FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

FLAGLER COUNTY
AIRPORT (XFL)

DISTRICT 5

GENERAL AVIATION
AIRPORT

*DECEMBER 2013*

# STATEWIDE Airfield Pavement Management PROGRAM

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

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## EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Aviation and Spaceport Office selected a team lead by *Kimley-Horn and Associates, Inc.* and including their subconsultants Peneul Consulting, LLC, Roy D. McQueen & Associates, LTD, and All About Pavements, Inc., to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 and 2014.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport information provided.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

During JULY 2013, a PCI survey inspection was performed at Flagler County Airport. The results of the inspection indicate that, based on ASTM 5340-11, the airport's airfield pavement facilities had an overall area-weighted average PCI 62, representing a FAIR overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level.

## Table I: Condition Summary by Branch

| Branch Name | Area Weighted PCI | PCI Range | Average Condition Rating | FDOT Minimum Service Level | MicroPAVER Minimum PCI | Action Required |
|---|---|---|---|---|---|---|
| APRON | 77 | 1 - 100 | SATISFACTORY | 60 | 65 | X |
| EAST APRON | 73 | 73 - 75 | SATISFACTORY | 60 | 65 | |
| APRON GA | 98 | 98 | GOOD | 60 | 65 | |
| APRON MID | 100 | 100 | GOOD | 60 | 65 | |
| NORTH APRON | 92 | 92 | GOOD | 60 | 65 | |
| RUN-UP AT APRON AT RW 11 | 46 | 37 - 57 | POOR | 60 | 65 | X |
| APRON AT T-HANGARS | 80 | 50 - 100 | SATISFACTORY | 60 | 65 | X |
| RUNWAY 11-29 | 50 | 50 | POOR | 75 | 65 | X |
| RUNWAY 6-24 | 55 | 55 | POOR | 75 | 65 | X |
| TAXIWAY A | 49 | 37 - 63 | POOR | 65 | 65 | X |
| TAXIWAY B | 66 | 66 | FAIR | 65 | 65 | |
| TAXIWAY C | 46 | 43 - 59 | POOR | 65 | 65 | X |
| TAXIWAY D | 38 | 17 - 65 | VERY POOR | 65 | 65 | X |
| TAXIWAY E | 97 | 69 - 100 | GOOD | 65 | 65 | |
| TAXIWAY F | 100 | 100 | GOOD | 65 | 65 | |

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. Table II provides the overall area weighted condition of the pavement based on facility branch use.

## Table II: Condition Summary by Pavement Facility Use

| Use | Average Area-Weighted PCI | Condition Rating |
|---|---|---|
| Runway | 52 | POOR |
| Taxiway | 63 | FAIR |
| Apron | 77 | SATISFACTORY |

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- Runway 6-24 – Section 6205
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 11-29 – Section 6105
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Run-Up at Apron at Runway 11 – Section 5105
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Run-Up at Apron at Runway 11 – Section 5103
  - Reconstruction attributed to distresses related to climate and age of pavement.
- Apron at T-Hangars – Sections 4315 and 4310
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Apron – Section 4115
  - Reconstruction attributed to distresses related to subgrade quality, climate and age of pavement.
- Apron – Sections 4105, 4120, and 4130
  - Reconstruction attributed to distresses related to load repetition and construction quality.
- Taxiway D – Sections 415 and 414
  - Mill and Overlay attributed to distresses related to loading, subgrade quality, climate, and age of pavement.

- Taxiway D – Sections 410, 407, and 405
  - Reconstruction attributed to distresses related to loading, subgrade quality, climate, and age of pavement.
- Taxiway C – Sections 315, 310, 307, and 305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway A – Sections 110 and 104
  - Reconstruction attributed to distresses related to climate and age of pavement.
- Taxiway A – Sections 105 and 102
  - Mill and Overlay attributed to distresses related to subgrade quality, loading, climate, and age of pavement.

The section level projects that were identified as Year-1Major Rehabilitation Needs are in Table III.

Table III: Year-1 Major Rehabilitation Needs for Flagler County Airport

| Branch ID | Section ID | Major Rehabilitation Costs | PCI Before M&R | Rehabilitation Activity | PCI After M&R |
|---|---|---|---|---|---|
| RW 6-24 | 6205 | $ 4,873,485.37 | 54 | Mill and Overlay | 100 |
| RW 11-29 | 6105 | $ 5,168,099.26 | 49 | Mill and Overlay | 100 |
| AP RU 11 | 5105 | $ 303,847.59 | 57 | Mill and Overlay | 100 |
| AP RU 11 | 5103 | $ 501,308.37 | 37 | Reconstruction | 100 |
| AP T-HANG | 4315 | $ 101,178.09 | 50 | Mill and Overlay | 100 |
| AP T-HANG | 4310 | $ 169,165.99 | 65 | Mill and Overlay | 100 |
| AP | 4130 | $ 154,124.74 | 26 | Reconstruction | 100 |
| AP | 4120 | $ 146,967.03 | 31 | Reconstruction | 100 |
| AP | 4115 | $ 312,707.02 | 40 | Reconstruction | 100 |
| AP | 4105 | $ 393,662.04 | 1 | Reconstruction | 100 |
| TW D | 415 | $ 222,019.49 | 55 | Mill and Overlay | 100 |
| TW D | 414 | $ 46,119.10 | 65 | Mill and Overlay | 100 |
| TW D | 410 | $ 1,629,431.79 | 40 | Reconstruction | 100 |
| TW D | 407 | $ 121,129.83 | 32 | Reconstruction | 100 |
| TW D | 405 | $ 456,496.91 | 17 | Reconstruction | 100 |
| TW C | 315 | $ 1,449,864.75 | 42 | Mill and Overlay | 100 |
| TW C | 310 | $ 267,246.53 | 48 | Mill and Overlay | 100 |
| TW C | 307 | $ 130,172.06 | 44 | Mill and Overlay | 100 |
| TW C | 305 | $ 298,210.99 | 59 | Mill and Overlay | 100 |
| TW A | 110 | $ 263,642.31 | 35 | Reconstruction | 100 |
| TW A | 105 | $ 2,122,167.81 | 49 | Mill and Overlay | 100 |
| TW A | 104 | $ 110,365.83 | 36 | Reconstruction | 100 |
| TW A | 102 | $ 221,768.29 | 63 | Mill and Overlay | 100 |
| | Total = | $19,463,181.19 | | | |

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for

a 10-year duration. Table IV provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

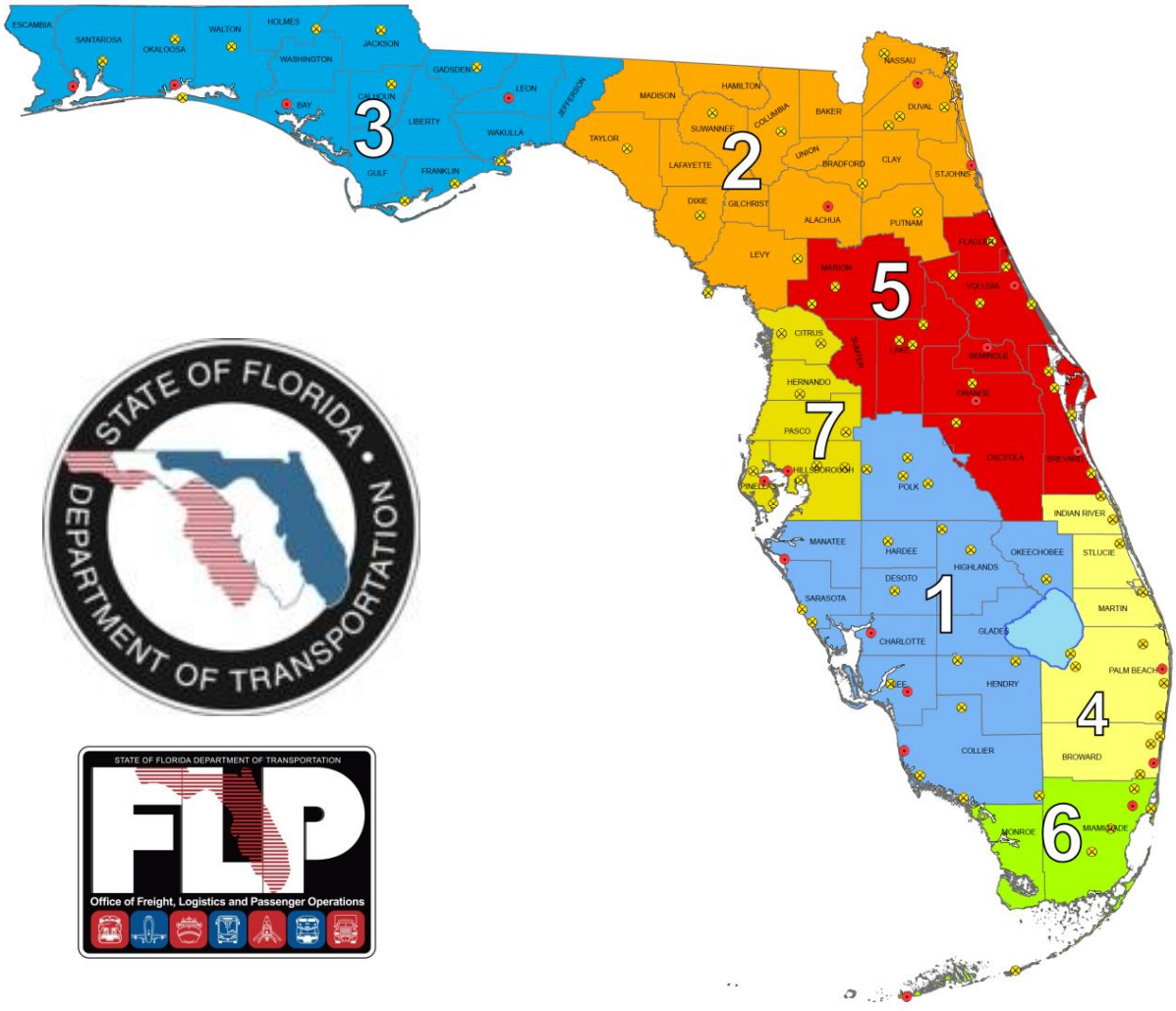
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

| Year | Preventative | Major M&R | Total Year Cost |
|---|---|---|---|
| 2014 | $ 73,812.10 | $ 19,463,181.19 | $ 19,536,993.29 |
| 2015 | $ 94,322.65 | $ - | $ 94,322.65 |
| 2016 | $ 82,837.56 | $ 933,993.29 | $ 1,016,830.85 |
| 2017 | $ 119,011.74 | $ - | $ 119,011.74 |
| 2018 | $ 208,963.23 | $ - | $ 208,963.23 |
| 2019 | $ 360,536.37 | $ 139,112.88 | $ 499,649.26 |
| 2020 | $ 506,923.50 | $ 286,475.46 | $ 793,398.96 |
| 2021 | $ 669,276.46 | $ - | $ 669,276.46 |
| 2022 | $ 821,840.68 | $ - | $ 821,840.68 |
| 2023 | $ 907,005.32 | $ 334,912.43 | $ 1,241,917.74 |
| Total | $3,844,529.61 | $21,157,675.25 | $ 25,002,204.86 |

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport will probably experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.

# 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. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.




There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

The Florida Department of Transportation (FDOT) Aviation and Spaceport Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Aviation and Spaceport Office selected a team led by Kimley-Horn and Associates, Inc. and including Peneul Consulting, LLC, Roy D. McQueen & Associates, LTD, and All About Pavements, Inc., to provide services in support of the Aviation and Spaceport Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 and 2014.

This individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance repair and major rehabilitation planning associated with the SAPMP update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

## 1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

- Describe, briefly, the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a brief technical explanation on pavement management principles, standard practices, objectives, and benefits of implementation.
- Outline procedures used to coordinate, collect, evaluate and report pavement inspection results at this airport.
- Analyze and utilize condition results for the development of maintenance, repair, and major rehabilitation based on pavement performance trends.

## 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 Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementations and again during the 1998-1999 updates; the SAPMP performed the development of proprietary software for pavement

management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In 2006-2008, the SAPMP was updated again with continued use of the MicroPAVER system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (http://www.dot.state.fl.us/aviation/pavement.shtm) was established for input of data.

In 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps to aid pavement condition inspectors in the collection of sample distress data. The

data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6B *Guidelines and Procedures for Maintenance of Airport Pavements*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

## 1.3 Organization

### *FDOT Aviation and Spaceport Office Program Manager*

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

The AO-PM reports updates and milestones to the FDOT State Aviation Manager and Aviation Development Administrator.

### *Consultant*

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Peneul Consulting, LLC, Roy D. McQueen & Associates, LTD, and All About Pavements, Inc. provide technical and administrative assistance to the AO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6B *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

### *Airport Role*

The airports are the ultimate client for each condition survey inspection performed at their respective airfields as part of the SAPMP. The 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, indicate any construction activity that has been performed since the previous inspections.

### *FDOT District Offices*

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the AO-PM. Each District supports the SAPMP's on-going efforts of provided representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts.

## 1.4 Introduction to Pavement Types and Pavement Management

### *Pavement Basics*

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are mainly two types of pavements:

- Flexible Pavement, a composition of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, a composition of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

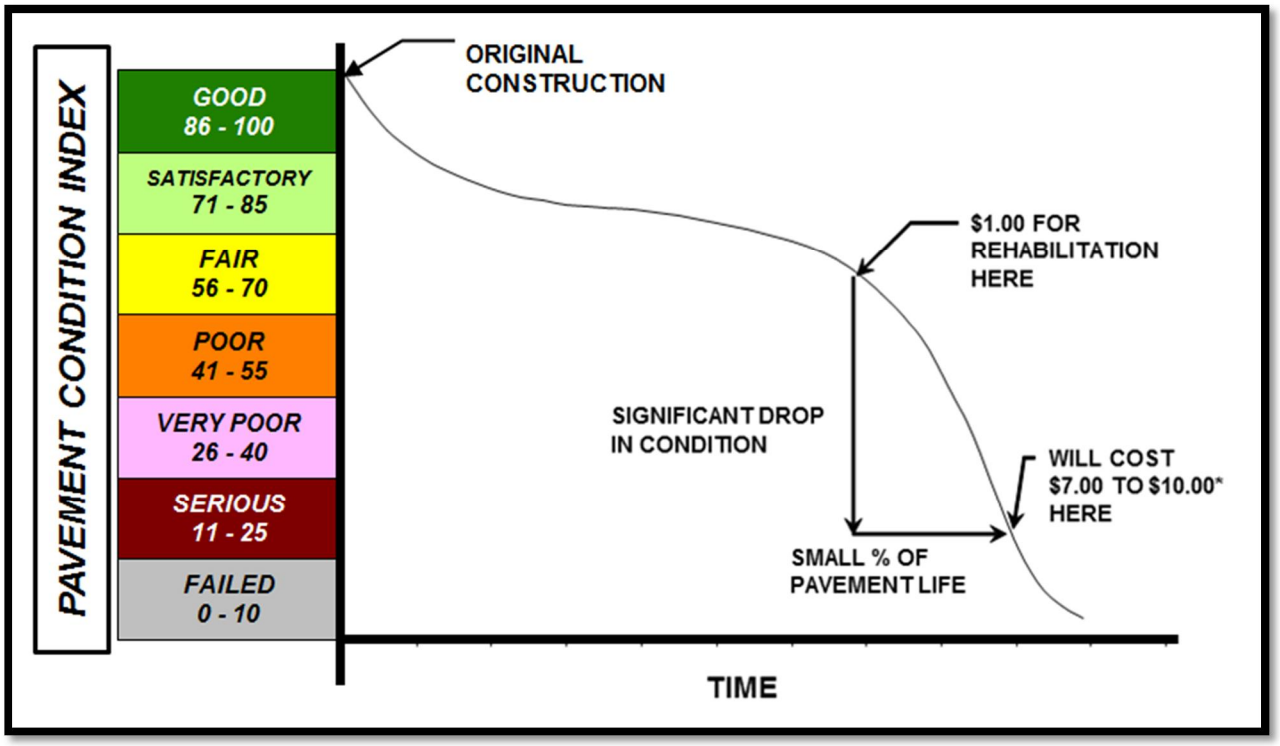
Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types will assist the engineers in making timely, adequate, consistent, and economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

### *The Concept of an Airfield Pavement Management System*

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports plan M&R and Rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1, which is based upon the FAA Advisory Circular 150 5380-7A *Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Life Cycle




*Source: FAA Advisory Circular 150 5380-7A Airport Pavement Management Program*

Note that during approximately the first 75% 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' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport (managers, agencies, and engineers) maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport (owner, manager, and agencies) responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

### *Airfield Pavement Inspection Methodology for the SAPMP*

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in ASTM D 5340-*11*. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-11. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reactivity distress for rigid pavement distresses. The change in distress classification, as described in ASTM D 5340-11, may result in small variances in the PCI values from the previous inspection analysis.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-11. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-11. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-11. The structural condition and relative support of the pavement layers can be directly quantified using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-6B and ASTM D 5340. Further discussion of the process of inventorying and categorizing pavement facilities by use,

composition, and history can be found in SECTION 2 *AIRFIELD PAVEMENT NETWORK DEFINITION and PAVEMENT INVENTORY.*

Sample units are uniformly divided areas of pavement that are defined for inspection. Sample unit sizes are approximately 5,000 ± 2,000 square feet for flexible AC pavements and 20 ± 8 slabs for rigid PCC pavements. Prior to conducting the field condition survey inspections, the sampling plan was developed for the airfield pavements based on updates to the previous inspection sampling based on the available knowledge of construction updates. The sample rate adopted for the SAPMP is depicted on Table 1-1.

Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections

| Flexible Pavements Asphalt Concrete | | |
|---|---|---|
| Number of Sample Units in Section | Number of Sample Units to Inspect | |
| | *Runway* | *Taxiways, Aprons, Others* |
| 1 - 4 | 1 | 1 |
| 5 - 10 | 2 | 1 |
| 11 - 15 | 3 | 2 |
| 16 - 30 | 5 | 3 |
| 31 - 40 | 7 | 4 |
| 41 - 50 | 8 | 5 |
| ≥ 51 | 20% but ≤ 20 | 10% but ≤ 10 |

| Rigid Pavements Portland Cement Concrete | | |
|---|---|---|
| Number of Sample Units in Section | Number of Sample Units to Inspect | |
| | *Runway* | *Taxiways, Aprons, Others* |
| 1 - 3 | 1 | 1 |
| 4 - 6 | 2 | 1 |
| 7 - 10 | 3 | 2 |
| 11 - 15 | 4 | 2 |
| 16 - 20 | 5 | 3 |
| 21 - 30 | 7 | 3 |
| 31 - 40 | 8 | 4 |
| 41 - 50 | 10 | 5 |
| ≥ 51 | 20% but ≤ 20 | 10% but ≤ 10 |

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-11 and MicroPAVER software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with

a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete

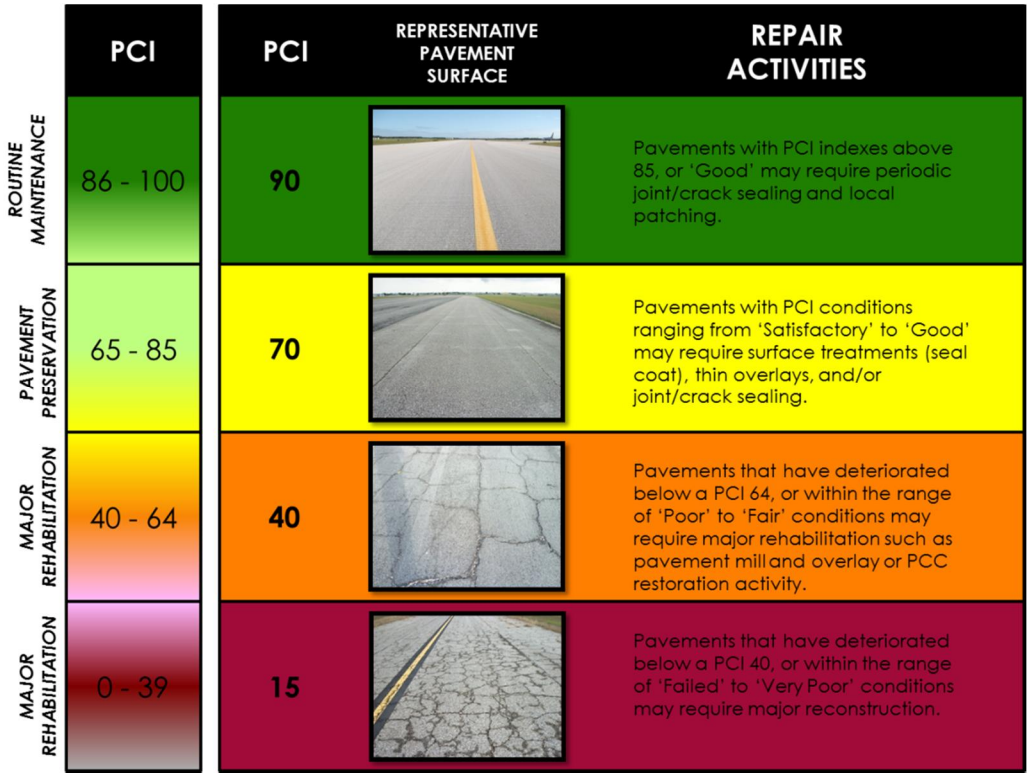
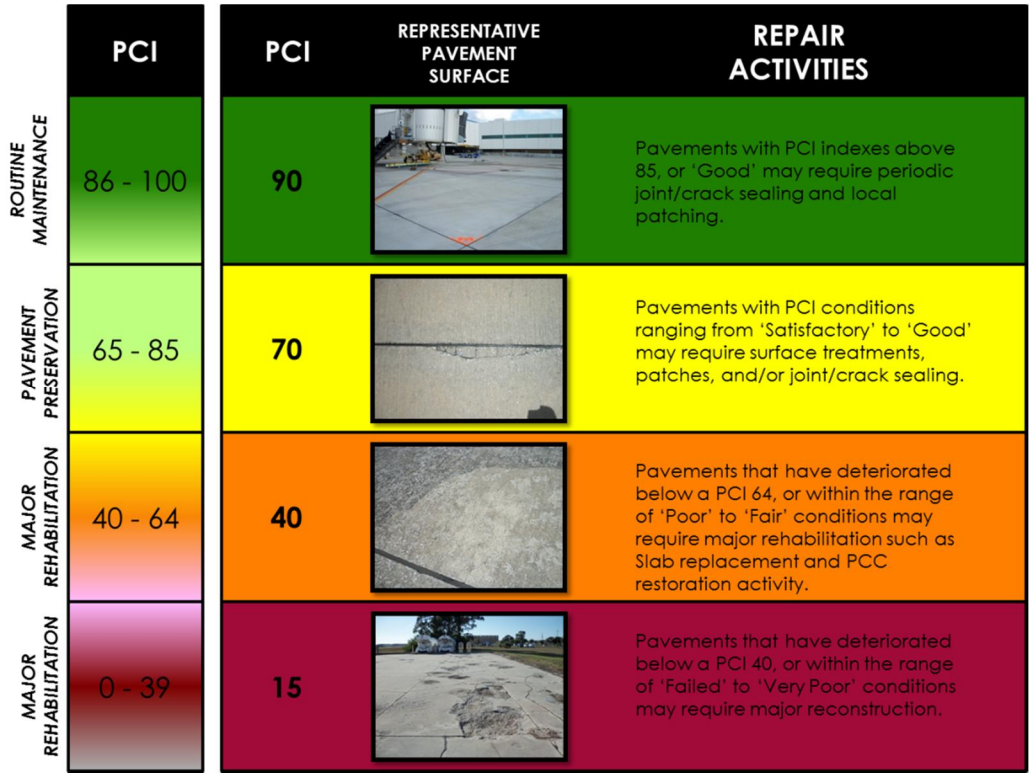


Figure 1-3: Rigid Pavement, Portland Cement Concrete




Using the ASTM D 5340-11 standard seven qualitative ranges, the SAPMP provides a PCI value and a standard qualitative condition rating for the pavement facilities inspected.

# 2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Flagler County Airport (XFL) is a County-owned public-use airport located three miles east of the central business district of Bunnell, Florida. According to the Federal Aviation Administration (FAA) data, the airport ranks as the fourth busiest in Florida, out of 105 General Aviation airports, with 190,000 takeoff and landings per year. Due to the increase in air traffic, the Flagler County Airport now has an Air Traffic Control Tower that operates 365 days per year. The airport facility includes two intersecting runways: Runway 6-24 with a length of 5,000 feet and a width of 100 feet and Runway 11-29 with a length of 4,999 feet and a width of 100 ft. In the coming years, Runway 11-29 will be relocated 400' to the south to allow for the existing runway location to be used as a parallel taxiway and the existing taxiway areas to be expanded to a larger ramp area. Since it is not determined when exactly this construction will take place, all of the existing runway pavements were inspected. Runway 11-29 is served primarily by parallel Taxiways Alpha and Bravo and multiple taxiway connectors. Runway 6-24 is served primarily by Taxiway Echo and multiple taxiway connectors. The Airport has hangar and apron facilities on the north side of the property, along Taxiway Alpha. The Airport runways and taxiways are constructed of AC pavement, while the aprons are constructed of both asphalt and PCC.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric attributes may vary slightly from the geometry used in the condition exhibit in Appendix B and the major rehabilitation exhibit in Appendix F based on field measurements.

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

## 2.1 Network Definition

The airfield pavements within each airport network are separated into manageable units within the FDOT SAPMP MicroPAVER database system, organizing pavement data by similar use and constructive history.

### *Branch and Section Identification*

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

### *Airfield Pavement System Inventory and Network Definition Update*

The Airfield Pavement System Inventory and Airfield Pavement Network Definition Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history; this variable that factored in the performance and condition of the pavement section.

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement

reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated and created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule. Table 2-1 summarizes the recent and anticipated airfield pavement construction efforts communicated by the airport.

Table 2-1: Recent and/or Anticipated Airfield Pavement Construction

| Construction Year | Section Location | Work Type/Pavement Section |
|---|---|---|
| 2013 | TAXIWAY E | ASPHALT PAVEMENT REHABILITATION |
| 2014 | TAXIWAY C | ASPHALT PAVEMENT REHABILITATION |
| 2014 | TAXIWAY D | ASPHALT PAVEMENT REHABILITATION |
| 2014 | RUNWAY 11-29 | RELOCATE RW 400 FT SOUTH. NEW CONSTRUCTION |

### *Airfield Pavement Network Definition & Geographic Information System (GIS)*

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography; digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data.

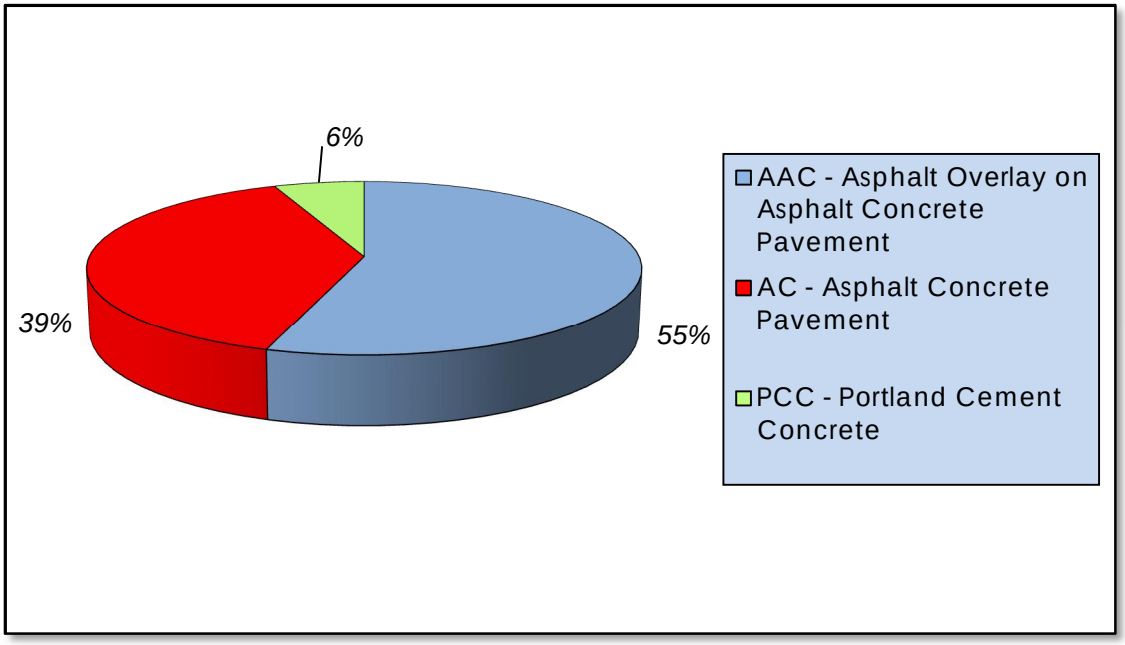
## 2.2 Pavement Inventory

The detailed pavement inventory database was updated to reflect the Airfield Pavement Network Definition Exhibit, in Appendix A, updates and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement inventory attributes at Flagler County Airport-(XFL) for this SAPMP update.

## Table 2-2: Pavement Inventory Summary

| Airfield Pavement Network Definition | | |
|---|---|---|
| Number of Branches | 15 | |
| Number of Sections | 41 | |
| Sample Units | 107 | |
| **Airfield Pavement Use** | | |
| Use | Area (SF) | Relative Area (%) |
| Runway | 987,649 | 39% |
| Taxiway | 986,448 | 39% |
| Apron | 561,321 | 22% |
| Total = | 2,535,417 | 100% |
| **Airfield Pavement Type** | | |
| Type | Area (SF) | Relative Area (%) |
| Asphalt Concrete (AC) | 993,741 | 39% |
| Asphalt Overlay (AAC) | 1,394,029 | 55% |
| Portland Cement Concrete (PCC) | 147,647 | 6% |
| AC over PCC (APC) | 0 | 0% |

Figure 2-1: Airfield Pavement Type




Specific details to each Branch and Section such as; name, geometry, age, rank, surface type, and construction history are provided in Table 2-3.

Table 2-3: Airfield Pavement Inventory Details

| Branch Name | Branch ID | Section ID | True Area (SF) | Section Rank | Surface Type | Last Const. Date | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|
| RUNWAY 6-24 | RW 6-24 | 6205 | 487,349 | P | AAC | 1/1/1995 | 20 | 97 |
| RUNWAY 11-29 | RW 11-29 | 6105 | 500,300 | P | AAC | 1/1/1988 | 20 | 100 |
| RUN-UP APRON AT RW 11 | AP RU 11 | 5105 | 30,385 | P | AAC | 1/1/1992 | 1 | 6 |
| RUN-UP APRON AT RW 11 | AP RU 11 | 5103 | 33,421 | P | AC | 1/1/1942 | 1 | 8 |
| APRON MID | AP MID | 4615 | 21,385 | P | AC | 1/1/2012 | 1 | 4 |
| APRON MID | AP MID | 4610 | 38,864 | P | AC | 12/1/2012 | 1 | 8 |
| APRON GA | AP GA | 4510 | 16,783 | P | PCC | 12/1/2012 | 1 | 6 |
| NORTH APRON | AP N | 4405 | 30,077 | S | PCC | 1/1/2009 | 1 | 8 |
| APRON AT T-HANGARS | AP T-HANG | 4320 | 17,192 | P | AC | 12/1/2012 | 1 | 6 |
| APRON AT T-HANGARS | AP T-HANG | 4315 | 9,905 | S | AC | 12/25/1999 | 1 | 5 |

| Branch Name | Branch ID | Section ID | True Area (SF) | Section Rank | Surface Type | Last Const. Date | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|
| APRON AT T-HANGARS | AP T-HANG | 4310 | 16,917 | S | AC | 12/25/1999 | 2 | 9 |
| APRON AT T-HANGARS | AP T-HANG | 4305 | 16,802 | S | PCC | 12/25/1999 | 1 | 5 |
| EAST APRON | AP E | 4210 | 12,000 | S | PCC | 1/1/2004 | 1 | 4 |
| EAST APRON | AP E | 4205 | 65,412 | S | AC | 1/1/2007 | 3 | 16 |
| APRON | AP | 4135 | 110,983 | P | AC | 1/1/2012 | 3 | 27 |
| APRON | AP | 4130 | 10,275 | P | PCC | 1/1/1992 | 1 | 4 |
| APRON | AP | 4125 | 25,668 | P | PCC | 1/1/1992 | 1 | 6 |
| APRON | AP | 4120 | 9,798 | P | PCC | 1/1/1992 | 1 | 2 |
| APRON | AP | 4115 | 20,847 | P | AC | 1/1/1950 | 1 | 5 |
| APRON | AP | 4110 | 48,363 | P | AC | 1/1/2012 | 1 | 9 |
| APRON | AP | 4105 | 26,244 | P | PCC | 1/1/1942 | 1 | 5 |
| TAXIWAY F | TW F | 602 | 25,816 | P | AAC | 12/1/2012 | 1 | 5 |
| TAXIWAY E | TW E | 520 | 23,992 | P | AC | 1/1/2004 | 1 | 5 |
| TAXIWAY E | TW E | 515 | 139,435 | P | AAC | 12/1/2013 | 4 | 27 |
| TAXIWAY E | TW E | 512 | 19,204 | P | AAC | 12/1/2013 | 2 | 7 |
| TAXIWAY E | TW E | 510 | 71,339 | P | AAC | 12/1/2013 | 3 | 20 |
| TAXIWAY E | TW E | 505 | 21,067 | P | AAC | 12/1/2013 | 2 | 5 |
| TAXIWAY D | TW D | 415 | 22,202 | P | AAC | 1/1/1992 | 1 | 4 |
| TAXIWAY D | TW D | 414 | 4,612 | P | AC | 1/1/1942 | 1 | 1 |
| TAXIWAY D | TW D | 410 | 108,629 | P | AC | 1/1/1942 | 4 | 21 |
| TAXIWAY D | TW D | 407 | 8,075 | P | AC | 1/1/1942 | 1 | 2 |
| TAXIWAY D | TW D | 405 | 30,433 | P | AC | 1/1/1942 | 2 | 6 |
| TAXIWAY C | TW C | 315 | 105,368 | P | AC | 1/1/2007 | 3 | 20 |
| TAXIWAY C | TW C | 310 | 24,779 | P | AC | 1/1/1942 | 1 | 5 |

| Branch Name | Branch ID | Section ID | True Area (SF) | Section Rank | Surface Type | Last Const. Date | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|
| TAXIWAY C | TW C | 307 | 10,190 | P | AC | 1/1/1942 | 1 | 2 |
| TAXIWAY C | TW C | 305 | 29,821 | P | AAC | 1/1/1992 | 1 | 5 |
| TAXIWAY B | TW B | 205 | 88,038 | P | AC | 1/1/1992 | 4 | 23 |
| TAXIWAY A | TW A | 110 | 17,576 | P | AAC | 1/1/1982 | 2 | 6 |
| TAXIWAY A | TW A | 105 | 206,336 | P | AC | 1/1/1942 | 6 | 46 |
| TAXIWAY A | TW A | 104 | 7,358 | P | AAC | 1/1/1982 | 1 | 2 |
| TAXIWAY A | TW A | 102 | 22,177 | P | AAC | 1/1/1992 | 2 | 6 |

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

# 3. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6B and ASTM D 5340-11. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

The program has been updated from ASTM D 5340-04, released in 2004, to ASTM D 5340-11, released in 2011, for this SAPMP update. The primary updates include the separation of certain distress types and the addition of new types with corresponding changes to PCI calculation. These changes in distress classification may result in small variances in the PCI values from the previous inspection analyses.

## 3.1 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER is used to calculate PCI values using the methodology described in ASTM D 5340-11. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-1 and 3-2 describe the distresses as defined by the ASTM D 5340-11 and adopted for the SAPMP procedures.

## Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

| Code | Distress | Primary Mechanisms |
|---|---|---|
| 41 | Alligator Cracking | Load / Fatigue Failure |
| 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 | Repeated Traffic Loading |
| 52 | Raveling | Climate / Load |
| 53 | Rutting | Repeated Traffic Loading |
| 54 | Shoving | PCC Pavement Growth / Movement |
| 55 | Slippage Cracking | Load / Pavement Bond |
| 56 | Swelling | Climate / Subgrade Quality |
| 57 | Weathering | Climate |

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

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

| Code | Distress | Primary Mechanisms |
|---|---|---|
| 61 | Blow-up | Climate / Alkali Silica Reaction |
| 62 | Corner Break | Load Repetition / Curling Stresses |
| 63 | Linear Cracking | Load Repetition / Curling Stresses / Shrinkage Stresses |
| 64 | Durability Cracking | Freeze-Thaw Cycling |
| 65 | Joint Seal Damage | Material Deterioration / Construction Quality |
| 66 | Small Patch | Pavement Repair |
| 67 | Large Patch/Utility Cut | Utility / Pavement Repair |
| 68 | Popout | Freeze-Thaw Cycling |
| 69 | Pumping | Load Repetition / Poor Joint Sealant |
| 70 | Scaling/Crazing | Construction Quality / Freeze-Thaw Cycling |
| 71 | Faulting | Load Repetition / Subgrade Quality |
| 72 | Shattered Slab | Overloading |
| 73 | Shrinkage Cracking | Construction Quality / Load |
| 74 | Joint Spalling | Load Repetition / Infiltration of Incompressible Material |
| 75 | Corner Spalling | Load Repetition / Infiltration of Incompressible Material |
| 76 | Alkali-Silica Reaction | Construction Quality / Climate |

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

## 3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2013 at Flagler County Airport, the overall weighted average PCI value is 62 representing a condition rating of FAIR.

The airport's airfield pavements exhibited distresses typically associated with climate, subgrade quality, loading, and age based distresses. The predominant AC and AAC pavement distresses observed include: block cracking, weathering, raveling, longitudinal/transverse cracking, alligator cracking, swelling and depression. The predominate PCC pavement distresses observed includes: shattered slabs, joint seal damage, map cracking, joint spalling, longitudinal/transverse/diagonal cracking, corner spalling, and corner break.

Runway 11-29 was not previously inspected in the last program update due to the anticipated runway relocation project which was forecasted to take place in 2012. With this runway relocation project still looming in the future but still has not begun, it was determined that the runway should be inspected this time around to account for its current condition in case the relocation project was even further delayed. Last program update the PCI of Runway 11-29 was reset to 100 based on the upcoming relocation. Since this relocation has not taken place yet, this construction history has been removed and based on the most recent inspections the runway has a PCI of 50, representing a “Poor” overall condition. Pavement distresses observed on the runway include low and medium severity longitudinal/transverse cracking, low and medium severity swelling, and low severity weathering and raveling.

Runway 6-24 exhibited very similar pavement distresses to Runway 11-29 with low and medium severity longitudinal/transverse cracking, low and medium severity swelling, low severity weathering, and low to medium severity raveling. Low severity block cracking was also recorded in one location on the runway.

Taxiway Echo which runs parallel to Runway 6-24 is scheduled to undergo major rehabilitation in late 2013. Taxiway Foxtrot, an adjacent apron and a large portion of the main apron were rehabilitated in early 2012. This pavement was not inspected based on its recent construction but has been incorporated in the network definition map so it is a part of the overall pavement network for future inspections.

Taxiways Charlie and Delta exhibited pavement distresses associated to age, climate, load, and subgrade quality. These pavement distresses include low and medium severity alligator cracking, block cracking, longitudinal/transverse cracking, raveling, patching, and depressions along with low severity weathering and rutting. These pavements were definitely showing their age and failure over time from continuous loading.

PCC pavement sections on the main ramp area exhibited significant pavement distresses including low, medium and high severity shattered slabs along with high severity joint seal damage with low and medium severity longitudinal/transverse/diagonal cracking. Low severity joint and corner spalling was also recorded in these areas.

Taxiway Alpha (parallel to Runway 11-29) exhibited pavement distresses associated with loading, climate, age, repeated traffic loading and subgrade quality. These distresses included: low severity longitudinal/transverse cracking, raveling, weathering, depressions, and rutting. Low and medium severity block cracking and weathering was also noted in multiple locations.

Appendix B contains Table B-1 and an Airfield Pavement Condition Index Rating Exhibit, Figure B-1, which depicts the PCI results by Section, and Appendix C contains MicroPAVER reports of PCI results by Branch and Section. Appendix H includes detailed distress data generated by MicroPAVER for each inspected sample unit.

The pavement condition at Flagler County Airport is represented in Figure 3-1 in accordance with the condition categories and PCI scale referenced in ASTM D 5340. Further detail is provided in Table 3-3 which describes the breakdown of the airport's airfield conditions according to area and use.

Appendix B contains Table B-1 summarizes the Section Condition values and the Airfield Pavement Condition Index Rating Exhibit, Figure B-1, that depicts the PCI results by Section. Appendix H is dedicated to the reporting of the specific airfield pavement distress data collected at the time of the inspection for this update.

Figure 3-1: Airfield Pavement Condition Index Rating Summary

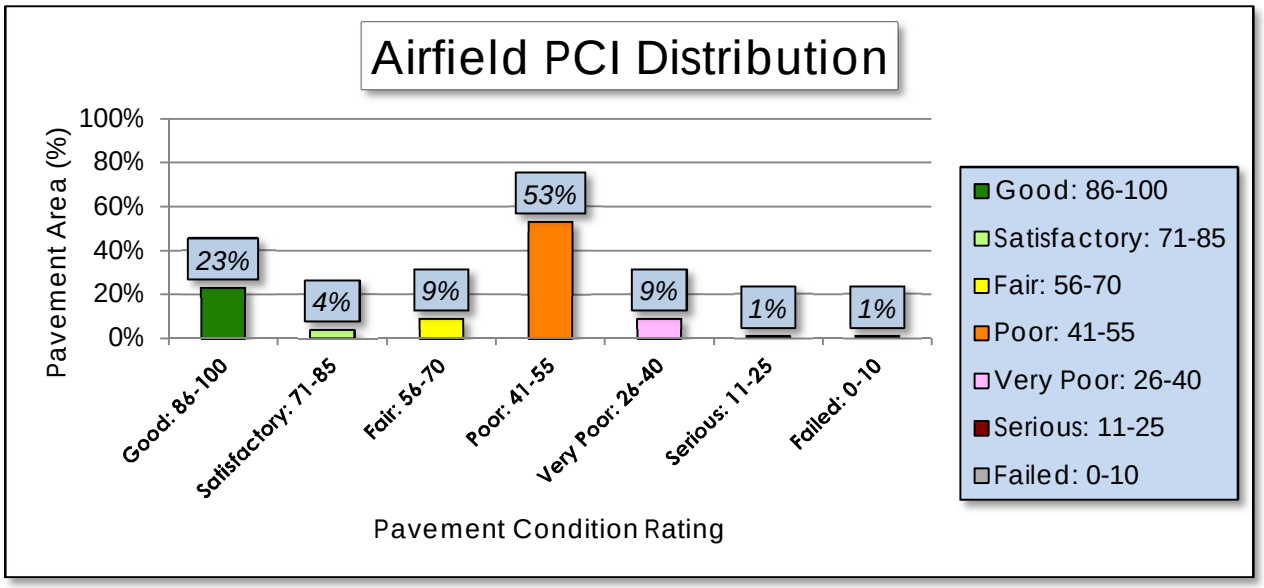


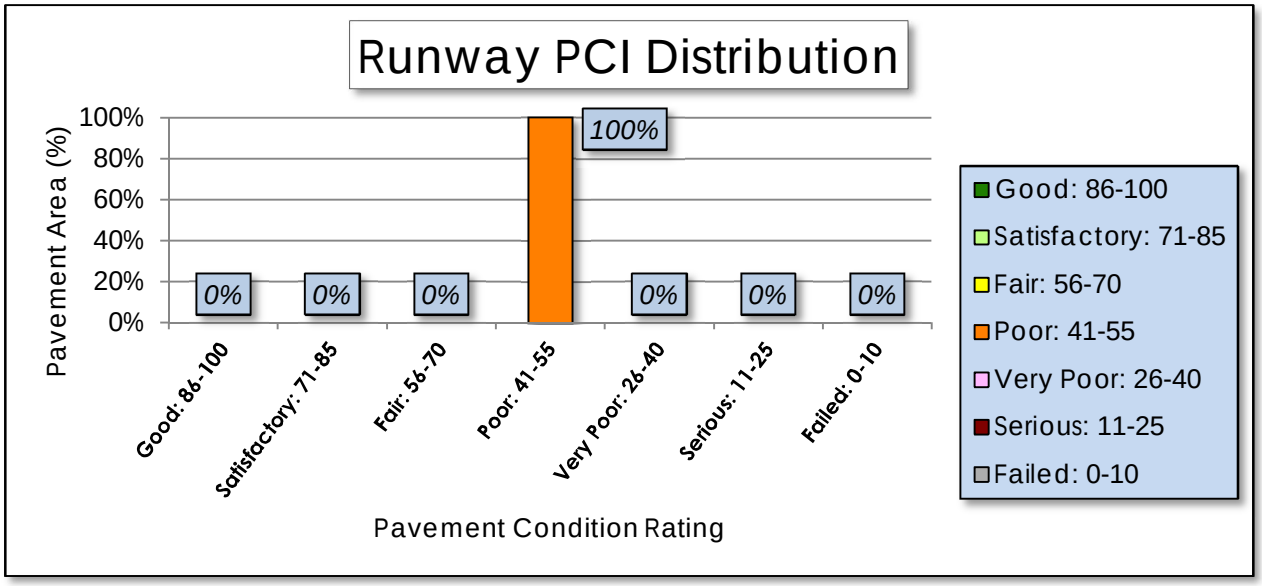
Table 3-3: Pavement Condition Index Rating Summary

| Airfield Pavement Use | | |
|---|---|---|
| Use | Average Area-Weighted PCI | Condition Rating |
| Runway | 52 | POOR |
| Taxiway | 63 | FAIR |
| Apron | 77 | SATISFACTORY |
| **Condition Area** | | |
| Condition Rating | Area (SF) | Relative Area (%) |
| Good | 577,311 | 23% |
| Satisfactory | 103,081 | 4% |
| Fair | 215,941 | 9% |
| Poor | 1,366,429 | 53% |
| Very Poor | 215,978 | 9% |
| Serious | 30,433 | 1% |
| Failed | 26,244 | 1% |

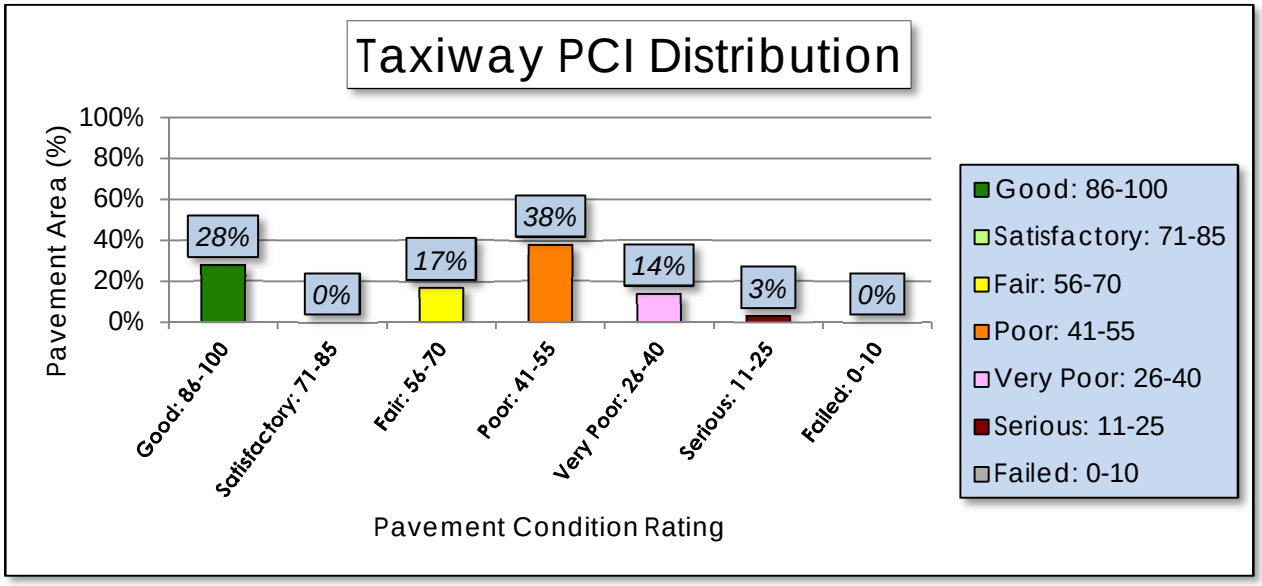
Approximately 27% of the airfield network is in Good and Satisfactory condition; while 64% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

Figure 3-2: Percentage of Pavement Area by Condition Rating by Use

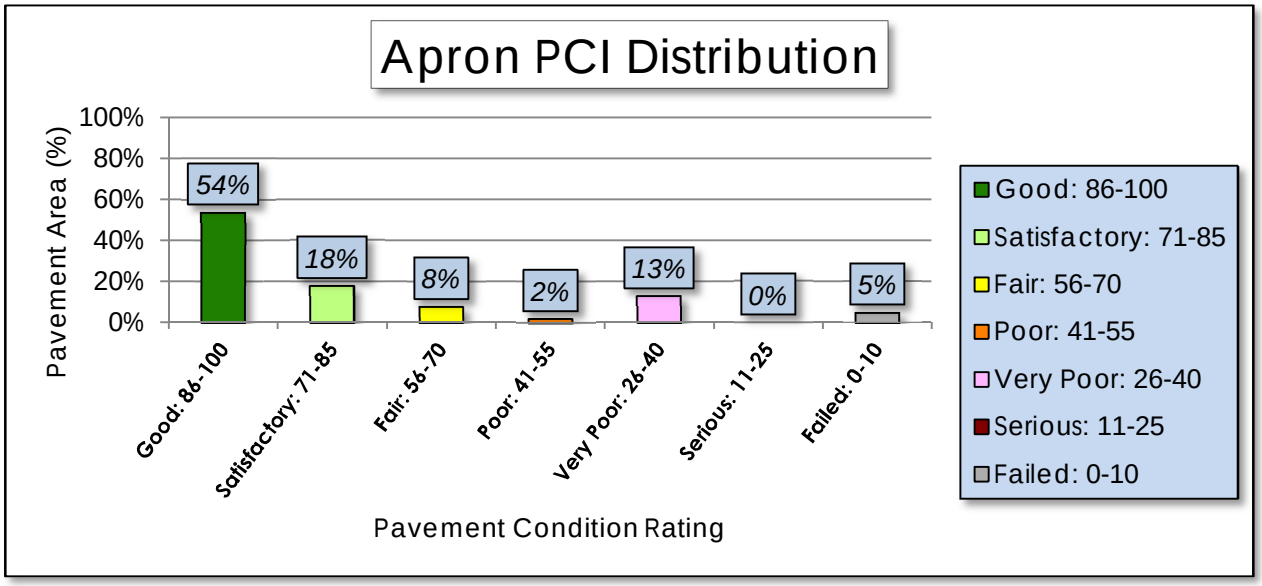
(a) Runway




(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
54%
18%
8%
2%
13%
0%
5%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

# 4. PAVEMENT PERFORMANCE

Pavement performance models are developed from the distress data collected for the SAPMP for the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that have been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

>FACILITY USE (Runway, Taxiway, or Apron)

>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2014. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Flagler County Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each pavement type.

Figure 4-1: Runway Pavement Performance Prediction Summary

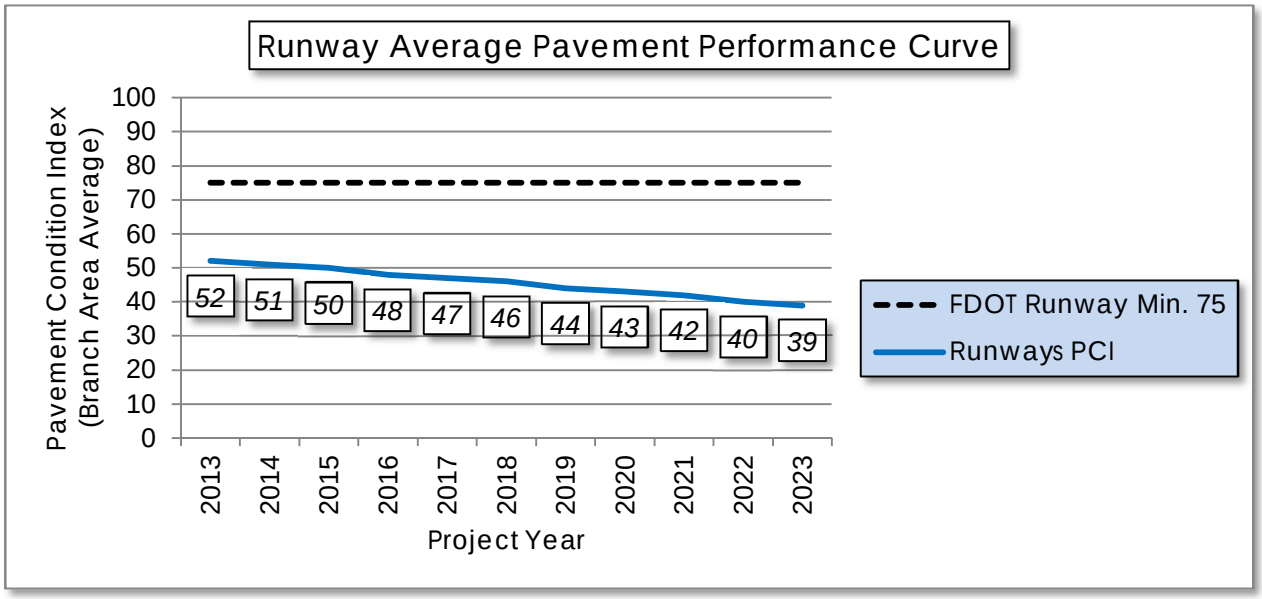



Figure 4-2: Taxiway Pavement Performance Prediction Summary

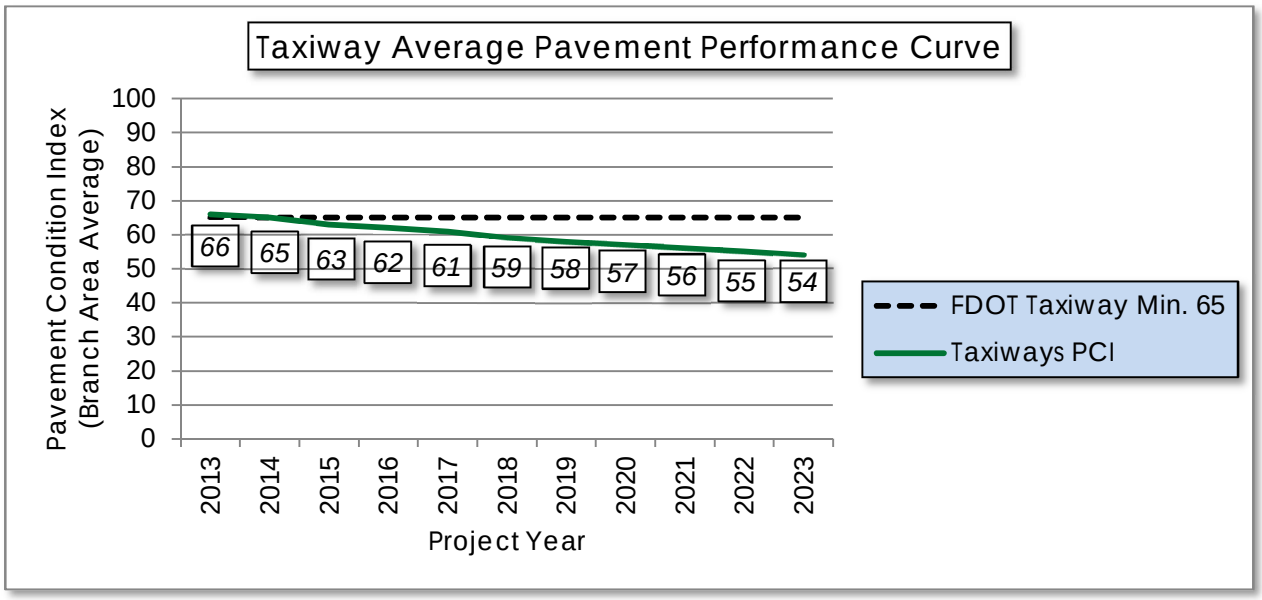
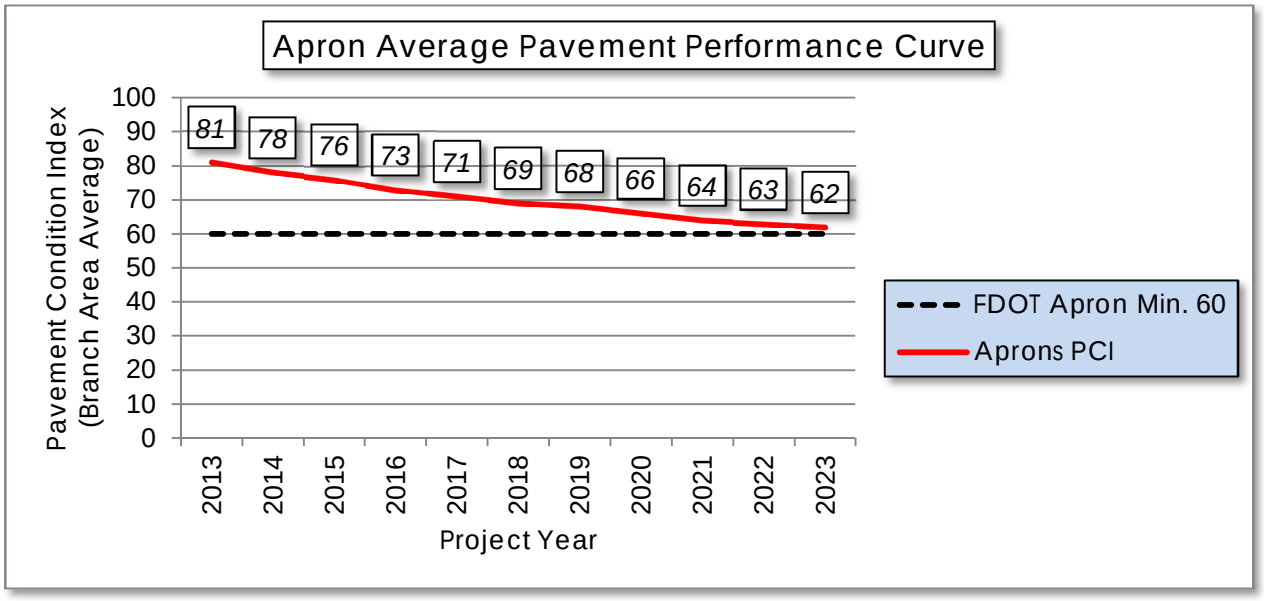


Figure 4-3: Apron Pavement Performance Prediction Summary




Pavement performance modeling to predict the future PCI is primarily done to predict PCI at the Section level for the purpose of planning Major Rehabilitation work. In Appendix D, Table D-1 represents the predicted area-weighted PCI by Section for the airport's airfield pavement infrastructure.

# 5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

## 5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6B and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

## Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

| Surface Type | Distress Code | Distress Name | Severity | Maintenance Work Type | Work Unit |
|---|---|---|---|---|---|
| Flexible Asphalt Concrete (AC, AAC, APC) | 41 | Alligator Cracking | L, M, H | Full Depth Pavement Patch | Square Feet |
| | 42 | Bleeding | N/A | Partial Depth Pavement Patch | Square Feet |
| | 43 | Block Cracking | L | Seal Coat Treatment | Square Feet |
| | 43 | Block Cracking | M, H | Full Depth Pavement Patch | Square Feet |
| | 44 | Corrugation | L, M, H | Full Depth Pavement Patch | Square Feet |
| | 45 | Depression | L, M, H | Full Depth Pavement Patch | Square Feet |
| | 46 | Jet Blast Erosion | L, M, H | Full Depth Pavement Patch | Square Feet |
| | 47 | Joint Reflection Cracking | L | Crack Sealing | Linear Feet |
| | 47 | Joint Reflection Cracking | M, H | Full Depth Pavement Patch | Square Feet |
| | 48 | Longitudinal/Transverse Cracking | L, M, H | Crack Sealing | Linear Feet |
| | 49 | Oil Spillage | L, M | Seal Coat Treatment | Square Feet |
| | 49 | Oil Spillage | H | Full Depth Pavement Patch | Square Feet |
| | 50 | Patch and Utility Patching | M | Crack Sealing | Linear Feet |
| | 50 | Patch and Utility Patching | H | Full Depth Pavement Patch | Square Feet |
| | 51 | Polished Aggregate | L, M, H | Slurry Seal Coat Treatment | Square Feet |
| | 52 | Raveling | L, M | Slurry Seal Coat Treatment | Square Feet |
| | 52 | Raveling | H | Partial Depth Pavement Patch | Square Feet |
| | 53 | Rutting | L, M, H | Full Depth Pavement Patch | Square Feet |
| | 54 | Shoving | L, M, H | Grinding / Removal | Square Feet |
| | 55 | Slippage Cracking | L, M, H | Full Depth Pavement Patch | Square Feet |
| | 56 | Swelling | M, H | Full Depth Pavement Patch | Square Feet |
| | 57 | Weathering | M, H | Seal Coat Treatment | Square Feet |

## Table 5-2: Recommended PCC Maintenance and Repair Policy

| Surface Type | Distress Code | Distress Name | Severity | Maintenance Work Type | Work Unit |
|---|---|---|---|---|---|
| Rigid Pavement (PCC) | 61 | Blowup | L, M, H | Slab Replacement / Full Depth Patch | Square Feet |
| | 62 | Corner Break | L, M, H | Partial Patch - PCC | Square Feet |
| | 63 | Longitudinal/Transverse/Diagonal Cracking | H | Crack Sealing - PCC | Linear Feet |
| | 64 | Durability Cracking | M, H | Slab Replacement / Full Depth Patch | Square Feet |
| | 65 | Joint Seal Damage | L, M, H | Joint Seal Repair (Local) | Linear Feet |
| | 66 | Patching, Small | M, H | Slab Replacement / Full Depth Patch | Square Feet |
| | 67 | Patching, Large | M, H | Slab Replacement / Full Depth Patch | Square Feet |
| | 68 | Popouts | L | Crack Sealing - PCC | Linear Feet |
| | 69 | Pumping | L, M, H | Slab Stabilization / Slab Jacking | Square Feet |
| | 70 | Scaling/Map Cracking/Crazing | L, M | Micro-mill and Seal - PCC | Square Feet |
| | 70 | Scaling/Map Cracking/Crazing | H | Slab Replacement / Full Depth Patch | Square Feet |
| | 71 | Settlement / Faulting | L | Micro-mill and Seal - PCC | Square Feet |
| | 71 | Settlement / Faulting | M, H | Slab Stabilization / Slab Jacking | Square Feet |
| | 72 | Shattered Slab | L, M, H | Slab Replacement / Full Depth Patch | Square Feet |

| Surface Type | Distress Code | Distress Name | Severity | Maintenance Work Type | Work Unit |
|---|---|---|---|---|---|
| | 73 | Shrinkage Cracks | N/A | Crack Sealing - PCC | Linear Feet |
| | 74 | Longitudinal/Transverse Joint Spalling | L, M, H | Partial Patch - PCC | Square Feet |
| | 75 | Corner Spalling | L, M, H | Partial Patch - PCC | Square Feet |
| | 76 | Alkali-Silica Reaction | L | Seal Coat Treatment | Square Feet |
| | 76 | Alkali-Silica Reaction | M | Micro-mill and Seal - PCC | Square Feet |
| | 76 | Alkali-Silica Reaction | H | Slab Replacement / Full Depth Patch | Square Feet |

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI will require a major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the current Section's PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts.

Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

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

| Use | FDOT Recommended PCI | Critical PCI |
|---|---|---|
| Runway | 75 | 65 |
| Taxiway | 65 | 65 |
| Apron | 60 | 65 |

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

| Category | Activity | PCI Range |
|---|---|---|
| Maintenance | ▪ Crack Sealing (AC/PCC)<br>▪ Partial Depth Patching (AC)<br>▪ Full Depth Patching (AC/PCC)<br>▪ Surface Treatment (AC) | 75 - 90 |
| Rehabilitation | ▪ Mill and Overlay (AC)<br>▪ Concrete Pavement Restoration (PCC) | 40 - 74 |
| | ▪ Full Depth Pavement Reconstruction | 0 - 39 |

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with

a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

## 5.2 Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

## 5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; such as GSB-88 and Microsurfacing, as a maintenance rehabilitation activity, can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: AC Maintenance Unit Costs

| Surface Type | Maintenance Work Type | Cost | Work Unit |
|---|---|---|---|
| Flexible Asphalt Concrete (AC, AAC, APC) | Full Depth Pavement Patch | $5.00 | Square Feet |
| | Partial Depth Pavement Patch | $3.00 | Square Feet |
| | Seal Coat Treatment | $0.55 | Square Feet |
| | Crack Sealing | $2.75 | Linear Feet |
| | Slurry Seal Coat Treatment | $0.55 | Square Feet |
| | Grinding / Removal | $2.10 | Square Feet |

Table 5-6: PCC Maintenance Unit Costs

| Surface Type | Maintenance Work Type | Cost | Work Unit |
|---|---|---|---|
| Rigid Pavement (PCC) | Slab Replacement / Full Depth Patch | $45.00 | Square Feet |
| | Partial Patch - PCC | $19.10 | Square Feet |
| | Crack Sealing - PCC | $4.25 | Linear Feet |
| | Joint Seal Repair (Local) | $3.00 | Linear Feet |
| | Slab Stabilization / Slab Jacking | $45.00 | Square Feet |
| | Micro-mill and Seal - PCC | $1.00 | Square Feet |
| | Seal Coat Treatment | $1.00 | Square Feet |

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to

plan future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for General Aviation Airports

| Category | Activity | PCI Range | Cost/SqFt |
|---|---|---|---|
| Rehabilitation | ▪ Mill and Overlay (AC) | 40 - 74 | $8.00 |
| | ▪ Concrete Pavement Restoration (PCC) | | $10.00 |
| | ▪ Full Depth Pavement Reconstruction | 0 - 39 | $15.00 |

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%. In Appendix E, Table E-1 summarizes the Year-1 maintenance and repair recommendations based on the most recent inspection. The summary in Table E-1 does not take into account any rehabilitation activities, but rather summarizes preventative activities for all PCI ranges, including below critical PCI sections.

# 6. MAJOR PAVEMENT REHABILITATION NEEDS

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit.

The objective of the major pavement rehabilitation needs analysis is to provide planning level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

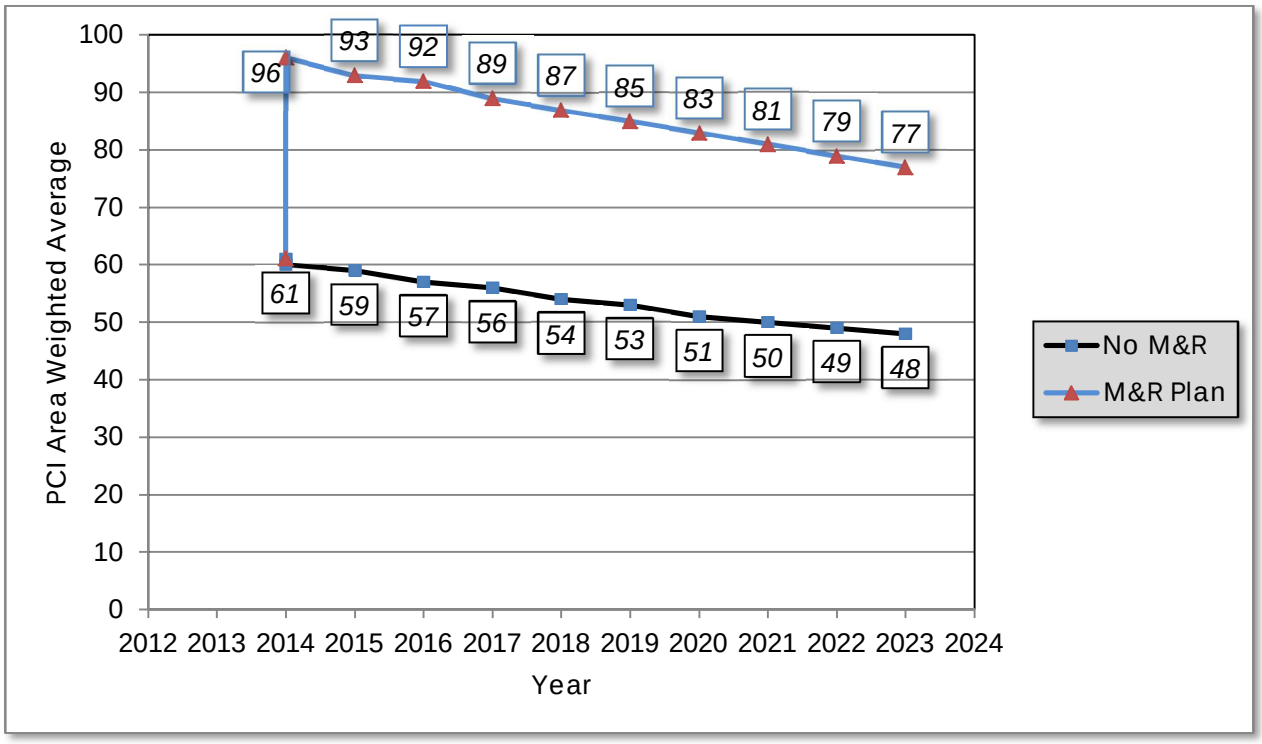
## Table 6-1: Summary of Major Rehabilitation

| Year | Branch ID | Section ID | Major M&R Costs* | PCI Before M&R | M&R Activity | PCI After M&R |
|---|---|---|---|---|---|---|
| 2014 | RW 6-24 | 6205 | $ 4,873,485.37 | 54 | Mill and Overlay | 100 |
| 2014 | RW 11-29 | 6105 | $ 5,168,099.26 | 49 | Mill and Overlay | 100 |
| 2014 | AP RU 11 | 5105 | $ 303,847.59 | 57 | Mill and Overlay | 100 |
| 2014 | AP RU 11 | 5103 | $ 501,308.37 | 37 | Reconstruction | 100 |
| 2014 | AP T-HANG | 4315 | $ 101,178.09 | 50 | Mill and Overlay | 100 |
| 2014 | AP T-HANG | 4310 | $ 169,165.99 | 65 | Mill and Overlay | 100 |
| 2014 | AP | 4130 | $ 154,124.74 | 26 | Reconstruction | 100 |
| 2014 | AP | 4120 | $ 146,967.03 | 31 | Reconstruction | 100 |
| 2014 | AP | 4115 | $ 312,707.02 | 40 | Reconstruction | 100 |
| 2014 | AP | 4105 | $ 393,662.04 | 1 | Reconstruction | 100 |
| 2014 | TW D | 415 | $ 222,019.49 | 55 | Mill and Overlay | 100 |
| 2014 | TW D | 414 | $ 46,119.10 | 65 | Mill and Overlay | 100 |
| 2014 | TW D | 410 | $ 1,629,431.79 | 40 | Reconstruction | 100 |
| 2014 | TW D | 407 | $ 121,129.83 | 32 | Reconstruction | 100 |
| 2014 | TW D | 405 | $ 456,496.91 | 17 | Reconstruction | 100 |
| 2014 | TW C | 315 | $ 1,449,864.75 | 42 | Mill and Overlay | 100 |
| 2014 | TW C | 310 | $ 267,246.53 | 48 | Mill and Overlay | 100 |
| 2014 | TW C | 307 | $ 130,172.06 | 44 | Mill and Overlay | 100 |
| 2014 | TW C | 305 | $ 298,210.99 | 59 | Mill and Overlay | 100 |
| 2014 | TW A | 110 | $ 263,642.31 | 35 | Reconstruction | 100 |
| 2014 | TW A | 105 | $ 2,122,167.81 | 49 | Mill and Overlay | 100 |
| 2014 | TW A | 104 | $ 110,365.83 | 36 | Reconstruction | 100 |
| 2014 | TW A | 102 | $ 221,768.29 | 63 | Mill and Overlay | 100 |
| 2016 | TW B | 205 | $ 933,993.29 | 65 | Mill and Overlay | 100 |
| 2019 | AP E | 4210 | $ 139,112.88 | 64 | PCC Restoration | 100 |
| 2020 | TW E | 520 | $ 286,475.46 | 65 | Mill and Overlay | 100 |
| 2023 | AP | 4125 | $ 334,912.43 | 65 | PCC Restoration | 100 |
| | | Total = | $21,157,675.25 | | | |

* Costs are adjusted for inflation AT 3%

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or "unlimited budget" Major Rehabilitation Program is compared to a "No Major Rehabilitation Program" scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 29 points less than a plan that provides timely repairs to the airfield pavements.

Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis



# 7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

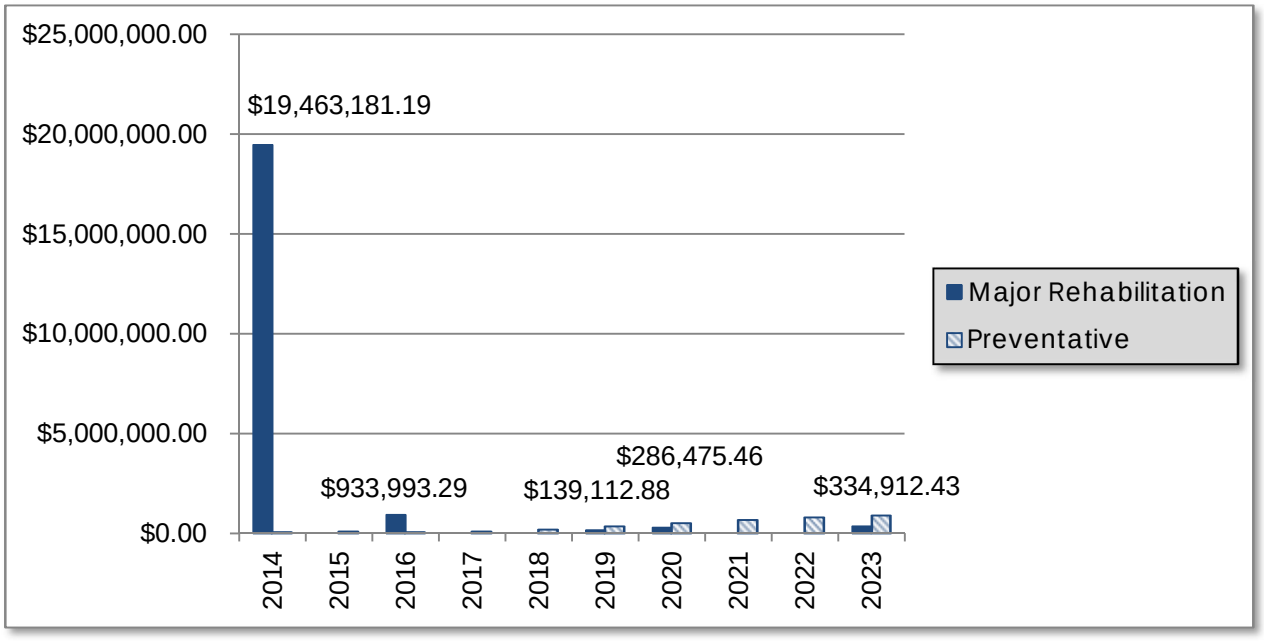
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2013, based on condition, may exceed a typical annual budget level. It is recommended that each airport further evaluate each project's feasibility and desirability based on the airport's future development plans and budgeting scenarios.

In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1provides a summary of the expected preventative and major rehabilitation for each program year.

Table 7-1: 10-Year Preventative and Major Rehabilitation Summary

| Program Year | Preventative | Major Rehabilitation | Total Year Costs |
|---|---|---|---|
| 2014 | $ 73,812.10 | $ 19,463,181.19 | $ 19,536,993.29 |
| 2015 | $ 94,322.65 | $ - | $ 94,322.65 |
| 2016 | $ 82,837.56 | $ 933,993.29 | $ 1,016,830.85 |
| 2017 | $ 119,011.74 | $ - | $ 119,011.74 |
| 2018 | $ 208,963.23 | $ - | $ 208,963.23 |
| 2019 | $ 360,536.37 | $ 139,112.88 | $ 499,649.26 |
| 2020 | $ 506,923.50 | $ 286,475.46 | $ 793,398.96 |
| 2021 | $ 669,276.46 | $ - | $ 669,276.46 |
| 2022 | $ 821,840.68 | $ - | $ 821,840.68 |
| 2023 | $ 907,005.32 | $ 334,912.43 | $ 1,241,917.74 |
| | | Total = | $ 25,002,204.86 |

Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary




According to the most recent inspections at the time of this update; the following pavement sections were identified as a Year-1 need for major rehabilitation:

- Runway 6-24 – Section 6205
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 11-29 – Section 6105
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Run-Up at Apron at Runway 11 – Section 5105
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Run-Up at Apron at Runway 11 – Section 5103
  - Reconstruction attributed to distresses related to climate and age of pavement.
- Apron at T-Hangars – Sections 4315 and 4310
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Apron – Section 4115
  - Reconstruction attributed to distresses related to subgrade quality, climate and age of pavement.

- Apron – Sections 4105, 4120, and 4130
  - Reconstruction attributed to distresses related to load repetition and construction quality.
- Taxiway D – Sections 415 and 414
  - Mill and Overlay attributed to distresses related to loading, subgrade quality, climate, and age of pavement.
- Taxiway D – Sections 410, 407, and 405
  - Reconstruction attributed to distresses related to loading, subgrade quality, climate, and age of pavement.
- Taxiway C – Sections 315, 310, 307, and 305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway A – Sections 110 and 104
  - Reconstruction attributed to distresses related to climate and age of pavement.
- Taxiway A – Sections 105 and 102
  - Mill and Overlay attributed to distresses related to subgrade quality, loading, climate, and age of pavement.

Appendix E summarizes the preventative repair recommendations for Year-1 and Appendix F provides an exhibit, Airfield Pavement Major Rehabilitation, that depicts the recommended major rehabilitation on the airfield pavement network according to work type and year.

# 8. VISUAL AID EXHIBITS

## 8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-11. The exhibits are prepared and updated with information provided by the airport and from aerial imagery from the FDOT Surveying and Mapping publications.

## 8.2 Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in Appendix A depicts any recent airfield pavement construction activity reported by the airport. The exhibit is intended to identify pavement sections that may have changed in geometry and pavement composition that would affect the section delineation. The information provided in the Airport Response Form was used as the basis of the changes and confirmed with the airport personnel at the time of inspection.

## 8.3 Airfield Pavement Condition Index Rating Exhibit

The Airfield Pavement Condition Index Rating Exhibit in Appendix B has been prepared based on the section condition analysis of the distress data collected during the recent condition index rating survey. The exhibit graphically depicts the inventory with associated condition rating colors and PCI values.

## 8.4 Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit in Appendix F has been prepared based on the section pavement performance model and major rehabilitation analysis. The exhibit graphically depicts the inventory with associated rehabilitation activity, program year, and the planning level costs.

## 8.5 Airfield Pavement Condition Survey Inspection Photographs

During the field condition survey inspection; inspectors photographed representative distress types observed. Select photographs are provided in Appendix G to provide visual support to special pavement conditions or distresses observed.

# 9. RECOMMENDATIONS

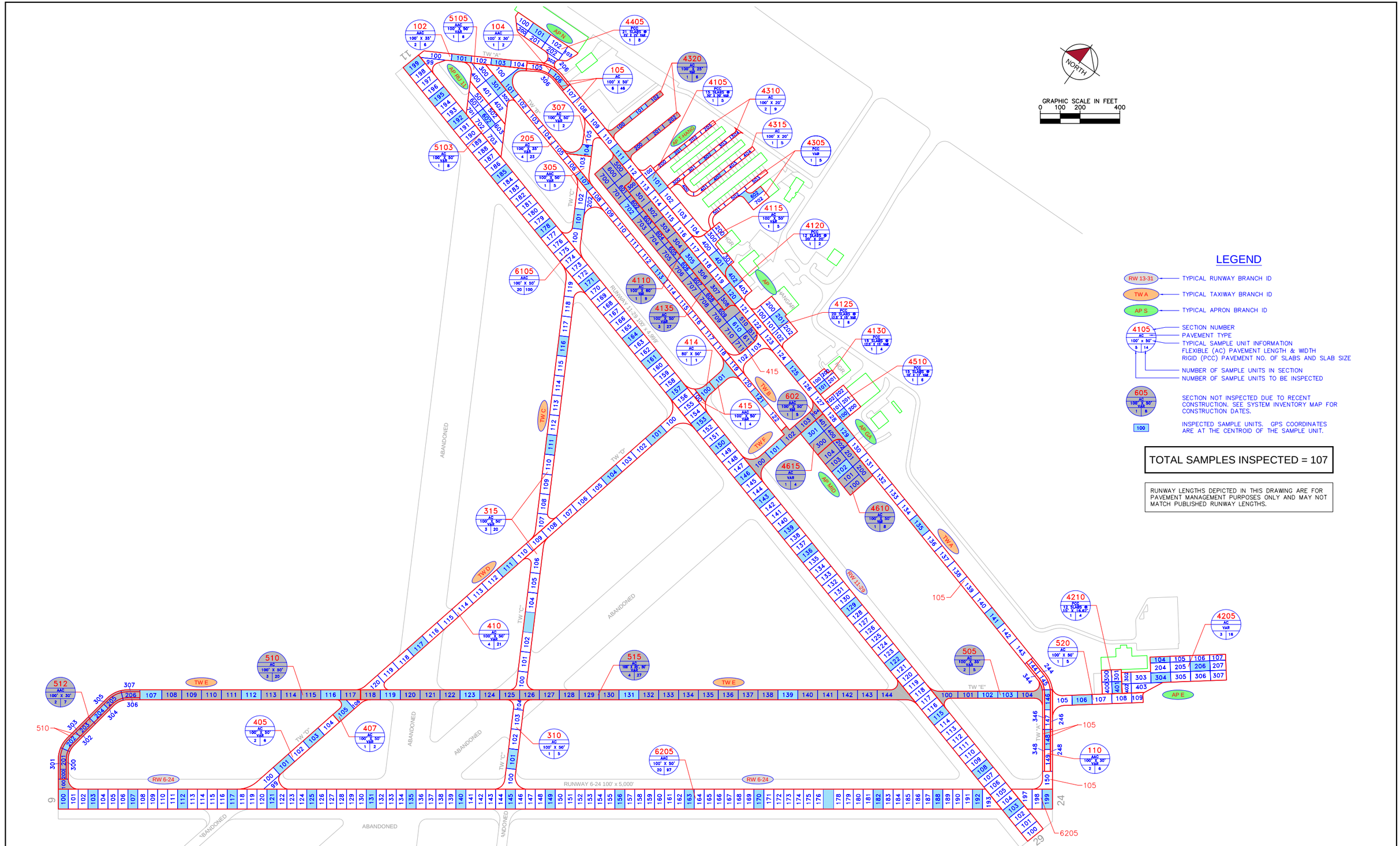
The following recommendations were made based on the 2013 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 6-24 – Section 6205
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Runway 11-29 – Section 6105
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Run-Up at Apron at Runway 11 – Section 5105
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Run-Up at Apron at Runway 11 – Section 5103
  - Reconstruction attributed to distresses related to climate and age of pavement.
- Apron at T-Hangars – Sections 4315 and 4310
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Apron – Section 4115
  - Reconstruction attributed to distresses related to subgrade quality, climate and age of pavement.
- Apron – Sections 4105, 4120, and 4130
  - Reconstruction attributed to distresses related to load repetition and construction quality.
- Taxiway D – Sections 415 and 414
  - Mill and Overlay attributed to distresses related to loading, subgrade quality, climate, and age of pavement.
- Taxiway D – Sections 410, 407, and 405
  - Reconstruction attributed to distresses related to loading, subgrade quality, climate, and age of pavement.
- Taxiway C – Sections 315, 310, 307, and 305
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Taxiway A – Sections 110 and 104
  - Reconstruction attributed to distresses related to climate and age of pavement.

- Taxiway A – Sections 105 and 102
  - Mill and Overlay attributed to distresses related to subgrade quality, loading, climate, and age of pavement.
- Taxiway B – Section 205
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- East Apron – Section 4210
  - PCC Restoration attributed to distresses related to load repetition and construction quality.
- Taxiway E – Section 520
  - Mill and Overlay attributed to distresses related to subgrade quality, climate, and age of pavement.
- Apron – Section 4125
  - PCC Restoration attributed to distresses related to load repetition and construction quality.

# APPENDIX A

- AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
- AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
- PAVEMENT GEOMETRY INVENTORY
- WORK HISTORY REPORT




| NUMBER | DATE | REVISIONS |
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| DESIGNED: | KHA | DRAWN: | KHA | CHECKED: | KHA | DATE: | 2013 |
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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

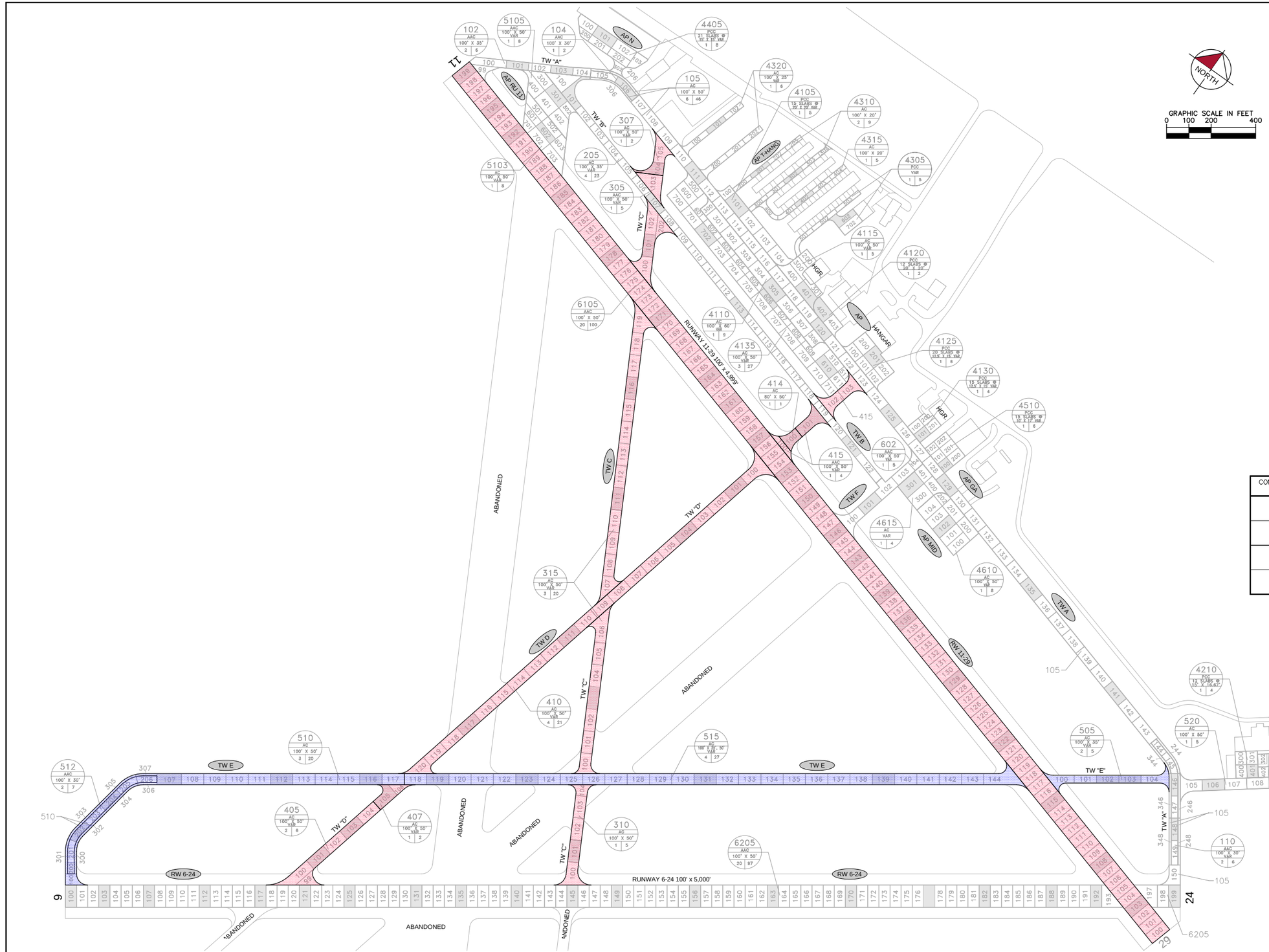
# AIRFEILD PAVEMENT NETWORK DEFINITION EXHIBIT

## FLAGLER COUNTY AIRPORT
## FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: XFL

FDOT DISTRICT: 5




## CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

| CONSTRUCTION YEAR | LOCATION | WORK TYPE / PAVEMENT SECTION |
|---|---|---|
| 2013 | TAXIWAY E | ASPHALT PAVEMENT REHABILITATION |
| 2014 | TAXIWAY C | ASPHALT PAVEMENT REHABILITATION |
| 2014 | TAXIWAY D | ASPHALT PAVEMENT REHABILITATION |
| 2014 | RUNWAY 11–29 | RELOCATE RW 400 FT SOUTH. NEW CONSTRUCTION |

## LEGEND

- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019

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

| NUMBER | DATE | REVISIONS |
|---|---|---|
| | | |
| | | |
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| DESIGNED: | KHA | DRAWN: | KHA | CHECKED: | KHA | DATE: | 2013 |
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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

# AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

## FLAGLER COUNTY AIRPORT
## FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: XFL

FDOT DISTRICT: 5

## Table A-1: Pavement Geometry 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RUNWAY 6-24 | RW 6-24 | RUNWAY | 6205 | 4,850 | 100 | 487,349 | P | AAC | 1/1/1995 | 7/9/2013 | 97 |
| RUNWAY 11-29 | RW 11-29 | RUNWAY | 6105 | 5,000 | 100 | 500,300 | P | AAC | 1/1/1988 | 7/9/2013 | 100 |
| RUN-UP APRON AT RW 11 | AP RU 11 | APRON | 5105 | 280 | 180 | 30,385 | P | AAC | 1/1/1992 | 7/9/2013 | 6 |
| RUN-UP APRON AT RW 11 | AP RU 11 | APRON | 5103 | 280 | 120 | 33,421 | P | AC | 1/1/1942 | 7/9/2013 | 8 |
| APRON MID | AP MID | APRON | 4615 | 150 | 140 | 21,385 | P | AC | 1/1/2012 | 1/1/2012 | 4 |
| APRON MID | AP MID | APRON | 4610 | 260 | 150 | 38,864 | P | AC | 12/1/2012 | 12/1/2012 | 8 |
| APRON GA | AP GA | APRON | 4510 | 140 | 120 | 16,783 | P | PCC | 12/1/2012 | 7/9/2013 | 6 |
| NORTH APRON | AP N | APRON | 4405 | 350 | 85 | 30,077 | S | PCC | 1/1/2009 | 7/9/2013 | 8 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4320 | 300 | 25 | 17,192 | P | AC | 12/1/2012 | 12/1/2012 | 6 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4315 | 1,330 | 20 | 9,905 | S | AC | 12/25/1999 | 7/9/2013 | 5 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4310 | 340 | 20 | 16,917 | S | AC | 12/25/1999 | 7/9/2013 | 9 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4305 | 100 | 70 | 16,802 | S | PCC | 12/25/1999 | 7/9/2013 | 5 |
| EAST APRON | AP E | APRON | 4210 | 167 | 100 | 12,000 | S | PCC | 1/1/2004 | 7/9/2013 | 4 |
| EAST APRON | AP E | APRON | 4205 | 540 | 130 | 65,412 | S | AC | 1/1/2007 | 7/9/2013 | 16 |
| APRON | AP | APRON | 4135 | 1,170 | 70 | 110,983 | P | AC | 1/1/2012 | 1/1/2012 | 27 |
| APRON | AP | APRON | 4130 | 90 | 110 | 10,275 | P | PCC | 1/1/1992 | 7/9/2013 | 4 |
| APRON | AP | APRON | 4125 | 220 | 110 | 25,668 | P | PCC | 1/1/1992 | 7/9/2013 | 6 |
| APRON | AP | APRON | 4120 | 140 | 60 | 9,798 | P | PCC | 1/1/1992 | 7/9/2013 | 2 |
| APRON | AP | APRON | 4115 | 152 | 200 | 20,847 | P | AC | 1/1/1950 | 7/9/2013 | 5 |
| APRON | AP | APRON | 4110 | 820 | 60 | 48,363 | P | AC | 1/1/2012 | 1/1/2012 | 9 |
| APRON | AP | APRON | 4105 | 220 | 60 | 26,244 | P | PCC | 1/1/1942 | 7/9/2013 | 5 |

| 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 F | TW F | TAXIWAY | 602 | 500 | 50 | 25,816 | P | AAC | 12/1/2012 | 12/1/2012 | 5 |
| TAXIWAY E | TW E | TAXIWAY | 520 | 465 | 50 | 23,992 | P | AC | 1/1/2004 | 7/9/2013 | 5 |
| TAXIWAY E | TW E | TAXIWAY | 515 | 1,670 | 50 | 139,435 | P | AAC | 12/1/2013 | 12/1/2013 | 27 |
| TAXIWAY E | TW E | TAXIWAY | 512 | 645 | 30 | 19,204 | P | AAC | 12/1/2013 | 12/1/2013 | 7 |
| TAXIWAY E | TW E | TAXIWAY | 510 | 1,100 | 50 | 71,339 | P | AAC | 12/1/2013 | 12/1/2013 | 20 |
| TAXIWAY E | TW E | TAXIWAY | 505 | 550 | 35 | 21,067 | P | AAC | 12/1/2013 | 12/1/2013 | 5 |
| TAXIWAY D | TW D | TAXIWAY | 415 | 310 | 50 | 22,202 | P | AAC | 1/1/1992 | 7/9/2013 | 4 |
| TAXIWAY D | TW D | TAXIWAY | 414 | 80 | 50 | 4,612 | P | AC | 1/1/1942 | 7/9/2013 | 1 |
| TAXIWAY D | TW D | TAXIWAY | 410 | 2,000 | 50 | 108,629 | P | AC | 1/1/1942 | 7/9/2013 | 21 |
| TAXIWAY D | TW D | TAXIWAY | 407 | 200 | 50 | 8,075 | P | AC | 1/1/1942 | 7/9/2013 | 2 |
| TAXIWAY D | TW D | TAXIWAY | 405 | 426 | 50 | 30,433 | P | AC | 1/1/1942 | 7/9/2013 | 6 |
| TAXIWAY C | TW C | TAXIWAY | 315 | 2,098 | 50 | 105,368 | P | AC | 1/1/2007 | 7/9/2013 | 20 |
| TAXIWAY C | TW C | TAXIWAY | 310 | 450 | 50 | 24,779 | P | AC | 1/1/1942 | 7/9/2013 | 5 |
| TAXIWAY C | TW C | TAXIWAY | 307 | 200 | 50 | 10,190 | P | AC | 1/1/1942 | 7/9/2013 | 2 |
| TAXIWAY C | TW C | TAXIWAY | 305 | 410 | 50 | 29,821 | P | AAC | 1/1/1992 | 7/9/2013 | 5 |
| TAXIWAY B | TW B | TAXIWAY | 205 | 2,450 | 35 | 88,038 | P | AC | 1/1/1992 | 7/9/2013 | 23 |
| TAXIWAY A | TW A | TAXIWAY | 110 | 587 | 30 | 17,576 | P | AAC | 1/1/1982 | 7/9/2013 | 6 |
| TAXIWAY A | TW A | TAXIWAY | 105 | 3,740 | 50 | 206,336 | P | AC | 1/1/1942 | 7/9/2013 | 46 |
| TAXIWAY A | TW A | TAXIWAY | 104 | 250 | 30 | 7,358 | P | AAC | 1/1/1982 | 7/9/2013 | 2 |
| TAXIWAY A | TW A | TAXIWAY | 102 | 500 | 50 | 22,177 | P | AAC | 1/1/1992 | 7/9/2013 | 6 |

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

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4105 **Surface:** PCC
**L.C.D.:** 01/01/1942 **Use:** APRON **Rank** P **Length:** 220.00 Ft **Width:** 60.00 Ft **True Area:** 26,244.13 SqF

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

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4110 **Surface:** AC
**L.C.D.:** 01/01/2012 **Use:** APRON **Rank** P **Length:** 820.00 Ft **Width:** 60.00 Ft **True Area:** 48,362.56 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/2012 | CR-AC | Complete Reconstruction - AC | $0 | 0.00 | True | 4" P-401, 6" COMP BASE OF 4" RECL/2" VIRGIN P-211 LR. PVMT TYPE AC NOW |
| 01/01/1942 | IMPORTED | BUILT | | 8.00 | True | 1942: 8" PCC PAVEMENT |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | SOIL: SP |

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4115 **Surface:** AC
**L.C.D.:** 01/01/1950 **Use:** APRON **Rank** P **Length:** 152.50 Ft **Width:** 200.00 Ft **True Area:** 20,847.13 SqF

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

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4120 **Surface:** PCC
**L.C.D.:** 01/01/1992 **Use:** APRON **Rank** P **Length:** 140.00 Ft **Width:** 60.00 Ft **True Area:** 9,797.80 SqF

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

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4125 **Surface:** PCC
**L.C.D.:** 01/01/1992 **Use:** APRON **Rank** P **Length:** 220.00 Ft **Width:** 110.00 Ft **True Area:** 25,668.25 SqF

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

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4130 **Surface:** PCC
**L.C.D.:** 01/01/1992 **Use:** APRON **Rank** P **Length:** 90.00 Ft **Width:** 110.00 Ft **True Area:** 10,274.98 SqF

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

**Network:** XFL **Branch:** AP **(APRON)** **Section:** 4135 **Surface:** AC
**L.C.D.:** 01/01/2012 **Use:** APRON **Rank** P **Length:** 1,170.00 Ft **Width:** 70.00 Ft **True Area:** 110,983.45 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/2012 | HI-AG | New Construction | $0 | 0.00 | True | FULL DEP RECLAMATION, ROTO TOP 8", REMOVE TOP 4" REPLACE W/P-401. AC |
| 01/01/1992 | IMPORTED | BUILT | | | True | 1992: AC PAVEMENT |

**Network:** XFL **Branch:** AP E **(EAST APRON)** **Section:** 4205 **Surface:** AC
**L.C.D.:** 01/01/2007 **Use:** APRON **Rank** S **Length:** 540.00 Ft **Width:** 130.00 Ft **True Area:** 65,412.37 SqF

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

**Network:** XFL **Branch**: AP E (EAST APRON) **Section:** 4210 **Surface:** PCC
**L.C.D.:** 01/01/2004 **Use:** APRON **Rank** S **Length:** 167.00 Ft **Width:** 100.00 Ft **True Area:** 12,000.00 SqF

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

**Network:** XFL **Branch**: AP GA (APRON GA) **Section:** 4510 **Surface:** PCC
**L.C.D.:** 12/01/2012 **Use:** APRON **Rank** P **Length:** 140.00 Ft **Width:** 120.00 Ft **True Area:** 16,783.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2012 | NU-IN | New Construction - Initial | $0 | 0.00 | True | |

**Network:** XFL **Branch**: AP MID (APRON MID) **Section:** 4610 **Surface:** AC
**L.C.D.:** 12/01/2012 **Use:** APRON **Rank** P **Length:** 260.00 Ft **Width:** 150.00 Ft **True Area:** 38,864.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2012 | NU-IN | New Construction - Initial | $0 | 0.00 | True | 4" P401, 6" comp. base. consisting of 4" recy. base and 2" p211 |

**Network:** XFL **Branch**: AP MID (APRON MID) **Section:** 4615 **Surface:** AC
**L.C.D.:** 01/01/2012 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 140.00 Ft **True Area:** 21,385.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/2012 | NU-IN | New Construction - Initial | $0 | 0.00 | True | 4" p401 on comp base |

**Network:** XFL **Branch**: AP N (NORTH APRON) **Section:** 4405 **Surface:** PCC
**L.C.D.:** 01/01/2009 **Use:** APRON **Rank** S **Length:** 350.00 Ft **Width:** 85.00 Ft **True Area:** 30,076.72 SqF

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

**Network:** XFL **Branch**: AP RU 11 (RUN-UP APRON AT RW 11) **Section:** 5103 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** APRON **Rank** P **Length:** 280.00 Ft **Width:** 120.00 Ft **True Area:** 33,420.55 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1942 | NU-IN | New Construction - Initial | $0 | 0.00 | True | |

**Network:** XFL **Branch**: AP RU 11 (RUN-UP APRON AT RW 11) **Section:** 5105 **Surface:** AAC
**L.C.D.:** 01/01/1992 **Use:** APRON **Rank** P **Length:** 280.00 Ft **Width:** 180.00 Ft **True Area:** 30,384.76 SqF

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

**Network:** XFL **Branch**: AP T-HANG (APRON AT T-HANGARS) **Section:** 4305 **Surface:** PCC
**L.C.D.:** 12/25/1999 **Use:** APRON **Rank** S **Length:** 100.00 Ft **Width:** 70.00 Ft **True Area:** 16,802.43 SqF

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

**Network:** XFL **Branch**: AP T-HANG (APRON AT T-HANGARS) **Section:** 4310 **Surface:** AC
**L.C.D.:** 12/25/1999 **Use:** APRON **Rank** S **Length:** 340.00 Ft **Width:** 20.00 Ft **True Area:** 16,916.60 SqF

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

**Network:** XFL **Branch**: AP T-HANG (APRON AT T-HANGARS) **Section:** 4315 **Surface:** AC
**L.C.D.:** 12/25/1999 **Use:** APRON **Rank** S **Length:** 1,330.00 Ft **Width:** 20.00 Ft **True Area:** 9,904.85 SqF

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

**Network:** XFL **Branch**: AP T-HANG (APRON AT T-HANGARS) **Section:** 4320 **Surface:** AC
**L.C.D.:** 12/01/2012 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 25.00 Ft **True Area:** 17,192.32 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2012 | NU-IN | New Construction - Initial | $0 | 0.00 | True | |

**Network:** XFL **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6105 **Surface:** AAC
**L.C.D.:** 01/01/1988 **Use:** RUNWAY **Rank** P **Length:** 5,000.00 Ft **Width:** 100.00 Ft **True Area:** 500,300.00 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 01/01/1988 | IMPORTED | OVERLAY | | | True | ESTIMATE 1988 P-401 OVERLAY |
| 01/01/1988 | IMPORTED | OVERLAY | | | True | SOIL: SP |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | 1942: 2" AC ON 6" LIME ROCK BASE |

**Network:** XFL **Branch**: RW 6-24 (RUNWAY 6-24) **Section:** 6205 **Surface:** AAC
**L.C.D.:** 01/01/1995 **Use:** RUNWAY **Rank** P **Length:** 4,850.00 Ft **Width:** 100.00 Ft **True Area:** 487,348.56 SqF

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

**Network:** XFL **Branch**: TW A (TAXIWAY A) **Section:** 102 **Surface:** AAC
**L.C.D.:** 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 22,176.83 SqF

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

**Network:** XFL **Branch**: TW A (TAXIWAY A) **Section:** 104 **Surface:** AAC
**L.C.D.:** 01/01/1982 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 30.00 Ft **True Area:** 7,357.72 SqF

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

**Network:** XFL **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 3,740.00 Ft **Width:** 50.00 Ft **True Area:** 206,336.23 SqF

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

**Network:** XFL **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
**L.C.D.:** 01/01/1982 **Use:** TAXIWAY **Rank** P **Length:** 587.00 Ft **Width:** 30.00 Ft **True Area:** 17,576.15 SqF

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

**Network:** XFL **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
**L.C.D.:** 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 2,450.00 Ft **Width:** 35.00 Ft **True Area:** 88,037.83 SqF

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

**Network:** XFL **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
**L.C.D.:** 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 410.00 Ft **Width:** 50.00 Ft **True Area:** 29,821.10 SqF

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

**Network:** XFL **Branch**: TW C (TAXIWAY C) **Section:** 307 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,189.59 SqF

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

**Network:** XFL **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 24,779.46 SqF

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

**Network:** XFL **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
**L.C.D.:** 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 2,098.00 Ft **Width:** 50.00 Ft **True Area:** 105,368.08 SqF

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

**Network:** XFL **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 426.00 Ft **Width:** 50.00 Ft **True Area:** 30,433.12 SqF

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

**Network:** XFL **Branch**: TW D (TAXIWAY D) **Section:** 407 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 8,075.32 SqF

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

**Network:** XFL **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 50.00 Ft **True Area:** 108,628.76 SqF

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

**Network:** XFL **Branch**: TW D (TAXIWAY D) **Section:** 414 **Surface:** AC
**L.C.D.:** 01/01/1942 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4,611.91 SqF

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

**Network:** XFL **Branch**: TW D (TAXIWAY D) **Section:** 415 **Surface:** AAC
**L.C.D.:** 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 310.00 Ft **Width:** 50.00 Ft **True Area:** 22,201.95 SqF

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

**Network:** XFL **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
**L.C.D.:** 12/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 550.00 Ft **Width:** 35.00 Ft **True Area:** 21,067.33 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2013 | ML-OV | MILL and OVERLAY | $0 | 0.00 | True | |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | 1942: 2" AC ON 6" LIME ROCK BASE |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | SOIL: SP |

**Network:** XFL **Branch**: TW E (TAXIWAY E) **Section:** 510 **Surface:** AAC
**L.C.D.:** 12/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 1,100.00 Ft **Width:** 50.00 Ft **True Area:** 71,339.27 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2013 | ML-OV | MILL and OVERLAY | $0 | 0.00 | True | |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | 1942: 2" AC ON 6" LIME ROCK BASE |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | SOIL: SP |

**Network:** XFL **Branch**: TW E (TAXIWAY E) **Section:** 512 **Surface:** AAC
**L.C.D.:** 12/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 645.00 Ft **Width:** 30.00 Ft **True Area:** 19,204.16 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2013 | ML-OV | MILL and OVERLAY | $0 | 0.00 | True | |
| 01/01/1982 | IMPORTED | BUILT | | | True | ESTIMATE 1982 AC OVERLAY ON EXISTING AC PAVEMENT |

**Network:** XFL **Branch**: TW E (TAXIWAY E) **Section:** 515 **Surface:** AAC
**L.C.D.:** 12/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 1,670.00 Ft **Width:** 50.00 Ft **True Area:** 139,434.54 SqF

| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2013 | ML-OV | MILL and OVERLAY | $0 | 0.00 | True | |
| 01/01/1942 | IMPORTED | OVERLAY | | | True | SOIL: SP |
| 01/01/1942 | IMPORTED | BUILT | | 2.00 | True | 1942: 2" AC ON 6" LIME ROCK BASE |

**Network:** XFL **Branch**: TW E (TAXIWAY E) **Section:** 520 **Surface:** AC
**L.C.D.:** 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 465.00 Ft **Width:** 50.00 Ft **True Area:** 23,991.87 SqF

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

**Network:** XFL **Branch**: TW F (TAXIWAY F) **Section:** 602 **Surface:** AAC
**L.C.D.:** 12/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 25,816.34 SqF

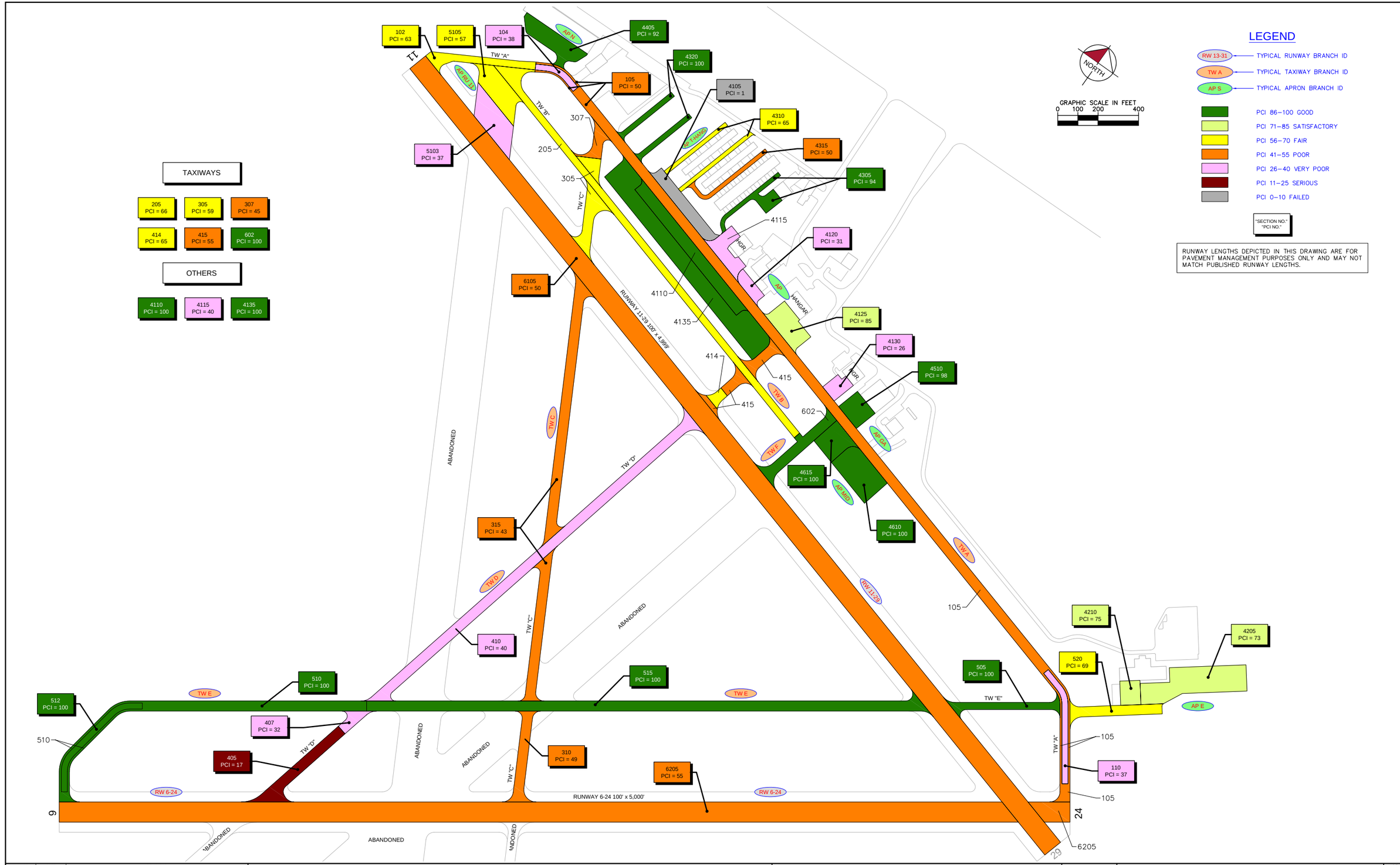
| Work Date | Work Code | Work Description | Cost | Thickness (in) | Major M&R | Comments |
|---|---|---|---|---|---|---|
| 12/01/2012 | ML-OV | Mill and Overlay | $0 | 0.00 | True | 2" p101 mill and 2" p401 asphalt overlay |
| 01/01/1942 | NU-IN | New Construction - Initial | $0 | 0.00 | True | 2" AC ON 6" LR BASE |

**Summary:**

| Work Description | Section Count | Area Total (SqFt) | Thickness Avg (in) | Thickness STD (in) |
|---|---|---|---|---|
| BUILT | 27 | 2,101,482.89 | 3.37 | 2.88 |
| Complete Reconstruction - AC | 1 | 48,362.56 | .00 | |
| Initial Construction | 8 | 280,472.92 | 2.50 | 3.66 |
| MILL and OVERLAY | 5 | 276,861.64 | .00 | .00 |
| New Construction | 1 | 110,983.45 | .00 | |
| New Construction - AC | 2 | 170,780.45 | .00 | .00 |
| New Construction - Initial | 6 | 153,461.21 | .00 | .00 |
| OVERLAY | 12 | 2,350,601.35 | | |

# APPENDIX B

- AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- PAVEMENT CONDITION INDEX INVENTORY




| NUMBER | DATE | REVISIONS |
|---|---|---|
| | | |
| | | |
| | | |
| | | |

| DESIGNED: | KHA | DRAWN: | KHA | CHECKED: | KHA | DATE: | 2013 |
|---|---|---|---|---|---|---|---|

K:\DPB_Aviation\AIRPORTS\FLAGLER\EXT\FL-FLAGLER COUNTY AIRPORT\SHEETS\XLS-SPL-CONDITION.dwg PLOTTED: November 25, 2013 - 4:39 PM BY Shiva, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

# AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

## FLAGLER COUNTY AIRPORT
## FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: XFL
DOT DISTRICT: 5

## Table B-1: Pavement Condition Index Inventory

| Branch Name | Branch ID | Branch Use | Section ID | True Area ($FT^2$) | Section Rank | Surface Type | PCI | PCI Category | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|---|---|
| RUNWAY 6-24 | RW 6-24 | RUNWAY | 6205 | 487,349 | P | AAC | 55 | Poor | 20 | 97 |
| RUNWAY 11-29 | RW 11-29 | RUNWAY | 6105 | 500,300 | P | AAC | 50 | Poor | 20 | 100 |
| RUN-UP APRON AT RW 11 | AP RU 11 | APRON | 5105 | 30,385 | P | AAC | 57 | Fair | 1 | 6 |
| RUN-UP APRON AT RW 11 | AP RU 11 | APRON | 5103 | 33,421 | P | AC | 37 | Very Poor | 1 | 8 |
| APRON MID | AP MID | APRON | 4615 | 21,385 | P | AC | 100 | Good | 1 | 4 |
| APRON MID | AP MID | APRON | 4610 | 38,864 | P | AC | 100 | Good | 1 | 8 |
| APRON GA | AP GA | APRON | 4510 | 16,783 | P | PCC | 98 | Good | 1 | 6 |
| NORTH APRON | AP N | APRON | 4405 | 30,077 | S | PCC | 92 | Good | 1 | 8 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4320 | 17,192 | P | AC | 100 | Good | 1 | 6 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4315 | 9,905 | S | AC | 50 | Poor | 1 | 5 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4310 | 16,917 | S | AC | 65 | Fair | 2 | 9 |
| APRON AT T-HANGARS | AP T-HANG | APRON | 4305 | 16,802 | S | PCC | 94 | Good | 1 | 5 |
| EAST APRON | AP E | APRON | 4210 | 12,000 | S | PCC | 75 | Satisfactory | 1 | 4 |
| EAST APRON | AP E | APRON | 4205 | 65,412 | S | AC | 73 | Satisfactory | 3 | 16 |
| APRON | AP | APRON | 4135 | 110,983 | P | AC | 100 | Good | 3 | 27 |
| APRON | AP | APRON | 4130 | 10,275 | P | PCC | 26 | Very Poor | 1 | 4 |
| APRON | AP | APRON | 4125 | 25,668 | P | PCC | 85 | Satisfactory | 1 | 6 |
| APRON | AP | APRON | 4120 | 9,798 | P | PCC | 31 | Very Poor | 1 | 2 |
| APRON | AP | APRON | 4115 | 20,847 | P | AC | 40 | Very Poor | 1 | 5 |
| APRON | AP | APRON | 4110 | 48,363 | P | AC | 100 | Good | 1 | 9 |
| APRON | AP | APRON | 4105 | 26,244 | P | PCC | 1 | Failed | 1 | 5 |
| TAXIWAY F | TW F | TAXIWAY | 602 | 25,816 | P | AAC | 100 | Good | 1 | 5 |
| TAXIWAY E | TW E | TAXIWAY | 520 | 23,992 | P | AC | 69 | Fair | 1 | 5 |
| TAXIWAY E | TW E | TAXIWAY | 515 | 139,435 | P | AAC | 100 | Good | 4 | 27 |

| Branch Name | Branch ID | Branch Use | Section ID | True Area ($FT^2$) | Section Rank | Surface Type | PCI | PCI Category | Total Samples Inspected | Total Samples |
|---|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY E | TW E | TAXIWAY | 512 | 19,204 | P | AAC | 100 | Good | 2 | 7 |
| TAXIWAY E | TW E | TAXIWAY | 510 | 71,339 | P | AAC | 100 | Good | 3 | 20 |
| TAXIWAY E | TW E | TAXIWAY | 505 | 21,067 | P | AAC | 100 | Good | 2 | 5 |
| TAXIWAY D | TW D | TAXIWAY | 415 | 22,202 | P | AAC | 55 | Poor | 1 | 4 |
| TAXIWAY D | TW D | TAXIWAY | 414 | 4,612 | P | AC | 65 | Fair | 1 | 1 |
| TAXIWAY D | TW D | TAXIWAY | 410 | 108,629 | P | AC | 40 | Very Poor | 4 | 21 |
| TAXIWAY D | TW D | TAXIWAY | 407 | 8,075 | P | AC | 32 | Very Poor | 1 | 2 |
| TAXIWAY D | TW D | TAXIWAY | 405 | 30,433 | P | AC | 17 | Serious | 2 | 6 |
| TAXIWAY C | TW C | TAXIWAY | 315 | 105,368 | P | AC | 43 | Poor | 3 | 20 |
| TAXIWAY C | TW C | TAXIWAY | 310 | 24,779 | P | AC | 49 | Poor | 1 | 5 |
| TAXIWAY C | TW C | TAXIWAY | 307 | 10,190 | P | AC | 45 | Poor | 1 | 2 |
| TAXIWAY C | TW C | TAXIWAY | 305 | 29,821 | P | AAC | 59 | Fair | 1 | 5 |
| TAXIWAY B | TW B | TAXIWAY | 205 | 88,038 | P | AC | 66 | Fair | 4 | 23 |
| TAXIWAY A | TW A | TAXIWAY | 110 | 17,576 | P | AAC | 37 | Very Poor | 2 | 6 |
| TAXIWAY A | TW A | TAXIWAY | 105 | 206,336 | P | AC | 50 | Poor | 6 | 46 |
| TAXIWAY A | TW A | TAXIWAY | 104 | 7,358 | P | AAC | 38 | Very Poor | 1 | 2 |
| TAXIWAY A | TW A | TAXIWAY | 102 | 22,177 | P | AAC | 63 | Fair | 2 | 6 |

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

# APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 9 /16/2013

# Branch Condition Report

*Pavement Database: FDOT NetworkID: XFL*



| Branch ID | Number of Sections | Sum Section Length (Ft) | Avg Section Width (Ft) | True Area (SqFt) | Use | Average PCI | PCI Standard Deviation | Weighted Average PCI |
|---|---|---|---|---|---|---|---|---|
| AP (APRON) | 7 | 2,812.50 | 95.71 | 252,178.30 | APRON | 54.71 | 36.85 | 77.51 |
| AP E (EAST APRON) | 2 | 707.00 | 115.00 | 77,412.37 | APRON | 74.00 | 1.00 | 73.31 |
| AP GA (APRON GA) | 1 | 140.00 | 120.00 | 16,783.00 | APRON | 98.00 | 0.00 | 98.00 |
| AP MID (APRON MID) | 2 | 410.00 | 145.00 | 60,249.00 | APRON | 100.00 | 0.00 | 100.00 |
| AP N (NORTH APRON) | 1 | 350.00 | 85.00 | 30,076.72 | APRON | 92.00 | 0.00 | 92.00 |
| AP RU 11 (RUN-UP APRON AT RW 11) | 2 | 560.00 | 150.00 | 63,805.31 | APRON | 47.00 | 10.00 | 46.52 |
| AP T-HANG (APRON AT T-HANGARS) | 4 | 2,070.00 | 33.75 | 60,816.20 | APRON | 77.25 | 20.56 | 80.46 |
| RW 11-29 (RUNWAY 11-29) | 1 | 5,000.00 | 100.00 | 500,300.00 | RUNWAY | 50.00 | 0.00 | 50.00 |
| RW 6-24 (RUNWAY 6-24) | 1 | 4,850.00 | 100.00 | 487,348.56 | RUNWAY | 55.00 | 0.00 | 55.00 |
| TW A (TAXIWAY A) | 4 | 5,077.00 | 40.00 | 253,446.93 | TAXIWAY | 47.00 | 10.56 | 49.89 |
| TW B (TAXIWAY B) | 1 | 2,450.00 | 35.00 | 88,037.83 | TAXIWAY | 66.00 | 0.00 | 66.00 |
| TW C (TAXIWAY C) | 4 | 3,158.00 | 50.00 | 170,158.23 | TAXIWAY | 49.00 | 6.16 | 46.80 |
| TW D (TAXIWAY D) | 5 | 3,016.00 | 50.00 | 173,951.06 | TAXIWAY | 41.80 | 16.89 | 38.18 |
| TW E (TAXIWAY E) | 5 | 4,430.00 | 43.00 | 275,037.17 | TAXIWAY | 93.80 | 12.40 | 97.30 |
| TW F (TAXIWAY F) | 1 | 500.00 | 50.00 | 25,816.34 | TAXIWAY | 100.00 | 0.00 | 100.00 |

*Pavement Database: FDOT*

| Use Category | Number of Sections | Total Area (SqFt) | Arithmetic Average PCI | Average PCI STD. | Weighted Average PCI |
|---|---|---|---|---|---|
| APRON | 19 | 561,320.90 | 69.68 | 30.26 | 77.53 |
| RUNWAY | 2 | 987,648.56 | 52.50 | 2.50 | 52.47 |
| TAXIWAY | 20 | 986,447.56 | 61.40 | 25.42 | 63.26 |
| **All** | 41 | 2,535,417.02 | 64.80 | 27.64 | 62.22 |

Date: 9 /16/2013

# Section Condition Report

*Pavement Database: FDOT* *NetworkID: XFL*



| Branch ID | Section ID | Last Const. Date | Surface | Use | Rank | Lanes | True Area (SqFt) | Last Inspection Date | Age At Inspection | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| AP (APRON) | 4105 | 01/01/1942 | PCC | APRON | P | 0 | 26,244.13 | 07/09/2013 | 71 | 1.00 |
| AP (APRON) | 4110 | 01/01/2012 | AC | APRON | P | 0 | 48,362.56 | 01/01/2012 | 0 | 100.00 |
| AP (APRON) | 4115 | 01/01/1950 | AC | APRON | P | 0 | 20,847.13 | 07/09/2013 | 63 | 40.00 |
| AP (APRON) | 4120 | 01/01/1992 | PCC | APRON | P | 0 | 9,797.80 | 07/09/2013 | 21 | 31.00 |
| AP (APRON) | 4125 | 01/01/1992 | PCC | APRON | P | 0 | 25,668.25 | 07/09/2013 | 21 | 85.00 |
| AP (APRON) | 4130 | 01/01/1992 | PCC | APRON | P | 0 | 10,274.98 | 07/09/2013 | 21 | 26.00 |
| AP (APRON) | 4135 | 01/01/2012 | AC | APRON | P | 0 | 110,983.45 | 01/01/2012 | 0 | 100.00 |
| AP E (EAST APRON) | 4205 | 01/01/2007 | AC | APRON | S | 0 | 65,412.37 | 07/09/2013 | 6 | 73.00 |
| AP E (EAST APRON) | 4210 | 01/01/2004 | PCC | APRON | S | 0 | 12,000.00 | 07/09/2013 | 9 | 75.00 |
| AP GA (APRON GA) | 4510 | 12/01/2012 | PCC | APRON | P | 0 | 16,783.00 | 07/09/2013 | 1 | 98.00 |
| AP MID (APRON MID) | 4610 | 12/01/2012 | AC | APRON | P | 0 | 38,864.00 | 12/01/2012 | 0 | 100.00 |
| AP MID (APRON MID) | 4615 | 01/01/2012 | AC | APRON | P | 0 | 21,385.00 | 01/01/2012 | 0 | 100.00 |
| AP N (NORTH APRON) | 4405 | 01/01/2009 | PCC | APRON | S | 0 | 30,076.72 | 07/09/2013 | 4 | 92.00 |
| AP RU 11 (RUN-UP APRON AT RW 11) | 5103 | 01/01/1942 | AC | APRON | P | 0 | 33,420.55 | 07/09/2013 | 71 | 37.00 |
| AP RU 11 (RUN-UP APRON AT RW 11) | 5105 | 01/01/1992 | AAC | APRON | P | 0 | 30,384.76 | 07/09/2013 | 21 | 57.00 |
| AP T-HANG (APRON AT T-HANGARS) | 4305 | 12/25/1999 | PCC | APRON | S | 0 | 16,802.43 | 07/09/2013 | 14 | 94.00 |
| AP T-HANG (APRON AT T-HANGARS) | 4310 | 12/25/1999 | AC | APRON | S | 0 | 16,916.60 | 07/09/2013 | 14 | 65.00 |
| AP T-HANG (APRON AT T-HANGARS) | 4315 | 12/25/1999 | AC | APRON | S | 0 | 9,904.85 | 07/09/2013 | 14 | 50.00 |
| AP T-HANG (APRON AT T-HANGARS) | 4320 | 12/01/2012 | AC | APRON | P | 0 | 17,192.32 | 12/01/2012 | 0 | 100.00 |
| RW 11-29 (RUNWAY 11-29) | 6105 | 01/01/1988 | AAC | RUNWAY | P | 0 | 500,300.00 | 07/09/2013 | 25 | 50.00 |
| RW 6-24 (RUNWAY 6-24) | 6205 | 01/01/1995 | AAC | RUNWAY | P | 0 | 487,348.56 | 07/09/2013 | 18 | 55.00 |
| TW A (TAXIWAY A) | 102 | 01/01/1992 | AAC | TAXIWAY | P | 0 | 22,176.83 | 07/09/2013 | 21 | 63.00 |
| TW A (TAXIWAY A) | 104 | 01/01/1982 | AAC | TAXIWAY | P | 0 | 7,357.72 | 07/09/2013 | 31 | 38.00 |
| TW A (TAXIWAY A) | 105 | 01/01/1942 | AC | TAXIWAY | P | 0 | 206,336.23 | 07/09/2013 | 71 | 50.00 |
| TW A (TAXIWAY A) | 110 | 01/01/1982 | AAC | TAXIWAY | P | 0 | 17,576.15 | 07/09/2013 | 31 | 37.00 |
| TW B (TAXIWAY B) | 205 | 01/01/1992 | AC | TAXIWAY | P | 0 | 88,037.83 | 07/09/2013 | 21 | 66.00 |

# Section Condition Report

*Pavement Database: FDOT  NetworkID: XFL*



| Branch ID | Section ID | Last Const. Date | Surface | Use | Rank | Lanes | True Area (SqFt) | Last Inspection Date | Age At Inspection | PCI |
|---|---|---|---|---|---|---|---|---|---|---|
| TW C (TAXIWAY C) | 305 | 01/01/1992 | AAC | TAXIWAY | P | 0 | 29,821.10 | 07/09/2013 | 21 | 59.00 |
| TW C (TAXIWAY C) | 307 | 01/01/1942 | AC | TAXIWAY | P | 0 | 10,189.59 | 07/09/2013 | 71 | 45.00 |
| TW C (TAXIWAY C) | 310 | 01/01/1942 | AC | TAXIWAY | P | 0 | 24,779.46 | 07/09/2013 | 71 | 49.00 |
| TW C (TAXIWAY C) | 315 | 01/01/2007 | AC | TAXIWAY | P | 0 | 105,368.08 | 07/09/2013 | 6 | 43.00 |
| TW D (TAXIWAY D) | 405 | 01/01/1942 | AC | TAXIWAY | P | 0 | 30,433.12 | 07/09/2013 | 71 | 17.00 |
| TW D (TAXIWAY D) | 407 | 01/01/1942 | AC | TAXIWAY | P | 0 | 8,075.32 | 07/09/2013 | 71 | 32.00 |
| TW D (TAXIWAY D) | 410 | 01/01/1942 | AC | TAXIWAY | P | 0 | 108,628.76 | 07/09/2013 | 71 | 40.00 |
| TW D (TAXIWAY D) | 414 | 01/01/1942 | AC | TAXIWAY | P | 0 | 4,611.91 | 07/09/2013 | 71 | 65.00 |
| TW D (TAXIWAY D) | 415 | 01/01/1992 | AAC | TAXIWAY | P | 0 | 22,201.95 | 07/09/2013 | 21 | 55.00 |
| TW E (TAXIWAY E) | 505 | 12/01/2013 | AAC | TAXIWAY | P | 0 | 21,067.33 | 12/01/2013 | 0 | 100.00 |
| TW E (TAXIWAY E) | 510 | 12/01/2013 | AAC | TAXIWAY | P | 0 | 71,339.27 | 12/01/2013 | 0 | 100.00 |
| TW E (TAXIWAY E) | 512 | 12/01/2013 | AAC | TAXIWAY | P | 0 | 19,204.16 | 12/01/2013 | 0 | 100.00 |
| TW E (TAXIWAY E) | 515 | 12/01/2013 | AAC | TAXIWAY | P | 0 | 139,434.54 | 12/01/2013 | 0 | 100.00 |
| TW E (TAXIWAY E) | 520 | 01/01/2004 | AC | TAXIWAY | P | 0 | 23,991.87 | 07/09/2013 | 9 | 69.00 |
| TW F (TAXIWAY F) | 602 | 12/01/2012 | AAC | TAXIWAY | P | 0 | 25,816.34 | 12/01/2012 | 0 | 100.00 |

# Section Condition Report

*Pavement Database: FDOT*

| Age Category | Average Age At Inspection | Total Area (SqFt) | Number of Sections | Arithmetic Average PCI | PCI Standard Deviation | Weighted Average PCI |
|---|---|---|---|---|---|---|
| 0-02 | **0.09** | **530,431.97** | **11** | **99.82** | **0.60** | **99.94** |
| 03-05 | **4.00** | **30,076.72** | **1** | **92.00** | **0.00** | **92.00** |
| 06-10 | **7.50** | **206,772.32** | **4** | **65.00** | **14.88** | **57.36** |
| 11-15 | **14.00** | **43,623.88** | **3** | **69.67** | **22.37** | **72.76** |
| 16-20 | **18.00** | **487,348.56** | **1** | **55.00** | **0.00** | **55.00** |
| 21-25 | **21.44** | **738,663.50** | **9** | **54.67** | **17.84** | **53.73** |
| 31-35 | **31.00** | **24,933.87** | **2** | **37.50** | **0.71** | **37.30** |
| over 40 | **70.20** | **473,566.20** | **10** | **37.60** | **17.94** | **41.19** |
| **All** | **25.66** | **2,535,417.02** | **41** | **64.80** | **27.98** | **62.22** |

# APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

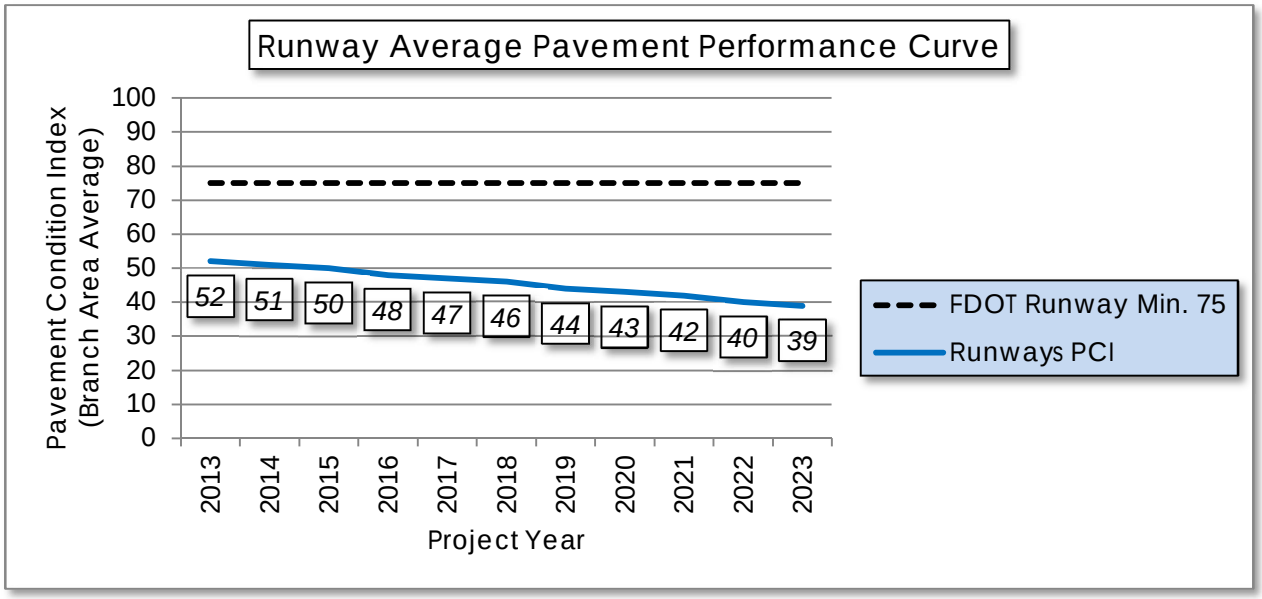
## Table D-1: Pavement Performance Prediction

| Branch ID | Section ID | Current PCI | Pavement Performance Model - PCI | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| RW 6-24 | 6205 | 55 | 54 | 53 | 51 | 50 | 48 | 47 | 46 | 44 | 43 | 42 |
| RW 11-29 | 6105 | 50 | 49 | 48 | 47 | 45 | 44 | 42 | 41 | 40 | 38 | 37 |
| AP RU 11 | 5105 | 37 | 57 | 57 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| AP RU 11 | 5103 | 57 | 37 | 37 | 37 | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| AP MID | 4615 | 100 | 90 | 86 | 82 | 79 | 77 | 75 | 73 | 71 | 70 | 69 |
| AP MID | 4610 | 100 | 94 | 89 | 85 | 82 | 79 | 77 | 75 | 73 | 71 | 70 |
| AP GA | 4510 | 98 | 97 | 94 | 92 | 89 | 86 | 83 | 80 | 78 | 75 | 72 |
| AP N | 4405 | 92 | 91 | 88 | 85 | 82 | 79 | 77 | 74 | 72 | 69 | 67 |
| AP T-HANG | 4320 | 50 | 94 | 89 | 85 | 82 | 79 | 77 | 75 | 73 | 71 | 70 |
| AP T-HANG | 4315 | 94 | 50 | 49 | 48 | 47 | 46 | 45 | 45 | 44 | 43 | 43 |
| AP T-HANG | 4310 | 65 | 65 | 64 | 63 | 63 | 62 | 61 | 60 | 60 | 59 | 58 |
| AP T-HANG | 4305 | 100 | 93 | 90 | 87 | 84 | 82 | 79 | 76 | 73 | 71 | 68 |
| AP E | 4210 | 73 | 74 | 71 | 69 | 66 | 64 | 62 | 60 | 59 | 57 | 56 |
| AP E | 4205 | 75 | 72 | 71 | 70 | 69 | 68 | 67 | 66 | 66 | 65 | 64 |
| AP | 4135 | 100 | 90 | 86 | 82 | 79 | 77 | 75 | 73 | 71 | 70 | 69 |
| AP | 4130 | 26 | 26 | 25 | 25 | 24 | 24 | 24 | 23 | 23 | 22 | 22 |
| AP | 4125 | 85 | 84 | 81 | 78 | 75 | 73 | 70 | 68 | 66 | 64 | 62 |
| AP | 4120 | 31 | 31 | 30 | 30 | 29 | 29 | 29 | 28 | 28 | 27 | 27 |
| AP | 4115 | 40 | 40 | 40 | 39 | 39 | 39 | 39 | 38 | 38 | 38 | 38 |
| AP | 4110 | 100 | 95 | 93 | 90 | 87 | 84 | 82 | 79 | 76 | 73 | 71 |
| AP | 4105 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TW F | 602 | 100 | 96 | 93 | 90 | 88 | 86 | 84 | 82 | 80 | 79 | 77 |
| TW E | 520 | 69 | 69 | 68 | 67 | 66 | 66 | 65 | 65 | 64 | 64 | 64 |
| TW E | 515 | 100 | 100 | 97 | 94 | 92 | 89 | 86 | 84 | 82 | 79 | 77 |
| TW E | 512 | 100 | 100 | 96 | 93 | 90 | 88 | 86 | 84 | 82 | 80 | 79 |
| TW E | 510 | 100 | 100 | 97 | 94 | 92 | 89 | 86 | 84 | 82 | 79 | 77 |
| TW E | 505 | 100 | 100 | 97 | 94 | 92 | 89 | 86 | 84 | 82 | 79 | 77 |
| TW D | 415 | 55 | 55 | 54 | 52 | 50 | 48 | 45 | 42 | 37 | 34 | 30 |

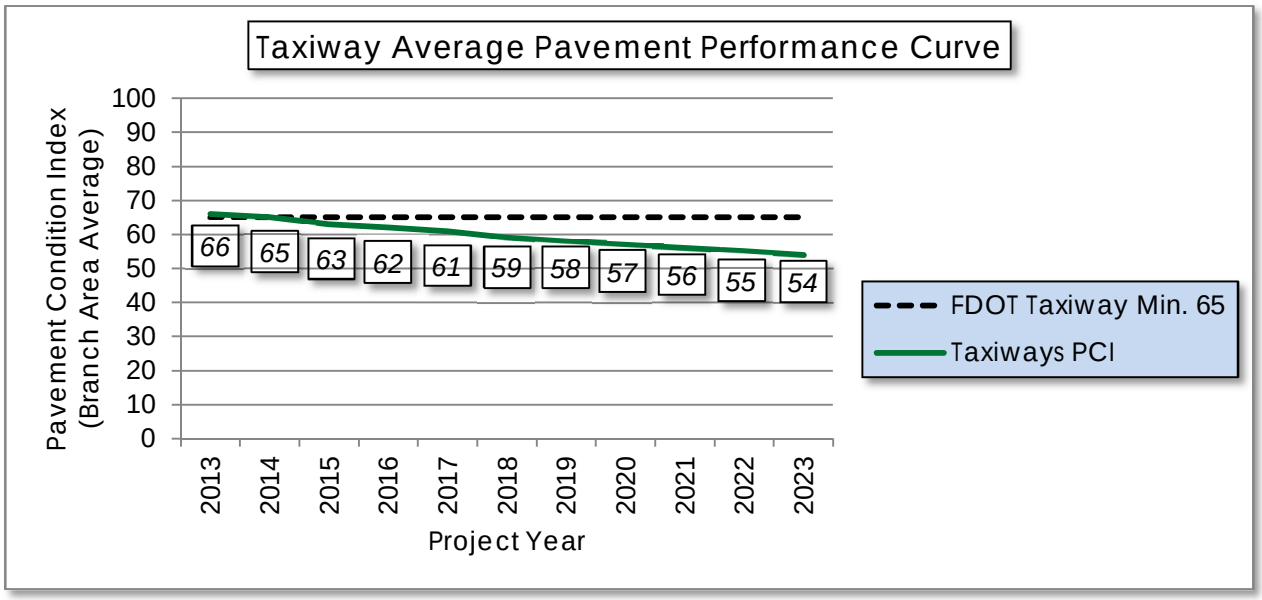
| Branch ID | Section ID | Current PCI | Pavement Performance Model - PCI | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| TW D | 414 | 65 | 65 | 64 | 64 | 64 | 64 | 64 | 63 | 63 | 63 | 63 |
| TW D | 410 | 40 | 40 | 39 | 38 | 37 | 37 | 36 | 36 | 36 | 35 | 35 |
| TW D | 407 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 32 |
| TW D | 405 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| TW C | 315 | 43 | 42 | 41 | 40 | 40 | 39 | 38 | 37 | 37 | 36 | 36 |
| TW C | 310 | 49 | 48 | 47 | 46 | 45 | 44 | 43 | 42 | 41 | 40 | 39 |
| TW C | 307 | 45 | 44 | 43 | 42 | 41 | 40 | 39 | 39 | 38 | 37 | 37 |
| TW C | 305 | 59 | 59 | 58 | 58 | 57 | 57 | 57 | 57 | 57 | 56 | 56 |
| TW B | 205 | 66 | 66 | 65 | 65 | 64 | 64 | 64 | 64 | 64 | 63 | 63 |
| TW A | 110 | 37 | 35 | 32 | 28 | 24 | 21 | 17 | 13 | 10 | 6 | 3 |
| TW A | 105 | 50 | 49 | 48 | 47 | 46 | 45 | 44 | 42 | 41 | 40 | 40 |
| TW A | 104 | 38 | 36 | 32 | 29 | 25 | 22 | 18 | 14 | 11 | 7 | 3 |
| TW A | 102 | 63 | 63 | 62 | 61 | 60 | 59 | 59 | 58 | 58 | 57 | 57 |

Figure D-1: Pavement Performance by Pavement Use

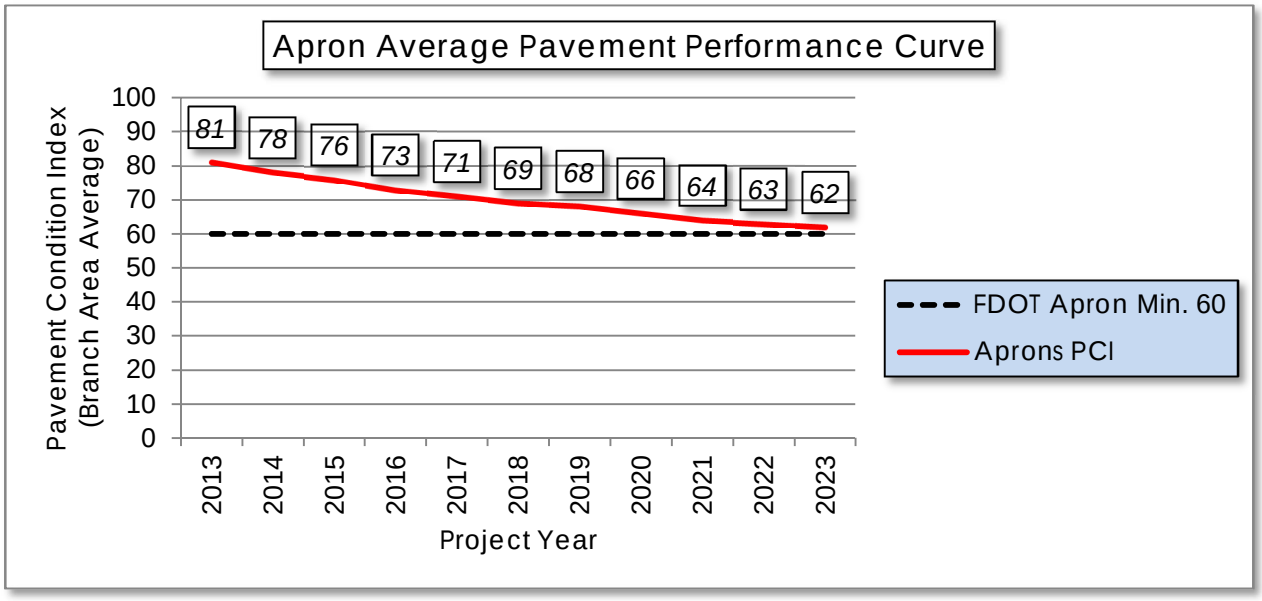
(a) Runway




(b) Taxiway



## (c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
81
78
76
73
71
69
68
66
64
63
62
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Project Year
FDOT Apron Min. 60
Aprons PCI

# APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

## Table E-1: Year-1 Preventative Activities

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| RUNWAY 6-24 | RW 6-24 | 6205 | BLOCK CR | L | Surface Seal | 15,564.00 | SqFt | $0.55 | $ 8,560.29 |
| RUNWAY 6-24 | RW 6-24 | 6205 | L & T CR | M | Crack Sealing - AC | 9,537.80 | Ft | $2.75 | $ 26,229.00 |
| RUNWAY 6-24 | RW 6-24 | 6205 | L & T CR | L | Crack Sealing - AC | 22,645.70 | Ft | $2.75 | $ 62,275.49 |
| RUNWAY 6-24 | RW 6-24 | 6205 | RAVELING | L | Surface Seal | 185,309.20 | SqFt | $0.55 | $ 101,920.90 |
| RUNWAY 6-24 | RW 6-24 | 6205 | RAVELING | M | Surface Seal | 21,668.00 | SqFt | $0.55 | $ 11,917.52 |
| RUNWAY 6-24 | RW 6-24 | 6205 | RAVELING | H | Patching - AC Partial Depth | 20,953.10 | SqFt | $3.00 | $ 62,859.15 |
| RUNWAY 11-29 | RW 11-29 | 6105 | L & T CR | L | Crack Sealing - AC | 29,547.70 | Ft | $2.75 | $ 81,256.14 |
| RUNWAY 11-29 | RW 11-29 | 6105 | L & T CR | M | Crack Sealing - AC | 20,612.40 | Ft | $2.75 | $ 56,683.93 |
| RUNWAY 11-29 | RW 11-29 | 6105 | RAVELING | L | Surface Seal | 496,797.90 | SqFt | $0.55 | $ 273,241.12 |
| RUNWAY 11-29 | RW 11-29 | 6105 | RAVELING | M | Surface Seal | 3,502.10 | SqFt | $0.55 | $ 1,926.17 |
| RUNWAY 11-29 | RW 11-29 | 6105 | SWELLING | M | Patching - AC Full Depth | 2,279.30 | SqFt | $5.00 | $ 11,396.58 |
| RUN-UP APRON AT RW 11 | AP RU 11 | 5105 | DEPRESSION | L | Patching - AC Full Depth | 3,591.60 | SqFt | $5.00 | $ 17,957.98 |
| RUN-UP APRON AT RW 11 | AP RU 11 | 5105 | L & T CR | L | Crack Sealing - AC | 395.00 | Ft | $2.75 | $ 1,086.25 |
| RUN-UP APRON AT RW 11 | AP RU 11 | 5105 | RAVELING | L | Surface Seal | 30,384.80 | SqFt | $0.55 | $ 16,711.76 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| RUN-UP APRON AT RW 11 | AP RU 11 | 5103 | BLOCK CR | M | Patching - AC Full Depth | 33,420.60 | SqFt | $5.00 | $ 167,102.90 |
| RUN-UP APRON AT RW 11 | AP RU 11 | 5103 | RAVELING | L | Surface Seal | 33,420.60 | SqFt | $0.55 | $ 18,381.46 |
| GENERAL AVIATION APRON | AP GA | 4510 | JT SEAL DMG | L | Joint Seal - PCC | 2,408.20 | Ft | $3.00 | $ 7,224.69 |
| NORTH APRON | AP N | 4405 | JT SEAL DMG | L | Joint Seal - PCC | 3,539.40 | Ft | $3.00 | $ 10,618.04 |
| NORTH APRON | AP N | 4405 | SHRINKAGE CR | N | Crack Sealing - PCC | 36.40 | Ft | $4.25 | $ 154.54 |
| APRON AT T-HANGARS | AP T-HANG | 4315 | L & T CR | L | Crack Sealing - AC | 1,049.90 | Ft | $2.75 | $ 2,887.26 |
| APRON AT T-HANGARS | AP T-HANG | 4315 | RAVELING | L | Surface Seal | 9,904.90 | SqFt | $0.55 | $ 5,447.71 |
| APRON AT T-HANGARS | AP T-HANG | 4310 | L & T CR | L | Crack Sealing - AC | 909.30 | Ft | $2.75 | $ 2,500.48 |
| APRON AT T-HANGARS | AP T-HANG | 4310 | RAVELING | L | Surface Seal | 8,458.30 | SqFt | $0.55 | $ 4,652.10 |
| APRON AT T-HANGARS | AP T-HANG | 4305 | JT SEAL DMG | L | Joint Seal - PCC | 768.40 | Ft | $3.00 | $ 2,305.06 |
| APRON AT T-HANGARS | AP T-HANG | 4305 | SCALING | L | Patching - PCC Partial Depth | 272.80 | SqFt | $19.10 | $ 5,210.65 |
| APRON AT T-HANGARS | AP T-HANG | 4305 | JOINT SPALL | L | Patching - PCC Partial Depth | 4.00 | SqFt | $19.10 | $ 75.98 |
| EAST APRON | AP E | 4210 | JT SEAL DMG | L | Joint Seal - PCC | 1,080.70 | Ft | $3.00 | $ 3,241.96 |
| EAST APRON | AP E | 4210 | SCALING | L | Patching - PCC Partial Depth | 2,306.80 | SqFt | $19.10 | $ 44,060.66 |
| EAST APRON | AP E | 4210 | JOINT SPALL | M | Patching - PCC Partial Depth | 29.10 | SqFt | $19.10 | $ 555.09 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| EAST APRON | AP E | 4205 | DEPRESSION | L | Patching - AC Full Depth | 95.70 | SqFt | $5.00 | $ 478.28 |
| EAST APRON | AP E | 4205 | L & T CR | L | Crack Sealing - AC | 1,051.60 | Ft | $2.75 | $ 2,891.98 |
| EAST APRON | AP E | 4205 | RAVELING | L | Surface Seal | 32,706.20 | SqFt | $0.55 | $ 17,988.55 |
| APRON | AP | 4130 | CORNER BREAK | M | Patching - PCC Partial Depth | 144.20 | SqFt | $19.10 | $ 2,754.92 |
| APRON | AP | 4130 | CORNER BREAK | H | Patching - PCC Partial Depth | 144.20 | SqFt | $19.10 | $ 2,754.92 |
| APRON | AP | 4130 | CORNER BREAK | L | Patching - PCC Partial Depth | 288.50 | SqFt | $19.10 | $ 5,509.83 |
| APRON | AP | 4130 | JT SEAL DMG | H | Joint Seal - PCC | 1,457.30 | Ft | $3.00 | $ 4,371.74 |
| APRON | AP | 4130 | SCALING | L | Patching - PCC Partial Depth | 1,373.90 | SqFt | $19.10 | $ 26,240.57 |
| APRON | AP | 4130 | SHAT. SLAB | H | Slab Replacement - PCC | 1,340.00 | SqFt | $45.00 | $ 60,300.00 |
| APRON | AP | 4130 | SHAT. SLAB | L | Slab Replacement - PCC | 670.00 | SqFt | $45.00 | $ 30,150.00 |
| APRON | AP | 4130 | JOINT SPALL | H | Patching - PCC Partial Depth | 36.10 | SqFt | $19.10 | $ 688.73 |
| APRON | AP | 4130 | JOINT SPALL | L | Patching - PCC Partial Depth | 84.10 | SqFt | $19.10 | $ 1,607.03 |
| APRON | AP | 4130 | CORNER SPALL | L | Patching - PCC Partial Depth | 12.00 | SqFt | $19.10 | $ 229.58 |
| APRON | AP | 4125 | JT SEAL DMG | M | Joint Seal - PCC | 3,217.70 | Ft | $3.00 | $ 9,653.14 |
| APRON | AP | 4125 | SCALING | L | Patching - PCC Partial Depth | 1,309.10 | SqFt | $19.10 | $ 25,002.95 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| APRON | AP | 4125 | SHRINKAGE CR | N | Crack Sealing - PCC | 26.20 | Ft | $4.25 | $ 111.27 |
| APRON | AP | 4125 | JOINT SPALL | L | Patching - PCC Partial Depth | 57.30 | SqFt | $19.10 | $ 1,093.74 |
| APRON | AP | 4120 | JT SEAL DMG | H | Joint Seal - PCC | 640.00 | Ft | $3.00 | $ 1,920.00 |
| APRON | AP | 4120 | SCALING | L | Patching - PCC Partial Depth | 229.70 | SqFt | $19.10 | $ 4,386.48 |
| APRON | AP | 4120 | SHAT. SLAB | L | Slab Replacement - PCC | 4,480.00 | SqFt | $45.00 | $ 201,600.01 |
| APRON | AP | 4120 | JOINT SPALL | L | Patching - PCC Partial Depth | 15.10 | SqFt | $19.10 | $ 287.83 |
| APRON | AP | 4120 | CORNER SPALL | L | Patching - PCC Partial Depth | 7.50 | SqFt | $19.10 | $ 143.91 |
| APRON | AP | 4115 | BLOCK CR | M | Patching - AC Full Depth | 20,847.10 | SqFt | $5.00 | $ 104,235.74 |
| APRON | AP | 4115 | DEPRESSION | L | Patching - AC Full Depth | 118.00 | SqFt | $5.00 | $ 589.98 |
| APRON | AP | 4105 | JT SEAL DMG | H | Joint Seal - PCC | 1,034.20 | Ft | $3.00 | $ 3,102.46 |
| APRON | AP | 4105 | SHAT. SLAB | M | Slab Replacement - PCC | 8,586.70 | SqFt | $45.00 | $ 386,400.02 |
| APRON | AP | 4105 | SHAT. SLAB | L | Slab Replacement - PCC | 6,133.30 | SqFt | $45.00 | $ 276,000.02 |
| APRON | AP | 4105 | SHAT. SLAB | H | Slab Replacement - PCC | 2,453.30 | SqFt | $45.00 | $ 110,400.01 |
| TAXIWAY E | TW E | 520 | L & T CR | L | Crack Sealing - AC | 249.50 | Ft | $2.75 | $ 686.17 |
| TAXIWAY E | TW E | 520 | RAVELING | L | Surface Seal | 7,197.60 | SqFt | $0.55 | $ 3,958.69 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY D | TW D | 415 | DEPRESSION | L | Patching - AC Full Depth | 419.90 | SqFt | $5.00 | $ 2,099.28 |
| TAXIWAY D | TW D | 415 | L & T CR | L | Crack Sealing - AC | 112.90 | Ft | $2.75 | $ 310.37 |
| TAXIWAY D | TW D | 415 | RAVELING | M | Surface Seal | 486.20 | SqFt | $0.55 | $ 267.40 |
| TAXIWAY D | TW D | 415 | RAVELING | L | Surface Seal | 21,715.80 | SqFt | $0.55 | $ 11,943.78 |
| TAXIWAY D | TW D | 414 | ALLIGATOR CR | L | Patching - AC Full Depth | 56.00 | SqFt | $5.00 | $ 280.23 |
| TAXIWAY D | TW D | 414 | L & T CR | L | Crack Sealing - AC | 62.00 | Ft | $2.75 | $ 170.50 |
| TAXIWAY D | TW D | 414 | RUTTING | L | Patching - AC Full Depth | 117.00 | SqFt | $5.00 | $ 585.00 |
| TAXIWAY D | TW D | 410 | BLOCK CR | L | Surface Seal | 46,275.90 | SqFt | $0.55 | $ 25,451.93 |
| TAXIWAY D | TW D | 410 | BLOCK CR | M | Patching - AC Full Depth | 13,578.60 | SqFt | $5.00 | $ 67,893.04 |
| TAXIWAY D | TW D | 410 | L & T CR | L | Crack Sealing - AC | 6,523.20 | Ft | $2.75 | $ 17,938.66 |
| TAXIWAY D | TW D | 410 | PATCHING | M | Crack Sealing - AC | 892.90 | Ft | $2.75 | $ 2,455.48 |
| TAXIWAY D | TW D | 410 | RAVELING | M | Surface Seal | 9,776.60 | SqFt | $0.55 | $ 5,377.17 |
| TAXIWAY D | TW D | 410 | RAVELING | L | Surface Seal | 96,114.70 | SqFt | $0.55 | $ 52,863.54 |
| TAXIWAY D | TW D | 410 | RUTTING | L | Patching - AC Full Depth | 782.10 | SqFt | $5.00 | $ 3,910.64 |
| TAXIWAY D | TW D | 407 | BLOCK CR | M | Patching - AC Full Depth | 1,313.90 | SqFt | $5.00 | $ 6,569.71 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY D | TW D | 407 | DEPRESSION | L | Patching - AC Full Depth | 45.20 | SqFt | $5.00 | $ 225.99 |
| TAXIWAY D | TW D | 407 | DEPRESSION | M | Patching - AC Full Depth | 49.10 | SqFt | $5.00 | $ 245.63 |
| TAXIWAY D | TW D | 407 | L & T CR | M | Crack Sealing - AC | 502.80 | Ft | $2.75 | $ 1,382.69 |
| TAXIWAY D | TW D | 407 | L & T CR | L | Crack Sealing - AC | 555.60 | Ft | $2.75 | $ 1,527.84 |
| TAXIWAY D | TW D | 407 | PATCHING | M | Crack Sealing - AC | 24.60 | Ft | $2.75 | $ 67.62 |
| TAXIWAY D | TW D | 407 | RAVELING | L | Surface Seal | 8,026.70 | SqFt | $0.55 | $ 4,414.73 |
| TAXIWAY D | TW D | 407 | WEATHERING | M | Surface Seal | 8,026.70 | SqFt | $0.55 | $ 4,414.73 |
| TAXIWAY D | TW D | 405 | ALLIGATOR CR | M | Patching - AC Full Depth | 3,269.40 | SqFt | $5.00 | $ 16,346.77 |
| TAXIWAY D | TW D | 405 | ALLIGATOR CR | L | Patching - AC Full Depth | 619.50 | SqFt | $5.00 | $ 3,097.68 |
| TAXIWAY D | TW D | 405 | BLOCK CR | L | Surface Seal | 4,869.30 | SqFt | $0.55 | $ 2,678.14 |
| TAXIWAY D | TW D | 405 | BLOCK CR | M | Patching - AC Full Depth | 18,259.90 | SqFt | $5.00 | $ 91,299.44 |
| TAXIWAY D | TW D | 405 | L & T CR | L | Crack Sealing - AC | 523.40 | Ft | $2.75 | $ 1,439.49 |
| TAXIWAY D | TW D | 405 | RAVELING | M | Surface Seal | 15,216.60 | SqFt | $0.55 | $ 8,369.18 |
| TAXIWAY D | TW D | 405 | RAVELING | L | Surface Seal | 14,760.10 | SqFt | $0.55 | $ 8,118.10 |
| TAXIWAY C | TW C | 315 | BLOCK CR | L | Surface Seal | 34,069.00 | SqFt | $0.55 | $ 18,738.11 |

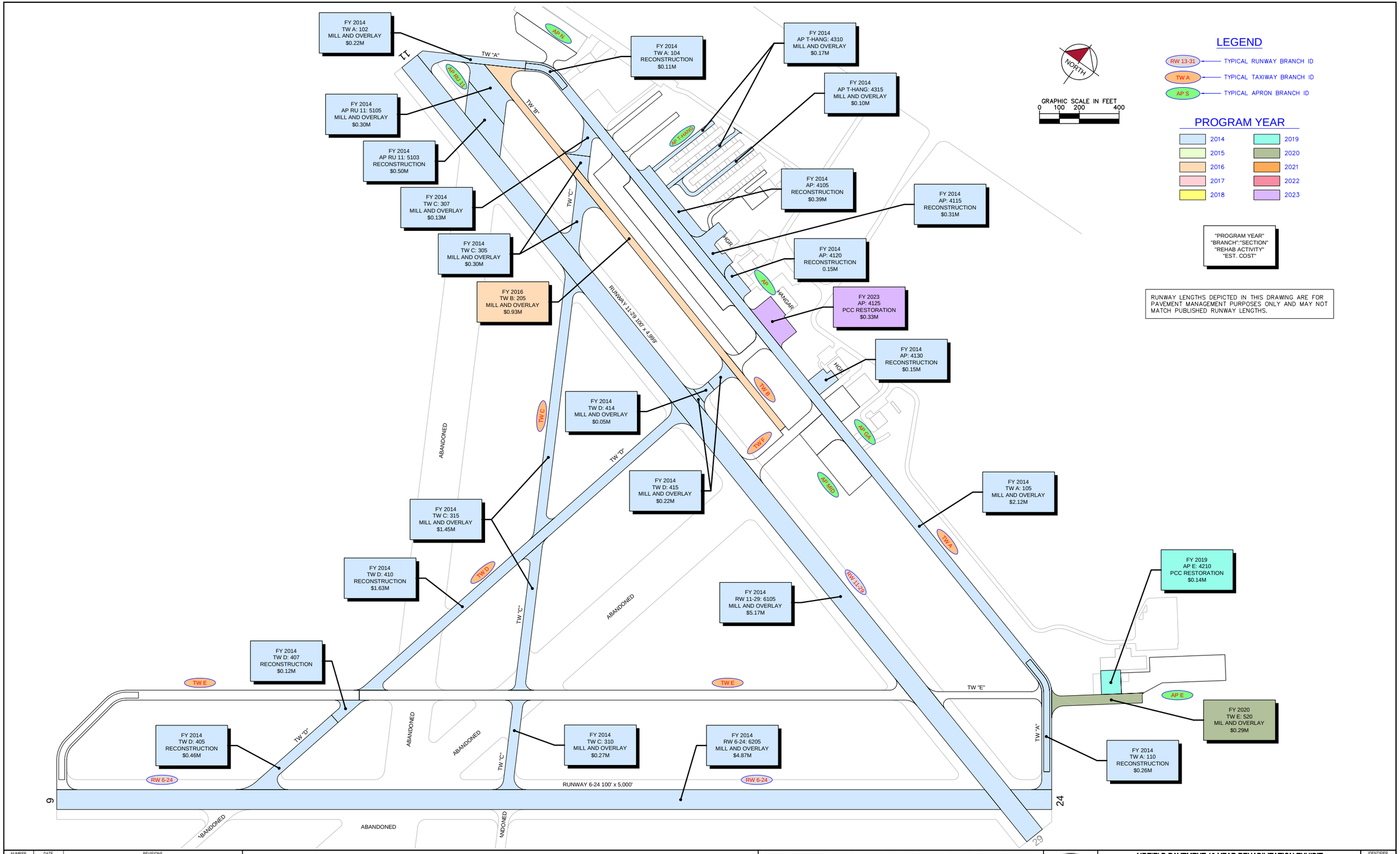
| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY C | TW C | 315 | DEPRESSION | L | Patching - AC Full Depth | 241.00 | SqFt | $5.00 | $ 1,205.16 |
| TAXIWAY C | TW C | 315 | L & T CR | M | Crack Sealing - AC | 1,278.50 | Ft | $2.75 | $ 3,515.78 |
| TAXIWAY C | TW C | 315 | L & T CR | L | Crack Sealing - AC | 7,902.60 | Ft | $2.75 | $ 21,732.14 |
| TAXIWAY C | TW C | 315 | PATCHING | M | Crack Sealing - AC | 2,573.70 | Ft | $2.75 | $ 7,077.73 |
| TAXIWAY C | TW C | 315 | RAVELING | L | Surface Seal | 97,289.90 | SqFt | $0.55 | $ 53,509.87 |
| TAXIWAY C | TW C | 310 | BLOCK CR | L | Surface Seal | 3,964.70 | SqFt | $0.55 | $ 2,180.61 |
| TAXIWAY C | TW C | 310 | L & T CR | L | Crack Sealing - AC | 1,972.40 | Ft | $2.75 | $ 5,424.22 |
| TAXIWAY C | TW C | 310 | PATCHING | M | Crack Sealing - AC | 342.00 | Ft | $2.75 | $ 940.37 |
| TAXIWAY C | TW C | 310 | RAVELING | L | Surface Seal | 23,788.30 | SqFt | $0.55 | $ 13,083.66 |
| TAXIWAY C | TW C | 307 | BLOCK CR | M | Patching - AC Full Depth | 6,605.70 | SqFt | $5.00 | $ 33,028.52 |
| TAXIWAY C | TW C | 307 | RAVELING | L | Surface Seal | 2,037.00 | SqFt | $0.55 | $ 1,120.34 |
| TAXIWAY C | TW C | 305 | L & T CR | L | Crack Sealing - AC | 190.90 | Ft | $2.75 | $ 524.85 |
| TAXIWAY C | TW C | 305 | L & T CR | M | Crack Sealing - AC | 65.60 | Ft | $2.75 | $ 180.42 |
| TAXIWAY C | TW C | 305 | RAVELING | L | Surface Seal | 29,821.10 | SqFt | $0.55 | $ 16,401.74 |
| TAXIWAY B | TW B | 205 | L & T CR | L | Crack Sealing - AC | 648.40 | Ft | $2.75 | $ 1,783.04 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY B | TW B | 205 | OIL SPILLAGE | N | Surface Seal | 199.90 | SqFt | $0.55 | $ 109.96 |
| TAXIWAY B | TW B | 205 | RAVELING | L | Surface Seal | 84,223.80 | SqFt | $0.55 | $ 46,323.50 |
| TAXIWAY A | TW A | 110 | BLOCK CR | M | Patching - AC Full Depth | 17,576.10 | SqFt | $5.00 | $ 87,880.83 |
| TAXIWAY A | TW A | 110 | RAVELING | L | Surface Seal | 17,576.10 | SqFt | $0.55 | $ 9,666.96 |
| TAXIWAY A | TW A | 110 | WEATHERING | M | Surface Seal | 17,576.10 | SqFt | $0.55 | $ 9,666.96 |
| TAXIWAY A | TW A | 105 | BLOCK CR | L | Surface Seal | 126,999.90 | SqFt | $0.55 | $ 69,850.55 |
| TAXIWAY A | TW A | 105 | BLOCK CR | M | Patching - AC Full Depth | 46,081.80 | SqFt | $5.00 | $ 230,409.00 |
| TAXIWAY A | TW A | 105 | L & T CR | L | Crack Sealing - AC | 2,668.60 | Ft | $2.75 | $ 7,338.68 |
| TAXIWAY A | TW A | 105 | RAVELING | L | Surface Seal | 67,643.90 | SqFt | $0.55 | $ 37,204.45 |
| TAXIWAY A | TW A | 105 | RUTTING | L | Patching - AC Full Depth | 3,067.50 | SqFt | $5.00 | $ 15,337.67 |
| TAXIWAY A | TW A | 104 | BLOCK CR | M | Patching - AC Full Depth | 1,471.50 | SqFt | $5.00 | $ 7,357.73 |
| TAXIWAY A | TW A | 104 | BLOCK CR | L | Surface Seal | 5,080.40 | SqFt | $0.55 | $ 2,794.23 |
| TAXIWAY A | TW A | 104 | RAVELING | L | Surface Seal | 6,551.90 | SqFt | $0.55 | $ 3,603.59 |
| TAXIWAY A | TW A | 104 | WEATHERING | M | Surface Seal | 6,551.90 | SqFt | $0.55 | $ 3,603.59 |
| TAXIWAY A | TW A | 102 | DEPRESSION | L | Patching - AC Full Depth | 130.60 | SqFt | $5.00 | $ 653.08 |

| Branch Name | Branch ID | Section ID | Distress Description | Distress Severity | Work Description | Work Quantity | Work Unit | Unit Cost | Work Cost |
|---|---|---|---|---|---|---|---|---|---|
| TAXIWAY A | TW A | 102 | L & T CR | L | Crack Sealing - AC | 72.90 | Ft | $2.75 | $ 200.38 |
| TAXIWAY A | TW A | 102 | RAVELING | L | Surface Seal | 22,176.80 | SqFt | $0.55 | $ 12,197.36 |
| | | | | | | | | Total = | $ 3,360,369.25 |

# APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION TABLE




| NUMBER | DATE | REVISIONS |
|---|---|---|
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| DESIGNED: | KHA | DRAWN: | KHA | CHECKED: | KHA | DATE: | 2013 |
|---|---|---|---|---|---|---|---|

E:\AIRFIELD_Aviation\2437902\CADD\FLAIRSHEETS\XFL-FLAGLER COUNTY AIRPORT\EXHIBIT\2014-XFL-REHAB.dwg PLOTTED: November 25, 2013 - 4:36 PM, BY: Silvia, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

# AIRFIELD PAVEMENT 10-YEAR REHABILITATION EXHIBIT

## FLAGLER COUNTY AIRPORT
## FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: XFL
FDOT DISTRICT: 5

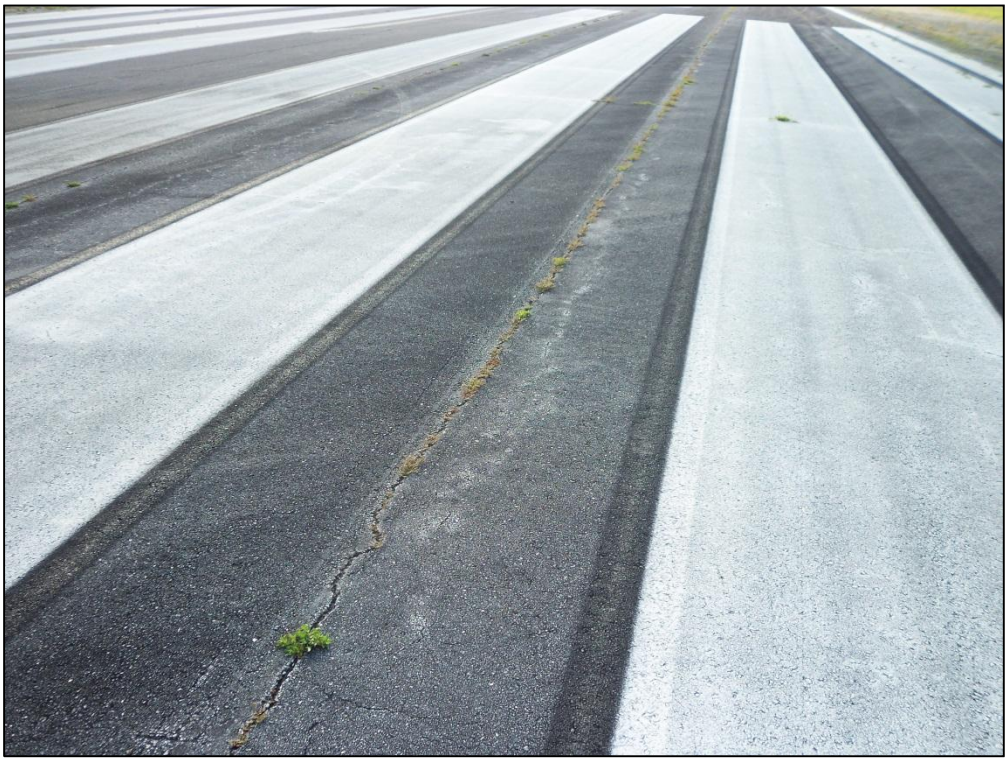
## Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

| Year | Branch ID | Section ID | Major M&R Costs* | PCI Before M&R | M&R Activity | PCI After M&R |
|---|---|---|---|---|---|---|
| 2014 | RW 6-24 | 6205 | $ 4,873,485.37 | 54 | Mill and Overlay | 100 |
| 2014 | RW 11-29 | 6105 | $ 5,168,099.26 | 49 | Mill and Overlay | 100 |
| 2014 | AP RU 11 | 5105 | $ 303,847.59 | 57 | Mill and Overlay | 100 |
| 2014 | AP RU 11 | 5103 | $ 501,308.37 | 37 | Reconstruction | 100 |
| 2014 | AP T-HANG | 4315 | $ 101,178.09 | 50 | Mill and Overlay | 100 |
| 2014 | AP T-HANG | 4310 | $ 169,165.99 | 65 | Mill and Overlay | 100 |
| 2014 | AP | 4130 | $ 154,124.74 | 26 | Reconstruction | 100 |
| 2014 | AP | 4120 | $ 146,967.03 | 31 | Reconstruction | 100 |
| 2014 | AP | 4115 | $ 312,707.02 | 40 | Reconstruction | 100 |
| 2014 | AP | 4105 | $ 393,662.04 | 1 | Reconstruction | 100 |
| 2014 | TW D | 415 | $ 222,019.49 | 55 | Mill and Overlay | 100 |
| 2014 | TW D | 414 | $ 46,119.10 | 65 | Mill and Overlay | 100 |
| 2014 | TW D | 410 | $ 1,629,431.79 | 40 | Reconstruction | 100 |
| 2014 | TW D | 407 | $ 121,129.83 | 32 | Reconstruction | 100 |
| 2014 | TW D | 405 | $ 456,496.91 | 17 | Reconstruction | 100 |
| 2014 | TW C | 315 | $ 1,449,864.75 | 42 | Mill and Overlay | 100 |
| 2014 | TW C | 310 | $ 267,246.53 | 48 | Mill and Overlay | 100 |
| 2014 | TW C | 307 | $ 130,172.06 | 44 | Mill and Overlay | 100 |
| 2014 | TW C | 305 | $ 298,210.99 | 59 | Mill and Overlay | 100 |
| 2014 | TW A | 110 | $ 263,642.31 | 35 | Reconstruction | 100 |
| 2014 | TW A | 105 | $ 2,122,167.81 | 49 | Mill and Overlay | 100 |
| 2014 | TW A | 104 | $ 110,365.83 | 36 | Reconstruction | 100 |
| 2014 | TW A | 102 | $ 221,768.29 | 63 | Mill and Overlay | 100 |
| 2016 | TW B | 205 | $ 933,993.29 | 65 | Mill and Overlay | 100 |
| 2019 | AP E | 4210 | $ 139,112.88 | 64 | PCC Restoration | 100 |
| 2020 | TW E | 520 | $ 286,475.46 | 65 | Mill and Overlay | 100 |
| 2023 | AP | 4125 | $ 334,912.43 | 65 | PCC Restoration | 100 |
| | | Total = | $21,157,675.25 | | | |

* Costs are adjusted for inflation AT 3%

# APPENDIX G

- PHOTOGRAPHS



Runway 11-29, Section 6105, Sample Unit 199 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (56) Swelling

Runway 11-29, Section 6105, Sample Unit 164 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low and Medium Severity (56) Swelling

Runway 11-29, Section 6105, Sample Unit 164 – Low Severity (52) Raveling, Low Severity (57) Weathering, Low and Medium Severity (56) Swelling

Runway 11-29, Section 6105, Sample Unit 153 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (56) Swelling

Taxiway Delta, Section 405, Sample Unit 101 – Low Severity (52) Raveling, Low Severity (57) Weathering, Low and Medium Severity (43) Block Cracking, Low Severity (41) Alligator Cracking

Taxiway Delta, Section 405, Sample Unit 101 – Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (41) Alligator Cracking

Taxiway Delta, Section 405, Sample Unit 103 – Medium Severity (52) Raveling, Medium Severity (43) Block Cracking, Medium Severity (41) Alligator Cracking

Taxiway D, Section 405, Sample Unit 103 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (43) Block Cracking, Medium Severity (41) Alligator Cracking

Taxiway Charlie, Section 315, Sample Unit 111 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (43) Block Cracking

Taxiway Alpha, Section 110, Sample Unit 148 – Low Severity (52) Raveling, Medium Severity (57) Weathering, Medium Severity (43) Block Cracking

Taxiway Alpha, Section 110, Sample Unit 148 – Low Severity (52) Raveling, Medium Severity (57) Weathering, Medium Severity (43) Block Cracking

Taxiway Alpha, Section 105, Sample Unit 141 – Low Severity (57) Weathering, Low Severity (52) Raveling, Low Severity (43) Block Cracking, Low Severity (53) Rutting

Taxiway Alpha, Section 105, Sample Unit 129 – Low and Medium Severity (43) Block Cracking

Apron Run-Up 11, Section 5105, Sample Unit 301 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (45) Depression

Apron Run-Up 11, Section 5103, Sample Unit 602 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (43) Block Cracking

Taxiway Charlie, Section 307, Sample Unit 104 – Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (43) Block Cracking

Taxiway Delta, Section 414, Sample Unit 100 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Low Severity (53) Rutting

Apron, Section 4105, Sample Unit 101 – High Severity (72) Shattered Slab

Apron, Section 4115, Sample Unit 401 – Low Severity (57) Weathering, Medium Severity (43) Block Cracking, Low Severity (45) Depression

Runway 6-24, Section 6205, Sample Unit 100 – Medium Severity (52) Raveling

Runway 6-24, Section 6205, Sample Unit 145 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Low Severity (56) Swelling

Runway 6-24, Section 6205, Sample Unit 188 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low and High Severity (52) Raveling

Runway 6-24, Section 6205, Sample Unit 188 – High Severity (52) Raveling

Runway 6-24, Section 6205, Sample Unit 199– Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low and Medium Severity (52) Raveling, Low Severity (43) Block Cracking

# APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP Name: APRON Use: APRON Area: 252,178.30SqFt

Section: 4105 of 7 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 26,244.13SqFt Length: 220.00Ft Width: 60.00Ft
Slabs: 46 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,040.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 1
Inspection Comments:

Sample Number: 101 Type: R Area: 15.00Slabs PCI = 1
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 JOINT SEAL DAMAGE | H | 15.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 1.00 Slabs | Comments: |
| 72 SHATTERED SLAB | L | 5.00 Slabs | Comments: |
| 72 SHATTERED SLAB | M | 7.00 Slabs | Comments: |
| 72 SHATTERED SLAB | H | 2.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP Name: APRON Use: APRON Area: 252,178.30SqFt

Section: 4115 of 7 From: - To: - Last Const.: 01/01/1950
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 20,847.13SqFt Length: 152.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 40
Inspection Comments:

Sample Number: 401 Type: R Area: 5,586.50SqFt PCI = 40
Sample Comments:

| | | | |
|---|---|---|---|
| 57 WEATHERING | L | 5,586.50 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 5,586.50 SqFt | Comments: |
| 45 DEPRESSION | L | 12.00 SqFt | Comments: |
| 45 DEPRESSION | L | 9.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP Name: APRON Use: APRON Area: 252,178.30SqFt

Section: 4120 of 7 From: - To: - Last Const.: 01/01/1992
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 9,797.80SqFt Length: 140.00Ft Width: 60.00Ft
Slabs: 21 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 640.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 31
Inspection Comments:

Sample Number: 402 Type: R Area: 15.00Slabs PCI = 31
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 74 | JOINT SPALLING | L | 4.00 Slabs | Comments: |
| 65 | JOINT SEAL DAMAGE | H | 15.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | L | 2.00 Slabs | Comments: |
| 63 | LINEAR CRACKING | M | 1.00 Slabs | Comments: |
| 70 | SCALING/CRAZING | L | 2.00 Slabs | Comments: |
| 72 | SHATTERED SLAB | L | 8.00 Slabs | Comments: |
| 75 | CORNER SPALLING | L | 2.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP Name: APRON Use: APRON Area: 252,178.30SqFt

Section: 4125 of 7 From: - To: - Last Const.: 01/01/1992
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 25,668.25SqFt Length: 220.00Ft Width: 110.00Ft
Slabs: 133 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 3,219.33Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 6 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 201 Type: R Area: 25.00Slabs PCI = 85
Sample Comments:

| | | | |
|---|---|---|---|
| 70 SCALING/CRAZING | L | 4.00 Slabs | Comments: |
| 65 JOINT SEAL DAMAGE | M | 25.00 Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 1.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 4.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP Name: APRON Use: APRON Area: 252,178.30SqFt

Section: 4130 of 7 From: - To: - Last Const.: 01/01/1992
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 10,274.98SqFt Length: 90.00Ft Width: 110.00Ft
Slabs: 67 Slab Width: 15.00Ft Slab Length: 10.00Ft Joint Length: 1,450.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 26
Inspection Comments:

Sample Number: 101 Type: R Area: 15.00Slabs PCI = 26
Sample Comments:

| | | | |
|---|---|---|---|
| 62 CORNER BREAK | M | 1.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 7.00 Slabs | Comments: |
| 74 JOINT SPALLING | H | 1.00 Slabs | Comments: |
| 65 JOINT SEAL DAMAGE | H | 15.00 Slabs | Comments: |
| 62 CORNER BREAK | L | 2.00 Slabs | Comments: |
| 62 CORNER BREAK | H | 1.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 2.00 Slabs | Comments: |
| 63 LINEAR CRACKING | M | 1.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 5.00 Slabs | Comments: |
| 72 SHATTERED SLAB | H | 2.00 Slabs | Comments: |
| 72 SHATTERED SLAB | L | 1.00 Slabs | Comments: |
| 75 CORNER SPALLING | L | 1.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP Name: APRON Use: APRON Area: 252,178.30SqFt

Section: 4135 of 7 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 110,983.45SqFt Length: 1,170.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

**NOTE: *** Pre-Construction PCI *****
Last Insp. Date: 05/23/2007 Total Samples: 27 Surveyed: 3
Conditions: PCI : 58
Inspection Comments:

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

| | | | |
|---|---|---|---|
| 56 SWELLING | L | 285.00 SqFt | Comments: |
| 52 RAVELING | L | 2,000.00 SqFt | Comments: |

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

| | | | |
|---|---|---|---|
| 52 RAVELING | L | 5,000.00 SqFt | Comments: |
| 56 SWELLING | L | 5,000.00 SqFt | Comments: |

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

| | | | |
|---|---|---|---|
| 56 SWELLING | L | 1,500.00 SqFt | Comments: |
| 52 RAVELING | L | 5,000.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 77,412.37SqFt

Section: 4205 of 2 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: UnKnown Zone: Category: Rank: S
Area: 65,412.37SqFt Length: 540.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 16 Surveyed: 3
Conditions: PCI : 73
Inspection Comments:

Sample Number: 104 Type: R Area: 3,000.00SqFt PCI = 90
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 23.00 Ft | Comments: |
| 57 | WEATHERING | L | 3,000.00 SqFt | Comments: |

Sample Number: 206 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 45 | DEPRESSION | L | 12.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 169.00 Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 52 | RAVELING | L | 3,000.00 SqFt | Comments: |

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 17.00 Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 52 | RAVELING | L | 3,500.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 77,412.37SqFt

Section: 4210 of 2 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: UnKnown Zone: Category: Rank: S
Area: 12,000.00SqFt Length: 167.00Ft Width: 100.00Ft
Slabs: 27 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 1,069.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 401 Type: R Area: 12.00Slabs PCI = 75
Sample Comments:

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | L | 12.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 2.00 Slabs | Comments: |
| 74 JOINT SPALLING | M | 2.00 Slabs | Comments: |
| 70 SCALING/CRAZING | L | 10.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP GA Name: APRON GA Use: APRON Area: 16,783.00SqFt

Section: 4510 of 1 From: - To: - Last Const.: 12/01/2012
Surface: PCC Family: UnKnown Zone: Category: Rank: P
Area: 16,783.00SqFt Length: 140.00Ft Width: 120.00Ft
Slabs: 99 Slab Width: 10.00Ft Slab Length: 17.00Ft Joint Length: 2,408.24Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 6 Surveyed: 1
Conditions: PCI : 98
Inspection Comments:

Sample Number: 100 Type: R Area: 15.00Slabs PCI = 98
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 65 | JOINT SEAL DAMAGE | L | 15.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP MID Name: APRON MID Use: APRON Area: 60,249.00SqFt

Section: 4610 of 2 From: - To: - Last Const.: 12/01/2012
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 38,864.00SqFt Length: 260.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP MID Name: APRON MID Use: APRON Area: 60,249.00SqFt

Section: 4615 of 2 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 21,385.00SqFt Length: 150.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 30,076.72SqFt

Section: 4405 of 1 From: - To: - Last Const.: 01/01/2009
Surface: PCC Family: UnKnown Zone: Category: Rank: S
Area: 30,076.72SqFt Length: 350.00Ft Width: 85.00Ft
Slabs: 133 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 3,531.67Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 8 Surveyed: 1
Conditions: PCI : 92
Inspection Comments:

Sample Number: 101 Type: R Area: 18.00Slabs PCI = 92
Sample Comments:

| | | | |
|---|---|---|---|
| 65 JOINT SEAL DAMAGE | L | 18.00 Slabs | Comments: |
| 63 LINEAR CRACKING | L | 1.00 Slabs | Comments: |
| 73 SHRINKAGE CRACKING | N | 1.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP RU 11 Name: RUN-UP APRON AT RW 11 Use: APRON Area: 63,805.31SqFt

Section: 5103 of 2 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: UnKnown Zone: Category: Rank: P
Area: 33,420.55SqFt Length: 280.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 8 Surveyed: 1
Conditions: PCI : 37
Inspection Comments:

Sample Number: 602 Type: R Area: 3,300.00SqFt PCI = 37
Sample Comments:

| | | | |
|---|---|---|---|
| 52 RAVELING | L | 3,300.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 3,300.00 SqFt | Comments: |
| 57 WEATHERING | L | 3,300.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP RU 11 Name: RUN-UP APRON AT RW 11 Use: APRON Area: 63,805.31SqFt

Section: 5105 of 2 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: UnKnown Zone: Category: Rank: P
Area: 30,384.76SqFt Length: 280.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 6 Surveyed: 1
Conditions: PCI : 57
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 65.00 Ft | Comments: |
| 52 | RAVELING | L | 5,000.00 SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 45 | DEPRESSION | L | 552.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 60,816.20SqFt

Section: 4305 of 4 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: UnKnown Zone: Category: Rank: S
Area: 16,802.43SqFt Length: 100.00Ft Width: 70.00Ft
Slabs: 34 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 763.33Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 602 Type: R Area: 23.00Slabs PCI = 94
Sample Comments:

| | | | |
|---|---|---|---|
| 70 SCALING/CRAZING | L | 3.00 Slabs | Comments: |
| 74 JOINT SPALLING | L | 1.00 Slabs | Comments: |
| 65 JOINT SEAL DAMAGE | L | 23.00 Slabs | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 60,816.20SqFt

Section: 4310 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: UnKnown Zone: Category: Rank: S
Area: 16,916.60SqFt Length: 340.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 12 Surveyed: 2
Conditions: PCI : 65
Inspection Comments:

Sample Number: 201 Type: R Area: 2,000.00SqFt PCI = 73
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 50 PATCHING | L | 500.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 96.00 | Ft | Comments: |

Sample Number: 302 Type: R Area: 2,000.00SqFt PCI = 57
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 56 SWELLING | L | 320.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 119.00 | Ft | Comments: |
| 57 WEATHERING | L | 2,000.00 | SqFt | Comments: |
| 52 RAVELING | L | 2,000.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 60,816.20SqFt

Section: 4315 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: UnKnown Zone: Category: Rank: S
Area: 9,904.85SqFt Length: 1,330.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 50
Inspection Comments:

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

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 212.00 Ft | Comments: |
| 57 | WEATHERING | L | 2,000.00 SqFt | Comments: |
| 52 | RAVELING | L | 2,000.00 SqFt | Comments: |
| 56 | SWELLING | L | 400.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 60,816.20SqFt

Section: 4320 of 4 From: - To: - Last Const.: 12/01/2012
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 17,192.32SqFt Length: 300.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 500,300.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 01/01/1988
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 500,300.00SqFt Length: 5,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 100 Surveyed: 20
Conditions: PCI : 50
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 402.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 300.00 Ft | Comments: |
| 52 | RAVELING | L | 5,000.00 SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 56 | SWELLING | L | 150.00 SqFt | Comments: |
| 56 | SWELLING | M | 84.00 SqFt | Comments: |

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 300.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 259.00 Ft | Comments: |
| 52 | RAVELING | L | 5,000.00 SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 56 | SWELLING | L | 100.00 SqFt | Comments: |
| 56 | SWELLING | M | 68.00 SqFt | Comments: |
| 56 | SWELLING | L | 56.00 SqFt | Comments: |

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 100.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 250.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 442.00 Ft | Comments: |
| 52 | RAVELING | L | 5,000.00 SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 56 | SWELLING | L | 450.00 SqFt | Comments: |
| 56 | SWELLING | M | 108.00 SqFt | Comments: |
| 56 | SWELLING | L | 56.00 SqFt | Comments: |

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 200.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 418.00 Ft | Comments: |
| 52 | RAVELING | L | 5,000.00 SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 56 | SWELLING | L | 195.00 SqFt | Comments: |
| 56 | SWELLING | M | 8.00 SqFt | Comments: |
| 56 | SWELLING | L | 150.00 SqFt | Comments: |
| 56 | SWELLING | L | 14.00 SqFt | Comments: |

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

# Re-inspection Report

FDOT

Report Generated Date: September 16, 2013

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 156.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 100.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 250.00 | Ft | Comments: |
| 56 SWELLING | L | 150.00 | SqFt | Comments: |
| 56 SWELLING | L | 16.00 | SqFt | Comments: |

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 199.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 250.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 165.00 | SqFt | Comments: |

Sample Number: 139 Type: R Area: 5,000.00SqFt PCI = 53

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 150.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 300.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 57.00 | SqFt | Comments: |

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 55.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 250.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 50.00 | Ft | Comments: |
| 56 SWELLING | L | 54.00 | SqFt | Comments: |
| 56 SWELLING | L | 20.00 | SqFt | Comments: |

Sample Number: 146 Type: R Area: 5,000.00SqFt PCI = 49

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 56 SWELLING | M | 50.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 138.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 200.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 150.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 146.00 | SqFt | Comments: |

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 61.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 120.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 150.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 54.00 | Ft | Comments: |

Sample Number: 153 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 56 SWELLING | L | 175.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 120.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 160.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 190.00 | Ft | Comments: |

# Re-inspection Report

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|---|---|---|---|---|
| 52 RAVELING | | L | 5,000.00 SqFt | Comments: |
| 57 WEATHERING | | L | 5,000.00 SqFt | Comments: |
| 56 SWELLING | | L | 200.00 SqFt | Comments: |

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | M | 200.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 150.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 148.00 Ft | Comments: |
| 52 RAVELING | | L | 5,000.00 SqFt | Comments: |
| 57 WEATHERING | | L | 5,000.00 SqFt | Comments: |
| 56 SWELLING | | L | 156.00 SqFt | Comments: |

Sample Number: 161 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | M | 150.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 200.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 98.00 Ft | Comments: |
| 52 RAVELING | | L | 4,850.00 SqFt | Comments: |
| 57 WEATHERING | | L | 4,850.00 SqFt | Comments: |
| 52 RAVELING | | M | 150.00 SqFt | Comments: |
| 56 SWELLING | | L | 164.00 SqFt | Comments: |

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | M | 200.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 150.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 75.00 Ft | Comments: |
| 52 RAVELING | | L | 4,850.00 SqFt | Comments: |
| 57 WEATHERING | | L | 4,850.00 SqFt | Comments: |
| 56 SWELLING | | M | 100.00 SqFt | Comments: |
| 52 RAVELING | | M | 150.00 SqFt | Comments: |
| 56 SWELLING | | L | 250.00 SqFt | Comments: |

Sample Number: 171 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | M | 200.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 150.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 66.00 Ft | Comments: |
| 52 RAVELING | | L | 5,000.00 SqFt | Comments: |
| 57 WEATHERING | | L | 5,000.00 SqFt | Comments: |
| 56 SWELLING | | L | 96.00 SqFt | Comments: |

Sample Number: 178 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | M | 150.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 283.00 Ft | Comments: |
| 52 RAVELING | | L | 4,850.00 SqFt | Comments: |
| 57 WEATHERING | | L | 4,850.00 SqFt | Comments: |
| 52 RAVELING | | M | 150.00 SqFt | Comments: |

Sample Number: 185 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | M | 200.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 150.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | | L | 179.00 Ft | Comments: |
| 52 RAVELING | | L | 4,850.00 SqFt | Comments: |
| 57 WEATHERING | | L | 4,850.00 SqFt | Comments: |
| 52 RAVELING | | M | 150.00 SqFt | Comments: |

# Re-inspection Report

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| | | | | |
|---|---|---|---|---|
| 56 SWELLING | L | 168.00 | SqFt | Comments: |
| 56 SWELLING | L | 100.00 | SqFt | Comments: |

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 150.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 325.00 | Ft | Comments: |
| 52 RAVELING | L | 4,900.00 | SqFt | Comments: |
| 52 RAVELING | M | 100.00 | SqFt | Comments: |
| 57 WEATHERING | L | 4,900.00 | SqFt | Comments: |
| 56 SWELLING | L | 74.00 | SqFt | Comments: |

Sample Number: 195 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 445.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 132.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 120.00 | Ft | Comments: |

Sample Number: 199 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 140.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 443.00 | Ft | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 46.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 487,348.56SqFt

Section: 6205 of 1 From: - To: - Last Const.: 01/01/1995
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 487,348.56SqFt Length: 4,850.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 97 Surveyed: 20
Conditions: PCI : 55
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | M | 1,708.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 86.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 60.00 | Ft | Comments: |
| 57 WEATHERING | L | 3,292.00 | SqFt | Comments: |
| 52 RAVELING | L | 800.00 | SqFt | Comments: |
| 56 SWELLING | L | 160.00 | SqFt | Comments: |

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 56 SWELLING | L | 16.00 | SqFt | Comments: |
| 52 RAVELING | M | 1,495.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 322.00 | Ft | Comments: |
| 57 WEATHERING | L | 3,505.00 | SqFt | Comments: |
| 52 RAVELING | L | 200.00 | SqFt | Comments: |

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 150.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 14.00 | Ft | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 RAVELING | L | 600.00 | SqFt | Comments: |
| 56 SWELLING | L | 42.00 | SqFt | Comments: |

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 199.00 | Ft | Comments: |
| 56 SWELLING | L | 7.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 RAVELING | L | 600.00 | SqFt | Comments: |

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 249.00 | Ft | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 RAVELING | L | 1,200.00 | SqFt | Comments: |

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

# Re-inspection Report

FDOT

Report Generated Date: September 16, 2013

| | | | | | |
|---|---|---|---|---|---|
| 52 | RAVELING | L | 2,000.00 | SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 217.00 | Ft | Comments: |
| 52 | RAVELING | L | 1,200.00 | SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 63

Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 120.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 80.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 148.00 | Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 | RAVELING | L | 1,400.00 | SqFt | Comments: |
| 56 | SWELLING | L | 130.00 | SqFt | Comments: |

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 64

Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 275.00 | Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 56 | SWELLING | L | 162.00 | SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 | SqFt | Comments: |

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 62

Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 319.00 | Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 | RAVELING | L | 2,500.00 | SqFt | Comments: |
| 56 | SWELLING | L | 47.00 | SqFt | Comments: |

Sample Number: 140 Type: R Area: 5,000.00SqFt PCI = 58

Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 150.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 50.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 140.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 40.00 | Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 | SqFt | Comments: |
| 56 | SWELLING | L | 100.00 | SqFt | Comments: |

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 57

Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 200.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 150.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 81.00 | Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 | RAVELING | L | 2,000.00 | SqFt | Comments: |
| 56 | SWELLING | L | 148.00 | SqFt | Comments: |

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 61

Sample Comments:

| | | | | | |
|---|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 150.00 | Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 109.00 | Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 52 | RAVELING | L | 3,000.00 | SqFt | Comments: |
| 56 | SWELLING | L | 28.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 309.00 Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 56 | SWELLING | L | 31.00 SqFt | Comments: |
| 52 | RAVELING | L | 2,500.00 SqFt | Comments: |

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 188.00 Ft | Comments: |
| 57 | WEATHERING | L | 4,948.00 SqFt | Comments: |
| 52 | RAVELING | M | 52.00 SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 SqFt | Comments: |

Sample Number: 170 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 | RAVELING | L | 2,000.00 SqFt | Comments: |
| 57 | WEATHERING | L | 4,900.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 140.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 50.00 Ft | Comments: |
| 52 | RAVELING | M | 100.00 SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 SqFt | Comments: |

Sample Number: 177 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 202.00 Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 SqFt | Comments: |

Sample Number: 182 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 250.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 281.00 Ft | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 52 | RAVELING | L | 3,500.00 SqFt | Comments: |
| 56 | SWELLING | L | 126.00 SqFt | Comments: |

Sample Number: 188 Type: R Area: 5,000.00SqFt PCI = 20
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 | RAVELING | L | 1,500.00 SqFt | Comments: |
| 56 | SWELLING | L | 122.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 200.00 Ft | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 358.00 Ft | Comments: |
| 57 | WEATHERING | L | 3,992.00 SqFt | Comments: |
| 52 | RAVELING | H | 258.00 SqFt | Comments: |
| 52 | RAVELING | H | 210.00 SqFt | Comments: |
| 52 | RAVELING | H | 330.00 SqFt | Comments: |
| 52 | RAVELING | H | 210.00 SqFt | Comments: |

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 17
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 | RAVELING | H | 3,300.00 SqFt | Comments: |
| 57 | WEATHERING | L | 1,700.00 SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 SqFt | Comments: |
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | M | 150.00 Ft | Comments: |

# Re-inspection Report

FDOT

Report Generated Date: September 16, 2013

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|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 221.00 | Ft | Comments: |
| 56 SWELLING | L | 56.00 | SqFt | Comments: |

Sample Number: 199 Type: R Area: 5,200.00SqFt PCI = 38

Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | M | 1,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 3,200.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 41.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 218.00 | Ft | Comments: |
| 57 WEATHERING | L | 4,100.00 | SqFt | Comments: |
| 52 RAVELING | L | 4,100.00 | SqFt | Comments: |
| 52 RAVELING | M | 100.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,446.93SqFt

Section: 102 of 4 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 22,176.83SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 63
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 65
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 16.00 Ft | Comments: |
| 52 | RAVELING | L | 3,500.00 SqFt | Comments: |
| 57 | WEATHERING | L | 3,500.00 SqFt | Comments: |

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 61
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 7.00 Ft | Comments: |
| 57 | WEATHERING | L | 3,500.00 SqFt | Comments: |
| 52 | RAVELING | L | 3,500.00 SqFt | Comments: |
| 45 | DEPRESSION | L | 28.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,446.93SqFt

Section: 104 of 4 From: - To: - Last Const.: 01/01/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,357.72SqFt Length: 250.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 38
Inspection Comments:

Sample Number: 106 Type: R Area: 3,835.00SqFt PCI = 38
Sample Comments:

| | | | |
|---|---|---|---|
| 57 WEATHERING | M | 3,415.00 SqFt | Comments: |
| 52 RAVELING | L | 3,415.00 SqFt | Comments: |
| 50 PATCHING | L | 420.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 767.00 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 2,648.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,446.93SqFt

Section: 105 of 4 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 206,336.23SqFt Length: 3,740.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 46 Surveyed: 6
Conditions: PCI : 50
Inspection Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 50 PATCHING | L | 670.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 4,330.00 | SqFt | Comments: |
| 57 WEATHERING | L | 750.00 | SqFt | Comments: |

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | L | 3,000.00 | SqFt | Comments: |
| 50 PATCHING | L | 384.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 211.00 | Ft | Comments: |

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | L | 1,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 800.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 1,200.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 177.00 | Ft | Comments: |

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,500.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 1,500.00 | SqFt | Comments: |

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | M | 1,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 3,835.00 | SqFt | Comments: |
| 50 PATCHING | L | 150.00 | SqFt | Comments: |
| 53 RUTTING | L | 96.00 | SqFt | Comments: |
| 57 WEATHERING | L | 4,835.00 | SqFt | Comments: |
| 50 PATCHING | L | 15.00 | SqFt | Comments: |
| 52 RAVELING | L | 4,835.00 | SqFt | Comments: |

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 53 RUTTING | L | 260.00 | SqFt | Comments: |
| 53 RUTTING | L | 90.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 1,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 4,000.00 | SqFt | Comments: |
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,446.93SqFt

Section: 110 of 4 From: - To: - Last Const.: 01/01/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 17,576.15SqFt Length: 587.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 37
Inspection Comments:

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

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,000.00 SqFt | Comments: |
| 52 RAVELING | L | 3,000.00 SqFt | Comments: |
| 57 WEATHERING | M | 3,000.00 SqFt | Comments: |

Sample Number: 148 Type: R Area: 3,000.00SqFt PCI = 37
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 3,000.00 SqFt | Comments: |
| 52 RAVELING | L | 3,000.00 SqFt | Comments: |
| 57 WEATHERING | M | 3,000.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,037.83SqFt

Section: 205 of 1 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 88,037.83SqFt Length: 2,450.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 23 Surveyed: 4
Conditions: PCI : 66
Inspection Comments:

Sample Number: 101 Type: R Area: 5,658.00SqFt PCI = 69
Sample Comments:

| | | | |
|---|---|---|---|
| 52 RAVELING | L | 5,658.00 SqFt | Comments: |
| 57 WEATHERING | L | 5,658.00 SqFt | Comments: |

Sample Number: 107 Type: R Area: 3,500.00SqFt PCI = 71
Sample Comments:

| | | | |
|---|---|---|---|
| 57 WEATHERING | L | 3,500.00 SqFt | Comments: |
| 52 RAVELING | L | 2,800.00 SqFt | Comments: |

Sample Number: 113 Type: R Area: 3,500.00SqFt PCI = 62
Sample Comments:

| | | | |
|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 41.00 Ft | Comments: |
| 56 SWELLING | L | 17.00 SqFt | Comments: |
| 57 WEATHERING | L | 3,500.00 SqFt | Comments: |
| 52 RAVELING | L | 3,500.00 SqFt | Comments: |

Sample Number: 121 Type: R Area: 3,500.00SqFt PCI = 60
Sample Comments:

| | | | |
|---|---|---|---|
| 57 WEATHERING | L | 3,500.00 SqFt | Comments: |
| 52 RAVELING | L | 3,500.00 SqFt | Comments: |
| 49 OIL SPILLAGE | N | 9.00 SqFt | Comments: |
| 49 OIL SPILLAGE | N | 18.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 78.00 Ft | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 170,158.23SqFt

Section: 305 of 4 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 29,821.10SqFt Length: 410.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

| | | | |
|---|---|---|---|
| 52 RAVELING | L | 5,000.00 SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 11.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 32.00 Ft | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 170,158.23SqFt

Section: 307 of 4 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,189.59SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 45
Inspection Comments:

Sample Number: 104 Type: R Area: 4,242.00SqFt PCI = 45
Sample Comments:

| | | | |
|---|---|---|---|
| 43 BLOCK CRACKING | M | 2,750.00 SqFt | Comments: |
| 57 WEATHERING | L | 4,242.00 SqFt | Comments: |
| 52 RAVELING | L | 848.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 170,158.23SqFt

Section: 310 of 4 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 24,779.46SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 49
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

| | | | |
|---|---|---|---|
| 56 SWELLING | L | 104.00 SqFt | Comments: |
| 52 RAVELING | L | 4,800.00 SqFt | Comments: |
| 50 PATCHING | M | 200.00 SqFt | Comments: |
| 43 BLOCK CRACKING | L | 800.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 337.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 61.00 Ft | Comments: |
| 57 WEATHERING | L | 4,800.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 170,158.23SqFt

Section: 315 of 4 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 105,368.08SqFt Length: 2,098.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 20 Surveyed: 3
Conditions: PCI : 43
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 1,000.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 82.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 320.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 92.00 | Ft | Comments: |

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 56 SWELLING | L | 86.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 1,000.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 300.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 100.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 227.00 | Ft | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 45 DEPRESSION | L | 26.00 | SqFt | Comments: |
| 52 RAVELING | L | 3,850.00 | SqFt | Comments: |
| 50 PATCHING | M | 1,150.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 2,850.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 186.00 | Ft | Comments: |
| 57 WEATHERING | L | 3,850.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 173,951.06SqFt

Section: 405 of 5 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 30,433.12SqFt Length: 426.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 6 Surveyed: 2
Conditions: PCI : 17
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 29
Sample Comments:

| | | | |
|---|---|---|---|
| 41 ALLIGATOR CRACKING | L | 126.00 SqFt | Comments: |
| 41 ALLIGATOR CRACKING | L | 46.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 2,000.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 172.00 Ft | Comments: |
| 43 BLOCK CRACKING | L | 1,600.00 SqFt | Comments: |
| 50 PATCHING | L | 150.00 SqFt | Comments: |
| 52 RAVELING | L | 4,850.00 SqFt | Comments: |
| 57 WEATHERING | L | 4,850.00 SqFt | Comments: |

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

| | | | |
|---|---|---|---|
| 52 RAVELING | M | 5,000.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 4,000.00 SqFt | Comments: |
| 41 ALLIGATOR CRACKING | M | 1,000.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 173,951.06SqFt

Section: 407 of 5 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 8,075.32SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 2 Surveyed: 1
Conditions: PCI : 32
Inspection Comments:

Sample Number: 105 Type: R Area: 5,814.00SqFt PCI = 32
Sample Comments:

| | | | |
|---|---|---|---|
| 52 RAVELING | L | 5,779.00 SqFt | Comments: |
| 56 SWELLING | L | 82.00 SqFt | Comments: |
| 45 DEPRESSION | L | 16.00 SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 400.00 Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | M | 362.00 Ft | Comments: |
| 57 WEATHERING | M | 5,779.00 SqFt | Comments: |
| 50 PATCHING | M | 35.00 SqFt | Comments: |
| 45 DEPRESSION | M | 18.00 SqFt | Comments: |
| 43 BLOCK CRACKING | M | 946.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 173,951.06SqFt

Section: 410 of 5 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 108,628.76SqFt Length: 2,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 21 Surveyed: 4
Conditions: PCI : 40
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | L | 4,996.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 520.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 618.00 | Ft | Comments: |
| 57 WEATHERING | L | 4,996.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 26.00 | Ft | Comments: |

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | L | 5,000.00 | SqFt | Comments: |
| 50 PATCHING | L | 4.00 | SqFt | Comments: |
| 57 WEATHERING | L | 5,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 1,000.00 | SqFt | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 540.00 | Ft | Comments: |
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 17.00 | Ft | Comments: |
| 56 SWELLING | L | 104.00 | SqFt | Comments: |

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 52 RAVELING | L | 4,500.00 | SqFt | Comments: |
| 50 PATCHING | M | 500.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 1,000.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | L | 3,500.00 | SqFt | Comments: |
| 53 RUTTING | L | 144.00 | SqFt | Comments: |
| 57 WEATHERING | L | 4,500.00 | SqFt | Comments: |

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 43 BLOCK CRACKING | L | 3,500.00 | SqFt | Comments: |
| 43 BLOCK CRACKING | M | 1,500.00 | SqFt | Comments: |
| 57 WEATHERING | L | 3,200.00 | SqFt | Comments: |
| 52 RAVELING | L | 3,200.00 | SqFt | Comments: |
| 52 RAVELING | M | 1,800.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 173,951.06SqFt

Section: 414 of 5 From: - To: - Last Const.: 01/01/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,611.91SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 1 Surveyed: 1
Conditions: PCI : 65
Inspection Comments:

Sample Number: 100 Type: R Area: 4,611.91SqFt PCI = 65
Sample Comments:

| | | | |
|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 62.00 Ft | Comments: |
| 41 ALLIGATOR CRACKING | L | 30.00 SqFt | Comments: |
| 53 RUTTING | L | 81.00 SqFt | Comments: |
| 53 RUTTING | L | 36.00 SqFt | Comments: |
| 57 WEATHERING | L | 4,611.91 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 173,951.06SqFt

Section: 415 of 5 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 22,201.95SqFt Length: 310.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 4 Surveyed: 1
Conditions: PCI : 55
Inspection Comments:

Sample Number: 101 Type: R Area: 7,672.00SqFt PCI = 55
Sample Comments:

| | | | | |
|---|---|---|---|---|
| 48 LONGITUDINAL/TRANSVERSE CRACKING | L | 39.00 | Ft | Comments: |
| 52 RAVELING | L | 7,504.00 | SqFt | Comments: |
| 57 WEATHERING | L | 7,504.00 | SqFt | Comments: |
| 52 RAVELING | M | 168.00 | SqFt | Comments: |
| 45 DEPRESSION | L | 64.00 | SqFt | Comments: |
| 45 DEPRESSION | L | 54.00 | SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 275,037.17SqFt

Section: 505 of 5 From: - To: - Last Const.: 12/01/2013
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 21,067.33SqFt Length: 550.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

**NOTE: *** Pre-Construction PCI *****

Last Insp. Date: 03/12/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI : 43
Inspection Comments:

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

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

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

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

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 275,037.17SqFt

Section: 510 of 5 From: - To: - Last Const.: 12/01/2013
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 71,339.27SqFt Length: 1,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

**NOTE: *** Pre-Construction PCI *****
Last Insp. Date: 03/12/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI : 37
Inspection Comments:

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

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

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

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

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

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

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 275,037.17SqFt

Section: 512 of 5 From: - To: - Last Const.: 12/01/2013
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 19,204.16SqFt Length: 645.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

**NOTE: *** Pre-Construction PCI *****

Last Insp. Date: 03/12/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI : 10
Inspection Comments:

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

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

Sample Number: 204 Type: R Area: 3,000.00SqFt PCI = 15
Sample Comments:

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

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 275,037.17SqFt

Section: 515 of 5 From: - To: - Last Const.: 12/01/2013
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 139,434.54SqFt Length: 1,670.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

**NOTE: *** Pre-Construction PCI *****
Last Insp. Date: 03/12/2012 Total Samples: 27 Surveyed: 4
Conditions: PCI : 39
Inspection Comments:

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

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

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

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

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

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

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

| | | | | |
|---|---|---|---|---|
| 43 | BLOCK CRACKING | L | 4,999.96 SqFt | Comments: |
| 52 | RAVELING | L | 4,599.96 SqFt | Comments: |
| 52 | RAVELING | M | 400.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 275,037.17SqFt

Section: 520 of 5 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,991.87SqFt Length: 465.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 07/09/2013 Total Samples: 5 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

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

| | | | | |
|---|---|---|---|---|
| 48 | LONGITUDINAL/TRANSVERSE CRACKING | L | 52.00 Ft | Comments: |
| 56 | SWELLING | L | 138.00 SqFt | Comments: |
| 57 | WEATHERING | L | 5,000.00 SqFt | Comments: |
| 52 | RAVELING | L | 1,500.00 SqFt | Comments: |

# Re-inspection Report

FDOT
Report Generated Date: September 16, 2013

Network: XFL Name: FLAGLER COUNTY AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 25,816.34SqFt

Section: 602 of 1 From: - To: - Last Const.: 12/01/2012
Surface: AAC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 25,816.34SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>