STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Space Coast Regional Airport– TIX
(Primary Airport)
Titusville, Florida
(District 5)

April 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 Space Coast Regional 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 Space Coast Regional Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During February 2012, the PCI survey was performed at Space Coast Regional 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 74, 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
South Apron	81	40 - 100	Satisfactory	65	65	X
Runway 18-36	81	76 - 95	Satisfactory	75	65	
Runway 9-27	71	71 - 76	Satisfactory	75	65	
Taxiway Alpha	80	74 - 88	Satisfactory	70	65	
Taxiway Bravo	31	27 - 73	Very Poor	70	65	X
Taxiway Charlie	72	31 - 88	Satisfactory	70	65	X
Taxiway Delta	85	83 - 86	Satisfactory	70	65	
Taxiway Echo	96	91 - 97	Good	70	65	
Taxiway Foxtrot	35	22 - 42	Very Poor	70	65	X

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	78	Satisfactory
Taxiway	65	Fair
Apron	81	Satisfactory
All (Weighted)	**74**	**Satisfactory**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	76	Satisfactory
Secondary	71	Satisfactory
Tertiary	47	Poor
All (Weighted)	**74**	**Satisfactory**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Space Coast Regional Airport, include: the South Apron within the T-Hangar area, Taxiway Bravo, Taxiway Charlie between Taxiway Bravo and Runway 9-27, and Taxiway Foxtrot. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
South Apron	4220	AC	13,443	$94,409.64	39	Reconstruction	100
South Apron	4226	AC	13,123	$82,543.17	48	Mill and Overlay	100
South Apron	4227	AC	13,123	$52,412.89	58	Mill and Overlay	100
South Apron	4228	AC	15,171	$60,594.84	58	Mill and Overlay	100
Taxiway Bravo	210	AAC	231,322	$3,150,609.52	26	Reconstruction	100
Taxiway Bravo	220	AAC	3,037	$12,999.26	57	Mill and Overlay	100
Taxiway Charlie	315	AAC	32,856	$447,501.32	30	Reconstruction	100
Taxiway Foxtrot	605	AAC	29,958	$188,437.97	41	Mill and Overlay	100
Taxiway Foxtrot	610	AC	54,678	$744,711.06	21	Reconstruction	100
Taxiway Foxtrot	615	AC	15,000	$105,345.02	39	Reconstruction	100
Taxiway Foxtrot	620	AC	86,706	$545,382.42	40	Mill and Overlay	100
				$5,484,947.11	**42**		**100**

* Costs are adjusted for inflation.

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$118,853.78	$5,484,947.12	$5,603,800.90
2013	$365,214.56	$26,456.98	$391,671.54
2014	$423,984.66	$0.00	$423,984.66
2015	$328,720.95	$1,531,904.68	$1,860,625.63
2016	$388,205.40	$0.00	$388,205.40
2017	$435,866.95	$85,937.95	$521,804.90
2018	$425,723.65	$633,649.33	$1,059,372.98
2019	$342,263.69	$1,431,574.08	$1,773,837.77
2020	$313,527.88	$864,910.68	$1,178,438.56
2021	$338,317.36	$315,034.35	$653,351.71
Total	**$3,480,678.88**	**$10,374,415.17**	**$13,855,094.05**

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 74 in 2012 to 84 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 Space Coast Regional Airport pavements in 2021 may remain near 79. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Space Coast Regional 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.

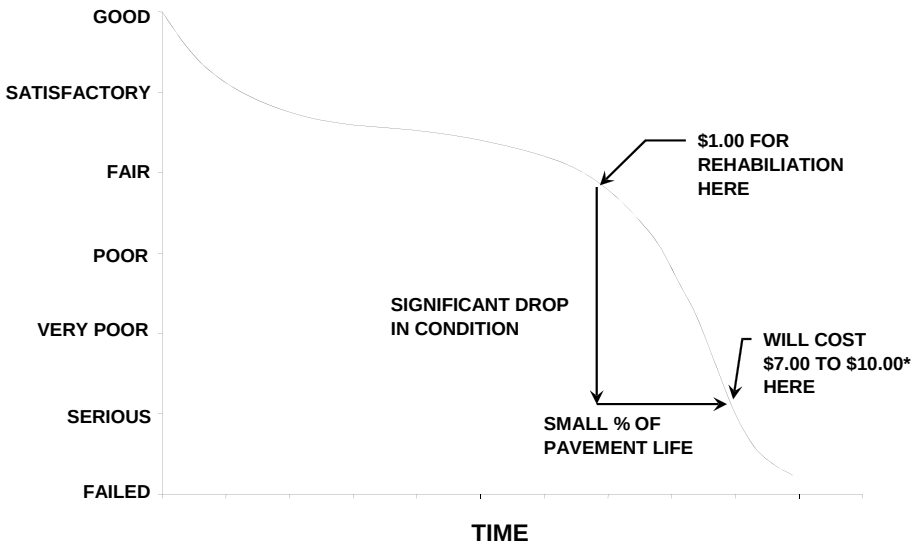
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

Space Coast Regional Airport (TIX) is located in Titusville, Florida in Brevard County. It is owned and operated by the Titusville-Cocoa Airport Authority. It is served by two perpendicular and intersecting runways. Runway 9-27 is 100-ft wide by 5,000-ft long. Runway 18-36 is 150-ft wide by 7,319-ft long. Runway 9-27 is served by parallel Taxiway Bravo. Runway 18-36 is served by parallel Taxiway Alpha. Aprons are located on the south and central areas of the property. The Airport is home to Bristow Academy, a helicopter flying school. Consequently, the Airport experiences a large amount of helicopter traffic, especially on the south aprons. This airport is designated as a Primary / Part 139 airport and is located in District 5 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.

Space Coast Regional Airport was established in 1943 by the U.S. government on land jointly owned by Titusville and Cocoa. The U.S. Government developed the airport and its facilities to serve as an outlying field (OLF) to Naval Air Station Sanford during World War II. The U.S. Navy deeded the airport back to both cities in 1947. Given the proximity of the airport to the John F. Kennedy Space Center, it played an important role in transportation of NASA personnel and equipment.

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 Space Coast Regional Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

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

Construction Year	Location	Work Type/Pavement Section
2011	South Apron	New Asphalt Pavement

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 145 sample units.

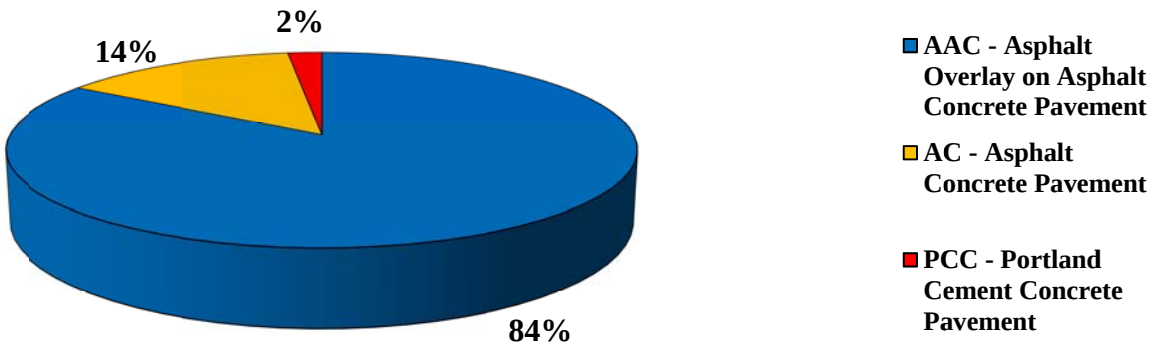
The total airfield pavement area in 2012 at Space Coast Regional Airport is 3,511,325 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,587,592	45%
Taxiway	1,309,081	37%
Apron	614,652	18%
All (Weighted)	**3,511,325**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Space Coast Regional Airport by surface type.

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
South Apron	AP S	4205	101,276	P	AC	1/1/1968	3	21
South Apron	AP S	4211	3,845	P	AAC	1/1/2008	1	1
South Apron	AP S	4215	162,195	P	AC	1/1/1971	4	31
South Apron	AP S	4216	48,836	P	AAC	1/1/2008	1	9
South Apron	AP S	4217	35,568	P	AAC	1/1/2001	1	9
South Apron	AP S	4218	95,378	P	AAC	1/1/2008	3	19
South Apron	AP S	4219	26,867	P	AAC	1/1/2001	1	6
South Apron	AP S	4220	13,443	P	AC	1/1/1980	1	3
South Apron	AP S	4221	5,405	P	AC	1/1/1967	1	2
South Apron	AP S	4225	8,938	P	PCC	1/1/1991	1	2
South Apron	AP S	4226	13,123	P	AC	1/1/1985	1	3
South Apron	AP S	4227	13,123	P	AC	1/1/1992	1	3
South Apron	AP S	4228	15,171	P	AC	1/1/1992	1	4
South Apron	AP S	4230	9,697	P	PCC	1/1/1991	1	4
South Apron	AP S	4240	7,579	P	AC	1/1/1987	1	2
South Apron	AP S	4241	8,781	P	AC	1/1/1987	1	3
South Apron	AP S	4245	7,200	P	AC	1/1/2008	1	2
South Apron	AP S	4250	38,228	P	PCC	1/1/2011	2	12
Runway 18-36	RW 18-36	6105	500,000	P	AAC	1/1/2004	20	100
Runway 18-36	RW 18-36	6110	250,000	P	AAC	1/1/2004	10	50
Runway 18-36	RW 18-36	6125	100,000	P	AAC	1/1/2004	5	20
Runway 18-36	RW 18-36	6130	50,000	P	AAC	1/1/2004	2	10
Runway 18-36	RW 18-36	6145	131,900	P	AAC	1/1/2004	5	27
Runway 18-36	RW 18-36	6150	65,950	P	AAC	1/1/2004	3	14
Runway 9-27	RW 9-27	6205	49,743	S	AAC	1/1/1998	2	9
Runway 9-27	RW 9-27	6210	440,000	S	AAC	1/1/1998	18	88
Taxiway Alpha	TW A	105	114,651	P	AAC	1/1/1998	4	22
Taxiway Alpha	TW A	110	70,000	P	AAC	1/1/1998	3	14
Taxiway Alpha	TW A	112	30,000	P	AAC	1/1/1998	2	6
Taxiway Alpha	TW A	115	50,000	P	AAC	1/1/1998	2	10
Taxiway Alpha	TW A	120	90,638	P	AAC	1/1/1998	3	17
Taxiway Alpha	TW A	125	35,137	P	AAC	1/1/1998	2	7

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway Bravo	TW B	205	22,146	P	AAC	1/1/1998	1	4
Taxiway Bravo	TW B	210	231,322	P	AAC	1/1/1976	6	47
Taxiway Bravo	TW B	220	3,036	P	AAC	1/1/1998	1	1
Taxiway Charlie	TW C	305	46,879	P	AAC	1/1/2004	2	9
Taxiway Charlie	TW C	310	117,595	P	AAC	1/1/1986	4	23
Taxiway Charlie	TW C	315	32,856	P	AAC	1/1/1976	2	6
Taxiway Delta	TW D	404	21,207	T	AAC	1/1/2004	1	4
Taxiway Delta	TW D	408	7,500	P	AAC	1/1/2004	1	1
Taxiway Delta	TW D	410	73,750	P	AAC	1/1/2004	3	15
Taxiway Echo	TW E	505	32,371	P	AAC	1/1/1998	2	6
Taxiway Echo	TW E	510	5,825	P	AAC	1/1/1998	1	1
Taxiway Echo	TW E	515	127,824	P	AAC	1/1/1998	5	31
Taxiway Echo	TW E	520	10,001	P	AAC	1/1/1998	1	1
Taxiway Foxtrot	TW F	605	29,958	T	AAC	1/1/1998	2	6
Taxiway Foxtrot	TW F	610	54,678	P	AC	1/1/1943	2	12
Taxiway Foxtrot	TW F	615	15,000	P	AC	1/1/1943	1	3
Taxiway Foxtrot	TW F	620	86,706	T	AC	1/1/1943	3	19

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

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Space Coast Regional Airport is 74, representing a Satisfactory overall network condition.

Overall, the Airport mostly exhibited pavement distresses associated with climate and age. Structural distresses, which are a result of repeat traffic loading or inadequate pavement strength, were noted in isolated locations. Asphalt Concrete pavement distresses that were most commonly observed include weathering and raveling, longitudinal and transverse cracking, and block cracking. In some areas, swelling, depressions, patching, and oil spillage were also observed. Portland Cement Concrete pavement distresses that were observed include joint seal damage, longitudinal, transverse, and diagonal cracking, joint spalling, scaling, crazing, and map cracking, and shrinkage cracking.

Runway 18-36 is surfaced with Asphalt Concrete and exhibited typically low severity weathering and raveling and longitudinal and transverse cracking. Medium severity longitudinal and transverse cracking was also observed, as was one area of low severity patching. Runway 18-36 has an average PCI of 82, corresponding to a condition rating of "Satisfactory". It is currently above the FDOT and FAA Part 139 minimum PCI levels.

Runway 9-27 is also surfaced with Asphalt Concrete and exhibited low severity weathering and raveling, longitudinal and transverse cracking, block cracking, swelling, and patching. Medium severity longitudinal and transverse cracking and swelling were also observed on the runway. Runway 9-27 has an average PCI of 72 with a condition rating of "Satisfactory". Although it is also currently above the FAA Part 139 minimum PCI level for runways, it is below the FDOT minimum runway PCI level.

The taxiways, which are all surfaced with Asphalt Concrete, exhibited a large variety of distresses and severities, largely in part to the wide range of pavement ages. Taxiways Alpha, Delta, and Echo exhibited only low severity distresses consisting of weathering and raveling, longitudinal and transverse cracking, depressions, and patching. However, Taxiways Bravo, Charlie, and Foxtrot had a larger variety of distresses with higher severities. Distresses within these taxiways included low to high severity weathering and raveling, longitudinal and transverse cracking, and block cracking as well as low to medium severity swelling and patching and low severity depressions.

The airport's apron, South Apron, consisted of both Asphalt Concrete and Portland Cement Concrete pavements. Asphalt Concrete sections contained distresses including low to high severity weathering and raveling, low to medium severity block cracking and patching, medium severity depressions, low severity longitudinal and transverse cracking, and oil spillage. Portland Cement Concrete pavements on the aprons exhibited joint seal damage, linear cracking, joint spalling, scaling, crazing, and map cracking, and shrinkage cracking. These distresses were typically of low severity, although medium severity joint spalling was also observed.

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 Space Coast Regional Airport.

