FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

NEW SMYRNA BEACH MUNICIPAL AIRPORT (EVB)

DISTRICT 5

REGIONAL RELIEVER AIRPORT

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

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

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

EXECUTIVE SUMMARY

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 January 2015, a PCI survey inspection was performed at New Smyrna Beach Municipal Airport. 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 66, representing a Fair overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level 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
AP	36	1 - 100	VERY POOR	65	65	X
AP RW15-33	37	37	VERY POOR	65	65	X
AP S	15	14 - 16	SERIOUS	65	65	X
RW 11-29	100	100	GOOD	75	65	X
RW 2-20	41	38 - 100	POOR	75	65	X
RW 7-25	73	72 - 85	SATISFACTORY	75	65	X
TW A	68	58 - 100	FAIR	65	65	X
TW B	73	70 - 79	SATISFACTORY	65	65	
TW C	77	45 - 100	SATISFACTORY	65	65	X
TW D	57	0 - 100	FAIR	65	65	X
TW E	95	88 - 100	GOOD	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	71	SATISFACTORY
Taxiway	72	SATISFACTORY
Apron	35	POOR

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 2-20 – Sections 6405, 6425, 6430, 6445, and 6450
  - Reconstruction and Mill and Overlay attributed to climate/age, structural, and construction quality.
- Apron Runway 15-33– Section 6345
  - Reconstruction attributed to climate/age.
- South Apron – Sections 4215 and 4220
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Apron – Sections 4102, 4105, 4110, 4115, 4130, 4165, and 4185
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Apron – Sections 4104, 4135, 4140, and 4160
  - Reconstruction and Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway D – Sections 415 and 420
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Taxiway C – Section 310
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway A – Section 105
  - Mill and Overlay attributed to climate/age and construction quality.

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 New Smyrna Beach Municipal Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 2-20	6450	$ 409,000.00	47	Mill and Overlay	100
RW 2-20	6445	$ 759,040.00	38	Reconstruction	100
RW 2-20	6430	$ 75,000.00	55	Mill and Overlay	100
RW 2-20	6425	$ 5,333,000.00	40	Reconstruction	100
RW 2-20	6405	$ 1,568,000.00	38	Reconstruction	100
AP RW15-33	6345	$ 924,560.00	36	Reconstruction	100
AP S	4220	$ 176,700.00	13	Reconstruction	100
AP S	4215	$ 1,188,280.00	15	Reconstruction	100
AP	4185	$ 345,440.00	0	Reconstruction	100
AP	4165	$ 190,340.00	3	Reconstruction	100
AP	4160	$ 150,015.00	50	Mill and Overlay	100
AP	4140	$ 1,109,616.00	43	Reconstruction	100
AP	4135	$ 116,620.00	38	Reconstruction	100
AP	4130	$ 802,120.00	33	Reconstruction	100
AP	4115	$ 175,500.00	7	Reconstruction	100
AP	4110	$ 39,000.00	12	Reconstruction	100
AP	4105	$ 211,280.00	3	Reconstruction	100
AP	4104	$ 63,180.00	58	Mill and Overlay	100
AP	4102	$ 597,480.00	6	Reconstruction	100
TW D	420	$ 314,980.00	0	Reconstruction	100
TW D	415	$ 2,300,080.00	35	Reconstruction	100
TW C	310	$ 649,418.00	44	Mill and Overlay	100
TW A	105	$ 1,399,200.00	57	Mill and Overlay	100
	Total =	$18,897,849.00			

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

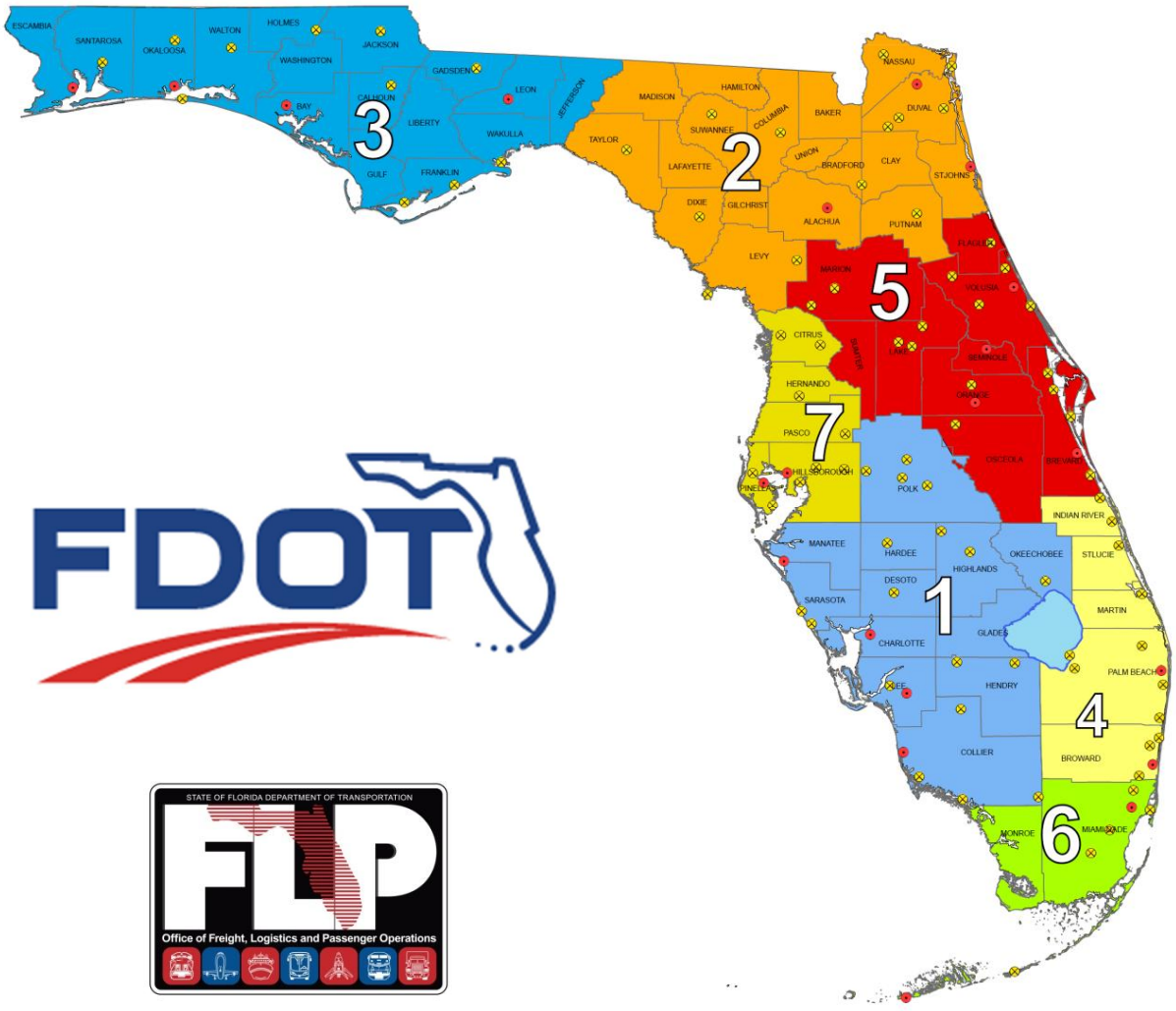
Year	Preventative	Major M&R	Total Year Cost
2015	$ 244,220.52	$ 18,897,849.00	$ 19,142,069.52
2016	$ 265,616.24	$ 66,481.37	$ 332,097.61
2017	$ 289,276.88	$ -	$ 289,276.88
2018	$ 292,524.85	$ 796,286.74	$ 1,088,811.60
2019	$ 132,429.31	$ 7,275,960.35	$ 7,408,389.65
2020	$ 168,892.32	$ 311,056.49	$ 479,948.82
2021	$ 192,867.40	$ 1,209,551.38	$ 1,402,418.79
2022	$ 233,173.22	$ 933,991.03	$ 1,167,164.25
2023	$ 307,414.42	$ -	$ 307,414.42
2024	$ 400,487.96	$ -	$ 400,487.96
Total	$ 2,526,903.12	$ 29,491,176.36	$ 32,018,079.50

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

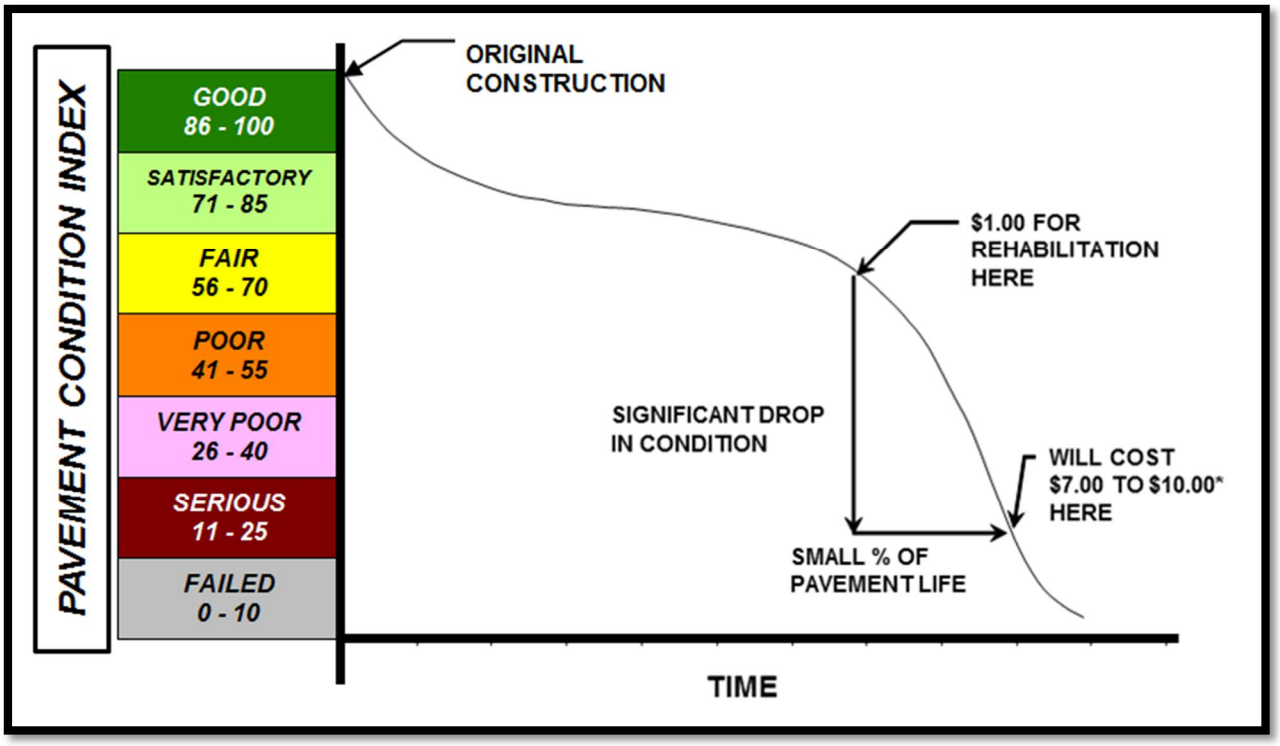
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to 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 Crazing. 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		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
≥ 51	20% but ≤ 20	10% but ≤ 10

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

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

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-12 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

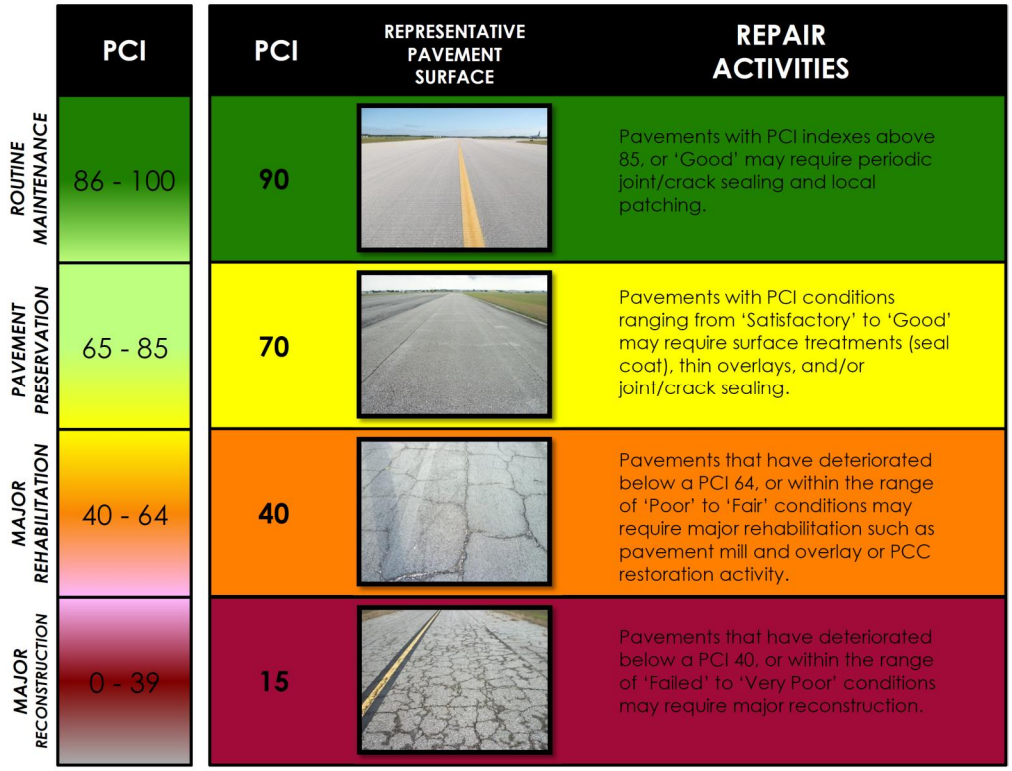
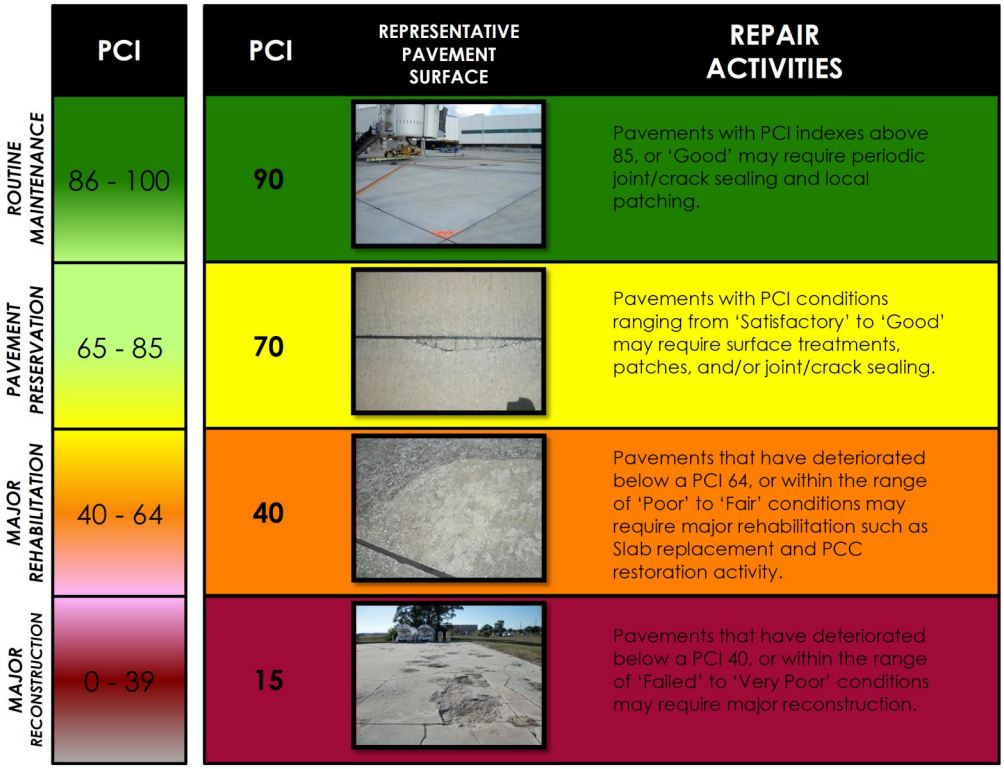


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

New Smyrna Beach Municipal Airport (EVB) is located approximately 3 miles northwest of New Smyrna Beach, Florida. Owned and operated by the City of New Smyrna Beach, this airport focuses primarily on serving general aviation transport, business jet aircraft, and a significant amount of training activity. The airport facility includes three intersecting runways: Runway 2-20 with a length of 4,000 ft and a width of 100 ft, Runway 7-25 with a length of 5,000 ft and a width of 75 ft, and Runway 11-29 with a length of 4,319 ft and a width of 100 ft. Runway 2-20 is served by parallel Taxiway Delta and multiple connectors, Runway 7-25 is served by Taxiway Bravo and multiple taxiway connectors. Runway 11-29 is served by Taxiway Alpha and multiple taxiway connectors. Sections of Taxiway Charlie and Apron have a concrete surface constructed of thin whitetopping approximately 5 feet by 5 feet slab ranging from 4 to 5 inches in thickness. The remaining taxiways and runways are constructed of asphalt concrete pavement, while the pavement type of the remaining aprons varies between Portland cement concrete and asphalt concrete.

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.

Originally, the present airport location was home to a golf course and a grass airstrip. In 1942, the site was taken over by the U.S. Navy, and the current runways were constructed. Designated as Outlying Field New Smyrna Beach, it operated as an auxiliary field to advanced naval flight training operations being conducted at nearby Naval Air Station (NAS) Daytona Beach, NAS Sanford, and NAS DeLand. In 1947, Outlying Field New Smyrna Beach was conveyed to the City of New Smyrna Beach for use as a civilian airport. This airport is designated as a Regional Reliever airport and is located in District 5 of the Florida Department of Transportation.

2.1 Network Definition

The 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 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 C	NEW AC CONSTRUCTION
2011	TAXIWAY A	BUILD TAXIWAY ALPHA, NEW AC PAVEMENT FROM TAXIWAY BRAVO TO RUNWAY 7-25
2011	TAXIWAY E	RECONSTRUCT TAXIWAY ECHO FROM RUNWAY 11-29 TO TAXIWAY DELTA
2012	APRON	BUILD NEW CONCRETE APRON AND NEW AC APRON TAXIWAY
2014	TAXIWAY E	PARTIAL ASPHALT RECONSTRUCTION FROM TAXIWAY DELTA TO RUNWAY 7-25

Construction Year	Section Location	Work Type/Pavement Section
2014	RUNWAY 11-29	MILL AND OVERLAY
2014	TAXIWAY D	PARTIAL ASPHALT RECONSTRUCTION
2014	TAXIWAY E NORTH OF RUNWAY 7-25	NEW AC PAVEMENT 2" P-401, 8" P-211, 8" 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.

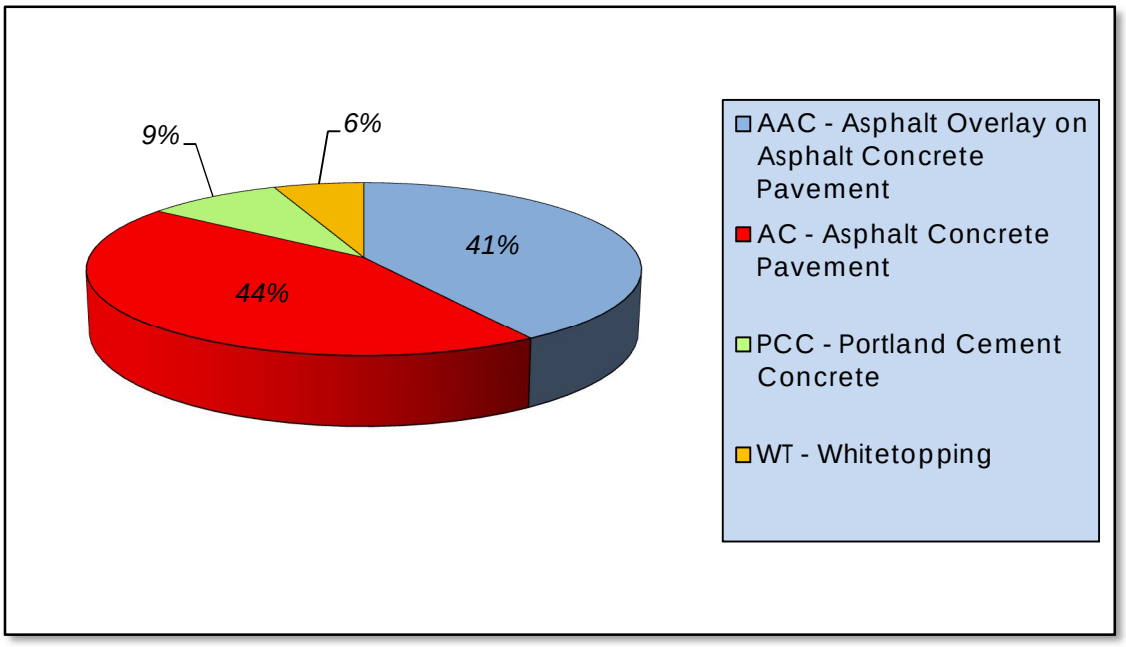
2.2 Pavement Inventory

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 New Smyrna Beach Municipal Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Standard Airfield Pavement Network Definition		
Number of Branches	11	
Number of Sections	47	
Sample Units	139	
Standard Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,230,030	45%
Taxiway	940,362	35%
Apron	363,569	13%
Taxiway (Whitetopping)	48,857	2%
Apron (Whitetopping)	121,130	4%
Total =	2,703,948	100%
Standard Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,189,774	44%
Asphalt Overlay (AAC)	1,109,515	41%
Portland Cement Concrete (PCC)	234,672	9%
Whitetopping (WT)	169,987	6%
Total =	2,703,948	100%

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 2-20	RW 2-20	6450	25,000	S	AAC	1/1/1977	2	5
RUNWAY 2-20	RW 2-20	6445	37,952	S	AC	1/1/1943	2	8
RUNWAY 2-20	RW 2-20	6435	10,000	S	AAC	1/1/2014	1	2
RUNWAY 2-20	RW 2-20	6430	5,000	S	AAC	1/1/1977	1	1
RUNWAY 2-20	RW 2-20	6425	266,650	S	AC	1/1/1943	12	54
RUNWAY 2-20	RW 2-20	6405	78,400	S	AC	1/1/1943	5	16
AP RW 15-33	AP RW15-33	6345	46,228	P	AC	1/1/1943	1	10
RUNWAY 7-25	RW 7-25	6210	24,503	S	AAC	1/1/1943	2	6
RUNWAY 7-25	RW 7-25	6205	324,750	S	AAC	1/1/1989	18	86
RUNWAY 7-25	RW 7-25	6202	25,875	S	AAC	1/1/2008	2	7
RUNWAY 11-29	RW 11-29	6105	431,900	P	AAC	1/1/2014	18	86

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
South Aprons	AP S	4220	8,835	P	PCC	12/25/1999	3	3
South Aprons	AP S	4215	59,414	S	PCC	1/1/1943	2	7
APRON	AP	4190	32,616	P	PCC	1/1/2012	3	10
APRON	AP	4185	17,272	P	PCC	1/1/1965	1	4
APRON	AP	4165	9,517	P	PCC	1/1/1991	1	1
APRON	AP	4160	10,001	P	AAC	1/1/1975	1	2
APRON	AP	4145	17,888	P	AC	1/1/1986	1	4
APRON	AP	4140	60,486	P	AC	1/1/1980	3	15
APRON	AP	4135	5,831	P	AC	1/1/1975	1	1
APRON	AP	4130	40,106	P	PCC	1/1/1997	1	10
APRON	AP	4115	8,775	P	PCC	1/1/1975	1	1
APRON	AP	4110	1,950	P	PCC	1/1/1980	1	1
APRON	AP	4105	10,564	P	PCC	1/1/1965	1	1
APRON	AP	4104	4,212	P	AC	1/1/1984	1	1
APRON	AP	4102	29,874	P	PCC	1/1/1984	1	4
TAXIWAY E	TW E	520	25,532	P	AC	1/1/2014	1	8
TAXIWAY E	TW E	515	52,311	P	AC	7/1/2011	2	14
TAXIWAY E	TW E	510	29,187	P	AAC	1/1/2014	1	7
TAXIWAY E	TW E	505	20,344	S	AAC	1/1/2014	1	5
TAXIWAY D	TW D	425	66,245	P	AAC	1/1/2014	4	18
TAXIWAY D	TW D	420	15,749	P	PCC	1/1/2002	1	2
TAXIWAY D	TW D	415	115,004	P	AC	1/1/1943	3	23
TAXIWAY D	TW D	405	50,628	P	AC	1/1/2002	3	11
TAXIWAY C	TW C	345	86,977	P	AC	1/1/2012	3	22

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY C	TW C	340	9,650	P	AC	1/1/2010	1	2
TAXIWAY C	TW C	325	48,581	P	AC	1/1/2002	3	13
TAXIWAY C	TW C	320	33,766	P	AC	1/1/2002	2	7
TAXIWAY C	TW C	315	33,766	P	AC	1/1/2002	2	12
TAXIWAY C	TW C	310	36,433	P	AAC	1/1/2002	2	9
TAXIWAY B	TW B	215	106,223	P	AC	1/1/2002	4	28
TAXIWAY B	TW B	210	66,780	P	AC	1/1/2002	3	18
TAXIWAY A	TW A	125	4,303	P	AC	1/1/2002	1	1
TAXIWAY A	TW A	115	6,997	P	AAC	1/1/2013	1	10
TAXIWAY A	TW A	110	16,319	P	AC	7/1/2011	1	3
TAXIWAY A	TW A	105	93,280	P	AAC	1/1/1977	3	24
TAXIWAY A	TW A	102	22,287	P	AC	1/1/2011	1	5
WHITETOPPING PAVEMENT SECTIONS								
APRON	AP	4155	3,500	P	WT	1/1/2002	1	1
APRON	AP	4154	7,400	P	WT	1/1/2002	1	2
APRON	AP	4150	45,150	P	WT	1/1/2002	2	9
APRON	AP	4126	12,750	P	WT	1/1/2002	1	3
APRON	AP	4125	25,500	P	WT	1/1/1997	1	6
APRON	AP	4121	12,650	P	WT	1/1/2002	1	2
APRON	AP	4120	14,180	P	WT	1/1/2002	1	3
TAXIWAY C	TW C	305	48,857	P	WT	1/1/2002	2	10

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

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 2015 at New Smyrna Beach Municipal Airport, the overall weighted average PCI value is 66 representing a condition rating of Fair.

The airport's airfield pavements exhibited distresses typically associated with climate, age, subgrade quality, and loading fatigue based distresses. The predominant AC and AAC pavement distresses observed include: longitudinal and transverse cracking, block cracking, alligator cracking, rutting, depression, swelling, patching, raveling, shoving and weathering. The predominant PCC pavement distresses observed include: Joint seal damage, corner spalling, linear cracking, corner break, joint spalling, shattered slab, shrinkage cracking, pumping, large patch, small patch, faulting, and scaling/crazing.

Runway 11-29 was subjected to a mill and overlay in 2014 thus it was not inspected. This section PCI is assumed to be 100.

Runway 7-25 is composed of asphalt concrete pavement and exhibited low severity longitudinal and transverse cracking, low severity swelling, low severity raveling, and low severity weathering. These distresses are due to climate, pavement age and construction quality which are typical for pavements of similar age.

Runway 2-20 is composed of asphalt concrete pavement and exhibited block cracking, depression, patching, raveling, and rutting. These distresses varied from low to medium severity. The age of the pavement and the Florida climate are the primary causes of the distresses such as block cracking, and raveling. Rutting and depressions are symptoms of a permanent deformation the pavement layers or subgrade.

Taxiway Bravo is a full-length parallel taxiway servicing Runway 7-25. The taxiway is composed of asphalt concrete and exhibited low severity longitudinal and transverse cracking, low severity raveling, and low severity weathering. These distresses are due to climate and pavement age.

The remaining asphalt concrete taxiways exhibited longitudinal and transverse cracking, swelling, shoving, raveling, block cracking, depressions, and weathering. One instance of shoving was observed along Taxiway Charlie. Shoving occurs in areas where asphalt concrete is adjacent to Portland Cement Concrete pavements. Movement of the PCC “shoves” the flexible AC pavement which causes the AC pavement to swell and crack. Low to high severity block cracking and low to medium depressions were observed on Taxiway Delta south of Runway 11-29.

Taxiway Delta from Runway 11-29 to Taxiway Charlie and Taxiway Echo from Taxiway Delta to beyond Runway 7-25 were rehabilitated in 2014. The rehabilitation consisted of removal of the existing asphalt layer, reworking of the limerock base, and overlaying 2” of P-401.

The remaining PCC pavements range from Very Poor to Failed condition rating. The distresses observed include: joint seal damage, corner spalling, linear cracking, joint spalling, shattered slab, shrinkage cracking, corner break, faulting, scaling/crazing, small patch, large patch/utitlity, and pumping. The remaining AC pavements range from Satisfactory to Very Poor condition rating. The distresses observed include: longitudinal and transverse cracking, raveling, patching,

depression, block cracking, joint reflection cracking, alligator cracking, and weathering.

The airport has pavement facilities that are composed of Whitetopping pavement sections. Whitetopping is a composite pavement of Portland Cement Concrete constructed over existing asphalt concrete pavement. Whitetopping consists of three categories; Conventional (less than 6-inches), thin (4 to 6-inches), and ultra-thin (2 to 4-inches). The ASTM D 5340-12 method does not address the distress types that manifest in Whitetopping pavement. FDOT has developed a method that quantifies typical distresses and provides an index. Since the Whitetopping pavements are unique and not addressed by either the ASTM D 5340-12 or the FAA Advisory Circulars, for this SAPMP Program Update no predicted pavement performance or maintenance and major rehabilitation analysis has been performed for these sections.

The airport had Whitetopping pavement sections, Ultra-thin on the Apron and Taxiway Charlie. The Whitetopping distresses observed at this airport consist of the following; Corner Breaks, Linear Cracks, Small Patches, Faulting, Shattered Slab, Shrinkage Cracking, Joint Spalls, Corner Spalls, Alkali Silica Reactivity, Construction Damage, and Vegetation. These distresses are not defined in accordance with the ASTM D 5340-12.

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

Figure 3-1: Airfield Pavement Condition Index Rating Summary

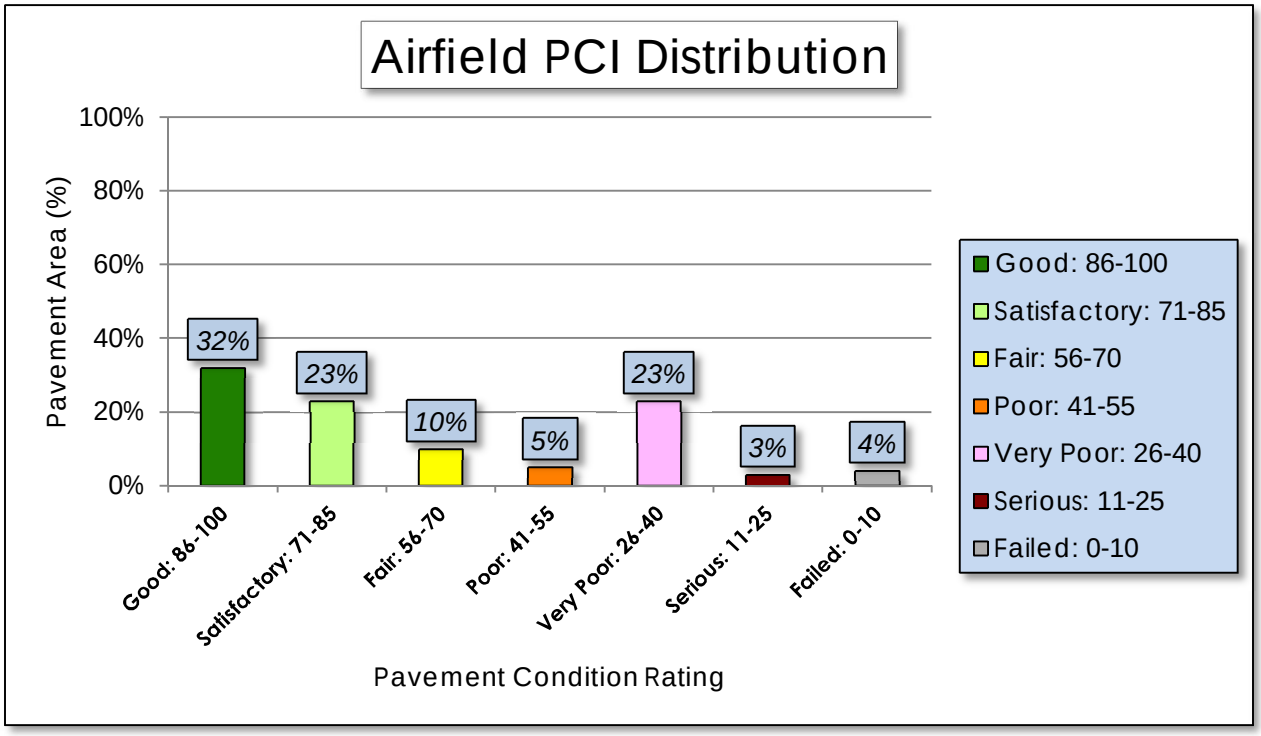


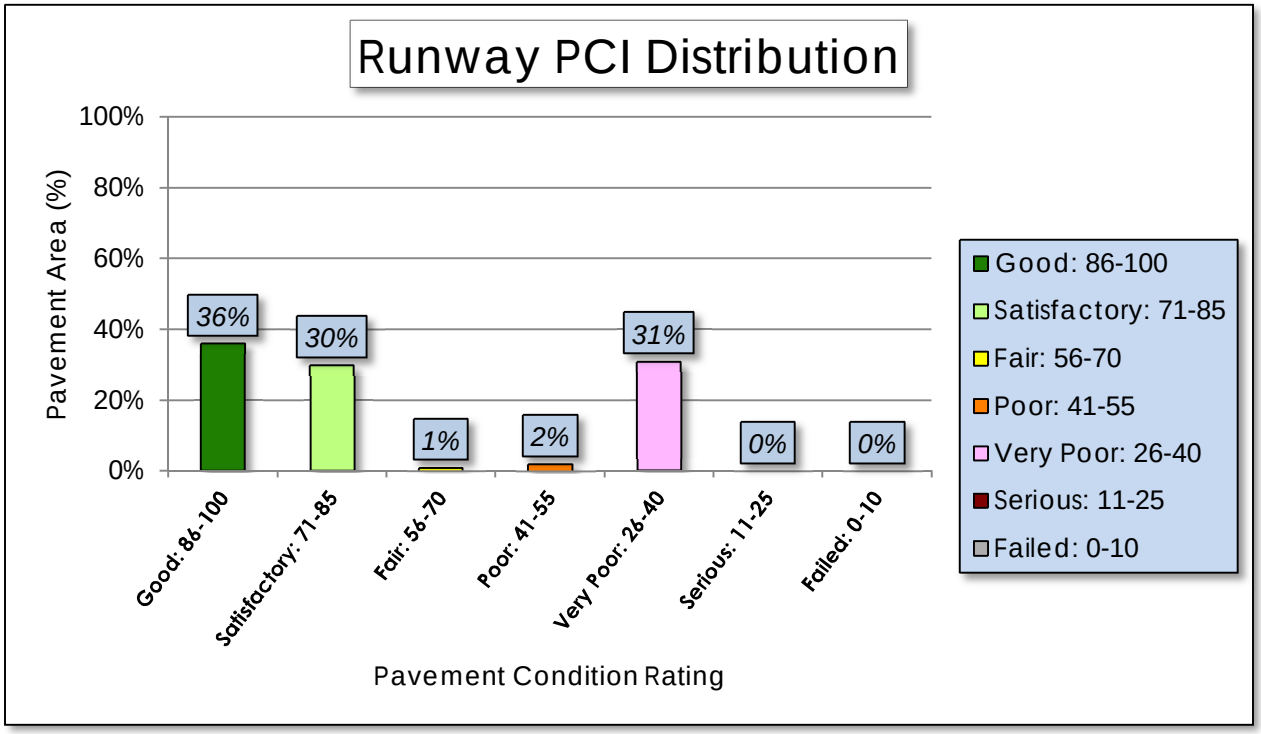
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	71	SATISFACTORY
Taxiway	72	SATISFACTORY
Apron	35	POOR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	810,365	32%
Satisfactory	577,956	23%
Fair	261,599	10%
Poor	131,920	5%
Very Poor	590,171	23%
Serious	70,199	3%
Failed	91,751	4%

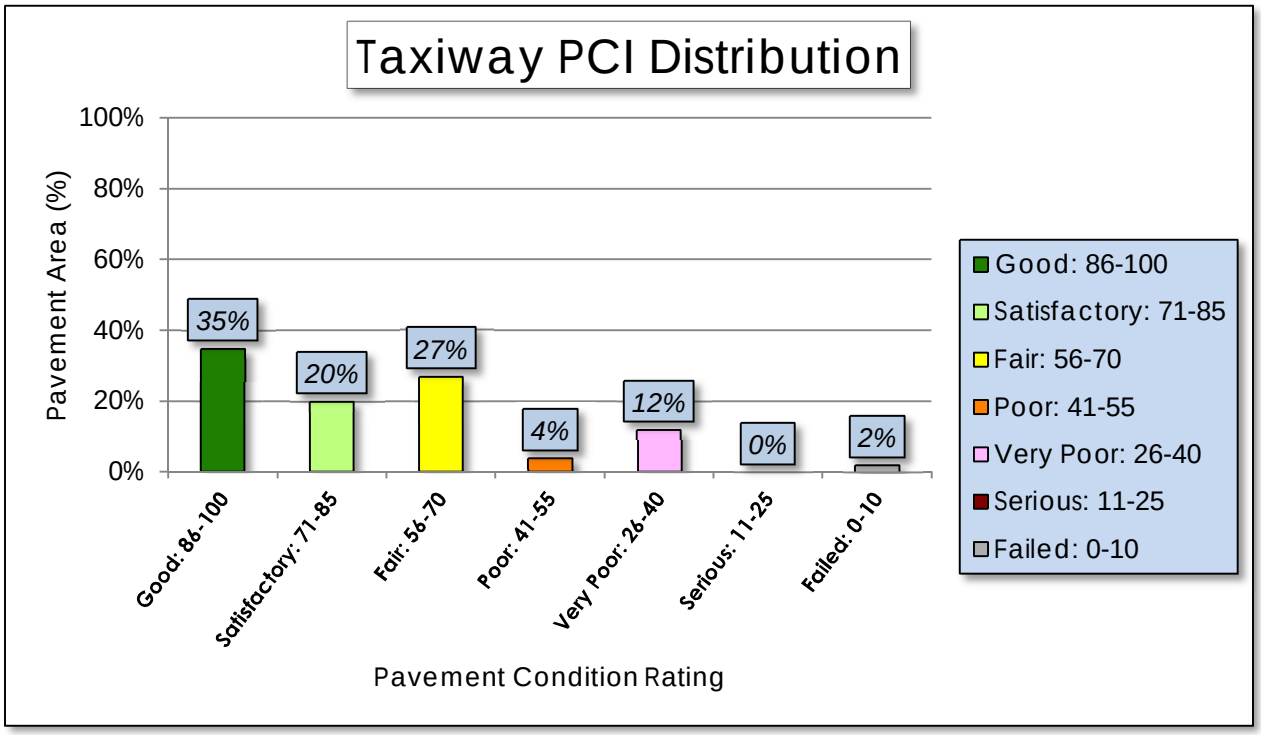
Approximately 54% of the airfield network is in Good and Satisfactory condition, while 36% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

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

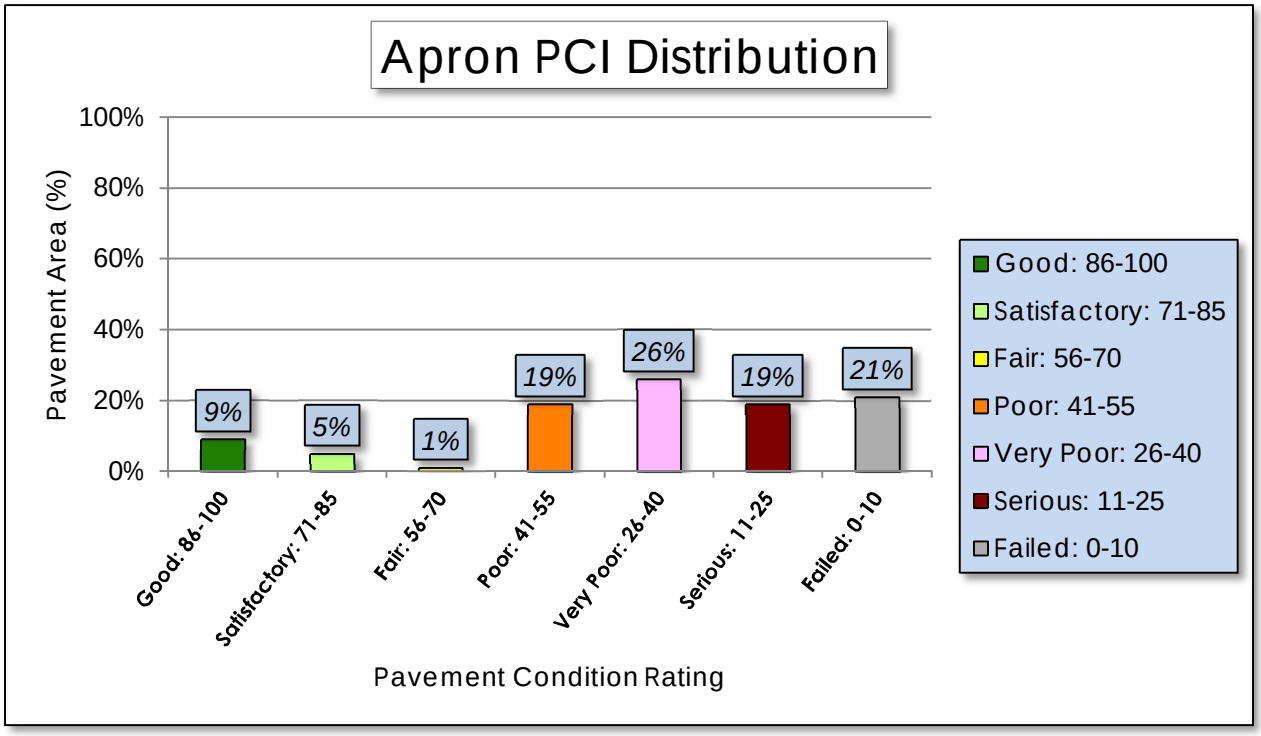
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
9%
5%
1%
19%
26%
19%
21%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

4. PAVEMENT PERFORMANCE

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

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that 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 New Smyrna Beach Municipal Airport 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

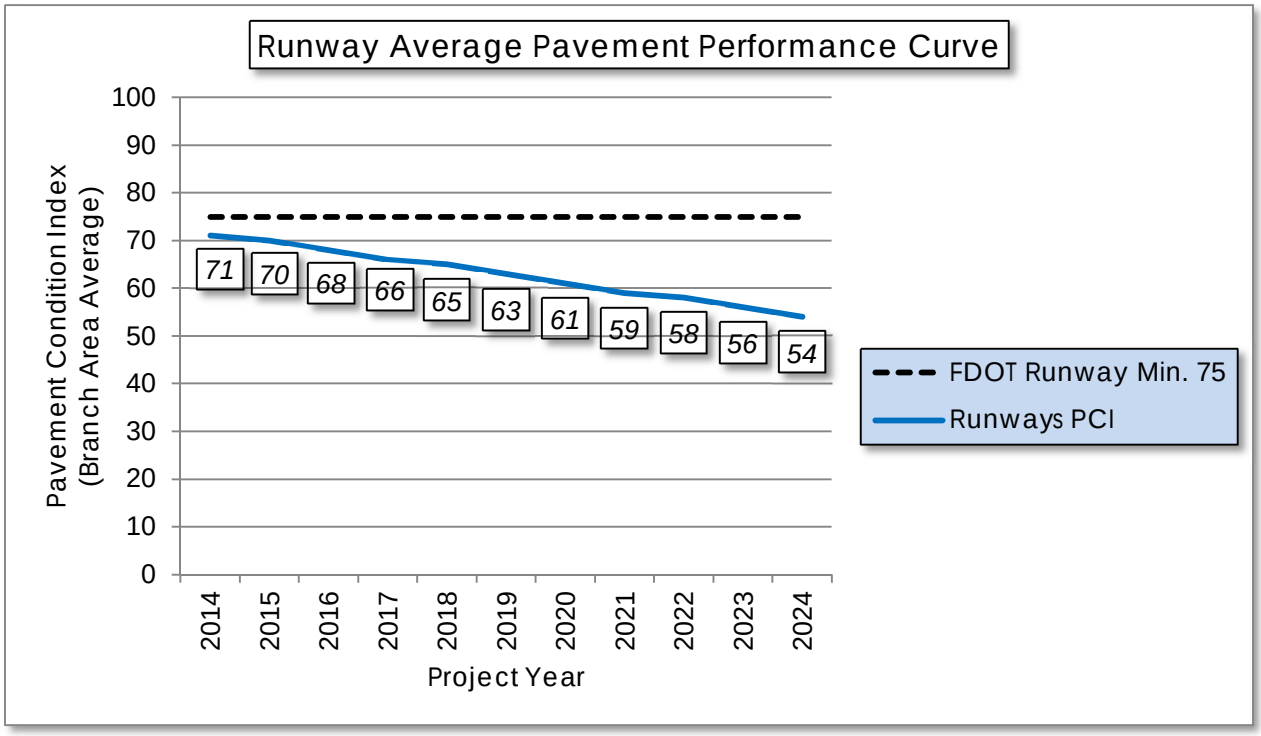


Figure 4-2: Taxiway Pavement Performance Prediction Summary

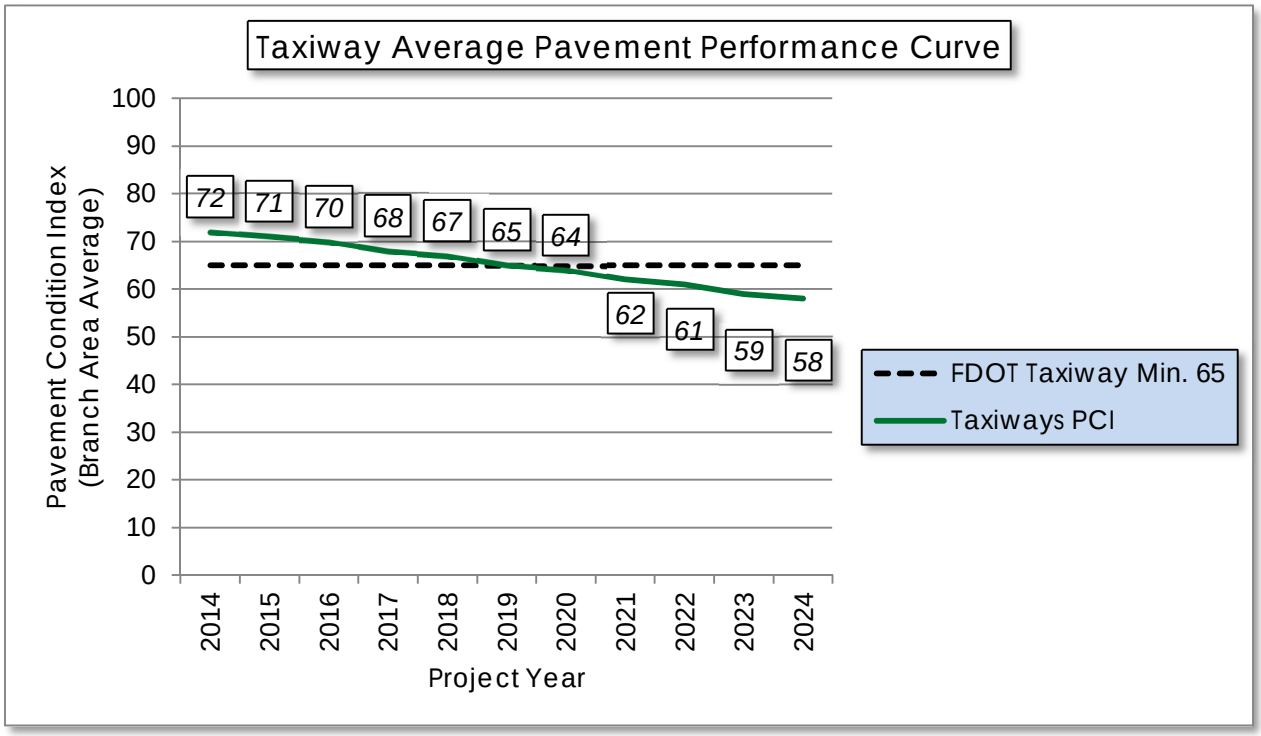
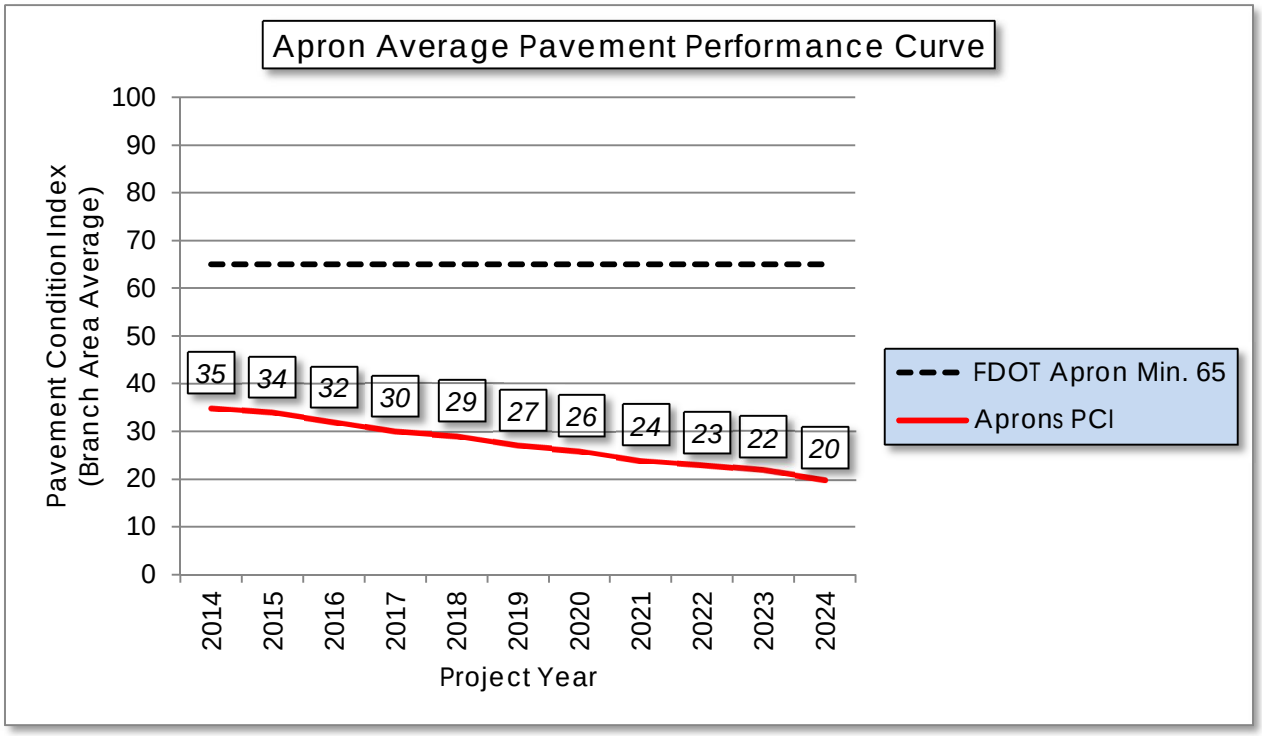


Figure 4-3: Apron Pavement Performance Prediction Summary



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

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	▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC)	75 - 90
Rehabilitation	▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC)	40 - 74
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement

reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Unit Costs

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

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

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; 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

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

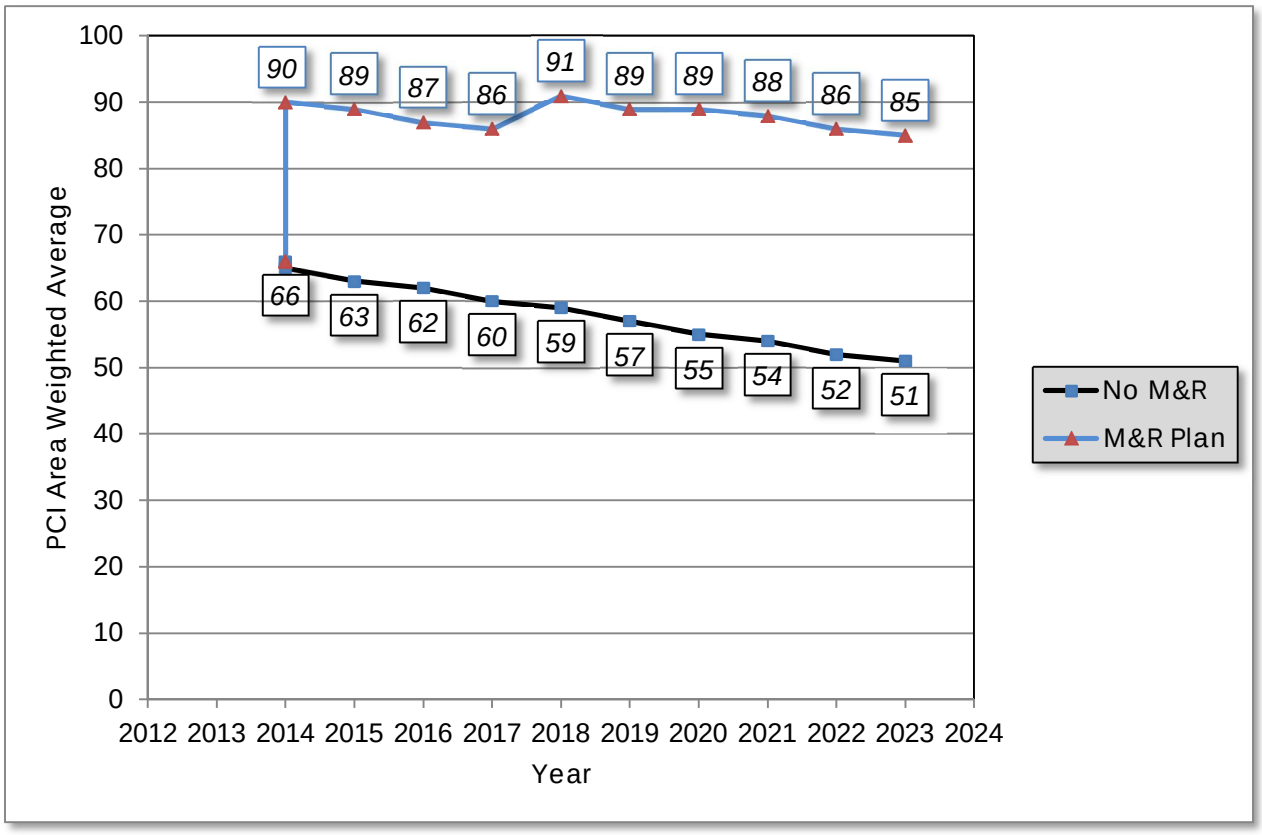
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP	4102	$ 597,480.00	6	Reconstruction	100
2015	AP	4104	$ 63,180.00	58	Mill and Overlay	100
2015	AP	4105	$ 211,280.00	3	Reconstruction	100
2015	AP	4110	$ 39,000.00	12	Reconstruction	100
2015	AP	4115	$ 175,500.00	7	Reconstruction	100
2015	AP	4130	$ 802,120.00	33	Reconstruction	100
2015	AP	4135	$ 116,620.00	38	Reconstruction	100
2015	AP	4140	$ 1,109,616.00	43	Reconstruction	100
2015	AP	4160	$ 150,015.00	50	Mill and Overlay	100
2015	AP	4165	$ 190,340.00	3	Reconstruction	100
2015	AP	4185	$ 345,440.00	0	Reconstruction	100
2015	AP RW15-33	6345	$ 924,560.00	36	Reconstruction	100
2015	AP S	4215	$ 1,188,280.00	15	Reconstruction	100
2015	AP S	4220	$ 176,700.00	13	Reconstruction	100
2015	RW 2-20	6405	$ 1,568,000.00	38	Reconstruction	100
2015	RW 2-20	6425	$ 5,333,000.00	40	Reconstruction	100
2015	RW 2-20	6430	$ 75,000.00	55	Mill and Overlay	100
2015	RW 2-20	6445	$ 759,040.00	38	Reconstruction	100
2015	RW 2-20	6450	$ 409,000.00	47	Mill and Overlay	100
2015	TW A	105	$ 1,399,200.00	57	Mill and Overlay	100
2015	TW C	310	$ 649,418.00	44	Mill and Overlay	100
2015	TW D	415	$ 2,300,080.00	35	Reconstruction	100
2015	TW D	420	$ 314,980.00	0	Reconstruction	100
2016	TW A	125	$ 66,481.00	64	Mill and Overlay	100
2018	TW C	325	$ 796,287.00	65	Mill and Overlay	100
2019	RW 7-25	6205	$ 5,482,636.00	64	Mill and Overlay	100
2019	TW B	215	$ 1,793,324.00	65	Mill and Overlay	100
2020	AP	4145	$ 311,056.00	65	Mill and Overlay	100
2021	TW C	315	$ 604,776.00	64	Mill and Overlay	100
2021	TW C	320	$ 604,776.00	64	Mill and Overlay	100
2022	TW D	405	$ 933,991.00	64	Mill and Overlay	100
		Total =	$29,491,176.00			

**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 34 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

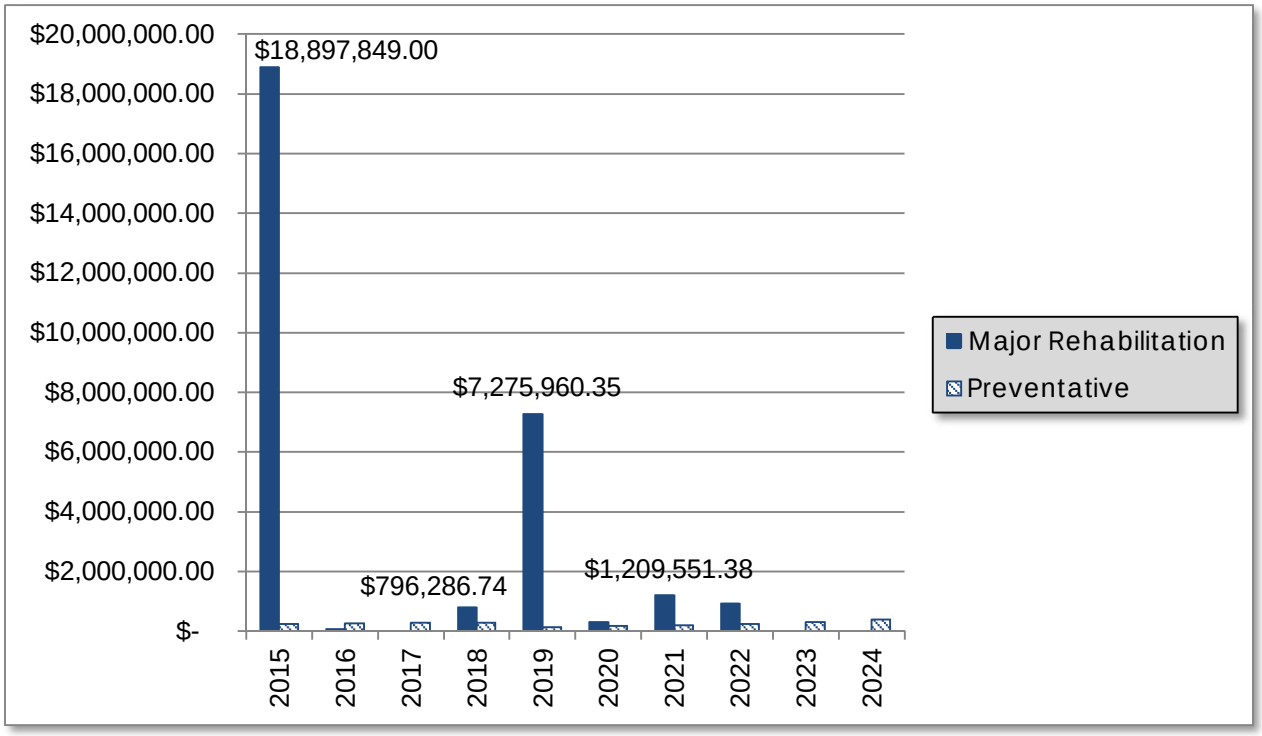
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 244,220.52	$ 18,897,849.00	$ 19,142,069.52
2016	$ 265,616.24	$ 66,481.37	$ 332,097.61
2017	$ 289,276.88	$ -	$ 289,276.88
2018	$ 292,524.85	$ 796,286.74	$ 1,088,811.60
2019	$ 132,429.31	$ 7,275,960.35	$ 7,408,389.65
2020	$ 168,892.32	$ 311,056.49	$ 479,948.82
2021	$ 192,867.40	$ 1,209,551.38	$ 1,402,418.79
2022	$ 233,173.22	$ 933,991.03	$ 1,167,164.25
2023	$ 307,414.42	$ -	$ 307,414.42
2024	$ 400,487.96	$ -	$ 400,487.96
		Total =	$ 32,018,079.50

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 2-20 – Sections 6405, 6425, 6430, 6445, and 6450
  - Reconstruction and Mill and Overlay attributed to climate/age, structural, and construction quality.
- Apron Runway 15-33– Section 6345
  - Reconstruction attributed to climate/age.
- South Apron – Sections 4215 and 4220
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Apron – Sections 4102, 4105, 4110, 4115, 4130, 4165, and 4185
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Apron – Sections 4104, 4135, 4140, and 4160
  - Reconstruction and Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway D – Sections 415 and 420
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Taxiway C – Section 310

- Mill and Overlay attributed to climate/age and construction quality.

- Taxiway A – Section 105
  - Mill and Overlay attributed to climate/age and construction quality.

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

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-12. 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

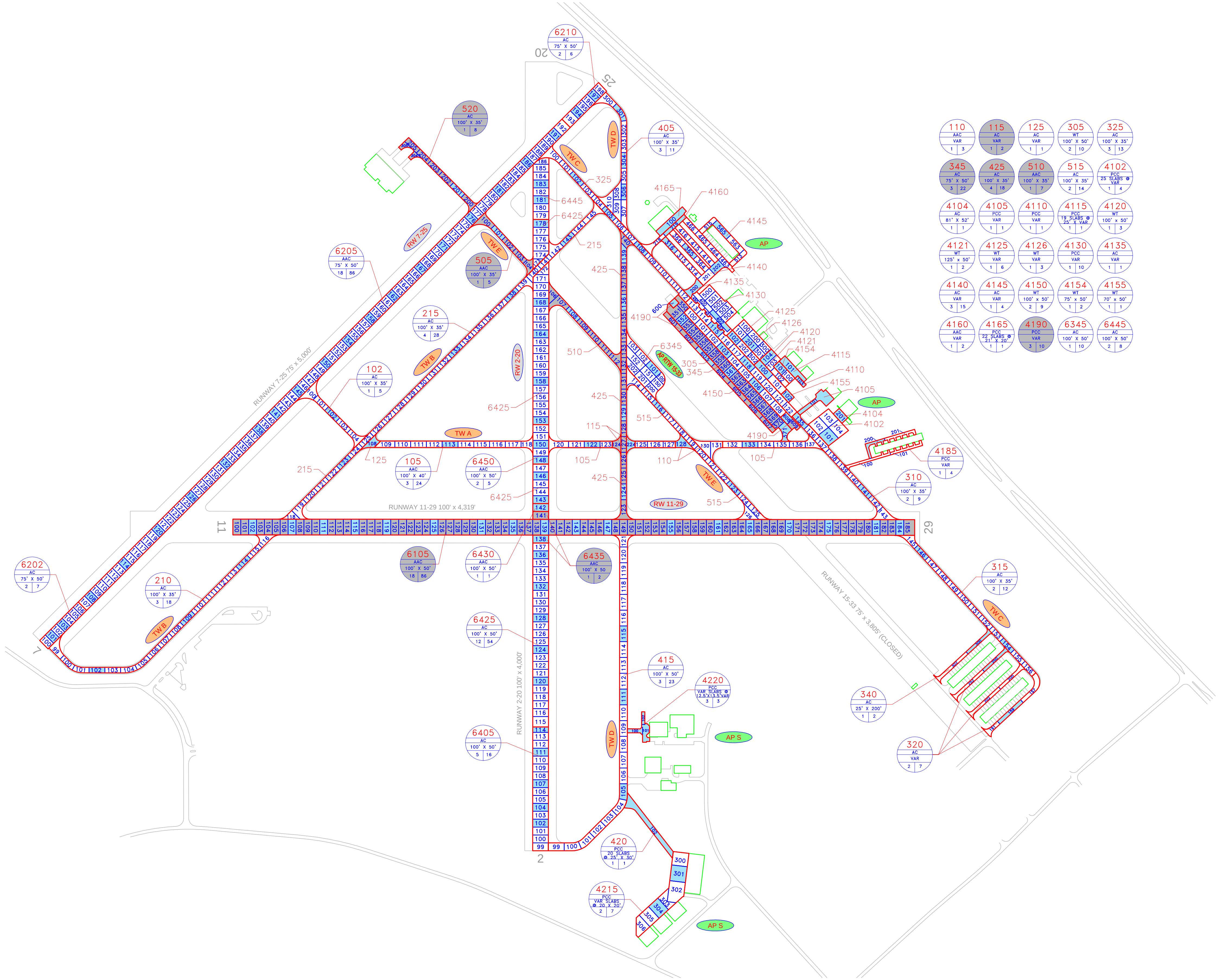
The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 2-20 – Sections 6405, 6425, 6430, 6445, and 6450
  - Reconstruction and Mill and Overlay attributed to climate/age, structural, and construction quality.
- Apron Runway 15-33– Section 6345
  - Reconstruction attributed to climate/age.
- South Apron – Sections 4215 and 4220
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Apron – Sections 4102, 4105, 4110, 4115, 4130, 4165, and 4185
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Apron – Sections 4104, 4135, 4140, 4145, and 4160
  - Reconstruction and Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway D – Sections 415 and 420
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Taxiway C – Sections 310, 315, 320, and 325
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway A – Sections 105 and 125
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 7-25 – Section 6205
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway B – Section 215
  - Mill and Overlay attributed to climate/age.
- Taxiway D – Section 405
  - Mill and Overlay attributed to climate/age.

APPENDIX A

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



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' x 50' / 5 | 14 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION; FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 139

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

NUMBER	DATE	REVISIONS

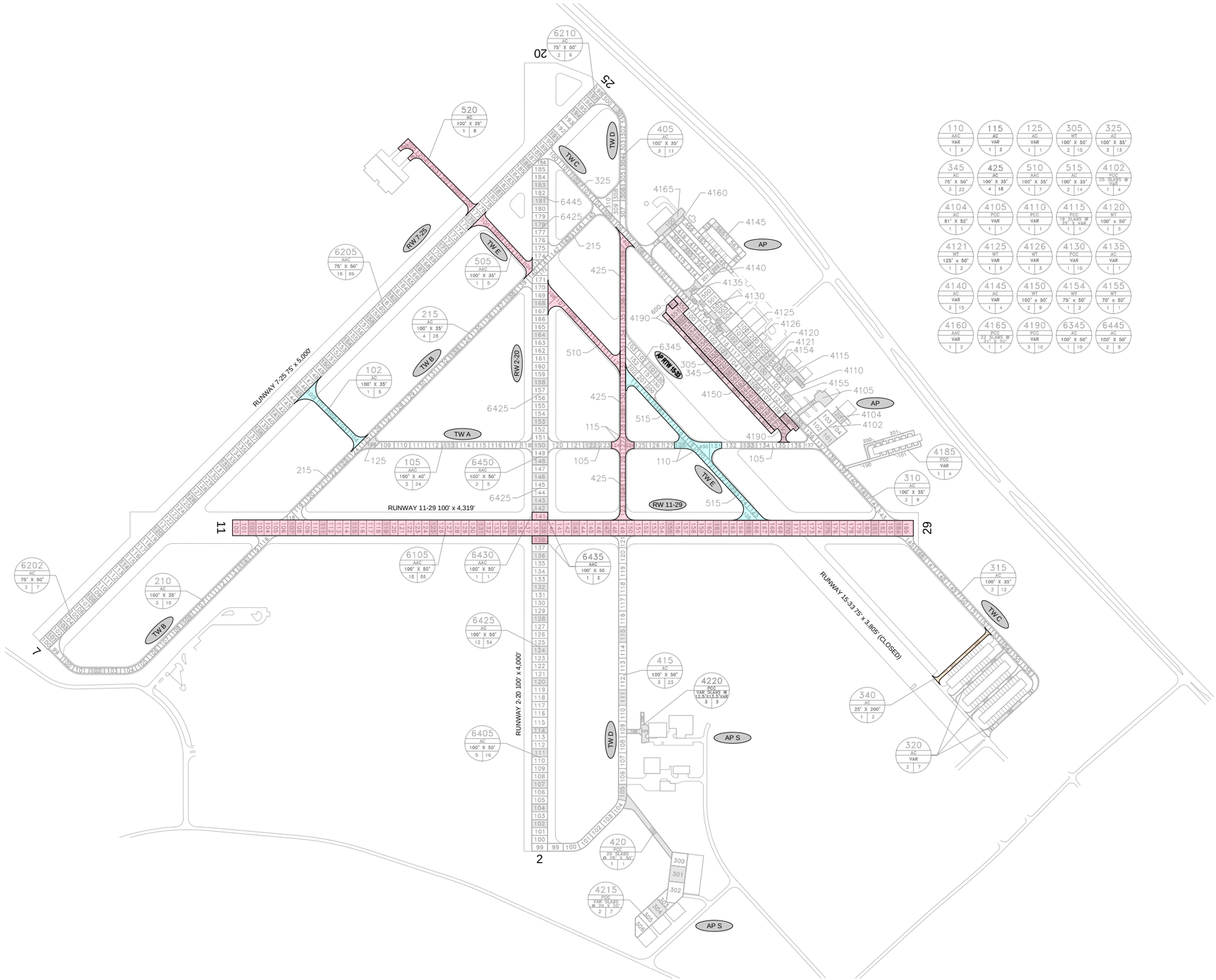
DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

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

IDENTIFIER: **EVB**
FDOT DISTRICT: 5



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	TAXIWAY C	NEW AC CONSTRUCTION
2011	TAXIWAY A	BUILD TAXIWAY ALPHA, NEW AC PAVEMENT FROM TAXIWAY BRAVO TO RUNWAY 7–25
2011	TAXIWAY E	RECONSTRUCT TAXIWAY ECHO FROM RUNWAY 11–29 TO TAXIWAY DELTA
2012	APRON	BUILD NEW CONCRETE APRON AND NEW AC APRON TAXIWAY
2014	TAXIWAY E	PARTIAL ASPHALT RECONSTRUCTION FROM TAXIWAY DELTA TO RUNWAY 7–25
2014	RUNWAY 11–29	MILL AND OVERLAY
2014	TAXIWAY D	PARTIAL ASPHALT RECONSTRUCTION
2014	TAXIWAY E NORTH OF RUNWAY 7–25	NEW AC PAVEMENT 2" P–401, 8" P–211, 8" P–152

LEGEND

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

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

NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

NEW SMYRNA BEACH MUNICIPAL AIRPORT

VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: EVB

FDOT DISTRICT: 5

Table A-1: Pavement Geometry Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 2-20	RW 2-20	RUNWAY	6450	250	100	25,000	S	AAC	1/1/1977	1/21/2015	5
RUNWAY 2-20	RW 2-20	RUNWAY	6445	360	100	37,952	S	AC	1/1/1943	1/21/2015	8
RUNWAY 2-20	RW 2-20	RUNWAY	6435	150	100	10,000	S	AAC	1/1/2014	1/1/2014	2
RUNWAY 2-20	RW 2-20	RUNWAY	6430	150	100	5,000	S	AAC	1/1/1977	1/21/2015	1
RUNWAY 2-20	RW 2-20	RUNWAY	6425	2,700	100	266,650	S	AC	1/1/1943	1/21/2015	54
RUNWAY 2-20	RW 2-20	RUNWAY	6405	850	100	78,400	S	AC	1/1/1943	1/21/2015	16
AP RW 15-33	AP RW15-33	APRON	6345	325	150	46,228	P	AC	1/1/1943	1/21/2015	10
RUNWAY 7-25	RW 7-25	RUNWAY	6210	250	75	24,503	S	AAC	1/1/1943	1/21/2015	6
RUNWAY 7-25	RW 7-25	RUNWAY	6205	4,470	75	324,750	S	AAC	1/1/1989	1/21/2015	86
RUNWAY 7-25	RW 7-25	RUNWAY	6202	286	75	25,875	S	AAC	1/1/2008	1/21/2015	7
RUNWAY 11-29	RW 11-29	RUNWAY	6105	4,305	100	431,900	P	AAC	1/1/2014	1/1/2014	86
South Aprons	AP S	APRON	4220	375	25	8,835	P	PCC	12/25/1999	1/21/2015	3
South Aprons	AP S	APRON	4215	585	96	59,414	S	PCC	1/1/1943	1/21/2015	7
APRON	AP	APRON	4190	1,025	30	32,616	P	PCC	1/1/2012	1/1/2012	10
APRON	AP	APRON	4185	1,000	15	17,272	P	PCC	1/1/1965	1/21/2015	4
APRON	AP	APRON	4165	228	40	9,517	P	PCC	1/1/1991	1/21/2015	1
APRON	AP	APRON	4160	25	270	10,001	P	AAC	1/1/1975	1/21/2015	2
APRON	AP	APRON	4145	500	35	17,888	P	AC	1/1/1986	1/21/2015	4
APRON	AP	APRON	4140	1,600	32	60,486	P	AC	1/1/1980	1/21/2015	15
APRON	AP	APRON	4135	108	45	5,831	P	AC	1/1/1975	1/21/2015	1
APRON	AP	APRON	4130	250	150	40,106	P	PCC	1/1/1997	1/21/2015	10
APRON	AP	APRON	4115	140	48	8,775	P	PCC	1/1/1975	1/21/2015	1
APRON	AP	APRON	4110	75	25	1,950	P	PCC	1/1/1980	1/21/2015	1
APRON	AP	APRON	4105	100	66	10,564	P	PCC	1/1/1965	1/21/2015	1

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
APRON	AP	APRON	4104	79	53	4,212	P	AC	1/1/1984	1/21/2015	1
APRON	AP	APRON	4102	180	172	29,874	P	PCC	1/1/1984	1/21/2015	4
TAXIWAY E	TW E	TAXIWAY	520	600	30	25,532	P	AC	1/1/2014	1/1/2014	8
TAXIWAY E	TW E	TAXIWAY	515	2,000	35	52,311	P	AC	7/1/2011	1/21/2015	14
TAXIWAY E	TW E	TAXIWAY	510	1,200	35	29,187	P	AAC	1/1/2014	1/1/2014	7
TAXIWAY E	TW E	TAXIWAY	505	470	35	20,344	S	AAC	1/1/2014	1/1/2014	5
TAXIWAY D	TW D	TAXIWAY	425	1,800	50	66,245	P	AAC	1/1/2014	1/1/2014	18
TAXIWAY D	TW D	TAXIWAY	420	460	28	15,749	P	PCC	1/1/2002	1/21/2015	2
TAXIWAY D	TW D	TAXIWAY	415	3,200	50	115,004	P	AC	1/1/1943	1/21/2015	23
TAXIWAY D	TW D	TAXIWAY	405	1,200	35	50,628	P	AC	1/1/2002	1/21/2015	11
TAXIWAY C	TW C	TAXIWAY	345	1,125	70	86,977	P	AC	1/1/2012	1/1/2012	22
TAXIWAY C	TW C	TAXIWAY	340	440	25	9,650	P	AC	1/1/2010	1/21/2015	2
TAXIWAY C	TW C	TAXIWAY	325	1,300	40	48,581	P	AC	1/1/2002	1/21/2015	13
TAXIWAY C	TW C	TAXIWAY	320	1,350	25	33,766	P	AC	1/1/2002	1/21/2015	7
TAXIWAY C	TW C	TAXIWAY	315	1,200	35	33,766	P	AC	1/1/2002	1/21/2015	12
TAXIWAY C	TW C	TAXIWAY	310	720	40	36,433	P	AAC	1/1/2002	1/21/2015	9
TAXIWAY B	TW B	TAXIWAY	215	2,200	35	106,223	P	AC	1/1/2002	1/21/2015	28
TAXIWAY B	TW B	TAXIWAY	210	1,800	35	66,780	P	AC	1/1/2002	1/21/2015	18
TAXIWAY A	TW A	TAXIWAY	125	80	40	4,303	P	AC	1/1/2002	1/21/2015	1
TAXIWAY A	TW A	TAXIWAY	115	90	60	6,997	P	AAC	1/1/2013	1/1/2013	2
TAXIWAY A	TW A	TAXIWAY	110	400	40	16,319	P	AC	7/1/2011	1/21/2015	3
TAXIWAY A	TW A	TAXIWAY	105	2,580	40	93,280	P	AAC	1/1/1977	1/21/2015	24
TAXIWAY A	TW A	TAXIWAY	102	465	38	22,287	P	AC	1/1/2011	1/21/2015	5
WHITETOPPING PAVEMENT SECTIONS											
APRON	*AP*	*APRON*	*4155*	*70*	*50*	*3,500*	*P*	*WT*	*1/1/2002*	1/21/2015	*1*
APRON	*AP*	*APRON*	*4154*	*148*	*50*	*7,400*	*P*	*WT*	*1/1/2002*	1/21/2015	*2*

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
APRON	*AP*	*APRON*	*4150*	*903*	*50*	*45,150*	*P*	*WT*	*1/1/2002*	1/21/2015	*9*
APRON	*AP*	*APRON*	*4126*	*255*	*50*	*12,750*	*P*	*WT*	*1/1/2002*	1/21/2015	*3*
APRON	*AP*	*APRON*	*4125*	*255*	*100*	*25,500*	*P*	*WT*	*1/1/1997*	1/21/2015	*6*
APRON	*AP*	*APRON*	*4121*	*253*	*50*	*12,650*	*P*	*WT*	*1/1/2002*	1/21/2015	*2*
APRON	*AP*	*APRON*	*4120*	*238*	*25*	*14,180*	*P*	*WT*	*1/1/2002*	1/21/2015	*3*
TAXIWAY C	*TW C*	*TAXIWAY*	*305*	*988*	*50*	*48,857*	*P*	*WT*	*1/1/2002*	1/21/2015	*10*

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.*

Network: EVB **Branch:** AP (APRON) **Section:** 4102 **Surface:** PCC
L.C.D.: 01/01/1984 **Use:** APRON **Rank** P **Length:** 180.00 Ft **Width:** 172.00 Ft **True Area:** 29,874.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4104 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank** P **Length:** 79.00 Ft **Width:** 53.00 Ft **True Area:** 4,212.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1965 **Use:** APRON **Rank** P **Length:** 100.00 Ft **Width:** 66.00 Ft **True Area:** 10,564.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1980 **Use:** APRON **Rank** P **Length:** 75.00 Ft **Width:** 25.00 Ft **True Area:** 1,950.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4115 **Surface:** PCC
L.C.D.: 01/01/1975 **Use:** APRON **Rank** P **Length:** 140.00 Ft **Width:** 48.00 Ft **True Area:** 8,775.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4120 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 238.00 Ft **Width:** 25.00 Ft **True Area:** 14,180.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4121 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 253.00 Ft **Width:** 50.00 Ft **True Area:** 12,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4125 **Surface:** PCC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** P **Length:** 255.00 Ft **Width:** 100.00 Ft **True Area:** 25,500.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4126 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 255.00 Ft **Width:** 50.00 Ft **True Area:** 12,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4130 **Surface:** PCC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 150.00 Ft **True Area:** 40,106.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4135 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** APRON **Rank** P **Length:** 108.00 Ft **Width:** 45.00 Ft **True Area:** 5,831.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** APRON **Rank** P **Length:** 1,600.00 Ft **Width:** 32.00 Ft **True Area:** 60,486.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4145 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 17,888.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4150 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 903.00 Ft **Width:** 50.00 Ft **True Area:** 45,150.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4154 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 148.00 Ft **Width:** 50.00 Ft **True Area:** 7,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4155 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 70.00 Ft **Width:** 50.00 Ft **True Area:** 3,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch:** AP (APRON) **Section:** 4160 **Surface:** AAC
L.C.D.: 01/01/1975 **Use:** APRON **Rank** P **Length:** 25.00 Ft **Width:** 270.00 Ft **True Area:** 10,001.00 SqF

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

Network: EVB **Branch:** AP (APRON) **Section:** 4165 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 228.00 Ft **Width:** 40.00 Ft **True Area:** 9,517.00 SqF

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

Network: EVB **Branch**: AP (APRON) **Section:** 4185 **Surface:** PCC
L.C.D.: 01/01/1965 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 15.00 Ft **True Area:** 17,272.00 SqF

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

Network: EVB **Branch**: AP (APRON) **Section:** 4190 **Surface:** PCC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 1,025.00 Ft **Width:** 30.00 Ft **True Area:** 32,616.00 SqF

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

Network: EVB **Branch**: AP RW15-33 (AP RW 15-33) **Section:** 6345 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** APRON **Rank** P **Length:** 325.00 Ft **Width:** 150.00 Ft **True Area:** 46,228.00 SqF

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

Network: EVB **Branch**: AP S (South Aprons) **Section:** 4215 **Surface:** PCC
L.C.D.: 01/01/1943 **Use:** APRON **Rank** S **Length:** 585.00 Ft **Width:** 96.00 Ft **True Area:** 59,414.00 SqF

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

Network: EVB **Branch**: AP S (South Aprons) **Section:** 4220 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 375.00 Ft **Width:** 25.00 Ft **True Area:** 8,835.00 SqF

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

Network: EVB **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank** P **Length:** 4,305.00 Ft **Width:** 100.00 Ft **True Area:** 431,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	VARIABLE MILL (CORRECT GRADE) WITH 1.5" OVERLAY
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch**: RW 2-20 (RUNWAY 2-20) **Section:** 6405 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank** S **Length:** 850.00 Ft **Width:** 100.00 Ft **True Area:** 78,400.00 SqF

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

Network: EVB **Branch**: RW 2-20 (RUNWAY 2-20) **Section:** 6425 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank** S **Length:** 2,700.00 Ft **Width:** 100.00 Ft **True Area:** 266,650.00 SqF

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

Network: EVB **Branch**: RW 2-20 (RUNWAY 2-20) **Section:** 6430 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** RUNWAY **Rank** S **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 5,000.00 SqF

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

Network: EVB **Branch**: RW 2-20 (RUNWAY 2-20) **Section:** 6435 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank** S **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	VARIABLE ML&OL (FROM RW 11-27 PROJECT)
01/01/1977	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch**: RW 2-20 (RUNWAY 2-20) **Section:** 6445 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank** S **Length:** 360.00 Ft **Width:** 100.00 Ft **True Area:** 37,952.00 SqF

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

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

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

Network: EVB **Branch**: RW 7-25 (RUNWAY 7-25) **Section:** 6202 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** RUNWAY **Rank** S **Length:** 286.00 Ft **Width:** 75.00 Ft **True Area:** 25,875.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch**: RW 7-25 (RUNWAY 7-25) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** RUNWAY **Rank** S **Length:** 4,470.00 Ft **Width:** 75.00 Ft **True Area:** 324,750.00 SqF

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

Network: EVB **Branch**: RW 7-25 (RUNWAY 7-25) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/1943 **Use:** RUNWAY **Rank** S **Length:** 250.00 Ft **Width:** 75.00 Ft **True Area:** 24,503.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch**: TW A (TAXIWAY A) **Section:** 102 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 465.00 Ft **Width:** 37.50 Ft **True Area:** 22,287.00 SqF

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

Network: EVB **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank** P **Length:** 2,580.00 Ft **Width:** 40.00 Ft **True Area:** 93,280.00 SqF

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

Network: EVB **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AC
L.C.D.: 07/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 40.00 Ft **True Area:** 16,319.00 SqF

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

Network: EVB **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 90.00 Ft **Width:** 60.00 Ft **True Area:** 6,997.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	$0	0.00	True	2" PARTIAL RECON. REMOVE 2" EXISTING REWORK BASE AS NEEDED, 2" AC OL
01/01/1977	NU-IN	New Construction - Initial	$0	0.00	True	

Network: EVB **Branch**: TW A (TAXIWAY A) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 40.00 Ft **True Area:** 4,303.00 SqF

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

Network: EVB **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,800.00 Ft **Width:** 35.00 Ft **True Area:** 66,780.00 SqF

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

Network: EVB **Branch**: TW B (TAXIWAY B) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 2,200.00 Ft **Width:** 35.00 Ft **True Area:** 106,223.00 SqF

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

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 988.00 Ft **Width:** 50.00 Ft **True Area:** 48,857.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-PU	Surface Restoration - Portland	$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 720.00 Ft **Width:** 40.00 Ft **True Area:** 36,433.00 SqF

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

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 33,766.00 SqF

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

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 320 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,350.00 Ft **Width:** 25.00 Ft **True Area:** 33,766.00 SqF

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

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 325 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,300.00 Ft **Width:** 40.00 Ft **True Area:** 48,581.00 SqF

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

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 340 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 440.00 Ft **Width:** 25.00 Ft **True Area:** 9,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NU-IN	New Construction - Initial	$0	0.00	True	

Network: EVB **Branch**: TW C (TAXIWAY C) **Section:** 345 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 1,125.00 Ft **Width:** 70.00 Ft **True Area:** 86,977.00 SqF

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

Network: EVB **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 50,628.00 SqF

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

Network: EVB **Branch**: TW D (TAXIWAY D) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** TAXIWAY **Rank** P **Length:** 3,200.00 Ft **Width:** 50.00 Ft **True Area:** 115,004.00 SqF

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

Network: EVB **Branch**: TW D (TAXIWAY D) **Section:** 420 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 460.00 Ft **Width:** 28.00 Ft **True Area:** 15,749.00 SqF

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

Network: EVB **Branch**: TW D (TAXIWAY D) **Section:** 425 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 1,800.00 Ft **Width:** 50.00 Ft **True Area:** 66,245.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	2" REMOVE WITH BASE REWORK, REPLACE 2" AC
01/01/1943	NU-IN	New Construction - Initial	$0	0.00	True	

Network: EVB **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** S **Length:** 470.00 Ft **Width:** 35.00 Ft **True Area:** 20,344.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	REMOVE EXISTING 1 1/2" AC, REWORK BASE, 2" P-401
01/01/1943	INITIAL	Initial Construction	$0	0.00	True	

Network: EVB **Branch**: TW E (TAXIWAY E) **Section:** 510 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 29,187.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1943	NU-IN	New Construction - Initial	$0	0.00	True	

Network: EVB **Branch**: TW E (TAXIWAY E) **Section:** 515 **Surface:** AC
L.C.D.: 07/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 35.00 Ft **True Area:** 52,311.00 SqF

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

07/01/2011	NU-IN	New Construction - Initial	$0	0.00	True	

Network: EVB **Branch**: TW E (TAXIWAY E) **Section:** 520 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 30.00 Ft **True Area:** 25,532.00 SqF

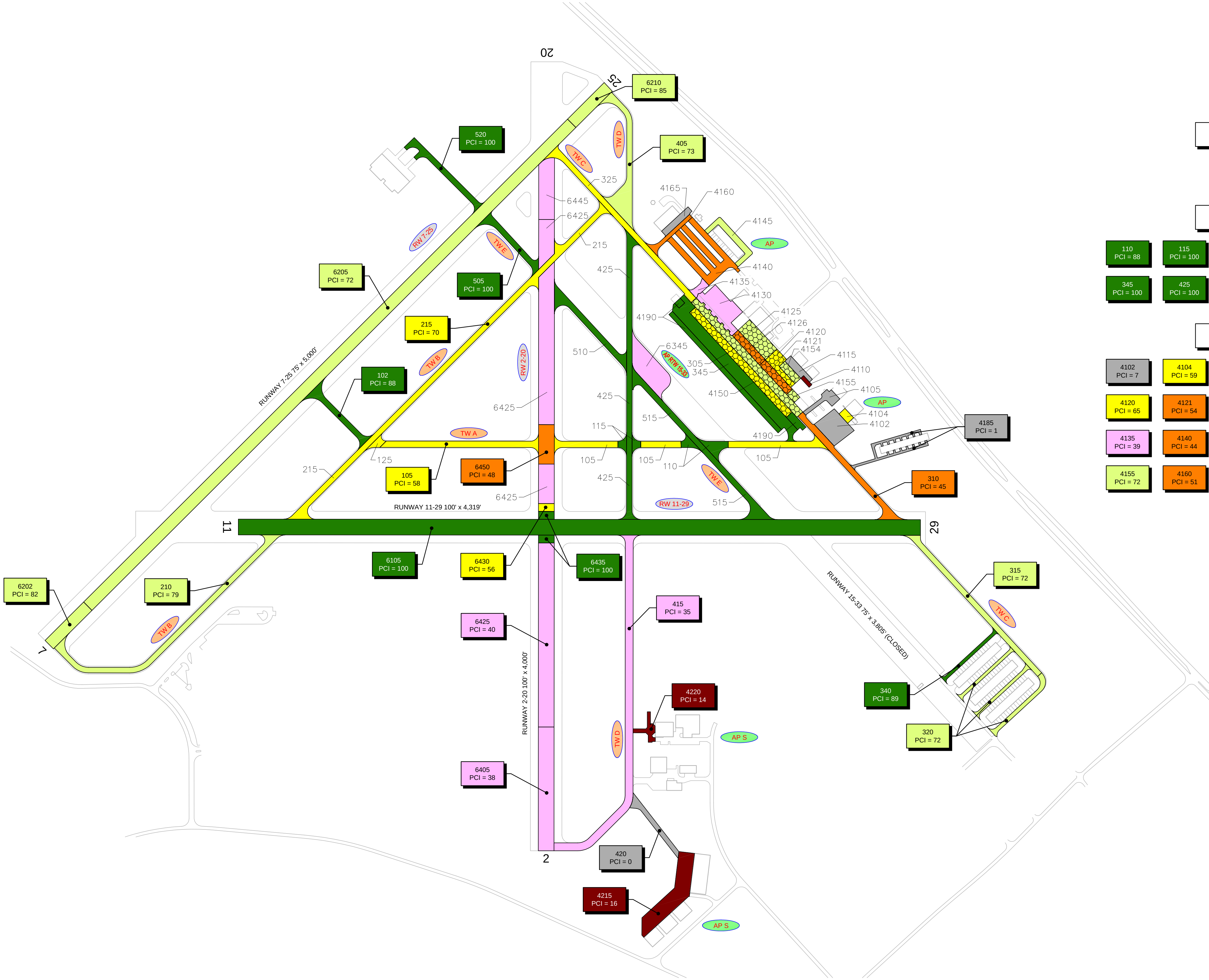
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	$0	0.00	True	2" P-401, 8" P-211, 8" P-152

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - AC	6	339,744.00	2.00	.00
Initial Construction	36	1,924,587.50	.00	.00
MILL and OVERLAY	8	615,051.00	.00	.00
New Construction - Initial	12	403,184.00	.00	.00
Overlay - AC Structural	1	36,433.00	1.50	
Surface Restoration - Portland Ultra	7	144,487.50	.00	.00

APPENDIX B

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



RUNWAYS

6445 PCI = 38

TAXIWAYS

110 PCI = 88	115 PCI = 100	125 PCI = 66	305 PCI = 78	325 PCI = 69
345 PCI = 100	425 PCI = 100	510 PCI = 100	515 PCI = 88	

OTHERS

4102 PCI = 7	4104 PCI = 59	4105 PCI = 4	4110 PCI = 13	4115 PCI = 8
4120 PCI = 65	4121 PCI = 54	4125 PCI = 74	4126 PCI = 51	4130 PCI = 34
4135 PCI = 39	4140 PCI = 44	4145 PCI = 74	4150 PCI = 68	4154 PCI = 81
4155 PCI = 72	4160 PCI = 51	4165 PCI = 4	4190 PCI = 100	6345 PCI = 37

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

WHITETOPPING PAVEMENT	REMAINING AIRFIELD PAVEMENT
PCI 86–100	PCI 86–100 GOOD
PCI 71–85	PCI 71–85 SATISFACTORY
PCI 56–70	PCI 56–70 FAIR
PCI 41–55	PCI 41–55 POOR
PCI 26–40	PCI 26–40 VERY POOR
PCI 11–25	PCI 11–25 SERIOUS
PCI 0–10	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.

NOTE: ALL PAVEMENTS COMPOSED OF "WHITETOPPING PAVEMENT" AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340–12. PAVEMENT CONDITION INDEX DETERMINED FOR "WHITETOPPING PAVEMENTS" ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

NEW SMYRNA BEACH MUNICIPAL AIRPORT

VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER EVB

FDOT DISTRICT 5

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 2-20	RW 2-20	RUNWAY	6450	25,000	S	AAC	48	Poor	2	5
RUNWAY 2-20	RW 2-20	RUNWAY	6445	37,952	S	AC	38	Very Poor	2	8
RUNWAY 2-20	RW 2-20	RUNWAY	6435	10,000	S	AAC	100	Good	1	2
RUNWAY 2-20	RW 2-20	RUNWAY	6430	5,000	S	AAC	56	Fair	1	1
RUNWAY 2-20	RW 2-20	RUNWAY	6425	266,650	S	AC	40	Very Poor	12	54
RUNWAY 2-20	RW 2-20	RUNWAY	6405	78,400	S	AC	38	Very Poor	5	16
AP RW 15-33	AP RW15-33	APRON	6345	46,228	P	AC	37	Very Poor	1	10
RUNWAY 7-25	RW 7-25	RUNWAY	6210	24,503	S	AAC	85	Satisfactory	2	6
RUNWAY 7-25	RW 7-25	RUNWAY	6205	324,750	S	AAC	72	Satisfactory	18	86
RUNWAY 7-25	RW 7-25	RUNWAY	6202	25,875	S	AAC	82	Satisfactory	2	7
RUNWAY 11-29	RW 11-29	RUNWAY	6105	431,900	P	AAC	100	Good	18	86
South Aprons	AP S	APRON	4220	8,835	P	PCC	14	Serious	3	3
South Aprons	AP S	APRON	4215	59,414	S	PCC	16	Serious	2	7
APRON	AP	APRON	4190	32,616	P	PCC	100	Good	3	10
APRON	AP	APRON	4185	17,272	P	PCC	1	Failed	1	4
APRON	AP	APRON	4165	9,517	P	PCC	4	Failed	1	1
APRON	AP	APRON	4160	10,001	P	AAC	51	Poor	1	2
APRON	AP	APRON	4145	17,888	P	AC	74	Satisfactory	1	4
APRON	AP	APRON	4140	60,486	P	AC	44	Poor	3	15
APRON	AP	APRON	4135	5,831	P	AC	39	Very Poor	1	1
APRON	AP	APRON	4130	40,106	P	PCC	34	Very Poor	1	10
APRON	AP	APRON	4115	8,775	P	PCC	8	Failed	1	1
APRON	AP	APRON	4110	1,950	P	PCC	13	Serious	1	1
APRON	AP	APRON	4105	10,564	P	PCC	4	Failed	1	1

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
APRON	AP	APRON	4104	4,212	P	AC	59	Fair	1	1
APRON	AP	APRON	4102	29,874	P	PCC	7	Failed	1	4
TAXIWAY E	TW E	TAXIWAY	520	25,532	P	AC	100	Good	1	8
TAXIWAY E	TW E	TAXIWAY	515	52,311	P	AC	88	Good	2	14
TAXIWAY E	TW E	TAXIWAY	510	29,187	P	AAC	100	Good	1	7
TAXIWAY E	TW E	TAXIWAY	505	20,344	S	AAC	100	Good	1	5
TAXIWAY D	TW D	TAXIWAY	425	66,245	P	AAC	100	Good	4	18
TAXIWAY D	TW D	TAXIWAY	420	15,749	P	PCC	0	Failed	1	2
TAXIWAY D	TW D	TAXIWAY	415	115,004	P	AC	35	Very Poor	3	23
TAXIWAY D	TW D	TAXIWAY	405	50,628	P	AC	73	Satisfactory	3	11
TAXIWAY C	TW C	TAXIWAY	345	86,977	P	AC	100	Good	3	22
TAXIWAY C	TW C	TAXIWAY	340	9,650	P	AC	89	Good	1	2
TAXIWAY C	TW C	TAXIWAY	325	48,581	P	AC	69	Fair	3	13
TAXIWAY C	TW C	TAXIWAY	320	33,766	P	AC	72	Satisfactory	2	7
TAXIWAY C	TW C	TAXIWAY	315	33,766	P	AC	72	Satisfactory	2	12
TAXIWAY C	TW C	TAXIWAY	310	36,433	P	AAC	45	Poor	2	9
TAXIWAY B	TW B	TAXIWAY	215	106,223	P	AC	70	Fair	4	28
TAXIWAY B	TW B	TAXIWAY	210	66,780	P	AC	79	Satisfactory	3	18
TAXIWAY A	TW A	TAXIWAY	125	4,303	P	AC	66	Fair	1	1
TAXIWAY A	TW A	TAXIWAY	115	6,997	P	AAC	100	Good	1	2
TAXIWAY A	TW A	TAXIWAY	110	16,319	P	AC	88	Good	1	3
TAXIWAY A	TW A	TAXIWAY	105	93,280	P	AAC	58	Fair	3	24
TAXIWAY A	TW A	TAXIWAY	102	22,287	P	AC	88	Good	1	5
WHITETOPPING PAVEMENT SECTIONS (NON-ASTM PCI)										
APRON	AP	APRON	4155	3,500	P	WT	72	-	1	1
APRON	AP	APRON	4154	7,400	P	WT	81	-	1	2

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
APRON	AP	APRON	4150	45,150	P	WT	68	-	2	9
APRON	AP	APRON	4126	12,750	P	WT	51	-	1	3
APRON	AP	APRON	4125	25,500	P	WT	74	-	1	6
APRON	AP	APRON	4121	12,650	P	WT	54	-	1	2
APRON	AP	APRON	4120	14,180	P	WT	65	-	1	3
TAXIWAY C	TW C	TAXIWAY	305	48,857	P	WT	78	-	2	10

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

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /26/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: EVB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	13	5,310.00	75.46	249,092.00	APRON	33.69	30.04	40.14
AP RW15-33 (AP RW 15-33)	1	325.00	150.00	46,228.00	APRON	37.00	0.00	37.00
AP S (South Aprons)	2	960.00	60.50	68,249.00	APRON	15.00	1.00	15.74
RW 11-29 (RUNWAY 11-29)	1	4,305.00	100.00	431,900.00	RUNWAY	100.00	0.00	100.00
RW 2-20 (RUNWAY 2-20)	6	4,460.00	100.00	423,002.00	RUNWAY	53.33	21.84	41.53
RW 7-25 (RUNWAY 7-25)	3	5,006.00	75.00	375,128.00	RUNWAY	79.67	5.56	73.54
TW A (TAXIWAY A)	5	3,615.00	43.50	143,186.00	TAXIWAY	80.00	15.54	68.38
TW B (TAXIWAY B)	2	4,000.00	35.00	173,003.00	TAXIWAY	74.50	4.50	73.47
TW C (TAXIWAY C)	6	6,135.00	39.17	249,173.00	TAXIWAY	74.50	17.19	77.90
TW D (TAXIWAY D)	4	6,660.00	40.75	247,626.00	TAXIWAY	52.00	37.87	57.93
TW E (TAXIWAY E)	4	4,270.00	33.75	127,374.00	TAXIWAY	97.00	5.20	95.07

Branch Condition Report

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	16	363,569.00	31.56	27.80	35.16
RUNWAY	10	1,230,030.00	65.90	23.73	71.82
TAXIWAY	21	940,362.00	75.81	24.91	72.70
All	47	2,533,961.00	58.64	32.45	66.89

Date: 5 /26/2015

Section Condition Report

Pavement Database: FDOT NetworkID: EVB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4102	01/01/1984	PCC	APRON	P	0	29,874.00	01/21/2015	31	7.00
AP (APRON)	4104	01/01/1984	AC	APRON	P	0	4,212.00	01/21/2015	31	59.00
AP (APRON)	4105	01/01/1965	PCC	APRON	P	0	10,564.00	01/21/2015	50	4.00
AP (APRON)	4110	01/01/1980	PCC	APRON	P	0	1,950.00	01/21/2015	35	13.00
AP (APRON)	4115	01/01/1975	PCC	APRON	P	0	8,775.00	01/21/2015	40	8.00
AP (APRON)	4130	01/01/1997	PCC	APRON	P	0	40,106.00	01/21/2015	18	34.00
AP (APRON)	4135	01/01/1975	AC	APRON	P	0	5,831.00	01/21/2015	40	39.00
AP (APRON)	4140	01/01/1980	AC	APRON	P	0	60,486.00	01/21/2015	35	44.00
AP (APRON)	4145	01/01/1986	AC	APRON	P	0	17,888.00	01/21/2015	29	74.00
AP (APRON)	4160	01/01/1975	AAC	APRON	P	0	10,001.00	01/21/2015	40	51.00
AP (APRON)	4165	01/01/1991	PCC	APRON	P	0	9,517.00	01/21/2015	24	4.00
AP (APRON)	4185	01/01/1965	PCC	APRON	P	0	17,272.00	01/21/2015	50	1.00
AP (APRON)	4190	01/01/2012	PCC	APRON	P	0	32,616.00	01/01/2012	0	100.00
AP RW15-33 (AP RW 15-33)	6345	01/01/1943	AC	APRON	P	0	46,228.00	01/21/2015	72	37.00
AP S (South Aprons)	4215	01/01/1943	PCC	APRON	S	0	59,414.00	01/21/2015	72	16.00
AP S (South Aprons)	4220	12/25/1999	PCC	APRON	P	0	8,835.00	01/21/2015	16	14.00
RW 11-29 (RUNWAY 11-29)	6105	01/01/2014	AAC	RUNWAY	P	0	431,900.00	01/01/2014	0	100.00
RW 2-20 (RUNWAY 2-20)	6405	01/01/1943	AC	RUNWAY	S	0	78,400.00	01/21/2015	72	38.00
RW 2-20 (RUNWAY 2-20)	6425	01/01/1943	AC	RUNWAY	S	0	266,650.00	01/21/2015	72	40.00
RW 2-20 (RUNWAY 2-20)	6430	01/01/1977	AAC	RUNWAY	S	0	5,000.00	01/21/2015	38	56.00
RW 2-20 (RUNWAY 2-20)	6435	01/01/2014	AAC	RUNWAY	S	0	10,000.00	01/01/2014	0	100.00
RW 2-20 (RUNWAY 2-20)	6445	01/01/1943	AC	RUNWAY	S	0	37,952.00	01/21/2015	72	38.00
RW 2-20 (RUNWAY 2-20)	6450	01/01/1977	AAC	RUNWAY	S	0	25,000.00	01/21/2015	38	48.00
RW 7-25 (RUNWAY 7-25)	6202	01/01/2008	AAC	RUNWAY	S	0	25,875.00	01/21/2015	7	82.00
RW 7-25 (RUNWAY 7-25)	6205	01/01/1989	AAC	RUNWAY	S	0	324,750.00	01/21/2015	26	72.00
RW 7-25 (RUNWAY 7-25)	6210	01/01/1943	AAC	RUNWAY	S	0	24,503.00	01/21/2015	72	85.00

Section Condition Report

Pavement Database: FDOT NetworkID: EVB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	102	01/01/2011	AC	TAXIWAY	P	0	22,287.00	01/21/2015	4	88.00
TW A (TAXIWAY A)	105	01/01/1977	AAC	TAXIWAY	P	0	93,280.00	01/21/2015	38	58.00
TW A (TAXIWAY A)	110	07/01/2011	AC	TAXIWAY	P	0	16,319.00	01/21/2015	4	88.00
TW A (TAXIWAY A)	115	01/01/2013	AAC	TAXIWAY	P	0	6,997.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	125	01/01/2002	AC	TAXIWAY	P	0	4,303.00	01/21/2015	13	66.00
TW B (TAXIWAY B)	210	01/01/2002	AC	TAXIWAY	P	0	66,780.00	01/21/2015	13	79.00
TW B (TAXIWAY B)	215	01/01/2002	AC	TAXIWAY	P	0	106,223.00	01/21/2015	13	70.00
TW C (TAXIWAY C)	310	01/01/2002	AAC	TAXIWAY	P	0	36,433.00	01/21/2015	13	45.00
TW C (TAXIWAY C)	315	01/01/2002	AC	TAXIWAY	P	0	33,766.00	01/21/2015	13	72.00
TW C (TAXIWAY C)	320	01/01/2002	AC	TAXIWAY	P	0	33,766.00	01/21/2015	13	72.00
TW C (TAXIWAY C)	325	01/01/2002	AC	TAXIWAY	P	0	48,581.00	01/21/2015	13	69.00
TW C (TAXIWAY C)	340	01/01/2010	AC	TAXIWAY	P	0	9,650.00	01/21/2015	5	89.00
TW C (TAXIWAY C)	345	01/01/2012	AC	TAXIWAY	P	0	86,977.00	01/01/2012	0	100.00
TW D (TAXIWAY D)	405	01/01/2002	AC	TAXIWAY	P	0	50,628.00	01/21/2015	13	73.00
TW D (TAXIWAY D)	415	01/01/1943	AC	TAXIWAY	P	0	115,004.00	01/21/2015	72	35.00
TW D (TAXIWAY D)	420	01/01/2002	PCC	TAXIWAY	P	0	15,749.00	01/21/2015	13	0.00
TW D (TAXIWAY D)	425	01/01/2014	AAC	TAXIWAY	P	0	66,245.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	505	01/01/2014	AAC	TAXIWAY	S	0	20,344.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	510	01/01/2014	AAC	TAXIWAY	P	0	29,187.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	515	07/01/2011	AC	TAXIWAY	P	0	52,311.00	01/21/2015	4	88.00
TW E (TAXIWAY E)	520	01/01/2014	AC	TAXIWAY	P	0	25,532.00	01/01/2014	0	100.00

Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**709,798.00**	**9**	**100.00**	**0.00**	**100.00**
03-05	**4.25**	**100,567.00**	**4**	**88.25**	**0.50**	**88.10**
06-10	**7.00**	**25,875.00**	**1**	**82.00**	**0.00**	**82.00**
11-15	**13.00**	**396,229.00**	**9**	**60.67**	**24.64**	**66.99**
16-20	**17.00**	**48,941.00**	**2**	**24.00**	**14.14**	**30.39**
21-25	**24.00**	**9,517.00**	**1**	**4.00**	**0.00**	**4.00**
26-30	**27.50**	**342,638.00**	**2**	**73.00**	**1.41**	**72.10**
31-35	**33.00**	**96,522.00**	**4**	**30.75**	**24.85**	**32.58**
36-40	**39.00**	**147,887.00**	**6**	**43.33**	**18.57**	**52.05**
over 40	**67.11**	**655,987.00**	**9**	**32.67**	**24.94**	**36.46**
All	**26.04**	**2,533,961.00**	**47**	**58.64**	**32.80**	**66.89**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

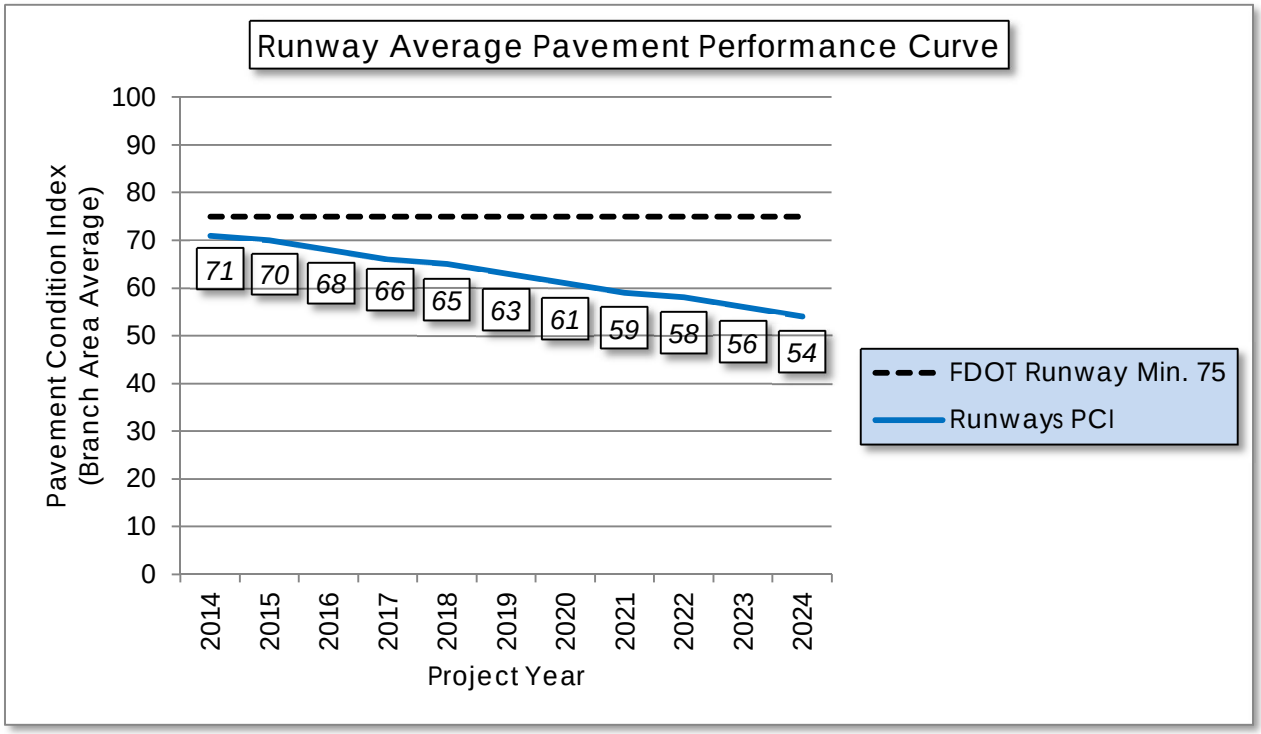
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP	4102	7	6	5	3	2	0	0	0	0	0	0
AP	4104	59	58	56	54	53	51	49	47	45	43	41
AP	4105	4	3	2	0	0	0	0	0	0	0	0
AP	4110	13	12	11	9	8	6	5	3	2	0	0
AP	4115	8	7	6	4	3	1	0	0	0	0	0
AP	4130	34	33	32	30	29	27	26	24	23	21	19
AP	4135	39	38	36	34	33	31	29	27	25	23	21
AP	4140	44	43	41	39	38	36	34	32	30	28	26
AP	4145	74	73	71	69	68	66	64	62	60	58	56
AP	4160	51	50	48	46	44	42	39	37	35	33	31
AP	4165	4	3	2	0	0	0	0	0	0	0	0
AP	4185	1	0	0	0	0	0	0	0	0	0	0
AP	4190	100	95	93	92	90	88	87	85	84	82	81
AP RW15-33	6345	37	36	34	32	31	29	27	25	23	21	19
AP S	4215	16	15	14	12	11	9	8	6	5	3	1
AP S	4220	14	13	12	10	9	7	6	4	3	1	0
RW 11-29	6105	100	97	95	93	91	89	87	85	83	81	79
RW 2-20	6405	38	38	36	35	34	33	31	30	29	28	27
RW 2-20	6425	40	40	38	37	36	35	33	32	31	30	29
RW 2-20	6430	56	55	53	51	49	47	45	43	41	39	37
RW 2-20	6435	100	97	95	93	91	89	87	85	83	81	79
RW 2-20	6445	38	38	36	35	34	33	31	30	29	28	27
RW 2-20	6450	48	47	45	43	41	39	37	35	33	31	29
RW 7-25	6202	82	81	79	77	75	73	71	69	67	65	63
RW 7-25	6205	72	71	69	67	65	63	61	59	57	55	53
RW 7-25	6210	85	84	82	80	78	76	74	72	70	68	66
TW A	102	88	88	86	85	83	82	81	79	78	77	75
TW A	105	58	57	56	54	52	50	48	46	45	43	41

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW A	110	88	88	86	85	83	82	81	79	78	77	75
TW A	115	100	96	94	92	90	88	86	85	83	81	79
TW A	125	66	66	64	63	61	60	59	57	56	55	53
TW B	210	79	79	77	76	74	73	72	70	69	68	66
TW B	215	70	70	68	67	65	64	63	61	60	59	57
TW C	310	45	44	43	41	39	37	35	33	32	30	28
TW C	315	72	72	70	69	67	66	65	63	62	61	59
TW C	320	72	72	70	69	67	66	65	63	62	61	59
TW C	325	69	69	67	66	64	63	62	60	59	58	56
TW C	340	89	89	87	86	84	83	82	80	79	78	76
TW C	345	100	95	94	93	91	90	88	87	86	84	83
TW D	405	73	73	71	70	68	67	66	64	63	62	60
TW D	415	35	35	33	32	30	29	28	26	25	24	22
TW D	420	0	0	0	0	0	0	0	0	0	0	0
TW D	425	100	97	96	94	92	90	88	86	85	83	81
TW E	505	100	97	96	94	92	90	88	86	85	83	81
TW E	510	100	97	96	94	92	90	88	86	85	83	81
TW E	515	88	88	86	85	83	82	81	79	78	77	75
TW E	520	100	98	97	95	94	93	91	90	88	87	86

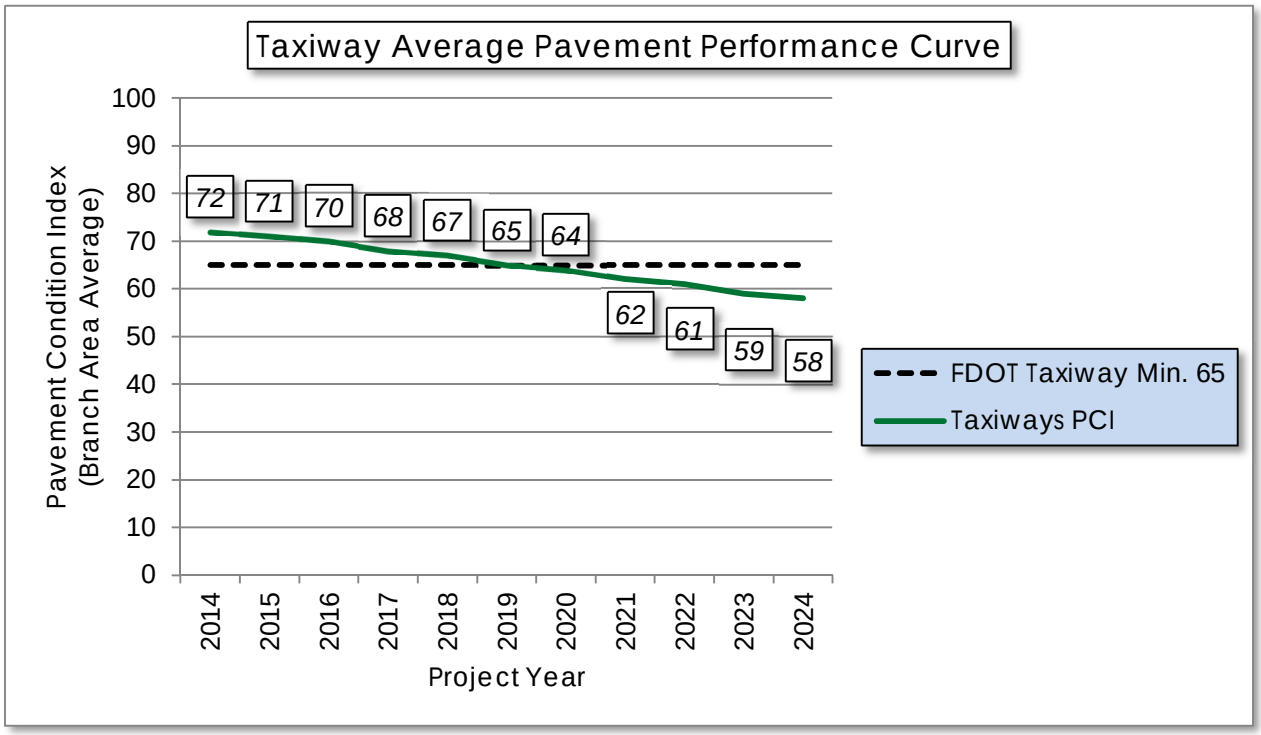
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Figure D-1: Pavement Performance by Pavement Use

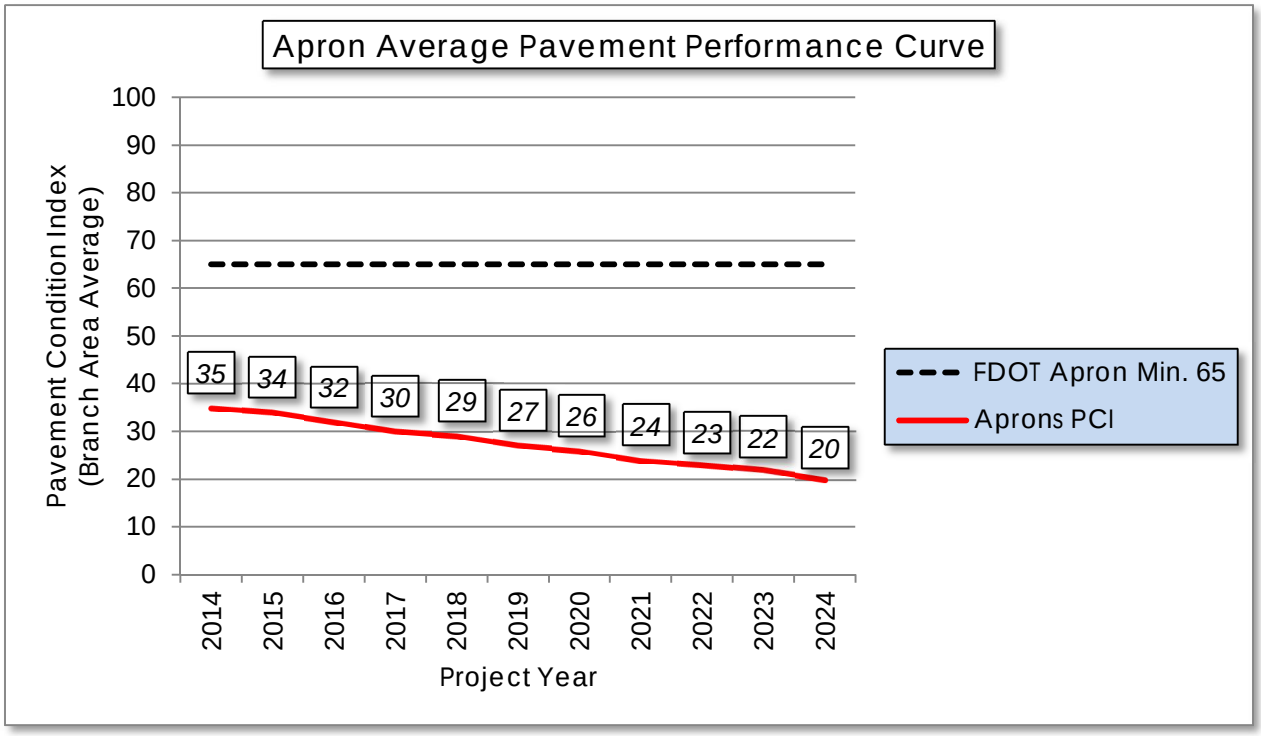
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
35
34
32
30
29
27
26
24
23
22
20
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Project Year
FDOT Apron Min. 65
Aprons PCI

APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP	4102	CORNER BREAK	L	Patching - PCC Partial Depth	1,255.50	SqFt	$19.10	$ 23,980.10
APRON	AP	4102	CORNER BREAK	M	Patching - PCC Partial Depth	1,116.00	SqFt	$19.10	$ 21,315.64
APRON	AP	4102	JT SEAL DMG	L	Joint Seal - PCC	3,303.20	Ft	$3.00	$ 9,909.45
APRON	AP	4102	SCALING	L	Patching - PCC Partial Depth	300.60	SqFt	$19.10	$ 5,742.41
APRON	AP	4102	FAULTING	L	Patching - PCC Partial Depth	240.50	SqFt	$19.10	$ 4,593.93
APRON	AP	4102	SHAT. SLAB	M	Slab Replacement - PCC	13,684.90	SqFt	$45.00	$ 615,818.40
APRON	AP	4102	SHAT. SLAB	L	Slab Replacement - PCC	6,220.40	SqFt	$45.00	$ 279,917.45
APRON	AP	4102	SHRINKAGE CR	N	Crack Sealing - PCC	106.30	Ft	$4.25	$ 451.77
APRON	AP	4102	JOINT SPALL	M	Patching - PCC Partial Depth	139.50	SqFt	$19.10	$ 2,664.46
APRON	AP	4102	JOINT SPALL	H	Patching - PCC Partial Depth	69.80	SqFt	$19.10	$ 1,332.23
APRON	AP	4102	JOINT SPALL	L	Patching - PCC Partial Depth	23.30	SqFt	$19.10	$ 444.08
APRON	AP	4102	CORNER SPALL	L	Patching - PCC Partial Depth	46.50	SqFt	$19.10	$ 888.15
APRON	AP	4102	CORNER SPALL	M	Patching - PCC Partial Depth	34.90	SqFt	$19.10	$ 666.11
APRON	AP	4104	BLOCK CR	L	Surface Seal	4,212.00	SqFt	$0.55	$ 2,316.62
APRON	AP	4104	RAVELING	L	Surface Seal	4,212.00	SqFt	$0.55	$ 2,316.62

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP	4105	CORNER BREAK	L	Patching - PCC Partial Depth	91.80	SqFt	$19.10	$ 1,752.93
APRON	AP	4105	JT SEAL DMG	L	Joint Seal - PCC	474.50	Ft	$3.00	$ 1,423.59
APRON	AP	4105	PUMPING	N	Restoration - PCC/CRCP	118.50	Ft	$45.00	$ 5,330.65
APRON	AP	4105	SCALING	L	Patching - PCC Partial Depth	2,307.60	SqFt	$19.10	$ 44,074.76
APRON	AP	4105	SHAT. SLAB	L	Slab Replacement - PCC	5,554.50	SqFt	$45.00	$ 249,954.32
APRON	AP	4105	SHAT. SLAB	M	Slab Replacement - PCC	5,554.50	SqFt	$45.00	$ 249,954.32
APRON	AP	4105	SHRINKAGE CR	N	Crack Sealing - PCC	49.00	Ft	$4.25	$ 208.05
APRON	AP	4105	JOINT SPALL	L	Patching - PCC Partial Depth	11.50	SqFt	$19.10	$ 219.12
APRON	AP	4110	JT SEAL DMG	L	Joint Seal - PCC	132.60	Ft	$3.00	$ 397.67
APRON	AP	4110	SCALING	L	Patching - PCC Partial Depth	198.30	SqFt	$19.10	$ 3,788.04
APRON	AP	4110	SHAT. SLAB	M	Slab Replacement - PCC	1,559.10	SqFt	$45.00	$ 70,160.69
APRON	AP	4110	SHAT. SLAB	L	Slab Replacement - PCC	259.90	SqFt	$45.00	$ 11,693.45
APRON	AP	4110	JOINT SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
APRON	AP	4115	CORNER BREAK	L	Patching - PCC Partial Depth	96.90	SqFt	$19.10	$ 1,850.32
APRON	AP	4115	CORNER BREAK	M	Patching - PCC Partial Depth	64.60	SqFt	$19.10	$ 1,233.54
APRON	AP	4115	JT SEAL DMG	L	Joint Seal - PCC	404.60	Ft	$3.00	$ 1,213.78

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP	4115	SCALING	L	Patching - PCC Partial Depth	372.00	SqFt	$19.10	$ 7,106.10
APRON	AP	4115	SHAT. SLAB	H	Slab Replacement - PCC	514.40	SqFt	$45.00	$ 23,147.21
APRON	AP	4115	SHAT. SLAB	L	Slab Replacement - PCC	3,086.30	SqFt	$45.00	$ 138,883.26
APRON	AP	4115	SHAT. SLAB	M	Slab Replacement - PCC	5,143.80	SqFt	$45.00	$ 231,472.09
APRON	AP	4115	JOINT SPALL	L	Patching - PCC Partial Depth	5.40	SqFt	$19.10	$ 102.80
APRON	AP	4115	CORNER SPALL	L	Patching - PCC Partial Depth	5.40	SqFt	$19.10	$ 102.80
APRON	AP	4130	JT SEAL DMG	L	Joint Seal - PCC	496.40	Ft	$3.00	$ 1,489.13
APRON	AP	4130	SCALING	L	Patching - PCC Partial Depth	5,490.20	SqFt	$19.10	$ 104,862.01
APRON	AP	4130	SHAT. SLAB	L	Slab Replacement - PCC	7,000.70	SqFt	$45.00	$ 315,030.12
APRON	AP	4130	SHRINKAGE CR	N	Crack Sealing - PCC	9.80	Ft	$4.25	$ 41.83
APRON	AP	4130	JOINT SPALL	L	Patching - PCC Partial Depth	13.50	SqFt	$19.10	$ 256.99
APRON	AP	4130	CORNER SPALL	M	Patching - PCC Partial Depth	8.10	SqFt	$19.10	$ 154.19
APRON	AP	4135	ALLIGATOR CR	L	Patching - AC Full Depth	36.10	SqFt	$5.00	$ 180.50
APRON	AP	4135	BLOCK CR	L	Surface Seal	36.00	SqFt	$0.55	$ 19.80
APRON	AP	4135	DEPRESSION	M	Patching - AC Full Depth	16.00	SqFt	$5.00	$ 80.25
APRON	AP	4135	DEPRESSION	L	Patching - AC Full Depth	28.30	SqFt	$5.00	$ 141.75

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP	4135	JT REF. CR	H	Patching - AC Full Depth	85.30	SqFt	$5.00	$ 426.51
APRON	AP	4135	L & T CR	M	Crack Sealing - AC	50.00	Ft	$2.75	$ 137.50
APRON	AP	4135	L & T CR	L	Crack Sealing - AC	453.00	Ft	$2.75	$ 1,245.75
APRON	AP	4135	RAVELING	H	Patching - AC Partial Depth	14.00	SqFt	$3.00	$ 42.00
APRON	AP	4135	RAVELING	L	Surface Seal	5,257.00	SqFt	$0.55	$ 2,891.37
APRON	AP	4140	BLOCK CR	M	Patching - AC Full Depth	40,358.10	SqFt	$5.00	$ 201,790.84
APRON	AP	4140	BLOCK CR	L	Surface Seal	18,772.40	SqFt	$0.55	$ 10,324.88
APRON	AP	4140	RAVELING	L	Surface Seal	4,008.00	SqFt	$0.55	$ 2,204.43
APRON	AP	4140	WEATHERING	M	Surface Seal	56,478.00	SqFt	$0.55	$ 31,063.15
APRON	AP	4145	L & T CR	L	Crack Sealing - AC	1,033.10	Ft	$2.75	$ 2,841.13
APRON	AP	4145	RAVELING	L	Surface Seal	1,790.50	SqFt	$0.55	$ 984.81
APRON	AP	4160	BLOCK CR	L	Surface Seal	462.60	SqFt	$0.55	$ 254.44
APRON	AP	4160	DEPRESSION	L	Patching - AC Full Depth	57.80	SqFt	$5.00	$ 289.01
APRON	AP	4160	L & T CR	L	Crack Sealing - AC	1,314.10	Ft	$2.75	$ 3,613.77
APRON	AP	4160	L & T CR	M	Crack Sealing - AC	89.40	Ft	$2.75	$ 245.83
APRON	AP	4160	RAVELING	L	Surface Seal	5,001.60	SqFt	$0.55	$ 2,750.91

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP	4160	RAVELING	M	Surface Seal	122.90	SqFt	$0.55	$ 67.61
APRON	AP	4165	CORNER BREAK	L	Patching - PCC Partial Depth	44.40	SqFt	$19.10	$ 848.06
APRON	AP	4165	JT SEAL DMG	L	Joint Seal - PCC	601.90	Ft	$3.00	$ 1,805.79
APRON	AP	4165	PUMPING	N	Restoration - PCC/CRCP	28.80	Ft	$45.00	$ 1,298.14
APRON	AP	4165	SCALING	L	Patching - PCC Partial Depth	1,064.70	SqFt	$19.10	$ 20,336.64
APRON	AP	4165	SCALING	M	Patching - PCC Partial Depth	1,301.40	SqFt	$19.10	$ 24,855.89
APRON	AP	4165	SHAT. SLAB	L	Slab Replacement - PCC	8,473.10	SqFt	$45.00	$ 381,288.97
APRON	AP	4165	SHRINKAGE CR	N	Crack Sealing - PCC	108.30	Ft	$4.25	$ 460.14
APRON	AP	4165	JOINT SPALL	L	Patching - PCC Partial Depth	11.10	SqFt	$19.10	$ 212.02
APRON	AP	4185	CORNER BREAK	L	Patching - PCC Partial Depth	204.50	SqFt	$19.10	$ 3,906.22
APRON	AP	4185	CORNER BREAK	H	Patching - PCC Partial Depth	204.50	SqFt	$19.10	$ 3,906.22
APRON	AP	4185	CORNER BREAK	M	Patching - PCC Partial Depth	2,045.10	SqFt	$19.10	$ 39,062.23
APRON	AP	4185	JT SEAL DMG	M	Joint Seal - PCC	991.00	Ft	$3.00	$ 2,973.08
APRON	AP	4185	SHAT. SLAB	M	Slab Replacement - PCC	2,850.00	SqFt	$45.00	$ 128,250.01
APRON	AP	4185	SHAT. SLAB	L	Slab Replacement - PCC	7,125.00	SqFt	$45.00	$ 320,625.02
APRON	AP	4185	SHRINKAGE CR	N	Crack Sealing - PCC	62.30	Ft	$4.25	$ 264.93

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP	4185	JOINT SPALL	H	Patching - PCC Partial Depth	204.50	SqFt	$19.10	$ 3,906.22
APRON	AP	4185	JOINT SPALL	M	Patching - PCC Partial Depth	163.60	SqFt	$19.10	$ 3,124.98
AP RW 15-33	AP RW15-33	6345	BLOCK CR	M	Patching - AC Full Depth	46,228.00	SqFt	$5.00	$ 231,140.21
AP RW 15-33	AP RW15-33	6345	RAVELING	L	Surface Seal	4,622.80	SqFt	$0.55	$ 2,542.56
AP RW 15-33	AP RW15-33	6345	WEATHERING	M	Surface Seal	41,605.20	SqFt	$0.55	$ 22,883.05
SOUTH APRONS	AP S	4215	CORNER BREAK	L	Patching - PCC Partial Depth	115.40	SqFt	$19.10	$ 2,204.96
SOUTH APRONS	AP S	4215	JT SEAL DMG	L	Joint Seal - PCC	2,461.60	Ft	$3.00	$ 7,384.80
SOUTH APRONS	AP S	4215	SCALING	L	Patching - PCC Partial Depth	11,729.00	SqFt	$19.10	$ 224,023.96
SOUTH APRONS	AP S	4215	FAULTING	L	Patching - PCC Partial Depth	1,172.90	SqFt	$19.10	$ 22,402.40
SOUTH APRONS	AP S	4215	SHAT. SLAB	H	Slab Replacement - PCC	1,430.00	SqFt	$45.00	$ 64,350.00
SOUTH APRONS	AP S	4215	SHAT. SLAB	L	Slab Replacement - PCC	28,600.00	SqFt	$45.00	$ 1,287,000.08
SOUTH APRONS	AP S	4215	SHAT. SLAB	M	Slab Replacement - PCC	15,730.00	SqFt	$45.00	$ 707,850.05
SOUTH APRONS	AP S	4215	SHRINKAGE CR	N	Crack Sealing - PCC	387.10	Ft	$4.25	$ 1,645.00
SOUTH APRONS	AP S	4215	JOINT SPALL	L	Patching - PCC Partial Depth	28.90	SqFt	$19.10	$ 551.24
SOUTH APRONS	AP S	4215	JOINT SPALL	M	Patching - PCC Partial Depth	46.20	SqFt	$19.10	$ 881.98
SOUTH APRONS	AP S	4215	CORNER SPALL	L	Patching - PCC Partial Depth	19.20	SqFt	$19.10	$ 367.49

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRONS	AP S	4220	CORNER BREAK	H	Patching - PCC Partial Depth	212.70	SqFt	$19.10	$ 4,061.67
SOUTH APRONS	AP S	4220	CORNER BREAK	M	Patching - PCC Partial Depth	85.10	SqFt	$19.10	$ 1,624.67
SOUTH APRONS	AP S	4220	LINEAR CR	H	Crack Sealing - PCC	35.10	Ft	$4.25	$ 149.29
SOUTH APRONS	AP S	4220	JT SEAL DMG	H	Joint Seal - PCC	1,019.60	Ft	$3.00	$ 3,058.92
SOUTH APRONS	AP S	4220	POPOUTS	N	Crack Sealing - PCC	16.50	Ft	$4.25	$ 69.97
SOUTH APRONS	AP S	4220	SCALING	L	Patching - PCC Partial Depth	1,209.90	SqFt	$19.10	$ 23,109.28
SOUTH APRONS	AP S	4220	SHAT. SLAB	H	Slab Replacement - PCC	230.50	SqFt	$45.00	$ 10,371.95
SOUTH APRONS	AP S	4220	SHAT. SLAB	M	Slab Replacement - PCC	2,996.30	SqFt	$45.00	$ 134,835.37
SOUTH APRONS	AP S	4220	SHAT. SLAB	L	Slab Replacement - PCC	230.50	SqFt	$45.00	$ 10,371.95
SOUTH APRONS	AP S	4220	SHRINKAGE CR	N	Crack Sealing - PCC	32.40	Ft	$4.25	$ 137.74
SOUTH APRONS	AP S	4220	JOINT SPALL	H	Patching - PCC Partial Depth	10.60	SqFt	$19.10	$ 203.08
SOUTH APRONS	AP S	4220	JOINT SPALL	M	Patching - PCC Partial Depth	42.50	SqFt	$19.10	$ 812.33
SOUTH APRONS	AP S	4220	JOINT SPALL	L	Patching - PCC Partial Depth	14.20	SqFt	$19.10	$ 270.78
SOUTH APRONS	AP S	4220	CORNER SPALL	M	Patching - PCC Partial Depth	7.10	SqFt	$19.10	$ 135.39
SOUTH APRONS	AP S	4220	CORNER SPALL	L	Patching - PCC Partial Depth	3.50	SqFt	$19.10	$ 67.69
RUNWAY 2-20	RW 2-20	6405	BLOCK CR	M	Patching - AC Full Depth	78,400.00	SqFt	$5.00	$ 392,000.35

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 2-20	RW 2-20	6405	DEPRESSION	L	Patching - AC Full Depth	406.30	SqFt	$5.00	$ 2,031.58
RUNWAY 2-20	RW 2-20	6405	RAVELING	M	Surface Seal	156.80	SqFt	$0.55	$ 86.24
RUNWAY 2-20	RW 2-20	6405	RAVELING	L	Surface Seal	73,225.60	SqFt	$0.55	$ 40,274.42
RUNWAY 2-20	RW 2-20	6405	RUTTING	L	Patching - AC Full Depth	464.10	SqFt	$5.00	$ 2,320.64
RUNWAY 2-20	RW 2-20	6425	BLOCK CR	M	Patching - AC Full Depth	192,405.80	SqFt	$5.00	$ 962,029.61
RUNWAY 2-20	RW 2-20	6425	BLOCK CR	L	Surface Seal	73,239.90	SqFt	$0.55	$ 40,282.26
RUNWAY 2-20	RW 2-20	6425	DEPRESSION	L	Patching - AC Full Depth	941.60	SqFt	$5.00	$ 4,707.90
RUNWAY 2-20	RW 2-20	6425	PATCHING	H	Patching - AC Full Depth	1,022.30	SqFt	$5.00	$ 5,111.59
RUNWAY 2-20	RW 2-20	6425	PATCHING	M	Patching - AC Full Depth	152.20	SqFt	$5.00	$ 761.14
RUNWAY 2-20	RW 2-20	6425	RAVELING	M	Surface Seal	6,221.80	SqFt	$0.55	$ 3,422.04
RUNWAY 2-20	RW 2-20	6425	RAVELING	L	Surface Seal	259,423.80	SqFt	$0.55	$ 142,684.27
RUNWAY 2-20	RW 2-20	6425	RUTTING	L	Patching - AC Full Depth	471.10	SqFt	$5.00	$ 2,355.41
RUNWAY 2-20	RW 2-20	6430	BLOCK CR	L	Surface Seal	2,700.00	SqFt	$0.55	$ 1,485.01
RUNWAY 2-20	RW 2-20	6430	L & T CR	L	Crack Sealing - AC	277.00	Ft	$2.75	$ 761.75
RUNWAY 2-20	RW 2-20	6430	RAVELING	L	Surface Seal	5,000.00	SqFt	$0.55	$ 2,750.02
RUNWAY 2-20	RW 2-20	6445	BLOCK CR	M	Patching - AC Full Depth	33,018.20	SqFt	$5.00	$ 165,091.35

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 2-20	RW 2-20	6445	DEPRESSION	L	Patching - AC Full Depth	318.20	SqFt	$5.00	$ 1,590.92
RUNWAY 2-20	RW 2-20	6445	RAVELING	L	Surface Seal	33,018.20	SqFt	$0.55	$ 18,160.18
RUNWAY 2-20	RW 2-20	6450	BLOCK CR	L	Surface Seal	4,550.00	SqFt	$0.55	$ 2,502.52
RUNWAY 2-20	RW 2-20	6450	BLOCK CR	M	Patching - AC Full Depth	1,852.50	SqFt	$5.00	$ 9,262.51
RUNWAY 2-20	RW 2-20	6450	L & T CR	M	Crack Sealing - AC	500.00	Ft	$2.75	$ 1,375.00
RUNWAY 2-20	RW 2-20	6450	L & T CR	L	Crack Sealing - AC	2,515.00	Ft	$2.75	$ 6,916.24
RUNWAY 2-20	RW 2-20	6450	RAVELING	M	Surface Seal	500.00	SqFt	$0.55	$ 275.00
RUNWAY 2-20	RW 2-20	6450	RAVELING	L	Surface Seal	24,500.00	SqFt	$0.55	$ 13,475.11
RUNWAY 7-25	RW 7-25	6202	L & T CR	L	Crack Sealing - AC	41.40	Ft	$2.75	$ 113.85
RUNWAY 7-25	RW 7-25	6202	RAVELING	L	Surface Seal	2,587.50	SqFt	$0.55	$ 1,423.14
RUNWAY 7-25	RW 7-25	6205	L & T CR	L	Crack Sealing - AC	15,972.90	Ft	$2.75	$ 43,925.40
RUNWAY 7-25	RW 7-25	6205	RAVELING	L	Surface Seal	126,291.70	SqFt	$0.55	$ 69,460.99
RUNWAY 7-25	RW 7-25	6210	L & T CR	L	Crack Sealing - AC	94.70	Ft	$2.75	$ 260.55
RUNWAY 7-25	RW 7-25	6210	RAVELING	L	Surface Seal	1,228.40	SqFt	$0.55	$ 675.64
TAXIWAY ALPHA	TW A	102	RAVELING	L	Surface Seal	1,114.40	SqFt	$0.55	$ 612.90
TAXIWAY ALPHA	TW A	105	L & T CR	M	Crack Sealing - AC	855.10	Ft	$2.75	$ 2,351.43

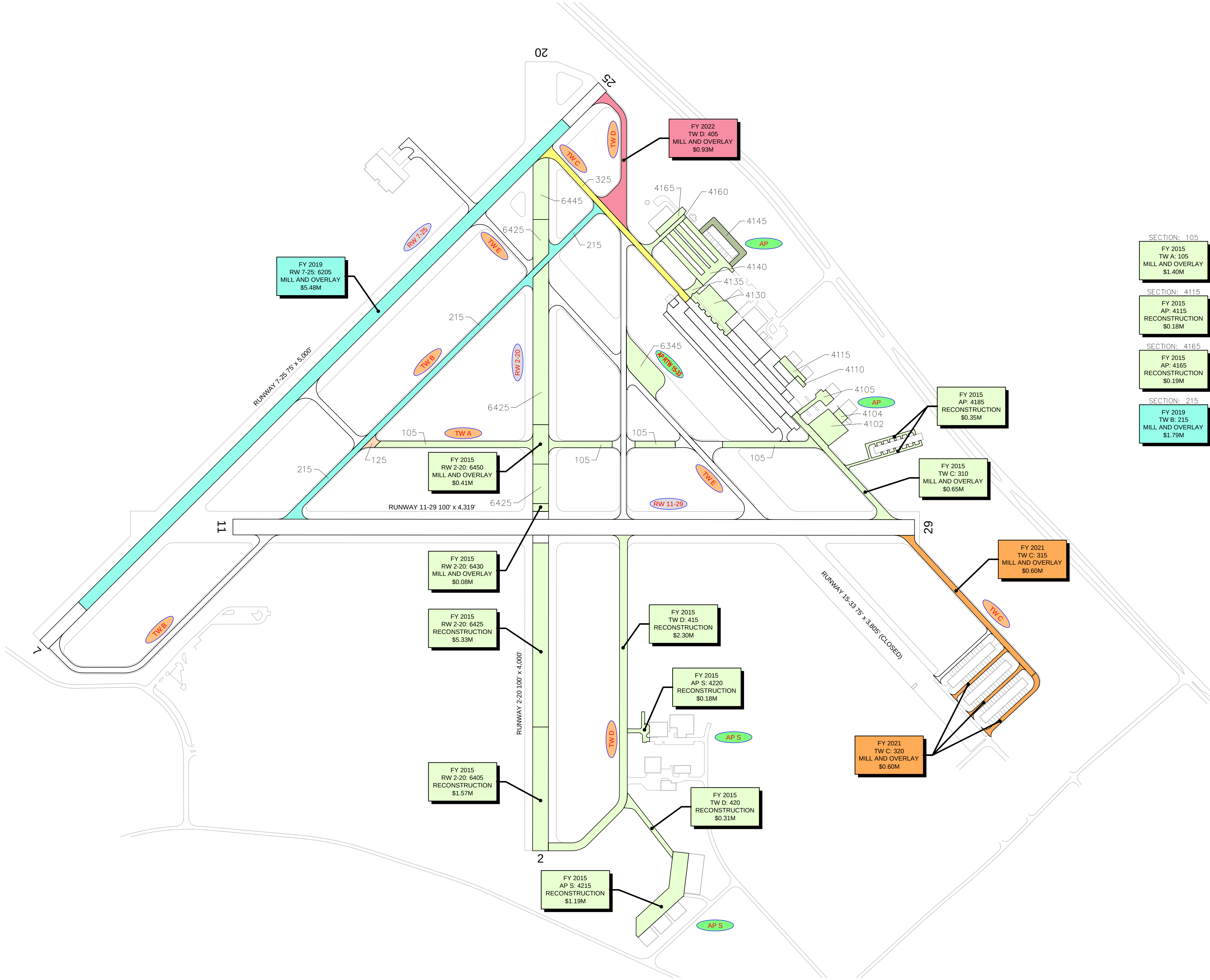
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	9,763.30	Ft	$2.75	$ 26,849.06
TAXIWAY ALPHA	TW A	105	PATCHING	M	Patching - AC Full Depth	3,498.80	SqFt	$5.00	$ 17,493.90
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	80,842.70	SqFt	$0.55	$ 44,463.84
TAXIWAY ALPHA	TW A	105	WEATHERING	M	Surface Seal	9,172.50	SqFt	$0.55	$ 5,044.94
TAXIWAY ALPHA	TW A	110	RAVELING	L	Surface Seal	815.80	SqFt	$0.55	$ 448.69
TAXIWAY ALPHA	TW A	125	L & T CR	L	Crack Sealing - AC	386.00	Ft	$2.75	$ 1,061.50
TAXIWAY ALPHA	TW A	125	RAVELING	L	Surface Seal	795.00	SqFt	$0.55	$ 437.25
TAXIWAY ALPHA	TW A	125	RAVELING	M	Surface Seal	330.00	SqFt	$0.55	$ 181.50
TAXIWAY BRAVO	TW B	210	L & T CR	L	Crack Sealing - AC	2,283.20	Ft	$2.75	$ 6,278.90
TAXIWAY BRAVO	TW B	210	RAVELING	L	Surface Seal	3,339.00	SqFt	$0.55	$ 1,836.47
TAXIWAY BRAVO	TW B	215	L & T CR	L	Crack Sealing - AC	8,065.40	Ft	$2.75	$ 22,179.72
TAXIWAY BRAVO	TW B	215	RAVELING	L	Surface Seal	10,622.30	SqFt	$0.55	$ 5,842.31
TAXIWAY CHARLIE	TW C	310	L & T CR	M	Crack Sealing - AC	2,085.10	Ft	$2.75	$ 5,734.12
TAXIWAY CHARLIE	TW C	310	L & T CR	L	Crack Sealing - AC	2,710.70	Ft	$2.75	$ 7,454.35
TAXIWAY CHARLIE	TW C	310	RAVELING	L	Surface Seal	6,160.60	SqFt	$0.55	$ 3,388.37
TAXIWAY CHARLIE	TW C	310	RAVELING	M	Surface Seal	473.90	SqFt	$0.55	$ 260.64

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	310	SHOVING	M	Grinding (Localized)	29.60	Ft	$2.10	$ 62.21
TAXIWAY CHARLIE	TW C	310	SHOVING	L	Grinding (Localized)	74.20	Ft	$2.10	$ 155.88
TAXIWAY CHARLIE	TW C	315	L & T CR	L	Crack Sealing - AC	2,267.10	Ft	$2.75	$ 6,234.64
TAXIWAY CHARLIE	TW C	315	RAVELING	L	Surface Seal	2,532.50	SqFt	$0.55	$ 1,392.86
TAXIWAY CHARLIE	TW C	320	L & T CR	L	Crack Sealing - AC	2,525.50	Ft	$2.75	$ 6,944.99
TAXIWAY CHARLIE	TW C	320	RAVELING	L	Surface Seal	11,055.30	SqFt	$0.55	$ 6,080.47
TAXIWAY CHARLIE	TW C	325	L & T CR	L	Crack Sealing - AC	3,585.70	Ft	$2.75	$ 9,860.78
TAXIWAY CHARLIE	TW C	325	RAVELING	L	Surface Seal	17,813.00	SqFt	$0.55	$ 9,797.25
TAXIWAY CHARLIE	TW C	325	RAVELING	M	Surface Seal	18.50	SqFt	$0.55	$ 10.18
TAXIWAY CHARLIE	TW C	325	WEATHERING	M	Surface Seal	17,813.00	SqFt	$0.55	$ 9,797.25
TAXIWAY CHARLIE	TW C	340	L & T CR	L	Crack Sealing - AC	134.20	Ft	$2.75	$ 369.18
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	3,212.40	Ft	$2.75	$ 8,834.00
TAXIWAY DELTA	TW D	405	RAVELING	L	Surface Seal	5,063.70	SqFt	$0.55	$ 2,785.07
TAXIWAY DELTA	TW D	415	BLOCK CR	M	Patching - AC Full Depth	59,877.50	SqFt	$5.00	$ 299,387.68
TAXIWAY DELTA	TW D	415	BLOCK CR	L	Surface Seal	53,670.60	SqFt	$0.55	$ 29,519.06
TAXIWAY DELTA	TW D	415	BLOCK CR	H	Patching - AC Full Depth	1,455.90	SqFt	$5.00	$ 7,279.71

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	415	DEPRESSION	M	Patching - AC Full Depth	465.90	SqFt	$5.00	$ 2,329.63
TAXIWAY DELTA	TW D	415	DEPRESSION	L	Patching - AC Full Depth	1,273.60	SqFt	$5.00	$ 6,368.24
TAXIWAY DELTA	TW D	415	RAVELING	L	Surface Seal	38,337.20	SqFt	$0.55	$ 21,085.65
TAXIWAY DELTA	TW D	415	WEATHERING	M	Surface Seal	76,666.80	SqFt	$0.55	$ 42,167.08
TAXIWAY DELTA	TW D	420	CORNER BREAK	M	Patching - PCC Partial Depth	129.20	SqFt	$19.10	$ 2,467.09
TAXIWAY DELTA	TW D	420	CORNER BREAK	L	Patching - PCC Partial Depth	32.30	SqFt	$19.10	$ 616.77
TAXIWAY DELTA	TW D	420	JT SEAL DMG	L	Joint Seal - PCC	198.90	Ft	$3.00	$ 596.80
TAXIWAY DELTA	TW D	420	SHAT. SLAB	M	Slab Replacement - PCC	18,000.00	SqFt	$45.00	$ 810,000.05
TAXIWAY DELTA	TW D	420	SHAT. SLAB	L	Slab Replacement - PCC	7,500.00	SqFt	$45.00	$ 337,500.02
TAXIWAY DELTA	TW D	420	JOINT SPALL	H	Patching - PCC Partial Depth	72.70	SqFt	$19.10	$ 1,387.74
TAXIWAY DELTA	TW D	420	JOINT SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
TAXIWAY DELTA	TW D	420	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
TAXIWAY DELTA	TW D	420	CORNER SPALL	H	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
TAXIWAY ECHO	TW E	515	RAVELING	L	Surface Seal	2,582.50	SqFt	$0.55	$ 1,420.39
								TOTAL =	$ 10,115,638.63

APPENDIX F

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



SECTION: 105	SECTION: 4102	SECTION: 4104	SECTION: 4105	SECTION: 4110
FY 2015 TW A: 105 MILL AND OVERLAY $1.40M	FY 2015 AP: 4102 RECONSTRUCTION $0.60M	FY 2015 AP: 4104 MILL AND OVERLAY $0.06M	FY 2015 AP: 4105 RECONSTRUCTION $0.21M	FY 2015 AP: 4110 RECONSTRUCTION $0.04M
SECTION: 4115	**SECTION: 4130**	**SECTION: 4135**	**SECTION: 4140**	**SECTION: 4160**
FY 2015 AP: 4115 RECONSTRUCTION $0.18M	FY 2015 AP: 4130 RECONSTRUCTION $0.80M	FY 2015 AP: 4135 RECONSTRUCTION $0.12M	FY 2015 AP: 4140 RECONSTRUCTION $1.11M	FY 2015 AP: 4160 MILL AND OVERLAY $0.15M
SECTION: 4165	**SECTION: 6345**	**SECTION: 6445**	**SECTION: 125**	**SECTION: 325**
FY 2015 AP: 4165 RECONSTRUCTION $0.19M	FY 2015 AP RW 15-33: 6345 RECONSTRUCTION $0.92M	FY 2015 RW 2-20: 6445 RECONSTRUCTION $0.76M	FY 2016 TW A: 125 MILL AND OVERLAY $0.07M	FY 2018 TW C: 325 MILL AND OVERLAY $0.80M
SECTION: 215	**SECTION: 4145**			
FY 2019 TW B: 215 MILL AND OVERLAY $1.79M	FY 2020 AP: 4145 MILL AND OVERLAY $0.31M			

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.

NOTE: ALL PAVEMENTS COMPOSED OF 'WHITETOPPING PAVEMENT' AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340–12. PAVEMENT CONDITION INDEX DETERMINED FOR 'WHITETOPPING PAVEMENTS' ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS. NO PREVENTATIVE MAINTENANCE OR MAJOR REHABILITATION WAS IDENTIFIED FOR 'WHITETOPPING PAVEMENT' SECTIONS

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

NEW SMYRNA BEACH MUNICIPAL AIRPORT

VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER EVB

FDOT DISTRICT 5

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

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP	4102	$ 597,480.00	6	Reconstruction	100
2015	AP	4104	$ 63,180.00	58	Mill and Overlay	100
2015	AP	4105	$ 211,280.00	3	Reconstruction	100
2015	AP	4110	$ 39,000.00	12	Reconstruction	100
2015	AP	4115	$ 175,500.00	7	Reconstruction	100
2015	AP	4130	$ 802,120.00	33	Reconstruction	100
2015	AP	4135	$ 116,620.00	38	Reconstruction	100
2015	AP	4140	$ 1,109,616.00	43	Reconstruction	100
2015	AP	4160	$ 150,015.00	50	Mill and Overlay	100
2015	AP	4165	$ 190,340.00	3	Reconstruction	100
2015	AP	4185	$ 345,440.00	0	Reconstruction	100
2015	AP RW15-33	6345	$ 924,560.00	36	Reconstruction	100
2015	AP S	4215	$ 1,188,280.00	15	Reconstruction	100
2015	AP S	4220	$ 176,700.00	13	Reconstruction	100
2015	RW 2-20	6405	$ 1,568,000.00	38	Reconstruction	100
2015	RW 2-20	6425	$ 5,333,000.00	40	Reconstruction	100
2015	RW 2-20	6430	$ 75,000.00	55	Mill and Overlay	100
2015	RW 2-20	6445	$ 759,040.00	38	Reconstruction	100
2015	RW 2-20	6450	$ 409,000.00	47	Mill and Overlay	100
2015	TW A	105	$ 1,399,200.00	57	Mill and Overlay	100
2015	TW C	310	$ 649,418.00	44	Mill and Overlay	100
2015	TW D	415	$ 2,300,080.00	35	Reconstruction	100
2015	TW D	420	$ 314,980.00	0	Reconstruction	100
2016	TW A	125	$ 66,481.00	64	Mill and Overlay	100
2018	TW C	325	$ 796,287.00	65	Mill and Overlay	100
2019	RW 7-25	6205	$ 5,482,636.00	64	Mill and Overlay	100
2019	TW B	215	$ 1,793,324.00	65	Mill and Overlay	100
2020	AP	4145	$ 311,056.00	65	Mill and Overlay	100
2021	TW C	315	$ 604,776.00	64	Mill and Overlay	100
2021	TW C	320	$ 604,776.00	64	Mill and Overlay	100
2022	TW D	405	$ 933,991.00	64	Mill and Overlay	100
		Total =	$29,491,176.00			

** Costs are adjusted for inflation AT 3%*

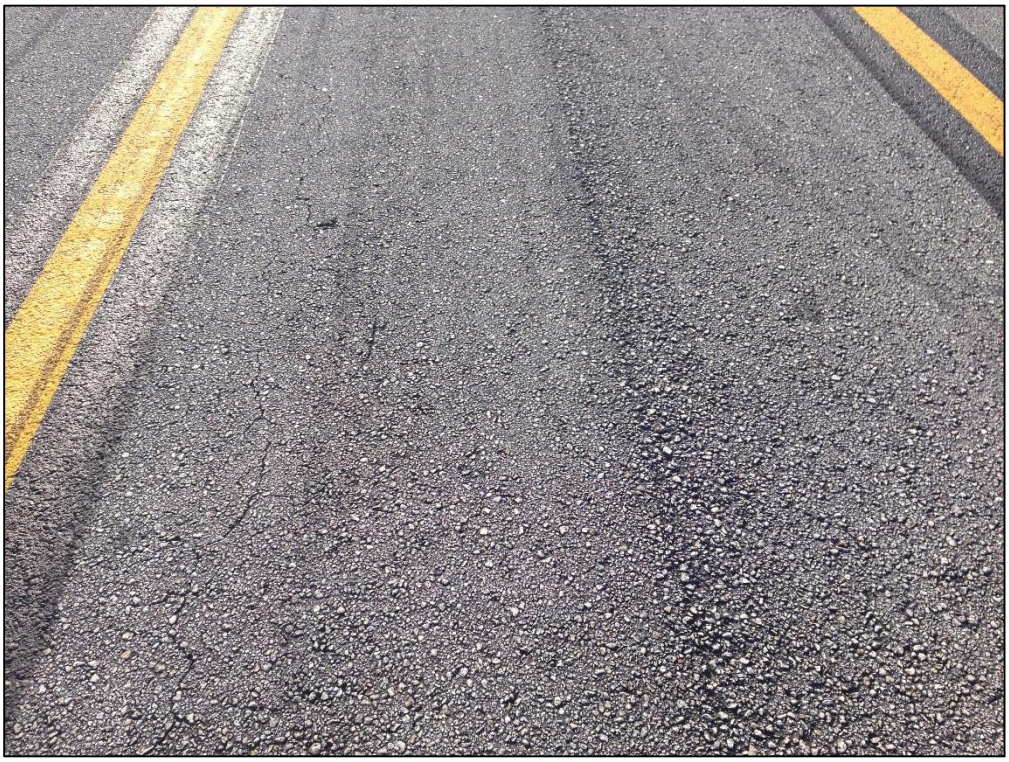
APPENDIX G

- PHOTOGRAPHS

Runway 02-20, Section 6405, Sample Unit 102 – Medium Severity (43) Block Cracking, Low Severity (52) Raveling

Runway 02-20, Section 6425, Sample Unit 153 – Medium Severity (43) Block Cracking, Low Severity (52) Raveling

Runway 7-25, Section 6205, Sample Unit 114 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering



Runway 7-25, Section 6205, Sample Unit 176 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling

Taxiway Delta, Section 415, Sample Unit 105 – Low Severity (43) Block Cracking, Medium Severity (43) Block Cracking, Low Severity (52) Raveling, Medium Severity (57) Weathering

Taxiway Charlie, Section 315, Sample Unit 154 – Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway Alpha, Section 125, Sample Unit 108 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling, Low Severity (56) Swelling

Apron, Section 4102, Sample Unit 101 – Low Severity (72) Shattered Slab, Low Severity (62) Corner Break

Apron South, Section 4220, Sample Unit 100 – High Severity (62) Corner Break, High Severity (65) Joint Seal Damage, Medium Severity (66) Small Patching

Apron, Section 4140, Sample Unit 316 – Medium Severity (43) Block Cracking, Low Severity (52) Raveling, Medium Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4102 of 20 From: - To: - Last Const.: 01/01/1984
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 29,874.00SqFt Length: 180.00Ft Width: 172.00Ft
Slabs: 108 Slab Width: 16.97Ft Slab Length: 16.97Ft Joint Length: 3,296.79Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 7
Inspection Comments:

Sample Number: 101 Type: R Area: 25.00Slabs PCI = 7
Sample Comments:

65 JOINT SEAL DAMAGE	L	25.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	9.00 Slabs	Comments:
62 CORNER BREAK	L	9.00 Slabs	Comments:
72 SHATTERED SLAB	M	11.00 Slabs	Comments:
72 SHATTERED SLAB	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	5.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
62 CORNER BREAK	M	8.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4104 of 20 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 4,212.00SqFt Length: 79.00Ft Width: 53.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 201 Type: R Area: 4,212.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,212.00 SqFt	Comments:
52 RAVELING	L	4,212.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4105 of 20 From: - To: - Last Const.: 01/01/1965
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 10,564.00SqFt Length: 100.00Ft Width: 66.00Ft
Slabs: 27 Slab Width: 20.84Ft Slab Length: 20.84Ft Joint Length: 467.40Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 4
Inspection Comments:

Sample Number: 102 Type: R Area: 19.00Slabs PCI = 4
Sample Comments:

65	JOINT SEAL DAMAGE	L	19.00 Slabs	Comments:
70	SCALING/CRAZING	L	19.00 Slabs	Comments:
72	SHATTERED SLAB	M	9.00 Slabs	Comments:
72	SHATTERED SLAB	L	9.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
63	LINEAR CRACKING	L	2.00 Slabs	Comments:
69	PUMPING	N	4.00 Slabs	Comments:
66	SMALL PATCH	M	1.00 Slabs	Comments:
74	JOINT SPALLING	L	3.00 Slabs	Comments:
67	LARGE PATCH/UTILITY	M	4.00 Slabs	Comments:
62	CORNER BREAK	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4110 of 20 From: - To: - Last Const.: 01/01/1980
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 1,950.00SqFt Length: 75.00Ft Width: 25.00Ft
Slabs: 8 Slab Width: 16.12Ft Slab Length: 16.12Ft Joint Length: 132.63Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 13
Inspection Comments:

Sample Number: 103 Type: R Area: 8.00Slabs PCI = 13
Sample Comments:

70 SCALING/CRAZING	L	3.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	8.00 Slabs	Comments:
72 SHATTERED SLAB	M	6.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4115 of 20 From: - To: - Last Const.: 01/01/1975
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 8,775.00SqFt Length: 140.00Ft Width: 48.00Ft
Slabs: 22 Slab Width: 22.68Ft Slab Length: 22.68Ft Joint Length: 404.59Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 8
Inspection Comments:

Sample Number: 101 Type: R Area: 22.00Slabs PCI = 8
Sample Comments:

65 JOINT SEAL DAMAGE	L	22.00 Slabs	Comments:
72 SHATTERED SLAB	M	10.00 Slabs	Comments:
72 SHATTERED SLAB	L	6.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4130 of 20 From: - To: - Last Const.: 01/01/1997
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 40,106.00SqFt Length: 250.00Ft Width: 150.00Ft
Slabs: 16 Slab Width: 83.67Ft Slab Length: 83.67Ft Joint Length: 496.38Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 34
Inspection Comments:

Sample Number: 402 Type: R Area: 16.00Slabs PCI = 34
Sample Comments:

70 SCALING/CRAZING	L	16.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	M	5.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4135 of 20 From: - To: - Last Const.: 01/01/1975
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 5,831.00SqFt Length: 108.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 39
Inspection Comments:

Sample Number: 200 Type: R Area: 5,831.00SqFt PCI = 39
Sample Comments:

50 PATCHING	L	540.00	SqFt	Comments:
45 DEPRESSION	M	4.00	SqFt	Comments:
45 DEPRESSION	L	3.00	SqFt	Comments:
52 RAVELING	H	14.00	SqFt	Comments:
45 DEPRESSION	L	6.00	SqFt	Comments:
43 BLOCK CRACKING	L	36.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	453.00	Ft	Comments:
52 RAVELING	L	5,257.00	SqFt	Comments:
47 JOINT REFLECTION CRACKING	H	52.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	16.00	SqFt	Comments:
45 DEPRESSION	L	1.00	SqFt	Comments:
45 DEPRESSION	L	1.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4140 of 20 From: - To: - Last Const.: 01/01/1980
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 60,486.00SqFt Length: 1,600.00Ft Width: 32.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 15 Surveyed: 3
Conditions: PCI : 44
Inspection Comments:

Sample Number: 202 Type: R Area: 4,482.00SqFt PCI = 40
Sample Comments:

52 RAVELING	L	30.00 SqFt	Comments:
57 WEATHERING	M	4,452.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,482.00 SqFt	Comments:

Sample Number: 316 Type: R Area: 4,073.00SqFt PCI = 38
Sample Comments:

43 BLOCK CRACKING	M	3,795.00 SqFt	Comments:
52 RAVELING	L	407.00 SqFt	Comments:
57 WEATHERING	M	3,666.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 3,850.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	3,850.00 SqFt	Comments:
52 RAVELING	L	385.00 SqFt	Comments:
57 WEATHERING	M	3,465.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4145 of 20 From: - To: - Last Const.: 01/01/1986
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 17,888.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 565 Type: R Area: 5,125.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	296.00 Ft	Comments:
52	RAVELING	L	513.00 SqFt	Comments:
57	WEATHERING	L	4,612.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4160 of 20 From: - To: - Last Const.: 01/01/1975
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 10,001.00SqFt Length: 25.00Ft Width: 270.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 51
Inspection Comments:

Sample Number: 219 Type: R Area: 4,475.00SqFt PCI = 51
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	588.00	Ft	Comments:
43	BLOCK CRACKING	L	207.00	SqFt	Comments:
45	DEPRESSION	L	12.00	SqFt	Comments:
52	RAVELING	M	55.00	SqFt	Comments:
45	DEPRESSION	L	2.00	SqFt	Comments:
52	RAVELING	L	2,238.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4165 of 20 From: - To: - Last Const.: 01/01/1991
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 9,517.00SqFt Length: 228.00Ft Width: 40.00Ft
Slabs: 22 Slab Width: 20.98Ft Slab Length: 20.98Ft Joint Length: 601.40Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 4
Inspection Comments:

Sample Number: 100 Type: R Area: 16.00Slabs PCI = 4
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
72 SHATTERED SLAB	L	14.00 Slabs	Comments:
70 SCALING/CRAZING	L	9.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	16.00 Slabs	Comments:
70 SCALING/CRAZING	M	11.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
69 PUMPING	N	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4185 of 20 From: - To: - Last Const.: 01/01/1965
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 17,272.00SqFt Length: 1,000.00Ft Width: 15.00Ft
Slabs: 76 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 985.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 1
Inspection Comments:

Sample Number: 200 Type: R Area: 12.00Slabs PCI = 1
Sample Comments:

65 JOINT SEAL DAMAGE	M	12.00 Slabs	Comments:
72 SHATTERED SLAB	L	5.00 Slabs	Comments:
62 CORNER BREAK	M	10.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
74 JOINT SPALLING	H	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 370,222.00SqFt

Section: 4190 of 20 From: - To: - Last Const.: 01/01/2012
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 32,616.00SqFt Length: 1,025.00Ft Width: 30.00Ft
Slabs: 137 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 3,045.00Ft
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 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP RW15-33 Name: AP RW 15-33 Use: APRON Area: 46,228.00SqFt

Section: 6345 of 1 From: - To: - Last Const.: 01/01/1943
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 46,228.00SqFt Length: 325.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 37
Inspection Comments:

Sample Number: 101 Type: R Area: 4,500.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	4,500.00 SqFt	Comments:
52 RAVELING	L	450.00 SqFt	Comments:
57 WEATHERING	M	4,050.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP S Name: South Aprons Use: APRON Area: 68,249.00SqFt

Section: 4215 of 2 From: - To: - Last Const.: 01/01/1943
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: S
Area: 59,414.00SqFt Length: 585.00Ft Width: 96.00Ft
Slabs: 143 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 4,935.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 16
Inspection Comments:

Sample Number: 301 Type: R Area: 20.00Slabs PCI = 9
Sample Comments:

70 SCALING/CRAZING	L	20.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
72 SHATTERED SLAB	L	3.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	11.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:

Sample Number: 304 Type: R Area: 20.00Slabs PCI = 24
Sample Comments:

70 SCALING/CRAZING	L	20.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	15.00 Slabs	Comments:
72 SHATTERED SLAB	L	17.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
71 FAULTING	L	5.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP S Name: South Aprons Use: APRON Area: 68,249.00SqFt

Section: 4220 of 2 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 8,835.00SqFt Length: 375.00Ft Width: 25.00Ft
Slabs: 54 Slab Width: 14.00Ft Slab Length: 12.50Ft Joint Length: 1,019.64Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 3 Surveyed: 3
Conditions: PCI : 14
Inspection Comments:

Sample Number: 100 Type: R Area: 16.00Slabs PCI = 19
Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
70 SCALING/CRAZING	L	16.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
62 CORNER BREAK	H	3.00 Slabs	Comments:
72 SHATTERED SLAB	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:

Sample Number: 101 Type: R Area: 21.00Slabs PCI = 11
Sample Comments:

65 JOINT SEAL DAMAGE	H	21.00 Slabs	Comments:
72 SHATTERED SLAB	M	8.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
62 CORNER BREAK	H	2.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:

Sample Number: 102 Type: R Area: 4.00Slabs PCI = 12
Sample Comments:

65 JOINT SEAL DAMAGE	H	4.00 Slabs	Comments:
72 SHATTERED SLAB	M	4.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 431,900.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 431,900.00SqFt Length: 4,305.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 04/25/2012 Total Samples: 108 Surveyed: 17
Conditions: PCI : 42
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.05SqFt PCI = 50
Sample Comments:

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

Sample Number: 107 Type: R Area: 5,000.05SqFt PCI = 33
Sample Comments:

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

Sample Number: 111 Type: R Area: 5,000.05SqFt PCI = 40
Sample Comments:

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

Sample Number: 115 Type: R Area: 5,000.05SqFt PCI = 36
Sample Comments:

48	L & T CR	M	20.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 26, 2015

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

Sample Number: 119 Type: R Area: 5,000.05SqFt PCI = 27

Sample Comments:

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

Sample Number: 125 Type: R Area: 5,000.05SqFt PCI = 54

Sample Comments:

48 L & T CR	M	53.00	Ft	Comments:
48 L & T CR	L	256.00	Ft	Comments:
52 RAVELING	M	200.00	SqFt	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:
48 L & T CR	M	53.00	Ft	Comments:
48 L & T CR	L	256.00	Ft	Comments:
52 RAVELING	M	200.00	SqFt	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.05SqFt PCI = 44

Sample Comments:

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

Sample Number: 135 Type: R Area: 5,000.05SqFt PCI = 41

Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Sample Number: 143 Type: R Area: 5,000.05SqFt PCI = 36
Sample Comments:

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

Sample Number: 147 Type: R Area: 5,000.05SqFt PCI = 47
Sample Comments:

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

Sample Number: 155 Type: R Area: 5,000.05SqFt PCI = 39
Sample Comments:

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

Sample Number: 161 Type: R Area: 5,000.05SqFt PCI = 35
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Sample Number: 165 Type: R Area: 5,000.05SqFt PCI = 38
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	M	60.00	Ft	Comments:
48 L & T CR	L	431.00	Ft	Comments:
56 SWELLING	L	70.00	SqFt	Comments:
52 RAVELING	M	550.00	SqFt	Comments:
52 RAVELING	L	4,450.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	M	60.00	Ft	Comments:
48 L & T CR	L	431.00	Ft	Comments:
56 SWELLING	L	70.00	SqFt	Comments:
52 RAVELING	M	550.00	SqFt	Comments:
52 RAVELING	L	4,450.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 5,000.05SqFt PCI = 27
Sample Comments:

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

Sample Number: 175 Type: R Area: 5,000.05SqFt PCI = 50
Sample Comments:

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

Sample Number: 181 Type: R Area: 5,000.05SqFt PCI = 56
Sample Comments:

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

Sample Number: 184 Type: R Area: 5,000.05SqFt PCI = 51
Sample Comments:

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

Re-inspection Report

FDOT

Report Generated Date: May 26, 2015

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

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 423,002.00SqFt

Section: 6405 of 6 From: - To: - Last Const.: 01/01/1943
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: S
Area: 78,400.00SqFt Length: 850.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 16 Surveyed: 5
Conditions: PCI : 38
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
45 DEPRESSION	L	49.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 104 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:

Sample Number: 107 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:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	M	50.00 SqFt	Comments:
52 RAVELING	L	4,950.00 SqFt	Comments:
45 DEPRESSION	L	56.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	L	3,400.00 SqFt	Comments:
53 RUTTING	L	148.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 423,002.00SqFt

Section: 6425 of 6 From: - To: - Last Const.: 01/01/1943
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: S
Area: 266,650.00SqFt Length: 2,700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 54 Surveyed: 12
Conditions: PCI : 40
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

52 RAVELING	L	50.00 SqFt	Comments:
52 RAVELING	L	4,950.00 SqFt	Comments:
43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

52 RAVELING	L	5,000.00 SqFt	Comments:
43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

53 RUTTING	L	66.00 SqFt	Comments:
43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	4,998.00 SqFt	Comments:
50 PATCHING	H	2.00 SqFt	Comments:
52 RAVELING	L	4,998.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

43 BLOCK CRACKING	M	500.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,500.00 SqFt	Comments:
45 DEPRESSION	L	70.00 SqFt	Comments:
45 DEPRESSION	L	15.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 143 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:

Sample Number: 146 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

53 RUTTING	L	40.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Sample Number: 153 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	M	800.00 SqFt	Comments:
52 RAVELING	L	4,200.00 SqFt	Comments:

Sample Number: 158 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	M	500.00 SqFt	Comments:
52 RAVELING	L	4,500.00 SqFt	Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

50 PATCHING	M	24.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,976.00 SqFt	Comments:
52 RAVELING	L	4,976.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 29
Sample Comments:

50 PATCHING	H	200.00 SqFt	Comments:
43 BLOCK CRACKING	L	480.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,320.00 SqFt	Comments:
52 RAVELING	M	100.00 SqFt	Comments:
52 RAVELING	L	4,700.00 SqFt	Comments:

Sample Number: 178 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	1,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	3,500.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
45 DEPRESSION	L	40.00 SqFt	Comments:
45 DEPRESSION	L	60.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 423,002.00SqFt

Section: 6430 of 6 From: - To: - Last Const.: 01/01/1977
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 5,000.00SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 56
Inspection Comments:

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

43 BLOCK CRACKING	L	2,700.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	277.00 Ft	Comments:	
52 RAVELING	L	5,000.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 423,002.00SqFt

Section: 6435 of 6 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 10,000.00SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 04/23/2012 Total Samples: 1 Surveyed: 2
Conditions: PCI : 42
Inspection Comments:

Sample Number: 138 Type: R Area: 5,027.39SqFt PCI = 41
Sample Comments:

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

Sample Number: 140 Type: R Area: 2,468.16SqFt PCI = 45
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 423,002.00SqFt

Section: 6445 of 6 From: - To: - Last Const.: 01/01/1943
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: S
Area: 37,952.00SqFt Length: 360.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 38
Inspection Comments:

Sample Number: 181 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

50 PATCHING	L	1,300.00 SqFt	Comments:
43 BLOCK CRACKING	M	3,700.00 SqFt	Comments:
52 RAVELING	L	3,700.00 SqFt	Comments:
45 DEPRESSION	L	9.00 SqFt	Comments:

Sample Number: 183 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
45 DEPRESSION	L	9.00 SqFt	Comments:
45 DEPRESSION	L	48.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 Name: RUNWAY 2-20 Use: RUNWAY Area: 423,002.00SqFt

Section: 6450 of 6 From: - To: - Last Const.: 01/01/1977
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 25,000.00SqFt Length: 250.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 5 Surveyed: 2
Conditions: PCI : 48
Inspection Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

43 BLOCK CRACKING	M	741.00	SqFt	Comments:
43 BLOCK CRACKING	L	800.00	SqFt	Comments:
43 BLOCK CRACKING	L	380.00	SqFt	Comments:
43 BLOCK CRACKING	L	640.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	320.00	Ft	Comments:
52 RAVELING	L	5,000.00	SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	686.00	Ft	Comments:
52 RAVELING	M	200.00	SqFt	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 375,128.00SqFt

Section: 6202 of 3 From: - To: - Last Const.: 01/01/2008
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 25,875.00SqFt Length: 286.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 82
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
52 RAVELING	L	375.00 SqFt	Comments:
57 WEATHERING	L	3,375.00 SqFt	Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
52 RAVELING	L	375.00 SqFt	Comments:
57 WEATHERING	L	3,375.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 375,128.00SqFt

Section: 6205 of 3 From: - To: - Last Const.: 01/01/1989
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 324,750.00SqFt Length: 4,470.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 86 Surveyed: 18
Conditions: PCI : 72
Inspection Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

52 RAVELING	L	1,500.00 SqFt	Comments:
57 WEATHERING	L	2,250.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:

Sample Number: 114 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.00 Ft	Comments:
52 RAVELING	L	1,500.00 SqFt	Comments:
57 WEATHERING	L	2,250.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	199.00 Ft	Comments:
56 SWELLING	L	30.00 SqFt	Comments:
56 SWELLING	L	4.00 SqFt	Comments:
52 RAVELING	L	1,125.00 SqFt	Comments:
57 WEATHERING	L	2,625.00 SqFt	Comments:

Sample Number: 126 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

56 SWELLING	L	10.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.00 Ft	Comments:
52 RAVELING	L	1,125.00 SqFt	Comments:
57 WEATHERING	L	2,625.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.00 Ft	Comments:
52 RAVELING	L	1,125.00 SqFt	Comments:
57 WEATHERING	L	2,625.00 SqFt	Comments:

Sample Number: 138 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00 Ft	Comments:
52 RAVELING	L	1,125.00 SqFt	Comments:
57 WEATHERING	L	2,625.00 SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	101.00 Ft	Comments:
56 SWELLING	L	28.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	2,250.00	SqFt	Comments:

Sample Number: 145 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	219.00	Ft	Comments:
52 RAVELING	L	2,250.00	SqFt	Comments:
57 WEATHERING	L	1,500.00	SqFt	Comments:

Sample Number: 150 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	173.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 162 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	212.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 167 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 171 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	221.00	Ft	Comments:
52 RAVELING	L	2,250.00	SqFt	Comments:
57 WEATHERING	L	1,500.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	321.00	Ft	Comments:
52 RAVELING	L	3,750.00	SqFt	Comments:

Sample Number: 181 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	194.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 186 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	201.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 191 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft	Comments:
52 RAVELING	L	1,125.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 375,128.00SqFt

Section: 6210 of 3 From: - To: - Last Const.: 01/01/1943
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 24,503.00SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 85
Inspection Comments:

Sample Number: 194 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 197 Type: R Area: 3,750.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 143,186.00SqFt

Section: 102 of 5 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 22,287.00SqFt Length: 465.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	175.00 SqFt	Comments:
57 WEATHERING	L	3,325.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 143,186.00SqFt

Section: 105 of 5 From: - To: - Last Const.: 01/01/1977
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 93,280.00SqFt Length: 2,580.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 24 Surveyed: 3
Conditions: PCI : 58
Inspection Comments:

Sample Number: 113 Type: R Area: 4,000.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft	Comments:
56	SWELLING	L	9.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:

Sample Number: 122 Type: R Area: 4,000.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	271.00 Ft	Comments:
50	PATCHING	M	420.00 SqFt	Comments:
52	RAVELING	L	2,400.00 SqFt	Comments:
57	WEATHERING	M	1,180.00 SqFt	Comments:

Sample Number: 133 Type: R Area: 4,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	685.00 Ft	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 143,186.00SqFt

Section: 110 of 5 From: - To: - Last Const.: 07/01/2011
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 16,319.00SqFt Length: 400.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 128 Type: R Area: 5,081.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	254.00 SqFt	Comments:
57 WEATHERING	L	4,827.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 143,186.00SqFt

Section: 115 of 5 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 6,997.00SqFt Length: 90.00Ft Width: 60.00Ft
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 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 143,186.00SqFt

Section: 125 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 4,303.00SqFt Length: 80.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 108 Type: R Area: 4,303.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	386.00	Ft	Comments:
56	SWELLING	L	24.00	SqFt	Comments:
56	SWELLING	L	8.00	SqFt	Comments:
52	RAVELING	M	286.00	SqFt	Comments:
52	RAVELING	M	44.00	SqFt	Comments:
52	RAVELING	L	795.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 173,003.00SqFt

Section: 210 of 2 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 66,780.00SqFt Length: 1,800.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 18 Surveyed: 3
Conditions: PCI : 79
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 3,500.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 173,003.00SqFt

Section: 215 of 2 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 106,223.00SqFt Length: 2,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 28 Surveyed: 4
Conditions: PCI : 70
Inspection Comments:

Sample Number: 123 Type: R Area: 3,500.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	258.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Sample Number: 133 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	223.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Sample Number: 138 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	288.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	294.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 298,030.50SqFt

Section: 310 of 7 From: - To: - Last Const.: 01/01/2002
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 36,433.00SqFt Length: 720.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 45
Inspection Comments:

Sample Number: 135 Type: R Area: 4,188.00SqFt PCI = 33
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	Comments:
56	SWELLING	L	6.00	SqFt	Comments:
52	RAVELING	M	100.00	SqFt	Comments:
54	SHOVING	L	39.00	SqFt	Comments:
54	SHOVING	M	13.00	SqFt	Comments:
52	RAVELING	L	1,000.00	SqFt	Comments:
57	WEATHERING	L	3,088.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	440.00	Ft	Comments:

Sample Number: 141 Type: R Area: 3,500.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	484.00	Ft	Comments:
56	SWELLING	L	39.00	SqFt	Comments:
52	RAVELING	L	300.00	SqFt	Comments:
57	WEATHERING	L	3,200.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 298,030.50SqFt

Section: 315 of 7 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 33,766.00SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 146 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:
52	RAVELING	L	175.00 SqFt	Comments:
57	WEATHERING	L	3,325.00 SqFt	Comments:

Sample Number: 154 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.00 Ft	Comments:
52	RAVELING	L	350.00 SqFt	Comments:
57	WEATHERING	L	3,150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 298,030.50SqFt

Section: 320 of 7 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 33,766.00SqFt Length: 1,350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 159 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 250 Type: R Area: 4,172.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	454.00 Ft	Comments:
52	RAVELING	L	2,503.00 SqFt	Comments:
57	WEATHERING	L	1,669.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 298,030.50SqFt

Section: 325 of 7 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 48,581.00SqFt Length: 1,300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 13 Surveyed: 3
Conditions: PCI : 69
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
52 RAVELING	L	700.00	SqFt	Comments:
52 RAVELING	M	4.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	299.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:
57 WEATHERING	M	2,450.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft	Comments:
52 RAVELING	L	2,100.00	SqFt	Comments:
57 WEATHERING	M	1,400.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 298,030.50SqFt

Section: 340 of 7 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,650.00SqFt Length: 440.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 300 Type: R Area: 4,241.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00 Ft	Comments:
57	WEATHERING	L	4,241.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 298,030.50SqFt

Section: 345 of 7 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 86,977.00SqFt Length: 1,125.00Ft Width: 70.00Ft
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 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 247,626.00SqFt

Section: 405 of 4 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 50,628.00SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 11 Surveyed: 3
Conditions: PCI : 73
Inspection Comments:

Sample Number: 301 Type: R Area: 4,048.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	372.00	Ft	Comments:
52 RAVELING	L	405.00	SqFt	Comments:
57 WEATHERING	L	3,643.00	SqFt	Comments:

Sample Number: 304 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Sample Number: 306 Type: R Area: 3,500.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 247,626.00SqFt

Section: 415 of 4 From: - To: - Last Const.: 01/01/1943
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 115,004.00SqFt Length: 3,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 23 Surveyed: 3
Conditions: PCI : 35
Inspection Comments:

Sample Number: 105 Type: R Area: 5,008.00SqFt PCI = 39
Sample Comments:

43 BLOCK CRACKING	M	2,504.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,504.00 SqFt	Comments:
52 RAVELING	L	2,003.00 SqFt	Comments:
57 WEATHERING	M	3,005.00 SqFt	Comments:
45 DEPRESSION	L	1.00 SqFt	Comments:
45 DEPRESSION	M	1.00 SqFt	Comments:
45 DEPRESSION	M	1.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 26
Sample Comments:

43 BLOCK CRACKING	L	2,500.00 SqFt	Comments:
43 BLOCK CRACKING	H	190.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,310.00 SqFt	Comments:
52 RAVELING	L	1,500.00 SqFt	Comments:
57 WEATHERING	M	3,500.00 SqFt	Comments:
45 DEPRESSION	M	48.00 SqFt	Comments:
45 DEPRESSION	L	147.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

43 BLOCK CRACKING	M	3,000.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00 SqFt	Comments:
52 RAVELING	L	1,500.00 SqFt	Comments:
57 WEATHERING	M	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 247,626.00SqFt

Section: 420 of 4 From: - To: - Last Const.: 01/01/2002
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 15,749.00SqFt Length: 460.00Ft Width: 28.00Ft
Slabs: 17 Slab Width: 30.00Ft Slab Length: 50.00Ft Joint Length: 198.93Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 0
Inspection Comments:

Sample Number: 102 Type: R Area: 17.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	L	17.00 Slabs	Comments:
72 SHATTERED SLAB	M	12.00 Slabs	Comments:
72 SHATTERED SLAB	L	5.00 Slabs	Comments:
74 JOINT SPALLING	H	9.00 Slabs	Comments:
62 CORNER BREAK	M	4.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 247,626.00SqFt

Section: 425 of 4 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 66,245.00SqFt Length: 1,800.00Ft 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 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 127,374.00SqFt

Section: 505 of 4 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: S
Area: 20,344.00SqFt Length: 470.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 04/23/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI : 42
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 127,374.00SqFt

Section: 510 of 4 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 29,187.00SqFt Length: 1,200.00Ft Width: 35.00Ft
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 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 127,374.00SqFt

Section: 515 of 4 From: - To: - Last Const.: 07/01/2011
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 52,311.00SqFt Length: 2,000.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/21/2015 Total Samples: 14 Surveyed: 2
Conditions: PCI : 88
Inspection Comments:

Sample Number: 116 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	175.00 SqFt	Comments:
57 WEATHERING	L	3,325.00 SqFt	Comments:

Sample Number: 123 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	175.00 SqFt	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 26, 2015

Network: EVB Name: NEW SMYRNA BEACH MUNICIPAL AIRPORT

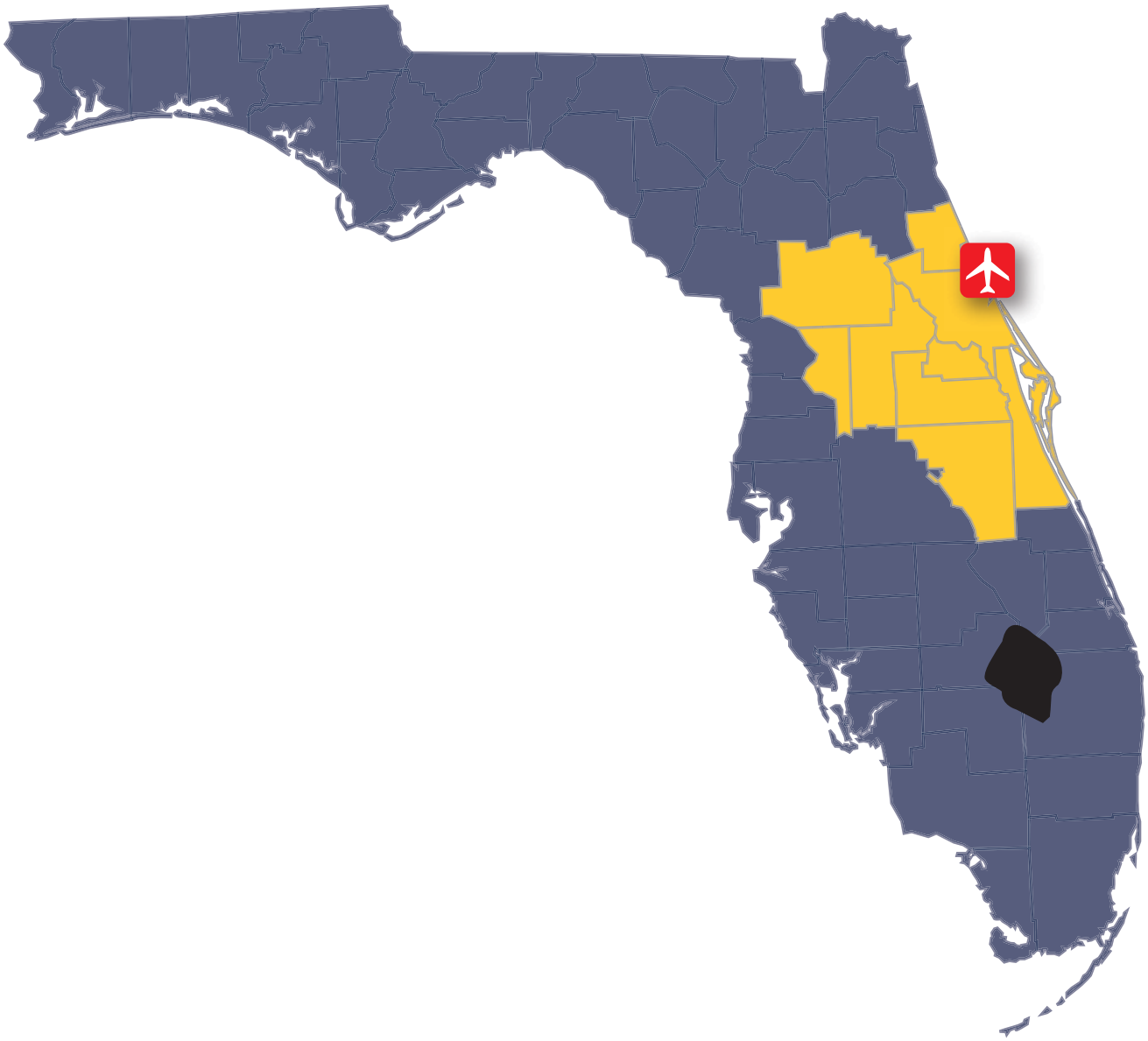
Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 127,374.00SqFt

Section: 520 of 4 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 25,532.00SqFt Length: 600.00Ft Width: 30.00Ft
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>



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT