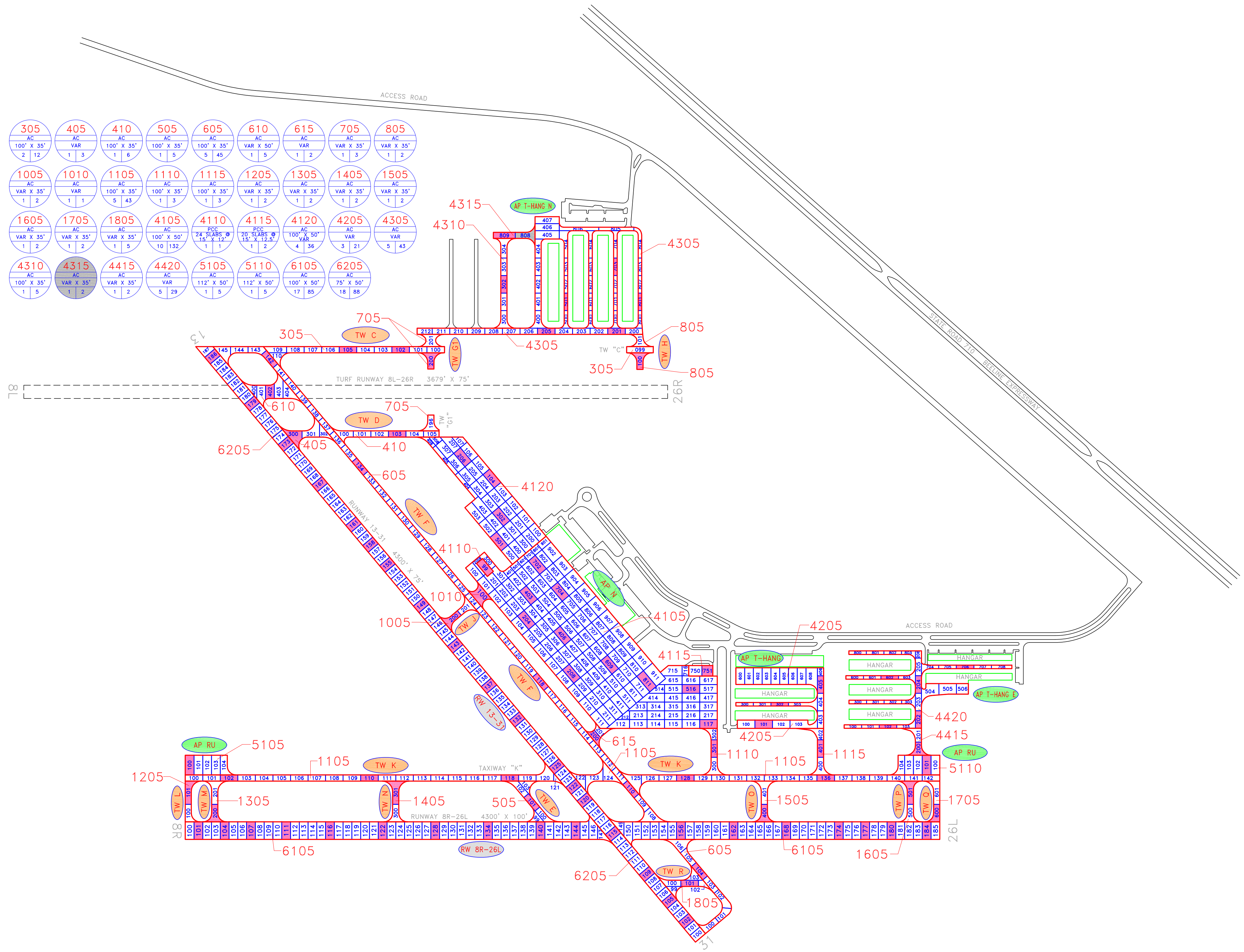
APPENDIX A

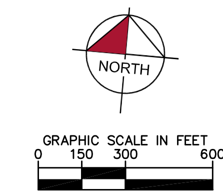
NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' x 50' / 5 | 14:
  - SECTION NUMBER
  - PAVEMENT TYPE
  - TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  - NUMBER OF SAMPLE UNITS IN SECTION
  - NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 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 = 99

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

NETWORK DEFINITION MAP

NORTH PALM BEACH COUNTY G.A.
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **F45**

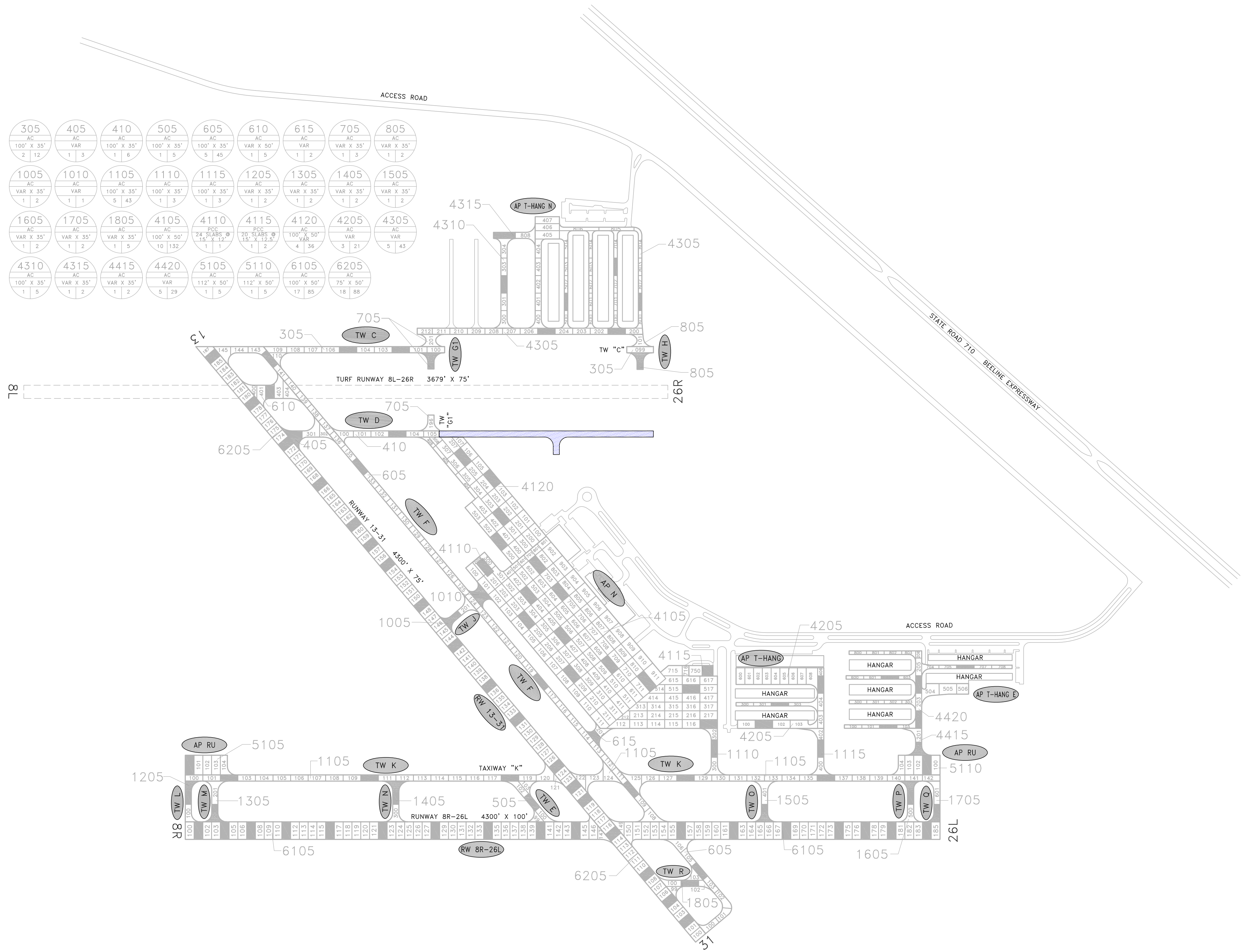
FDOT DISTRICT: 4

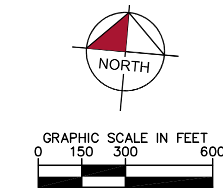
Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
RW 13-31	6205	186	26.84996664	-80.22705774
RW 13-31	6205	149	26.84634673	-80.22307000
RW 13-31	6205	155	26.84693375	-80.22371664
RW 13-31	6205	158	26.84722726	-80.22403997
RW 13-31	6205	161	26.84752076	-80.22436329
RW 13-31	6205	167	26.84810778	-80.22500995
RW 13-31	6205	173	26.84869479	-80.22565661
RW 13-31	6205	179	26.84928180	-80.22630328
RW 13-31	6205	132	26.84468349	-80.22123788
RW 13-31	6205	137	26.84517268	-80.22177674
RW 13-31	6205	143	26.84575970	-80.22242337
RW 13-31	6205	115	26.84302023	-80.21940582
RW 13-31	6205	120	26.84350942	-80.21994466
RW 13-31	6205	122	26.84370510	-80.22016019
RW 13-31	6205	125	26.84399862	-80.22048350
RW 13-31	6205	102	26.84174831	-80.21800487
RW 13-31	6205	105	26.84204183	-80.21832816
RW 13-31	6205	109	26.84243319	-80.21875922
RW 8R-26L	6105	184	26.84346606	-80.21394889
RW 8R-26L	6105	162	26.84322100	-80.21731107
RW 8R-26L	6105	168	26.84328784	-80.21639411
RW 8R-26L	6105	174	26.84335468	-80.21547716
RW 8R-26L	6105	177	26.84338810	-80.21501868
RW 8R-26L	6105	180	26.84342151	-80.21456020
RW 8R-26L	6105	156	26.84315414	-80.21822803
RW 8R-26L	6105	140	26.84297585	-80.22067324
RW 8R-26L	6105	144	26.84302043	-80.22006193
RW 8R-26L	6105	101	26.84254107	-80.22663341
RW 8R-26L	6105	104	26.84257452	-80.22617494
RW 8R-26L	6105	107	26.84260797	-80.22571646
RW 8R-26L	6105	111	26.84265257	-80.22510516
RW 8R-26L	6105	116	26.84270832	-80.22434104
RW 8R-26L	6105	122	26.84277521	-80.22342409
RW 8R-26L	6105	128	26.84284210	-80.22250714
RW 8R-26L	6105	134	26.84290897	-80.22159019
AP N	4120	501	26.84744125	-80.22180750
AP N	4120	302	26.84783027	-80.22180490
AP N	4120	104	26.84841497	-80.22201785
AP N	4120	206	26.84870965	-80.22255802
AP N	4105	609	26.84565691	-80.21970405
AP N	4105	204	26.84624861	-80.22121804
AP N	4105	704	26.84673197	-80.22067268
AP N	4105	406	26.84605060	-80.22056881
AP N	4105	208	26.84546590	-80.22035588
AP N	4105	702	26.84712333	-80.22110377
AP N	4105	403	26.84663763	-80.22121544
AP N	4105	811	26.84544324	-80.21903758
AP N	4105	117	26.84485477	-80.21789907
AP N	4105	516	26.84538085	-80.21825441
AP N	4110	99	26.84701637	-80.22201418
TW L	1205	101	26.84316090	-80.22682949
TW M	1305	200	26.84278795	-80.22636812
TW N	1405	301	26.84344747	-80.22325582
TW E	505	101	26.84340694	-80.22086642
TW O	1505	400	26.84348613	-80.21679513
TW P	1605	501	26.84409462	-80.21430151
TW Q	1705	600	26.84372096	-80.21383083
AP RU	5105	100	26.84355397	-80.22687910
AP N	4115	751	26.84568414	-80.21799344
AP RU	5110	101	26.84449013	-80.21404164
AP T-HANGE	5115	200	26.84469389	-80.21420316
AP T-HANGE	5120	706	26.84607304	-80.21350992
AP T-HANGE	5120	602	26.84581288	-80.21480757
AP T-HANGE	5120	102	26.84504295	-80.21476860
AP T-HANGE	5120	202	26.84519127	-80.21424821
AP T-HANGE	5120	204	26.84573963	-80.21429788
AP T-HANG	4205	101	26.84492108	-80.21693744
AP T-HANG	4205	302	26.84525369	-80.21668604
AP T-HANG	4205	405	26.84561395	-80.21600333
AP T-HANGN	4305	205	26.85078354	-80.22128017
AP T-HANGN	4305	501	26.85126774	-80.22097968
AP T-HANGN	4305	703	26.85187895	-80.22016738
AP T-HANGN	4305	201	26.85087270	-80.22005748
AP T-HANGN	4305	801	26.85136180	-80.21968974

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
AP T-HANGN	4310	302	26.85146312	-80.22208508
AP T-HANGN	4315	809	26.85222864	-80.22214678
TW D	405	300	26.84882054	-80.22555148
TW D	410	103	26.84899020	-80.22373154
TW F	605	104	26.84254400	-80.21784665
TW F	605	110	26.84373642	-80.21916004
TW F	605	118	26.84530185	-80.22088434
TW F	605	142	26.84999876	-80.22606040
TW F	605	134	26.84843264	-80.22433309
TW F	610	402	26.84948795	-80.22600828
TW F	615	200	26.84449087	-80.21986170
TW J	1005	200	26.84614182	-80.22254276
TW J	1010	100	26.84657407	-80.22205508
TW K	1105	118	26.84375938	-80.22128268
TW K	1105	110	26.84358103	-80.22372790
TW K	1105	102	26.84340263	-80.22617311
TW K	1105	128	26.84398226	-80.21822614
TW K	1105	136	26.84416051	-80.21578091
TW K	1110	301	26.84447816	-80.21776495
TW K	1115	401	26.84461319	-80.21591268
TW R	1805	101	26.84234268	-80.21800156
TW C	305	102	26.85031060	-80.22379138
TW C	305	105	26.85024371	-80.22470839
TW G-1	705	200	26.85022263	-80.22325417
TW H	805	100	26.85048463	-80.21961532





CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2013	TAXIWAY DELTA	NEW TAXIWAY CONSTRUCTION

LEGEND

- PROJECTS YEAR 2006
- PROJECTS YEAR 2007
- 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

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

SYSTEM INVENTORY MAP

NORTH PALM BEACH COUNTY G.A.
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **F45**

FDOT DISTRICT 4

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
North Apron	AP N	APRON	4105	1,400	450	657,596	P	AC	1/1/1994	4/23/2012	132
North Apron	AP N	APRON	4110	80	50	4,320	P	PCC	1/1/1994	4/23/2012	1
North Apron	AP N	APRON	4115	135	60	8,250	P	PCC	1/1/1994	4/23/2012	2
North Apron	AP N	APRON	4120	800	180	172,695	P	AC	1/1/1996	4/23/2012	36
Apron Run-Up	AP RU	APRON	5105	250	100	27,416	P	AC	1/1/1994	4/23/2012	5
Apron Run-Up	AP RU	APRON	5110	250	100	27,136	P	AC	1/1/1994	4/23/2012	5
T-Hangar Apron	AP T-HANG	APRON	4205	4,000	20	87,823	P	AC	1/1/1994	4/23/2012	21
T-Hangar Apron East	AP T-HANGE	APRON	4415	200	35	7,892	P	AC	1/1/1996	4/23/2012	2
T-Hangar Apron East	AP T-HANGE	APRON	4420	2,400	30	77,198	P	AC	1/1/1996	4/23/2012	29
T-Hangar Apron North	AP T-HANGN	APRON	4305	3,800	35	138,701	P	AC	1/1/2004	4/23/2012	43
T-Hangar Apron North	AP T-HANGN	APRON	4310	520	35	19,855	P	AC	1/1/2004	4/23/2012	5
T-Hangar Apron North	AP T-HANGN	APRON	4315	200	35	9,386	P	AC	1/1/2010	1/1/2010	2
Runway 13-31	RW 13-31	RUNWAY	6205	4,366	75	329,838	S	AC	1/1/1994	4/23/2012	88
Runway 8R-26L	RW 8R-26L	RUNWAY	6105	4,220	100	422,070	P	AC	1/1/1994	4/23/2012	85
Taxiway Charlie	TW C	TAXIWAY	305	1,110	35	44,337	P	AC	1/1/2004	4/23/2012	12
Taxiway Delta	TW D	TAXIWAY	405	280	35	14,861	P	AC	1/1/1994	4/23/2012	3
Taxiway Delta	TW D	TAXIWAY	410	600	35	21,306	P	AC	1/1/1996	4/23/2012	6
Taxiway Echo	TW E	TAXIWAY	505	300	35	17,143	P	AC	1/1/1994	4/23/2012	5
Taxiway Foxtrot	TW F	TAXIWAY	605	4,600	35	166,311	P	AC	1/1/1994	4/23/2012	45
Taxiway Foxtrot	TW F	TAXIWAY	610	250	75	22,478	P	AC	1/1/1994	4/23/2012	5
Taxiway Foxtrot	TW F	TAXIWAY	615	120	50	6,198	P	AC	1/1/1994	4/23/2012	2

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway G-1	TW G1	TAXIWAY	705	400	35	14,241	P	AC	1/1/2004	4/23/2012	3
Taxiway Hotel	TW H	TAXIWAY	805	230	35	8,310	P	AC	1/1/2004	4/23/2012	2
Taxiway Juliet	TW J	TAXIWAY	1005	200	35	8,967	P	AC	1/1/1994	4/23/2012	2
Taxiway Juliet	TW J	TAXIWAY	1010	80	75	6,812	P	AC	1/1/1994	4/23/2012	1
Taxiway Kilo	TW K	TAXIWAY	1105	4,300	35	158,522	P	AC	1/1/1994	4/23/2012	43
Taxiway Kilo	TW K	TAXIWAY	1110	260	35	11,576	P	AC	1/1/1994	4/23/2012	3
Taxiway Kilo	TW K	TAXIWAY	1115	260	35	12,183	P	AC	1/1/1994	4/23/2012	3
Taxiway Lima	TW L	TAXIWAY	1205	240	35	9,384	P	AC	1/1/1994	4/23/2012	2
Taxiway Mike	TW M	TAXIWAY	1305	240	35	10,520	P	AC	1/1/1994	4/23/2012	2
Taxiway November	TW N	TAXIWAY	1405	240	35	10,756	P	AC	1/1/1994	4/23/2012	2
Taxiway Oscar	TW O	TAXIWAY	1505	240	35	10,654	P	AC	1/1/1994	4/23/2012	2
Taxiway Papa	TW P	TAXIWAY	1605	260	35	10,265	P	AC	1/1/1994	4/23/2012	2
Taxiway Quebec	TW Q	TAXIWAY	1705	240	35	9,384	P	AC	1/1/1994	4/23/2012	2
Taxiway Romeo	TW R	TAXIWAY	1805	300	35	14,861	P	AC	1/1/1994	4/23/2012	5

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

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

Network: F45 **Branch:** AP N (NORTH APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 1,400.00 Ft **Width:** 450.00 Ft **True Area:** 657,595.93 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch:** AP N (NORTH APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4,320.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		6.00	True	1994: 6 INCH P501 PCC PAVEMENT ON 4 INCH P154 SUBBASE

Network: F45 **Branch:** AP N (NORTH APRON) **Section:** 4115 **Surface:** PCC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 135.00 Ft **Width:** 60.00 Ft **True Area:** 8,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		6.00	True	1994: 6 INCH P501 PCC PAVEMENT ON 4 INCH P154 SUBBASE

Network: F45 **Branch:** AP N (NORTH APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 180.00 Ft **True Area:** 172,695.42 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: F45 **Branch:** AP RU (APRON RUN-UP) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 100.00 Ft **True Area:** 27,416.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch:** AP RU (APRON RUN-UP) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 100.00 Ft **True Area:** 27,136.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch:** AP T-HANG (T-HANGAR APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 4,000.00 Ft **Width:** 20.00 Ft **True Area:** 87,822.76 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch:** AP T-HANGE (APRON T-HANGAR E) **Section:** 4415 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 7,891.73 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	INITIAL	Initial Construction	$0	0.00	True	1996 AC PAVEMENT

Network: F45 **Branch:** AP T-HANGE (APRON T-HANGAR E) **Section:** 4420 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** APRON **Rank** P **Length:** 2,400.00 Ft **Width:** 30.00 Ft **True Area:** 77,197.93 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	INITIAL	Initial Construction	$0	0.00	True	1996 AC PAVEMENT

Network: F45 **Branch**: AP T-HANGN (APRON T-HANGAR N) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** P **Length:** 3,800.00 Ft **Width:** 35.00 Ft **True Area:** 138,701.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	2004 AC PAVEMENT

Network: F45 **Branch**: AP T-HANGN (APRON T-HANGAR N) **Section:** 4310 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** P **Length:** 520.00 Ft **Width:** 35.00 Ft **True Area:** 19,855.38 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	2004 AC PAVEMENT

Network: F45 **Branch**: AP T-HANGN (APRON T-HANGAR N) **Section:** 4315 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 9,385.51 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	INITIAL	Initial Construction	$0	0.00	True	2010 AC PAVEMENT

Network: F45 **Branch**: RW 13-31 (RUNWAY 13-31) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** S **Length:** 4,366.00 Ft **Width:** 75.00 Ft **True Area:** 329,837.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: RW 8R-26L (RUNWAY 8R-26L) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 4,220.00 Ft **Width:** 100.00 Ft **True Area:** 422,070.39 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,110.00 Ft **Width:** 35.00 Ft **True Area:** 44,336.97 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	2004 AC PAVEMENT

Network: F45 **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 280.00 Ft **Width:** 35.00 Ft **True Area:** 14,861.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 35.00 Ft **True Area:** 21,306.08 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT

Network: F45 **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 35.00 Ft **True Area:** 17,142.68 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 4,600.00 Ft **Width:** 35.00 Ft **True Area:** 166,311.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW F (TAXIWAY F) **Section:** 610 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 75.00 Ft **True Area:** 22,477.64 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW F (TAXIWAY F) **Section:** 615 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 50.00 Ft **True Area:** 6,198.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW G1 (TAXIWAY G1) **Section:** 705 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 35.00 Ft **True Area:** 14,241.32 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	2004 AC PAVEMENT

Network: F45 **Branch**: TW H (TAXIWAY H) **Section:** 805 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 230.00 Ft **Width:** 35.00 Ft **True Area:** 8,309.56 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	2004 AC PAVEMENT

Network: F45 **Branch**: TW J (TAXIWAY J) **Section:** 1005 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 8,967.17 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW J (TAXIWAY J) **Section:** 1010 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 75.00 Ft **True Area:** 6,811.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW K (TAXIWAY K) **Section:** 1105 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 4,300.00 Ft **Width:** 35.00 Ft **True Area:** 158,521.71 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW K (TAXIWAY K) **Section:** 1110 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 260.00 Ft **Width:** 35.00 Ft **True Area:** 11,576.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW K (TAXIWAY K) **Section:** 1115 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 260.00 Ft **Width:** 35.00 Ft **True Area:** 12,182.91 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW L (TAXIWAY L) **Section:** 1205 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 35.00 Ft **True Area:** 9,383.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW M (TAXIWAY M) **Section:** 1305 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 35.00 Ft **True Area:** 10,519.58 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW N (TAXIWAY N) **Section:** 1405 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 35.00 Ft **True Area:** 10,755.64 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW O (TAXIWAY O) **Section:** 1505 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 35.00 Ft **True Area:** 10,654.35 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW P (TAXIWAY P) **Section:** 1605 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 260.00 Ft **Width:** 35.00 Ft **True Area:** 10,265.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW Q (TAXIWAY Q) **Section:** 1705 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 35.00 Ft **True Area:** 9,383.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

Network: F45 **Branch**: TW R (TAXIWAY R) **Section:** 1805 **Surface:** AC
L.C.D.: 01/01/1994 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 35.00 Ft **True Area:** 14,861.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT		2.00	True	1994: 2 INCH P-401 ON 8 INCH P-211

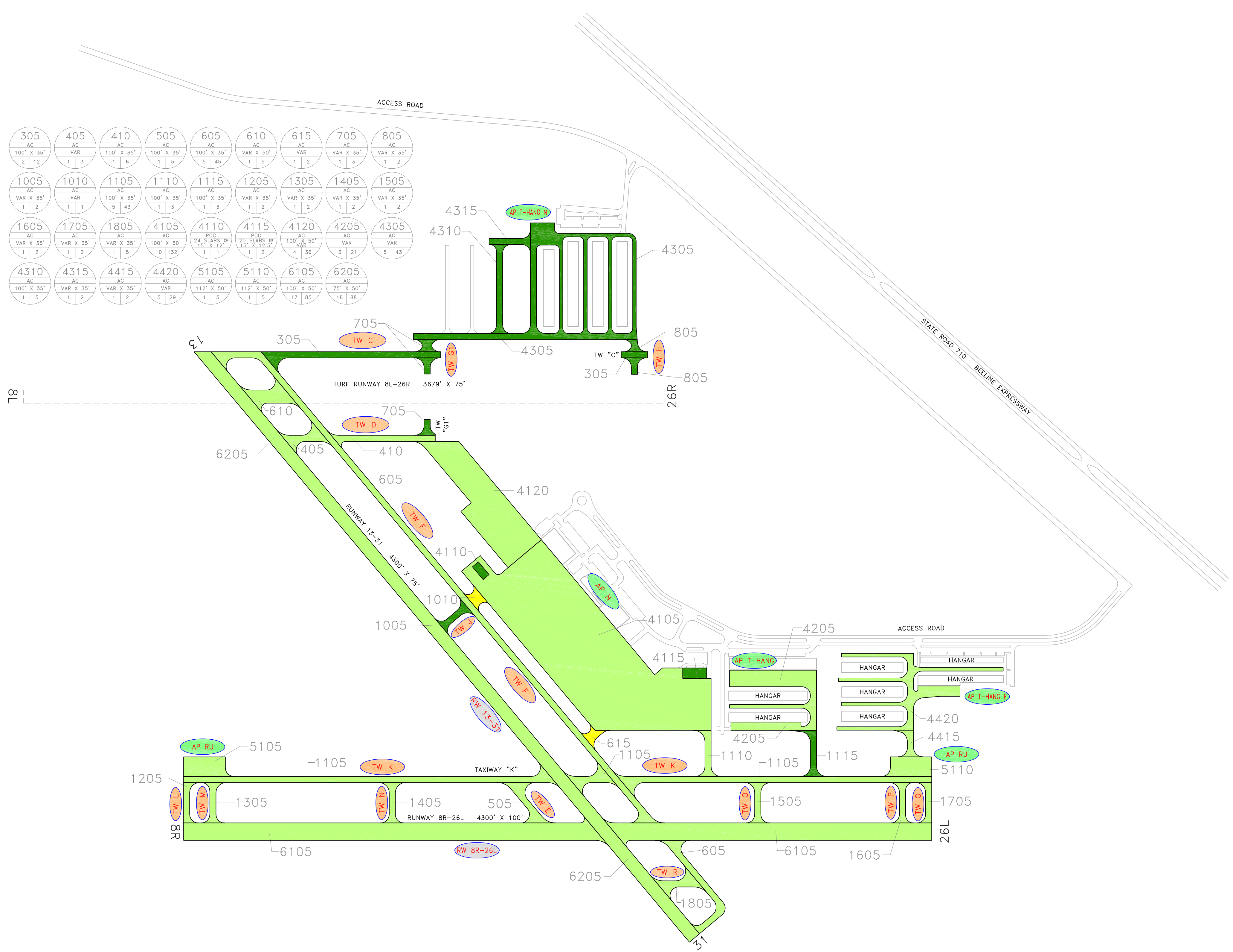
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	27	2,259,324.72	2.32	1.11
Initial Construction	8	319,919.42	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



GRAPHIC SCALE IN FEET

0 150 300 600

NORTH

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

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

2012 CONDITION MAP

NORTH PALM BEACH COUNTY G.A.
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **F45**

FDOT DISTRICT 4

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
North Apron	AP N	APRON	4105	657,596	P	AC	10	132	75	Satisfactory
North Apron	AP N	APRON	4110	4,320	P	PCC	1	1	97	Good
North Apron	AP N	APRON	4115	8,250	P	PCC	1	2	88	Good
North Apron	AP N	APRON	4120	172,695	P	AC	4	36	73	Satisfactory
Apron Run-Up	AP RU	APRON	5105	27,416	P	AC	1	5	79	Satisfactory
Apron Run-Up	AP RU	APRON	5110	27,136	P	AC	1	5	73	Satisfactory
T-Hangar Apron	AP T-HANG	APRON	4205	87,823	P	AC	3	21	76	Satisfactory
T-Hangar Apron East	AP T-HANGE	APRON	4415	7,892	P	AC	1	2	83	Satisfactory
T-Hangar Apron East	AP T-HANGE	APRON	4420	77,198	P	AC	5	29	85	Satisfactory
T-Hangar Apron North	AP T-HANGN	APRON	4305	138,701	P	AC	5	43	89	Good
T-Hangar Apron North	AP T-HANGN	APRON	4310	19,855	P	AC	1	5	92	Good
T-Hangar Apron North	AP T-HANGN	APRON	4315	9,386	P	AC	1	2	100	Good
Runway 13-31	RW 13-31	RUNWAY	6205	329,838	S	AC	18	88	73	Satisfactory
Runway 8R-26L	RW 8R-26L	RUNWAY	6105	422,070	P	AC	17	85	75	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	305	44,337	P	AC	2	12	88	Good
Taxiway Delta	TW D	TAXIWAY	405	14,861	P	AC	1	3	80	Satisfactory
Taxiway Delta	TW D	TAXIWAY	410	21,306	P	AC	1	6	81	Satisfactory
Taxiway Echo	TW E	TAXIWAY	505	17,143	P	AC	1	5	80	Satisfactory
Taxiway Foxtrot	TW F	TAXIWAY	605	166,311	P	AC	5	45	80	Satisfactory
Taxiway Foxtrot	TW F	TAXIWAY	610	22,478	P	AC	1	5	76	Satisfactory
Taxiway Foxtrot	TW F	TAXIWAY	615	6,198	P	AC	1	2	67	Fair
Taxiway G-1	TW G1	TAXIWAY	705	14,241	P	AC	1	3	88	Good

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 Hotel	TW H	TAXIWAY	805	8,310	P	AC	1	2	87	Good
Taxiway Juliet	TW J	TAXIWAY	1005	8,967	P	AC	1	2	87	Good
Taxiway Juliet	TW J	TAXIWAY	1010	6,812	P	AC	1	1	70	Fair
Taxiway Kilo	TW K	TAXIWAY	1105	158,522	P	AC	5	43	82	Satisfactory
Taxiway Kilo	TW K	TAXIWAY	1110	11,576	P	AC	1	3	77	Satisfactory
Taxiway Kilo	TW K	TAXIWAY	1115	12,183	P	AC	1	3	86	Good
Taxiway Lima	TW L	TAXIWAY	1205	9,384	P	AC	1	2	81	Satisfactory
Taxiway Mike	TW M	TAXIWAY	1305	10,520	P	AC	1	2	79	Satisfactory
Taxiway November	TW N	TAXIWAY	1405	10,756	P	AC	1	2	79	Satisfactory
Taxiway Oscar	TW O	TAXIWAY	1505	10,654	P	AC	1	2	74	Satisfactory
Taxiway Papa	TW P	TAXIWAY	1605	10,265	P	AC	1	2	79	Satisfactory
Taxiway Quebec	TW Q	TAXIWAY	1705	9,384	P	AC	1	2	78	Satisfactory
Taxiway Romeo	TW R	TAXIWAY	1805	14,861	P	AC	1	5	81	Satisfactory

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

Date: 5 /7/2012

Branch Condition Report

Pavement Database: NetworkID: F45

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 N (NORTH APRON)	4	2,415.00	185.00	842,861.35	APRON	83.25	9.81	74.83
AP RU (APRON RUN-UP)	2	500.00	100.00	54,553.00	APRON	76.00	3.00	76.02
AP T-HANG (T-HANGAR APRON)	1	4,000.00	20.00	87,822.76	APRON	76.00	0.00	76.00
AP T-HANGE (APRON T-HANGAR E)	2	2,600.00	32.50	85,089.66	APRON	84.00	1.00	84.81
AP T-HANGN (APRON T-HANGAR N)	3	4,520.00	35.00	167,941.91	APRON	93.67	4.64	89.97
RW 13-31 (RUNWAY 13-31)	1	4,366.00	75.00	329,837.55	RUNWAY	73.00	0.00	73.00
RW 8R-26L (RUNWAY 8R-26L)	1	4,220.00	100.00	422,070.39	RUNWAY	75.00	0.00	75.00
TW C (TAXIWAY C)	1	1,110.00	35.00	44,336.97	TAXIWAY	88.00	0.00	88.00
TW D (TAXIWAY D)	2	880.00	35.00	36,167.52	TAXIWAY	80.50	0.50	80.59
TW E (TAXIWAY E)	1	300.00	35.00	17,142.68	TAXIWAY	80.00	0.00	80.00
TW F (TAXIWAY F)	3	4,970.00	53.33	194,986.82	TAXIWAY	74.33	5.44	79.13
TW G1 (TAXIWAY G1)	1	400.00	35.00	14,241.32	TAXIWAY	88.00	0.00	88.00
TW H (TAXIWAY H)	1	230.00	35.00	8,309.56	TAXIWAY	87.00	0.00	87.00
TW J (TAXIWAY J)	2	280.00	55.00	15,778.72	TAXIWAY	78.50	8.50	79.66
TW K (TAXIWAY K)	3	4,820.00	35.00	182,280.80	TAXIWAY	81.67	3.68	81.95
TW L (TAXIWAY L)	1	240.00	35.00	9,383.53	TAXIWAY	81.00	0.00	81.00

Branch Condition Report

Pavement Database: NetworkID: F45

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
TW M (TAXIWAY M)	1	240.00	35.00	10,519.58	TAXIWAY	79.00	0.00	79.00
TW N (TAXIWAY N)	1	240.00	35.00	10,755.64	TAXIWAY	79.00	0.00	79.00
TW O (TAXIWAY O)	1	240.00	35.00	10,654.35	TAXIWAY	74.00	0.00	74.00
TW P (TAXIWAY P)	1	260.00	35.00	10,265.06	TAXIWAY	79.00	0.00	79.00
TW Q (TAXIWAY Q)	1	240.00	35.00	9,383.53	TAXIWAY	78.00	0.00	78.00
TW R (TAXIWAY R)	1	300.00	35.00	14,861.44	TAXIWAY	81.00	0.00	81.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	12	1,238,268.68	84.17	8.87	77.70
RUNWAY	2	751,907.94	74.00	1.00	74.12
TAXIWAY	21	589,067.52	80.00	5.37	81.08
All	35	2,579,244.14	81.09	7.15	77.43

STD = Standard Deviation

Date: 5 /7/2012

Section Condition Report

Pavement Database: *NetworkID: F45*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4105	01/01/1994	AC	APRON	P	0	657,595.93	04/23/2012	18	75.00
AP N (NORTH APRON)	4110	01/01/1994	PCC	APRON	P	0	4,320.00	04/23/2012	18	97.00
AP N (NORTH APRON)	4115	01/01/1994	PCC	APRON	P	0	8,250.00	04/23/2012	18	88.00
AP N (NORTH APRON)	4120	01/01/1996	AC	APRON	P	0	172,695.42	04/23/2012	16	73.00
AP RU (APRON RUN-UP)	5105	01/01/1994	AC	APRON	P	0	27,416.50	04/23/2012	18	79.00
AP RU (APRON RUN-UP)	5110	01/01/1994	AC	APRON	P	0	27,136.50	04/23/2012	18	73.00
AP T-HANG (T-HANGAR APRON)	4205	01/01/1994	AC	APRON	P	0	87,822.76	04/23/2012	18	76.00
AP T-HANGE (APRON T-HANGAR E)	4415	01/01/1996	AC	APRON	P	0	7,891.73	04/23/2012	16	83.00
AP T-HANGE (APRON T-HANGAR E)	4420	01/01/1996	AC	APRON	P	0	77,197.93	04/23/2012	16	85.00
AP T-HANGN (APRON T-HANGAR N)	4305	01/01/2004	AC	APRON	P	0	138,701.02	04/23/2012	8	89.00
AP T-HANGN (APRON T-HANGAR N)	4310	01/01/2004	AC	APRON	P	0	19,855.38	04/23/2012	8	92.00
AP T-HANGN (APRON T-HANGAR N)	4315	01/01/2010	AC	APRON	P	0	9,385.51	01/01/2010	0	100.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/1994	AC	RUNWAY	S	0	329,837.55	04/23/2012	18	73.00
RW 8R-26L (RUNWAY 8R-26L)	6105	01/01/1994	AC	RUNWAY	P	0	422,070.39	04/23/2012	18	75.00
TW C (TAXIWAY C)	305	01/01/2004	AC	TAXIWAY	P	0	44,336.97	04/23/2012	8	88.00
TW D (TAXIWAY D)	405	01/01/1994	AC	TAXIWAY	P	0	14,861.44	04/23/2012	18	80.00
TW D (TAXIWAY D)	410	01/01/1996	AC	TAXIWAY	P	0	21,306.08	04/23/2012	16	81.00
TW E (TAXIWAY E)	505	01/01/1994	AC	TAXIWAY	P	0	17,142.68	04/23/2012	18	80.00
TW F (TAXIWAY F)	605	01/01/1994	AC	TAXIWAY	P	0	166,311.03	04/23/2012	18	80.00
TW F (TAXIWAY F)	610	01/01/1994	AC	TAXIWAY	P	0	22,477.64	04/23/2012	18	76.00
TW F (TAXIWAY F)	615	01/01/1994	AC	TAXIWAY	P	0	6,198.15	04/23/2012	18	67.00
TW G1 (TAXIWAY G1)	705	01/01/2004	AC	TAXIWAY	P	0	14,241.32	04/23/2012	8	88.00
TW H (TAXIWAY H)	805	01/01/2004	AC	TAXIWAY	P	0	8,309.56	04/23/2012	8	87.00
TW J (TAXIWAY J)	1005	01/01/1994	AC	TAXIWAY	P	0	8,967.17	04/23/2012	18	87.00
TW J (TAXIWAY J)	1010	01/01/1994	AC	TAXIWAY	P	0	6,811.55	04/23/2012	18	70.00

Section Condition Report

Pavement Database: *NetworkID: F45*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW K (TAXIWAY K)	1105	01/01/1994	AC	TAXIWAY	P	0	158,521.71	04/23/2012	18	82.00
TW K (TAXIWAY K)	1110	01/01/1994	AC	TAXIWAY	P	0	11,576.18	04/23/2012	18	77.00
TW K (TAXIWAY K)	1115	01/01/1994	AC	TAXIWAY	P	0	12,182.91	04/23/2012	18	86.00
TW L (TAXIWAY L)	1205	01/01/1994	AC	TAXIWAY	P	0	9,383.53	04/23/2012	18	81.00
TW M (TAXIWAY M)	1305	01/01/1994	AC	TAXIWAY	P	0	10,519.58	04/23/2012	18	79.00
TW N (TAXIWAY N)	1405	01/01/1994	AC	TAXIWAY	P	0	10,755.64	04/23/2012	18	79.00
TW O (TAXIWAY O)	1505	01/01/1994	AC	TAXIWAY	P	0	10,654.35	04/23/2012	18	74.00
TW P (TAXIWAY P)	1605	01/01/1994	AC	TAXIWAY	P	0	10,265.06	04/23/2012	18	79.00
TW Q (TAXIWAY Q)	1705	01/01/1994	AC	TAXIWAY	P	0	9,383.53	04/23/2012	18	78.00
TW R (TAXIWAY R)	1805	01/01/1994	AC	TAXIWAY	P	0	14,861.44	04/23/2012	18	81.00

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**	**9,385.51**	**1**	**100.00**	**0.00**	**100.00**
06-10	**8.00**	**225,444.25**	**5**	**88.80**	**1.72**	**88.93**
16-20	**17.72**	**2,344,414.38**	**29**	**79.10**	**5.89**	**76.24**
All	**15.83**	**2,579,244.14**	**35**	**81.09**	**7.15**	**77.43**

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

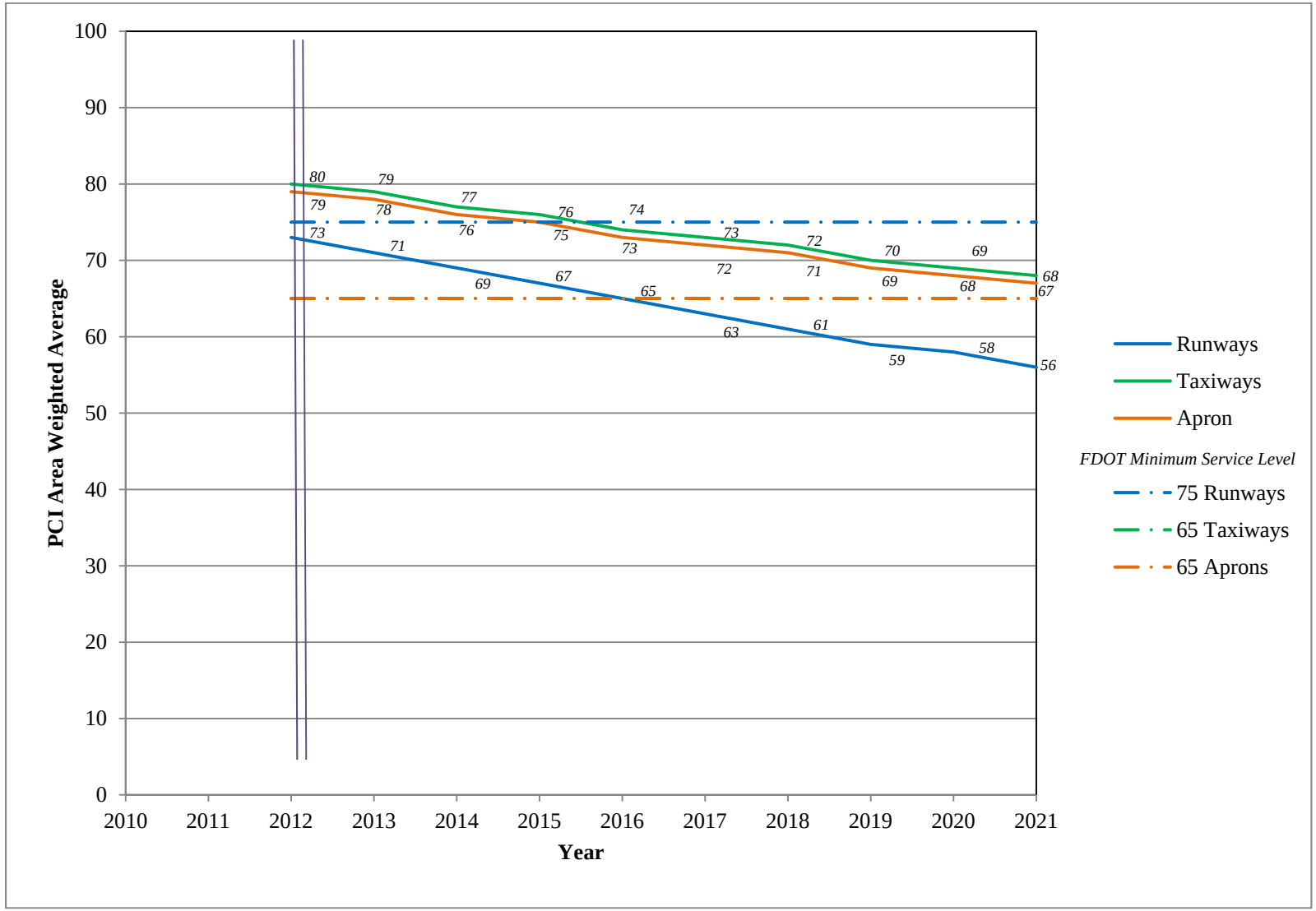
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
North Apron	AP N	4105	75	75	73	72	71	69	68	67	66	65	64
North Apron	AP N	4110	97	97	96	95	94	93	92	91	90	89	88
North Apron	AP N	4115	88	88	87	86	85	84	83	82	81	80	79
North Apron	AP N	4120	73	73	71	70	69	68	67	65	64	63	62
Apron Run-Up	AP RU	5105	79	79	77	76	74	73	72	70	69	68	67
Apron Run-Up	AP RU	5110	73	73	71	70	69	68	67	65	64	63	62
T-Hangar Apron	AP T-HANG	4205	76	76	74	73	72	70	69	68	67	66	64
T-Hangar Apron East	AP T-HANGE	4415	83	83	81	79	78	76	75	73	72	71	69
T-Hangar Apron East	AP T-HANGE	4420	85	85	83	81	79	78	76	75	73	72	71
T-Hangar Apron North	AP T-HANGN	4305	89	89	87	85	83	81	80	78	76	75	74
T-Hangar Apron North	AP T-HANGN	4310	92	92	89	87	85	84	82	80	79	77	76
T-Hangar Apron North	AP T-HANGN	4315	100	94	92	90	88	86	84	82	80	79	77
Runway 13-31	RW 13-31	6205	73	73	71	69	67	65	63	61	59	57	56
Runway 8R-26L	RW 8R-26L	6105	75	75	72	70	68	66	64	63	61	59	57
Taxiway Charlie	TW C	305	88	88	86	84	82	81	79	78	76	75	74
Taxiway Delta	TW D	405	80	80	78	77	75	74	73	71	70	69	68
Taxiway Delta	TW D	410	81	81	79	78	76	75	73	72	71	70	68
Taxiway Echo	TW E	505	80	80	78	77	75	74	73	71	70	69	68
Taxiway Foxtrot	TW F	605	80	80	78	77	75	74	73	71	70	69	68
Taxiway Foxtrot	TW F	610	76	76	74	73	72	70	69	68	67	66	65
Taxiway Foxtrot	TW F	615	67	67	66	65	63	62	61	60	59	58	57
Taxiway G-1	TW G1	705	88	88	86	84	82	81	79	78	76	75	74

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Hotel	TW H	805	87	87	85	83	82	80	78	77	76	74	73
Taxiway Juliet	TW J	1005	87	87	85	83	82	80	78	77	76	74	73
Taxiway Juliet	TW J	1010	70	70	69	67	66	65	64	63	62	61	60
Taxiway Kilo	TW K	1105	82	82	80	79	77	76	74	73	72	70	69
Taxiway Kilo	TW K	1110	77	77	75	74	73	71	70	69	68	66	65
Taxiway Kilo	TW K	1115	86	86	84	82	81	79	78	76	75	73	72
Taxiway Lima	TW L	1205	81	81	79	78	76	75	73	72	71	70	68
Taxiway Mike	TW M	1305	79	79	77	76	74	73	72	70	69	68	67
Taxiway November	TW N	1405	79	79	77	76	74	73	72	70	69	68	67
Taxiway Oscar	TW O	1505	74	74	72	71	70	69	67	66	65	64	63
Taxiway Papa	TW P	1605	79	79	77	76	74	73	72	70	69	68	67
Taxiway Quebec	TW Q	1705	78	78	76	75	73	72	71	70	68	67	66
Taxiway Romeo	TW R	1805	81	81	79	78	76	75	73	72	71	70	68

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
North Apron	AP N	4105	OIL SPILLAGE	N	Patching - AC Shallow	283.8	SqFt	$2.90	$822.92
North Apron	AP N	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	289,831.70	SqFt	$0.40	$115,933.65
North Apron	AP N	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,488.60	SqFt	$0.40	$595.46
North Apron	AP N	4120	WEATH/RAVEL	M	Surface Seal - Coat Tar	103.6	SqFt	$0.40	$41.45
North Apron	AP N	4120	OIL SPILLAGE	N	Patching - AC Shallow	347.2	SqFt	$2.90	$1,006.92
North Apron	AP N	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	94,981.70	SqFt	$0.40	$37,992.99
Apron Run-Up	AP RU	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,224.90	SqFt	$0.40	$3,289.98
Apron Run-Up	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	13,568.10	SqFt	$0.40	$5,427.30
T-Hangar Apron	AP T-HANG	4205	OIL SPILLAGE	N	Patching - AC Shallow	37.9	SqFt	$2.90	$109.79
T-Hangar Apron	AP T-HANG	4205	L & T CR	M	Crack Sealing - AC	352.2	Ft	$2.25	$792.54
T-Hangar Apron	AP T-HANG	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27,613.50	SqFt	$0.40	$11,045.48
T-Hangar Apron E	AP T-HANGE	4415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	788.5	SqFt	$0.40	$315.40
T-Hangar Apron E	AP T-HANGE	4420	OIL SPILLAGE	N	Patching - AC Shallow	29.7	SqFt	$2.90	$86.27
T-Hangar Apron E	AP T-HANGE	4420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,125.90	SqFt	$0.40	$2,850.39
T-Hangar Apron N	AP T-HANGN	4305	OIL SPILLAGE	N	Patching - AC Shallow	43.9	SqFt	$2.90	$127.40
T-Hangar Apron N	AP T-HANGN	4305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,029.10	SqFt	$0.40	$4,011.66
T-Hangar Apron N	AP T-HANGN	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,338.80	SqFt	$0.40	$535.53
Runway 13-31	RW 13-31	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	187,702.90	SqFt	$0.40	$75,081.78
Runway 8R-26L	RW 8R-26L	6105	L & T CR	M	Crack Sealing - AC	303	Ft	$2.25	$681.70
Runway 8R-26L	RW 8R-26L	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	185,709.40	SqFt	$0.40	$74,284.39
Runway 8R-26L	RW 8R-26L	6105	WEATH/RAVEL	M	Surface Seal - Coat Tar	248.3	SqFt	$0.40	$99.31
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,700.40	SqFt	$0.40	$2,280.19
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,714.30	SqFt	$0.40	$1,485.75

Table E-1: Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,522.40	SqFt	$0.40	$3,408.97
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,142.80	SqFt	$0.40	$2,057.12
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	38,488.80	SqFt	$0.40	$15,395.65
Taxiway Foxtrot	TW F	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,989.60	SqFt	$0.40	$3,595.86
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	M	Surface Seal - Coat Tar	45.3	SqFt	$0.40	$18.13
Taxiway Foxtrot	TW F	615	L & T CR	M	Crack Sealing - AC	157.7	Ft	$2.25	$354.76
Taxiway Foxtrot	TW F	615	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,239.30	SqFt	$0.40	$495.74
Taxiway G-1	TW G1	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,425.40	SqFt	$0.40	$570.18
Taxiway Hotel	TW H	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	830.4	SqFt	$0.40	$332.15
Taxiway Juliet	TW J	1005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	564.7	SqFt	$0.40	$225.89
Taxiway Juliet	TW J	1010	WEATH/RAVEL	M	Surface Seal - Coat Tar	109	SqFt	$0.40	$43.60
Taxiway Juliet	TW J	1010	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,703.00	SqFt	$0.40	$681.20
Taxiway Kilo	TW K	1105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	38,044.90	SqFt	$0.40	$15,218.08
Taxiway Kilo	TW K	1110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,984.50	SqFt	$0.40	$793.80
Taxiway Kilo	TW K	1110	WEATH/RAVEL	M	Surface Seal - Coat Tar	26.5	SqFt	$0.40	$10.58
Taxiway Kilo	TW K	1115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,436.60	SqFt	$0.40	$974.63
Taxiway Lima	TW L	1205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,876.00	SqFt	$0.40	$750.40
Taxiway Mike	TW M	1305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,156.10	SqFt	$0.40	$1,262.44
Taxiway November	TW N	1405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,227.00	SqFt	$0.40	$1,290.82
Taxiway Oscar	TW O	1505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,196.50	SqFt	$0.40	$1,278.61
Taxiway Oscar	TW O	1505	WEATH/RAVEL	M	Surface Seal - Coat Tar	55.9	SqFt	$0.40	$22.37

Table E-1: Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Papa	TW P	1605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,079.10	SqFt	$0.40	$1,231.67
Taxiway Quebec	TW Q	1705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,752.00	SqFt	$0.40	$1,500.81
Taxiway Romeo	TW R	1805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,972.30	SqFt	$0.40	$1,188.92
								Total =	$391,600.63

APPENDIX F

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

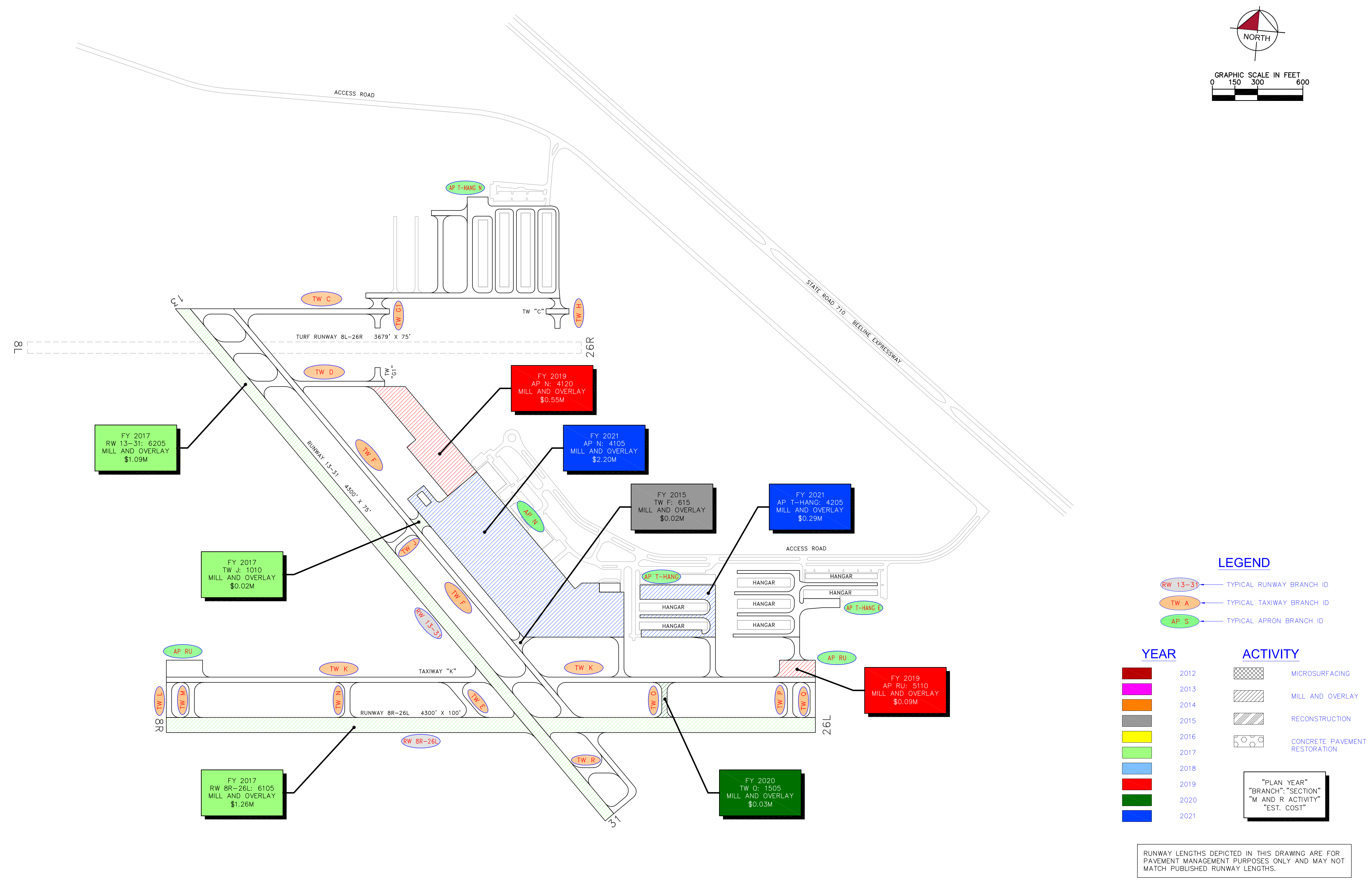
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