Figure 3-1: Network PCI Distribution by Rating Category

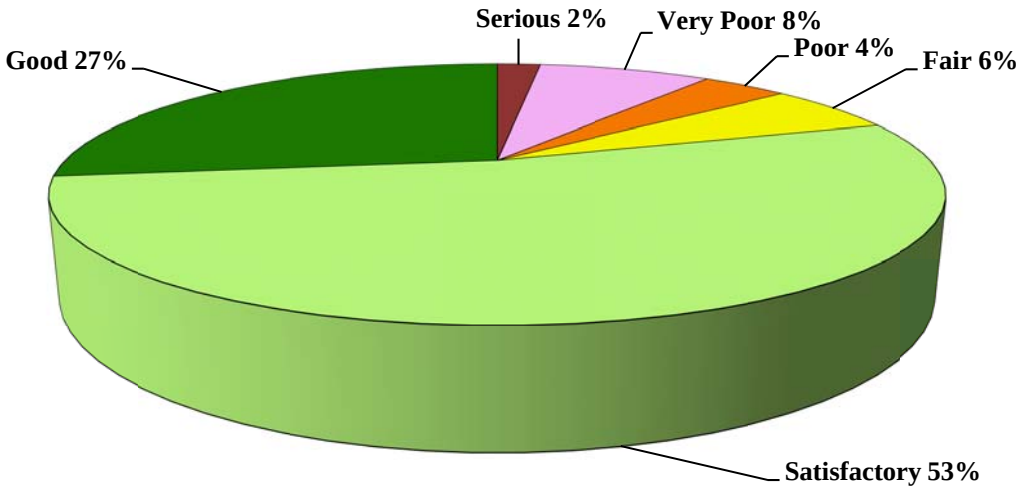


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	955,218	27%
Satisfactory	1,876,559	53%
Fair	202,463	6%
Poor	129,788	4%
Very Poor	292,621	8%
Serious	54,678	2%
Failed	0	0%

Approximately 80% of the network is in Good and Satisfactory condition while 10% of the network is in Very Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

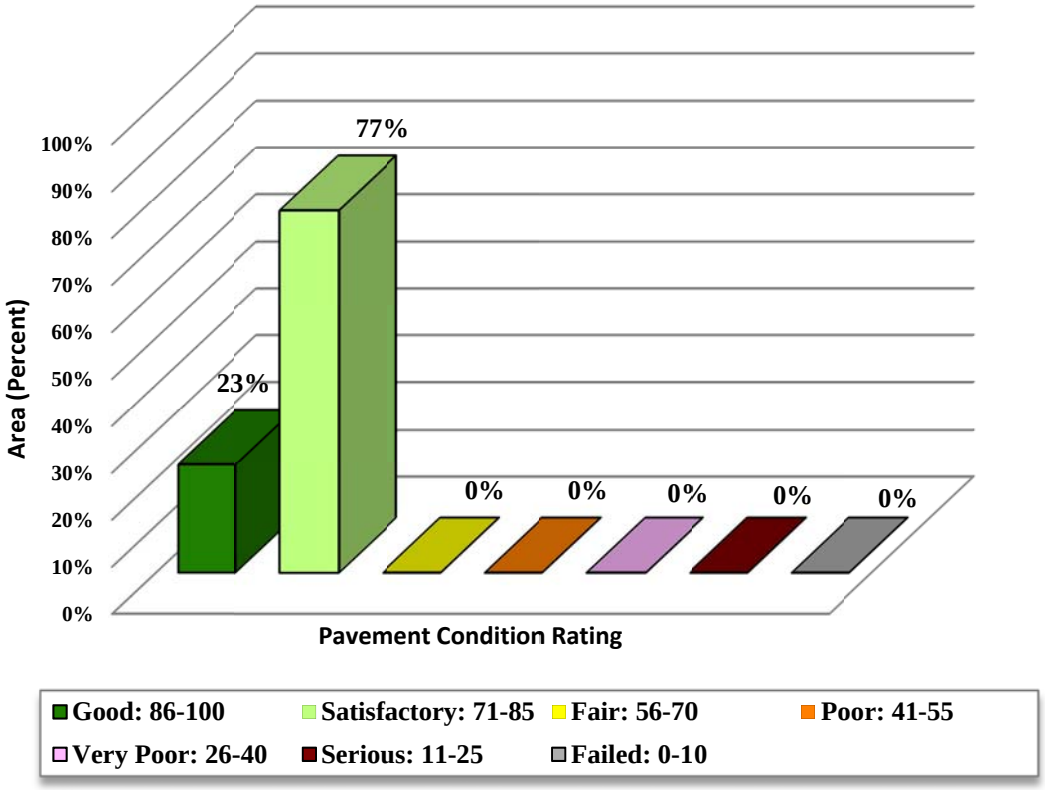
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	78	Satisfactory
Taxiway	65	Fair
Apron	81	Satisfactory
All (Weighted)	**74**	**Satisfactory**

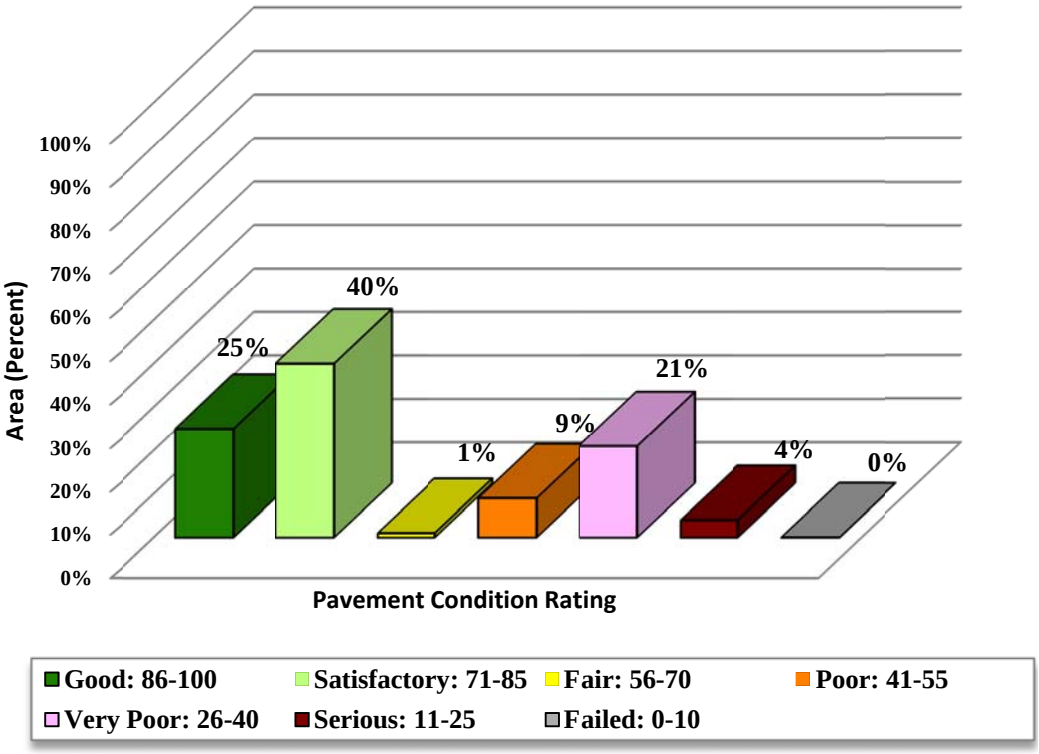
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

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

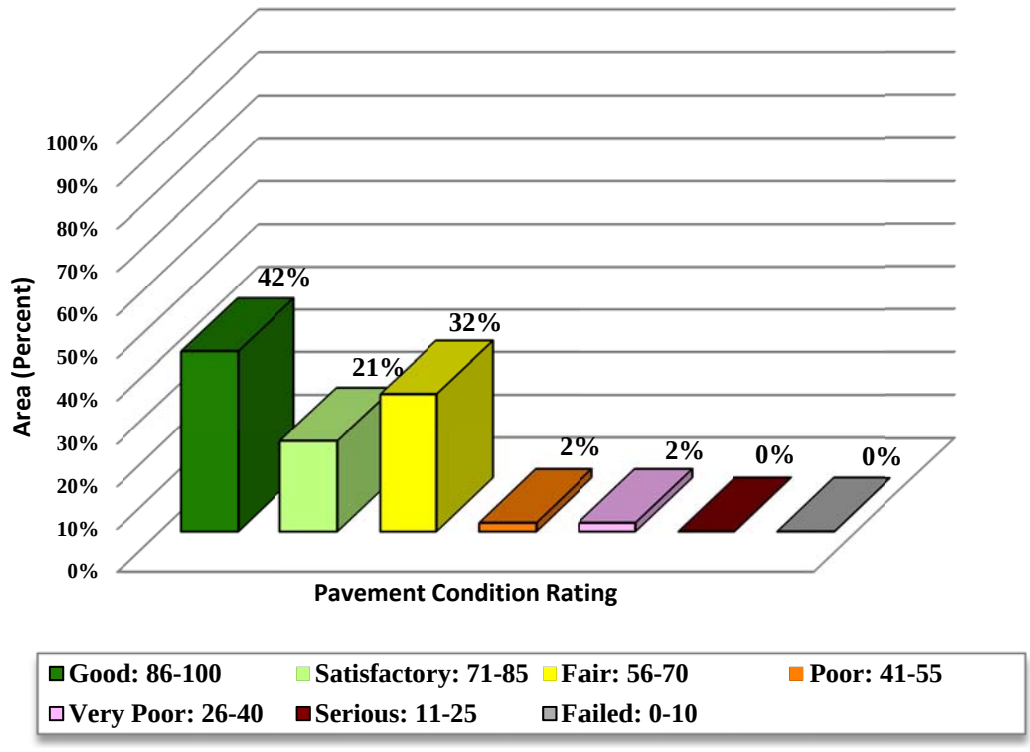
(a) Runway



(b) Taxiway



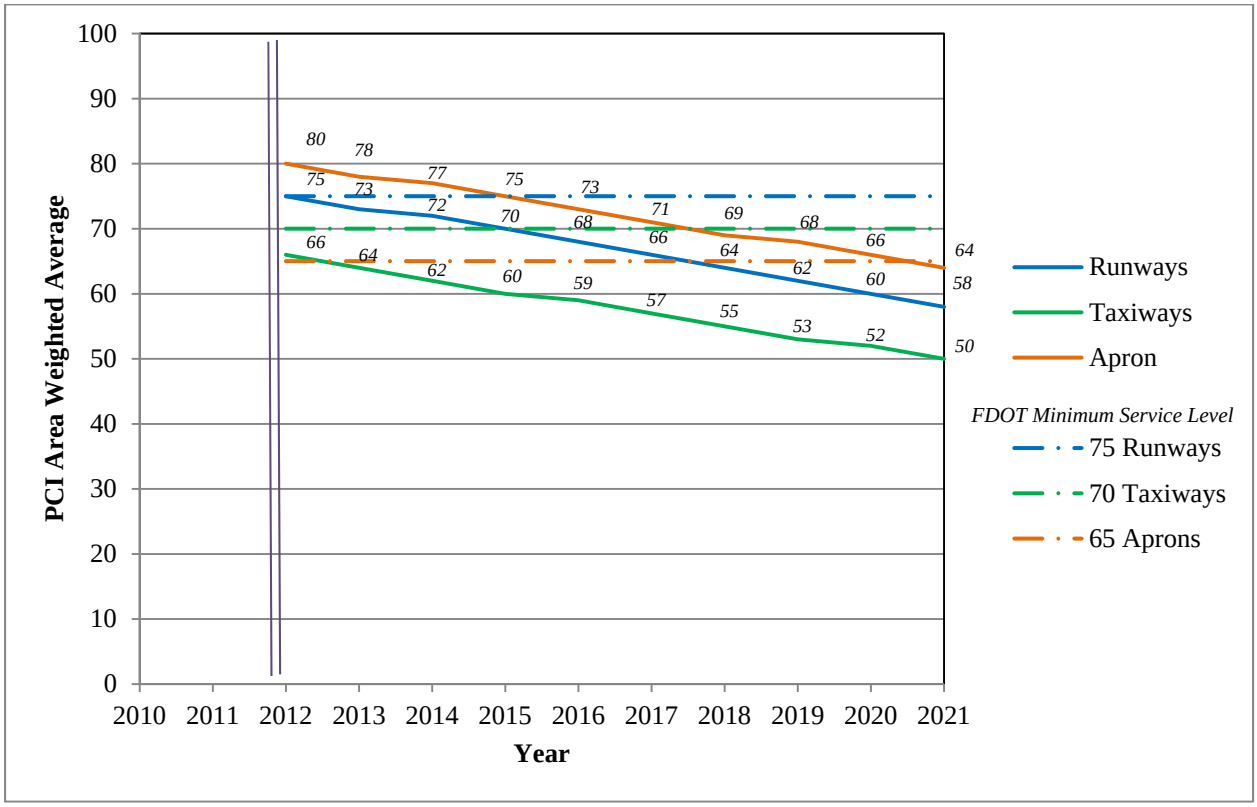
(c) Apron



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 Space Coast Regional 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 Primary / Part 139 (PR) 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 Primary / Part 139 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 Primary / Part 139 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 Primary / Part 139 Airports.

Table 5-3: FDOT Minimum Service Level PCI for Primary / Part 139 Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	70	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 Primary / Part 139 Airports based on PCI value.

Table 5-4: M&R Activities for Primary / Part 139 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 Primary / Part 139 Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.20
		80	$0.80
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$1.40
		60	$4.23
		50	$8.55
		40	$8.55
	Reconstruction	30	$20.88
		20	$20.88

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2012. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 6-1 presents the M&R list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
South Apron	4220	AC	13,443	$94,409.64	39	Reconstruction	100
South Apron	4226	AC	13,123	$82,543.17	48	Mill and Overlay	100
South Apron	4227	AC	13,123	$52,412.89	58	Mill and Overlay	100
South Apron	4228	AC	15,171	$60,594.84	58	Mill and Overlay	100
Taxiway Bravo	210	AAC	231,322	$3,150,609.52	26	Reconstruction	100
Taxiway Bravo	220	AAC	3,037	$12,999.26	57	Mill and Overlay	100
Taxiway Charlie	315	AAC	32,856	$447,501.32	30	Reconstruction	100
Taxiway Foxtrot	605	AAC	29,958	$188,437.97	41	Mill and Overlay	100
Taxiway Foxtrot	610	AC	54,678	$744,711.06	21	Reconstruction	100
Taxiway Foxtrot	615	AC	15,000	$105,345.02	39	Reconstruction	100
Taxiway Foxtrot	620	AC	86,706	$545,382.42	40	Mill and Overlay	100
				$5,484,947.11	**42**		**100**

* Costs are adjusted for inflation.

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
South Apron	4220	AC	13,443	$94,409.64	39	Reconstruction	100
South Apron	4226	AC	13,123	$8,529.90	48	Microsurfacing	100
South Apron	4227	AC	13,123	$8,529.89	58	Microsurfacing	100
South Apron	4228	AC	15,171	$9,861.45	58	Microsurfacing	100
Taxiway Bravo	210	AAC	231,322	$3,150,609.52	26	Reconstruction	100
Taxiway Bravo	220	AAC	3,037	$1,973.73	57	Microsurfacing	100
Taxiway Charlie	315	AAC	32,856	$447,501.32	30	Reconstruction	100
Taxiway Foxtrot	605	AAC	29,958	$19,472.92	41	Microsurfacing	100
Taxiway Foxtrot	610	AC	54,678	$744,711.06	21	Reconstruction	100
Taxiway Foxtrot	615	AC	15,000	$105,345.02	39	Reconstruction	100
Taxiway Foxtrot	620	AC	86,706	$56,359.06	40	Microsurfacing	100
				$4,647,303.50	**42**		**100**

* Costs are adjusted for inflation.

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

Table 6-3: Summary of Year 1 Maintenance Activities

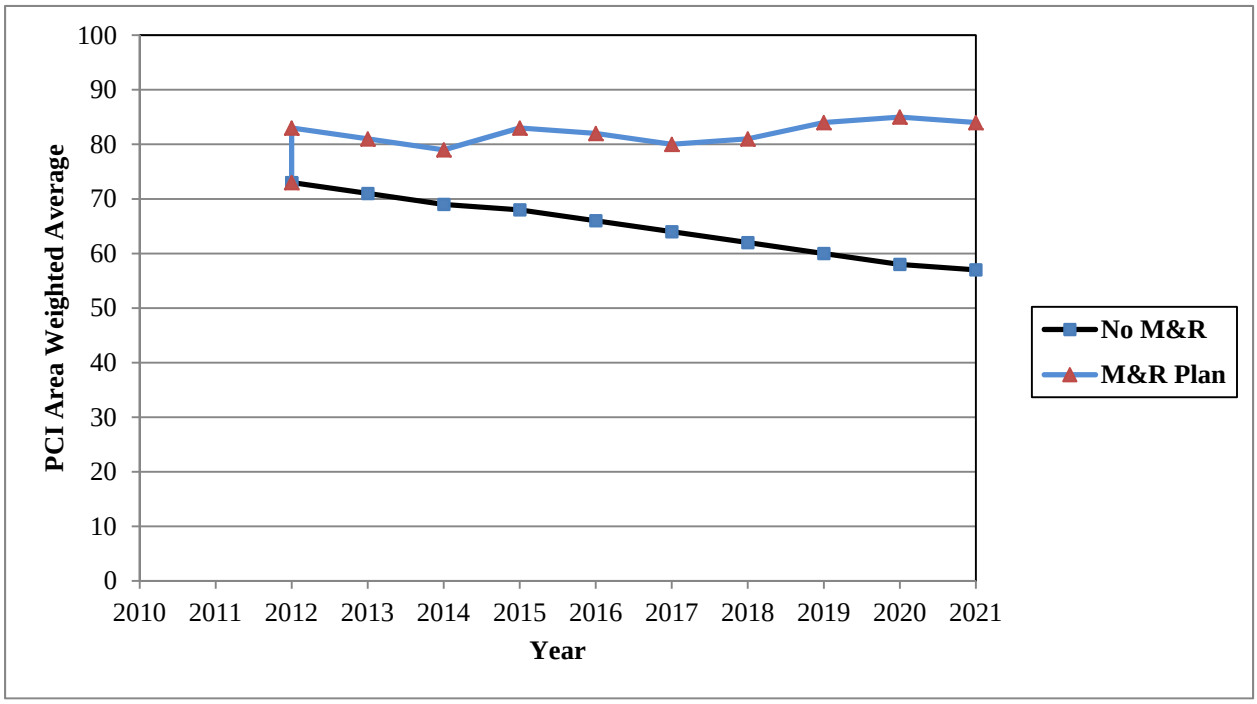
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
South Apron	AP S	4211	WEATH/RAVEL	L	Surface Seal - Rejuvenating	250.00	SqFt	$0.40	$100.00
South Apron	AP S	4215	BLOCK CR	M	Crack Sealing - AC	5,539.20	Ft	$2.25	$12,463.30
South Apron	AP S	4215	OIL SPILLAGE	N	Patching - AC Shallow	35.80	SqFt	$2.90	$103.83
South Apron	AP S	4215	WEATH/RAVEL	H	Microsurfacing - AC	142.20	SqFt	$0.65	$92.45
South Apron	AP S	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,899.40	SqFt	$0.40	$8,359.81
South Apron	AP S	4215	WEATH/RAVEL	M	Surface Seal - Coat Tar	126.40	SqFt	$0.40	$50.57
South Apron	AP S	4219	OIL SPILLAGE	N	Patching - AC Shallow	59.10	SqFt	$2.90	$171.37
South Apron	AP S	4221	OIL SPILLAGE	N	Patching - AC Shallow	174.40	SqFt	$2.90	$505.74
South Apron	AP S	4230	JOINT SPALL	M	Patching - PCC Partial Depth	14.80	SqFt	$19.06	$281.36
South Apron	AP S	4240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	60.60	SqFt	$0.40	$24.25
South Apron	AP S	4241	WEATH/RAVEL	L	Surface Seal - Rejuvenating	58.50	SqFt	$0.40	$23.42
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,749.60	SqFt	$0.40	$19,500.00
Runway 18-36	RW 18-36	6105	L & T CR	M	Crack Sealing - AC	250.10	Ft	$2.25	$562.64
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	385.00	SqFt	$0.40	$154.00
Runway 18-36	RW 18-36	6125	L & T CR	M	Crack Sealing - AC	800.20	Ft	$2.25	$1,800.46
Runway 18-36	RW 18-36	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,199.90	SqFt	$0.40	$4,480.00
Runway 18-36	RW 18-36	6145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,196.80	SqFt	$0.40	$2,078.74
Runway 18-36	RW 18-36	6150	WEATH/RAVEL	L	Surface Seal - Rejuvenating	184.70	SqFt	$0.40	$73.86
Runway 9-27	RW 9-27	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,704.90	SqFt	$0.40	$3,481.99
Runway 9-27	RW 9-27	6210	L & T CR	M	Crack Sealing - AC	914.50	Ft	$2.25	$2,057.53
Runway 9-27	RW 9-27	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	111,465.70	SqFt	$0.40	$44,586.67
Runway 9-27	RW 9-27	6210	SWELLING	M	Patching - AC Deep	709.30	SqFt	$4.90	$3,475.65
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,613.80	SqFt	$0.40	$1,445.52

Table 6-3: 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 Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,383.30	SqFt	$0.40	$1,353.33
Taxiway Alpha	TW A	112	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,740.00	SqFt	$0.40	$696.00
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,555.00	SqFt	$0.40	$1,022.00
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,752.80	SqFt	$0.40	$1,101.11
Taxiway Alpha	TW A	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	368.20	SqFt	$0.40	$147.26
Taxiway Bravo	TW B	205	L & T CR	H	Crack Sealing - AC	57.60	Ft	$2.25	$129.59
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	96.00	SqFt	$0.40	$38.41
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,447.90	SqFt	$0.40	$8,179.21
Taxiway Charlie	TW C	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	784.20	SqFt	$0.40	$313.70
								Total =	$118,853.77

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 74 in 2012 to an average of 57 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 79 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 84 with this scenario is 27 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $10.4 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	$118,853.78	$5,484,947.12	$5,603,800.90
2013	$365,214.56	$26,456.98	$391,671.54
2014	$423,984.66	$0.00	$423,984.66
2015	$328,720.95	$1,531,904.68	$1,860,625.63
2016	$388,205.40	$0.00	$388,205.40
2017	$435,866.95	$85,937.95	$521,804.90
2018	$425,723.65	$633,649.33	$1,059,372.98
2019	$342,263.69	$1,431,574.08	$1,773,837.77
2020	$313,527.88	$864,910.68	$1,178,438.56
2021	$338,317.36	$315,034.35	$653,351.71
Total	**$3,480,678.88**	**$10,374,415.17**	**$13,855,094.05**

Note: Costs are adjusted for inflation.

Approximately 53% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **South Apron** – Asphalt pavement mill and overlay or reconstruction
- **Taxiways Bravo/Foxtrot** – Asphalt pavement mill and overlay or reconstruction
- **Taxiway Charlie** – Asphalt pavement reconstruction

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

Pavement condition inspections were performed at Space Coast Regional 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:

- **South Apron** – Asphalt pavement mill and overlay or reconstruction
- **Taxiways Bravo/Foxtrot** – Asphalt pavement mill and overlay or reconstruction
- **Taxiway Charlie** – Asphalt pavement reconstruction

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

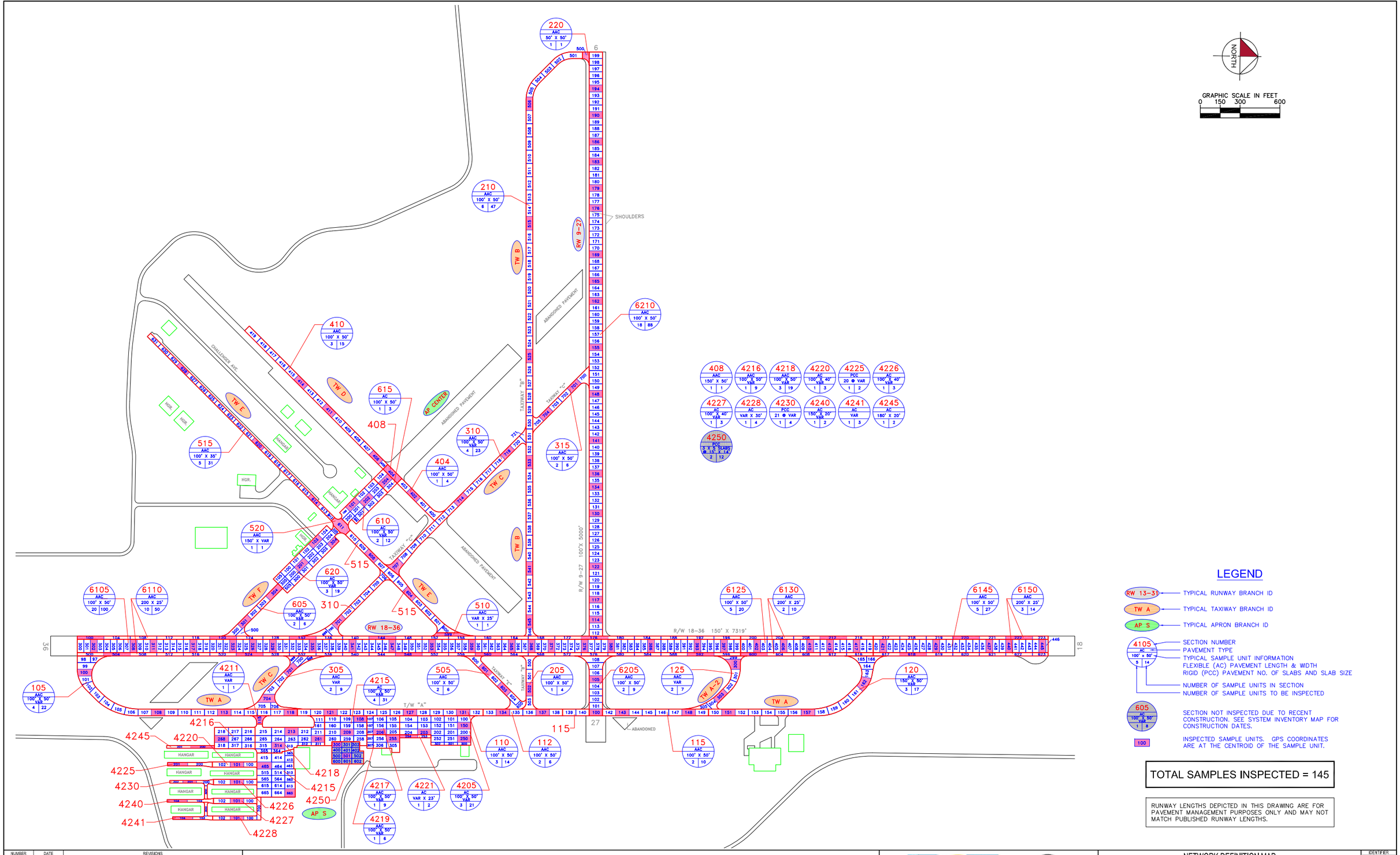
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE:

PLOTTED: April 10, 2012 - 3:07 PM, BY: Larsen, Brent

NETWORK DEFINITION MAP

SPACE COAST REGIONAL AIRPORT
TITUSVILLE, BREVARD CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: TIX

FDOT DISTRICT: 5

Sample Unit Centroid Coordinates

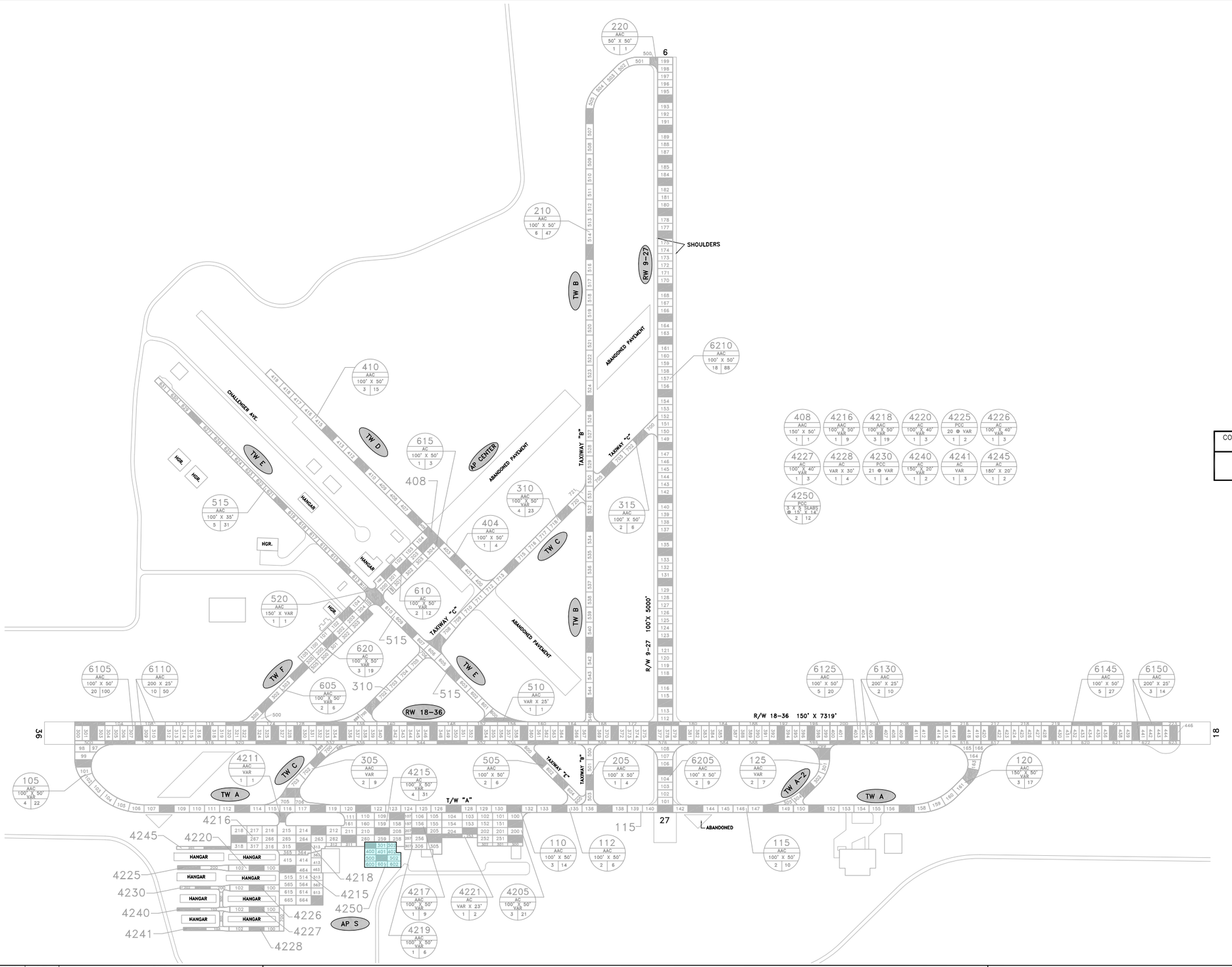
Branch	Section	Sample	Latitude	Longitude
RW 9-27	6210	134	28.5151869	-80.8004723
RW 9-27	6210	130	28.5151954	-80.7998496
RW 9-27	6210	122	28.5152123	-80.7986042
RW 9-27	6210	117	28.5152229	-80.7978258
RW 9-27	6210	114	28.5152292	-80.7973588
RW 9-27	6210	169	28.5151127	-80.8059209
RW 9-27	6210	165	28.5151212	-80.8052982
RW 9-27	6210	162	28.5151276	-80.8048312
RW 9-27	6210	155	28.5151424	-80.8037415
RW 9-27	6210	148	28.5151573	-80.8026517
RW 9-27	6210	141	28.5151721	-80.8015620
RW 9-27	6210	136	28.5151827	-80.8007836
RW 9-27	6210	194	28.5150596	-80.8098128
RW 9-27	6210	190	28.5150681	-80.8091901
RW 9-27	6210	186	28.5150766	-80.8085674
RW 9-27	6210	183	28.5150830	-80.8081004
RW 9-27	6210	179	28.5150915	-80.8074777
RW 9-27	6210	176	28.5150979	-80.8070106
RW 9-27	6205	105	28.5152482	-80.7959577
RW 9-27	6205	100	28.5152588	-80.7951793
RW 18-36	6150	220	28.5229104	-80.7970642
RW 18-36	6150	222	28.5240104	-80.7970833
RW 18-36	6150	618	28.5218156	-80.7966558
RW 18-36	6145	421	28.5211942	-80.7968397
RW 18-36	6145	429	28.5222943	-80.7968588
RW 18-36	6145	437	28.5233943	-80.7968779
RW 18-36	6145	440	28.5238068	-80.7968851
RW 18-36	6145	445	28.5244943	-80.7968970
RW 18-36	6130	212	28.5201603	-80.7970163
RW 18-36	6130	600	28.5185156	-80.7965984
RW 18-36	6125	410	28.5196817	-80.7968134
RW 18-36	6125	413	28.5200942	-80.7968205
RW 18-36	6125	417	28.5206442	-80.7968301
RW 18-36	6125	406	28.5191317	-80.7968038
RW 18-36	6125	402	28.5185817	-80.7967942
RW 18-36	6110	176	28.5152103	-80.7969302
RW 18-36	6110	132	28.5091602	-80.7968250
RW 18-36	6110	144	28.5108102	-80.7968537

Branch	Section	Sample	Latitude	Longitude
RW 18-36	6110	120	28.5075101	-80.7967963
RW 18-36	6110	100	28.5047601	-80.7967485
RW 18-36	6110	524	28.5080654	-80.7964168
RW 18-36	6110	504	28.5053154	-80.7963689
RW 18-36	6110	548	28.5113655	-80.7964741
RW 18-36	6110	560	28.5130155	-80.7965028
RW 18-36	6110	592	28.5174156	-80.7965793
RW 18-36	6105	335	28.5093691	-80.7966340
RW 18-36	6105	329	28.5085440	-80.7966197
RW 18-36	6105	326	28.5081315	-80.7966125
RW 18-36	6105	323	28.5077190	-80.7966054
RW 18-36	6105	368	28.5139066	-80.7967129
RW 18-36	6105	365	28.5134941	-80.7967058
RW 18-36	6105	359	28.5126691	-80.7966914
RW 18-36	6105	353	28.5118441	-80.7966771
RW 18-36	6105	347	28.5110191	-80.7966627
RW 18-36	6105	341	28.5101941	-80.7966484
RW 18-36	6105	397	28.5178942	-80.7967823
RW 18-36	6105	393	28.5173442	-80.7967727
RW 18-36	6105	386	28.5163817	-80.7967560
RW 18-36	6105	376	28.5150066	-80.7967321
RW 18-36	6105	380	28.5155567	-80.7967416
RW 18-36	6105	371	28.5143191	-80.7967201
RW 18-36	6105	302	28.5048315	-80.7965552
RW 18-36	6105	308	28.5056565	-80.7965695
RW 18-36	6105	311	28.5060690	-80.7965767
RW 18-36	6105	317	28.5068940	-80.7965910
AP S	4245	200	28.5071186	-80.7942298
AP S	4241	104	28.5067287	-80.7925524
AP S	4240	104	28.5066078	-80.7929520
AP S	4230	201	28.5068629	-80.7934049
AP S	4228	101	28.5078535	-80.7925719
AP S	4227	101	28.5078480	-80.7929735
AP S	4226	101	28.5078420	-80.7934156
AP S	4225	201	28.5066043	-80.7938130
AP S	4221	254	28.5113874	-80.7945500
AP S	4220	101	28.5078365	-80.7938266

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
AP S	4219	255	28.5110650	-80.7944930
AP S	4218	261	28.5095086	-80.7944566
AP S	4218	213	28.5089562	-80.7946214
AP S	4218	314	28.5086857	-80.7942866
AP S	4217	206	28.5107879	-80.7946439
AP S	4216	268	28.5075079	-80.7944219
AP S	4215	209	28.5101088	-80.7946227
AP S	4215	310	28.5098113	-80.7943451
AP S	4215	465	28.5084019	-80.7938146
AP S	4215	663	28.5089469	-80.7931810
AP S	4211	115	28.5082920	-80.7949209
AP S	4205	150	28.5125322	-80.7948205
AP S	4205	250	28.5125364	-80.7945092
AP S	4205	203	28.5117092	-80.7946599
TW F	620	304	28.5097615	-80.7990732
TW F	620	201	28.5091094	-80.7985323
TW F	620	103	28.5093937	-80.7990877
TW F	615	204	28.5108231	-80.8005329
TW F	610	101	28.5101499	-80.7999707
TW F	610	202	28.5104401	-80.8000859
TW F	605	301	28.5079511	-80.7971800
TW F	605	304	28.5085542	-80.7978841
TW E	520	611	28.5099143	-80.7994653
TW E	515	628	28.5065910	-80.8030839
TW E	515	620	28.5081706	-80.8013499
TW E	515	614	28.5093553	-80.8000493
TW E	515	608	28.5105553	-80.7987667
TW E	515	604	28.5113571	-80.7978950
TW E	510	599	28.5122970	-80.7969443
TW E	505	601	28.5129546	-80.7961325
TW E	505	603	28.5133495	-80.7956990
TW D	410	406	28.5106211	-80.8010799
TW D	410	411	28.5096339	-80.8021637
TW D	410	414	28.5090415	-80.8028140
TW D	408	404	28.5109667	-80.8007006
TW D	404	402	28.5114109	-80.8002129
TW C	315	704	28.5141317	-80.8021595

Branch	Section	Sample	Latitude	Longitude
TW C	315	701	28.5147071	-80.8028304
TW C	310	701	28.5098992	-80.7972025
TW C	310	707	28.5110478	-80.7985210
TW C	310	714	28.5123894	-80.8001252
TW C	310	719	28.5133467	-80.8012429
TW C	305	704	28.5084445	-80.7953744
TW C	305	701	28.5089188	-80.7960734
TW B	220	500	28.5148611	-80.8105360
TW B	210	545	28.5138548	-80.7972882
TW B	210	541	28.5138379	-80.7985335
TW B	210	533	28.5138041	-80.8010243
TW B	210	515	28.5137278	-80.8066285
TW B	210	506	28.5136899	-80.8094308
TW B	210	525	28.5137702	-80.8035151
TW B	205	502	28.5138764	-80.7957003
TW A-2	125	300	28.5181040	-80.7963785
TW A-2	125	303	28.5178377	-80.7956101
TW A	120	151	28.5180088	-80.7952271
TW A	120	157	28.5196592	-80.7952561
TW A	120	162	28.5208088	-80.7959606
TW A	115	143	28.5158088	-80.7951889
TW A	115	148	28.5171838	-80.7952128
TW A	112	134	28.5133337	-80.7951459
TW A	112	137	28.5141587	-80.7951602
TW A	110	121	28.5097587	-80.7950838
TW A	110	127	28.5114087	-80.7951124
TW A	110	131	28.5125087	-80.7951316
TW A	105	100	28.5046537	-80.7959327
TW A	105	108	28.5061836	-80.7950217
TW A	105	113	28.5075586	-80.7950456
TW A	105	118	28.5089337	-80.7950694



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	SOUTH APRON	NEW PORTLAND CEMENT CONCRETE PAVEMENT

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:

K:\SPA_Aviation\14270000\CAD\PLANSHEETS\INV_EXHIBITS\2012-TIX-INVENTORY.dwg PLOTTED: April 10, 2012 - 3:06 PM, BY: Larsen, Brent

SYSTEM INVENTORY MAP

SPACE COAST REGIONAL AIRPORT
TITUSVILLE, BREVARD CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: TIX

FDOT DISTRICT: 5

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
South Apron	AP S	APRON	4205	400	250	101,276	P	AC	1/1/1968	2/6/2012	21
South Apron	AP S	APRON	4211	100	38	3,845	P	AAC	1/1/2008	2/6/2012	1
South Apron	AP S	APRON	4215	1000	162	162,195	P	AC	1/1/1971	2/6/2012	31
South Apron	AP S	APRON	4216	300	150	48,836	P	AAC	1/1/2008	2/6/2012	9
South Apron	AP S	APRON	4217	350	100	35,568	P	AAC	1/1/2001	2/6/2012	9
South Apron	AP S	APRON	4218	450	200	95,378	P	AAC	1/1/2008	2/6/2012	19
South Apron	AP S	APRON	4219	268	100	26,867	P	AAC	1/1/2001	2/6/2012	6
South Apron	AP S	APRON	4220	300	45	13,443	P	AC	1/1/1980	2/6/2012	3
South Apron	AP S	APRON	4221	200	25	5,405	P	AC	1/1/1967	2/6/2012	2
South Apron	AP S	APRON	4225	400	20	8,938	P	PCC	1/1/1991	2/6/2012	2
South Apron	AP S	APRON	4226	325	40	13,123	P	AC	1/1/1985	2/6/2012	3
South Apron	AP S	APRON	4227	325	40	13,123	P	AC	1/1/1992	2/6/2012	3
South Apron	AP S	APRON	4228	400	30	15,171	P	AC	1/1/1992	2/6/2012	4
South Apron	AP S	APRON	4230	400	20	9,697	P	PCC	1/1/1991	2/6/2012	4
South Apron	AP S	APRON	4240	250	30	7,579	P	AC	1/1/1987	2/6/2012	2
South Apron	AP S	APRON	4241	350	25	8,781	P	AC	1/1/1987	2/6/2012	3
South Apron	AP S	APRON	4245	350	20	7,200	P	AC	1/1/2008	2/6/2012	2
South Apron	AP S	APRON	4250	190	200	38,228	P	PCC	1/1/2011	1/1/2011	12
Runway 18-36	RW 18-36	RUNWAY	6105	5000	100	500,000	P	AAC	1/1/2004	2/6/2012	100
Runway 18-36	RW 18-36	RUNWAY	6110	10000	25	250,000	P	AAC	1/1/2004	2/6/2012	50
Runway 18-36	RW 18-36	RUNWAY	6125	1000	100	100,000	P	AAC	1/1/2004	2/6/2012	20
Runway 18-36	RW 18-36	RUNWAY	6130	2000	25	50,000	P	AAC	1/1/2004	2/6/2012	10

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Runway 18-36	RW 18-36	RUNWAY	6145	1319	100	131,900	P	AAC	1/1/2004	2/6/2012	27
Runway 18-36	RW 18-36	RUNWAY	6150	2600	25	65,950	P	AAC	1/1/2004	2/6/2012	14
Runway 9-27	RW 9-27	RUNWAY	6205	490	100	49,743	S	AAC	1/1/1998	2/6/2012	9
Runway 9-27	RW 9-27	RUNWAY	6210	4400	100	440,000	S	AAC	1/1/1998	2/6/2012	88
Taxiway Alpha	TW A	TAXIWAY	105	2200	50	114,651	P	AAC	1/1/1998	2/6/2012	22
Taxiway Alpha	TW A	TAXIWAY	110	1400	50	70,000	P	AAC	1/1/1998	2/6/2012	14
Taxiway Alpha	TW A	TAXIWAY	112	600	50	30,000	P	AAC	1/1/1998	2/6/2012	6
Taxiway Alpha	TW A	TAXIWAY	115	1000	50	50,000	P	AAC	1/1/1998	2/6/2012	10
Taxiway Alpha	TW A	TAXIWAY	120	1800	50	90,638	P	AAC	1/1/1998	2/6/2012	17
Taxiway Alpha	TW A	TAXIWAY	125	600	50	35,137	P	AAC	1/1/1998	2/6/2012	7
Taxiway Bravo	TW B	TAXIWAY	205	400	50	22,146	P	AAC	1/1/1998	2/6/2012	4
Taxiway Bravo	TW B	TAXIWAY	210	4600	50	231,322	P	AAC	1/1/1976	2/6/2012	47
Taxiway Bravo	TW B	TAXIWAY	220	100	30	3,036	P	AAC	1/1/1998	2/6/2012	1
Taxiway Charlie	TW C	TAXIWAY	305	700	65	46,879	P	AAC	1/1/2004	2/6/2012	9
Taxiway Charlie	TW C	TAXIWAY	310	2300	50	117,595	P	AAC	1/1/1986	2/6/2012	23
Taxiway Charlie	TW C	TAXIWAY	315	600	50	32,856	P	AAC	1/1/1976	2/6/2012	6
Taxiway Delta	TW D	TAXIWAY	404	400	50	21,207	T	AAC	1/1/2004	2/6/2012	4
Taxiway Delta	TW D	TAXIWAY	408	150	50	7,500	P	AAC	1/1/2004	2/6/2012	1
Taxiway Delta	TW D	TAXIWAY	410	1450	50	73,750	P	AAC	1/1/2004	2/6/2012	15
Taxiway Echo	TW E	TAXIWAY	505	600	50	32,371	P	AAC	1/1/1998	2/6/2012	6
Taxiway Echo	TW E	TAXIWAY	510	200	25	5,825	P	AAC	1/1/1998	2/6/2012	1
Taxiway Echo	TW E	TAXIWAY	515	3500	35	127,824	P	AAC	1/1/1998	2/6/2012	31

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Echo	TW E	TAXIWAY	520	200	50	10,001	P	AAC	1/1/1998	2/6/2012	1
Taxiway Foxtrot	TW F	TAXIWAY	605	580	50	29,958	T	AAC	1/1/1998	2/6/2012	6
Taxiway Foxtrot	TW F	TAXIWAY	610	360	150	54,678	P	AC	1/1/1943	2/6/2012	12
Taxiway Foxtrot	TW F	TAXIWAY	615	100	150	15,000	P	AC	1/1/1943	2/6/2012	3
Taxiway Foxtrot	TW F	TAXIWAY	620	575	150	86,706	T	AC	1/1/1943	2/6/2012	19

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: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1968 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 250.00 Ft **True Area:** 101,276.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	REPAIR			False	THIS FEATURE HAS A 1992 SLURRY SEAL
01/01/1968	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1968	IMPORTED	BUILT		3.00	True	1968: 3" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4211 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 100.00 Ft **Width:** 38.00 Ft **True Area:** 3,845.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	ESTIMATE 1971 AC

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/1971 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 162.00 Ft **True Area:** 162,194.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	REPAIR			False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1971	IMPORTED	BUILT			True	ESTIMATE 1971 AC PAVEMENT

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4216 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 150.00 Ft **True Area:** 48,835.80 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	ESTIMATE 1971 AC

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4217 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 35,568.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	ML-OL	Mill and Overlay	$0	0.00	True	ESTIMATE 2001 AC
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	ESTIMATE 1971 AC

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4218 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 450.00 Ft **Width:** 200.00 Ft **True Area:** 95,377.72 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	ESTIMATE 1971 AC

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4219 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 268.00 Ft **Width:** 100.00 Ft **True Area:** 26,867.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	ML-OL	Mill and Overlay	$0	0.00	True	ESTIMATE 2001 AC
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	ESTIMATE 1971 AC

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4220 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 45.00 Ft **True Area:** 13,442.92 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/01/1992	IMPORTED	REPAIR			False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1980	IMPORTED	BUILT			True	ESTIMATE 1980 AC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4221 **Surface:** AC
L.C.D.: 01/01/1967 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 25.00 Ft **True Area:** 5,405.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	REPAIR			False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1967	IMPORTED	BUILT		3.00	True	1967: 3" AC ON 8" LIME ROCK BASE
01/01/1967	IMPORTED	OVERLAY			True	SOIL: SP

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4225 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 20.00 Ft **True Area:** 8,937.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	ESTIMATE 1991 PCC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4226 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** APRON **Rank** P **Length:** 325.00 Ft **Width:** 40.00 Ft **True Area:** 13,122.92 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	REPAIR			False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1985	IMPORTED	BUILT			True	ESTIMATE 1985 AC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4227 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** APRON **Rank** P **Length:** 325.00 Ft **Width:** 40.00 Ft **True Area:** 13,122.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992 SLURRY SEAL ON THIS PAVEMENT
01/01/1988	IMPORTED	OVERLAY			True	ESTIMATE 1988 AC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4228 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 30.00 Ft **True Area:** 15,171.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992 SLURRY SEAL ON THIS PAVEMENT
01/01/1988	IMPORTED	OVERLAY			True	ESTIMATE 1988 AC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4230 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 20.00 Ft **True Area:** 9,697.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	ESTIMATE 1991 PCC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4240 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 30.00 Ft **True Area:** 7,579.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	ESTIMATE 1987 AC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4241 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 25.00 Ft **True Area:** 8,780.64 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/01/1987	IMPORTED	BUILT			True	ESTIMATE 1987 AC PAVEMENT

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4245 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 20.00 Ft **True Area:** 7,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4250 **Surface:** PCC
L.C.D.: 01/01/2011 **Use:** APRON **Rank** P **Length:** 190.00 Ft **Width:** 200.00 Ft **True Area:** 38,227.93 SqF

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

Network: TIX **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 5,000.00 Ft **Width:** 100.00 Ft **True Area:** 500,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		2.00	True	1971: MINIMUM 2" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 10,000.00 Ft **Width:** 25.00 Ft **True Area:** 250,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		2.00	True	1971: MINIMUM 2" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6125 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 100.00 Ft **True Area:** 100,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1971	IMPORTED	OVERLAY		3.00	True	1971: MINIMUM 3" P-401 OVERLAY
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" - 3" AC ON 7" - 8" LIME ROCK BASE

Network: TIX **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6130 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 25.00 Ft **True Area:** 50,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		3.00	True	1971: MINIMUM 3" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" - 3" AC ON 7" - 8" LIME ROCK BASE

Network: TIX **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6145 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,319.00 Ft **Width:** 100.00 Ft **True Area:** 131,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	

Network: TIX **Branch**: RW 18-36 (RUNWAY 18-36) **Section:** 6150 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 2,600.00 Ft **Width:** 25.00 Ft **True Area:** 65,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		2.00	True	1971: MINIMUM 2" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" - 3" AC ON 7" - 8" LIME ROCK BASE

Network: TIX **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank** S **Length:** 490.00 Ft **Width:** 100.00 Ft **True Area:** 49,742.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976: MINIMUM 1.5" P-401 OVERLAY
01/01/1976	IMPORTED	OVERLAY			True	PAVEMENT HAS UNUSUAL DISTRESS PATTERN THAT WAS RECORDED AS SWELL
01/01/1976	IMPORTED	OVERLAY			True	THIS PAVEMENT HAS AN EMULSION SEAL
01/01/1943	IMPORTED	BUILT		3.00	True	1943: 3" - 4" AC ON 8" BASE

Network: TIX **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank** S **Length:** 4,400.00 Ft **Width:** 100.00 Ft **True Area:** 440,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY		2.50	True	1998 2.5" P401
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" P401 OVERLAY ON
01/01/1943	IMPORTED	BUILT		3.50	True	1943 3.5" P401 ON 8" P211

Network: TIX **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 2,200.00 Ft **Width:** 50.00 Ft **True Area:** 114,651.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1971	IMPORTED	OVERLAY		4.00	True	1971: MINIMUN 4" P-401 OVERLAY
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" BASE

Network: TIX **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 1,400.00 Ft **Width:** 50.00 Ft **True Area:** 70,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1992	IMPORTED	REPAIR			False	THERE IS A 1992 SLURRY SEAL ON THIS FEATURE
01/01/1971	IMPORTED	OVERLAY		3.00	True	1971: MINIMUM 3" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: TW A (TAXIWAY A) **Section:** 112 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		3.00	True	1971: MINIMUN 3" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 50,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		4.00	True	1971: MINIMUM 4" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" - 3" AC ON 7" - 8" LIME ROCK BASE

Network: TIX **Branch**: TW A (TAXIWAY A) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 1,800.00 Ft **Width:** 50.00 Ft **True Area:** 90,637.99 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		2.00	True	1971: MINIMUM 2" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" - 3" AC ON 7" - 8" LIME ROCK BASE

Network: TIX **Branch**: TW A (TAXIWAY A) **Section:** 125 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 35,136.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		4.00	True	1971: MINIMUM 4" P-401 OVERLAY
01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 22,146.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1976	IMPORTED	OVERLAY			True	SEAL COAT
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" P401 OVERLAY
01/01/1943	IMPORTED	BUILT		3.50	True	1943 3.5" AC ON 8" LIMEROCK BASE

Network: TIX **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1976 **Use:** TAXIWAY **Rank** P **Length:** 4,600.00 Ft **Width:** 50.00 Ft **True Area:** 231,322.21 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" P401 OVERLAY
01/01/1976	IMPORTED	OVERLAY			True	SEAL COAT
01/01/1943	IMPORTED	BUILT		3.50	True	1943 3.5" AC SURFACE ON 8" LIMEROCK BASE

Network: TIX **Branch**: TW B (TAXIWAY B) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 30.00 Ft **True Area:** 3,036.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY			True	1998 TAPERED AC OVERLAY
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" AC OVERLAY
01/01/1943	IMPORTED	BUILT		3.50	True	1943 3.5" AC ON 8" LIMEROCK

Network: TIX **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 700.00 Ft **Width:** 65.00 Ft **True Area:** 46,879.34 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		3.00	True	1971 3" P401
01/01/1943	IMPORTED	BUILT		1.50	True	1943 1.5" AC SURFACE ON 8" LIMEROCK BASE

Network: TIX **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank** P **Length:** 2,300.00 Ft **Width:** 50.00 Ft **True Area:** 117,595.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		1.50	True	1986 1.5" AC SURFACE
01/01/1943	IMPORTED	BUILT		1.50	True	1943 1.5" AC SURFACE ON 8" LIMEROCK BASE

Network: TIX **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/1976 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 32,856.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1976	IMPORTED	OVERLAY			True	EMULSION SEAL
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" P401 OVERLAY
01/01/1943	IMPORTED	BUILT		1.50	True	1943 1.5" AC SURFACE ON 8" LIMEROCK BASE

Network: TIX **Branch**: TW D (TAXIWAY D) **Section:** 404 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** T **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 21,207.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	BUILT		2.00	True	1943 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: TW D (TAXIWAY D) **Section:** 408 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 50.00 Ft **True Area:** 7,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: TIX **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,450.00 Ft **Width:** 50.00 Ft **True Area:** 73,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	BUILT			True	ESTIMATE 1985 AC PAVEMENT

Network: TIX **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 32,370.71 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	BUILT		2.00	True	ASSUME 1943 2" AC ON 8" LIMEROCK

Network: TIX **Branch**: TW E (TAXIWAY E) **Section:** 510 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 25.00 Ft **True Area:** 5,825.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY			True	1971 AC OVERLAY
01/01/1943	IMPORTED	BUILT		2.00	True	1943 2" AC ON 8" LIMEROCK

Network: TIX **Branch**: TW E (TAXIWAY E) **Section:** 515 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 3,500.00 Ft **Width:** 35.00 Ft **True Area:** 127,823.86 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	BUILT		2.00	True	1943 2" AC ON 8" LIMEROCK

Network: TIX **Branch**: TW E (TAXIWAY E) **Section:** 520 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,000.84 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	BUILT		2.00	True	1943 2" AC ON 8" LIMEROCK

Network: TIX **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** T **Length:** 580.00 Ft **Width:** 50.00 Ft **True Area:** 29,958.34 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: TW F (TAXIWAY F) **Section:** 610 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank** P **Length:** 360.00 Ft **Width:** 150.00 Ft **True Area:** 54,677.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SP

Network: TIX **Branch**: TW F (TAXIWAY F) **Section:** 615 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 150.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE

Network: TIX **Branch**: TW F (TAXIWAY F) **Section:** 620 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank** T **Length:** 575.00 Ft **Width:** 150.00 Ft **True Area:** 86,706.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		2.00	True	1943 2" AC ON 8" LIMEROCK

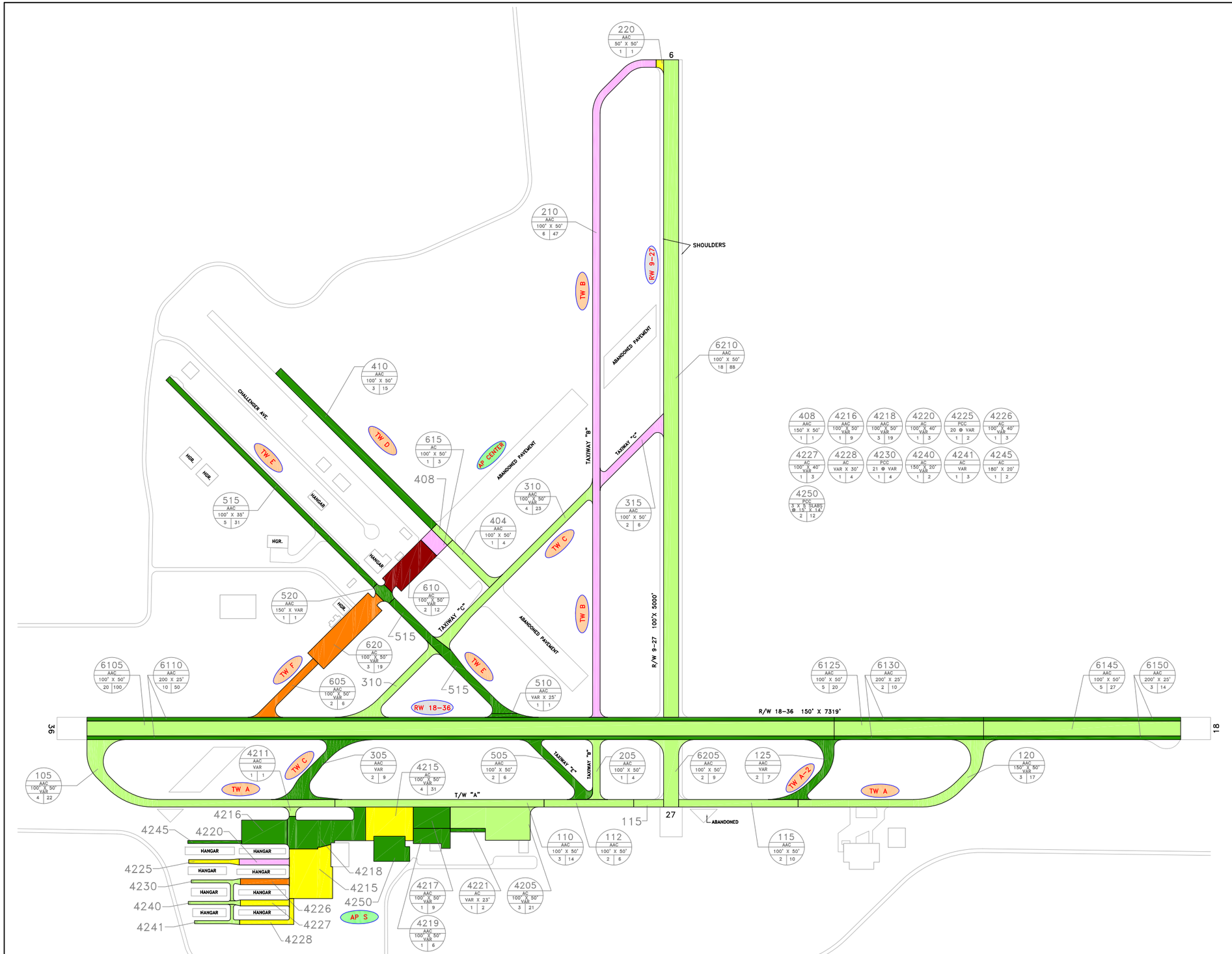
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	40	3,116,004.98	2.05	.80
Initial Construction	9	395,321.46	.00	.00
Mill and Overlay	28	2,125,973.58	.00	.00
OVERLAY	45	4,797,319.61	2.40	.91
REPAIR	6	365,441.89		

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



408 AAC 150' X 50' 1 | 1
4216 AAC 100' X 50' VAR 1 | 9
4218 AAC 100' X 50' VAR 3 | 19
4220 AC 100' X 40' 1 | 3
4225 PCC 20 ● VAR 1 | 2
4226 AC 100' X 40' VAR 1 | 3
4227 AC 100' X 40' VAR 1 | 3
4228 AC VAR X 30' 1 | 4
4230 PCC 21 ● VAR 1 | 4
4240 AC 150' X 20' VAR 1 | 2
4241 AC VAR 1 | 3
4245 AC 180' X 20' 1 | 2
4250 PCC 3 X 5 SLABS @ 15' X 14' 2 | 12

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:

K:\SPB_Aviation\J-42776001\CAD\PLANSHEETS\TW\2498TW203-TIX-CONDTION.dwg

PLOTTED: April 10, 2012 - 3:59 PM, BY: Larsen, Brent

2012 CONDITION MAP

SPACE COAST REGIONAL AIRPORT
TITUSVILLE, BREVARD CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
TIX
FDOT DISTRICT
5

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
South Apron	AP S	APRON	4205	101,276	P	AC	3	21	81	Satisfactory
South Apron	AP S	APRON	4211	3,845	P	AAC	1	1	80	Satisfactory
South Apron	AP S	APRON	4215	162,195	P	AC	4	31	69	Fair
South Apron	AP S	APRON	4216	48,836	P	AAC	1	9	100	Good
South Apron	AP S	APRON	4217	35,568	P	AAC	1	9	95	Good
South Apron	AP S	APRON	4218	95,378	P	AAC	3	19	96	Good
South Apron	AP S	APRON	4219	26,867	P	AAC	1	6	94	Good
South Apron	AP S	APRON	4220	13,443	P	AC	1	3	40	Very Poor
South Apron	AP S	APRON	4221	5,405	P	AC	1	2	91	Good
South Apron	AP S	APRON	4225	8,938	P	PCC	1	2	66	Fair
South Apron	AP S	APRON	4226	13,123	P	AC	1	3	49	Poor
South Apron	AP S	APRON	4227	13,123	P	AC	1	3	59	Fair
South Apron	AP S	APRON	4228	15,171	P	AC	1	4	59	Fair
South Apron	AP S	APRON	4230	9,697	P	PCC	1	4	78	Satisfactory
South Apron	AP S	APRON	4240	7,579	P	AC	1	2	79	Satisfactory
South Apron	AP S	APRON	4241	8,781	P	AC	1	3	78	Satisfactory
South Apron	AP S	APRON	4245	7,200	P	AC	1	2	98	Good
South Apron	AP S	APRON	4250	38,228	P	PCC	2	12	100	Good
Runway 18-36	RW 18-36	RUNWAY	6105	500,000	P	AAC	20	100	78	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6110	250,000	P	AAC	10	50	87	Good
Runway 18-36	RW 18-36	RUNWAY	6125	100,000	P	AAC	5	20	76	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6130	50,000	P	AAC	2	10	95	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
Runway 18-36	RW 18-36	RUNWAY	6145	131,900	P	AAC	5	27	80	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6150	65,950	P	AAC	3	14	95	Good
Runway 9-27	RW 9-27	RUNWAY	6205	49,743	S	AAC	2	9	76	Satisfactory
Runway 9-27	RW 9-27	RUNWAY	6210	440,000	S	AAC	18	88	71	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	105	114,651	P	AAC	4	22	82	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	110	70,000	P	AAC	3	14	74	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	112	30,000	P	AAC	2	6	79	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	115	50,000	P	AAC	2	10	83	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	120	90,638	P	AAC	3	17	80	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	125	35,137	P	AAC	2	7	88	Good
Taxiway Bravo	TW B	TAXIWAY	205	22,146	P	AAC	1	4	73	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	210	231,322	P	AAC	6	47	27	Very Poor
Taxiway Bravo	TW B	TAXIWAY	220	3,036	P	AAC	1	1	58	Fair
Taxiway Charlie	TW C	TAXIWAY	305	46,879	P	AAC	2	9	88	Good
Taxiway Charlie	TW C	TAXIWAY	310	117,595	P	AAC	4	23	78	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	315	32,856	P	AAC	2	6	31	Very Poor
Taxiway Delta	TW D	TAXIWAY	404	21,207	T	AAC	1	4	83	Satisfactory
Taxiway Delta	TW D	TAXIWAY	408	7,500	P	AAC	1	1	83	Satisfactory
Taxiway Delta	TW D	TAXIWAY	410	73,750	P	AAC	3	15	86	Good
Taxiway Echo	TW E	TAXIWAY	505	32,371	P	AAC	2	6	95	Good
Taxiway Echo	TW E	TAXIWAY	510	5,825	P	AAC	1	1	91	Good
Taxiway Echo	TW E	TAXIWAY	515	127,824	P	AAC	5	31	97	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 Echo	TW E	TAXIWAY	520	10,001	P	AAC	1	1	94	Good
Taxiway Foxtrot	TW F	TAXIWAY	605	29,958	T	AAC	2	6	42	Poor
Taxiway Foxtrot	TW F	TAXIWAY	610	54,678	P	AC	2	12	22	Serious
Taxiway Foxtrot	TW F	TAXIWAY	615	15,000	P	AC	1	3	40	Very Poor
Taxiway Foxtrot	TW F	TAXIWAY	620	86,706	T	AC	3	19	41	Poor

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 3 /19/2012

Branch Condition Report

Pavement Database: NetworkID: TIX

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 S (SOUTH APRON)	18	6,358.00	83.06	614,652.41	APRON	78.44	17.71	81.59
RW 18-36 (RUNWAY 18-36)	6	21,919.00	62.50	1,097,850.00	RUNWAY	85.17	7.73	81.90
RW 9-27 (RUNWAY 9-27)	2	4,890.00	100.00	489,742.70	RUNWAY	73.50	2.50	71.51
TW A (TAXIWAY A)	6	7,600.00	50.00	390,425.96	TAXIWAY	81.00	4.24	80.54
TW B (TAXIWAY B)	3	5,100.00	43.33	256,504.73	TAXIWAY	52.67	19.15	31.34
TW C (TAXIWAY C)	3	3,600.00	55.00	197,330.62	TAXIWAY	65.67	24.85	72.55
TW D (TAXIWAY D)	3	2,000.00	50.00	102,457.14	TAXIWAY	84.00	1.41	85.16
TW E (TAXIWAY E)	4	4,500.00	40.00	176,020.55	TAXIWAY	94.25	2.17	96.26
TW F (TAXIWAY F)	4	1,615.00	125.00	186,342.33	TAXIWAY	36.25	8.26	35.51

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	18	614,652.41	78.44	17.71	81.59
RUNWAY	8	1,587,592.70	82.25	8.48	78.70
TAXIWAY	23	1,309,081.33	70.22	23.35	65.76
All	49	3,511,326.44	75.20	20.16	74.38

STD = Standard Deviation

Date: 3 /19/2012

Section Condition Report

Pavement Database: *NetworkID: TIX*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP S (SOUTH APRON)	4205	01/01/1968	AC	APRON	P	0	101,276.50	02/06/2012	44	81.00
AP S (SOUTH APRON)	4211	01/01/2008	AAC	APRON	P	0	3,845.01	02/06/2012	4	80.00
AP S (SOUTH APRON)	4215	01/01/1971	AC	APRON	P	0	162,194.55	02/06/2012	41	69.00
AP S (SOUTH APRON)	4216	01/01/2008	AAC	APRON	P	0	48,835.80	02/06/2012	4	100.00
AP S (SOUTH APRON)	4217	01/01/2001	AAC	APRON	P	0	35,568.00	02/06/2012	11	95.00
AP S (SOUTH APRON)	4218	01/01/2008	AAC	APRON	P	0	95,377.72	02/06/2012	4	96.00
AP S (SOUTH APRON)	4219	01/01/2001	AAC	APRON	P	0	26,867.00	02/06/2012	11	94.00
AP S (SOUTH APRON)	4220	01/01/1980	AC	APRON	P	0	13,442.92	02/06/2012	32	40.00
AP S (SOUTH APRON)	4221	01/01/1967	AC	APRON	P	0	5,405.00	02/06/2012	45	91.00
AP S (SOUTH APRON)	4225	01/01/1991	PCC	APRON	P	0	8,937.50	02/06/2012	21	66.00
AP S (SOUTH APRON)	4226	01/01/1985	AC	APRON	P	0	13,122.92	02/06/2012	27	49.00
AP S (SOUTH APRON)	4227	01/01/1992	AC	APRON	P	0	13,122.90	02/06/2012	20	59.00
AP S (SOUTH APRON)	4228	01/01/1992	AC	APRON	P	0	15,171.46	02/06/2012	20	59.00
AP S (SOUTH APRON)	4230	01/01/1991	PCC	APRON	P	0	9,697.10	02/06/2012	21	78.00
AP S (SOUTH APRON)	4240	01/01/1987	AC	APRON	P	0	7,579.46	02/06/2012	25	79.00
AP S (SOUTH APRON)	4241	01/01/1987	AC	APRON	P	0	8,780.64	02/06/2012	25	78.00
AP S (SOUTH APRON)	4245	01/01/2008	AC	APRON	P	0	7,200.00	02/06/2012	4	98.00
AP S (SOUTH APRON)	4250	01/01/2011	PCC	APRON	P	0	38,227.93	01/01/2011	0	100.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/2004	AAC	RUNWAY	P	0	500,000.00	02/06/2012	8	78.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/2004	AAC	RUNWAY	P	0	250,000.00	02/06/2012	8	87.00
RW 18-36 (RUNWAY 18-36)	6125	01/01/2004	AAC	RUNWAY	P	0	100,000.00	02/06/2012	8	76.00
RW 18-36 (RUNWAY 18-36)	6130	01/01/2004	AAC	RUNWAY	P	0	50,000.00	02/06/2012	8	95.00
RW 18-36 (RUNWAY 18-36)	6145	01/01/2004	AAC	RUNWAY	P	0	131,900.00	02/06/2012	8	80.00
RW 18-36 (RUNWAY 18-36)	6150	01/01/2004	AAC	RUNWAY	P	0	65,950.00	02/06/2012	8	95.00
RW 9-27 (RUNWAY 9-27)	6205	01/01/1998	AAC	RUNWAY	S	0	49,742.70	02/06/2012	14	76.00
RW 9-27 (RUNWAY 9-27)	6210	01/01/1998	AAC	RUNWAY	S	0	440,000.00	02/06/2012	14	71.00
TW A (TAXIWAY A)	105	01/01/1998	AAC	TAXIWAY	P	0	114,651.44	02/06/2012	14	82.00

Section Condition Report

Pavement Database: *NetworkID: TIX*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	110	01/01/1998	AAC	TAXIWAY	P	0	70,000.00	02/06/2012	14	74.00
TW A (TAXIWAY A)	112	01/01/1998	AAC	TAXIWAY	P	0	30,000.00	02/06/2012	14	79.00
TW A (TAXIWAY A)	115	01/01/1998	AAC	TAXIWAY	P	0	50,000.00	02/06/2012	14	83.00
TW A (TAXIWAY A)	120	01/01/1998	AAC	TAXIWAY	P	0	90,637.99	02/06/2012	14	80.00
TW A (TAXIWAY A)	125	01/01/1998	AAC	TAXIWAY	P	0	35,136.53	02/06/2012	14	88.00
TW B (TAXIWAY B)	205	01/01/1998	AAC	TAXIWAY	P	0	22,146.02	02/06/2012	14	73.00
TW B (TAXIWAY B)	210	01/01/1976	AAC	TAXIWAY	P	0	231,322.21	02/06/2012	36	27.00
TW B (TAXIWAY B)	220	01/01/1998	AAC	TAXIWAY	P	0	3,036.50	02/06/2012	14	58.00
TW C (TAXIWAY C)	305	01/01/2004	AAC	TAXIWAY	P	0	46,879.34	02/06/2012	8	88.00
TW C (TAXIWAY C)	310	01/01/1986	AAC	TAXIWAY	P	0	117,595.10	02/06/2012	26	78.00
TW C (TAXIWAY C)	315	01/01/1976	AAC	TAXIWAY	P	0	32,856.18	02/06/2012	36	31.00
TW D (TAXIWAY D)	404	01/01/2004	AAC	TAXIWAY	T	0	21,207.14	02/06/2012	8	83.00
TW D (TAXIWAY D)	408	01/01/2004	AAC	TAXIWAY	P	0	7,500.00	02/06/2012	8	83.00
TW D (TAXIWAY D)	410	01/01/2004	AAC	TAXIWAY	P	0	73,750.00	02/06/2012	8	86.00
TW E (TAXIWAY E)	505	01/01/1998	AAC	TAXIWAY	P	0	32,370.71	02/06/2012	14	95.00
TW E (TAXIWAY E)	510	01/01/1998	AAC	TAXIWAY	P	0	5,825.14	02/06/2012	14	91.00
TW E (TAXIWAY E)	515	01/01/1998	AAC	TAXIWAY	P	0	127,823.86	02/06/2012	14	97.00
TW E (TAXIWAY E)	520	01/01/1998	AAC	TAXIWAY	P	0	10,000.84	02/06/2012	14	94.00
TW F (TAXIWAY F)	605	01/01/1998	AAC	TAXIWAY	T	0	29,958.34	02/06/2012	14	42.00
TW F (TAXIWAY F)	610	01/01/1943	AC	TAXIWAY	P	0	54,677.74	02/06/2012	69	22.00
TW F (TAXIWAY F)	615	01/01/1943	AC	TAXIWAY	P	0	15,000.00	02/06/2012	69	40.00
TW F (TAXIWAY F)	620	01/01/1943	AC	TAXIWAY	T	0	86,706.25	02/06/2012	69	41.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**38,227.93**	**1**	**100.00**	**0.00**	**100.00**
03-05	**4.00**	**155,258.53**	**4**	**93.50**	**7.92**	**96.95**
06-10	**8.00**	**1,247,186.48**	**10**	**85.10**	**6.14**	**82.40**
11-15	**13.65**	**1,173,765.07**	**17**	**80.71**	**14.21**	**78.69**
16-20	**20.00**	**28,294.36**	**2**	**59.00**	**0.00**	**59.00**
21-25	**23.00**	**34,994.70**	**4**	**75.25**	**5.36**	**75.15**
26-30	**26.50**	**130,718.02**	**2**	**63.50**	**14.50**	**75.09**
31-35	**32.00**	**13,442.92**	**1**	**40.00**	**0.00**	**40.00**
36-40	**36.00**	**264,178.39**	**2**	**29.00**	**2.00**	**27.50**
over 40	**56.17**	**425,260.04**	**6**	**57.33**	**24.65**	**59.36**
All	**19.47**	**3,511,326.44**	**49**	**75.20**	**20.16**	**74.38**

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
South Apron	AP S	4205	81	80	79	78	76	75	73	72	70	69	67
South Apron	AP S	4211	80	79	77	75	73	72	70	68	66	65	63
South Apron	AP S	4215	69	68	67	66	64	63	61	60	58	57	55
South Apron	AP S	4216	100	99	97	95	92	90	88	86	84	82	80
South Apron	AP S	4217	95	94	92	90	88	86	83	81	79	78	76
South Apron	AP S	4218	96	95	93	91	89	86	84	82	80	78	76
South Apron	AP S	4219	94	93	91	89	87	85	83	81	79	77	75
South Apron	AP S	4220	40	39	38	37	35	34	32	31	29	28	26
South Apron	AP S	4221	91	90	89	88	86	85	83	82	80	79	77
South Apron	AP S	4225	66	65	62	60	57	55	52	50	47	44	42
South Apron	AP S	4226	49	48	47	46	44	43	41	40	38	37	35
South Apron	AP S	4227	59	58	57	56	54	53	51	50	48	47	45
South Apron	AP S	4228	59	58	57	56	54	53	51	50	48	47	45
South Apron	AP S	4230	78	77	74	72	69	67	64	62	59	56	54
South Apron	AP S	4240	79	78	77	76	74	73	71	70	68	67	65
South Apron	AP S	4241	78	77	76	75	73	72	70	69	67	66	64
South Apron	AP S	4245	98	97	96	95	93	92	90	89	87	86	84
South Apron	AP S	4250	100	96	94	91	88	86	83	81	78	76	73
Runway 18-36	RW 18-36	6105	78	77	75	73	71	69	67	66	64	62	60
Runway 18-36	RW 18-36	6110	87	86	84	82	80	78	76	75	73	71	69
Runway 18-36	RW 18-36	6125	76	75	73	71	69	67	65	64	62	60	58
Runway 18-36	RW 18-36	6130	95	94	92	90	88	86	84	83	81	79	77

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Runway 18-36	RW 18-36	6145	80	79	77	75	73	71	69	68	66	64	62
Runway 18-36	RW 18-36	6150	95	94	92	90	88	86	84	83	81	79	77
Runway 9-27	RW 9-27	6205	76	75	73	71	69	67	65	64	62	60	58
Runway 9-27	RW 9-27	6210	71	70	68	66	64	62	60	59	57	55	53
Taxiway Alpha	TW A	105	82	81	80	78	76	74	73	71	69	67	66
Taxiway Alpha	TW A	110	74	73	72	70	68	66	65	63	61	59	58
Taxiway Alpha	TW A	112	79	78	77	75	73	71	70	68	66	64	63
Taxiway Alpha	TW A	115	83	82	81	79	77	75	74	72	70	68	67
Taxiway Alpha	TW A	120	80	79	78	76	74	72	71	69	67	65	64
Taxiway Alpha	TW A	125	88	87	86	84	82	80	79	77	75	73	72
Taxiway Bravo	TW B	205	73	72	71	69	67	65	64	62	60	58	57
Taxiway Bravo	TW B	210	27	26	25	23	21	19	18	16	14	12	11
Taxiway Bravo	TW B	220	58	57	56	54	52	50	49	47	45	43	42
Taxiway Charlie	TW C	305	88	87	86	84	82	80	79	77	75	73	72
Taxiway Charlie	TW C	310	78	77	76	74	72	70	69	67	65	63	62
Taxiway Charlie	TW C	315	31	30	29	27	25	23	22	20	18	16	15
Taxiway Delta	TW D	404	83	82	81	79	77	75	74	72	70	68	67
Taxiway Delta	TW D	408	83	82	81	79	77	75	74	72	70	68	67
Taxiway Delta	TW D	410	86	85	84	82	80	78	77	75	73	71	70
Taxiway Echo	TW E	505	95	94	93	91	89	87	86	84	82	80	79
Taxiway Echo	TW E	510	91	90	89	87	85	83	82	80	78	76	75
Taxiway Echo	TW E	515	97	96	95	93	91	89	88	86	84	82	81

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 Echo	TW E	520	94	93	92	90	88	86	85	83	81	79	78
Taxiway Foxtrot	TW F	605	42	41	40	38	36	34	33	31	29	27	26
Taxiway Foxtrot	TW F	610	22	21	20	18	16	14	13	11	9	8	6
Taxiway Foxtrot	TW F	615	40	39	38	36	34	32	31	29	27	26	24
Taxiway Foxtrot	TW F	620	41	40	39	37	35	33	32	30	28	27	25

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
South Apron	AP S	4211	WEATH/RAVEL	L	Surface Seal - Rejuvenating	250.00	SqFt	$0.40	$100.00
South Apron	AP S	4215	BLOCK CR	M	Crack Sealing - AC	5,539.20	Ft	$2.25	$12,463.30
South Apron	AP S	4215	OIL SPILLAGE	N	Patching - AC Shallow	35.80	SqFt	$2.90	$103.83
South Apron	AP S	4215	WEATH/RAVEL	H	Microsurfacing - AC	142.20	SqFt	$0.65	$92.45
South Apron	AP S	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,899.40	SqFt	$0.40	$8,359.81
South Apron	AP S	4215	WEATH/RAVEL	M	Surface Seal - Coat Tar	126.40	SqFt	$0.40	$50.57
South Apron	AP S	4219	OIL SPILLAGE	N	Patching - AC Shallow	59.10	SqFt	$2.90	$171.37
South Apron	AP S	4221	OIL SPILLAGE	N	Patching - AC Shallow	174.40	SqFt	$2.90	$505.74
South Apron	AP S	4230	JOINT SPALL	M	Patching - PCC Partial Depth	14.80	SqFt	$19.06	$281.36
South Apron	AP S	4240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	60.60	SqFt	$0.40	$24.25
South Apron	AP S	4241	WEATH/RAVEL	L	Surface Seal - Rejuvenating	58.50	SqFt	$0.40	$23.42
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,749.60	SqFt	$0.40	$19,500.00
Runway 18-36	RW 18-36	6105	L & T CR	M	Crack Sealing - AC	250.10	Ft	$2.25	$562.64
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	385.00	SqFt	$0.40	$154.00
Runway 18-36	RW 18-36	6125	L & T CR	M	Crack Sealing - AC	800.20	Ft	$2.25	$1,800.46
Runway 18-36	RW 18-36	6125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,199.90	SqFt	$0.40	$4,480.00
Runway 18-36	RW 18-36	6145	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,196.80	SqFt	$0.40	$2,078.74
Runway 18-36	RW 18-36	6150	WEATH/RAVEL	L	Surface Seal - Rejuvenating	184.70	SqFt	$0.40	$73.86
Runway 9-27	RW 9-27	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,704.90	SqFt	$0.40	$3,481.99
Runway 9-27	RW 9-27	6210	L & T CR	M	Crack Sealing - AC	914.50	Ft	$2.25	$2,057.53
Runway 9-27	RW 9-27	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	111,465.70	SqFt	$0.40	$44,586.67
Runway 9-27	RW 9-27	6210	SWELLING	M	Patching - AC Deep	709.30	SqFt	$4.90	$3,475.65
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,613.80	SqFt	$0.40	$1,445.52

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 Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,383.30	SqFt	$0.40	$1,353.33
Taxiway Alpha	TW A	112	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,740.00	SqFt	$0.40	$696.00
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,555.00	SqFt	$0.40	$1,022.00
Taxiway Alpha	TW A	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,752.80	SqFt	$0.40	$1,101.11
Taxiway Alpha	TW A	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	368.20	SqFt	$0.40	$147.26
Taxiway Bravo	TW B	205	L & T CR	H	Crack Sealing - AC	57.60	Ft	$2.25	$129.59
Taxiway Charlie	TW C	305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	96.00	SqFt	$0.40	$38.41
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,447.90	SqFt	$0.40	$8,179.21
Taxiway Charlie	TW C	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	784.20	SqFt	$0.40	$313.70
								Total =	$118,853.77

APPENDIX F

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

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	South Apron	4220	AC	13,443	$94,409.64	39	Reconstruction	100
2012	South Apron	4226	AC	13,123	$82,543.17	48	Mill and Overlay	100
2012	South Apron	4227	AC	13,123	$52,412.89	58	Mill and Overlay	100
2012	South Apron	4228	AC	15,171	$60,594.84	58	Mill and Overlay	100
2012	Taxiway Bravo	210	AAC	231,322	$3,150,609.52	26	Reconstruction	100
2012	Taxiway Bravo	220	AAC	3,037	$12,999.26	57	Mill and Overlay	100
2012	Taxiway Charlie	315	AAC	32,856	$447,501.32	30	Reconstruction	100
2012	Taxiway Foxtrot	605	AAC	29,958	$188,437.97	41	Mill and Overlay	100
2012	Taxiway Foxtrot	610	AC	54,678	$744,711.06	21	Reconstruction	100
2012	Taxiway Foxtrot	615	AC	15,000	$105,345.02	39	Reconstruction	100
2012	Taxiway Foxtrot	620	AC	86,706	$545,382.42	40	Mill and Overlay	100
2013	South Apron	4225	PCC	8,938	$26,456.98	62	PCC Restoration	100
2015	South Apron	4215	AC	162,195	$412,601.86	64	Mill and Overlay	100
2015	Runway 9-27	6210	AAC	440,000	$1,119,302.82	64	Mill and Overlay	100
2017	South Apron	4230	PCC	9,697	$26,170.45	64	PCC Restoration	100
2017	Taxiway Bravo	205	AAC	22,146	$59,767.50	64	Mill and Overlay	100
2018	Runway 18-36	6125	AAC	100,000	$277,975.55	64	Mill and Overlay	100
2018	Runway 9-27	6205	AAC	49,743	$138,272.54	64	Mill and Overlay	100
2018	Taxiway Alpha	110	AAC	70,000	$217,401.24	63	Mill and Overlay	100
2019	Runway 18-36	6105	AAC	500,000	$1,431,574.08	64	Mill and Overlay	100
2020	Runway 18-36	6145	AAC	131,900	$388,978.72	64	Mill and Overlay	100
2020	Taxiway Alpha	112	AAC	30,000	$88,471.28	64	Mill and Overlay	100
2020	Taxiway Charlie	310	AAC	117,595	$387,460.69	63	Mill and Overlay	100
2021	South Apron	4211	AAC	3,845	$13,048.88	63	Mill and Overlay	100

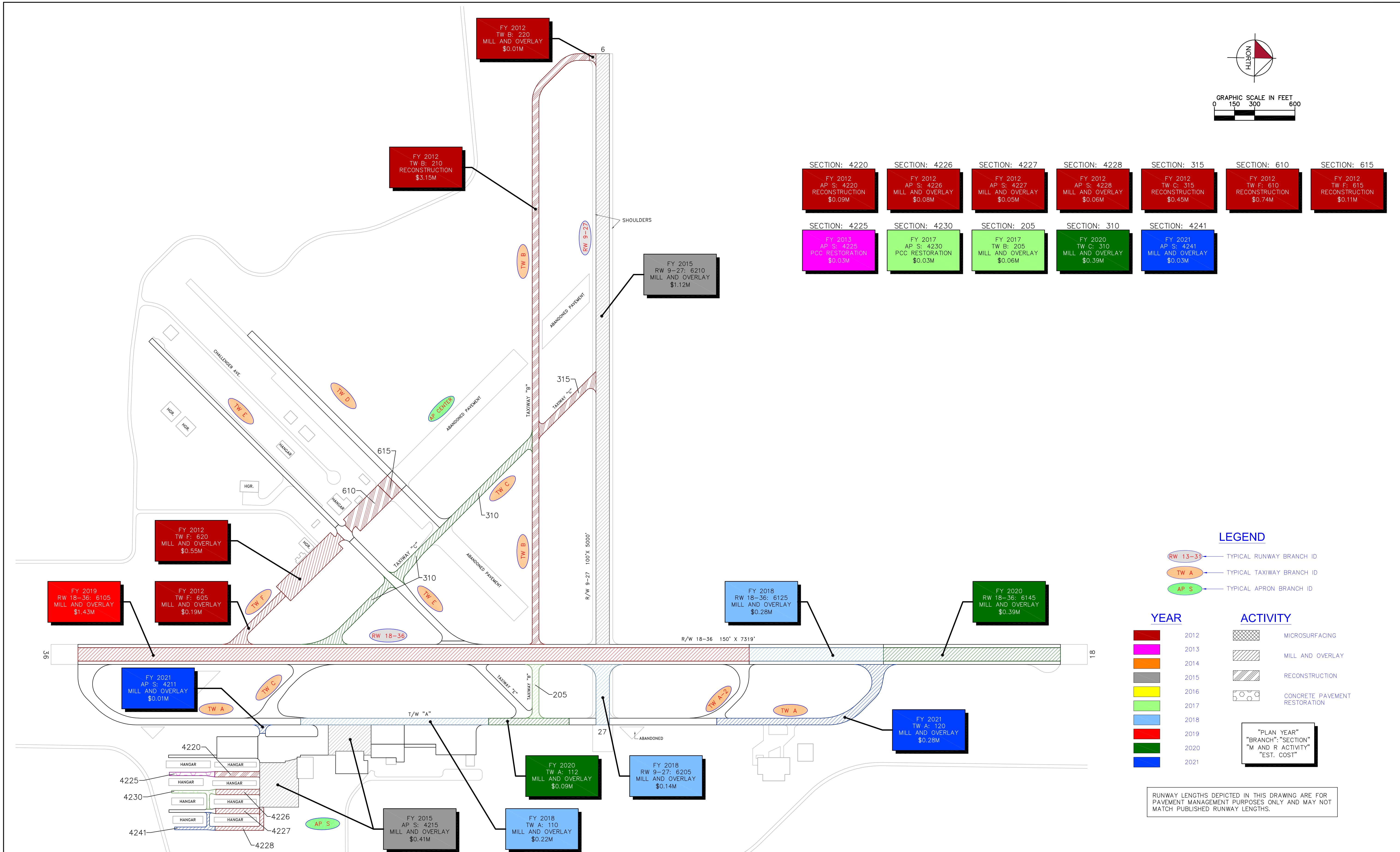
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2021	South Apron	4241	AC	8,781	$26,671.32	64	Mill and Overlay	100
2021	Taxiway Alpha	120	AAC	90,638	$275,314.15	64	Mill and Overlay	100
				Total	**$10,374,415.17**	**54**		**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

SPACE COAST REGIONAL AIRPORT
TITUSVILLE, BREVARD CO., FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
TIX
FDOT DISTRICT
5

APPENDIX H

PHOTOGRAPHS

Taxiway Foxtrot, Section 610, Sample Unit 101 – Medium severity (50) Patching, medium severity (52) Weathering and Raveling, medium severity (43) Block Cracking

Taxiway Foxtrot, Section 605, Sample Unit 304 – Medium severity (43) Block Cracking, low severity (52) Weathering and Raveling

Taxiway Foxtrot, Section 620, Sample Unit 304 – Medium severity (43) Block Cracking, low severity (52) Weathering and Raveling

Runway 9-27, Section 6210, Sample Unit 190 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

Runway 9-27, Section 6210, Sample Unit 165 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 9-27, Section 6210, Sample Unit 194 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 9-27, Section 6210, Sample Unit 190 – Low severity (52) Weathering and Raveling, low severity (48) Longitudinal and Transverse Cracking

Taxiway Bravo, Section 210, Sample Unit 545 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway Charlie, Section 315, Sample Unit 701 – Low severity (43) Block Cracking, medium severity (52) Weathering and Raveling

Taxiway Bravo, Section 220, Sample Unit 500 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

Runway 18-36, Section 6145, Sample Unit 437 – Low severity (52) Weathering and Raveling

Runway 18-36, Section 6125, Sample Unit 368 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 120, Sample Unit 162 – Low severity (52) Weathering and Raveling, low severity (48) Longitudinal and Transverse Cracking

Taxiway Echo, Section 505, Sample Unit 601 – Low severity (48) Longitudinal and Transverse Cracking

Taxiway Delta, Section 404, Sample Unit 402 – Low severity (48) Longitudinal and Transverse Cracking

T-Hangar Taxiway, Section 4225, Sample Unit 201 – Low severity (65) Joint Seal Damage

South Apron, Section 4215, Sample Unit 663 – Low severity (48) Longitudinal and Transverse Cracking

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4205 of 18 From: - To: - Last Const.: 1/1/1968
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 101,276.50SqFt Length: 400.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 21 Surveyed: 3
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	376.10 Ft	Comments:

Sample Number: 203 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

50 PATCHING	L	12.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.06 Ft	Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	461.12 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4211 of 18 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 3,845.01SqFt Length: 100.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 115 Type: R Area: 3,845.01SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	203.05 Ft	Comments:	
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4215 of 18 From: - To: - Last Const.: 1/1/1971
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 162,194.55SqFt Length: 1,000.00Ft Width: 162.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 31 Surveyed: 4
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	172.04	Ft	Comments:
52 WEATHERING/RAVELING	L	325.00	SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

43 BLOCK CRACKING	L	3,999.97	SqFt	Comments:
49 OIL SPILLAGE	N	2.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	20.00	SqFt	Comments:

Sample Number: 465 Type: R Area: 5,550.00SqFt PCI = 47
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.03	Ft	Comments:
52 WEATHERING/RAVELING	H	18.00	SqFt	Comments:
43 BLOCK CRACKING	M	2,299.98	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,299.98	SqFt	Comments:

Sample Number: 663 Type: R Area: 4,977.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.05	Ft	Comments:
52 WEATHERING/RAVELING	M	16.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4216 of 18 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 48,835.80SqFt Length: 300.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 9 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 268 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4217 of 18 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 35,568.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 9 Surveyed: 1
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 206 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4218 of 18 From: - To: - Last Const.: 1/1/2008
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 95,377.72SqFt Length: 450.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 19 Surveyed: 3
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 213 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.01 Ft	Comments:

Sample Number: 261 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.03 Ft	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4219 of 18 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 26,867.00SqFt Length: 268.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 255 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.01 Ft	Comments:	
49 OIL SPILLAGE	N	6.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4220 of 18 From: - To: - Last Const.: 1/1/1980
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,442.92SqFt Length: 300.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,500.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	M	4,499.96 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,499.96 SqFt	Comments:
50 PATCHING	L	12.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4221 of 18 From: - To: - Last Const.: 1/1/1967
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 5,405.00SqFt Length: 200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 254 Type: R Area: 3,105.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
49 OIL SPILLAGE	N	72.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4225 of 18 From: - To: - Last Const.: 1/1/1991
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 8,937.50SqFt Length: 400.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Slabs PCI = 66
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
63 LINEAR CRACKING	L	11.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4226 of 18 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,122.92SqFt Length: 325.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 49
Sample Comments:

50 PATCHING	M	28.00 SqFt	Comments:
45 DEPRESSION	M	18.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,999.97 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4227 of 18 From: - To: - Last Const.: 1/1/1992
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 13,122.90SqFt Length: 325.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	3,999.97 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4228 of 18 From: - To: - Last Const.: 1/1/1992
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 15,171.46SqFt Length: 400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	2,999.98 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4230 of 18 From: - To: - Last Const.: 1/1/1991
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 9,697.10SqFt Length: 400.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 21.00Slabs PCI = 78
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	6.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4240 of 18 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 7,579.46SqFt Length: 250.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	203.05 Ft	Comments:	
52 WEATHERING/RAVELING	L	24.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4241 of 18 From: - To: - Last Const.: 1/1/1987
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 8,780.64SqFt Length: 350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	239.06 Ft	Comments:
52	WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4245 of 18 From: - To: - Last Const.: 1/1/2008
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 7,200.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 3,600.00SqFt PCI = 98
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 614,652.41SqFt

Section: 4250 of 18 From: - To: - Last Const.: 1/1/2011
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 38,227.93SqFt Length: 190.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2011 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,097,850.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 500,000.00SqFt Length: 5,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 100 Surveyed: 20
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	299.08 Ft	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	199.05 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	218.06 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	271.07 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 323 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.06 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.05 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 329 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	230.06 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	261.07 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 341 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	320.08 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	315.08	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	301.08	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 359 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	276.07	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	212.05	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	288.07	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	420.11	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	272.07	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 380 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	233.06	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	159.04	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 386 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	392.10	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 393 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.09	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	383.10	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,097,850.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 250,000.00SqFt Length: 10,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 50 Surveyed: 10
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	79.02 Ft	Comments:
52 WEATHERING/RAVELING	L	8.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	208.05 Ft	Comments:
52 WEATHERING/RAVELING	L	6.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	288.07 Ft	Comments:
52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.04 Ft	Comments:
52 WEATHERING/RAVELING	L	16.00 SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.05 Ft	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.05 Ft	Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.04 Ft	Comments:
52 WEATHERING/RAVELING	L	5.00 SqFt	Comments:

Sample Number: 548 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	279.07 Ft	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	196.05 Ft	Comments:
52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:

Sample Number: 592 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

50	PATCHING	L	91.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.03	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,097,850.00SqFt

Section: 6125 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 100,000.00SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 20 Surveyed: 5
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	315.08 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	383.10 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 410 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.04 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 413 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	127.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 417 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	287.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,097,850.00SqFt

Section: 6130 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 2,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 10 Surveyed: 2
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01 Ft	Comments:

Sample Number: 600 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,097,850.00SqFt

Section: 6145 of 6 From: To: Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 131,900.00SqFt Length: 1,319.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 27 Surveyed: 5
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 421 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.08 Ft	Comments:
52 WEATHERING/RAVELING	L	350.00 SqFt	Comments:

Sample Number: 429 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	273.07 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	270.00 SqFt	Comments:

Sample Number: 437 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	248.06 Ft	Comments:
52 WEATHERING/RAVELING	L	90.00 SqFt	Comments:

Sample Number: 440 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	352.09 Ft	Comments:
52 WEATHERING/RAVELING	L	75.00 SqFt	Comments:

Sample Number: 445 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	286.07 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 1,097,850.00SqFt

Section: 6150 of 6 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 65,950.00SqFt Length: 2,600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 14 Surveyed: 3
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 220 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
52 WEATHERING/RAVELING	L	42.00 SqFt	Comments:

Sample Number: 222 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.01 Ft	Comments:

Sample Number: 618 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.02 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 489,742.70SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 49,742.70SqFt Length: 490.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 9 Surveyed: 2
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	327.08 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	404.10 Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 489,742.70SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: S
Area: 440,000.00SqFt Length: 4,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 88 Surveyed: 18
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	260.07	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	338.09	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.03	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 130 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	17.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	328.08	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

43 BLOCK CRACKING	L	919.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	259.07	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
43 BLOCK CRACKING	L	624.99	SqFt	Comments:
50 PATCHING	L	4.00	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

43 BLOCK CRACKING	L	2,299.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.02	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

43 BLOCK CRACKING	L	600.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	423.11	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	26.01	Ft	Comments:

Sample Number: 155 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	253.06	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.01	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
56 SWELLING	M	70.00	SqFt	Comments:
56 SWELLING	L	24.00	SqFt	Comments:

Sample Number: 162 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.03	Ft	Comments:
56 SWELLING	L	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	202.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:
56 SWELLING	L	30.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
56 SWELLING	L	30.00	SqFt	Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

43 BLOCK CRACKING	L	528.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	382.10	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:
56 SWELLING	L	12.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,874.98	SqFt	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:
56 SWELLING	L	6.00	SqFt	Comments:

Sample Number: 169 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	387.10	Ft	Comments:
56 SWELLING	L	671.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.05	Ft	Comments:
52 WEATHERING/RAVELING	L	839.99	SqFt	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
56 SWELLING	L	412.50	SqFt	Comments:

Sample Number: 179 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	249.06	Ft	Comments:
52 WEATHERING/RAVELING	L	1,159.99	SqFt	Comments:
56 SWELLING	L	2.00	SqFt	Comments:

Sample Number: 183 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	218.06	Ft	Comments:
52 WEATHERING/RAVELING	L	624.99	SqFt	Comments:
56 SWELLING	L	9.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Sample Number: 186 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	330.08	Ft	Comments:
56	SWELLING	M	14.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
56	SWELLING	L	18.00	SqFt	Comments:

Sample Number: 190 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	4.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	269.07	Ft	Comments:
52	WEATHERING/RAVELING	L	550.00	SqFt	Comments:
56	SWELLING	L	84.00	SqFt	Comments:
56	SWELLING	M	40.00	SqFt	Comments:

Sample Number: 194 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	317.08	Ft	Comments:
52	WEATHERING/RAVELING	L	2,799.98	SqFt	Comments:
56	SWELLING	L	2.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 390,425.96SqFt

Section: 105 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 114,651.44SqFt Length: 2,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 22 Surveyed: 4
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,431.60SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.03 Ft	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.06 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.02 Ft	Comments:
52 WEATHERING/RAVELING	L	144.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	244.06 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	268.07 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 390,425.96SqFt

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Section: 110 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 70,000.00SqFt Length: 1,400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 14 Surveyed: 3
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	423.11 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	40.00 SqFt	Comments:

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	403.10 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	395.10 Ft	Comments:
52 WEATHERING/RAVELING	L	285.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 390,425.96SqFt

Section: 112 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	324.08 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.06 Ft	Comments:
52 WEATHERING/RAVELING	L	180.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 390,425.96SqFt

Section: 115 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 10 Surveyed: 2
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	96.02 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52 WEATHERING/RAVELING	L	66.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	307.08 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	45.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 390,425.96SqFt

Section: 120 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 90,637.99SqFt Length: 1,800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 17 Surveyed: 3
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 151 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.04 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	212.05 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 162 Type: R Area: 6,462.97SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	531.14 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 390,425.96SqFt

Section: 125 of 6 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 35,136.53SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 6,780.17SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	189.05 Ft	Comments:

Sample Number: 303 Type: R Area: 5,054.39SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.04 Ft	Comments:
52 WEATHERING/RAVELING	L	112.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 256,504.73SqFt

Section: 205 of 3 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 22,146.02SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	386.10 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	13.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 256,504.73SqFt

Section: 210 of 3 From: - To: - Last Const.: 1/1/1976
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 231,322.21SqFt Length: 4,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 47 Surveyed: 6
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

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

Sample Number: 515 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 525 Type: R Area: 5,000.00SqFt PCI = 22
Sample Comments:

43 BLOCK CRACKING	M	4,999.96 SqFt	Comments:
56 SWELLING	M	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:

Sample Number: 533 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 541 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Sample Number: 545 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 256,504.73SqFt

Section: 220 of 3 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 3,036.50SqFt Length: 100.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 3,036.50SqFt PCI = 58
Sample Comments:

43 BLOCK CRACKING	L	1,249.99 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.01 Ft	Comments:
43 BLOCK CRACKING	L	704.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,276.98 SqFt	Comments:
56 SWELLING	L	8.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 197,330.62SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 46,879.34SqFt Length: 700.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 9 Surveyed: 2
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 701 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	120.03 Ft	Comments:
52 WEATHERING/RAVELING	L	4.00 SqFt	Comments:

Sample Number: 704 Type: R Area: 6,717.32SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	222.06 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:
50 PATCHING	L	9.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 197,330.62SqFt

Section: 310 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 117,595.10SqFt Length: 2,300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 23 Surveyed: 4
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 701 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.03 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.04 Ft	Comments:	
52 WEATHERING/RAVELING	M	150.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:	

Sample Number: 707 Type: R Area: 7,491.87SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	380.10 Ft	Comments:	
52 WEATHERING/RAVELING	L	1,199.99 SqFt	Comments:	
52 WEATHERING/RAVELING	L	96.00 SqFt	Comments:	

Sample Number: 714 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	274.07 Ft	Comments:	
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:	
52 WEATHERING/RAVELING	L	210.00 SqFt	Comments:	

Sample Number: 719 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

52 WEATHERING/RAVELING	L	575.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	242.06 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	109.03 Ft	Comments:	
52 WEATHERING/RAVELING	L	30.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 197,330.62SqFt

Section: 315 of 3 From: - To: - Last Const.: 1/1/1976
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 32,856.18SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 701 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

56 SWELLING	M	120.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:
43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:

Sample Number: 704 Type: R Area: 5,000.00SqFt PCI = 30
Sample Comments:

43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:
56 SWELLING	M	180.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 102,457.14SqFt

Section: 404 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: T
Area: 21,207.14SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	296.08 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 102,457.14SqFt

Section: 408 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,500.00SqFt Length: 150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 404 Type: R Area: 7,500.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.04 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	301.08 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 102,457.14SqFt

Section: 410 of 3 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 73,750.00SqFt Length: 1,450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 15 Surveyed: 3
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	268.07 Ft	Comments:

Sample Number: 411 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.06 Ft	Comments:

Sample Number: 414 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	137.04 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 176,020.55SqFt

Section: 505 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 32,370.71SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	119.03 Ft	Comments:

Sample Number: 603 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 176,020.55SqFt

Section: 510 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 5,825.14SqFt Length: 200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 599 Type: R Area: 5,825.14SqFt PCI = 91
Sample Comments:

50 PATCHING	L	77.00 SqFt	Comments:
45 DEPRESSION	L	28.00 SqFt	Comments:
45 DEPRESSION	L	9.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 176,020.55SqFt

Section: 515 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 127,823.86SqFt Length: 3,500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 31 Surveyed: 5
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 604 Type: R Area: 5,327.95SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 608 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 614 Type: R Area: 3,500.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 84.02 Ft Comments:

Sample Number: 620 Type: R Area: 3,500.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 28.01 Ft Comments:

Sample Number: 628 Type: R Area: 3,500.00SqFt PCI = 97
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 176,020.55SqFt

Section: 520 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 10,000.84SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 611 Type: R Area: 10,000.84SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.04 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 186,342.33SqFt

Section: 605 of 4 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: T
Area: 29,958.34SqFt Length: 580.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

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

Sample Number: 304 Type: R Area: 6,500.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	6,499.95 SqFt	Comments:
52 WEATHERING/RAVELING	L	6,499.95 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 186,342.33SqFt

Section: 610 of 4 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 54,677.74SqFt Length: 360.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:22.00 |
Inspection Comments:

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

50 PATCHING	M	150.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:
43 BLOCK CRACKING	M	2,499.98 SqFt	Comments:
43 BLOCK CRACKING	H	2,499.98 SqFt	Comments:
50 PATCHING	L	9.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

45 DEPRESSION	L	9.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,999.96 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:
45 DEPRESSION	L	9.00 SqFt	Comments:
50 PATCHING	L	30.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 186,342.33SqFt

Section: 615 of 4 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 100.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:
43 BLOCK CRACKING	M	3,749.97 SqFt	Comments:
50 PATCHING	L	150.00 SqFt	Comments:
50 PATCHING	L	1,249.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/19/2012
Site Name:

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 186,342.33SqFt

Section: 620 of 4 From: - To: - Last Const.: 1/1/1943
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: T
Area: 86,706.25SqFt Length: 575.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/6/2012 Total Samples: 19 Surveyed: 3
Conditions: PCI:41.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

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

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	M	4,999.96 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:
50 PATCHING	L	4.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 3,855.37SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	3,855.34 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,855.34 SqFt	Comments: