

FLORIDA DEPARTMENT OF TRANSPORTATION  
AVIATION AND SPACEPORT OFFICE



**DELAND  
MUNICIPAL  
AIRPORT - SIDNEY H  
TAYLOR FIELD (DED)**

DISTRICT 5

REGIONAL RELIEVER  
AIRPORT

JUNE 2015

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STATEWIDE  
**Airfield  
Pavement  
Management**  
PROGRAM







## TABLE OF CONTENTS

Executive Summary .....	1
1. Introduction.....	7
2. Airfield Pavement Network Definition and Pavement Inventory.....	19
3. Airfield Pavement Condition .....	27
4. Pavement Performance .....	37
5. Airfield Pavement Maintenance Policies and Costs .....	41
6. Major Pavement Rehabilitation Needs.....	49
7. Preventative and Major Rehabilitation Planning .....	53
8. Visual Aid Exhibits.....	55
9. Recommendations.....	57

## LIST OF TABLES

Table I: Condition Summary by Branch .....	2
Table II: Condition Summary by Pavement Facility Use .....	3
Table III: Year-1 Major Rehabilitation Needs for DeLand Municipal / Sidney H Taylor Field .....	4
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation .....	5
Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections .....	15
Table 2-1: Previous and/or Anticipated Airfield Pavement Construction .....	21
Table 2-2: Pavement Inventory Summary.....	22
Table 2-3: Airfield Pavement Inventory Details.....	23
Table 3-1: Airfield Pavement Distresses for Asphalt Concrete.....	30
Table 3-2: Airfield Pavement Distresses for Portland Cement Concrete .....	31
Table 3-3: Pavement Condition Index Rating Summary.....	34
Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy .....	42
Table 5-2: Recommended PCC Maintenance and Repair Policy .....	43
Table 5-3: Critical and Minimum Service Level PCI for Regional Reliever Airports .....	45
Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI.....	45
Table 5-5: AC Maintenance Unit Costs .....	47
Table 5-6: PCC Maintenance Unit Costs.....	47
Table 5-7: Rehabilitation Activities and Unit Costs by Condition for Regional Reliever Airports.....	48
Table 6-1: Summary of Major Rehabilitation.....	50
Table 7-1: 10-Year Preventative and Major Rehabilitation Summary.....	53

## LIST OF FIGURES

Figure 1-1: Pavement Life Cycle.....	13
Figure 1-2: Flexible Pavement, Asphalt Concrete.....	16
Figure 1-3: Rigid Pavement, Portland Cement Concrete .....	17
Figure 2-1: Airfield Pavement Type.....	23
Figure 3-1: Airfield Pavement Condition Index Rating Summary .....	33
Figure 3-2: Percentage of Pavement Area by Condition Rating by Use .....	35
Figure 4-1: Runway Pavement Performance Prediction Summary .....	38
Figure 4-2: Taxiway Pavement Performance Prediction Summary.....	38
Figure 4-3: Apron Pavement Performance Prediction Summary.....	39
Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis.....	51
Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary.....	54

## APPENDICES

Appendix A	Airfield Pavement Network Definition Exhibit Airfield Pavement System Inventory Exhibit Pavement Geometry Inventory Work History Report
Appendix B	Airfield Pavement Condition Index Rating Exhibit Pavement Condition Index Inventory
Appendix C	Branch Condition Report Section Condition Report
Appendix D	Pavement Performance Prediction Table Pavement Performance by Pavement Use
Appendix E	Year-1 Preventative Activities
Appendix F	Airfield Pavement 10-Year Major Rehabilitation Exhibit Airfield Pavement 10-Year Major Rehabilitation Table
Appendix G	Photographs
Appendix H	Distress Data – Re-inspection Report



## EXECUTIVE SUMMARY

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In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by Kimley-Horn and Associates, Inc. and including their subconsultants Penuel Consulting and LLC, Roy D. McQueen & Associates, LTD, 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 through 2015.

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 provided information.
- 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.

In December 2014, a PCI survey inspection was performed at DeLand Municipal / Sidney H Taylor Field. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 83, representing a Satisfactory overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

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
EAST APRON	44	42 - 47	POOR	65	65	X
RUN-UP APRON	100	100	GOOD	65	65	
SOUTH APRON	76	76	SATISFACTORY	65	65	
SE APRON	86	68 - 95	GOOD	65	65	
APRON T-HANGARS	90	90	GOOD	65	65	
RUNWAY 12-30	100	100	GOOD	75	65	
RUNWAY 5-23	69	59 - 81	FAIR	75	65	X
TAXIWAY ALPHA	77	69 - 82	SATISFACTORY	65	65	
TAXIWAY BRAVO	68	63 - 75	FAIR	65	65	X
TAXIWAY CHARLIE	74	63 - 72	SATISFACTORY	65	65	X
TAXIWAY DELTA	100	100	GOOD	65	65	
TAXIWAY GOLF	94	94	GOOD	65	65	
WEST RAMP	41	40 - 50	POOR	65	65	X

“Action Required” in Table I is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in Table III when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also triggered in Table III when the section PCI is above critical and the section exhibits significant structural related distresses.

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	89	GOOD
Taxiway	86	GOOD
Apron	76	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 5-23 – Section 6210
  - Mill and Overlay attributed to climate and age of pavement.
- ⦿ East Apron – Sections 4205 and 4210
  - Mill and Overlay attributed to climate and age of pavement.
- ⦿ Taxiway B – Sections 205 and 215
  - Mill and Overlay attributed to climate and age of pavement.
- ⦿ West Ramp – Sections 150, 160, 162, and 165
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.

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



Table III: Year-1 Major Rehabilitation Needs for DeLand Municipal / Sidney H Taylor Field

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 5-23	6210	\$ 450,000.00	58	Mill and Overlay	100
AP EAST	4210	\$ 805,085.00	41	Mill and Overlay	100
AP EAST	4205	\$ 708,939.00	46	Mill and Overlay	100
TW B	215	\$ 122,910.00	64	Mill and Overlay	100
TW B	205	\$ 459,825.00	62	Mill and Overlay	100
WEST RAMP	165	\$ 349,633.00	46	Mill and Overlay	100
WEST RAMP	162	\$ 278,909.00	49	Mill and Overlay	100
WEST RAMP	160	\$ 552,810.00	40	Mill and Overlay	100
WEST RAMP	150	\$ 2,379,360.00	39	Reconstruction	100
Total =		\$ 6,107,471.00			

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.

*Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values*

that may be less than the previous analysis. Please refer to Section 3 Airfield Pavement Condition Index for additional information.

Additionally, pavement repair and rehabilitation work reported by the airports are entered into the SAPMP which can improve PCI values.

**Table IV: 10-Year Preventative Maintenance and Major Rehabilitation**

Year	Preventative	Major M&R	Total Year Cost
2015	\$ 333,620.63	\$ 6,107,470.15	\$ 6,441,090.78
2016	\$ 278,369.35	\$ 3,186,563.25	\$ 3,464,932.60
2017	\$ 213,032.03	\$ 3,393,952.51	\$ 3,606,984.54
2018	\$ 241,639.89	\$ 583,811.39	\$ 825,451.28
2019	\$ 233,744.87	\$ 1,973,377.57	\$ 2,207,122.45
2020	\$ 308,591.03	\$ 120,402.23	\$ 428,993.26
2021	\$ 402,930.98	\$ 224,475.91	\$ 627,406.90
2022	\$ 436,784.55	\$ 3,146,915.90	\$ 3,583,700.45
2023	\$ 561,838.28	\$ 305,412.01	\$ 867,250.28
2024	\$ 669,941.33	\$ 711,917.04	\$ 1,381,858.37
Total	\$ 3,680,492.94	\$ 19,754,297.96	\$ 23,434,790.91

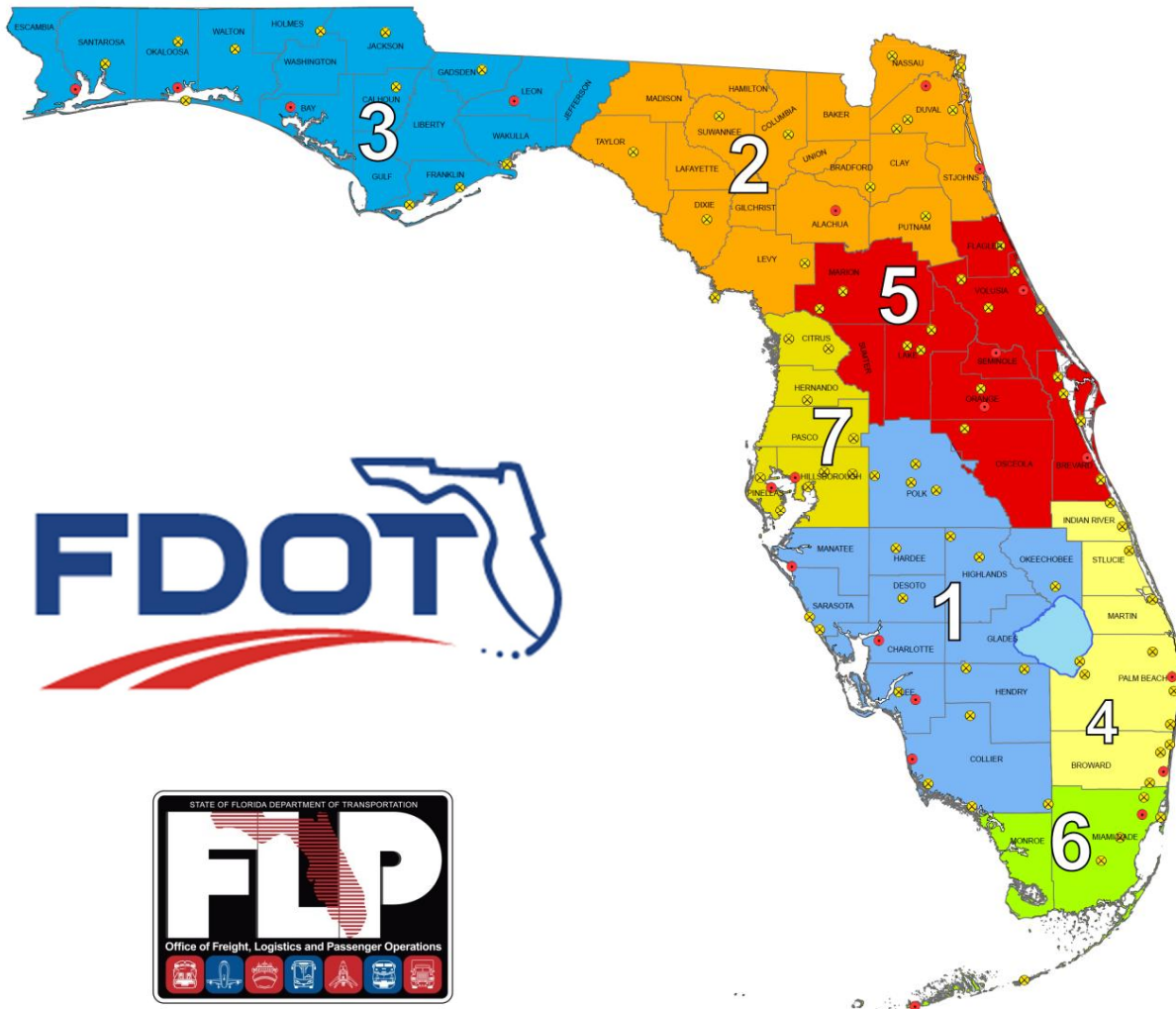
The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport should experience an improvement to the overall area-weighted average PCI. 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) Central Aviation and Spaceport Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Central Aviation and Spaceport Office selected a team led by Kimley-Horn and Associates, Inc. and including Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, to provide services in support of the Central Aviation and Spaceport Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 through 2015.

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:

- Briefly describe the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a 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 implementation and again during the 1998-1999 updates; the SAPMP performed the development with 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 150/5380-6C *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 Central Aviation Office Program Manager*

The FDOT Central Office Airport Engineering Manager serves as the Aviation and Spaceport Office Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the Consultant. The ASO-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 ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceport Manager and Development Administrator.

#### *Consultant*

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, provides technical and administrative assistance to the ASO-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 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

#### *Airport Role*

The airports are the ultimate beneficiary 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 ASO-PM. The airport should have provided a

current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was 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 ASO-PM. Each District supports the SAPMP's on-going efforts by providing 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 two primary types of pavements:

- Flexible Pavement, composed of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, composed 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 assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

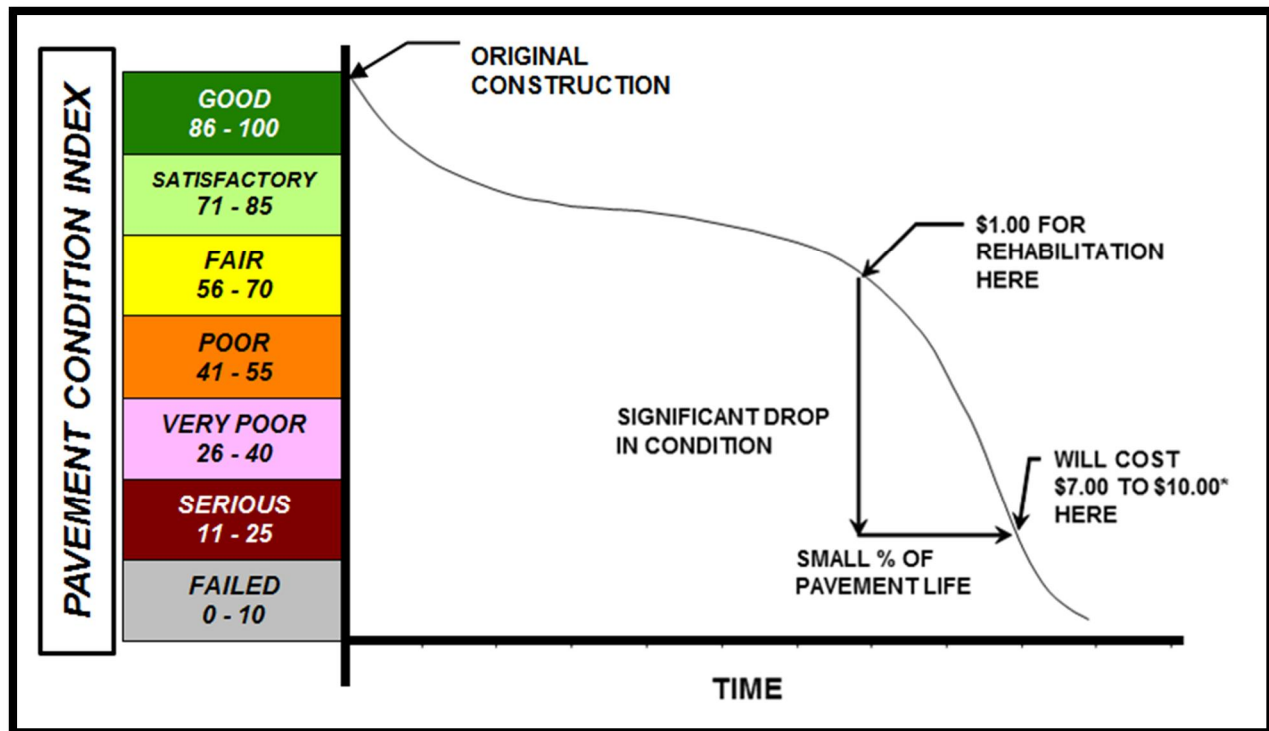
### *The Concept of an Airfield Pavement Management System*

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 5380-7B *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 5380-7B 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 agency 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 5340-12. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-12. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazeing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, 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 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. 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 150/5380-6C 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			Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect		Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	Taxiways, Aprons, Others		Runway	Taxiways, Aprons, Others
1 - 4	1	1	1 - 3	1	1
5 - 10	2	1	4 - 6	2	1
11 - 15	3	2	7 - 10	3	2
16 - 30	5	3	11 - 15	4	2
31 - 40	7	4	16 - 20	5	3
41 - 50	8	5	21 - 30	7	3
			31 - 40	8	4
			41 - 50	10	5
≥ 51	20% but ≤ 20	10% but ≤ 10	≥ 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 5340-12 and MicroPAVER (also known currently as PAVER) 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



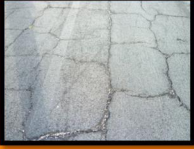
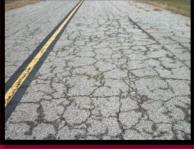

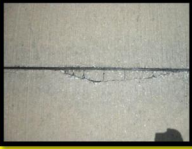


	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as pavement mill and overlay or PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Figure 1-3: Rigid Pavement, Portland Cement Concrete

	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments, patches, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as Slab replacement and PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Using the ASTM D 5340-12 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

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Deland Municipal Airport (DED) consists of two runways; Runway 5-23, which is 75-ft wide by 4,301-ft long and Runway 12-30, which is 100-ft wide by 6,001-ft long. Runway 5-23 is served by parallel Taxiway Alpha and Runway 12-30 is served by parallel Taxiway Delta. Currently the airport has multiple T-Hangar and conventional hangar facilities located on the south and east side of the airport and tie-down spaces located throughout the apron. All of the pavement for the runway, taxiways, apron, and hangars is constructed with Asphalt Concrete.

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 City of Deland began development of Deland Municipal Airport in the 1920's, and later donated the facility to the US Navy in 1942 where it became known as the Naval Air Station Deland. The facilities primary focus was advanced training for Navy flight crews. Naval Air Station Deland was decommissioned following the end of World War II, where the control tower was closed and the City of Deland regained control of the airport. Currently the airport serves as a Regional Reliever to commercial operations at Daytona Beach International Airport, Orlando Sanford International Airport, and Orlando International Airport.

### 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 of which is 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

Page | 20

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 or 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: Previous and/or Anticipated Airfield Pavement Construction**

Construction Year	Section Location	Work Type/Pavement Section
2010	TAXIWAY G	REHABILITATION
2014	RUNWAY 12-30	2" MILL AND OVERLAY
2014	TAXIWAY D	2" MILL AND OVERLAY
2014	TAXIWAY D	EXTENSION, NEW PAVEMENT: 4" P-401, 6" P-211, 17" - 30" P-152

### *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 updates to the Airfield Pavement Network Definition Exhibit, in Appendix A, and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement

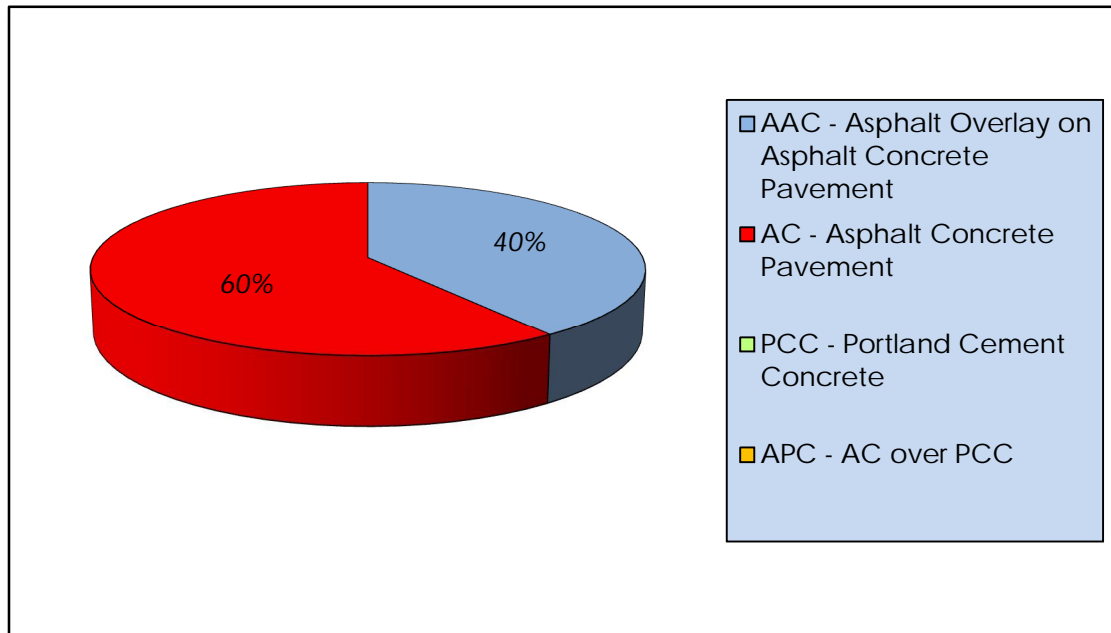
inventory attributes at DeLand Municipal / Sidney H Taylor Field for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	13	
Number of Sections	36	
Sample Units	106	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,090,199	24%
Taxiway	1,229,626	27%
Apron	2,184,310	48%
Total =	4,504,135	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,753,373	60%
Asphalt Overlay (AAC)	1,175,688	40%
Portland Cement Concrete (PCC)	0	0%
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 5-23	RW 5-23	6230	23,925	P	AAC	1/1/1997	2	6
RUNWAY 5-23	RW 5-23	6225	36,375	P	AAC	1/1/1997	2	10
RUNWAY 5-23	RW 5-23	6220	12,533	P	AAC	1/1/1997	1	3
RUNWAY 5-23	RW 5-23	6218	9,392	P	AAC	1/1/1997	1	2
RUNWAY 5-23	RW 5-23	6215	206,250	P	AAC	1/1/1996	11	55
RUNWAY 5-23	RW 5-23	6210	30,000	P	AAC	1/1/1997	2	8
RUNWAY 12-30	RW 12-30	6105	600,000	P	AAC	8/1/2014	20	120
RUN-UP APRON	AP RU	5405	26,054	P	AC	8/1/2014	1	6
SOUTH APRON	AP S	5305	95,271	P	AC	7/31/2008	3	23
SOUTH APRON	AP S	5105	41,994	P	AC	1/1/1991	2	6
APRON T-HANGARS	AP T-HANG	4305	97,487	P	AC	12/25/1999	3	20



Pavement Evaluation Report - DeLand Municipal / Sidney H Taylor Field

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
EAST APRON	AP EAST	4210	41,350	P	AC	12/25/1970	1	8
EAST APRON	AP EAST	4205	41,776	P	AC	12/25/1970	2	9
SE APRON	AP SE	4135	20,923	P	AC	1/1/2006	1	5
SE APRON	AP SE	4120	110,466	P	AC	1/1/2006	3	21
SE APRON	AP SE	4115	80,300	P	AC	1/1/2006	3	18
SE APRON	AP SE	4112	205,700	P	AC	1/1/2001	5	41
SE APRON	AP SE	4110	268,252	P	AC	1/1/2006	6	56
TAXIWAY G	TW G	605	54,040	P	AAC	1/1/2010	2	11
TAXIWAY D	TW D	460	19,529	P	AAC	8/1/2014	1	4
TAXIWAY D	TW D	455	175,362	P	AC	8/1/2014	4	34
TAXIWAY D	TW D	450	151,788	P	AAC	8/1/2014	4	30
TAXIWAY C	TW C	306	6,924	P	AAC	1/1/1996	1	1
TAXIWAY C	TW C	305	16,073	P	AC	1/1/1991	1	3
TAXIWAY B	TW B	220	107,725	P	AC	1/1/1985	3	21
TAXIWAY B	TW B	215	8,194	P	AAC	1/1/1996	1	1
TAXIWAY B	TW B	206	9,163	P	AAC	1/1/1997	1	1
TAXIWAY B	TW B	205	30,655	P	AC	1/1/1942	2	4
WEST RAMP	WEST RAMP	165	20,603	P	AC	1/1/1980	1	3
WEST RAMP	WEST RAMP	162	18,029	P	AC	1/1/1942	1	3
WEST RAMP	WEST RAMP	160	27,682	P	AC	1/1/1991	2	4
WEST RAMP	WEST RAMP	150	118,968	P	AC	1/1/1991	3	23
TAXIWAYS A	TW A	115	70,685	P	AC	1/1/1996	4	16
TAXIWAYS A	TW A	110	102,400	P	AC	1/1/1992	3	25
TAXIWAYS A	TW A	106	7,575	P	AAC	1/1/1996	1	1

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAYS A	TW A	105	35,618	P	AC	1/1/1991	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. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.



### 3. AIRFIELD PAVEMENT CONDITION

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Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. 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 5340-12, released in 2013, 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 analysis.

Below is a brief description of the changes to the distresses presented in the ASTM D 5340 methodology and a table summarizing the deduction affected.

- a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering". Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling", the PCI deduction is not as high as the former "Weathering and Raveling". Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling", may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.
- b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction



contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

Distress Updates to Reflect ASTM 5340-12			
Use and Surface Type	Old 5340-04 Distress	New Distress	Deduct Curve
AC/AAC/APC Airfield	(52) Weathering & Raveling - Low	(52) Raveling - Low	No Change
	(52) Weathering & Raveling - Medium	(52) Raveling - Medium	No Change
	(52) Weathering & Raveling - High	(52) Raveling - High	No Change
	N/A	(57) Weathering - Low	New
	N/A	(57) Weathering - Medium	New
	N/A	(57) Weathering - High	New
PCC Airfield	(70) Scaling - Low	(70) Scaling - Low	New
	(70) Scaling - Medium	(70) Scaling - Medium	New
	(70) Scaling - High	(70) Scaling - High	New
	N/A	(76) Alkali Silica Reaction – Low	New
	N/A	(76) Alkali Silica Reaction – Medium	New
	N/A	(76) Alkali Silica Reaction – High	New

### 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 (also known as PAVER) is used to calculate PCI values using the methodology described in ASTM D 5340-12. 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 5340-12 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 2014 at DeLand Municipal / Sidney H Taylor Field, the overall weighted average PCI value is 83 representing a condition rating of Satisfactory.

The airport's airfield pavements exhibited distresses typically associated with climate, age, and subgrade quality distresses. The predominate AC and AAC pavement distresses observed include: weathering, raveling, longitudinal/transverse cracking, and block cracking which are common for pavements of similar age.

Due to recent construction, Runway 12-30 and Taxiway Delta were not inspected and are assumed to have PCI values of 100.

Runway 5-23 was in Fair to Satisfactory condition with an overall weighted average PCI value of 69. Runway 5-23 pavements exhibited low to medium severity longitudinal/transverse cracking, low severity raveling, and low severity weathering. Isolated instances of low severity alligator cracking and swelling were noticed on the Runway pavement near the intersection of Taxiway Bravo. These are subgrade quality and load related distresses.

Taxiways throughout the airfield exhibited low to medium severity longitudinal/transverse cracking, low severity weathering, and low to medium severity raveling. Limited areas of swelling, patching, and block cracking were also observed. These distresses are associated with climate, age, and subgrade quality.

The East Apron near the 23 end of Runway 5-23 and the West Ramp between Runway 12-30 and Runway 5-23 had the lowest PCI values. They were in Poor to Very Poor condition and had PCI values ranging from 40-50. The pavements exhibited low to medium severity block cracking, low severity longitudinal/transverse cracking, low severity depression, low severity alligator cracking, low severity weathering, and low to medium severity raveling. Alligator cracking is considered a significant structural related distress due to repeated traffic loading. The other distresses are related to climate, age, and subgrade quality.

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

The pavement condition at DeLand Municipal / Sidney H Taylor Field 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.



Figure 3-1: Airfield Pavement Condition Index Rating Summary

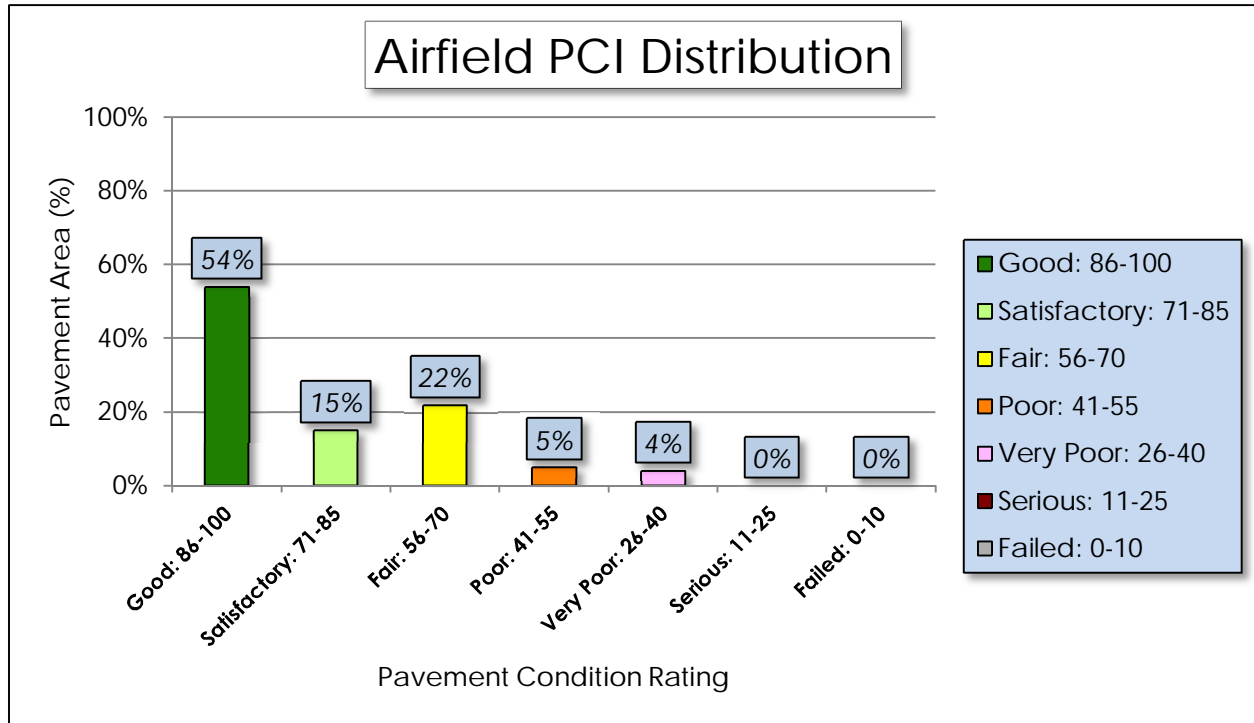


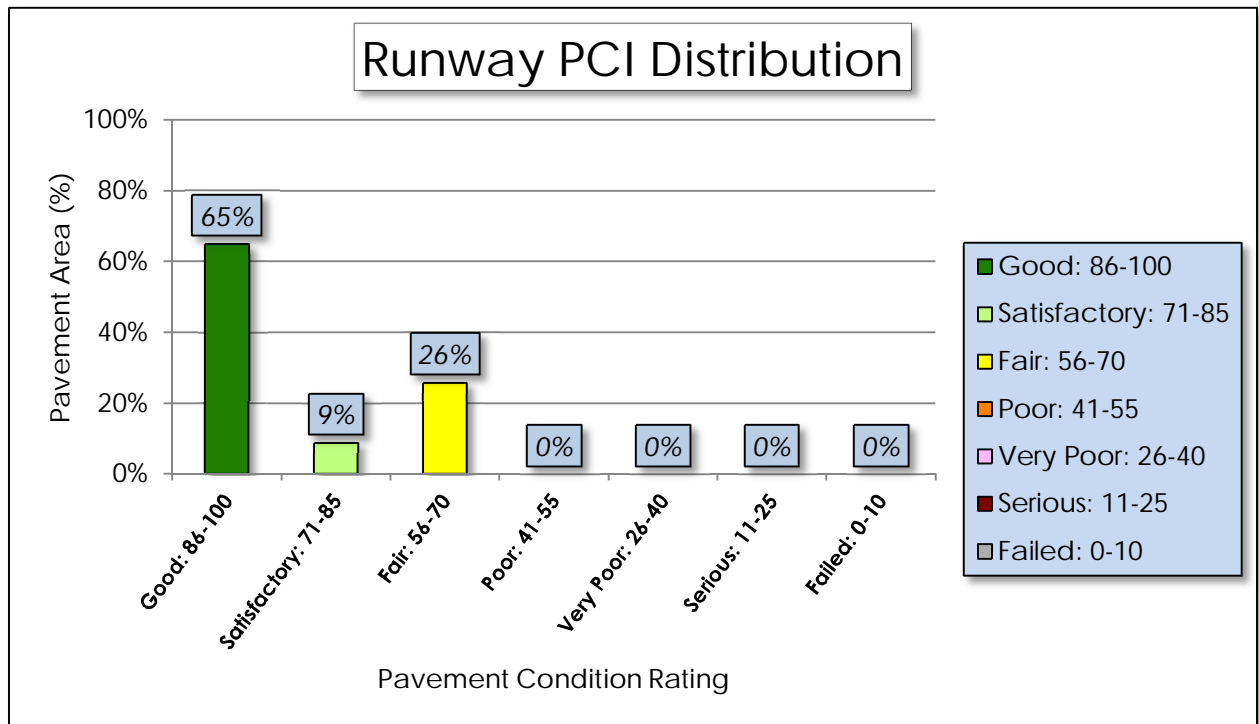
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	89	GOOD
Taxiway	86	GOOD
Apron	76	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	1,604,201	54%
Satisfactory	424,735	15%
Fair	631,717	22%
Poor	149,440	5%
Very Poor	118,968	4%
Serious	-	0%
Failed	-	0%

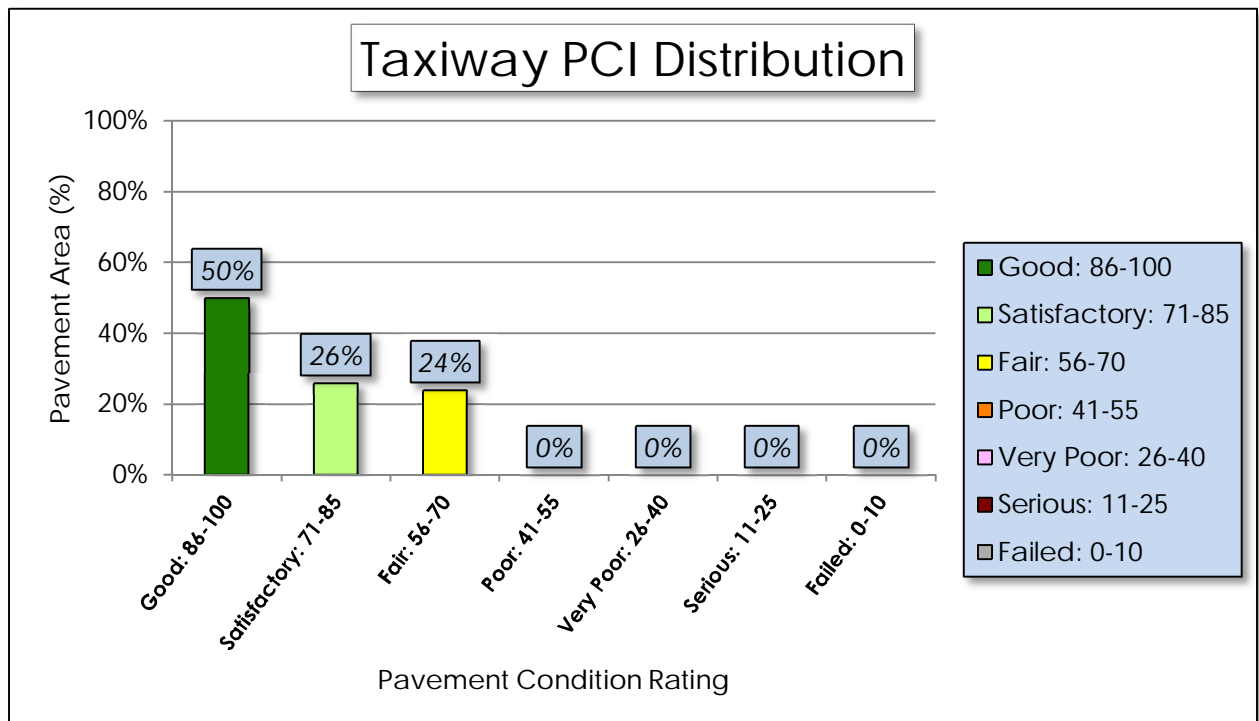
Approximately 69% of the airfield network is in Good and Satisfactory condition, while 9% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch 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

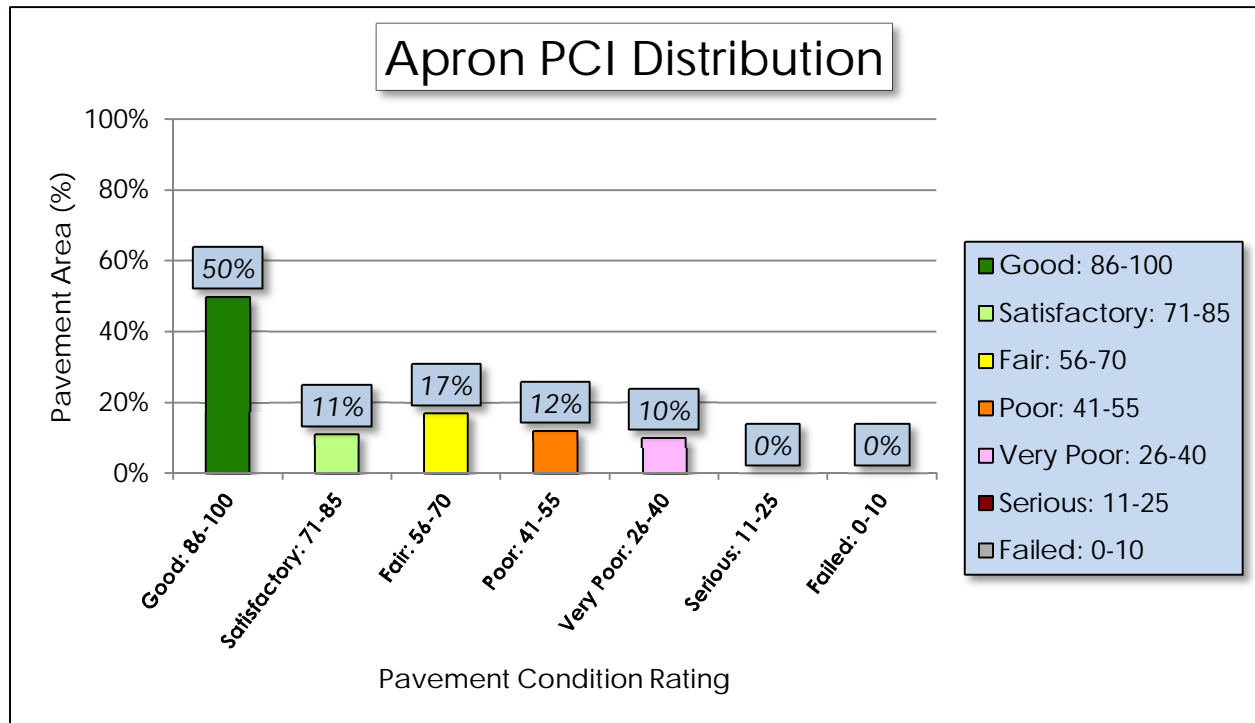
(a) Runway



(b) Taxiway



(c) Apron



#### 4. PAVEMENT PERFORMANCE

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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 has 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 2015. 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 DeLand Municipal / Sidney H Taylor Field based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each facility use.

Figure 4-1: Runway Pavement Performance Prediction Summary

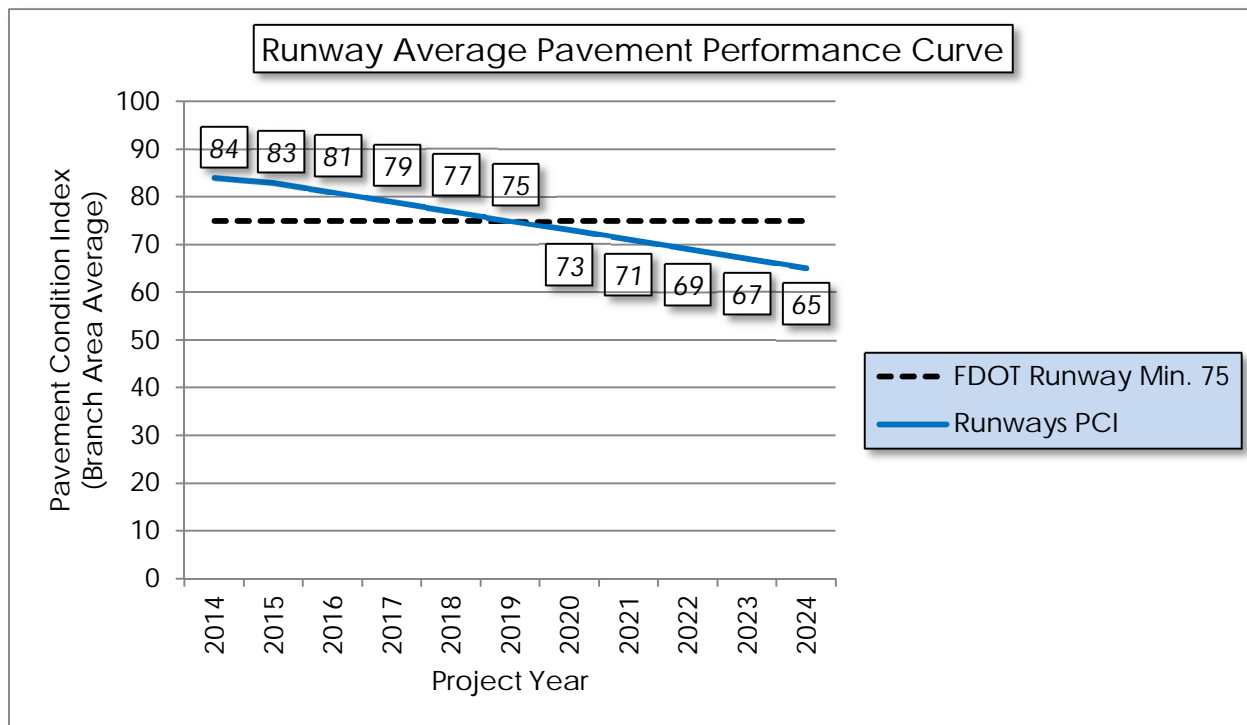


Figure 4-2: Taxiway Pavement Performance Prediction Summary

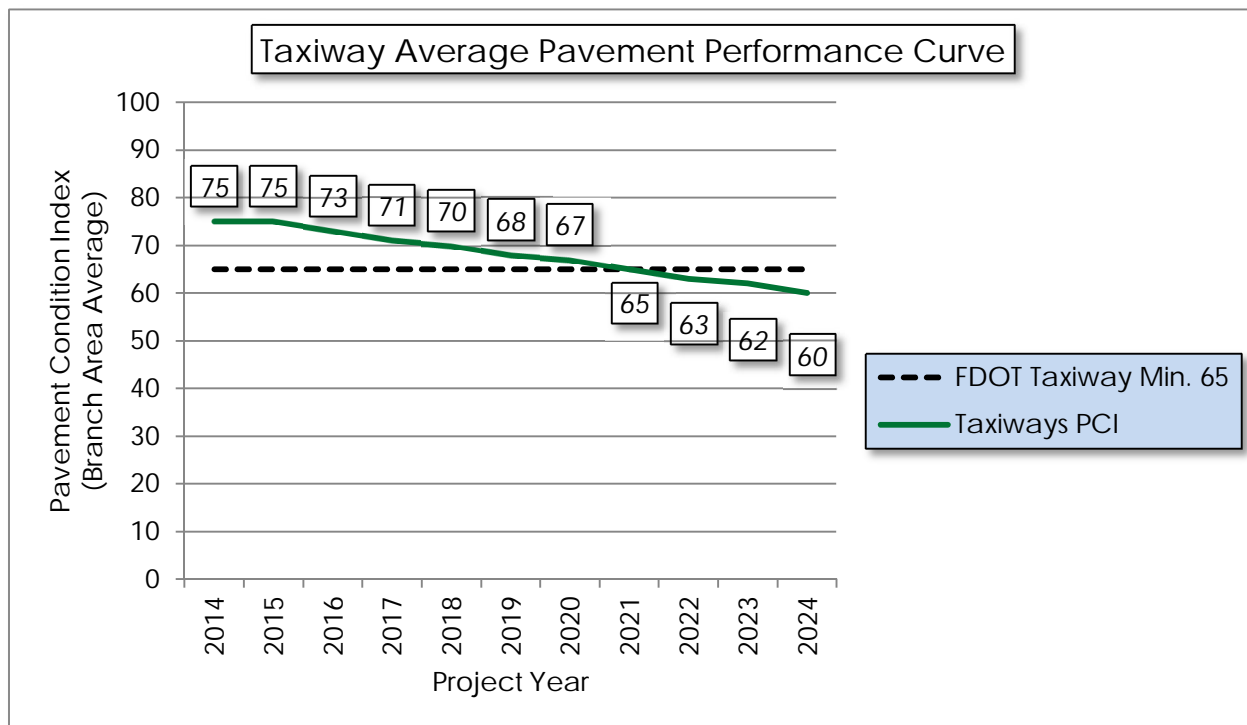
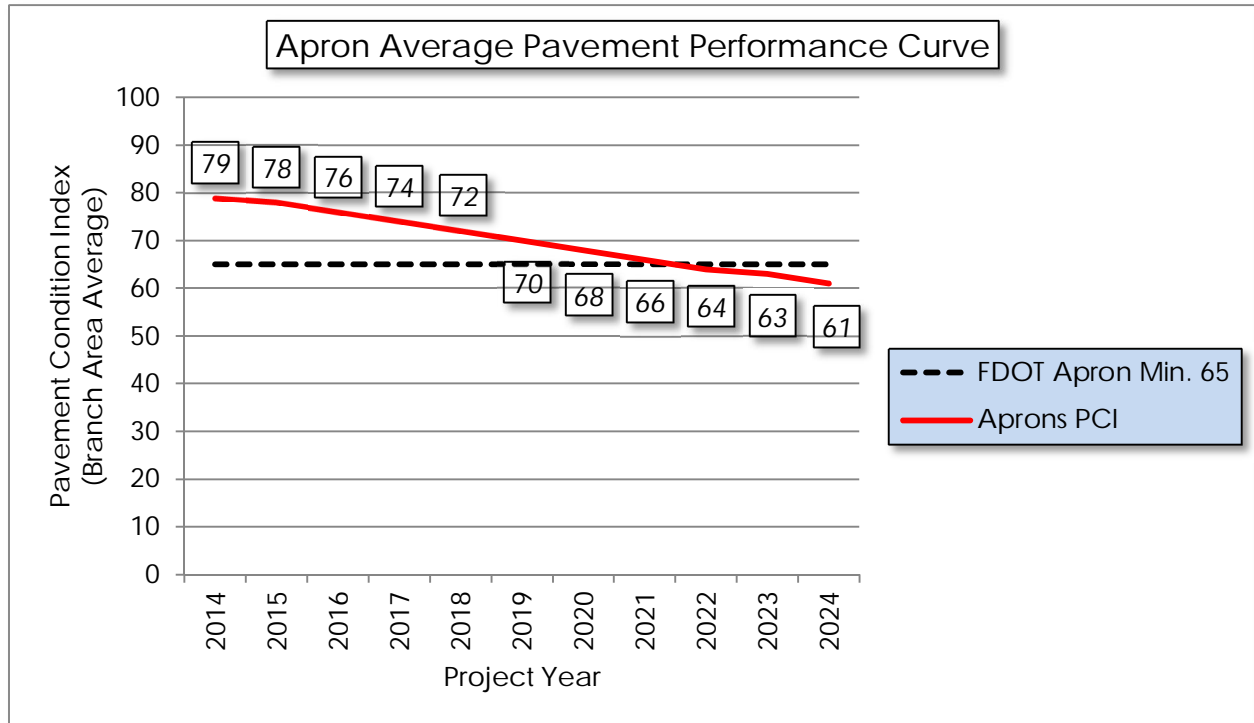


Figure 4-3: Apron Pavement Performance Prediction Summary



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

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### 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 150/5380-6C 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	Full Depth Pavement Patch	Square 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 Slab Full Depth 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	Partial Slab Full Depth Patch - PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch - PCC	Square 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
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	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 would benefit more from 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 Section's Current 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 Regional Reliever Airports**

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	65	65
Apron	65	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	<ul style="list-style-type: none"> <li>▪ Crack Sealing (AC/PCC)</li> <li>▪ Partial Depth Patching (AC)</li> <li>▪ Full Depth Patching (AC/PCC)</li> <li>▪ Surface Treatment (AC)</li> </ul>	75 - 90
Rehabilitation	<ul style="list-style-type: none"> <li>▪ Mill and Overlay (AC)</li> <li>▪ Concrete Pavement Restoration (PCC)</li> </ul>	40 - 74
	<ul style="list-style-type: none"> <li>▪ Full Depth Pavement Reconstruction</li> </ul>	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; per the treatments described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports, 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 Regional Reliever Airports**

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	\$10.00
	▪ Concrete Pavement Restoration (PCC)		\$15.00
	▪ Full Depth Pavement Reconstruction	0 - 39	\$20.00

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

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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.

Airports should consider the major rehabilitation work types of mill and overlay, PCC restoration, and reconstruction planning level classifications only. Additional design level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it.

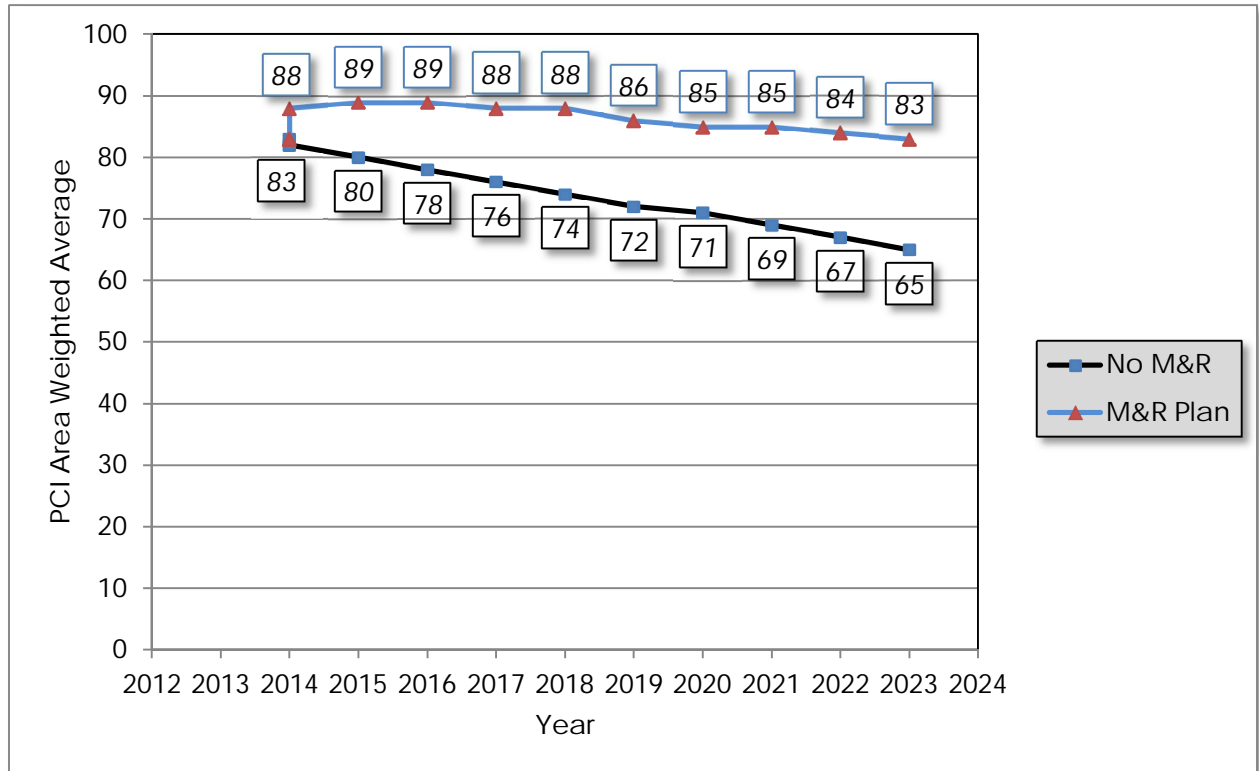
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP EAST	4205	\$ 708,939.00	46	Mill and Overlay	100
2015	AP EAST	4210	\$ 805,085.00	41	Mill and Overlay	100
2015	RW 5-23	6210	\$ 450,000.00	58	Mill and Overlay	100
2015	TW B	205	\$ 459,825.00	62	Mill and Overlay	100
2015	TW B	215	\$ 122,910.00	64	Mill and Overlay	100
2015	WEST RAMP	150	\$ 2,379,360.00	39	Reconstruction	100
2015	WEST RAMP	160	\$ 552,810.00	40	Mill and Overlay	100
2015	WEST RAMP	162	\$ 278,909.00	49	Mill and Overlay	100
2015	WEST RAMP	165	\$ 349,633.00	46	Mill and Overlay	100
2016	RW 5-23	6215	\$ 3,186,563.00	64	Mill and Overlay	100
2017	AP SE	4112	\$ 3,273,408.00	64	Mill and Overlay	100
2017	TW A	106	\$ 120,545.00	65	Mill and Overlay	100
2018	TW A	105	\$ 583,811.00	65	Mill and Overlay	100
2019	TW B	206	\$ 154,696.00	65	Mill and Overlay	100
2019	TW B	220	\$ 1,818,682.00	64	Mill and Overlay	100
2020	TW C	306	\$ 120,402.00	64	Mill and Overlay	100
2021	RW 5-23	6220	\$ 224,476.00	64	Mill and Overlay	100
2022	AP S	5105	\$ 774,710.00	63	Mill and Overlay	100
2022	AP S	5305	\$ 1,757,570.00	63	Mill and Overlay	100
2022	RW 5-23	6218	\$ 173,265.00	65	Mill and Overlay	100
2022	RW 5-23	6230	\$ 441,371.00	64	Mill and Overlay	100
2023	TW C	305	\$ 305,412.00	64	Mill and Overlay	100
2024	RW 5-23	6225	\$ 711,917.00	65	Mill and Overlay	100
Total =			\$19,754,299.00			

\*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 18 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 2015, 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.

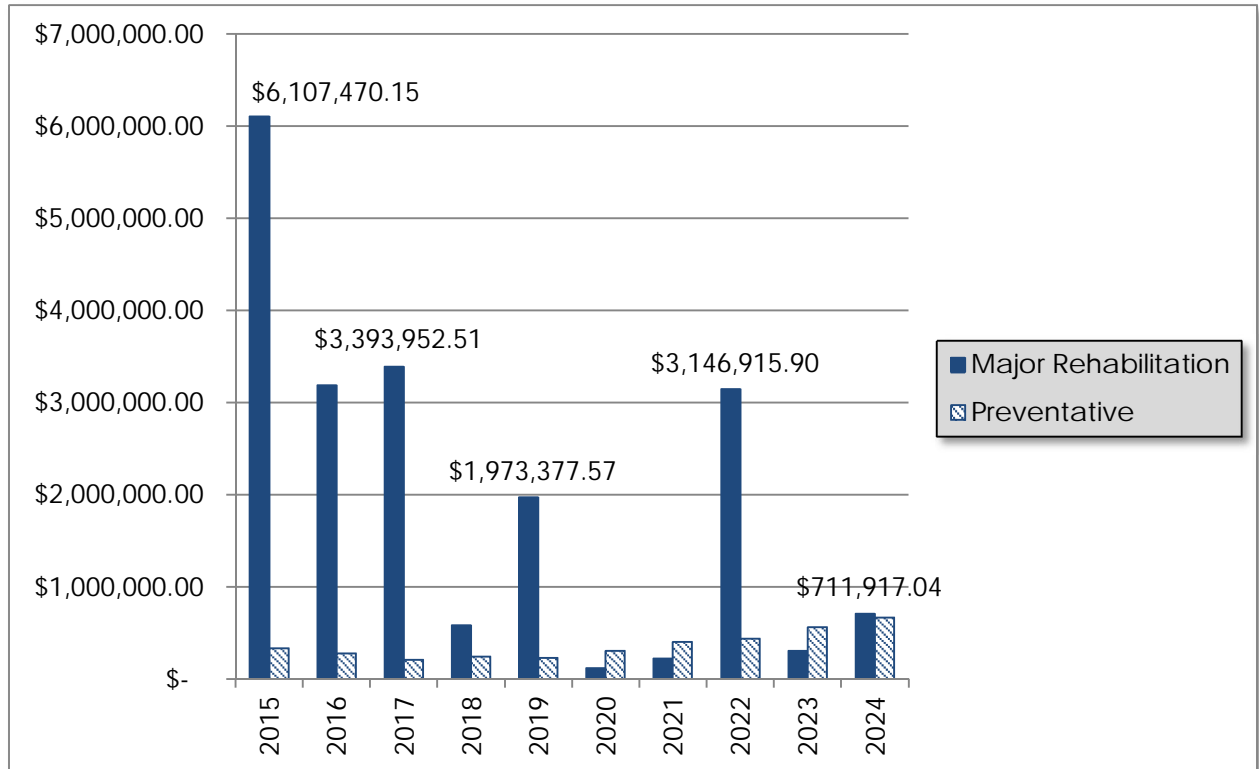
In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1 provides a summary of the expected preventative and major rehabilitation for each program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

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

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2015	\$ 333,620.63	\$ 6,107,470.15	\$ 6,441,090.78
2016	\$ 278,369.35	\$ 3,186,563.25	\$ 3,464,932.60
2017	\$ 213,032.03	\$ 3,393,952.51	\$ 3,606,984.54
2018	\$ 241,639.89	\$ 583,811.39	\$ 825,451.28
2019	\$ 233,744.87	\$ 1,973,377.57	\$ 2,207,122.45
2020	\$ 308,591.03	\$ 120,402.23	\$ 428,993.26
2021	\$ 402,930.98	\$ 224,475.91	\$ 627,406.90
2022	\$ 436,784.55	\$ 3,146,915.90	\$ 3,583,700.45
2023	\$ 561,838.28	\$ 305,412.01	\$ 867,250.28
2024	\$ 669,941.33	\$ 711,917.04	\$ 1,381,858.37
Total =			\$ 23,434,790.91



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 5-23 – Section 6210
  - Mill and Overlay attributed to climate and age of pavement.
- East Apron – Sections 4205 and 4210
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Sections 205 and 215
  - Mill and Overlay attributed to climate and age of pavement.
- West Ramp – Sections 150, 160, 162, and 165
  - Reconstruction and Mill and Overlay attributed to load, 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

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### 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 5340-12. 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

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The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

The following recommendations were made based on the 2014 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 5-23 – Sections 6210, 6215, 6218, 6220, 6225, and 6230
  - Mill and Overlay attributed to climate and age of pavement.
- East Apron – Sections 4205 and 4210
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Sections 205 and 215
  - Mill and Overlay attributed to climate and age of pavement.
- West Ramp – Sections 150, 160, 162, and 165
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southeast Apron – Section 4112
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 105 and 106
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Sections 206 and 220
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 305 and 306
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron– Sections 5105 and 5305
  - Mill and Overlay attributed to climate and age of pavement.



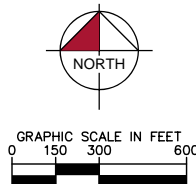
# APPENDIX A

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







LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- SECTION NUMBER  
PAVEMENT TYPE  
TYPICAL SAMPLE UNIT INFORMATION  
FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH  
RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE  
NUMBER OF SAMPLE UNITS IN SECTION  
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 106

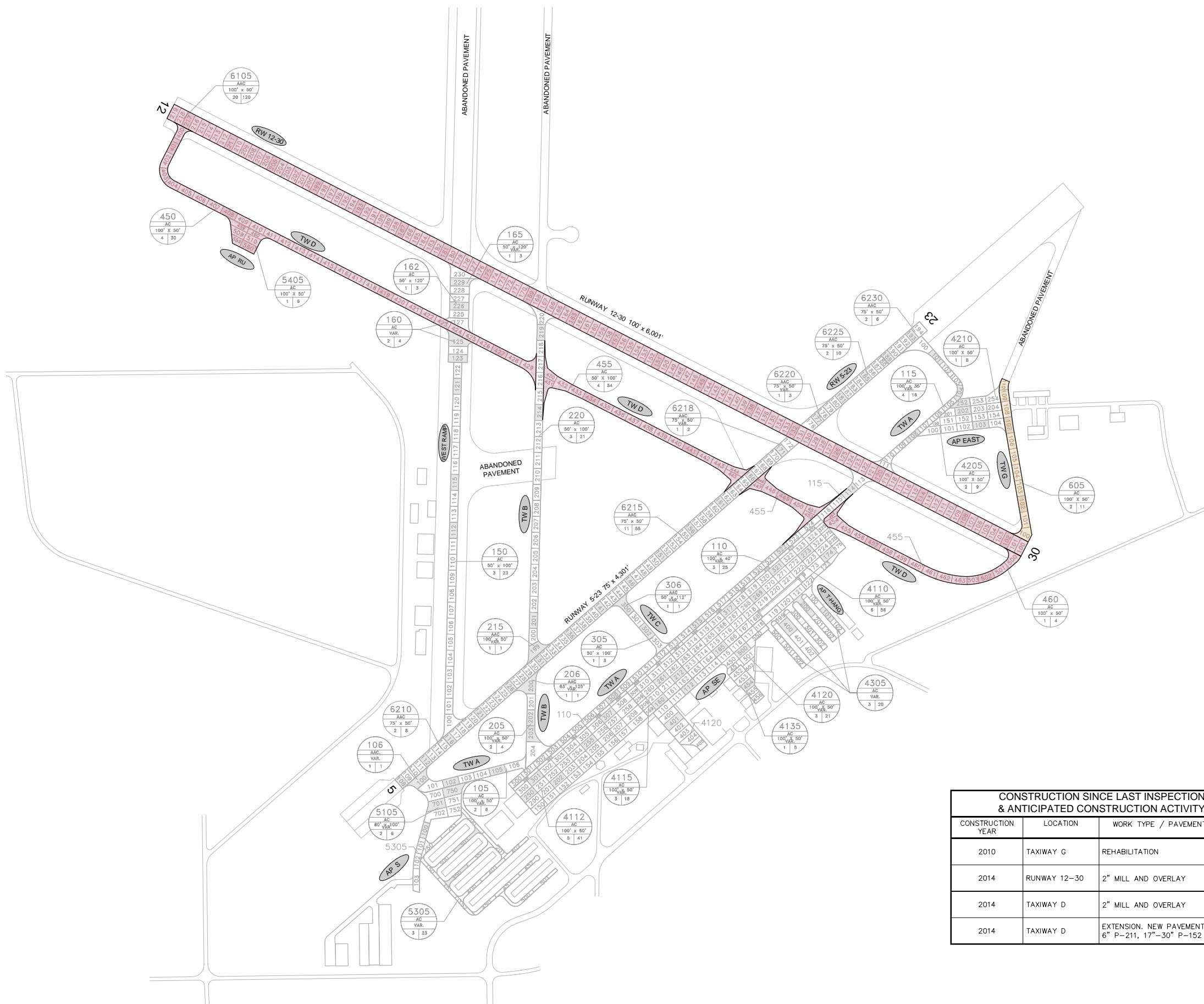
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA
DATE: 2015		












AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT  
DELAND MUNICIPAL AIRPORT  
VOLUSIA COUNTY, FLORIDA  
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE





### 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

	IDENTIFIER
	<b>DED</b>
	FDOT DISTRICT
	5



Table A-1: Pavement Geometry Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT <sup>2</sup> )	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 5-23	RW 5-23	RUNWAY	6230	319	75	23,925	P	AAC	1/1/1997	12/4/2014	6
RUNWAY 5-23	RW 5-23	RUNWAY	6225	485	75	36,375	P	AAC	1/1/1997	12/4/2014	10
RUNWAY 5-23	RW 5-23	RUNWAY	6220	165	75	12,533	P	AAC	1/1/1997	12/4/2014	3
RUNWAY 5-23	RW 5-23	RUNWAY	6218	125	75	9,392	P	AAC	1/1/1997	12/4/2014	2
RUNWAY 5-23	RW 5-23	RUNWAY	6215	2,750	75	206,250	P	AAC	1/1/1996	12/4/2014	55
RUNWAY 5-23	RW 5-23	RUNWAY	6210	400	75	30,000	P	AAC	1/1/1997	12/4/2014	8
RUNWAY 12-30	RW 12-30	RUNWAY	6105	6,000	100	600,000	P	AAC	8/1/2014	8/1/2014	120
RUN-UP APRON	AP RU	APRON	5405	200	150	26,054	P	AC	8/1/2014	8/1/2014	6
SOUTH APRON	AP S	APRON	5305	4,600	20	95,271	P	AC	7/31/2008	12/4/2014	23
SOUTH APRON	AP S	APRON	5105	210	180	41,994	P	AC	1/1/1991	12/4/2014	6
APRON T-HANGARS	AP T-HANG	APRON	4305	2,430	35	97,487	P	AC	12/25/1999	12/4/2014	20
EAST APRON	AP EAST	APRON	4210	150	200	41,350	P	AC	12/25/1970	12/4/2014	8
EAST APRON	AP EAST	APRON	4205	150	200	41,776	P	AC	12/25/1970	12/4/2014	9
SE APRON	AP SE	APRON	4135	245	85	20,923	P	AC	1/1/2006	12/4/2014	5
SE APRON	AP SE	APRON	4120	340	150	110,466	P	AC	1/1/2006	12/4/2014	21
SE APRON	AP SE	APRON	4115	1,560	220	80,300	P	AC	1/1/2006	12/4/2014	18
SE APRON	AP SE	APRON	4112	720	220	205,700	P	AC	1/1/2001	12/4/2014	41
SE APRON	AP SE	APRON	4110	280	220	268,252	P	AC	1/1/2006	12/4/2014	56
TAXIWAY G	TW G	TAXIWAY	605	1,000	50	54,040	P	AAC	1/1/2010	12/4/2014	11
TAXIWAY D	TW D	TAXIWAY	460	1,150	50	19,529	P	AAC	8/1/2014	8/1/2014	4
TAXIWAY D	TW D	TAXIWAY	455	1,750	50	175,362	P	AC	8/1/2014	8/1/2014	34
TAXIWAY D	TW D	TAXIWAY	450	3,000	50	151,788	P	AAC	8/1/2014	8/1/2014	30
TAXIWAY C	TW C	TAXIWAY	306	110	50	6,924	P	AAC	1/1/1996	12/4/2014	1
TAXIWAY C	TW C	TAXIWAY	305	300	50	16,073	P	AC	1/1/1991	12/4/2014	3



Pavement Evaluation Report - DeLand Municipal / Sidney H Taylor Field

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT <sup>2</sup> )	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY B	TW B	TAXIWAY	220	2,100	50	107,725	P	AC	1/1/1985	12/4/2014	21
TAXIWAY B	TW B	TAXIWAY	215	70	70	8,194	P	AAC	1/1/1996	12/4/2014	1
TAXIWAY B	TW B	TAXIWAY	206	100	63	9,163	P	AAC	1/1/1997	12/4/2014	1
TAXIWAY B	TW B	TAXIWAY	205	410	50	30,655	P	AC	1/1/1942	12/4/2014	4
WEST RAMP	WEST RAMP	APRON	165	165	120	20,603	P	AC	1/1/1980	12/4/2014	3
WEST RAMP	WEST RAMP	APRON	162	150	120	18,029	P	AC	1/1/1942	12/4/2014	3
WEST RAMP	WEST RAMP	APRON	160	125	120	27,682	P	AC	1/1/1991	12/4/2014	4
WEST RAMP	WEST RAMP	APRON	150	2,310	50	118,968	P	AC	1/1/1991	12/4/2014	23
TAXIWAYS A	TW A	TAXIWAY	115	1,125	35	70,685	P	AC	1/1/1996	12/4/2014	16
TAXIWAYS A	TW A	TAXIWAY	110	2,560	40	102,400	P	AC	1/1/1992	12/4/2014	25
TAXIWAYS A	TW A	TAXIWAY	106	62	100	7,575	P	AAC	1/1/1996	12/4/2014	1
TAXIWAYS A	TW A	TAXIWAY	105	670	50	35,618	P	AC	1/1/1991	12/4/2014	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. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Date:05/04/2015

# Work History Report

1 of 6

*Pavement Database:FDOT*

**Network:** DED **Branch:** AP EAST (EAST APRON) **Section:** 4205 **Surface:** AC  
**L.C.D.:** 12/25/1970 **Use:** APRON **Rank P Length:** 150.00 Ft **Width:** 200.00 Ft **True Area:** 41,776.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1970	NU-IN	New Construction - Initial	\$0	0.00	True	ESTIMATED INITIAL CONSTRUCTION

**Network:** DED **Branch:** AP EAST (EAST APRON) **Section:** 4210 **Surface:** AC  
**L.C.D.:** 12/25/1970 **Use:** APRON **Rank P Length:** 150.00 Ft **Width:** 200.00 Ft **True Area:** 41,350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1970	NU-IN	New Construction - Initial	\$0	0.00	True	ESTIMATED INITIAL CONSTRUCTION

**Network:** DED **Branch:** AP RU (RUN-UP APRON) **Section:** 5405 **Surface:** AC  
**L.C.D.:** 08/01/2014 **Use:** APRON **Rank P Length:** 200.00 Ft **Width:** 150.00 Ft **True Area:** 26,054.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2014	NU-IN	New Construction - Initial	\$0	0.00	True	4" P401, 6" P211 LIMEROCK, P152 SUBGRADE (17"-30")

**Network:** DED **Branch:** AP S (SOUTH APRON) **Section:** 5105 **Surface:** AC  
**L.C.D.:** 01/01/1991 **Use:** APRON **Rank P Length:** 210.00 Ft **Width:** 180.00 Ft **True Area:** 41,994.00 SqF

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

**Network:** DED **Branch:** AP S (SOUTH APRON) **Section:** 5305 **Surface:** AC  
**L.C.D.:** 07/31/2008 **Use:** APRON **Rank P Length:** 4,600.00 Ft **Width:** 20.00 Ft **True Area:** 95,271.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/31/2008	INITIAL	Initial Construction	\$0	0.00	True	

**Network:** DED **Branch:** AP SE (SE APRON) **Section:** 4110 **Surface:** AC  
**L.C.D.:** 01/01/2006 **Use:** APRON **Rank P Length:** 280.00 Ft **Width:** 220.00 Ft **True Area:**268,252.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True	
01/01/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True	4"AC/6"Limerock/12"Stab Subgrade
01/01/1942	IMPORTED	BUILT			True	EST 1942 PCC

**Network:** DED **Branch:** AP SE (SE APRON) **Section:** 4112 **Surface:** AC  
**L.C.D.:** 01/01/2001 **Use:** APRON **Rank P Length:** 720.00 Ft **Width:** 220.00 Ft **True Area:**205,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
01/01/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True	
01/01/1997	IMPORTED	BUILT			True	EST 1997 AC PAVMENT

**Network:** DED **Branch:** AP SE (SE APRON) **Section:** 4115 **Surface:** AC  
**L.C.D.:** 01/01/2006 **Use:** APRON **Rank P Length:** 1,560.00 Ft **Width:** 220.00 Ft **True Area:** 80,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True	
01/04/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True	4" AC/6" Limerock/12" Stab Subgrade
01/01/1942	IMPORTED	BUILT			True	EST 1942 PCC

Date:05/04/2015

**Work History Report**

2 of 6

*Pavement Database:FDOT*

**Network:** DED **Branch:** AP SE (SE APRON) **Section:** 4120 **Surface:** AC  
**L.C.D.:** 01/01/2006 **Use:** APRON **Rank P Length:** 340.00 Ft **Width:** 150.00 Ft **True Area:**110,466.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True	
01/01/1942	IMPORTED	BUILT			True	EST 1942 PCC

**Network:** DED **Branch:** AP SE (SE APRON) **Section:** 4135 **Surface:** AC  
**L.C.D.:** 01/01/2006 **Use:** APRON **Rank P Length:** 245.00 Ft **Width:** 85.00 Ft **True Area:** 20.923.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

**Network:** DED **Branch:** AP T-HANG (APRON T-HANGARS) **Section:** 4305 **Surface:** AC  
**L.C.D.:** 12/25/1999 **Use:** APRON **Rank P Length:** 2,430.00 Ft **Width:** 35.00 Ft **True Area:** 97,487.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

**Network:** DED **Branch:** RW 12-30 (RUNWAY 12-30) **Section:** 6105 **Surface:** AAC  
**L.C.D.:** 08/01/2014 **Use:** RUNWAY **Rank P Length:** 6,000.00 Ft **Width:** 100.00 Ft **True Area:**600,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
08/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2" P401, 6" P211 LIMEROCK, P152 SUBGRADE (17"-30")
01/01/1991	IMPORTED	OVERLAY		1.50	True	1991 1.5" BIT OL 1" LEVELING
01/01/1978	IMPORTED	BUILT			True	1978 P-401 OL

**Network:** DED **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6210 **Surface:** AAC  
**L.C.D.:** 01/01/1997 **Use:** RUNWAY **Rank P Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1960	IMPORTED	OVERLAY			True	ESTIMATE 1960 AC PAVEMENT

**Network:** DED **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6215 **Surface:** AAC  
**L.C.D.:** 01/01/1996 **Use:** RUNWAY **Rank P Length:** 2,750.00 Ft **Width:** 75.00 Ft **True Area:**206,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC OVERLAY
01/01/1942	IMPORTED	OVERLAY			True	ESTIMATE 1942 AC PAVEMENT

**Network:** DED **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6218 **Surface:** AAC  
**L.C.D.:** 01/01/1997 **Use:** RUNWAY **Rank P Length:** 125.00 Ft **Width:** 75.00 Ft **True Area:** 9,392.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness ( in )	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1970	IMPORTED	OVERLAY			True	ESTIMATE 1970 AC PAVEMENT

**Network:** DED **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6220 **Surface:** AAC  
**L.C.D.:** 01/01/1997 **Use:** RUNWAY **Rank P Length:** 165.00 Ft **Width:** 75.00 Ft **True Area:** 12,533.00 SqF

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



Date:05/04/2015

## Work History Report

3 of 6

Pavement Database:FDOT

01/01/1997	IMPORTED	OVERLAY			True	1997 AC OVERLAY
01/01/1991	IMPORTED	BUILT			True	1991 AC OVERLAY
<b>Network:</b> DED <b>Branch:</b> RW 5-23 <b>(RUNWAY 5-23)</b> <b>Section:</b> 6225 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1997 <b>Use:</b> RUNWAY <b>Rank P Length:</b> 485.00 Ft <b>Width:</b> 75.00 Ft <b>True Area:</b> 36.375.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1965	IMPORTED	OVERLAY			True	ESTIMATE 1965 AC PAVEMENT
<b>Network:</b> DED <b>Branch:</b> RW 5-23 <b>(RUNWAY 5-23)</b> <b>Section:</b> 6230 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1997 <b>Use:</b> RUNWAY <b>Rank P Length:</b> 319.00 Ft <b>Width:</b> 75.00 Ft <b>True Area:</b> 23.925.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1942	IMPORTED	OVERLAY			True	ESTIMATE 1942 AC PAVEMENT
<b>Network:</b> DED <b>Branch:</b> TW A <b>(TAXIWAYS A)</b> <b>Section:</b> 105 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1991 <b>Use:</b> TAXIWAY <b>Rank P Length:</b> 670.00 Ft <b>Width:</b> 50.00 Ft <b>True Area:</b> 35.618.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" BIT ON 6" RECYCLED BIT
<b>Network:</b> DED <b>Branch:</b> TW A <b>(TAXIWAYS A)</b> <b>Section:</b> 106 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1996 <b>Use:</b> TAXIWAY <b>Rank P Length:</b> 62.00 Ft <b>Width:</b> 100.00 Ft <b>True Area:</b> 7.575.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC OVERLAY
01/01/1942	IMPORTED	OVERLAY			True	ESTIMATE 1942 AC PAVEMENT
<b>Network:</b> DED <b>Branch:</b> TW A <b>(TAXIWAYS A)</b> <b>Section:</b> 110 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1992 <b>Use:</b> TAXIWAY <b>Rank P Length:</b> 2,560.00 Ft <b>Width:</b> 40.00 Ft <b>True Area:</b> 102,400.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ST-Chip SL	Surface Treatment - Chip Seal	\$0	0.00	False	GRIP-FLEX
01/01/1992	IMPORTED	BUILT			True	ESTIMATE 1992 AC PAVEMENT
<b>Network:</b> DED <b>Branch:</b> TW A <b>(TAXIWAYS A)</b> <b>Section:</b> 115 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1996 <b>Use:</b> TAXIWAY <b>Rank P Length:</b> 1,125.00 Ft <b>Width:</b> 35.00 Ft <b>True Area:</b> 70.685.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC PAVEMENT
<b>Network:</b> DED <b>Branch:</b> TW B <b>(TAXIWAY B)</b> <b>Section:</b> 205 <b>Surface:</b> AC <b>L.C.D.:</b> 01/01/1942 <b>Use:</b> TAXIWAY <b>Rank P Length:</b> 410.00 Ft <b>Width:</b> 50.00 Ft <b>True Area:</b> 30.655.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	EST 1942 BIT
<b>Network:</b> DED <b>Branch:</b> TW B <b>(TAXIWAY B)</b> <b>Section:</b> 206 <b>Surface:</b> AAC <b>L.C.D.:</b> 01/01/1997 <b>Use:</b> TAXIWAY <b>Rank P Length:</b> 100.00 Ft <b>Width:</b> 63.00 Ft <b>True Area:</b> 9,163.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1942	IMPORTED	OVERLAY			True	ESTIMATE 1942 AC PAVEMENT

Date:05/04/2015

## Work History Report

4 of 6

Pavement Database:FDOT

Network: DED Branch: TW B (TAXIWAY B) Section: 215 Surface: AAC  
 L.C.D.: 01/01/1996 Use: TAXIWAY Rank P Length: 70.00 Ft Width: 70.00 Ft True Area: 8,194.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	1996 AC OVERLAY
01/01/1942	IMPORTED	OVERLAY			True	ESTIMATE 1942 AC PAVEMENT

Network: DED Branch: TW B (TAXIWAY B) Section: 220 Surface: AC  
 L.C.D.: 01/01/1985 Use: TAXIWAY Rank P Length: 2,100.00 Ft Width: 50.00 Ft True Area:107,725.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1985	IMPORTED	BUILT			True	EST 1985 BIT

Network: DED Branch: TW C (TAXIWAY C) Section: 305 Surface: AC  
 L.C.D.: 01/01/1991 Use: TAXIWAY Rank P Length: 300.00 Ft Width: 50.00 Ft True Area: 16.073.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 ON RECYCLED BIT

Network: DED Branch: TW C (TAXIWAY C) Section: 306 Surface: AAC  
 L.C.D.: 01/01/1996 Use: TAXIWAY Rank P Length: 110.00 Ft Width: 50.00 Ft True Area: 6.924.00 SqF

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

Network: DED Branch: TW D (TAXIWAY D) Section: 450 Surface: AAC  
 L.C.D.: 08/01/2014 Use: TAXIWAY Rank P Length: 3.000.00 Ft Width: 50.00 Ft True Area:151.788.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2" P-401
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211

Network: DED Branch: TW D (TAXIWAY D) Section: 455 Surface: AC  
 L.C.D.: 08/01/2014 Use: TAXIWAY Rank P Length: 1.750.00 Ft Width: 50.00 Ft True Area:175.362.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2014	NU-IN	New Construction - Initial	\$0	0.00	True	4" P401, 6" P211 LIMEROCK, P152 SUBGRADE (17"-30")

Network: DED Branch: TW D (TAXIWAY D) Section: 460 Surface: AAC  
 L.C.D.: 08/01/2014 Use: TAXIWAY Rank P Length: 1.150.00 Ft Width: 50.00 Ft True Area: 19.529.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2" P401
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 4" RECYCLED BIT

Network: DED Branch: TW G (TAXIWAY G) Section: 605 Surface: AAC  
 L.C.D.: 01/01/2010 Use: TAXIWAY Rank P Length: 1.000.00 Ft Width: 50.00 Ft True Area: 54.040.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	MILL and OVERLAY	\$0	0.00	True	2010 REHAB
01/01/1901	NU-IN	New Construction - Initial	\$0	0.00	True	INITIAL CONSTRUCTION UNKNOWN

Date:05/04/2015

# Work History Report

5 of 6

*Pavement Database:FDOT*

**Network:** DED      **Branch:** WEST RAMP (WEST RAMP)      **Section:** 150      **Surface:** AC  
**L.C.D.:** 01/01/1991    **Use:** APRON      **Rank P Length:** 2,310.00 Ft    **Width:** 50.00 Ft    **True Area:** 118,968.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	EST 1991 BIT SECTION UNKNOWN

**Network:** DED      **Branch:** WEST RAMP (WEST RAMP)      **Section:** 160      **Surface:** AC  
**L.C.D.:** 01/01/1991    **Use:** APRON      **Rank P Length:** 125.00 Ft    **Width:** 120.00 Ft    **True Area:** 27,682.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		1.50	True	1991 1.5" P-401 6" P-211

**Network:** DED      **Branch:** WEST RAMP (WEST RAMP)      **Section:** 162      **Surface:** AC  
**L.C.D.:** 01/01/1942    **Use:** APRON      **Rank P Length:** 150.00 Ft    **Width:** 120.00 Ft    **True Area:** 18,029.00 SqF

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

**Network:** DED      **Branch:** WEST RAMP (WEST RAMP)      **Section:** 165      **Surface:** AC  
**L.C.D.:** 01/01/1980    **Use:** APRON      **Rank P Length:** 165.00 Ft    **Width:** 120.00 Ft    **True Area:** 20,603.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT

**Summary:**

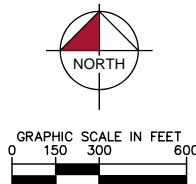
Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	28	2,376,798.00	3.50	1.12
Complete Reconstruction - AC	3	554,252.00	4.00	.00
Initial Construction	3	213,681.00	.00	.00
MILL and OVERLAY	4	825,357.00	.00	.00
New Construction - AC	4	479,941.00	.00	.00
New Construction - Initial	5	338,582.00	.00	.00
OVERLAY	11	950,331.00	1.50	
Surface Treatment - Chip Seal	7	885,528.00	.00	.00

# APPENDIX B

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





LEGEND

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

"SECTION NO."  
"PCI NO."

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

NUMBER	DATE	REVISIONS
DESIGNED:	KHA	DRAWN: KHA
CHECKED:	KHA	DATE: 2015
K:\WP_Land\14071022\GAD\PLANS\REVISED - DELAND MUNICIPAL AIRPORT\EXHIBIT\500-REV-CONTR01.dwg		
PLOTED: May 18, 2015 - 4:05 PM BY: RAL, PHL		



AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT  
DELAND MUNICIPAL AIRPORT  
VOLUSIA COUNTY, FLORIDA  
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE





Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT <sup>2</sup> )	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 5-23	RW 5-23	RUNWAY	6230	23,925	P	AAC	77	Satisfactory	2	6
RUNWAY 5-23	RW 5-23	RUNWAY	6225	36,375	P	AAC	81	Satisfactory	2	10
RUNWAY 5-23	RW 5-23	RUNWAY	6220	12,533	P	AAC	75	Satisfactory	1	3
RUNWAY 5-23	RW 5-23	RUNWAY	6218	9,392	P	AAC	78	Satisfactory	1	2
RUNWAY 5-23	RW 5-23	RUNWAY	6215	206,250	P	AAC	67	Fair	11	55
RUNWAY 5-23	RW 5-23	RUNWAY	6210	30,000	P	AAC	59	Fair	2	8
RUNWAY 12-30	RW 12-30	RUNWAY	6105	600,000	P	AAC	100	Good	20	120
RUN-UP APRON	AP RU	APRON	5405	26,054	P	AC	100	Good	1	6
SOUTH APRON	AP S	APRON	5305	95,271	P	AC	76	Satisfactory	3	23
SOUTH APRON	AP S	APRON	5105	41,994	P	AC	76	Satisfactory	2	6
APRON T-HANGARS	AP T-HANG	APRON	4305	97,487	P	AC	90	Good	3	20
EAST APRON	AP EAST	APRON	4210	41,350	P	AC	42	Poor	1	8
EAST APRON	AP EAST	APRON	4205	41,776	P	AC	47	Poor	2	9
SE APRON	AP SE	APRON	4135	20,923	P	AC	94	Good	1	5
SE APRON	AP SE	APRON	4120	110,466	P	AC	95	Good	3	21
SE APRON	AP SE	APRON	4115	80,300	P	AC	94	Good	3	18
SE APRON	AP SE	APRON	4112	205,700	P	AC	68	Fair	5	41
SE APRON	AP SE	APRON	4110	268,252	P	AC	95	Good	6	56
TAXIWAY G	TW G	TAXIWAY	605	54,040	P	AAC	94	Good	2	11
TAXIWAY D	TW D	TAXIWAY	460	19,529	P	AAC	100	Good	1	4
TAXIWAY D	TW D	TAXIWAY	455	175,362	P	AC	100	Good	4	34
TAXIWAY D	TW D	TAXIWAY	450	151,788	P	AAC	100	Good	4	30
TAXIWAY C	TW C	TAXIWAY	306	6,924	P	AAC	73	Satisfactory	1	1
TAXIWAY C	TW C	TAXIWAY	305	16,073	P	AC	75	Satisfactory	1	3
TAXIWAY B	TW B	TAXIWAY	220	107,725	P	AC	70	Fair	3	21



Pavement Evaluation Report - DeLand Municipal / Sidney H Taylor Field

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT <sup>2</sup> )	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY B	TW B	TAXIWAY	215	8,194	P	AAC	65	Fair	1	1
TAXIWAY B	TW B	TAXIWAY	206	9,163	P	AAC	72	Satisfactory	1	1
TAXIWAY B	TW B	TAXIWAY	205	30,655	P	AC	63	Fair	2	4
WEST RAMP	WEST RAMP	APRON	165	20,603	P	AC	47	Poor	1	3
WEST RAMP	WEST RAMP	APRON	162	18,029	P	AC	50	Poor	1	3
WEST RAMP	WEST RAMP	APRON	160	27,682	P	AC	41	Poor	2	4
WEST RAMP	WEST RAMP	APRON	150	118,968	P	AC	40	Very Poor	3	23
TAXIWAYS A	TW A	TAXIWAY	115	70,685	P	AC	82	Satisfactory	4	16
TAXIWAYS A	TW A	TAXIWAY	110	102,400	P	AC	77	Satisfactory	3	25
TAXIWAYS A	TW A	TAXIWAY	106	7,575	P	AAC	69	Fair	1	1
TAXIWAYS A	TW A	TAXIWAY	105	35,618	P	AC	69	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. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

# APPENDIX C

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- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT



Date: 5 /4/2015

# Branch Condition Report

1 of 2

Pavement Database: FDOT NetworkID: DED

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 EAST (EAST APRON)	2	300.00	200.00	83,126.00	APRON	44.50	2.50	44.51
AP RU (RUN-UP APRON)	1	200.00	150.00	26,054.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	2	4,810.00	100.00	137,265.00	APRON	76.00	0.00	76.00
AP SE (SE APRON)	5	3,145.00	179.00	685,641.00	APRON	89.20	10.61	86.75
AP T-HANG (APRON T-HANGARS)	1	2,430.00	35.00	97,487.00	APRON	90.00	0.00	90.00
RW 12-30 (RUNWAY 12-30)	1	6,000.00	100.00	600,000.00	RUNWAY	100.00	0.00	100.00
RW 5-23 (RUNWAY 5-23)	6	4,244.00	75.00	318,475.00	RUNWAY	72.83	7.54	69.24
TW A (TAXIWAYS A)	4	4,417.00	56.25	216,278.00	TAXIWAY	74.25	5.54	77.04
TW B (TAXIWAY B)	4	2,680.00	58.25	155,737.00	TAXIWAY	67.50	3.64	68.48
TW C (TAXIWAY C)	2	410.00	50.00	22,997.00	TAXIWAY	74.00	1.00	74.40
TW D (TAXIWAY D)	3	5,900.00	50.00	346,679.00	TAXIWAY	100.00	0.00	100.00
TW G (TAXIWAY G)	1	1,000.00	50.00	54,040.00	TAXIWAY	94.00	0.00	94.00
WEST RAMP (WEST RAMP)	4	2,750.00	102.50	185,282.00	APRON	44.50	4.15	41.90

Date: 5 /4/2015

## Branch Condition Report

2 of 2

*Pavement Database: FDOT*

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	15	1,214,855.00	70.33	22.74	76.35
RUNWAY	7	918,475.00	76.71	11.79	89.33
TAXIWAY	14	795,731.00	79.21	13.08	86.44
<b>All</b>	<b>36</b>	<b>2,929,061.00</b>	<b>75.03</b>	<b>18.05</b>	<b>83.16</b>

<div> <div>Date: 5 /4/2015</div> <div>Section Condition Report</div> <div>1 of 3</div> </div> <div> <div>Pavement Database: FDOT</div> <div>NetworkID: DED</div> </div>										
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP EAST (EAST APRON)	4205	12/25/1970	AC	APRON	P	0	41,776.00	12/04/2014	44	47.00
AP EAST (EAST APRON)	4210	12/25/1970	AC	APRON	P	0	41,350.00	12/04/2014	44	42.00
AP RU (RUN-UP APRON)	5405	08/01/2014	AC	APRON	P	0	26,054.00	08/01/2014	0	100.00
AP S (SOUTH APRON)	5105	01/01/1991	AC	APRON	P	0	41,994.00	12/04/2014	23	76.00
AP S (SOUTH APRON)	5305	07/31/2008	AC	APRON	P	0	95,271.00	12/04/2014	6	76.00
AP SE (SE APRON)	4110	01/01/2006	AC	APRON	P	0	268,252.00	12/04/2014	8	95.00
AP SE (SE APRON)	4112	01/01/2001	AC	APRON	P	0	205,700.00	12/04/2014	13	68.00
AP SE (SE APRON)	4115	01/01/2006	AC	APRON	P	0	80,300.00	12/04/2014	8	94.00
AP SE (SE APRON)	4120	01/01/2006	AC	APRON	P	0	110,466.00	12/04/2014	8	95.00
AP SE (SE APRON)	4135	01/01/2006	AC	APRON	P	0	20,923.00	12/04/2014	8	94.00
AP T-HANG (APRON T-HANGARS)	4305	12/25/1999	AC	APRON	P	0	97,487.00	12/04/2014	15	90.00
RW 12-30 (RUNWAY 12-30)	6105	08/01/2014	AAC	RUNWAY	P	0	600,000.00	08/01/2014	0	100.00
RW 5-23 (RUNWAY 5-23)	6210	01/01/1997	AAC	RUNWAY	P	0	30,000.00	12/04/2014	17	59.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/1996	AAC	RUNWAY	P	0	206,250.00	12/04/2014	18	67.00
RW 5-23 (RUNWAY 5-23)	6218	01/01/1997	AAC	RUNWAY	P	0	9,392.00	12/04/2014	17	78.00
RW 5-23 (RUNWAY 5-23)	6220	01/01/1997	AAC	RUNWAY	P	0	12,533.00	12/04/2014	17	75.00
RW 5-23 (RUNWAY 5-23)	6225	01/01/1997	AAC	RUNWAY	P	0	36,375.00	12/04/2014	17	81.00
RW 5-23 (RUNWAY 5-23)	6230	01/01/1997	AAC	RUNWAY	P	0	23,925.00	12/04/2014	17	77.00
TW A (TAXIWAYS A)	105	01/01/1991	AC	TAXIWAY	P	0	35,618.00	12/04/2014	23	69.00
TW A (TAXIWAYS A)	106	01/01/1996	AAC	TAXIWAY	P	0	7,575.00	12/04/2014	18	69.00
TW A (TAXIWAYS A)	110	01/01/1992	AC	TAXIWAY	P	0	102,400.00	12/04/2014	22	77.00
TW A (TAXIWAYS A)	115	01/01/1996	AC	TAXIWAY	P	0	70,685.00	12/04/2014	18	82.00
TW B (TAXIWAY B)	205	01/01/1942	AC	TAXIWAY	P	0	30,655.00	12/04/2014	72	63.00
TW B (TAXIWAY B)	206	01/01/1997	AAC	TAXIWAY	P	0	9,163.00	12/04/2014	17	72.00
TW B (TAXIWAY B)	215	01/01/1996	AAC	TAXIWAY	P	0	8,194.00	12/04/2014	18	65.00
TW B (TAXIWAY B)	220	01/01/1985	AC	TAXIWAY	P	0	107,725.00	12/04/2014	29	70.00

Date: 5 /4/2015

## Section Condition Report

2 of 3

Pavement Database: FDOT NetworkID: DED

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	01/01/1991	AC	TAXIWAY	P	0	16,073.00	12/04/2014	23	75.00
TW C (TAXIWAY C)	306	01/01/1996	AAC	TAXIWAY	P	0	6,924.00	12/04/2014	18	73.00
TW D (TAXIWAY D)	450	08/01/2014	AAC	TAXIWAY	P	0	151,788.00	08/01/2014	0	100.00
TW D (TAXIWAY D)	455	08/01/2014	AC	TAXIWAY	P	0	175,362.00	08/01/2014	0	100.00
TW D (TAXIWAY D)	460	08/01/2014	AAC	TAXIWAY	P	0	19,529.00	08/01/2014	0	100.00
TW G (TAXIWAY G)	605	01/01/2010	AAC	TAXIWAY	P	0	54,040.00	12/04/2014	4	94.00
WEST RAMP (WEST RAMP)	150	01/01/1991	AC	APRON	P	0	118,968.00	12/04/2014	23	40.00
WEST RAMP (WEST RAMP)	160	01/01/1991	AC	APRON	P	0	27,682.00	12/04/2014	23	41.00
WEST RAMP (WEST RAMP)	162	01/01/1942	AC	APRON	P	0	18,029.00	12/04/2014	72	50.00
WEST RAMP (WEST RAMP)	165	01/01/1980	AC	APRON	P	0	20,603.00	12/04/2014	34	47.00



**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	0.00	972,733.00	5	100.00	0.00	100.00
03-05	4.00	54,040.00	1	94.00	0.00	94.00
06-10	7.60	575,212.00	5	90.80	8.29	91.68
11-15	14.00	303,187.00	2	79.00	15.56	75.07
16-20	17.45	421,016.00	11	72.55	7.08	71.41
21-25	22.83	342,735.00	6	63.00	17.65	60.20
26-30	29.00	107,725.00	1	70.00	0.00	70.00
31-35	34.00	20,603.00	1	47.00	0.00	47.00
over 40	58.00	131,810.00	4	50.50	8.96	49.56
All	19.28	2,929,061.00	36	75.03	18.30	83.16



# APPENDIX D

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- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE



Table D-1: Pavement Performance Prediction

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP EAST	4205	47	46	44	42	40	38	36	35	33	31	29
AP EAST	4210	42	41	39	37	35	33	31	30	28	26	24
AP RU	5405	100	98	96	95	93	91	89	87	85	83	81
AP S	5105	76	75	73	71	69	67	65	64	62	60	58
AP S	5305	76	75	73	71	69	67	65	64	62	60	58
AP SE	4110	95	94	92	90	88	86	84	83	81	79	77
AP SE	4112	68	67	65	63	61	59	57	56	54	52	50
AP SE	4115	94	93	91	89	87	85	83	82	80	78	76
AP SE	4120	95	94	92	90	88	86	84	83	81	79	77
AP SE	4135	94	93	91	89	87	85	83	82	80	78	76
AP T-HANG	4305	90	89	87	85	83	81	79	78	76	74	72
RW 12-30	6105	100	98	96	94	92	90	88	86	84	82	80
RW 5-23	6210	59	58	56	54	52	50	48	46	44	42	40
RW 5-23	6215	67	66	64	62	60	58	56	54	52	50	48
RW 5-23	6218	78	77	75	73	71	69	67	65	63	61	59
RW 5-23	6220	75	74	72	70	68	66	64	62	60	58	56
RW 5-23	6225	81	80	78	76	74	72	70	68	66	64	62
RW 5-23	6230	77	76	74	72	70	68	66	64	62	60	58
TW A	105	69	68	67	66	64	63	61	60	59	57	56
TW A	106	69	68	66	64	63	61	59	57	55	54	52
TW A	110	77	76	75	74	72	71	69	68	67	65	64
TW A	115	82	81	80	79	77	76	74	73	72	70	69
TW B	205	63	62	61	60	58	57	55	54	53	51	50
TW B	206	72	71	69	67	66	64	62	60	58	57	55
TW B	215	65	64	62	60	59	57	55	53	51	50	48
TW B	220	70	69	68	67	65	64	62	61	60	58	57
TW C	305	75	74	73	72	70	69	67	66	65	63	62
TW C	306	73	72	70	68	67	65	63	61	59	58	56



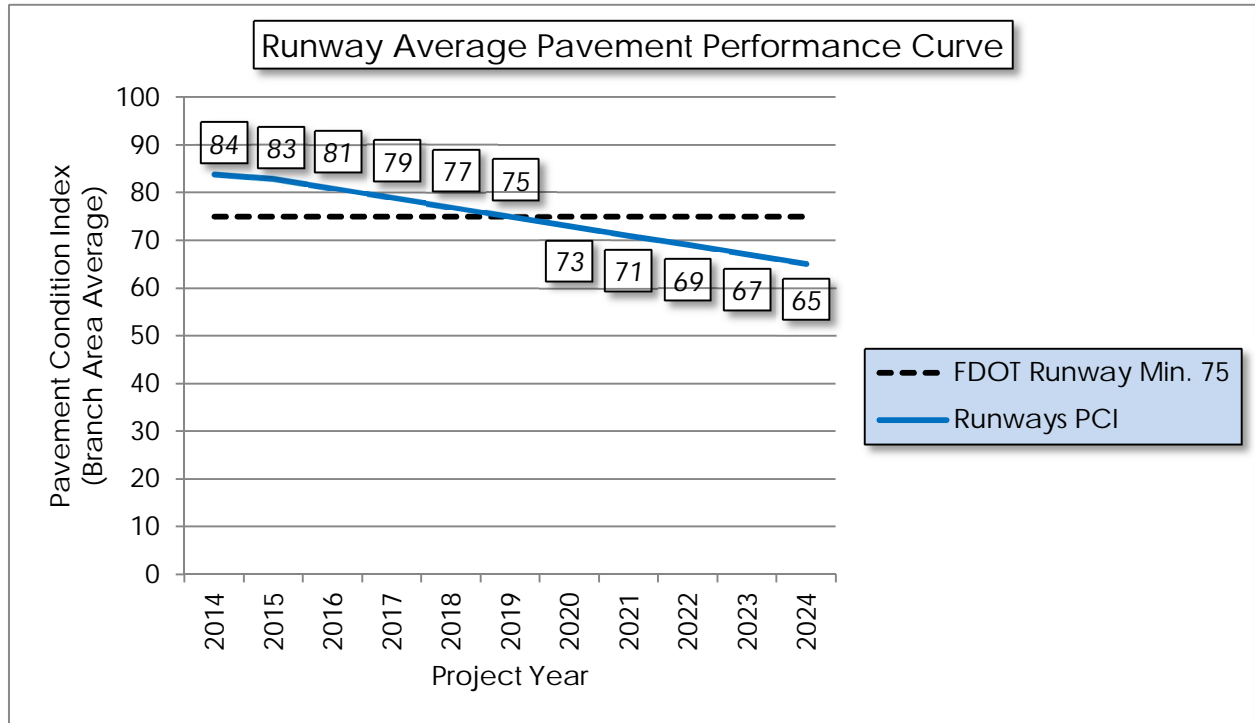
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW D	450	100	98	97	95	93	91	89	88	86	84	82
TW D	455	100	99	97	96	95	93	92	91	89	88	87
TW D	460	100	98	97	95	93	91	89	88	86	84	82
TW G	605	94	93	91	89	88	86	84	82	80	79	77
WEST RAMP	150	40	39	37	35	33	31	29	28	26	24	22
WEST RAMP	160	41	40	38	36	34	32	30	29	27	25	23
WEST RAMP	162	50	49	47	45	43	41	39	38	36	34	32
WEST RAMP	165	47	46	44	42	40	38	36	35	33	31	29

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

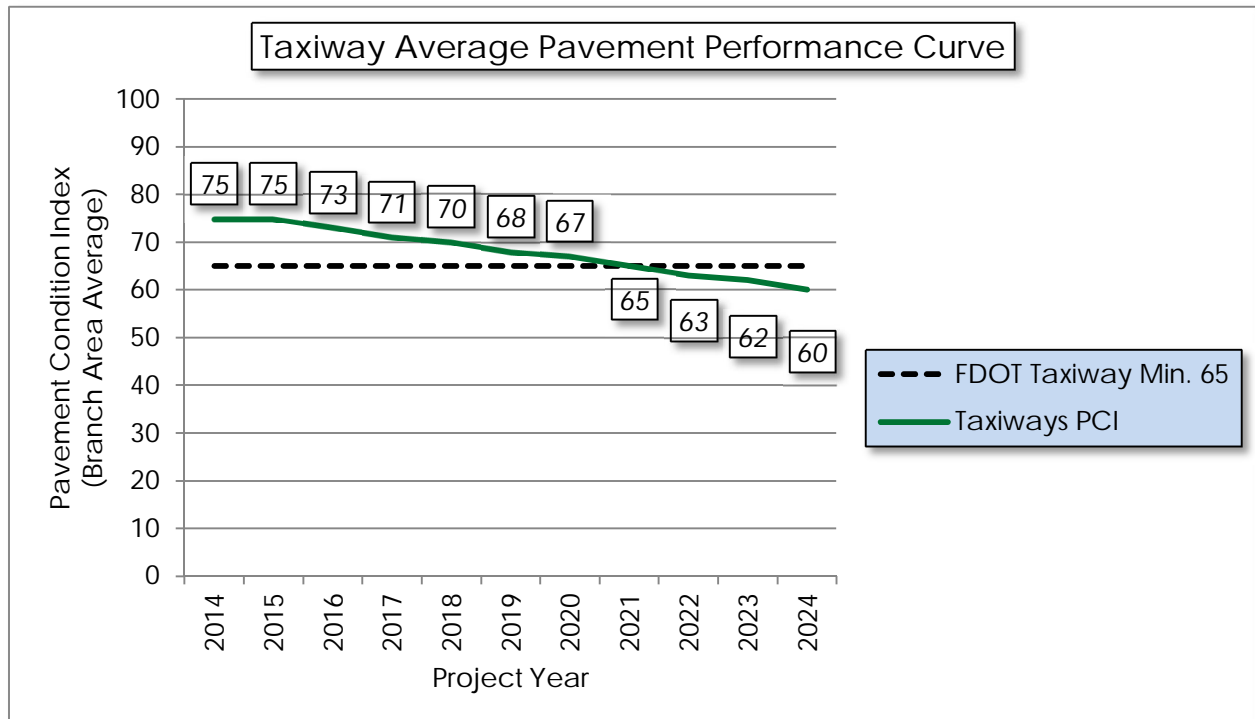
\* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Figure D-1: Pavement Performance by Pavement Use

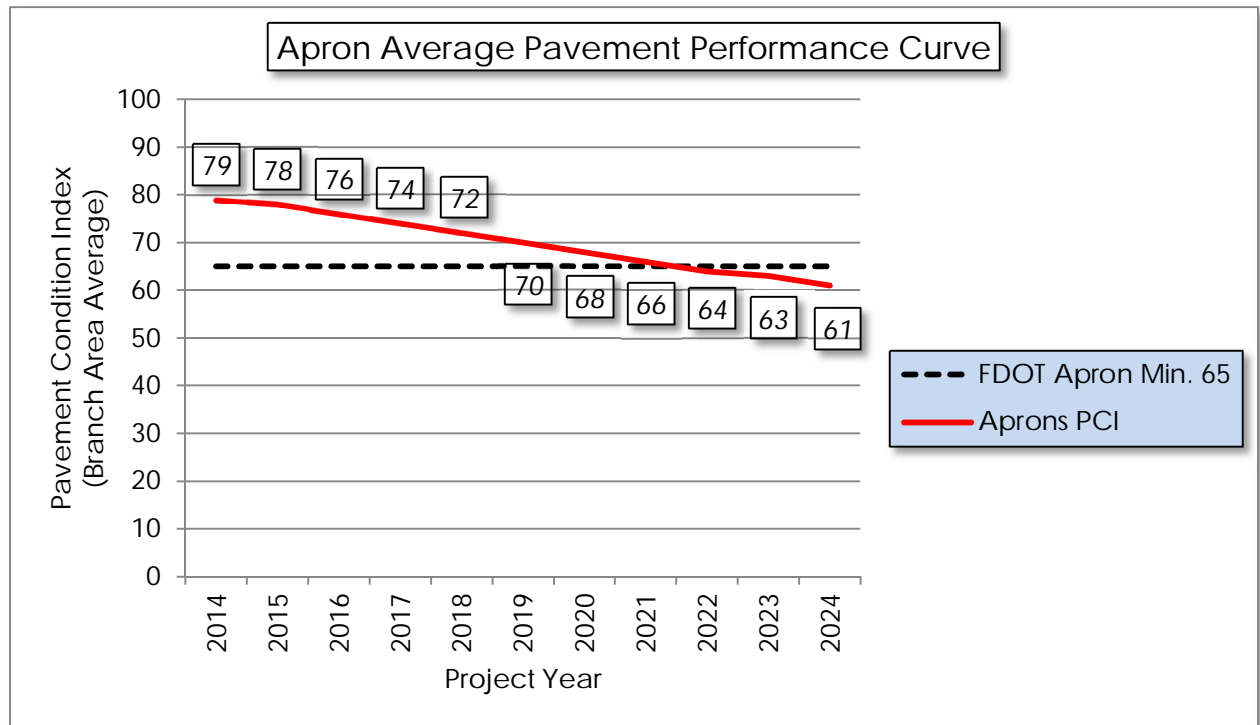
(a) Runway



(b) Taxiway



(c) Apron





# APPENDIX E

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## ● 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
EAST APRON	AP EAST	4205	ALLIGATOR CR	L	Patching - AC Full Depth	815.00	SqFt	\$5.00	\$ 4,075.21
EAST APRON	AP EAST	4205	BLOCK CR	L	Surface Seal	41,197.50	SqFt	\$0.55	\$ 22,658.83
EAST APRON	AP EAST	4205	DEPRESSION	L	Patching - AC Full Depth	1,155.50	SqFt	\$5.00	\$ 5,777.68
EAST APRON	AP EAST	4205	RAVELING	L	Surface Seal	9,402.30	SqFt	\$0.55	\$ 5,171.32
EAST APRON	AP EAST	4210	BLOCK CR	M	Patching - AC Full Depth	41,350.00	SqFt	\$5.00	\$ 206,750.18
SOUTH APRON	AP S	5105	L & T CR	L	Crack Sealing - AC	1,115.50	Ft	\$2.75	\$ 3,067.69
SOUTH APRON	AP S	5105	RAVELING	L	Surface Seal	8,409.80	SqFt	\$0.55	\$ 4,625.42
SOUTH APRON	AP S	5305	L & T CR	L	Crack Sealing - AC	2,544.70	Ft	\$2.75	\$ 6,997.91
SOUTH APRON	AP S	5305	RAVELING	L	Surface Seal	21,544.60	SqFt	\$0.55	\$ 11,849.62
SE APRON	AP SE	4110	L & T CR	L	Crack Sealing - AC	2,870.30	Ft	\$2.75	\$ 7,893.31
SE APRON	AP SE	4112	BLOCK CR	L	Surface Seal	41,140.00	SqFt	\$0.55	\$ 22,627.19
SE APRON	AP SE	4112	L & T CR	L	Crack Sealing - AC	24,947.30	Ft	\$2.75	\$ 68,604.99
SE APRON	AP SE	4115	L & T CR	L	Crack Sealing - AC	958.20	Ft	\$2.75	\$ 2,635.18
SE APRON	AP SE	4120	JT REF. CR	L	Crack Sealing - AC	686.60	Ft	\$2.75	\$ 1,888.12
SE APRON	AP SE	4120	L & T CR	L	Crack Sealing - AC	958.50	Ft	\$2.75	\$ 2,635.89



Pavement Evaluation Report - DeLand Municipal / Sidney H Taylor Field

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SE APRON	AP SE	4135	L & T CR	L	Crack Sealing - AC	313.90	Ft	\$2.75	\$ 863.34
APRON T-HANGARS	AP T-HANG	4305	DEPRESSION	L	Patching - AC Full Depth	298.70	SqFt	\$5.00	\$ 1,493.53
APRON T-HANGARS	AP T-HANG	4305	L & T CR	L	Crack Sealing - AC	2,350.30	Ft	\$2.75	\$ 6,463.34
RUNWAY 5-23	RW 5-23	6210	L & T CR	M	Crack Sealing - AC	1,600.00	Ft	\$2.75	\$ 4,400.00
RUNWAY 5-23	RW 5-23	6210	L & T CR	L	Crack Sealing - AC	716.00	Ft	\$2.75	\$ 1,969.00
RUNWAY 5-23	RW 5-23	6210	RAVELING	L	Surface Seal	6,000.00	SqFt	\$0.55	\$ 3,300.03
RUNWAY 5-23	RW 5-23	6215	ALLIGATOR CR	L	Patching - AC Full Depth	340.10	SqFt	\$5.00	\$ 1,700.68
RUNWAY 5-23	RW 5-23	6215	L & T CR	M	Crack Sealing - AC	1,250.00	Ft	\$2.75	\$ 3,437.50
RUNWAY 5-23	RW 5-23	6215	L & T CR	L	Crack Sealing - AC	16,700.00	Ft	\$2.75	\$ 45,924.95
RUNWAY 5-23	RW 5-23	6215	RAVELING	L	Surface Seal	29,360.00	SqFt	\$0.55	\$ 16,148.13
RUNWAY 5-23	RW 5-23	6218	L & T CR	L	Crack Sealing - AC	470.90	Ft	\$2.75	\$ 1,294.84
RUNWAY 5-23	RW 5-23	6218	RAVELING	L	Surface Seal	50.10	SqFt	\$0.55	\$ 27.55
RUNWAY 5-23	RW 5-23	6220	L & T CR	L	Crack Sealing - AC	815.50	Ft	\$2.75	\$ 2,242.57
RUNWAY 5-23	RW 5-23	6220	RAVELING	L	Surface Seal	66.80	SqFt	\$0.55	\$ 36.76
RUNWAY 5-23	RW 5-23	6225	L & T CR	L	Crack Sealing - AC	1,712.10	Ft	\$2.75	\$ 4,708.13
RUNWAY 5-23	RW 5-23	6230	L & T CR	L	Crack Sealing - AC	1,658.80	Ft	\$2.75	\$ 4,561.70

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	498.70	Ft	\$2.75	\$ 1,371.29
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	21,370.80	SqFt	\$0.55	\$ 11,754.04
TAXIWAY ALPHA	TW A	106	L & T CR	L	Crack Sealing - AC	375.00	Ft	\$2.75	\$ 1,031.25
TAXIWAY ALPHA	TW A	106	L & T CR	M	Crack Sealing - AC	98.00	Ft	\$2.75	\$ 269.50
TAXIWAY ALPHA	TW A	106	RAVELING	L	Surface Seal	2,273.00	SqFt	\$0.55	\$ 1,250.16
TAXIWAY ALPHA	TW A	110	L & T CR	L	Crack Sealing - AC	9,668.30	Ft	\$2.75	\$ 26,587.70
TAXIWAY ALPHA	TW A	115	L & T CR	L	Crack Sealing - AC	2,759.40	Ft	\$2.75	\$ 7,588.25
TAXIWAY ALPHA	TW A	115	L & T CR	M	Crack Sealing - AC	58.80	Ft	\$2.75	\$ 161.72
TAXIWAY BRAVO	TW B	205	BLOCK CR	L	Surface Seal	185.70	SqFt	\$0.55	\$ 102.13
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	1,420.00	Ft	\$2.75	\$ 3,904.92
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	7,495.80	SqFt	\$0.55	\$ 4,122.73
TAXIWAY BRAVO	TW B	205	RAVELING	M	Surface Seal	1,706.70	SqFt	\$0.55	\$ 938.69
TAXIWAY BRAVO	TW B	206	L & T CR	L	Crack Sealing - AC	598.00	Ft	\$2.75	\$ 1,644.50
TAXIWAY BRAVO	TW B	206	RAVELING	L	Surface Seal	2,750.00	SqFt	\$0.55	\$ 1,512.51
TAXIWAY BRAVO	TW B	215	L & T CR	L	Crack Sealing - AC	629.00	Ft	\$2.75	\$ 1,729.75
TAXIWAY BRAVO	TW B	215	L & T CR	M	Crack Sealing - AC	144.00	Ft	\$2.75	\$ 396.00



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	215	RAVELING	L	Surface Seal	2,458.00	SqFt	\$0.55	\$ 1,351.91
TAXIWAY BRAVO	TW B	220	L & T CR	L	Crack Sealing - AC	9,053.10	Ft	\$2.75	\$ 24,895.90
TAXIWAY BRAVO	TW B	220	RAVELING	L	Surface Seal	17,948.20	SqFt	\$0.55	\$ 9,871.58
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	835.80	Ft	\$2.75	\$ 2,298.44
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	3,214.60	SqFt	\$0.55	\$ 1,768.04
TAXIWAY CHARLIE	TW C	306	L & T CR	L	Crack Sealing - AC	421.00	Ft	\$2.75	\$ 1,157.75
TAXIWAY CHARLIE	TW C	306	RAVELING	L	Surface Seal	1,385.00	SqFt	\$0.55	\$ 761.76
WEST RAMP	WEST RAMP	150	BLOCK CR	M	Patching - AC Full Depth	118,968.00	SqFt	\$5.00	\$ 594,840.53
WEST RAMP	WEST RAMP	150	DEPRESSION	L	Patching - AC Full Depth	330.80	SqFt	\$5.00	\$ 1,654.23
WEST RAMP	WEST RAMP	150	RAVELING	L	Surface Seal	118,968.00	SqFt	\$0.55	\$ 65,432.94
WEST RAMP	WEST RAMP	160	BLOCK CR	L	Surface Seal	14,775.70	SqFt	\$0.55	\$ 8,126.69
WEST RAMP	WEST RAMP	160	DEPRESSION	L	Patching - AC Full Depth	211.10	SqFt	\$5.00	\$ 1,055.49
WEST RAMP	WEST RAMP	160	L & T CR	L	Crack Sealing - AC	1,664.10	Ft	\$2.75	\$ 4,576.35
WEST RAMP	WEST RAMP	160	RAVELING	L	Surface Seal	20,219.50	SqFt	\$0.55	\$ 11,120.84
WEST RAMP	WEST RAMP	160	RAVELING	M	Surface Seal	7,462.50	SqFt	\$0.55	\$ 4,104.39
WEST RAMP	WEST RAMP	162	BLOCK CR	L	Surface Seal	18,029.00	SqFt	\$0.55	\$ 9,916.03

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
WEST RAMP	WEST RAMP	162	RAVELING	M	Surface Seal	1,502.40	SqFt	\$0.55	\$ 826.34
WEST RAMP	WEST RAMP	162	RAVELING	L	Surface Seal	16,526.60	SqFt	\$0.55	\$ 9,089.70
WEST RAMP	WEST RAMP	165	BLOCK CR	L	Surface Seal	18,544.00	SqFt	\$0.55	\$ 10,199.26
WEST RAMP	WEST RAMP	165	BLOCK CR	M	Patching - AC Full Depth	2,059.00	SqFt	\$5.00	\$ 10,295.23
WEST RAMP	WEST RAMP	165	RAVELING	L	Surface Seal	20,603.00	SqFt	\$0.55	\$ 11,331.74
								Total =	\$ 1,324,870.87



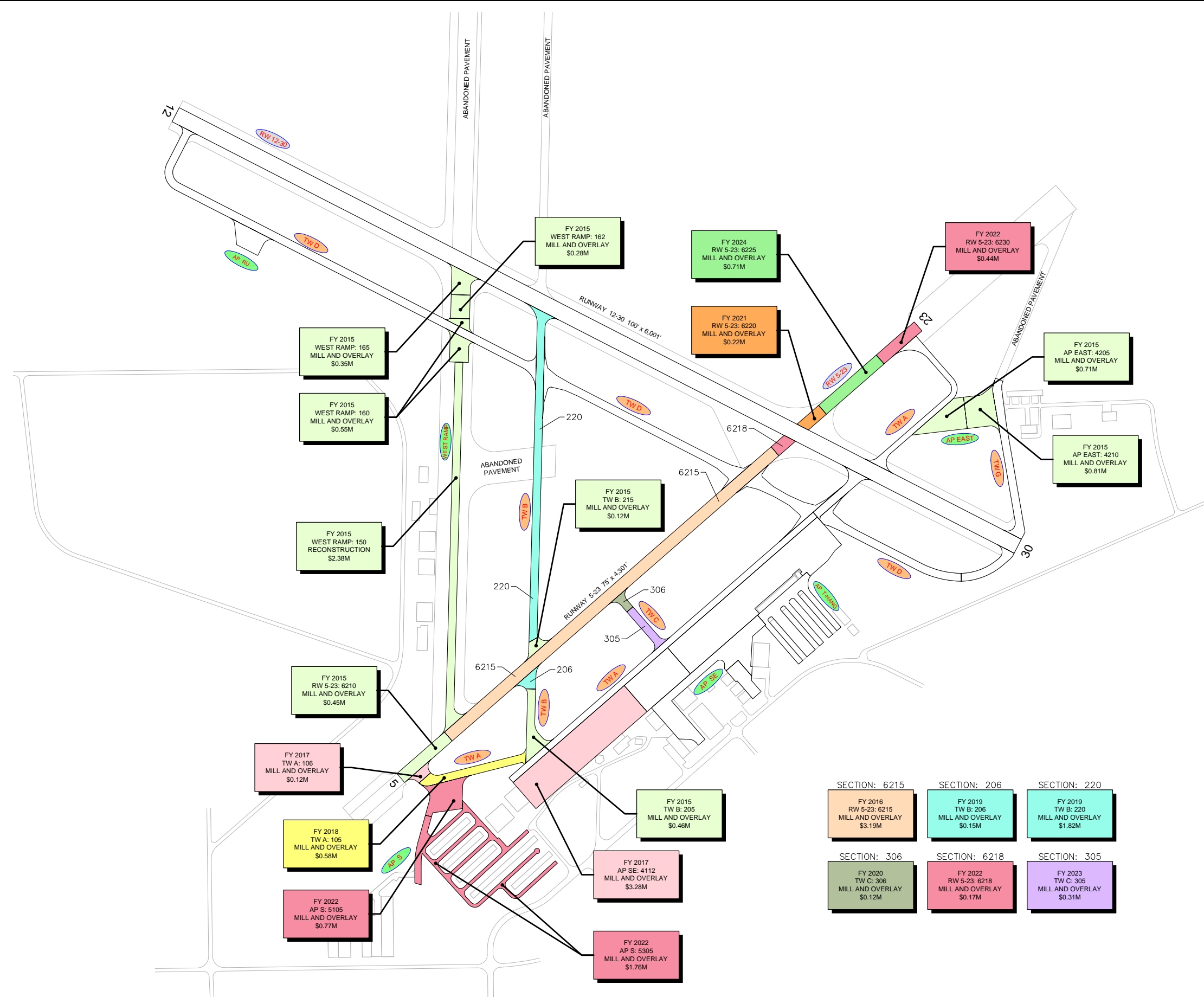
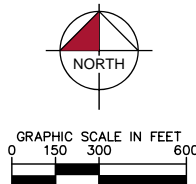


# APPENDIX F

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





**LEGEND**

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

**PROGRAM YEAR**

2015	2020
2016	2021
2017	2022
2018	2023
2019	2024

"PROGRAM YEAR"  
"BRANCH"/"SECTION"  
"REHAB ACTIVITY"  
"EST. COST"

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA
DATE: 2015		

**FLP** OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS



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

**DELAND MUNICIPAL AIRPORT**  
**VOLUSIA COUNTY, FLORIDA**

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



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
2015	AP EAST	4205	\$ 708,939.00	46	Mill and Overlay	100
2015	AP EAST	4210	\$ 805,085.00	41	Mill and Overlay	100
2015	RW 5-23	6210	\$ 450,000.00	58	Mill and Overlay	100
2015	TW B	205	\$ 459,825.00	62	Mill and Overlay	100
2015	TW B	215	\$ 122,910.00	64	Mill and Overlay	100
2015	WEST RAMP	150	\$ 2,379,360.00	39	Reconstruction	100
2015	WEST RAMP	160	\$ 552,810.00	40	Mill and Overlay	100
2015	WEST RAMP	162	\$ 278,909.00	49	Mill and Overlay	100
2015	WEST RAMP	165	\$ 349,633.00	46	Mill and Overlay	100
2016	RW 5-23	6215	\$ 3,186,563.00	64	Mill and Overlay	100
2017	AP SE	4112	\$ 3,273,408.00	64	Mill and Overlay	100
2017	TW A	106	\$ 120,545.00	65	Mill and Overlay	100
2018	TW A	105	\$ 583,811.00	65	Mill and Overlay	100
2019	TW B	206	\$ 154,696.00	65	Mill and Overlay	100
2019	TW B	220	\$ 1,818,682.00	64	Mill and Overlay	100
2020	TW C	306	\$ 120,402.00	64	Mill and Overlay	100
2021	RW 5-23	6220	\$ 224,476.00	64	Mill and Overlay	100
2022	AP S	5105	\$ 774,710.00	63	Mill and Overlay	100
2022	AP S	5305	\$ 1,757,570.00	63	Mill and Overlay	100
2022	RW 5-23	6218	\$ 173,265.00	65	Mill and Overlay	100
2022	RW 5-23	6230	\$ 441,371.00	64	Mill and Overlay	100
2023	TW C	305	\$ 305,412.00	64	Mill and Overlay	100
2024	RW 5-23	6225	\$ 711,917.00	65	Mill and Overlay	100
Total =			\$19,754,299.00			

\* Costs are adjusted for inflation AT 3%



# APPENDIX G

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## ● PHOTOGRAPHS







Runway 5-23, Section 6210, Sample Unit 108 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Runway 5-23, Section 6210, Sample Unit 156 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering





Taxiway Bravo, Section 205, Sample Unit 203 – Low Severity (52) Raveling, Medium Severity (52) Raveling



Apron East, Section 4210, Sample Unit 103 – Medium Severity (43) Block Cracking, Low Severity (57) Weathering





Taxiway Alpha, Section 110, Sample Unit 522 – Low Severity (48) Longitudinal and Transverse Cracking



Apron South, Section 5305, Sample Unit 301 – Low Severity (52) Raveling, Low Severity (57) Weathering





West Ramp, Section 162, Sample Unit 226 – Low Severity (43) Block Cracking, Low Severity (52) Raveling



West Ramp, Section 160, Sample Unit 123 – Low Severity (43) Block Cracking, Low Severity (45) Depression, Low Severity (52) Raveling, Medium Severity (52) Raveling





Taxiway Bravo, Section 220, Sample Unit 219 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering



Apron SE, Section 4112, Sample Unit 250 – Low Severity (48) Longitudinal and Transverse Cracking



# APPENDIX H

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- DISTRESS DATA – RE-INSPECTION REPORT





# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP EAST Name: EAST APRON Use: APRON Area: 83,126.00SqFt

Section: 4205 of 2 From: - To: - Last Const.: 12/25/1970  
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P  
Area: 41,776.00SqFt Length: 150.00Ft Width: 200.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 9 Surveyed: 2

Conditions: PCI : 47

Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	1,250.00 SqFt	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 252 Type: R Area: 4,966.00SqFt PCI = 39

Sample Comments:

43 BLOCK CRACKING	L	4,828.00 SqFt	Comments:
52 RAVELING	L	993.00 SqFt	Comments:
57 WEATHERING	L	3,973.00 SqFt	Comments:
45 DEPRESSION	L	16.00 SqFt	Comments:
45 DEPRESSION	L	42.00 SqFt	Comments:
45 DEPRESSION	L	16.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:
45 DEPRESSION	L	100.00 SqFt	Comments:
45 DEPRESSION	L	50.00 SqFt	Comments:
41 ALLIGATOR CRACKING	L	40.00 SqFt	Comments:
41 ALLIGATOR CRACKING	L	128.00 SqFt	Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP EAST Name: EAST APRON Use: APRON Area: 83,126.00SqFt

Section: 4210 of 2 From: - To: - Last Const.: 12/25/1970

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 41,350.00SqFt Length: 150.00Ft Width: 200.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 8 Surveyed: 1

Conditions: PCI : 42

Inspection Comments:

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

Sample Comments:

43 BLOCK CRACKING M 5,000.00 SqFt Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

# Re-inspection Report

FDOT  
Report Generated Date: May 04, 2015

Network:	DED	Name:	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD						
Branch:	AP RU	Name:	RUN-UP APRON		Use:	APRON	Area:	26,054.00SqFt	
Section:	5405	of	1	From:	-	To:	-	Last Const.:	08/01/2014
Surface:	AC	Family:	FDOT-SAPMP-RL-AP-AC				Zone:	Category:	Rank: P
Area:	26,054.00SqFt	Length:	200.00Ft	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: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP S Name: SOUTH APRON Use: APRON Area: 137,265.00SqFt

Section: 5105 of 2 From: - To: - Last Const.: 01/01/1991  
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P  
Area: 41,994.00SqFt Length: 210.00Ft Width: 180.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 2

Conditions: PCI : 76

Inspection Comments:

Sample Number: 701 Type: R Area: 6,793.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 156.00 Ft Comments:  
52 RAVELING L 1,360.00 SqFt Comments:  
57 WEATHERING L 5,433.00 SqFt Comments:

Sample Number: 750 Type: R Area: 7,738.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 230.00 Ft Comments:  
52 RAVELING L 1,550.00 SqFt Comments:  
57 WEATHERING L 6,188.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP S Name: SOUTH APRON Use: APRON Area: 137,265.00SqFt

Section: 5305 of 2 From: - To: - Last Const.: 07/31/2008

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 95,271.00SqFt Length: 4,600.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 23 Surveyed: 3

Conditions: PCI : 76

Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 76.00 Ft Comments:

52 RAVELING L 1,200.00 SqFt Comments:

57 WEATHERING L 2,800.00 SqFt Comments:

Sample Number: 301 Type: R Area: 4,386.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:

52 RAVELING L 877.00 SqFt Comments:

57 WEATHERING L 3,509.00 SqFt Comments:

Sample Number: 350 Type: R Area: 3,894.00SqFt PCI = 77

Sample Comments: CHECK CRACKING (M)

48 LONGITUDINAL/TRANSVERSE CRACKING L 52.00 Ft Comments:

52 RAVELING L 350.00 SqFt Comments:

52 RAVELING L 350.00 SqFt Comments:

57 WEATHERING L 3,194.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP SE Name: SE APRON Use: APRON Area: 685,641.00SqFt

Section: 4110 of 5 From: - To: - Last Const.: 01/01/2006

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 268,252.00SqFt Length: 280.00Ft Width: 220.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 56 Surveyed: 6

Conditions: PCI : 95

Inspection Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 94

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 80.00 Ft Comments:

Sample Number: 174 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments: CHIP

48 LONGITUDINAL/TRANSVERSE CRACKING L 48.00 Ft Comments:

Sample Number: 269 Type: R Area: 5,000.00SqFt PCI = 96

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 29.00 Ft Comments:

Sample Number: 273 Type: R Area: 5,000.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 145.00 Ft Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 12.00 Ft Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP SE Name: SE APRON Use: APRON Area: 685,641.00SqFt

Section: 4112 of 5 From: - To: - Last Const.: 01/01/2001  
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P  
Area: 205,700.00SqFt Length: 720.00Ft Width: 220.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 41 Surveyed: 5

Conditions: PCI : 68

Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 534.00 Ft Comments:  
56 SWELLING L 40.00 SqFt Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 757.00 Ft Comments:

Sample Number: 255 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 273.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 507.00 Ft Comments:  
56 SWELLING L 72.00 SqFt Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 543.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 418.00 Ft Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 60

Sample Comments: GRIP-FLEX

43 BLOCK CRACKING L 5,000.00 SqFt Comments:  
56 SWELLING L 80.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP SE Name: SE APRON Use: APRON Area: 685,641.00SqFt

Section: 4115 of 5 From: - To: - Last Const.: 01/01/2006

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 80,300.00SqFt Length: 1,560.00Ft Width: 220.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 18 Surveyed: 3

Conditions: PCI : 94

Inspection Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 91

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 137.00 Ft Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 98

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:

Sample Number: 261 Type: R Area: 5,000.00SqFt PCI = 95

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 38.00 Ft Comments:

56 SWELLING L 2.00 SqFt Comments:



# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP SE Name: SE APRON Use: APRON Area: 685,641.00SqFt

Section: 4120 of 5 From: - To: - Last Const.: 01/01/2006

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 110,466.00SqFt Length: 340.00Ft Width: 150.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 21 Surveyed: 3

Conditions: PCI : 95

Inspection Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 108.00 Ft Comments:

Sample Number: 401 Type: R Area: 6,250.00SqFt PCI = 100

Sample Comments: GRIP-FLEX

<NO DISTRESSES>

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 33.00 Ft Comments:

47 JOINT REFLECTION CRACKING L 101.00 Ft Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP SE Name: SE APRON Use: APRON Area: 685,641.00SqFt

Section: 4135 of 5 From: - To: - Last Const.: 01/01/2006

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 20,923.00SqFt Length: 245.00Ft Width: 85.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 5 Surveyed: 1

Conditions: PCI : 94

Inspection Comments:

Sample Number: 454 Type: R Area: 4,332.00SqFt PCI = 94

Sample Comments: GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 65.00 Ft Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: AP T-HANG Name: APRON T-HANGARS Use: APRON Area: 97,487.00SqFt

Section: 4305 of 1 From: - To: - Last Const.: 12/25/1999  
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P  
Area: 97,487.00SqFt Length: 2,430.00Ft Width: 35.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 20 Surveyed: 3

Conditions: PCI : 90

Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00SqFt PCI = 93  
Sample Comments: CHIP SEAL  
48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:

Sample Number: 200 Type: R Area: 5,801.00SqFt PCI = 95  
Sample Comments: CHIP SEAL  
48 LONGITUDINAL/TRANSVERSE CRACKING L 54.00 Ft Comments:

Sample Number: 400 Type: R Area: 7,000.00SqFt PCI = 84  
Sample Comments: CHIP SEAL  
48 LONGITUDINAL/TRANSVERSE CRACKING L 279.00 Ft Comments:  
45 DEPRESSION L 30.00 SqFt Comments:  
45 DEPRESSION L 9.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 12-30 Name: RUNWAY 12-30 Use: RUNWAY Area: 600,000.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 08/01/2014

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 600,000.00SqFt Length: 6,000.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 03/02/2011 Total Samples: 150 Surveyed: 20

Conditions: PCI : 100

Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 159 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Sample Number:	164	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	170	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	173	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	177	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	184	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	191	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	198	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	205	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	212	Type:	R	Area:	5,000.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

Sample Number:	219	Type:	R	Area:	7,500.00SqFt	PCI = 100
Sample Comments: <NO DISTRESSES>						

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 318,475.00SqFt

Section: 6210 of 6 From: - To: - Last Const.: 01/01/1997  
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P  
Area: 30,000.00SqFt Length: 400.00Ft Width: 75.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 8 Surveyed: 2

Conditions: PCI : 59

Inspection Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 58

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	161.00 Ft	Comments:
52	RAVELING	L	750.00 SqFt	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:
52	RAVELING	L	750.00 SqFt	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 318,475.00SqFt

Section: 6215 of 6 From: - To: - Last Const.: 01/01/1996

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 206,250.00SqFt Length: 2,750.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 55 Surveyed: 11

Conditions: PCI : 67

Inspection Comments:

Sample Number: 116 Type: R Area: 3,750.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 22.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 150.00 Ft Comments:

52 RAVELING L 750.00 SqFt Comments:

57 WEATHERING L 3,000.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:

Sample Number: 121 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 192.00 Ft Comments:

52 RAVELING L 750.00 SqFt Comments:

57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 126 Type: R Area: 3,750.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 146.00 Ft Comments:

56 SWELLING L 6.00 SqFt Comments:

52 RAVELING L 750.00 SqFt Comments:

57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 131 Type: R Area: 3,750.00SqFt PCI = 55

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 256.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

41 ALLIGATOR CRACKING L 54.00 SqFt Comments:

56 SWELLING L 20.00 SqFt Comments:

56 SWELLING L 12.00 SqFt Comments:

52 RAVELING L 750.00 SqFt Comments:

57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 136 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 110.00 Ft Comments:

52 RAVELING L 1,000.00 SqFt Comments:

57 WEATHERING L 2,750.00 SqFt Comments:

Sample Number: 141 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 64.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

52	RAVELING	L	1,000.00	SqFt	Comments:
57	WEATHERING	L	2,750.00	SqFt	Comments:

Sample Number: 146      Type: R      Area: 3,750.00SqFt      PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	3,250.00	SqFt	Comments:

Sample Number: 151      Type: R      Area: 3,750.00SqFt      PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
52	RAVELING	L	100.00	SqFt	Comments:
57	WEATHERING	L	3,650.00	SqFt	Comments:

Sample Number: 156      Type: R      Area: 3,750.00SqFt      PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft	Comments:
52	RAVELING	L	100.00	SqFt	Comments:
57	WEATHERING	L	3,650.00	SqFt	Comments:

Sample Number: 161      Type: R      Area: 3,750.00SqFt      PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	183.00	Ft	Comments:
52	RAVELING	L	132.00	SqFt	Comments:
52	RAVELING	L	20.00	SqFt	Comments:
57	WEATHERING	L	3,598.00	SqFt	Comments:

Sample Number: 166      Type: R      Area: 3,750.00SqFt      PCI = 72

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	22.00	Ft	Comments:
52	RAVELING	L	20.00	SqFt	Comments:
57	WEATHERING	L	3,730.00	SqFt	Comments:



# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 318,475.00SqFt

Section: 6218 of 6 From: - To: - Last Const.: 01/01/1997

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 9,392.00SqFt Length: 125.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 78

Inspection Comments:

Sample Number: 171 Type: R Area: 3,750.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 38.00 Ft Comments:

52 RAVELING L 20.00 SqFt Comments:

57 WEATHERING L 3,730.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 318,475.00SqFt

Section: 6220 of 6 From: - To: - Last Const.: 01/01/1997

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 12,533.00SqFt Length: 165.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 75

Inspection Comments:

Sample Number: 177 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 94.00 Ft Comments:

52 RAVELING L 20.00 SqFt Comments:

57 WEATHERING L 3,730.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 318,475.00SqFt

Section: 6225 of 6 From: - To: - Last Const.: 01/01/1997  
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P  
Area: 36,375.00SqFt Length: 485.00Ft Width: 75.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 10 Surveyed: 2

Conditions: PCI : 81

Inspection Comments:

Sample Number: 181 Type: R Area: 3,750.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:  
57 WEATHERING L 3,750.00 SqFt Comments:

Sample Number: 185 Type: R Area: 3,750.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 53.00 Ft Comments:  
57 WEATHERING L 3,750.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 318,475.00SqFt

Section: 6230 of 6 From: - To: - Last Const.: 01/01/1997

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 23,925.00SqFt Length: 319.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 2

Conditions: PCI : 77

Inspection Comments:

Sample Number: 189 Type: R Area: 3,750.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 126.00 Ft Comments:

57 WEATHERING L 3,750.00 SqFt Comments:

Sample Number: 193 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 144.00 Ft Comments:

57 WEATHERING L 3,750.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW A Name: TAXIWAYS A Use: TAXIWAY Area: 216,278.00SqFt

Section: 105 of 4 From: - To: - Last Const.: 01/01/1991  
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P  
Area: 35,618.00SqFt Length: 670.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 2

Conditions: PCI : 69

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	118.00 Ft	Comments:
52	RAVELING	L	3,000.00 SqFt	Comments:
57	WEATHERING	L	2,000.00 SqFt	Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments: CHECK CRACKING (H)

48	LONGITUDINAL/TRANSVERSE CRACKING	L	22.00 Ft	Comments:
52	RAVELING	L	3,000.00 SqFt	Comments:
57	WEATHERING	L	2,000.00 SqFt	Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW A Name: TAXIWAYS A Use: TAXIWAY Area: 216,278.00SqFt

Section: 106 of 4 From: - To: - Last Const.: 01/01/1996

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 7,575.00SqFt Length: 62.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 100 Type: R Area: 7,575.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 375.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 98.00 Ft Comments:

52 RAVELING L 2,273.00 SqFt Comments:

57 WEATHERING L 5,302.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW A Name: TAXIWAYS A Use: TAXIWAY Area: 216,278.00SqFt

Section: 110 of 4 From: - To: - Last Const.: 01/01/1992

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 102,400.00SqFt Length: 2,560.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 25 Surveyed: 3

Conditions: PCI : 77

Inspection Comments:

Sample Number: 508 Type: R Area: 4,000.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 544.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 152.00 Ft Comments:

56 SWELLING L 85.00 SqFt Comments:

56 SWELLING L 39.00 SqFt Comments:

Sample Number: 515 Type: R Area: 4,000.00SqFt PCI = 81

Sample Comments: SEAL COAT GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 230.00 Ft Comments:

56 SWELLING L 36.00 SqFt Comments:

Sample Number: 522 Type: R Area: 4,000.00SqFt PCI = 85

Sample Comments: SEAL COAT GRIP-FLEX

48 LONGITUDINAL/TRANSVERSE CRACKING L 207.00 Ft Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW A Name: TAXIWAYS A Use: TAXIWAY Area: 216,278.00SqFt

Section: 115 of 4 From: - To: - Last Const.: 01/01/1996  
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P  
Area: 70,685.00SqFt Length: 1,125.00Ft Width: 35.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 16 Surveyed: 4

Conditions: PCI : 82

Inspection Comments:

Sample Number: 101 Type: R Area: 3,612.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 188.00 Ft Comments:  
57 WEATHERING L 3,612.00 SqFt Comments:

Sample Number: 104 Type: R Area: 3,425.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 186.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 13.00 Ft Comments:  
57 WEATHERING L 3,425.00 SqFt Comments:

Sample Number: 108 Type: R Area: 3,500.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 225.00 Ft Comments:  
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 114 Type: R Area: 5,089.00SqFt PCI = 91

Sample Comments: CHECK CRACKING

57 WEATHERING L 5,089.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:



# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 155,737.00SqFt

Section: 205 of 4 From: - To: - Last Const.: 01/01/1942

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 30,655.00SqFt Length: 410.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 4 Surveyed: 2

Conditions: PCI : 63

Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

50	PATCHING	L	200.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	126.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft	Comments:
52	RAVELING	L	1,500.00	SqFt	Comments:
57	WEATHERING	L	3,300.00	SqFt	Comments:
56	SWELLING	L	32.00	SqFt	Comments:
56	SWELLING	L	13.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 6,226.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft	Comments:
43	BLOCK CRACKING	L	68.00	SqFt	Comments:
56	SWELLING	L	18.00	SqFt	Comments:
56	SWELLING	L	30.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	103.00	Ft	Comments:
52	RAVELING	L	1,245.00	SqFt	Comments:
52	RAVELING	M	625.00	SqFt	Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 155,737.00SqFt

Section: 206 of 4 From: - To: - Last Const.: 01/01/1997

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 9,163.00SqFt Length: 100.00Ft Width: 63.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 72

Inspection Comments:

Sample Number: 200 Type: R Area: 9,163.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 598.00 Ft Comments:

52 RAVELING L 2,750.00 SqFt Comments:

57 WEATHERING L 6,413.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 155,737.00SqFt

Section: 215 of 4 From: - To: - Last Const.: 01/01/1996

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 8,194.00SqFt Length: 70.00Ft Width: 70.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 65

Inspection Comments:

Sample Number: 199 Type: R Area: 8,194.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	459.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	170.00 Ft	Comments:
52	RAVELING	L	2,458.00 SqFt	Comments:
57	WEATHERING	L	5,736.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	144.00 Ft	Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 155,737.00SqFt

Section: 220 of 4 From: - To: - Last Const.: 01/01/1985

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 107,725.00SqFt Length: 2,100.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 21 Surveyed: 3

Conditions: PCI : 70

Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 152.00 Ft Comments:

52 RAVELING L 500.00 SqFt Comments:

57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 214 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 285.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 80.00 Ft Comments:

52 RAVELING L 1,000.00 SqFt Comments:

57 WEATHERING L 4,000.00 SqFt Comments:

Sample Number: 219 Type: R Area: 5,005.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 143.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 401.00 Ft Comments:

52 RAVELING L 1,000.00 SqFt Comments:

57 WEATHERING L 4,005.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 22,997.00SqFt

Section: 305 of 2 From: - To: - Last Const.: 01/01/1991

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 16,073.00SqFt Length: 300.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 75

Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 260.00 Ft Comments:

52 RAVELING L 1,000.00 SqFt Comments:

57 WEATHERING L 4,000.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 22,997.00SqFt

Section: 306 of 2 From: - To: - Last Const.: 01/01/1996

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 6,924.00SqFt Length: 110.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 73

Inspection Comments:

Sample Number: 300 Type: R Area: 6,924.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 421.00 Ft Comments:

52 RAVELING L 1,385.00 SqFt Comments:

57 WEATHERING L 5,539.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 346,679.00SqFt

Section: 450 of 3 From: - To: - Last Const.: 08/01/2014  
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P  
Area: 151,788.00SqFt Length: 3,000.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 03/02/2011 Total Samples: 30 Surveyed: 4

Conditions: PCI : 50

Inspection Comments: KHA

Sample Number: 401 Type: R Area: 5,000.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	523.00	Ft	Comments:
52	RAVELING	L	4,500.00	SqFt	Comments:
44	CORRUGATION	L	300.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:

Sample Number: 408 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

52	RAVELING	L	4,999.96	SqFt	Comments:
43	BLOCK CRACKING	L	1,600.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	193.00	Ft	Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 49

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	504.00	Ft	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:
52	RAVELING	M	2,000.00	SqFt	Comments:

Sample Number: 427 Type: R Area: 5,000.00SqFt PCI = 47

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	355.00	Ft	Comments:
43	BLOCK CRACKING	L	900.00	SqFt	Comments:
52	RAVELING	M	2,000.00	SqFt	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:

Re-inspection Report

FDOT  
Report Generated Date: May 04, 2015

Network:	DED	Name:	DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD						
Branch:	TW D	Name:	TAXIWAY D		Use:	TAXIWAY	Area:	346,679.00SqFt	
Section:	455	of	3	From:	-	To:	-	Last Const.:	08/01/2014
Surface:	AC	Family:	FDOT-SAPMP-RL-TW-AC				Zone:	Category:	Rank: P
Area:	175,362.00SqFt	Length:	1,750.00Ft	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>			



# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 346,679.00SqFt

Section: 460 of 3 From: - To: - Last Const.: 08/01/2014  
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P  
Area: 19,529.00SqFt Length: 1,150.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 03/02/2011 Total Samples: 11 Surveyed: 3

Conditions: PCI : 71

Inspection Comments: KHA

Sample Number: 502 Type: R Area: 4,935.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 103.00 Ft Comments:  
52 RAVELING L 4,500.00 SqFt Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:  
52 RAVELING L 4,999.96 SqFt Comments:

Sample Number: 510 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 206.00 Ft Comments:  
52 RAVELING L 2,500.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 54,040.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 01/01/2010

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 54,040.00SqFt Length: 1,000.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 11 Surveyed: 2

Conditions: PCI : 94

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 107 Type: R Area: 5,069.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 5,069.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: WEST RAMP Name: WEST RAMP Use: APRON Area: 185,282.00SqFt

Section: 150 of 4 From: - To: - Last Const.: 01/01/1991  
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P  
Area: 118,968.00SqFt Length: 2,310.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 23 Surveyed: 3

Conditions: PCI : 40

Inspection Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 42  
Sample Comments: 50% SEAL COAT/OLD  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 38  
Sample Comments:  
45 DEPRESSION L 9.00 SqFt Comments:  
45 DEPRESSION L 4.00 SqFt Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
45 DEPRESSION L 8.00 SqFt Comments:  
45 DEPRESSION L 12.00 SqFt Comments:  
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
52 RAVELING L 5,000.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: WEST RAMP Name: WEST RAMP Use: APRON Area: 185,282.00SqFt

Section: 160 of 4 From: - To: - Last Const.: 01/01/1991  
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P  
Area: 27,682.00SqFt Length: 125.00Ft Width: 120.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 4 Surveyed: 2

Conditions: PCI : 41

Inspection Comments:

Sample Number: 123 Type: R Area: 6,000.00SqFt PCI = 34

Sample Comments:

43 BLOCK CRACKING	L	5,500.00 SqFt	Comments:
52 RAVELING	L	4,000.00 SqFt	Comments:
45 DEPRESSION	L	36.00 SqFt	Comments:
52 RAVELING	M	2,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	778.00 Ft	Comments:

Sample Number: 125 Type: R Area: 8,838.00SqFt PCI = 46

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.00 Ft	Comments:
43 BLOCK CRACKING	L	2,420.00 SqFt	Comments:
52 RAVELING	L	6,838.00 SqFt	Comments:
45 DEPRESSION	L	48.00 SqFt	Comments:
52 RAVELING	M	2,000.00 SqFt	Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: WEST RAMP Name: WEST RAMP Use: APRON Area: 185,282.00SqFt

Section: 162 of 4 From: - To: - Last Const.: 01/01/1942

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 18,029.00SqFt Length: 150.00Ft Width: 120.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 50

Inspection Comments:

Sample Number: 226 Type: R Area: 6,000.00SqFt PCI = 50

Sample Comments:

43 BLOCK CRACKING L 6,000.00 SqFt Comments:

52 RAVELING L 5,500.00 SqFt Comments:

52 RAVELING M 500.00 SqFt Comments:

# Re-inspection Report

FDOT

Report Generated Date: May 04, 2015

Network: DED Name: DELAND MUNICIPAL/SIDNEY H TAYLOR FIELD

Branch: WEST RAMP Name: WEST RAMP Use: APRON Area: 185,282.00SqFt

Section: 165 of 4 From: - To: - Last Const.: 01/01/1980

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 20,603.00SqFt Length: 165.00Ft Width: 120.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 47

Inspection Comments:

Sample Number: 229 Type: R Area: 6,564.00SqFt PCI = 47

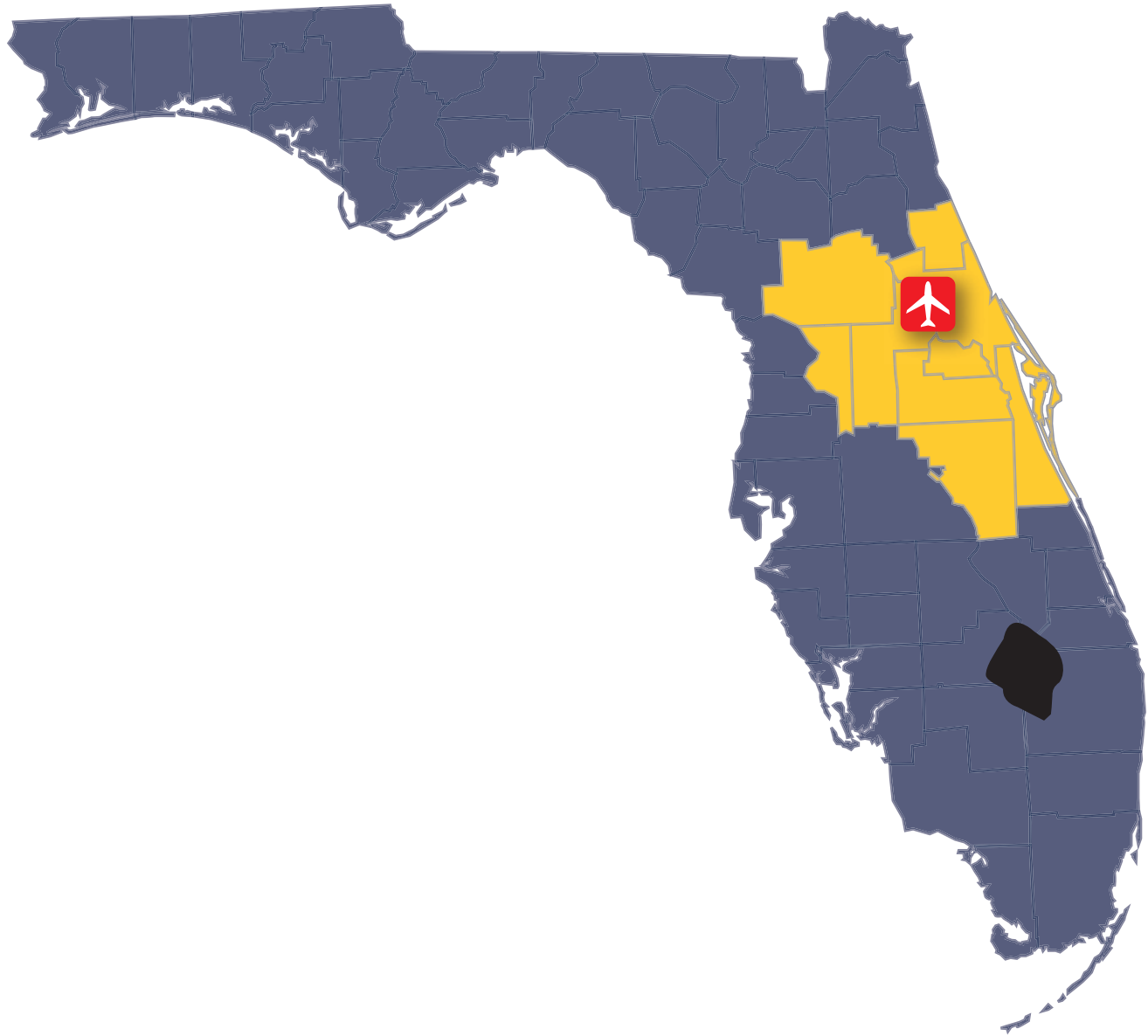
Sample Comments:

43 BLOCK CRACKING L 5,908.00 SqFt Comments:

52 RAVELING L 6,564.00 SqFt Comments:

43 BLOCK CRACKING M 656.00 SqFt Comments:





FLORIDA DEPARTMENT OF TRANSPORTATION  
AVIATION AND SPACEPORT OFFICE