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
2015	Taxiway Foxtrot	615	AC	6,198	$19,275.63	63	Mill and Overlay	100
2017	Runway 13-31	6205	AC	329,838	$1,088,231.04	63	Mill and Overlay	100
2017	Runway 8R-26L	6105	AC	422,070	$1,256,510.13	64	Mill and Overlay	100
2017	Taxiway Juliet	1010	AC	6,812	$20,278.09	64	Mill and Overlay	100
2019	North Apron	4120	AC	172,695	$545,426.68	64	Mill and Overlay	100
2019	Apron Run-Up	5110	AC	27,137	$85,705.64	64	Mill and Overlay	100
2020	Taxiway Oscar	1505	AC	10,654	$34,659.30	64	Mill and Overlay	100
2021	North Apron	4105	AC	657,596	$2,203,378.59	64	Mill and Overlay	100
2021	T-Hangar Apron	4205	AC	87,823	$294,263.97	64	Mill and Overlay	100
				Total	**$5,547,729.07**	**64**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

10-YEAR M&R MAP

NORTH PALM BEACH COUNTY G.A.
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
F45
FDOT DISTRICT
4

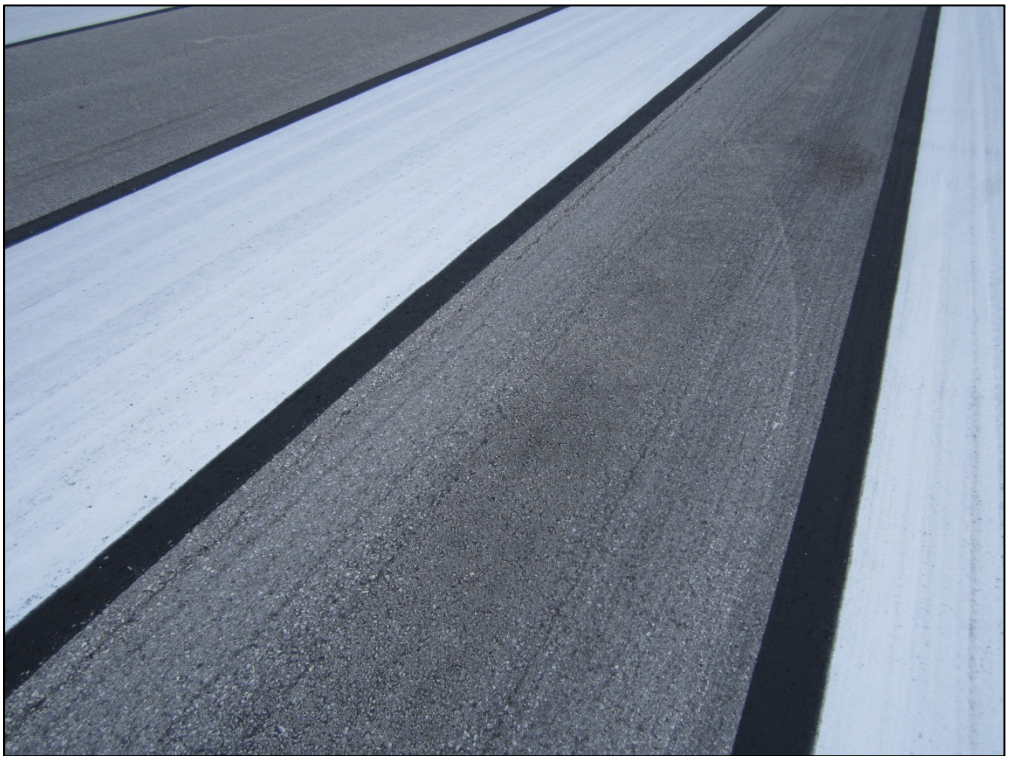
APPENDIX H

PHOTOGRAPHS

Runway 13-31, Section 6205, Sample Unit 186 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 13-31, Section 6205, Sample Unit 120 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 13-31, Section 6205, Sample Unit 105– Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Runway 8R-26L, Section 6105, Sample Unit 101 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Runway 8R-26L, Section 6105, Sample Unit 128 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Apron Run-Up, Section 5110, Sample Unit 101– Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (50) Patching

Taxiway Oscar, Section 1505, Sample Unit 400 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

Taxiway Kilo, Section 1105, Sample Unit 110 – Low severity (52) Weathering and Raveling

T-Hangar Apron E, Section 4420, Sample Unit 706 – Low severity (52) Weathering and Raveling, low severity (50) Patching

Taxiway Foxtrot, Section 605, Sample Unit 142 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

North Apron, Section 4115, Sample Unit 751 – low severity (63) Longitudinal, Transverse and Diagonal Cracking

North Apron, Section 4105, Sample Unit 704 – Low severity (48) Longitudinal and Transverse Cracking, low and medium severity (52) Weathering and Raveling

North Apron, Section 4120, Sample Unit 206 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

T-Hangar Apron N, Section 4305, Sample Unit 801 – Low severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP N Name: NORTH APRON Use: APRON Area: 842,861.35SqFt

Section: 4105 of 4 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 657,595.93SqFt Length: 1,400.00Ft Width: 450.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 132 Surveyed: 10
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	35.01 Ft	Comments:
52 WEATHERING/RAVELING	M	23.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,749.99 SqFt	Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.02 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.01 Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	46.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:
45 DEPRESSION	L	36.00 SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:
49 OIL SPILLAGE	N	4.00 SqFt	Comments:
49 OIL SPILLAGE	N	1.00 SqFt	Comments:

Sample Number: 609 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.02 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:
49 OIL SPILLAGE	N	12.00 SqFt	Comments:

Sample Number: 702 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	211.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Sample Number: 704 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	330.08	Ft	Comments:
52 WEATHERING/RAVELING	M	92.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,499.97	SqFt	Comments:

Sample Number: 811 Type: R Area: 5,800.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	266.07	Ft	Comments:
52 WEATHERING/RAVELING	L	4,639.96	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP N Name: NORTH APRON Use: APRON Area: 842,861.35SqFt

Section: 4110 of 4 From: - To: - Last Const.: 1/1/1994
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 4,320.00SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 99 Type: R Area: 24.00Slabs PCI = 97
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP N Name: NORTH APRON Use: APRON Area: 842,861.35SqFt

Section: 4115 of 4 From: - To: - Last Const.: 1/1/1994
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 8,250.00SqFt Length: 135.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 751 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:

63 LINEAR CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP N Name: NORTH APRON Use: APRON Area: 842,861.35SqFt

Section: 4120 of 4 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 172,695.42SqFt Length: 800.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 36 Surveyed: 4
Conditions: PCI:73.00 |
Inspection Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	179.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.02	Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	266.07	Ft	Comments:
52 WEATHERING/RAVELING	L	3,499.97	SqFt	Comments:
56 SWELLING	L	46.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.03	Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99	SqFt	Comments:

Sample Number: 501 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:
49 OIL SPILLAGE	N	12.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	12.00	SqFt	Comments:
49 OIL SPILLAGE	N	20.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP RU Name: APRON RUN-UP Use: APRON Area: 54,553.00SqFt

Section: 5105 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 27,416.50SqFt 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:79.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,600.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	211.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,679.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP RU Name: APRON RUN-UP Use: APRON Area: 54,553.00SqFt

Section: 5110 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 27,136.50SqFt 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:73.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,600.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04	Ft	Comments:
52 WEATHERING/RAVELING	L	2,799.98	SqFt	Comments:
50 PATCHING	L	8.00	SqFt	Comments:
50 PATCHING	L	5.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 87,822.76SqFt

Section: 4205 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 87,822.76SqFt Length: 4,000.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 21 Surveyed: 3
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,725.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	41.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,889.98 SqFt	Comments:

Sample Number: 302 Type: R Area: 2,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Sample Number: 405 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.04 Ft	Comments:
49 OIL SPILLAGE	N	2.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	525.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP T-HANGE Name: APRON T-HANGAR E Use: APRON Area: 85,089.66SqFt

Section: 4415 of 2 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 7,891.73SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 3,923.34SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
50 PATCHING	L	40.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	392.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP T-HANGE Name: APRON T-HANGAR E Use: APRON Area: 85,089.66SqFt

Section: 4420 of 2 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 77,197.93SqFt Length: 2,400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 29 Surveyed: 5
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 2,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 3,500.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
52 WEATHERING/RAVELING	L	350.00 SqFt	Comments:

Sample Number: 204 Type: R Area: 3,500.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.02 Ft	Comments:
52 WEATHERING/RAVELING	L	350.00 SqFt	Comments:

Sample Number: 602 Type: R Area: 2,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.03 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
49 OIL SPILLAGE	N	2.00 SqFt	Comments:

Sample Number: 706 Type: R Area: 2,000.00SqFt PCI = 85
Sample Comments:

50 PATCHING	L	43.00 SqFt	Comments:
50 PATCHING	L	63.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP T-HANGN Name: APRON T-HANGAR N Use: APRON Area: 167,941.91SqFt

Section: 4305 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 138,701.02SqFt Length: 3,800.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 43 Surveyed: 5
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 3,500.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
52 WEATHERING/RAVELING	L	400.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.02	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 501 Type: R Area: 2,000.00SqFt PCI = 91
Sample Comments:

49 OIL SPILLAGE	N	2.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 703 Type: R Area: 2,000.00SqFt PCI = 93
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 801 Type: R Area: 2,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	40.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP T-HANGN Name: APRON T-HANGAR N Use: APRON Area: 167,941.91SqFt

Section: 4310 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 19,855.38SqFt Length: 520.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 3,500.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	136.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: AP T-HANGN Name: APRON T-HANGAR N Use: APRON Area: 167,941.91SqFt

Section: 4315 of 3 From: - To: - Last Const.: 1/1/2010
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 9,385.51SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2010 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 329,837.55SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: S
Area: 329,837.55SqFt Length: 4,366.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 88 Surveyed: 18
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,649.99 SqFt	Comments:

Sample Number: 105 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	234.06 Ft	Comments:
52 WEATHERING/RAVELING	L	2,249.98 SqFt	Comments:
52 WEATHERING/RAVELING	L	88.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	177.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98 SqFt	Comments:

Sample Number: 115 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	238.06 Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98 SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	220.06 Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98 SqFt	Comments:

Sample Number: 122 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	188.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98 SqFt	Comments:

Sample Number: 125 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	207.05 Ft	Comments:
52 WEATHERING/RAVELING	L	2,249.98 SqFt	Comments:

Sample Number: 132 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.05 Ft	Comments:
52 WEATHERING/RAVELING	L	2,249.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Sample Number: 137 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	183.05	Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98	SqFt	Comments:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	203.05	Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98	SqFt	Comments:

Sample Number: 149 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	160.04	Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98	SqFt	Comments:

Sample Number: 155 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	193.05	Ft	Comments:
52 WEATHERING/RAVELING	L	2,249.98	SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	176.05	Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98	SqFt	Comments:

Sample Number: 161 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	205.05	Ft	Comments:
52 WEATHERING/RAVELING	L	2,249.98	SqFt	Comments:

Sample Number: 167 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	251.06	Ft	Comments:
52 WEATHERING/RAVELING	L	2,624.98	SqFt	Comments:

Sample Number: 173 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	320.08	Ft	Comments:
52 WEATHERING/RAVELING	L	2,624.98	SqFt	Comments:

Sample Number: 179 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.08	Ft	Comments:
52 WEATHERING/RAVELING	L	2,624.98	SqFt	Comments:

Sample Number: 186 Type: R Area: 3,750.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	301.08	Ft	Comments:
50 PATCHING	L	225.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,249.98	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: RW 8R-26L Name: RUNWAY 8R-26L Use: RUNWAY Area: 422,070.39SqFt

Section: 6105 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 422,070.39SqFt Length: 4,220.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 85 Surveyed: 17
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.02 Ft	Comments:
52 WEATHERING/RAVELING	M	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,899.98 SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.09 Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	348.09 Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.06 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.02 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	11.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.09 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	281.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.09 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	320.08 Ft	Comments:
52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Sample Number: 140 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.09 Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	318.08 Ft	Comments:
52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	240.06 Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:

Sample Number: 162 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.04 Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.04 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 174 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	209.05 Ft	Comments:
52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:

Sample Number: 177 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.04 Ft	Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	96.02 Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 44,336.97SqFt

Section: 305 of 1 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 44,336.97SqFt Length: 1,110.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 36,167.52SqFt

Section: 405 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 14,861.44SqFt Length: 280.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,873.57SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	209.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,467.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 36,167.52SqFt

Section: 410 of 2 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 21,306.08SqFt Length: 600.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

52 WEATHERING/RAVELING	L	1,399.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 17,142.68SqFt

Section: 505 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 17,142.68SqFt Length: 300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,049.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 194,986.82SqFt

Section: 605 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 166,311.03SqFt Length: 4,600.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 45 Surveyed: 5
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.03 Ft	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Sample Number: 110 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	79.02 Ft	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Sample Number: 118 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.01 Ft	Comments:
52 WEATHERING/RAVELING	L	699.99 SqFt	Comments:

Sample Number: 134 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	105.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,049.99 SqFt	Comments:

Sample Number: 142 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	201.05 Ft	Comments:
52 WEATHERING/RAVELING	L	699.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 194,986.82SqFt

Section: 610 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 22,477.64SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 3,915.61SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,565.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 194,986.82SqFt

Section: 615 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 6,198.15SqFt Length: 120.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 3,145.69SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.02 Ft	Comments:
52	WEATHERING/RAVELING	M	23.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	628.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW G1 Name: TAXIWAY G1 Use: TAXIWAY Area: 14,241.32SqFt

Section: 705 of 1 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 14,241.32SqFt Length: 400.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,535.84SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52 WEATHERING/RAVELING	L	454.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 8,309.56SqFt

Section: 805 of 1 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,309.56SqFt Length: 230.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,493.18SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	9.00 Ft	Comments:
52 WEATHERING/RAVELING	L	449.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 15,778.72SqFt

Section: 1005 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,967.17SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,573.01SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	77.02 Ft	Comments:
52	WEATHERING/RAVELING	L	288.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 15,778.72SqFt

Section: 1010 of 2 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 6,811.55SqFt Length: 80.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,811.55SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	265.07	Ft	Comments:
50 PATCHING	L	170.00	SqFt	Comments:
50 PATCHING	L	4.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	109.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,702.99	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 182,280.80SqFt

Section: 1105 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 158,521.71SqFt Length: 4,300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 43 Surveyed: 5
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.02 Ft	Comments:
52 WEATHERING/RAVELING	L	1,199.99 SqFt	Comments:

Sample Number: 110 Type: R Area: 3,500.00SqFt PCI = 85
Sample Comments:

52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Sample Number: 118 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	58.01 Ft	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Sample Number: 128 Type: R Area: 3,500.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 WEATHERING/RAVELING	L	699.99 SqFt	Comments:

Sample Number: 136 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.02 Ft	Comments:
52 WEATHERING/RAVELING	L	699.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 182,280.80SqFt

Section: 1110 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 11,576.18SqFt Length: 260.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	95.02	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	8.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 182,280.80SqFt

Section: 1115 of 3 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 12,182.91SqFt Length: 260.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 3,500.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	L	699.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 9,383.53SqFt

Section: 1205 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,383.53SqFt Length: 240.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,347.03SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	108.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,068.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 10,519.58SqFt

Section: 1305 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,519.58SqFt Length: 240.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,573.01SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	49.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,371.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW N Name: TAXIWAY N Use: TAXIWAY Area: 10,755.64SqFt

Section: 1405 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,755.64SqFt Length: 240.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 6,182.63SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	164.04 Ft	Comments:
52 WEATHERING/RAVELING	L	1,854.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW O Name: TAXIWAY O Use: TAXIWAY Area: 10,654.35SqFt

Section: 1505 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,654.35SqFt Length: 240.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 400 Type: R Area: 4,573.01SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	109.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,371.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	24.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW P Name: TAXIWAY P Use: TAXIWAY Area: 10,265.06SqFt

Section: 1605 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,265.06SqFt Length: 260.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 5,793.99SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,737.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 9,383.53SqFt

Section: 1705 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,383.53SqFt Length: 240.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 600 Type: R Area: 4,036.50SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,613.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 5/7/2012
Site Name:

Network: F45 Name: NORTH PALM BEACH COUNTY GENERAL AVIATION

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 14,861.44SqFt

Section: 1805 of 1 From: - To: - Last Const.: 1/1/1994
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 14,861.44SqFt Length: 300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.03 Ft	Comments:
52 WEATHERING/RAVELING	L	699.99 SqFt	Comments: