FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

SPACE COAST REGIONAL AIRPORT (TIX)

DISTRICT 5

PRIMARY AIRPORT

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

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

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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 December 2014, a PCI survey inspection was performed at Space Coast Regional 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 77, representing a Satisfactory overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
HELICOPTER APRON	100	100	GOOD	65	65	
SOUTH APRON	79	51 - 100	SATISFACTORY	65	65	X
WEST APRON	98	82 - 100	GOOD	65	65	
RUNWAY 18-36	68	67 - 73	FAIR	75	65	X
RUNWAY 9-27	59	59 - 65	FAIR	75	65	X
TAXIWAY ALPHA	70	68 - 74	FAIR	70	65	X
TAXIWAY BRAVO	96	60 - 100	GOOD	70	65	X
TAXIWAY CHARLIE	74	69 - 100	SATISFACTORY	70	65	X
TAXIWAY DELTA	76	71 - 78	SATISFACTORY	70	65	
TAXIWAY ECHO	78	77 - 100	SATISFACTORY	70	65	
TAXIWAY FOXTROT	25	25	SERIOUS	70	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	65	FAIR
Taxiway	77	SATISFACTORY
Apron	91	GOOD

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 9-27 – Sections 6205 and 6210
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Sections 4205 and 4215
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway F – Section 605
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway B – Section 205
  - Mill and Overlay attributed to climate and age of pavement.

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

Table III: Year-1 Major Rehabilitation Needs for Space Coast Regional Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 9-27	6210	$ 7,920,000.00	58	Mill and Overlay	100
RW 9-27	6205	$ 895,369.00	64	Mill and Overlay	100
AP S	4215	$ 1,558,188.00	50	Mill and Overlay	100
AP S	4205	$ 1,822,977.00	61	Mill and Overlay	100
TW F	605	$ 698,924.00	24	Reconstruction	100
TW B	205	$ 398,628.00	59	Mill and Overlay	100
	Total =	$13,294,086.00			

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.

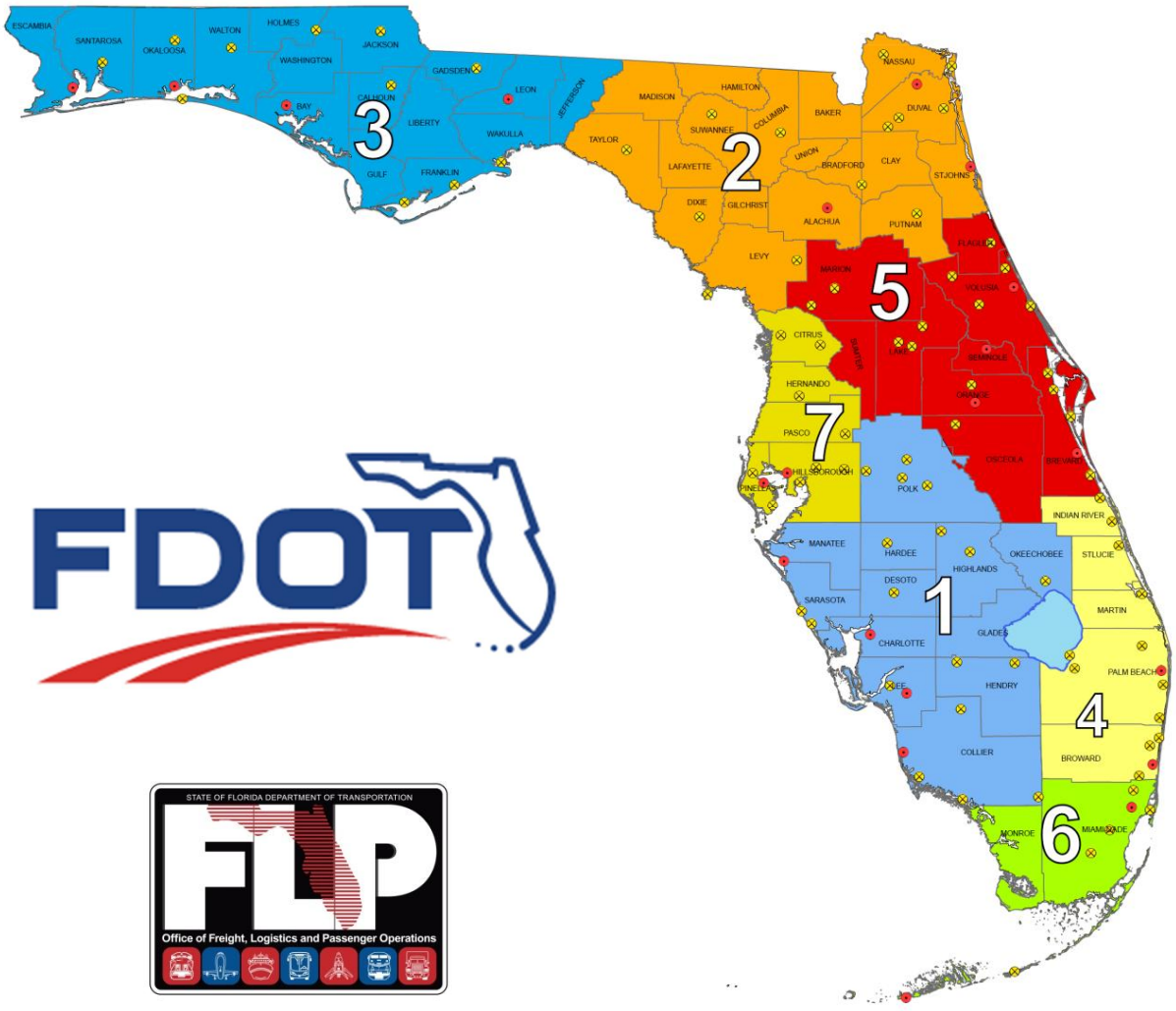
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 730,761.28	$ 13,294,086.45	$ 14,024,847.73
2016	$ 483,606.23	$ 13,905,000.66	$ 14,388,606.89
2017	$ 540,491.10	$ -	$ 540,491.10
2018	$ 524,562.93	$ 3,343,744.78	$ 3,868,307.71
2019	$ 373,862.24	$ 9,220,915.75	$ 9,594,777.99
2020	$ 380,165.20	$ 1,669,354.75	$ 2,049,519.95
2021	$ 441,796.02	$ 161,197.07	$ 602,993.09
2022	$ 486,953.74	$ 2,753,421.64	$ 3,240,375.39
2023	$ 581,781.29	$ 2,614,266.38	$ 3,196,047.67
2024	$ 748,785.24	$ 90,303.59	$ 839,088.83
Total	$ 5,292,765.27	$ 47,052,291.07	$ 52,345,056.35

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

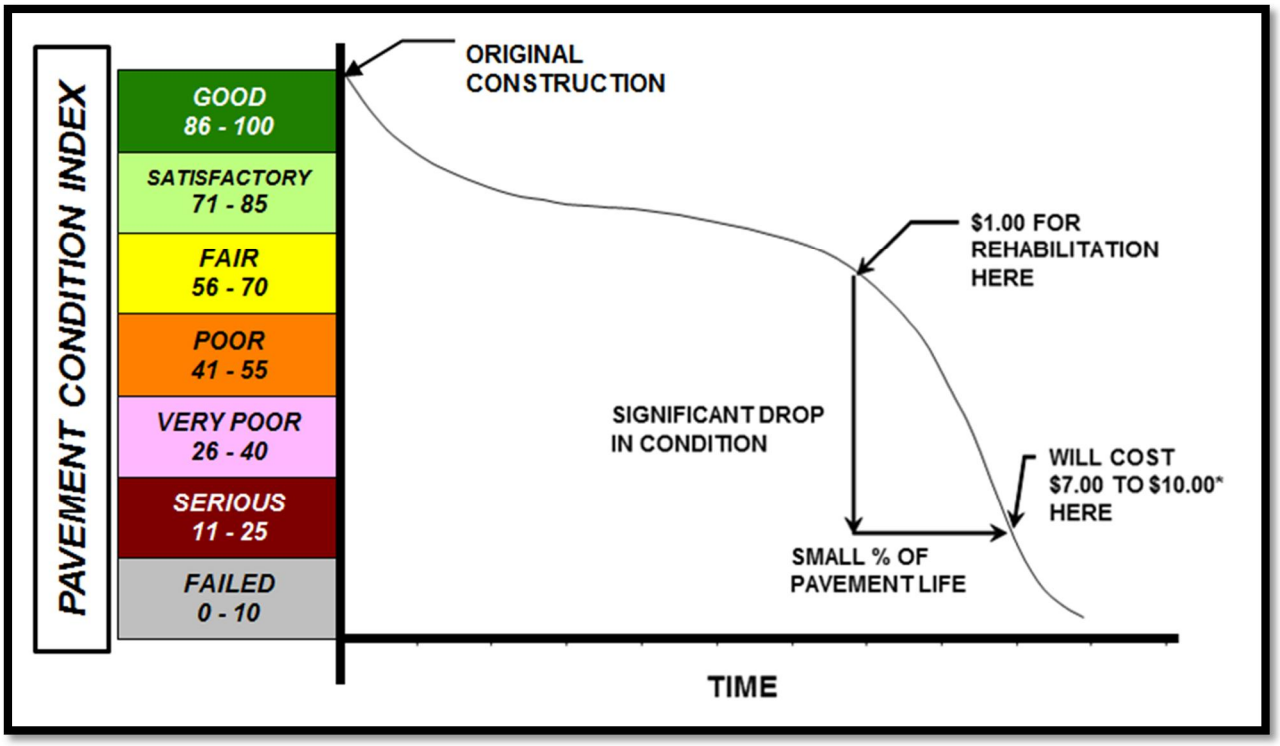
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to 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

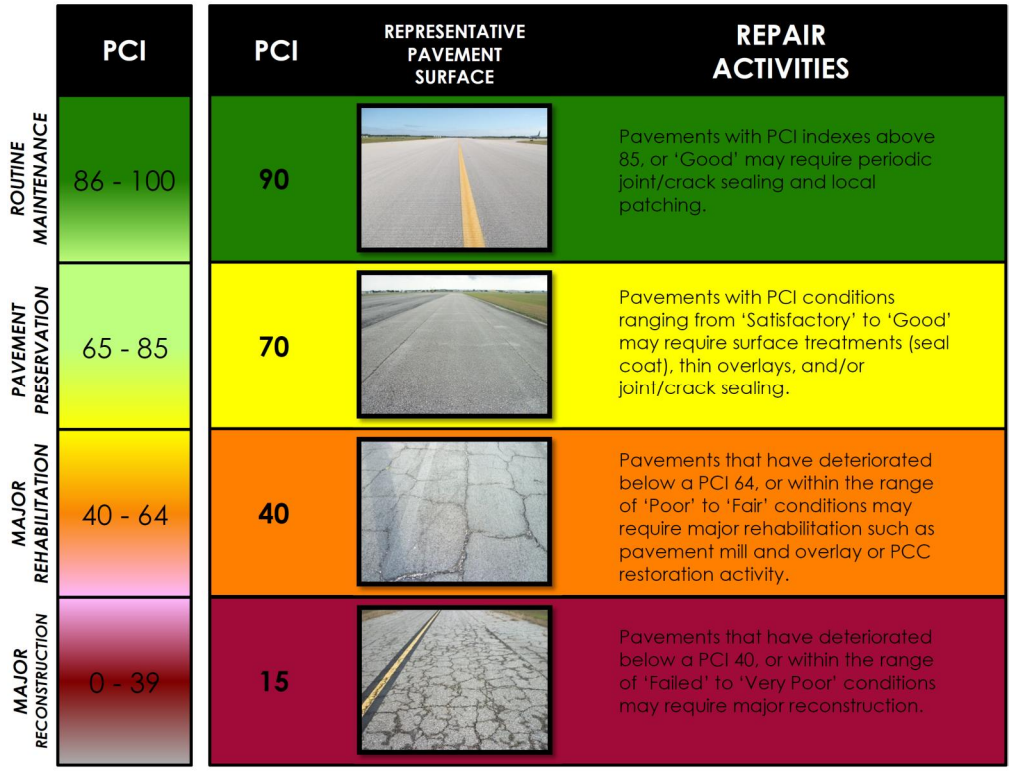
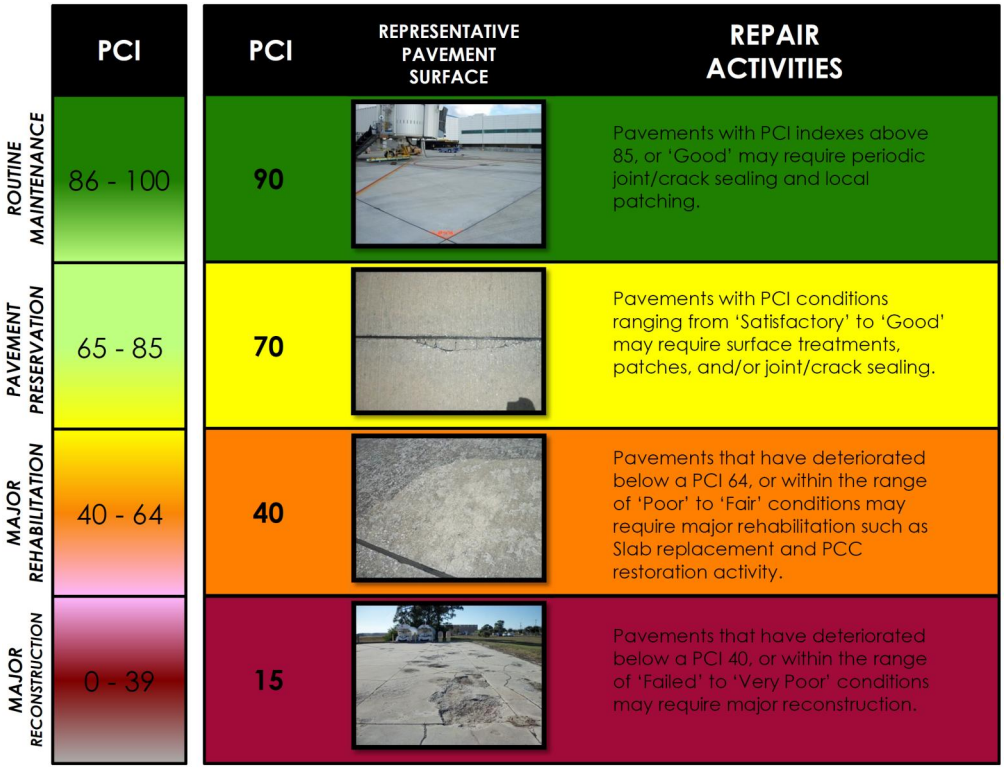


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

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

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric 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.

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

2.1 Network Definition

The 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
2012	T-HANGAR TAXILANE	2 INCH SUPERPAVE ASPHALT, 6 INCH LIMEROCK, 8 INCH STABILIZED SUBGRADE
2012	HELICOPTER APRON	7 1/4 INCH PCC, 6 INCH CRISHED CONCRETE BASE
2012	TRANSITION TO HELICOPTER APRON	2 INCH P-401, 8 INCH LIMEROCK, 8 INCH STABILIZED SUBGRADE
2013	TAXIWAY B AND C	REHABILITATION - MILL AND OVERLAY
2014	T-HANGAR TAXILANES	REMOVE AND REPLACE VARIOUS THICKNESSES OF ASPHALT
2014	WEST APRON	NEW PCC: 14" P-501, 6" P-211, 20" P-152
2014	EAST APRON	NEW PCC: 14" P-501, 6" P-211, 20" 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.

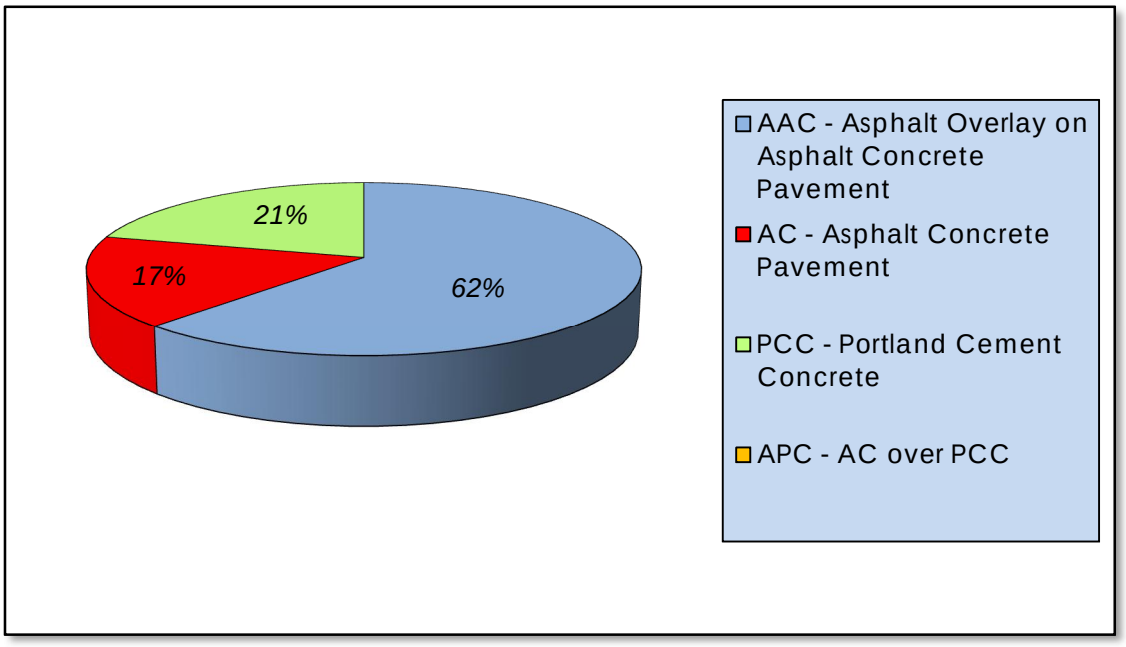
2.2 Pavement Inventory

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 Space Coast Regional Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	11	
Number of Sections	51	
Sample Units	162	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,587,593	39%
Taxiway	1,135,483	28%
Apron	1,377,731	34%
Total =	4,100,807	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	692,768	17%
Asphalt Overlay (AAC)	2,538,061	62%
Portland Cement Concrete (PCC)	869,979	21%
AC over PCC (APC)	0	0%

Figure 2-1: Airfield Pavement Type



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

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 9-27	RW 9-27	6210	440,000	S	AC	1/1/1998	18	88
RUNWAY 9-27	RW 9-27	6205	49,743	S	AAC	1/1/1998	2	9
RUNWAY 18-36	RW 18-36	6150	65,950	P	AAC	1/1/2004	3	14
RUNWAY 18-36	RW 18-36	6145	131,900	P	AAC	1/1/2004	5	27
RUNWAY 18-36	RW 18-36	6130	50,000	P	AAC	1/1/2004	2	10
RUNWAY 18-36	RW 18-36	6125	100,000	P	AAC	1/1/2004	5	20
RUNWAY 18-36	RW 18-36	6110	250,000	P	AAC	1/1/2004	10	50
RUNWAY 18-36	RW 18-36	6105	500,000	P	AAC	1/1/2004	20	100
WEST APRON	AP W	4310	30,464	P	AAC	1/1/2014	1	6
WEST APRON	AP W	4305	370,471	P	PCC	1/1/2014	9	88
HELICOPTER APRON	AP HELI	4260	376,884	P	PCC	1/1/2012	10	99

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
HELICOPTER APRON	AP HELI	4255	27,840	P	AC	1/1/2012	1	5
SOUTH APRON	AP S	4250	38,228	P	PCC	1/1/2011	2	12
SOUTH APRON	AP S	4245	7,200	P	AC	1/1/2008	1	2
SOUTH APRON	AP S	4241	8,553	P	AAC	1/1/2014	1	3
SOUTH APRON	AP S	4240	7,020	P	AAC	1/1/2014	1	2
SOUTH APRON	AP S	4235	66,120	P	PCC	1/1/2014	3	17
SOUTH APRON	AP S	4232	9,960	P	AAC	1/1/2014	1	3
SOUTH APRON	AP S	4230	9,576	P	PCC	1/1/1991	1	5
SOUTH APRON	AP S	4229	16,315	P	AC	1/1/2012	1	3
SOUTH APRON	AP S	4228	11,100	P	AAC	1/1/2014	1	3
SOUTH APRON	AP S	4227	6,560	P	AAC	1/1/2014	1	2
SOUTH APRON	AP S	4226	6,677	P	AAC	1/1/2014	1	2
SOUTH APRON	AP S	4225	8,700	P	PCC	1/1/1991	1	2
SOUTH APRON	AP S	4221	5,405	P	AC	1/1/1967	1	2
SOUTH APRON	AP S	4220	8,168	P	AAC	1/1/2014	1	2
SOUTH APRON	AP S	4218	95,378	P	AAC	1/1/2008	3	19
SOUTH APRON	AP S	4217	26,589	P	AAC	1/1/2001	1	7
SOUTH APRON	AP S	4216	48,836	P	AAC	1/1/2008	1	9
SOUTH APRON	AP S	4215	86,566	P	AC	1/1/1971	3	27
SOUTH APRON	AP S	4211	3,845	P	AAC	1/1/2008	1	1
SOUTH APRON	AP S	4205	101,276	P	AC	1/1/1968	3	21
TAXIWAY F	TW F	605	30,388	T	AAC	1/1/1998	2	6
TAXIWAY E	TW E	525	8,165	P	AC	1/1/2014	1	2
TAXIWAY E	TW E	515	107,697	P	AAC	1/1/1998	4	27

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY E	TW E	510	5,825	P	AAC	1/1/1998	1	1
TAXIWAY E	TW E	505	32,371	P	AAC	1/1/1998	2	6
TAXIWAY D	TW D	410	73,750	P	AAC	1/1/2004	3	15
TAXIWAY D	TW D	408	7,500	P	AAC	1/1/2004	1	1
TAXIWAY D	TW D	404	26,461	T	AAC	1/1/2004	1	4
TAXIWAY C	TW C	315	32,856	P	AAC	1/1/2013	2	6
TAXIWAY C	TW C	310	116,660	P	AAC	1/1/1986	4	24
TAXIWAY C	TW C	305	46,879	P	AAC	1/1/2004	2	9
TAXIWAY B	TW B	210	234,359	P	AAC	1/1/2013	7	47
TAXIWAY B	TW B	205	22,146	P	AAC	1/1/1998	1	4
TAXIWAY A	TW A	125	35,137	P	AAC	1/1/1998	2	7
TAXIWAY A	TW A	120	90,638	P	AAC	1/1/1998	3	17
TAXIWAY A	TW A	115	50,000	P	AAC	1/1/1998	2	10
TAXIWAY A	TW A	112	30,000	P	AAC	1/1/1998	2	6
TAXIWAY A	TW A	110	70,000	P	AAC	1/1/1998	3	14
TAXIWAY A	TW A	105	114,651	P	AAC	1/1/1998	4	22

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 2014 at Space Coast Regional Airport, the overall weighted average PCI value is 77 representing a condition rating of Satisfactory.

The Airport exhibited overall pavement distresses associated with climate, subgrade quality, and age. Structural distresses, which are a result of repeat traffic loading or inadequate pavement strength, were noted in isolated locations. Typical AC and AAC pavement distresses include weathering, raveling, swelling, longitudinal and transverse cracking, and block cracking. In some areas depressions, patching, and oil spillage were also observed. Typical PCC pavement distresses include linear cracking and scaling/crazing.

Runway 18-36 is asphalt concrete and is in Fair to Satisfactory condition. Typical distresses include low to medium severity longitudinal and transverse cracking, low to medium severity weathering, low severity raveling, and low severity swelling. These are climate, age, and subgrade quality related distresses.

Runway 9-27 is asphalt concrete and is in Fair condition. Typical distresses include low severity longitudinal and transverse cracking, low to medium severity weathering, low severity raveling, low severity block cracking, and low severity swelling. These are climate, age, and subgrade quality related distresses. Medium severity swelling was observed near the midpoint of the runway and should be monitored for rideability issues.

Parallel Taxiway A was in Fair to Satisfactory condition. Typical distresses include low severity longitudinal and transverse cracking, low to medium severity weathering, low severity raveling, and low severity swelling. These are climate, age, and subgrade quality related distresses. Parallel Taxiway B west of RW 18-36 was recently rehabilitated and not inspected. A PCI of 100 was assumed for this portion of Taxiway B.

Portions of the western and southern aprons were recently constructed or are currently undergoing rehabilitation. Those areas were not inspected and are assumed to have a PCI of 100. The remaining taxiways and aprons ranged in condition from Serious to Satisfactory. Higher severity distresses were observed on Taxiway F and the South Apron adjacent to the T-Hangars. Typical distresses for these areas include medium severity raveling and block cracking. These distresses are typical of advanced age or badly degraded thin overlays.

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 Space Coast Regional 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

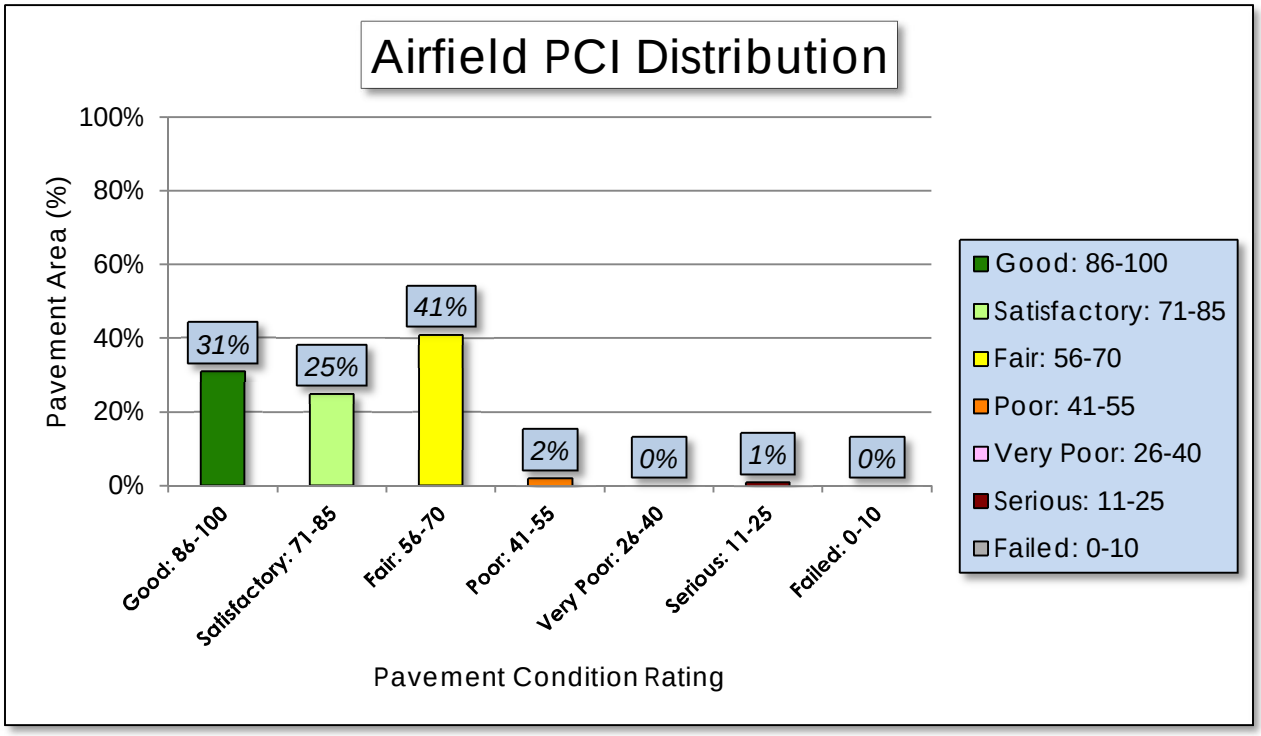


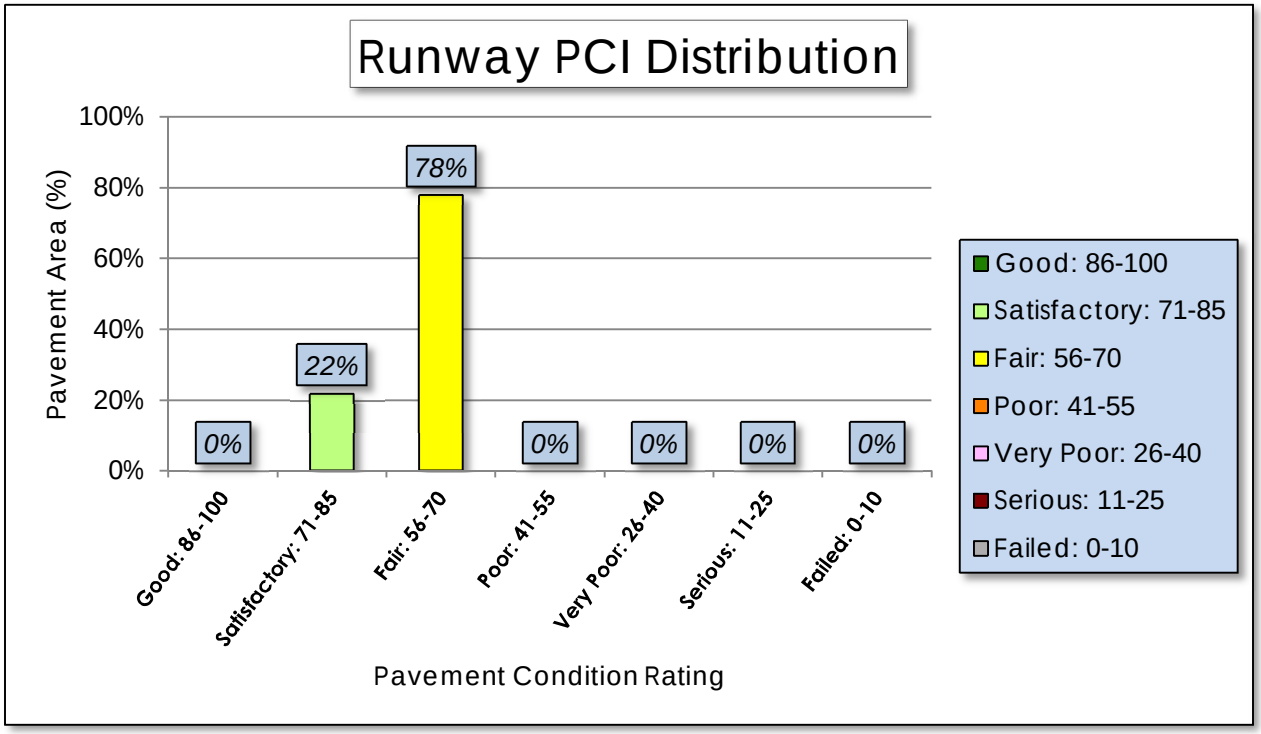
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	65	FAIR
Taxiway	77	SATISFACTORY
Apron	91	GOOD
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	1,255,865	31%
Satisfactory	1,007,525	25%
Fair	1,720,463	41%
Poor	86,566	2%
Very Poor	-	0%
Serious	30,388	1%
Failed	-	

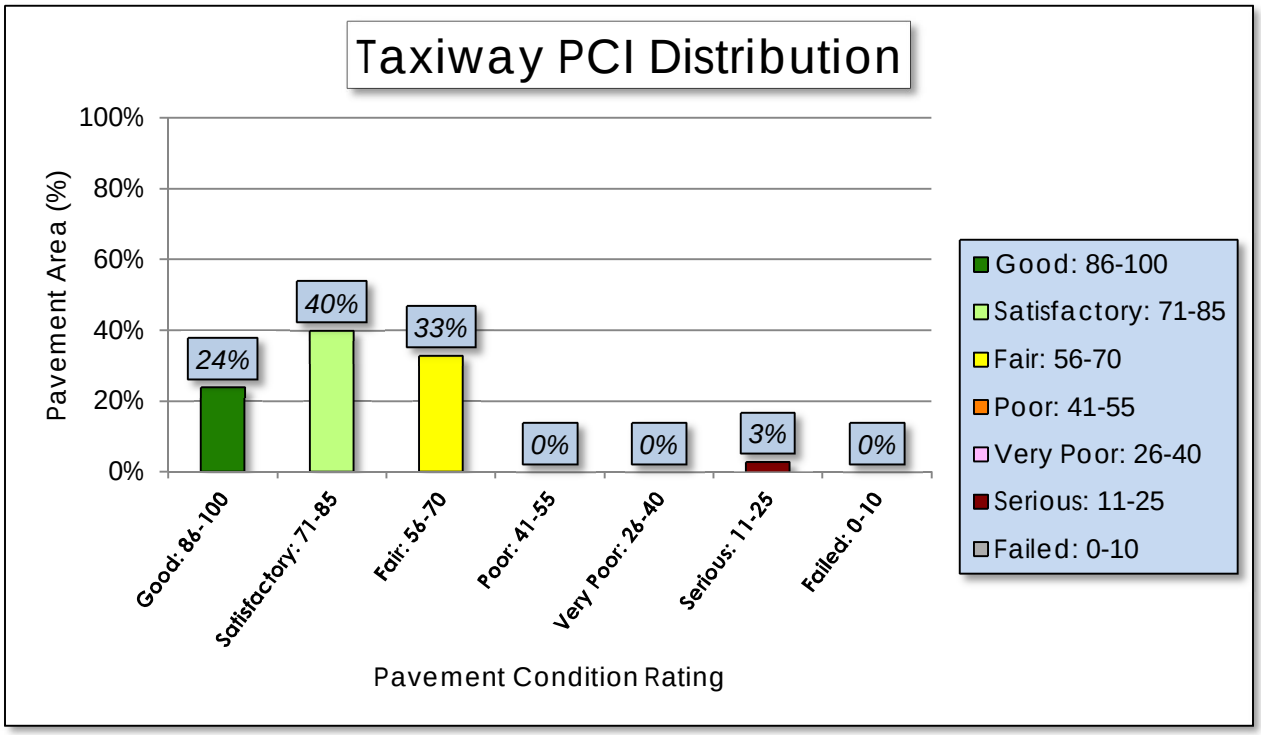
Approximately 56% of the airfield network is in Good and Satisfactory condition, while 3% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch 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

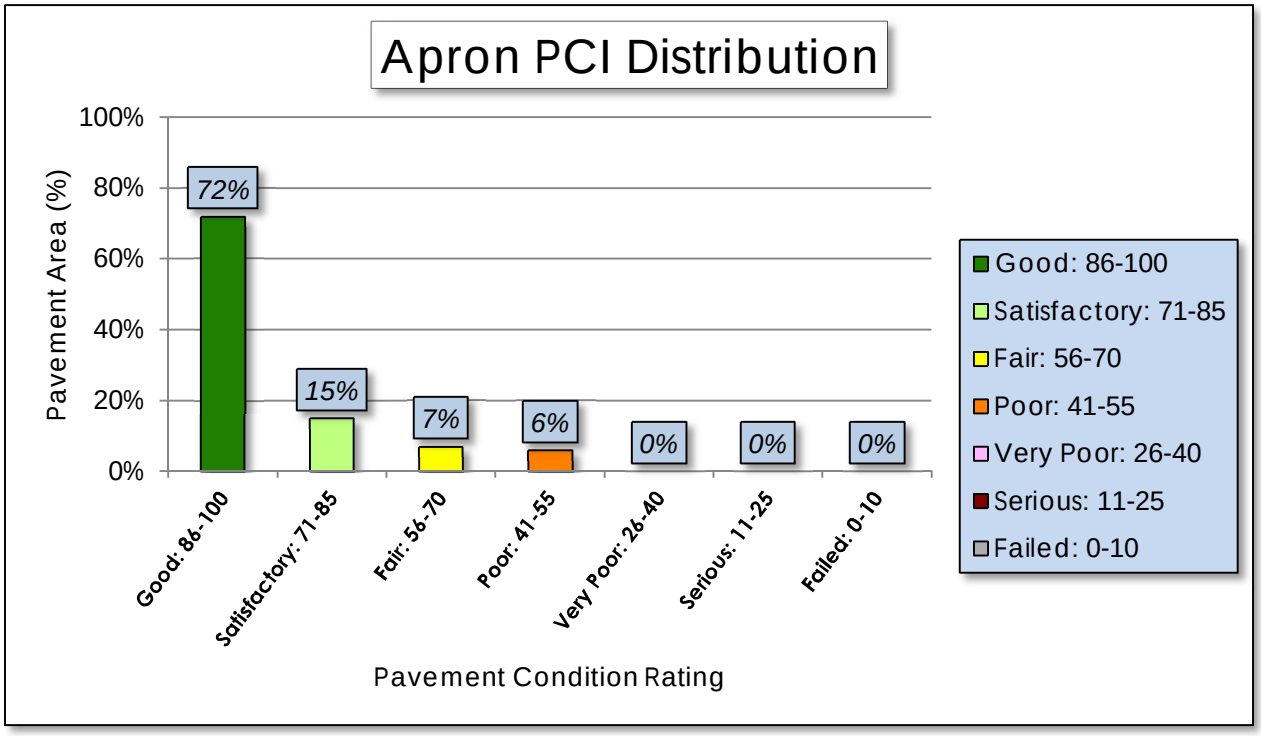
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
100%
80%
60%
40%
20%
0%
Pavement Area (%)
72%
15%
7%
6%
0%
0%
0%
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 Space Coast Regional 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

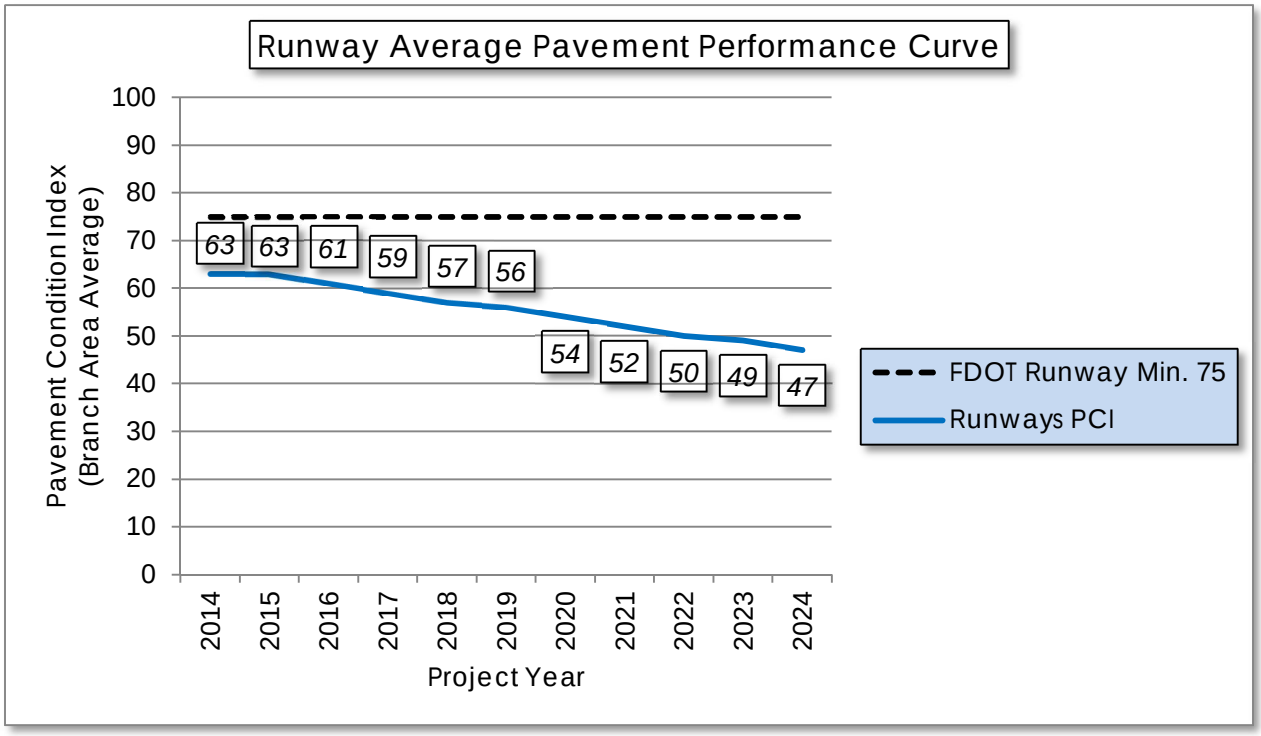


Figure 4-2: Taxiway Pavement Performance Prediction Summary

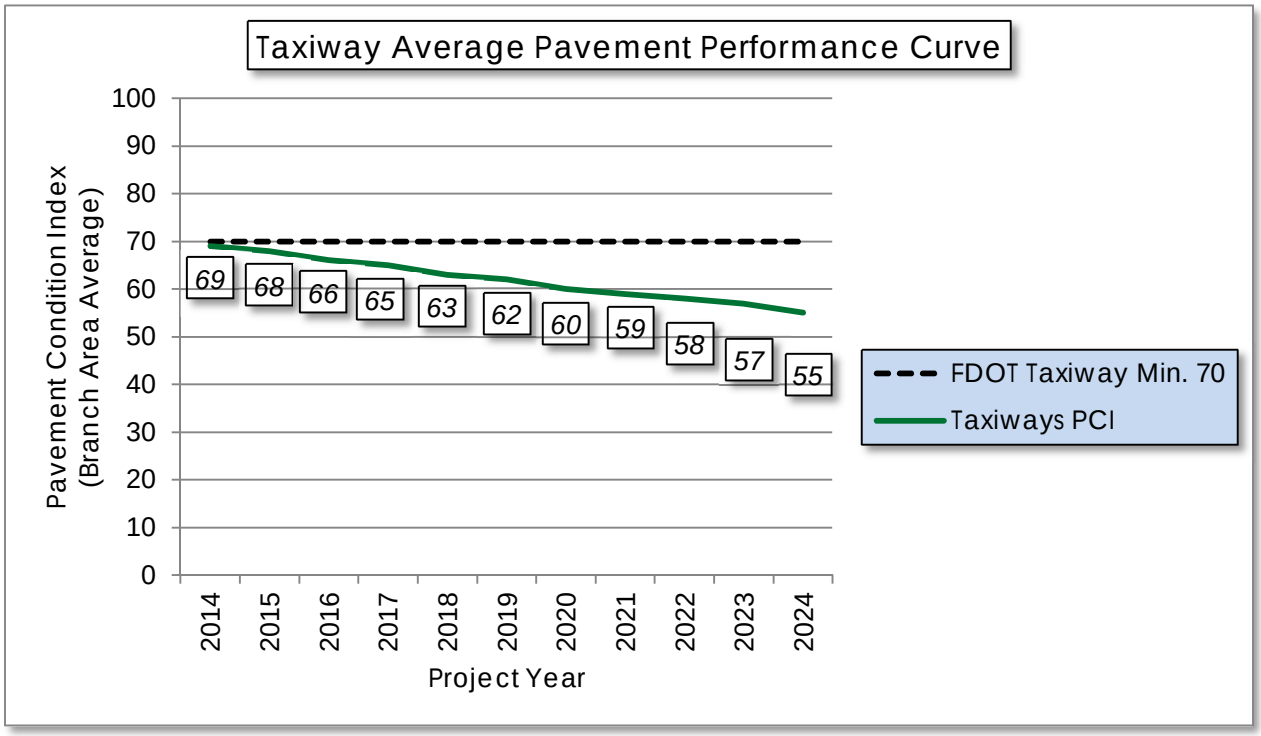
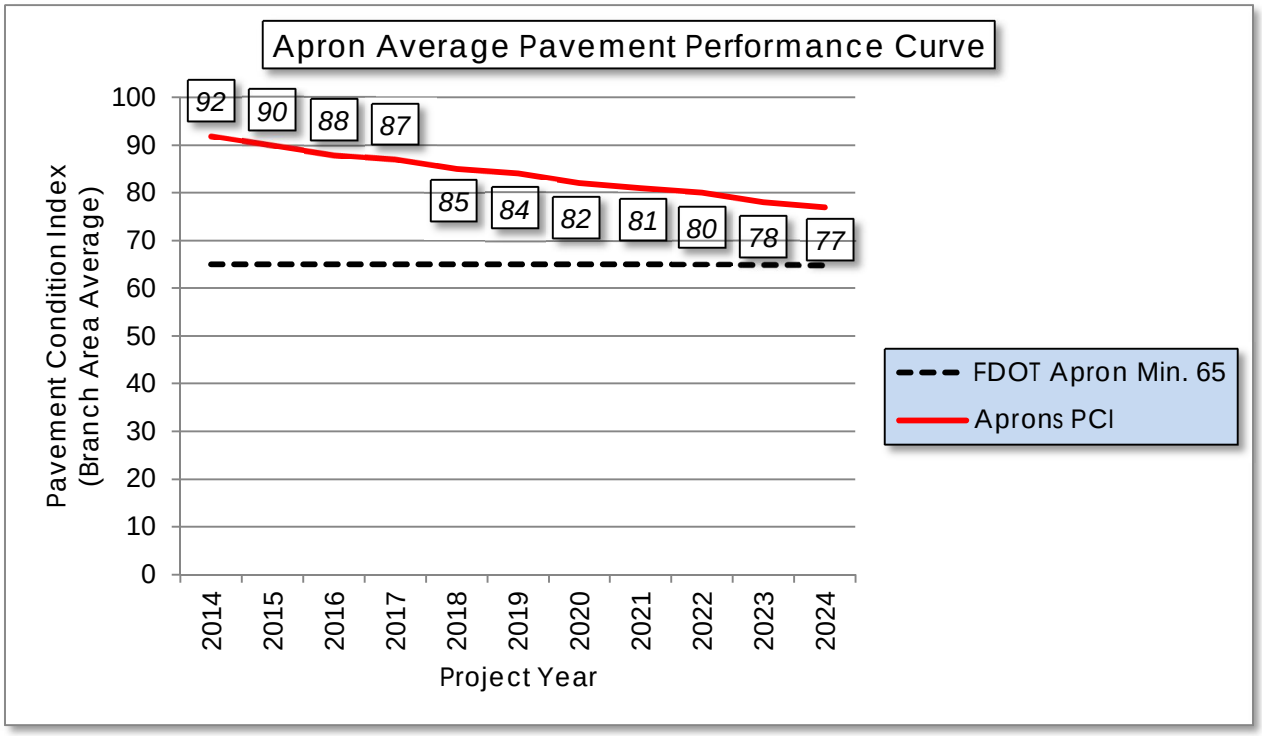


Figure 4-3: Apron Pavement Performance Prediction Summary



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 Primary Airports

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	70	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 Primary Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00
	▪ Concrete Pavement Restoration (PCC)		$18.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00

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.

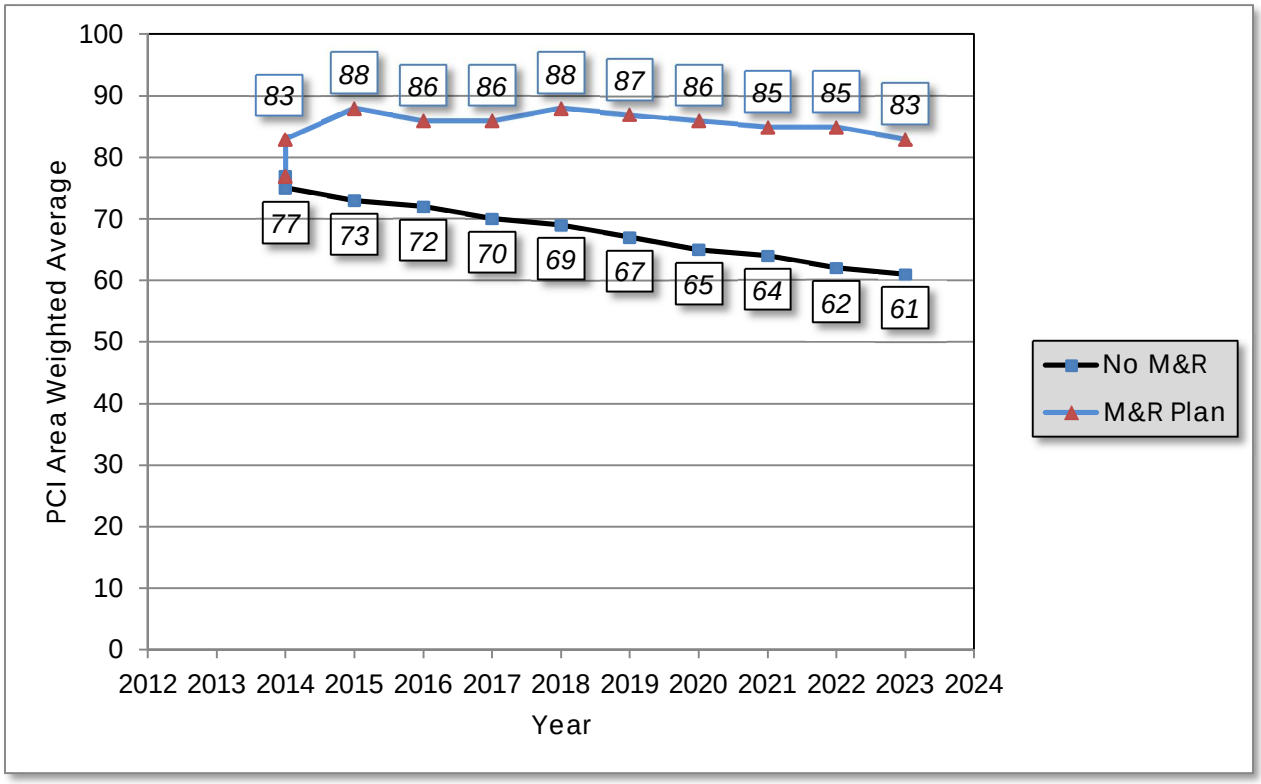
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP S	4205	$ 1,822,977.00	61	Mill and Overlay	100
2015	AP S	4215	$ 1,558,188.00	50	Mill and Overlay	100
2015	RW 9-27	6205	$ 895,369.00	64	Mill and Overlay	100
2015	RW 9-27	6210	$ 7,920,000.00	58	Mill and Overlay	100
2015	TW B	205	$ 398,628.00	59	Mill and Overlay	100
2015	TW F	605	$ 698,924.00	24	Reconstruction	100
2016	RW 18-36	6105	$ 9,270,000.00	64	Mill and Overlay	100
2016	RW 18-36	6110	$ 4,635,000.00	64	Mill and Overlay	100
2018	RW 18-36	6125	$ 1,966,909.00	65	Mill and Overlay	100
2018	TW A	110	$ 1,376,836.00	65	Mill and Overlay	100
2019	RW 18-36	6130	$ 1,012,958.00	64	Mill and Overlay	100
2019	RW 18-36	6145	$ 2,672,183.00	64	Mill and Overlay	100
2019	RW 18-36	6150	$ 1,336,092.00	65	Mill and Overlay	100
2019	TW A	120	$ 1,836,250.00	65	Mill and Overlay	100
2019	TW C	310	$ 2,363,434.00	65	Mill and Overlay	100
2020	TW A	112	$ 626,008.00	65	Mill and Overlay	100
2020	TW A	115	$ 1,043,347.00	65	Mill and Overlay	100
2021	TW D	408	$ 161,197.00	64	Mill and Overlay	100
2022	AP S	4225	$ 192,598.00	64	PCC Restoration	100
2022	AP S	4245	$ 159,392.00	65	Mill and Overlay	100
2022	TW A	125	$ 777,843.00	64	Mill and Overlay	100
2022	TW C	305	$ 1,037,802.00	64	Mill and Overlay	100
2022	TW D	404	$ 585,786.00	64	Mill and Overlay	100
2023	TW A	105	$ 2,614,266.00	65	Mill and Overlay	100
2024	AP S	4211	$ 90,304.00	64	Mill and Overlay	100
		Total =	$47,052,291.00			

**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 22 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

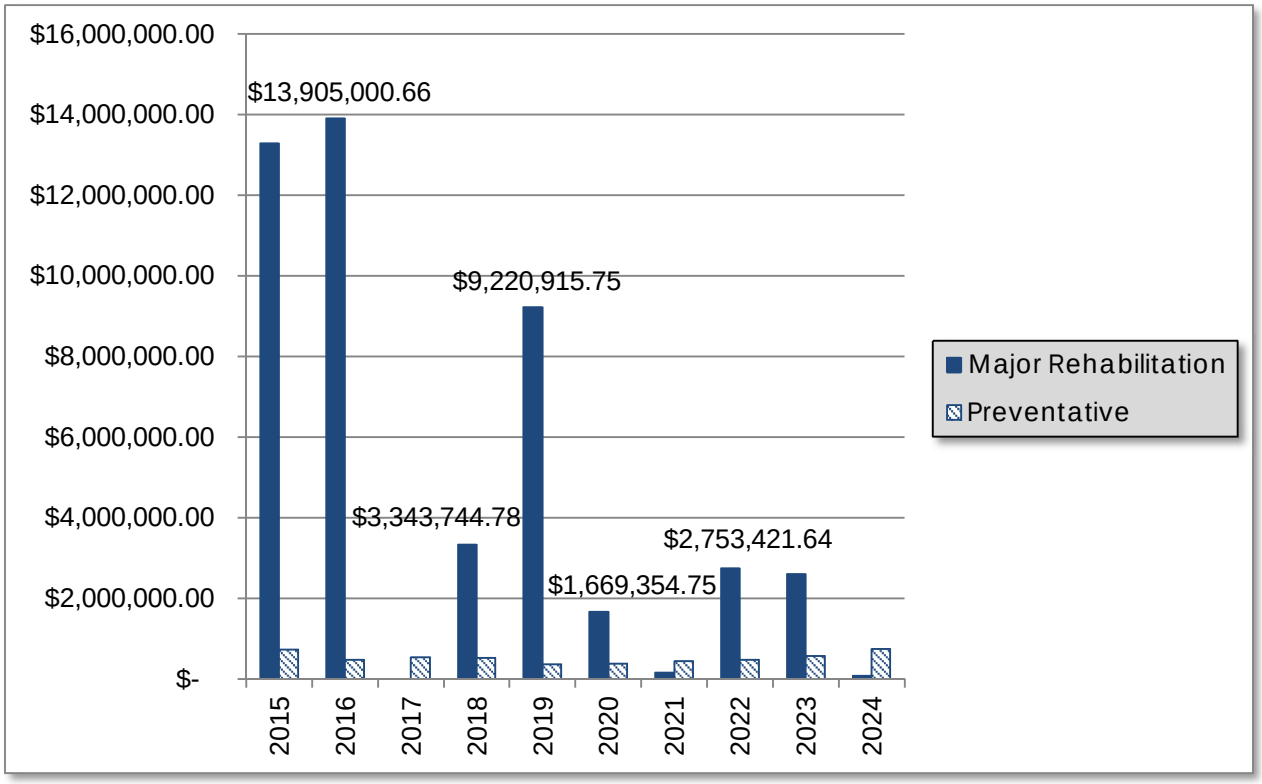
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 730,761.28	$ 13,294,086.45	$ 14,024,847.73
2016	$ 483,606.23	$ 13,905,000.66	$ 14,388,606.89
2017	$ 540,491.10	$ -	$ 540,491.10
2018	$ 524,562.93	$ 3,343,744.78	$ 3,868,307.71
2019	$ 373,862.24	$ 9,220,915.75	$ 9,594,777.99
2020	$ 380,165.20	$ 1,669,354.75	$ 2,049,519.95
2021	$ 441,796.02	$ 161,197.07	$ 602,993.09
2022	$ 486,953.74	$ 2,753,421.64	$ 3,240,375.39
2023	$ 581,781.29	$ 2,614,266.38	$ 3,196,047.67
2024	$ 748,785.24	$ 90,303.59	$ 839,088.83
		Total =	$ 52,345,056.35

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 9-27 – Sections 6205 and 6210
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Sections 4205 and 4215
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway F – Section 605
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway B – Section 205
  - Mill and Overlay attributed to climate and age of pavement.

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

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

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

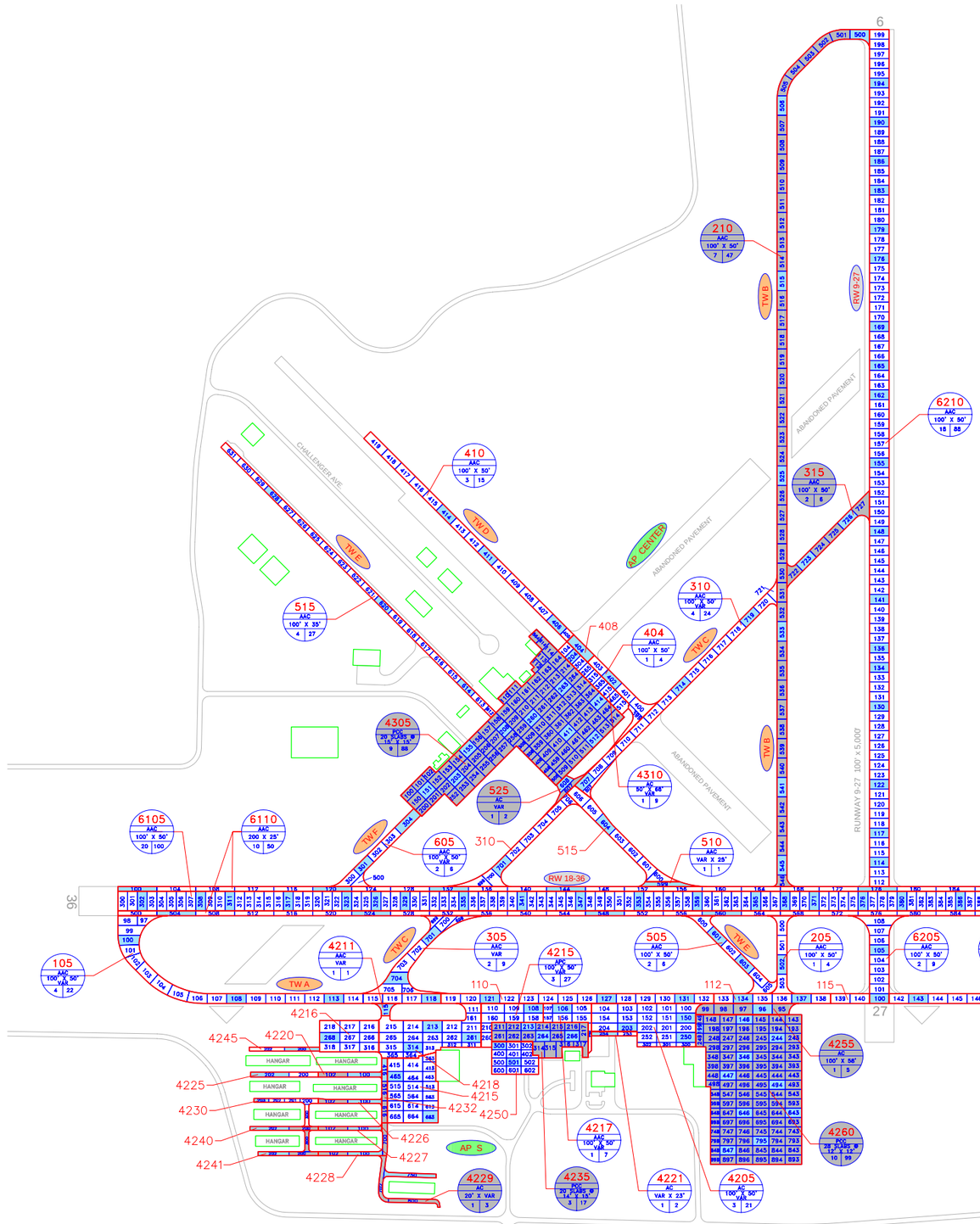
The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

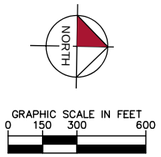
The following recommendations were made based on the 2014 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 9-27 – Sections 6205 and 6210
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Sections 4205, 4211, 4215, and 4245
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway F – Section 605
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway B – Section 205
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 18-36 – Sections 6105, 6110, 6125, 6130, 6145, and 6150
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 105, 110, 112, 115, 120, and 125
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 305 and 310
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway D – Sections 404 and 408
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Section 4225
  - PCC Restoration attributed to structural, climate, and age of pavement.

APPENDIX A

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





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
  AC — PAVEMENT TYPE
  100' x 50' — TYPICAL SAMPLE UNIT INFORMATION
  FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  3 — NUMBER OF SAMPLE UNITS IN SECTION
  14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 AC 100' x 50' 1 6 — 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 = 162

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

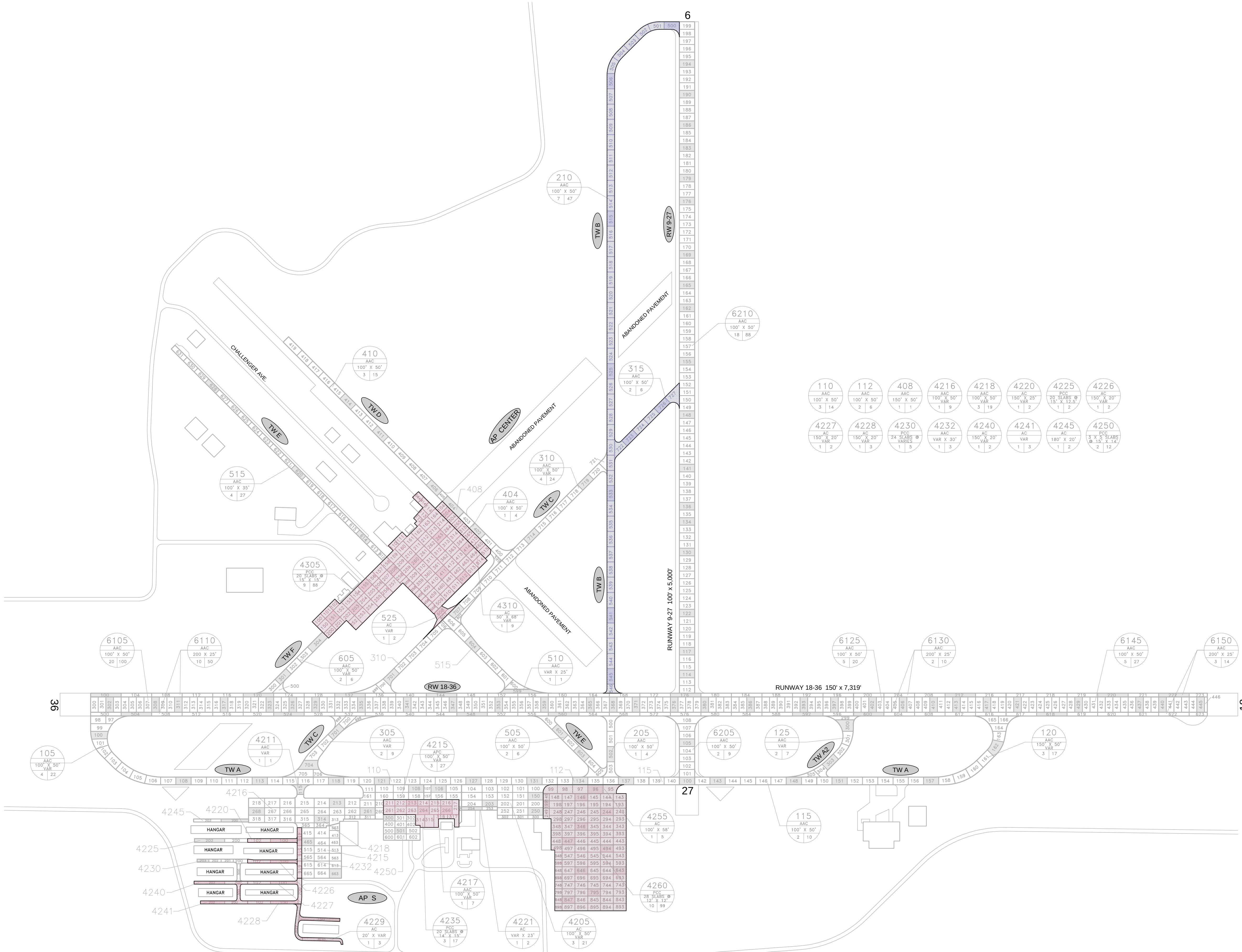
FDOT

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

SPACE COAST REGIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TIX
FDOT DISTRICT: 5



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2012	T-HANGAR TAXILANE	2 INCH SUPERPAVE ASPHALT, 6 INCH LIMEROCK, 8 INCH STABILIZED SUBGRADE
2012	HELICOPTER APRON	7 ¼ INCH PCC, 6 INCH CRUSHED CONCRETE BASE
2012	TRANSITION TO HELICOPTER APRON	2 INCH P-401, 8 INCH LIMEROCK, 8 INCH STABILIZED SUBGRADE
2013	TAXIWAY B AND C	REHABILITATION - MILL AND OVERLAY
2014	T-HANGER TAXILANES	REMOVE AND REPLACE VARIOUS THICKNESSES OF ASPHALT
2014	WEST APRON	NEW PCC: 14" P-501, 6" P-211, 20" P-152
2014	EAST APRON	NEW PCC: 14" P-501, 6" P-211, 20" 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

SPACE COAST REGIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TIX
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 9-27	RW 9-27	RUNWAY	6210	4,400	100	440,000	S	AC	1/1/1998	12/4/2014	88
RUNWAY 9-27	RW 9-27	RUNWAY	6205	490	100	49,743	S	AAC	1/1/1998	12/4/2014	9
RUNWAY 18-36	RW 18-36	RUNWAY	6150	2,600	25	65,950	P	AAC	1/1/2004	12/4/2014	14
RUNWAY 18-36	RW 18-36	RUNWAY	6145	1,319	100	131,900	P	AAC	1/1/2004	12/4/2014	27
RUNWAY 18-36	RW 18-36	RUNWAY	6130	2,000	25	50,000	P	AAC	1/1/2004	12/4/2014	10
RUNWAY 18-36	RW 18-36	RUNWAY	6125	1,000	100	100,000	P	AAC	1/1/2004	12/4/2014	20
RUNWAY 18-36	RW 18-36	RUNWAY	6110	10,000	25	250,000	P	AAC	1/1/2004	12/4/2014	50
RUNWAY 18-36	RW 18-36	RUNWAY	6105	5,000	100	500,000	P	AAC	1/1/2004	12/4/2014	100
WEST APRON	AP W	APRON	4310	68	400	30,464	P	AAC	1/1/2014	12/4/2014	6
WEST APRON	AP W	APRON	4305	1,600	500	370,471	P	PCC	1/1/2014	1/1/2014	88
HELICOPTER APRON	AP HELI	APRON	4260	750	510	376,884	P	PCC	1/1/2012	1/1/2012	99
HELICOPTER APRON	AP HELI	APRON	4255	475	68	27,840	P	AC	1/1/2012	1/1/2012	5
SOUTH APRON	AP S	APRON	4250	190	200	38,228	P	PCC	1/1/2011	12/4/2014	12
SOUTH APRON	AP S	APRON	4245	350	20	7,200	P	AC	1/1/2008	12/4/2014	2
SOUTH APRON	AP S	APRON	4241	350	25	8,553	P	AAC	1/1/2014	1/1/2014	3
SOUTH APRON	AP S	APRON	4240	250	30	7,020	P	AAC	1/1/2014	1/1/2014	2
SOUTH APRON	AP S	APRON	4235	450	150	66,120	P	PCC	1/1/2014	1/1/2014	17
SOUTH APRON	AP S	APRON	4232	1,000	162	9,960	P	AAC	1/1/2014	1/1/2014	3
SOUTH APRON	AP S	APRON	4230	400	20	9,576	P	PCC	1/1/1991	12/4/2014	5
SOUTH APRON	AP S	APRON	4229	820	20	16,315	P	AC	1/1/2012	1/1/2012	3
SOUTH APRON	AP S	APRON	4228	400	30	11,100	P	AAC	1/1/2014	1/1/2014	3
SOUTH APRON	AP S	APRON	4227	325	40	6,560	P	AAC	1/1/2014	1/1/2014	2
SOUTH APRON	AP S	APRON	4226	325	40	6,677	P	AAC	1/1/2014	1/1/2014	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
SOUTH APRON	AP S	APRON	4225	400	20	8,700	P	PCC	1/1/1991	12/4/2014	2
SOUTH APRON	AP S	APRON	4221	200	25	5,405	P	AC	1/1/1967	12/4/2014	2
SOUTH APRON	AP S	APRON	4220	300	45	8,168	P	AAC	1/1/2014	1/1/2014	2
SOUTH APRON	AP S	APRON	4218	450	200	95,378	P	AAC	1/1/2008	12/4/2014	19
SOUTH APRON	AP S	APRON	4217	350	100	26,589	P	AAC	1/1/2001	12/4/2014	7
SOUTH APRON	AP S	APRON	4216	300	150	48,836	P	AAC	1/1/2008	12/4/2014	9
SOUTH APRON	AP S	APRON	4215	1,000	162	86,566	P	AC	1/1/1971	12/4/2014	27
SOUTH APRON	AP S	APRON	4211	100	38	3,845	P	AAC	1/1/2008	12/4/2014	1
SOUTH APRON	AP S	APRON	4205	400	250	101,276	P	AC	1/1/1968	12/4/2014	21
TAXIWAY F	TW F	TAXIWAY	605	580	50	30,388	T	AAC	1/1/1998	12/4/2014	6
TAXIWAY E	TW E	TAXIWAY	525	100	85	8,165	P	AC	1/1/2014	1/1/2014	2
TAXIWAY E	TW E	TAXIWAY	515	3,500	35	107,697	P	AAC	1/1/1998	12/4/2014	27
TAXIWAY E	TW E	TAXIWAY	510	200	25	5,825	P	AAC	1/1/1998	12/4/2014	1
TAXIWAY E	TW E	TAXIWAY	505	600	50	32,371	P	AAC	1/1/1998	12/4/2014	6
TAXIWAY D	TW D	TAXIWAY	410	1,450	50	73,750	P	AAC	1/1/2004	12/4/2014	15
TAXIWAY D	TW D	TAXIWAY	408	150	50	7,500	P	AAC	1/1/2004	12/4/2014	1
TAXIWAY D	TW D	TAXIWAY	404	400	50	26,461	T	AAC	1/1/2004	12/4/2014	4
TAXIWAY C	TW C	TAXIWAY	315	600	50	32,856	P	AAC	1/1/2013	1/1/2014	6
TAXIWAY C	TW C	TAXIWAY	310	2,300	50	116,660	P	AAC	1/1/1986	12/4/2014	24
TAXIWAY C	TW C	TAXIWAY	305	700	65	46,879	P	AAC	1/1/2004	12/4/2014	9
TAXIWAY B	TW B	TAXIWAY	210	4,600	50	234,359	P	AAC	1/1/2013	1/1/2013	47
TAXIWAY B	TW B	TAXIWAY	205	400	50	22,146	P	AAC	1/1/1998	12/4/2014	4
TAXIWAY A	TW A	TAXIWAY	125	600	50	35,137	P	AAC	1/1/1998	12/4/2014	7
TAXIWAY A	TW A	TAXIWAY	120	1,800	50	90,638	P	AAC	1/1/1998	12/4/2014	17
TAXIWAY A	TW A	TAXIWAY	115	1,000	50	50,000	P	AAC	1/1/1998	12/4/2014	10
TAXIWAY A	TW A	TAXIWAY	112	600	50	30,000	P	AAC	1/1/1998	12/4/2014	6

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY A	TW A	TAXIWAY	110	1,400	50	70,000	P	AAC	1/1/1998	12/4/2014	14
TAXIWAY A	TW A	TAXIWAY	105	2,200	50	114,651	P	AAC	1/1/1998	12/4/2014	22

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: TIX **Branch**: AP HELI (HELICOPTER APRON) **Section:** 4255 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 475.00 Ft **Width:** 68.00 Ft **True Area:** 27,840.00 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	2012: 2" P-401, 8" LIMEROCK, 8" STABILIZATION

Network: TIX **Branch**: AP HELI (HELICOPTER APRON) **Section:** 4260 **Surface:** PCC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 750.00 Ft **Width:** 510.00 Ft **True Area:** 376,884.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	NU-IN	New Construction - Initial	$0	7.25	True	2012: 7.25" FDOT CONCRETE SPEC 350, 6" CRUSHED CONC. BASE

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

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

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

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

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/1971 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 162.00 Ft **True Area:** 86,566.00 SqF

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

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

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

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4217 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 26,589.00 SqF

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

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

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

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4220 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 45.00 Ft **True Area:** 8,168.00 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	
01/01/1992	IMPORTED	REPAIR			False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1980	IMPORTED	BUILT			True	ESTIMATE 1980 AC PAVEMENT

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

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

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4225 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 20.00 Ft **True Area:** 8,700.00 SqF

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

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4226 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 325.00 Ft **Width:** 40.00 Ft **True Area:** 6,677.00 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	2014: Remove Existing AC and replaced with 2" FDOT SP 12.5
01/01/1992	IMPORTED	REPAIR			False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1985	IMPORTED	BUILT			True	ESTIMATE 1985 AC PAVEMENT

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4227 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 325.00 Ft **Width:** 40.00 Ft **True Area:** 6,560.00 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	2014: Remove Existing AC and replaced with 2" FDOT SP 12.5
01/01/1992	IMPORTED	BUILT			True	1992 SLURRY SEAL ON THIS PAVEMENT
01/01/1988	IMPORTED	OVERLAY			True	ESTIMATE 1988 AC PAVEMENT

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4228 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 30.00 Ft **True Area:** 11,100.00 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	2014: Remove Existing AC and replaced with 2" FDOT SP 12.5
01/01/1992	IMPORTED	BUILT			True	1992 SLURRY SEAL ON THIS PAVEMENT
01/01/1988	IMPORTED	OVERLAY			True	ESTIMATE 1988 AC PAVEMENT

Network: TIX **Branch**: AP S (SOUTH APRON) **Section:** 4229 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 820.00 Ft **Width:** 20.00 Ft **True Area:** 16,315.00 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	2012: 2" FDOT SP 12.5 Fine Mix, 6" Limerock on 8" Stabilized

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4230 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 20.00 Ft **True Area:** 9,576.00 SqF

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

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4232 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 162.00 Ft **True Area:** 9,960.00 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	2014: 2" MILL AND 2" OL W/ FDOT 12.5 SP SURFACE COURSE
01/01/1992	IMPORTED	REPAIR	$0	0.00	False	THIS PAVEMENT HAS A 1992 SLURRY SEAL
01/01/1971	IMPORTED	BUILT	$0	0.00	True	ESTIMATE 1971 AC PAVEMENT (8" ASPHALT ON 5" +/- SOIL CEMENT BASE)

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4235 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 450.00 Ft **Width:** 150.00 Ft **True Area:** 66,120.00 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	2014: 14" P-501, 6" P-211, COMPACTED SAND SUBGRADE

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4240 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 30.00 Ft **True Area:** 7,020.00 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 2" Existing and replace with 2" FDOT SP 12.5
01/01/1987	IMPORTED	BUILT			True	ESTIMATE 1987 AC PAVEMENT

Network: TIX **Branch:** AP S (SOUTH APRON) **Section:** 4241 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 25.00 Ft **True Area:** 8,553.00 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 2" Existing and replace with 2" FDOT SP 12.5
01/01/1987	IMPORTED	BUILT			True	ESTIMATE 1987 AC PAVEMENT

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

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

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

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

Network: TIX **Branch**: AP W (WEST APRON) **Section:** 4305 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 1,600.00 Ft **Width:** 500.00 Ft **True Area:** 370,471.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	$0	14.00	True	2014: 14" P-501, 6" P-211, COMPACTED SAND SUBGRADE

Network: TIX **Branch**: AP W (WEST APRON) **Section:** 4310 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 68.00 Ft **Width:** 400.00 Ft **True Area:** 30,464.00 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	PARTIAL OVERLAY FROM AP W PROJECT
01/01/2004	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1943	NU-IN	New Construction - Initial	$0	0.00	True	1943: 2" AC ON 8" LIMEROCK BASE

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

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

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

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

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

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

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

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

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

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

01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	INITIAL	Initial Construction	$0	0.00	True	

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

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

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

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

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

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

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

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

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

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

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

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1971	IMPORTED	OVERLAY		3.00	True	1971: MINIMUN 3" P-401 OVERLAY

01/01/1971	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		1.00	True	1943: 1" - 2" AC ON 8" LIME ROCK BASE

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

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

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

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

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

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

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

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

Network: TIX **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 4,600.00 Ft **Width:** 50.00 Ft **True Area:** 234,359.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	$0	1.50	True	2013: 1.5" Mill and Overlay
01/01/1976	IMPORTED	OVERLAY			True	SEAL COAT
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" P401 OVERLAY
01/01/1943	IMPORTED	BUILT		3.50	True	1943 3.5" AC SURFACE ON 8" LIMEROCK BASE

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

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

Network: TIX **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank** P **Length:** 2,300.00 Ft **Width:** 50.00 Ft **True Area:** 116,660.00 SqF

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

Network: TIX **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 32,856.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/2013	ML-OV	MILL and OVERLAY	$0	0.00	True	2013: 1.5" Mill and Overlay
01/01/1976	IMPORTED	OVERLAY		1.50	True	1976 1.5" P401 OVERLAY
01/01/1976	IMPORTED	OVERLAY			True	EMULSION SEAL
01/01/1943	IMPORTED	BUILT		1.50	True	1943 1.5" AC SURFACE ON 8" LIMEROCK BASE

Network: TIX **Branch**: TW D (TAXIWAY D) **Section:** 404 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** T **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 26,461.00 SqF

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

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

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

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

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

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

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

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

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

Network: TIX **Branch**: TW E (TAXIWAY E) **Section:** 515 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 3,500.00 Ft **Width:** 35.00 Ft **True Area:** 107,697.00 SqF

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

Network: TIX **Branch**: TW E (TAXIWAY E) **Section:** 525 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 85.00 Ft **True Area:** 8,165.00 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	

Network: TIX **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** T **Length:** 580.00 Ft **Width:** 50.00 Ft **True Area:** 30,388.00 SqF

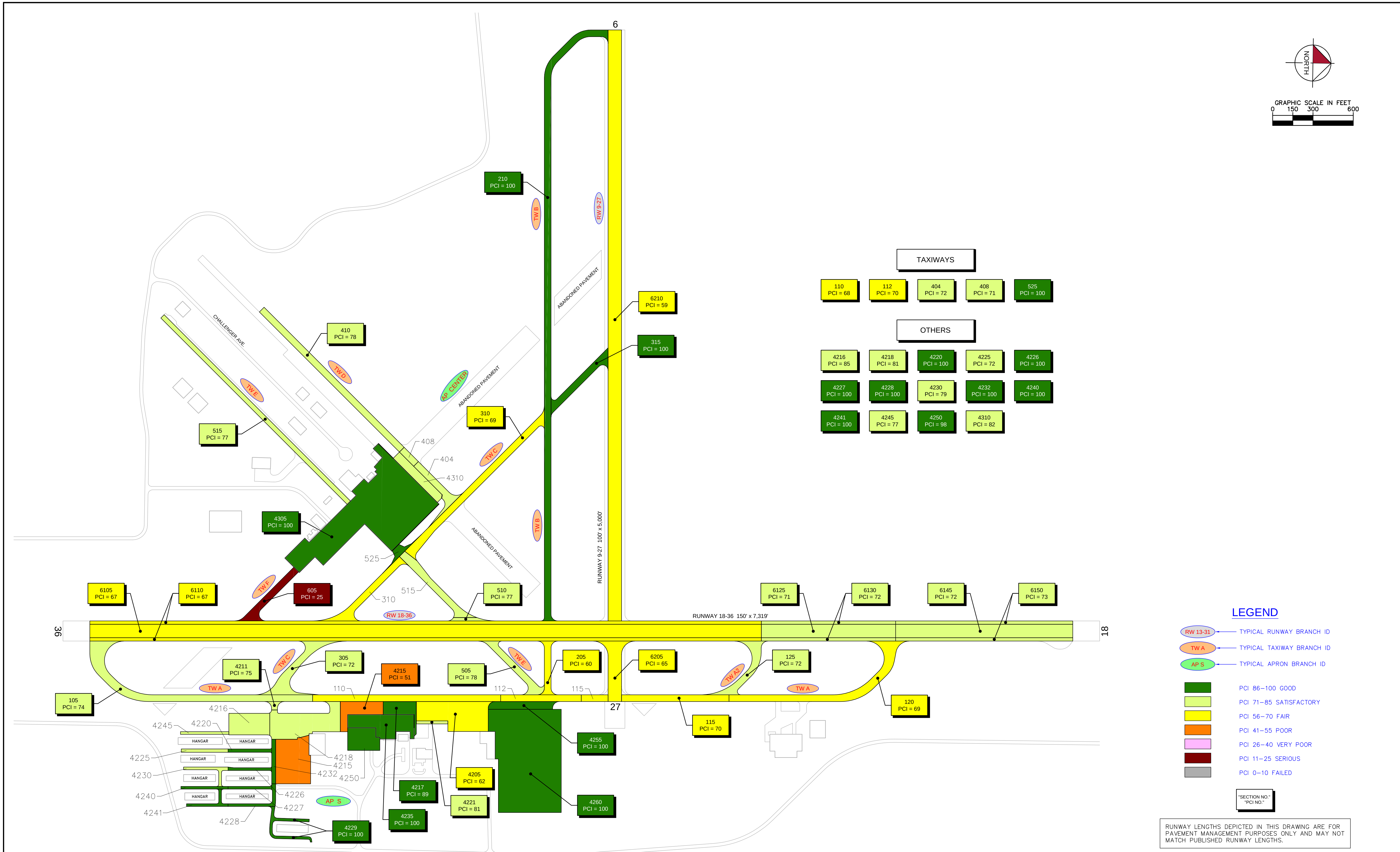
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1943	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1943	IMPORTED	BUILT		2.00	True	1943: 2" AC ON 8" LIME ROCK BASE

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	36	2,845,072.55	1.92	.90
Initial Construction	8	359,475.46	.00	.00
Mill and Overlay	37	2,451,864.58	.04	.25
New Construction - Initial	7	896,259.00	3.04	5.54
OVERLAY	41	4,644,796.40	2.45	.91
REPAIR	7	288,052.50	.00	
Unknown Major - construction	1	32,856.18	.00	

APPENDIX B

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



6
27
36
18
RUNWAY 18-36 150' x 7,319'
RUNWAY 9-27 100' x 5,000'
CHALLENGER AVE
ABANDONED PAVEMENT
ABANDONED PAVEMENT
ABANDONED PAVEMENT
TW B
TW B
RW 9-27
TW D
TW E
AP CENTER
TW C
TW F
RW 18-36
TW C
TW E
TW A2
TW A
TW A
AP S
210 PCI = 100
6210 PCI = 59
315 PCI = 100
410 PCI = 78
515 PCI = 77
310 PCI = 69
4305 PCI = 100
6105 PCI = 67
6110 PCI = 67
605 PCI = 25
510 PCI = 77
6125 PCI = 71
6130 PCI = 72
6145 PCI = 72
6150 PCI = 73
4211 PCI = 75
305 PCI = 72
4215 PCI = 51
505 PCI = 78
205 PCI = 60
6205 PCI = 65
125 PCI = 72
105 PCI = 74
120 PCI = 69
115 PCI = 70
4255 PCI = 100
4205 PCI = 62
4217 PCI = 89
4221 PCI = 81
4260 PCI = 100
4235 PCI = 100
4229 PCI = 100
408
404
4310
525
310
515
110
112
115
4216
4220
4245
4225
4230
4240
4241
4218
4215
4232
4250
4226
4227
4228
HANGAR
TAXIWAYS
110 PCI = 68
112 PCI = 70
404 PCI = 72
408 PCI = 71
525 PCI = 100
OTHERS
4216 PCI = 85
4218 PCI = 81
4220 PCI = 100
4225 PCI = 72
4226 PCI = 100
4227 PCI = 100
4228 PCI = 100
4230 PCI = 79
4232 PCI = 100
4240 PCI = 100
4241 PCI = 100
4245 PCI = 77
4250 PCI = 98
4310 PCI = 82
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
PCI 86–100 GOOD
PCI 71–85 SATISFACTORY
PCI 56–70 FAIR
PCI 41–55 POOR
PCI 26–40 VERY POOR
PCI 11–25 SERIOUS
PCI 0–10 FAILED
"SECTION NO." "PCI NO."
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

SPACE COAST REGIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TIX

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 9-27	RW 9-27	RUNWAY	6210	440,000	S	AC	59	Fair	18	88
RUNWAY 9-27	RW 9-27	RUNWAY	6205	49,743	S	AAC	65	Fair	2	9
RUNWAY 18-36	RW 18-36	RUNWAY	6150	65,950	P	AAC	73	Satisfactory	3	14
RUNWAY 18-36	RW 18-36	RUNWAY	6145	131,900	P	AAC	72	Satisfactory	5	27
RUNWAY 18-36	RW 18-36	RUNWAY	6130	50,000	P	AAC	72	Satisfactory	2	10
RUNWAY 18-36	RW 18-36	RUNWAY	6125	100,000	P	AAC	71	Satisfactory	5	20
RUNWAY 18-36	RW 18-36	RUNWAY	6110	250,000	P	AAC	67	Fair	10	50
RUNWAY 18-36	RW 18-36	RUNWAY	6105	500,000	P	AAC	67	Fair	20	100
WEST APRON	AP W	APRON	4310	30,464	P	AAC	82	Satisfactory	1	6
WEST APRON	AP W	APRON	4305	370,471	P	PCC	100	Good	9	88
HELICOPTER APRON	AP HELI	APRON	4260	376,884	P	PCC	100	Good	10	99
HELICOPTER APRON	AP HELI	APRON	4255	27,840	P	AC	100	Good	1	5
SOUTH APRON	AP S	APRON	4250	38,228	P	PCC	98	Good	2	12
SOUTH APRON	AP S	APRON	4245	7,200	P	AC	77	Satisfactory	1	2
SOUTH APRON	AP S	APRON	4241	8,553	P	AAC	100	Good	1	3
SOUTH APRON	AP S	APRON	4240	7,020	P	AAC	100	Good	1	2
SOUTH APRON	AP S	APRON	4235	66,120	P	PCC	100	Good	3	17
SOUTH APRON	AP S	APRON	4232	9,960	P	AAC	100	Good	1	3
SOUTH APRON	AP S	APRON	4230	9,576	P	PCC	79	Satisfactory	1	5
SOUTH APRON	AP S	APRON	4229	16,315	P	AC	100	Good	1	3
SOUTH APRON	AP S	APRON	4228	11,100	P	AAC	100	Good	1	3
SOUTH APRON	AP S	APRON	4227	6,560	P	AAC	100	Good	1	2
SOUTH APRON	AP S	APRON	4226	6,677	P	AAC	100	Good	1	2
SOUTH APRON	AP S	APRON	4225	8,700	P	PCC	72	Satisfactory	1	2
SOUTH APRON	AP S	APRON	4221	5,405	P	AC	81	Satisfactory	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
SOUTH APRON	AP S	APRON	4220	8,168	P	AAC	100	Good	1	2
SOUTH APRON	AP S	APRON	4218	95,378	P	AAC	81	Satisfactory	3	19
SOUTH APRON	AP S	APRON	4217	26,589	P	AAC	89	Good	1	7
SOUTH APRON	AP S	APRON	4216	48,836	P	AAC	85	Satisfactory	1	9
SOUTH APRON	AP S	APRON	4215	86,566	P	AC	51	Poor	3	27
SOUTH APRON	AP S	APRON	4211	3,845	P	AAC	75	Satisfactory	1	1
SOUTH APRON	AP S	APRON	4205	101,276	P	AC	62	Fair	3	21
TAXIWAY F	TW F	TAXIWAY	605	30,388	T	AAC	25	Serious	2	6
TAXIWAY E	TW E	TAXIWAY	525	8,165	P	AC	100	Good	1	2
TAXIWAY E	TW E	TAXIWAY	515	107,697	P	AAC	77	Satisfactory	4	27
TAXIWAY E	TW E	TAXIWAY	510	5,825	P	AAC	77	Satisfactory	1	1
TAXIWAY E	TW E	TAXIWAY	505	32,371	P	AAC	78	Satisfactory	2	6
TAXIWAY D	TW D	TAXIWAY	410	73,750	P	AAC	78	Satisfactory	3	15
TAXIWAY D	TW D	TAXIWAY	408	7,500	P	AAC	71	Satisfactory	1	1
TAXIWAY D	TW D	TAXIWAY	404	26,461	T	AAC	72	Satisfactory	1	4
TAXIWAY C	TW C	TAXIWAY	315	32,856	P	AAC	100	Good	2	6
TAXIWAY C	TW C	TAXIWAY	310	116,660	P	AAC	69	Fair	4	24
TAXIWAY C	TW C	TAXIWAY	305	46,879	P	AAC	72	Satisfactory	2	9
TAXIWAY B	TW B	TAXIWAY	210	234,359	P	AAC	100	Good	7	47
TAXIWAY B	TW B	TAXIWAY	205	22,146	P	AAC	60	Fair	1	4
TAXIWAY A	TW A	TAXIWAY	125	35,137	P	AAC	72	Satisfactory	2	7
TAXIWAY A	TW A	TAXIWAY	120	90,638	P	AAC	69	Fair	3	17
TAXIWAY A	TW A	TAXIWAY	115	50,000	P	AAC	70	Fair	2	10
TAXIWAY A	TW A	TAXIWAY	112	30,000	P	AAC	70	Fair	2	6
TAXIWAY A	TW A	TAXIWAY	110	70,000	P	AAC	68	Fair	3	14
TAXIWAY A	TW A	TAXIWAY	105	114,651	P	AAC	74	Satisfactory	4	22

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 /13/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: TIX

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP HELI (HELICOPTER APRON)	2	1,225.00	289.00	404,724.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	20	8,360.00	86.35	572,071.96	APRON	87.50	14.44	79.35
AP W (WEST APRON)	2	1,668.00	450.00	400,935.00	APRON	91.00	9.00	98.63
RW 18-36 (RUNWAY 18-36)	6	21,919.00	62.50	1,097,850.00	RUNWAY	70.33	2.43	68.55
RW 9-27 (RUNWAY 9-27)	2	4,890.00	100.00	489,742.70	RUNWAY	62.00	3.00	59.61
TW A (TAXIWAY A)	6	7,600.00	50.00	390,425.96	TAXIWAY	70.50	1.98	70.76
TW B (TAXIWAY B)	2	5,000.00	50.00	256,505.02	TAXIWAY	80.00	20.00	96.55
TW C (TAXIWAY C)	3	3,600.00	55.00	196,395.52	TAXIWAY	80.33	13.96	74.90
TW D (TAXIWAY D)	3	2,000.00	50.00	107,711.00	TAXIWAY	73.67	3.09	76.04
TW E (TAXIWAY E)	4	4,400.00	48.75	154,057.85	TAXIWAY	83.00	9.82	78.43
TW F (TAXIWAY F)	1	580.00	50.00	30,388.00	TAXIWAY	25.00	0.00	25.00

Branch Condition Report

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	24	1,377,730.96	88.83	13.89	91.03
RUNWAY	8	1,587,592.70	68.25	4.44	65.79
TAXIWAY	19	1,135,483.35	73.79	15.92	77.62
All	51	4,100,807.01	80.00	16.15	77.55

Date: 5 /13/2015

Section Condition Report

Pavement Database: FDOT NetworkID: TIX

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HELI (HELICOPTER APRON)	4255	01/01/2012	AC	APRON	P	0	27,840.00	01/01/2012	0	100.00
AP HELI (HELICOPTER APRON)	4260	01/01/2012	PCC	APRON	P	0	376,884.00	01/01/2012	0	100.00
AP S (SOUTH APRON)	4205	01/01/1968	AC	APRON	P	0	101,276.50	12/04/2014	46	62.00
AP S (SOUTH APRON)	4211	01/01/2008	AAC	APRON	P	0	3,845.01	12/04/2014	6	75.00
AP S (SOUTH APRON)	4215	01/01/1971	AC	APRON	P	0	86,566.00	12/04/2014	43	51.00
AP S (SOUTH APRON)	4216	01/01/2008	AAC	APRON	P	0	48,835.80	12/04/2014	6	85.00
AP S (SOUTH APRON)	4217	01/01/2001	AAC	APRON	P	0	26,589.00	12/04/2014	13	89.00
AP S (SOUTH APRON)	4218	01/01/2008	AAC	APRON	P	0	95,377.72	12/04/2014	6	81.00
AP S (SOUTH APRON)	4220	01/01/2014	AAC	APRON	P	0	8,168.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4221	01/01/1967	AC	APRON	P	0	5,405.00	12/04/2014	47	81.00
AP S (SOUTH APRON)	4225	01/01/1991	PCC	APRON	P	0	8,700.00	12/04/2014	23	72.00
AP S (SOUTH APRON)	4226	01/01/2014	AAC	APRON	P	0	6,677.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4227	01/01/2014	AAC	APRON	P	0	6,560.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4228	01/01/2014	AAC	APRON	P	0	11,100.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4229	01/01/2012	AC	APRON	P	0	16,315.00	01/01/2012	0	100.00
AP S (SOUTH APRON)	4230	01/01/1991	PCC	APRON	P	0	9,576.00	12/04/2014	23	79.00
AP S (SOUTH APRON)	4232	01/01/2014	AAC	APRON	P	0	9,960.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4235	01/01/2014	PCC	APRON	P	0	66,120.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4240	01/01/2014	AAC	APRON	P	0	7,020.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4241	01/01/2014	AAC	APRON	P	0	8,553.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4245	01/01/2008	AC	APRON	P	0	7,200.00	12/04/2014	6	77.00
AP S (SOUTH APRON)	4250	01/01/2011	PCC	APRON	P	0	38,227.93	12/04/2014	3	98.00
AP W (WEST APRON)	4305	01/01/2014	PCC	APRON	P	0	370,471.00	01/01/2014	0	100.00
AP W (WEST APRON)	4310	01/01/2014	AAC	APRON	P	0	30,464.00	12/04/2014	0	82.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/2004	AAC	RUNWAY	P	0	500,000.00	12/04/2014	10	67.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/2004	AAC	RUNWAY	P	0	250,000.00	12/04/2014	10	67.00
RW 18-36 (RUNWAY 18-36)	6125	01/01/2004	AAC	RUNWAY	P	0	100,000.00	12/04/2014	10	71.00

Date: 5 /13/2015

Section Condition Report

Pavement Database: FDOT NetworkID: TIX

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 18-36 (RUNWAY 18-36)	6130	01/01/2004	AAC	RUNWAY	P	0	50,000.00	12/04/2014	10	72.00
RW 18-36 (RUNWAY 18-36)	6145	01/01/2004	AAC	RUNWAY	P	0	131,900.00	12/04/2014	10	72.00
RW 18-36 (RUNWAY 18-36)	6150	01/01/2004	AAC	RUNWAY	P	0	65,950.00	12/04/2014	10	73.00
RW 9-27 (RUNWAY 9-27)	6205	01/01/1998	AAC	RUNWAY	S	0	49,742.70	12/04/2014	16	65.00
RW 9-27 (RUNWAY 9-27)	6210	01/01/1998	AC	RUNWAY	S	0	440,000.00	12/04/2014	16	59.00
TW A (TAXIWAY A)	105	01/01/1998	AAC	TAXIWAY	P	0	114,651.44	12/04/2014	16	74.00
TW A (TAXIWAY A)	110	01/01/1998	AAC	TAXIWAY	P	0	70,000.00	12/04/2014	16	68.00
TW A (TAXIWAY A)	112	01/01/1998	AAC	TAXIWAY	P	0	30,000.00	12/04/2014	16	70.00
TW A (TAXIWAY A)	115	01/01/1998	AAC	TAXIWAY	P	0	50,000.00	12/04/2014	16	70.00
TW A (TAXIWAY A)	120	01/01/1998	AAC	TAXIWAY	P	0	90,637.99	12/04/2014	16	69.00
TW A (TAXIWAY A)	125	01/01/1998	AAC	TAXIWAY	P	0	35,136.53	12/04/2014	16	72.00
TW B (TAXIWAY B)	205	01/01/1998	AAC	TAXIWAY	P	0	22,146.02	12/04/2014	16	60.00
TW B (TAXIWAY B)	210	01/01/2013	AAC	TAXIWAY	P	0	234,359.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	305	01/01/2004	AAC	TAXIWAY	P	0	46,879.34	12/04/2014	10	72.00
TW C (TAXIWAY C)	310	01/01/1986	AAC	TAXIWAY	P	0	116,660.00	12/04/2014	28	69.00
TW C (TAXIWAY C)	315	01/01/2013	AAC	TAXIWAY	P	0	32,856.18	01/01/2014	1	100.00
TW D (TAXIWAY D)	404	01/01/2004	AAC	TAXIWAY	T	0	26,461.00	12/04/2014	10	72.00
TW D (TAXIWAY D)	408	01/01/2004	AAC	TAXIWAY	P	0	7,500.00	12/04/2014	10	71.00
TW D (TAXIWAY D)	410	01/01/2004	AAC	TAXIWAY	P	0	73,750.00	12/04/2014	10	78.00
TW E (TAXIWAY E)	505	01/01/1998	AAC	TAXIWAY	P	0	32,370.71	12/04/2014	16	78.00
TW E (TAXIWAY E)	510	01/01/1998	AAC	TAXIWAY	P	0	5,825.14	12/04/2014	16	77.00
TW E (TAXIWAY E)	515	01/01/1998	AAC	TAXIWAY	P	0	107,697.00	12/04/2014	16	77.00
TW E (TAXIWAY E)	525	01/01/2014	AC	TAXIWAY	P	0	8,165.00	01/01/2014	0	100.00
TW F (TAXIWAY F)	605	01/01/1998	AAC	TAXIWAY	T	0	30,388.00	12/04/2014	16	25.00

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	**0.06**	**1,221,512.18**	**16**	**98.88**	**4.50**	**99.55**
03-05	**3.00**	**38,227.93**	**1**	**98.00**	**0.00**	**98.00**
06-10	**8.86**	**1,407,698.87**	**14**	**73.79**	**5.03**	**70.72**
11-15	**13.00**	**26,589.00**	**1**	**89.00**	**0.00**	**89.00**
16-20	**16.00**	**1,078,595.53**	**13**	**66.46**	**13.83**	**65.06**
21-25	**23.00**	**18,276.00**	**2**	**75.50**	**4.95**	**75.67**
26-30	**28.00**	**116,660.00**	**1**	**69.00**	**0.00**	**69.00**
over 40	**45.33**	**193,247.50**	**3**	**64.67**	**15.18**	**57.60**
All	**10.96**	**4,100,807.01**	**51**	**80.00**	**16.31**	**77.55**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

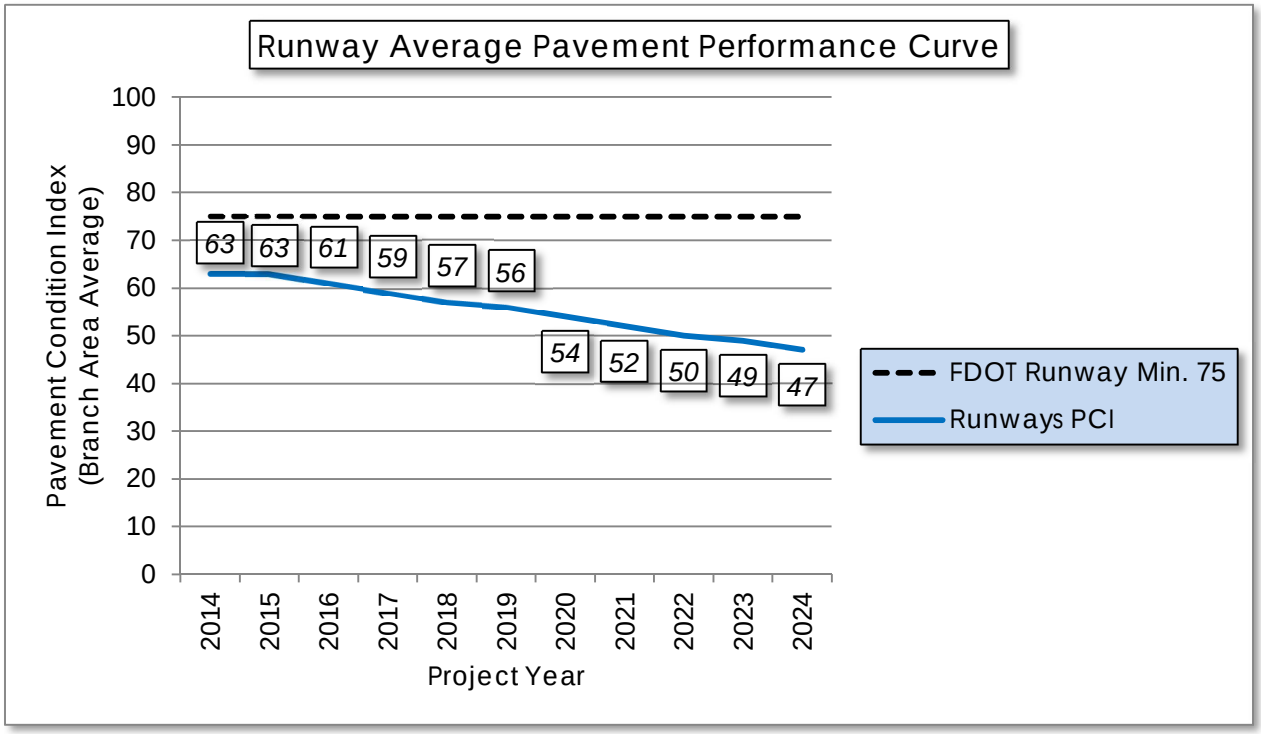
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP HELI	4255	100	94	92	90	88	86	84	82	80	78	77
AP HELI	4260	100	96	95	94	93	91	90	89	88	87	86
AP S	4205	62	61	59	57	55	54	52	50	48	46	44
AP S	4211	75	74	72	71	70	68	67	66	65	64	63
AP S	4215	51	50	48	46	44	43	41	39	37	35	33
AP S	4216	85	83	81	78	76	74	72	71	69	68	67
AP S	4217	89	87	84	81	79	76	74	73	71	70	68
AP S	4218	81	80	77	75	73	72	70	69	68	67	66
AP S	4220	100	94	90	86	83	80	78	76	74	72	71
AP S	4221	81	80	78	76	74	73	71	69	67	65	63
AP S	4225	72	71	70	69	68	67	66	64	63	62	61
AP S	4226	100	94	90	86	83	80	78	76	74	72	71
AP S	4227	100	94	90	86	83	80	78	76	74	72	71
AP S	4228	100	94	90	86	83	80	78	76	74	72	71
AP S	4229	100	94	92	90	88	86	84	82	80	78	77
AP S	4230	79	78	77	76	75	74	73	71	70	69	68
AP S	4232	100	94	90	86	83	80	78	76	74	72	71
AP S	4235	100	98	97	96	95	94	93	91	90	89	88
AP S	4240	100	94	90	86	83	80	78	76	74	72	71
AP S	4241	100	94	90	86	83	80	78	76	74	72	71
AP S	4245	77	76	74	72	70	69	67	65	63	61	59
AP S	4250	98	97	96	95	94	93	92	90	89	88	87
AP W	4305	100	98	97	96	95	94	93	91	90	89	88
AP W	4310	82	81	78	76	74	72	71	69	68	67	66
RW 18-36	6105	67	66	64	62	60	58	56	54	52	50	48
RW 18-36	6110	67	66	64	62	60	58	56	54	52	50	48
RW 18-36	6125	71	70	68	66	64	62	60	58	56	54	52
RW 18-36	6130	72	71	69	67	65	63	61	59	57	55	53

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 18-36	6145	72	71	69	67	65	63	61	59	57	55	53
RW 18-36	6150	73	72	70	68	66	64	62	60	58	56	54
RW 9-27	6205	65	64	62	60	58	56	54	52	50	48	46
RW 9-27	6210	59	58	57	55	54	53	51	50	48	47	45
TW A	105	74	73	72	70	69	68	67	66	65	64	63
TW A	110	68	67	66	65	64	63	62	61	60	59	57
TW A	112	70	69	68	67	66	65	64	63	62	61	59
TW A	115	70	69	68	67	66	65	64	63	62	61	59
TW A	120	69	68	67	66	65	64	63	62	61	60	58
TW A	125	72	71	70	69	68	66	65	64	63	62	61
TW B	205	60	59	58	56	55	53	50	48	46	44	42
TW B	210	100	92	89	87	84	82	80	78	77	75	73
TW C	305	72	71	70	69	68	66	65	64	63	62	61
TW C	310	69	68	67	66	65	64	63	62	61	60	58
TW C	315	100	95	92	89	87	84	82	80	78	77	75
TW D	404	72	71	70	69	68	66	65	64	63	62	61
TW D	408	71	70	69	68	67	66	65	64	63	62	60
TW D	410	78	77	75	74	72	71	70	68	67	66	65
TW E	505	78	77	75	74	72	71	70	68	67	66	65
TW E	510	77	76	75	73	71	70	69	68	67	66	65
TW E	515	77	76	75	73	71	70	69	68	67	66	65
TW E	525	100	98	96	95	93	92	90	89	87	86	85
TW F	605	25	24	23	22	21	20	18	17	16	15	13

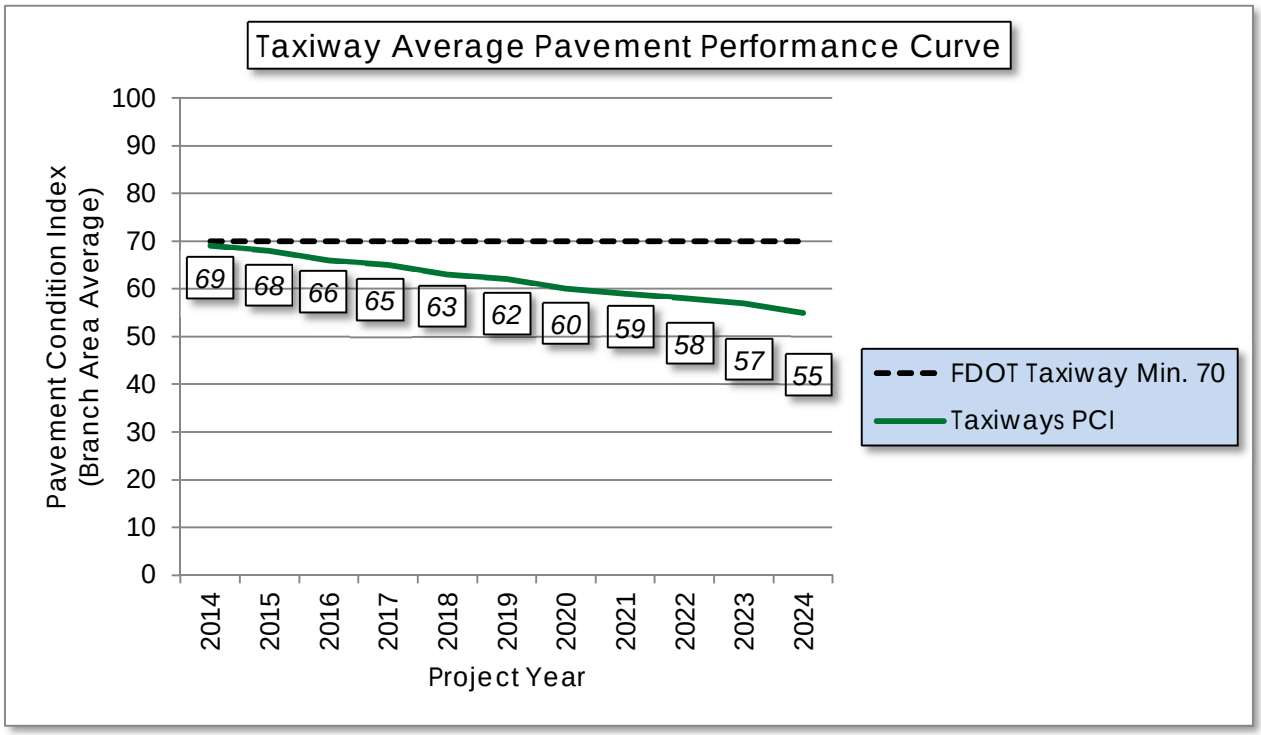
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may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

Figure D-1: Pavement Performance by Pavement Use

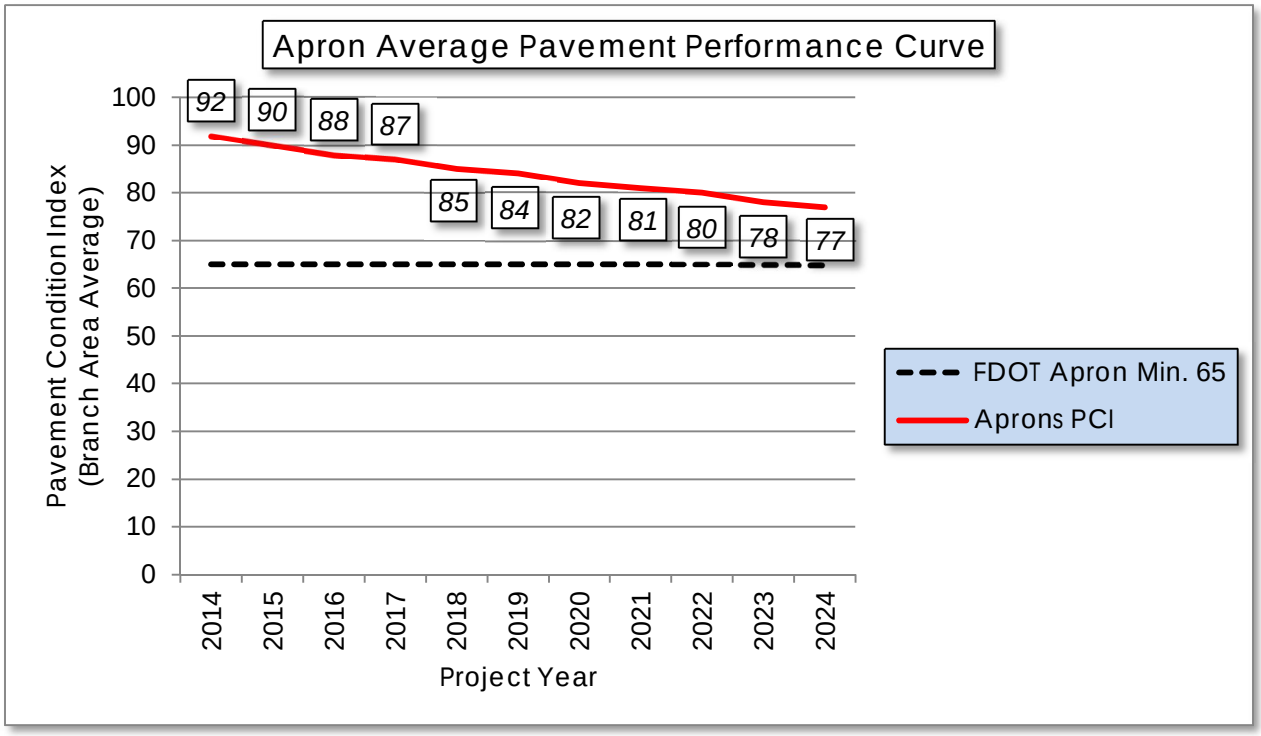
(a) Runway



(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
92
90
88
87
85
84
82
81
80
78
77
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
SOUTH APRON	AP S	4205	BLOCK CR	L	Surface Seal	14,769.50	SqFt	$0.55	$ 8,123.29
SOUTH APRON	AP S	4205	L & T CR	L	Crack Sealing - AC	8,517.10	Ft	$2.75	$ 23,421.92
SOUTH APRON	AP S	4205	WEATHERING	M	Surface Seal	27,077.40	SqFt	$0.55	$ 14,892.69
SOUTH APRON	AP S	4211	L & T CR	L	Crack Sealing - AC	219.00	Ft	$2.75	$ 602.25
SOUTH APRON	AP S	4211	WEATHERING	M	Surface Seal	3,845.00	SqFt	$0.55	$ 2,114.77
SOUTH APRON	AP S	4215	JT REF. CR	L	Crack Sealing - AC	1,839.10	Ft	$2.75	$ 5,057.44
SOUTH APRON	AP S	4215	L & T CR	L	Crack Sealing - AC	277.70	Ft	$2.75	$ 763.71
SOUTH APRON	AP S	4215	RAVELING	M	Surface Seal	55,709.10	SqFt	$0.55	$ 30,640.25
SOUTH APRON	AP S	4215	WEATHERING	M	Surface Seal	27,462.70	SqFt	$0.55	$ 15,104.59
SOUTH APRON	AP S	4216	WEATHERING	M	Surface Seal	12,204.30	SqFt	$0.55	$ 6,712.42
SOUTH APRON	AP S	4217	L & T CR	L	Crack Sealing - AC	366.90	Ft	$2.75	$ 1,009.05
SOUTH APRON	AP S	4218	L & T CR	L	Crack Sealing - AC	1,254.00	Ft	$2.75	$ 3,448.61
SOUTH APRON	AP S	4218	WEATHERING	M	Surface Seal	23,844.40	SqFt	$0.55	$ 13,114.55
SOUTH APRON	AP S	4221	L & T CR	L	Crack Sealing - AC	19.10	Ft	$2.75	$ 52.66
SOUTH APRON	AP S	4221	WEATHERING	M	Surface Seal	1,350.80	SqFt	$0.55	$ 742.95

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRON	AP S	4225	SCALING	L	Patching - PCC Partial Depth	208.20	SqFt	$19.10	$ 3,976.76
SOUTH APRON	AP S	4225	SHAT. SLAB	L	Slab Replacement - PCC	347.50	SqFt	$45.00	$ 15,638.19
SOUTH APRON	AP S	4230	SCALING	L	Patching - PCC Partial Depth	633.90	SqFt	$19.10	$ 12,106.69
SOUTH APRON	AP S	4245	L & T CR	L	Crack Sealing - AC	12.00	Ft	$2.75	$ 33.00
SOUTH APRON	AP S	4245	WEATHERING	M	Surface Seal	7,200.00	SqFt	$0.55	$ 3,960.03
SOUTH APRON	AP S	4250	SCALING	L	Patching - PCC Partial Depth	2,438.20	SqFt	$19.10	$ 46,569.83
WEST APRON	AP W	4310	L & T CR	L	Crack Sealing - AC	387.70	Ft	$2.75	$ 1,066.30
WEST APRON	AP W	4310	WEATHERING	M	Surface Seal	7,817.40	SqFt	$0.55	$ 4,299.63
RUNWAY 18-36	RW 18-36	6105	L & T CR	L	Crack Sealing - AC	36,130.00	Ft	$2.75	$ 99,357.39
RUNWAY 18-36	RW 18-36	6105	L & T CR	M	Crack Sealing - AC	95.00	Ft	$2.75	$ 261.25
RUNWAY 18-36	RW 18-36	6105	RAVELING	M	Surface Seal	135.00	SqFt	$0.55	$ 74.25
RUNWAY 18-36	RW 18-36	6105	RAVELING	L	Surface Seal	16,880.00	SqFt	$0.55	$ 9,284.08
RUNWAY 18-36	RW 18-36	6105	WEATHERING	M	Surface Seal	221,370.00	SqFt	$0.55	$ 121,754.51
RUNWAY 18-36	RW 18-36	6110	L & T CR	L	Crack Sealing - AC	19,810.00	Ft	$2.75	$ 54,477.44
RUNWAY 18-36	RW 18-36	6110	RAVELING	L	Surface Seal	2,225.00	SqFt	$0.55	$ 1,223.76
RUNWAY 18-36	RW 18-36	6110	WEATHERING	M	Surface Seal	122,870.00	SqFt	$0.55	$ 67,579.06

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18-36	RW 18-36	6125	L & T CR	L	Crack Sealing - AC	8,096.00	Ft	$2.75	$ 22,263.98
RUNWAY 18-36	RW 18-36	6125	RAVELING	L	Surface Seal	2,600.00	SqFt	$0.55	$ 1,430.01
RUNWAY 18-36	RW 18-36	6125	RAVELING	M	Surface Seal	20.00	SqFt	$0.55	$ 11.00
RUNWAY 18-36	RW 18-36	6125	WEATHERING	M	Surface Seal	77,400.00	SqFt	$0.55	$ 42,570.35
RUNWAY 18-36	RW 18-36	6130	L & T CR	L	Crack Sealing - AC	2,935.00	Ft	$2.75	$ 8,071.24
RUNWAY 18-36	RW 18-36	6130	WEATHERING	M	Surface Seal	25,000.00	SqFt	$0.55	$ 13,750.11
RUNWAY 18-36	RW 18-36	6145	L & T CR	L	Crack Sealing - AC	9,022.00	Ft	$2.75	$ 24,810.36
RUNWAY 18-36	RW 18-36	6145	RAVELING	L	Surface Seal	1,820.20	SqFt	$0.55	$ 1,001.13
RUNWAY 18-36	RW 18-36	6145	WEATHERING	M	Surface Seal	130,079.80	SqFt	$0.55	$ 71,544.47
RUNWAY 18-36	RW 18-36	6150	L & T CR	L	Crack Sealing - AC	4,001.00	Ft	$2.75	$ 11,002.65
RUNWAY 18-36	RW 18-36	6150	RAVELING	L	Surface Seal	184.70	SqFt	$0.55	$ 101.56
RUNWAY 18-36	RW 18-36	6150	WEATHERING	M	Surface Seal	54,773.70	SqFt	$0.55	$ 30,125.77
RUNWAY 9-27	RW 9-27	6205	L & T CR	L	Crack Sealing - AC	3,954.50	Ft	$2.75	$ 10,874.99
RUNWAY 9-27	RW 9-27	6205	RAVELING	L	Surface Seal	10,038.10	SqFt	$0.55	$ 5,520.99
RUNWAY 9-27	RW 9-27	6205	WEATHERING	M	Surface Seal	16,763.30	SqFt	$0.55	$ 9,219.89
RUNWAY 9-27	RW 9-27	6210	BLOCK CR	L	Surface Seal	37,928.00	SqFt	$0.55	$ 20,860.57

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9-27	RW 9-27	6210	L & T CR	L	Crack Sealing - AC	27,871.60	Ft	$2.75	$ 76,646.70
RUNWAY 9-27	RW 9-27	6210	RAVELING	L	Surface Seal	22,342.20	SqFt	$0.55	$ 12,288.32
RUNWAY 9-27	RW 9-27	6210	SWELLING	M	Patching - AC Full Depth	490.90	SqFt	$5.00	$ 2,454.28
RUNWAY 9-27	RW 9-27	6210	WEATHERING	M	Surface Seal	189,957.80	SqFt	$0.55	$ 104,477.65
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	7,132.00	Ft	$2.75	$ 19,613.11
TAXIWAY ALPHA	TW A	105	WEATHERING	M	Surface Seal	114,651.40	SqFt	$0.55	$ 63,058.82
TAXIWAY ALPHA	TW A	110	BLOCK CR	L	Surface Seal	186.70	SqFt	$0.55	$ 102.67
TAXIWAY ALPHA	TW A	110	L & T CR	L	Crack Sealing - AC	7,322.00	Ft	$2.75	$ 20,135.48
TAXIWAY ALPHA	TW A	110	RAVELING	L	Surface Seal	298.70	SqFt	$0.55	$ 164.27
TAXIWAY ALPHA	TW A	110	WEATHERING	M	Surface Seal	69,701.30	SqFt	$0.55	$ 38,336.05
TAXIWAY ALPHA	TW A	112	L & T CR	L	Crack Sealing - AC	2,682.00	Ft	$2.75	$ 7,375.49
TAXIWAY ALPHA	TW A	112	RAVELING	L	Surface Seal	342.00	SqFt	$0.55	$ 188.10
TAXIWAY ALPHA	TW A	112	WEATHERING	M	Surface Seal	29,658.00	SqFt	$0.55	$ 16,312.04
TAXIWAY ALPHA	TW A	115	L & T CR	L	Crack Sealing - AC	3,545.00	Ft	$2.75	$ 9,748.74
TAXIWAY ALPHA	TW A	115	RAVELING	L	Surface Seal	720.00	SqFt	$0.55	$ 396.00
TAXIWAY ALPHA	TW A	115	WEATHERING	M	Surface Seal	49,280.00	SqFt	$0.55	$ 27,104.23

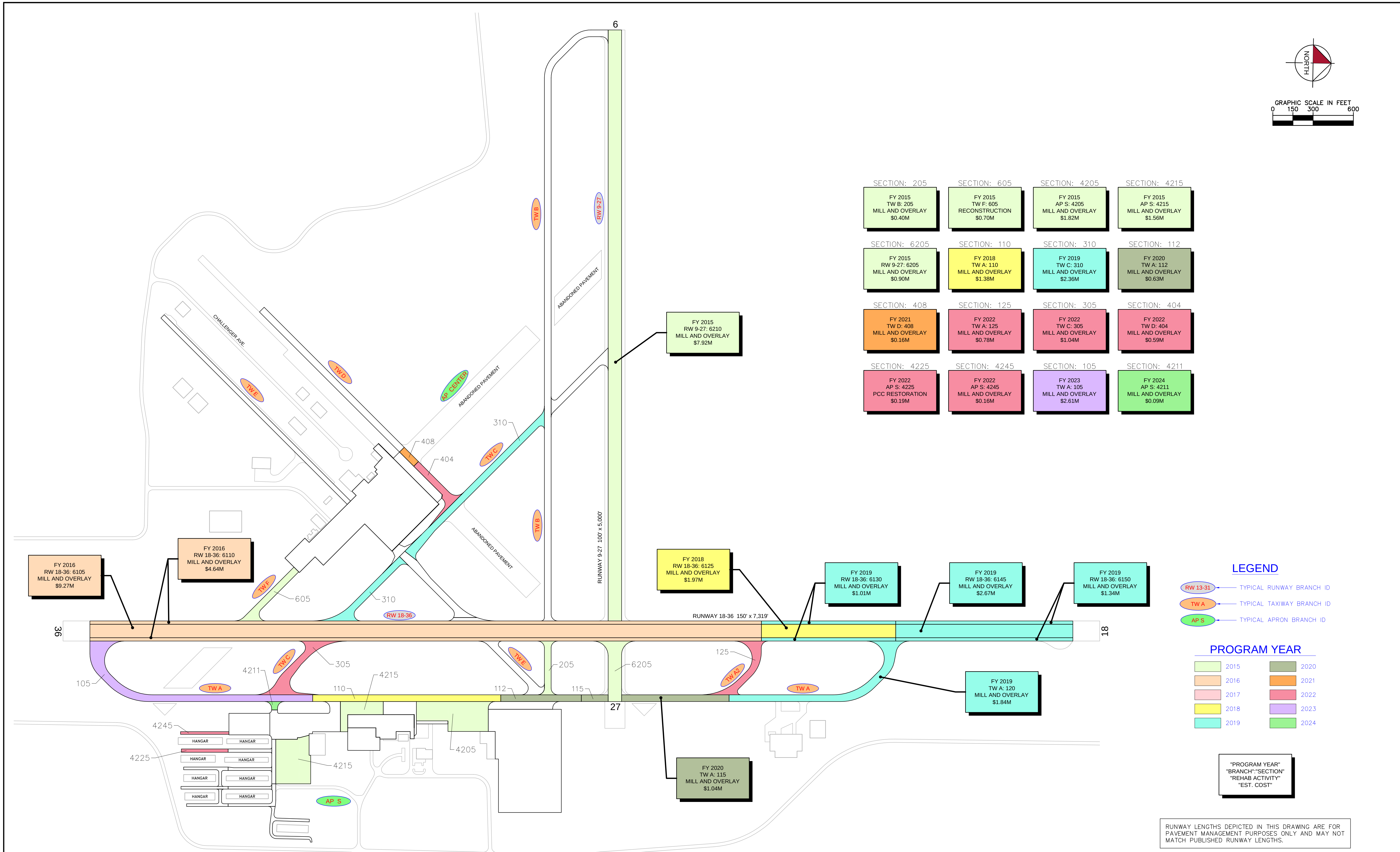
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	120	L & T CR	L	Crack Sealing - AC	6,532.30	Ft	$2.75	$ 17,963.86
TAXIWAY ALPHA	TW A	120	RAVELING	L	Surface Seal	297.20	SqFt	$0.55	$ 163.45
TAXIWAY ALPHA	TW A	120	WEATHERING	M	Surface Seal	88,854.90	SqFt	$0.55	$ 48,870.63
TAXIWAY ALPHA	TW A	125	L & T CR	L	Crack Sealing - AC	1,107.40	Ft	$2.75	$ 3,045.42
TAXIWAY ALPHA	TW A	125	RAVELING	L	Surface Seal	148.40	SqFt	$0.55	$ 81.65
TAXIWAY ALPHA	TW A	125	WEATHERING	M	Surface Seal	21,171.80	SqFt	$0.55	$ 11,644.57
TAXIWAY BRAVO	TW B	205	BLOCK CR	L	Surface Seal	11,073.00	SqFt	$0.55	$ 6,090.21
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	1,080.70	Ft	$2.75	$ 2,971.99
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	53.20	SqFt	$0.55	$ 29.23
TAXIWAY BRAVO	TW B	205	WEATHERING	M	Surface Seal	22,092.90	SqFt	$0.55	$ 12,151.18
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	1,908.40	Ft	$2.75	$ 5,248.12
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	400.10	SqFt	$0.55	$ 220.05
TAXIWAY CHARLIE	TW C	305	WEATHERING	M	Surface Seal	36,439.80	SqFt	$0.55	$ 20,042.07
TAXIWAY CHARLIE	TW C	310	L & T CR	L	Crack Sealing - AC	8,210.40	Ft	$2.75	$ 22,578.53
TAXIWAY CHARLIE	TW C	310	RAVELING	L	Surface Seal	49,870.90	SqFt	$0.55	$ 27,429.23
TAXIWAY CHARLIE	TW C	310	WEATHERING	M	Surface Seal	51,392.40	SqFt	$0.55	$ 28,266.07

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	404	L & T CR	L	Crack Sealing - AC	1,058.40	Ft	$2.75	$ 2,910.71
TAXIWAY DELTA	TW D	404	RAVELING	L	Surface Seal	264.60	SqFt	$0.55	$ 145.54
TAXIWAY DELTA	TW D	404	WEATHERING	M	Surface Seal	26,196.40	SqFt	$0.55	$ 14,408.13
TAXIWAY DELTA	TW D	408	L & T CR	L	Crack Sealing - AC	300.00	Ft	$2.75	$ 825.00
TAXIWAY DELTA	TW D	408	RAVELING	L	Surface Seal	150.00	SqFt	$0.55	$ 82.50
TAXIWAY DELTA	TW D	408	WEATHERING	M	Surface Seal	7,350.00	SqFt	$0.55	$ 4,042.53
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	2,866.40	Ft	$2.75	$ 7,882.64
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	245.80	SqFt	$0.55	$ 135.21
TAXIWAY DELTA	TW D	410	WEATHERING	M	Surface Seal	48,920.80	SqFt	$0.55	$ 26,906.68
TAXIWAY ECHO	TW E	505	L & T CR	L	Crack Sealing - AC	553.50	Ft	$2.75	$ 1,522.23
TAXIWAY ECHO	TW E	505	WEATHERING	M	Surface Seal	20,231.70	SqFt	$0.55	$ 11,127.52
TAXIWAY ECHO	TW E	510	L & T CR	L	Crack Sealing - AC	25.00	Ft	$2.75	$ 68.75
TAXIWAY ECHO	TW E	510	WEATHERING	M	Surface Seal	1,379.00	SqFt	$0.55	$ 758.47
TAXIWAY ECHO	TW E	515	L & T CR	L	Crack Sealing - AC	292.60	Ft	$2.75	$ 804.60
TAXIWAY ECHO	TW E	515	RAVELING	M	Surface Seal	13.60	SqFt	$0.55	$ 7.48
TAXIWAY ECHO	TW E	515	WEATHERING	M	Surface Seal	83,882.30	SqFt	$0.55	$ 46,135.63

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY FOXTROT	TW F	605	BLOCK CR	M	Patching - AC Full Depth	26,923.80	SqFt	$5.00	$ 134,619.21
TAXIWAY FOXTROT	TW F	605	PATCHING	M	Patching - AC Full Depth	13.00	SqFt	$5.00	$ 64.85
TAXIWAY FOXTROT	TW F	605	RAVELING	M	Surface Seal	26,911.10	SqFt	$0.55	$ 14,801.22
TAXIWAY FOXTROT	TW F	605	RAVELING	L	Surface Seal	12.70	SqFt	$0.55	$ 7.00
								Total =	$ 1,713,076.50

APPENDIX F

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



NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

SPACE COAST REGIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TIX

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 S	4205	$ 1,822,977.00	61	Mill and Overlay	100
2015	AP S	4215	$ 1,558,188.00	50	Mill and Overlay	100
2015	RW 9-27	6205	$ 895,369.00	64	Mill and Overlay	100
2015	RW 9-27	6210	$ 7,920,000.00	58	Mill and Overlay	100
2015	TW B	205	$ 398,628.00	59	Mill and Overlay	100
2015	TW F	605	$ 698,924.00	24	Reconstruction	100
2016	RW 18-36	6105	$ 9,270,000.00	64	Mill and Overlay	100
2016	RW 18-36	6110	$ 4,635,000.00	64	Mill and Overlay	100
2018	RW 18-36	6125	$ 1,966,909.00	65	Mill and Overlay	100
2018	TW A	110	$ 1,376,836.00	65	Mill and Overlay	100
2019	RW 18-36	6130	$ 1,012,958.00	64	Mill and Overlay	100
2019	RW 18-36	6145	$ 2,672,183.00	64	Mill and Overlay	100
2019	RW 18-36	6150	$ 1,336,092.00	65	Mill and Overlay	100
2019	TW A	120	$ 1,836,250.00	65	Mill and Overlay	100
2019	TW C	310	$ 2,363,434.00	65	Mill and Overlay	100
2020	TW A	112	$ 626,008.00	65	Mill and Overlay	100
2020	TW A	115	$ 1,043,347.00	65	Mill and Overlay	100
2021	TW D	408	$ 161,197.00	64	Mill and Overlay	100
2022	AP S	4225	$ 192,598.00	64	PCC Restoration	100
2022	AP S	4245	$ 159,392.00	65	Mill and Overlay	100
2022	TW A	125	$ 777,843.00	64	Mill and Overlay	100
2022	TW C	305	$ 1,037,802.00	64	Mill and Overlay	100
2022	TW D	404	$ 585,786.00	64	Mill and Overlay	100
2023	TW A	105	$ 2,614,266.00	65	Mill and Overlay	100
2024	AP S	4211	$ 90,304.00	64	Mill and Overlay	100
		Total =	$47,052,291.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 9-27, Section 6210, Sample Unit 130 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 9-27, Section 6210, Sample Unit 136 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Medium Severity (57) Weathering

Runway 9-27, Section 6210, Sample Unit 155 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Medium Severity (57) Weathering

Runway 18-36, Section 6105, Sample Unit 380 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 18-36, Section 6105, Sample Unit 360 – Low Severity (48) Longitudinal and Transverse Cracking, Medium Severity (52) Raveling

Taxiway Alpha, Section 120, Sample Unit 162 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Medium Severity (57) Weathering

Taxiway Alpha, Section 105, Sample Unit 108 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Medium Severity (57) Weathering

Taxiway Alpha, Section 110, Sample Unit 127 – Low Severity (43) Block Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Medium Severity (57) Weathering

Taxiway Charlie, Section 305, Sample Unit 704 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (50) Patching, Low Severity (52) Raveling, Medium Severity (57) Weathering

Taxiway Delta, Section 410, Sample Unit 414 – Medium Severity (57) Weathering

Taxiway Echo, Section 515, Sample Unit 628 – Medium Severity (57) Weathering

Taxiway Foxtrot, Section 605, Sample Unit 301 – Medium Severity (43) Block Cracking, Medium Severity (52) Raveling

Apron South, Section 4205, Sample Unit 150 – Low Severity (43) Block Cracking, Low Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP HELI Name: HELICOPTER APRON Use: APRON Area: 404,724.00SqFt

Section: 4255 of 2 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 27,840.00SqFt Length: 475.00Ft Width: 68.00Ft
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 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP HELI Name: HELICOPTER APRON Use: APRON Area: 404,724.00SqFt

Section: 4260 of 2 From: - To: - Last Const.: 01/01/2012
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 376,884.00SqFt Length: 750.00Ft Width: 510.00Ft
Slabs: 2,412 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 59,940.00Ft
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 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4205 of 20 From: - To: - Last Const.: 01/01/1968
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 101,276.50SqFt Length: 400.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 21 Surveyed: 3
Conditions: PCI : 62
Inspection Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

43 BLOCK CRACKING	L	2,100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	81.00	Ft	Comments:
57 WEATHERING	M	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 4,400.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	352.00	Ft	Comments:
57 WEATHERING	L	3,300.00	SqFt	Comments:
57 WEATHERING	M	1,100.00	SqFt	Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	778.00	Ft	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4211 of 20 From: - To: - Last Const.: 01/01/2008
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 3,845.01SqFt Length: 100.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 115 Type: R Area: 3,845.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	219.00 Ft	Comments:
57	WEATHERING	M	3,845.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4215 of 20 From: - To: - Last Const.: 01/01/1971
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 86,566.00SqFt Length: 1,000.00Ft Width: 162.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 27 Surveyed: 3
Conditions: PCI : 51
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

50 PATCHING	L	550.00	SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	132.00	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	166.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:
57 WEATHERING	M	4,450.00	SqFt	Comments:

Sample Number: 465 Type: R Area: 4,050.00SqFt PCI = 43
Sample Comments:

52 RAVELING	M	4,050.00	SqFt	Comments:

Sample Number: 663 Type: R Area: 4,977.00SqFt PCI = 43
Sample Comments:

52 RAVELING	M	4,977.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4216 of 20 From: - To: - Last Const.: 01/01/2008
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 48,835.80SqFt Length: 300.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 9 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 268 Type: R Area: 5,250.00SqFt PCI = 85
Sample Comments:

57 WEATHERING	M	1,312.00 SqFt	Comments:
57 WEATHERING	L	3,938.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4217 of 20 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 26,589.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 7 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	69.00 Ft	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4218 of 20 From: - To: - Last Const.: 01/01/2008
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 95,377.72SqFt Length: 450.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 19 Surveyed: 3
Conditions: PCI : 81
Inspection Comments:

Sample Number: 213 Type: R Area: 6,200.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft	Comments:
57 WEATHERING	L	4,650.00	SqFt	Comments:
57 WEATHERING	M	1,550.00	SqFt	Comments:

Sample Number: 261 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4220 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 8,168.00SqFt Length: 300.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI : 40
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4221 of 20 From: - To: - Last Const.: 01/01/1967
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 5,405.00SqFt Length: 200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 254 Type: R Area: 3,105.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	11.00 Ft	Comments:
57	WEATHERING	L	2,329.00 SqFt	Comments:
57	WEATHERING	M	776.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4225 of 20 From: - To: - Last Const.: 01/01/1991
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 8,700.00SqFt Length: 400.00Ft Width: 20.00Ft
Slabs: 33 Slab Width: 20.00Ft Slab Length: 13.69Ft Joint Length: 564.37Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 202 Type: R Area: 26.00Slabs PCI = 72
Sample Comments:

63	LINEAR CRACKING	L	14.00 Slabs	Comments:
70	SCALING/CRAZING	L	2.00 Slabs	Comments:
72	SHATTERED SLAB	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4226 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 6,677.00SqFt Length: 325.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI : 49
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4227 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 6,560.00SqFt Length: 325.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4228 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 11,100.00SqFt Length: 400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4229 of 20 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 16,315.00SqFt Length: 820.00Ft Width: 20.00Ft
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 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4230 of 20 From: - To: - Last Const.: 01/01/1991
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 9,576.00SqFt Length: 400.00Ft Width: 20.00Ft
Slabs: 48 Slab Width: 9.66Ft Slab Length: 21.00Ft Joint Length: 789.11Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 203 Type: R Area: 18.00Slabs PCI = 79
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:
63 LINEAR CRACKING	L	7.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4232 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 9,960.00SqFt Length: 1,000.00Ft Width: 162.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 31 Surveyed: 4
Conditions: PCI : 69
Inspection Comments:

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

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

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

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

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

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

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4235 of 20 From: - To: - Last Const.: 01/01/2014
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 66,120.00SqFt Length: 450.00Ft Width: 150.00Ft
Slabs: 321 Slab Width: 14.00Ft Slab Length: 15.00Ft Joint Length: 8,721.43Ft
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 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4240 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 7,020.00SqFt Length: 250.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4241 of 20 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 8,553.00SqFt Length: 350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4245 of 20 From: - To: - Last Const.: 01/01/2008
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 7,200.00SqFt Length: 350.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 200 Type: R Area: 3,600.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
57 WEATHERING	M	3,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 572,071.96SqFt

Section: 4250 of 20 From: - To: - Last Const.: 01/01/2011
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 38,227.93SqFt Length: 190.00Ft Width: 200.00Ft
Slabs: 182 Slab Width: 14.00Ft Slab Length: 15.00Ft Joint Length: 4,857.62Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 98
Inspection Comments:

Sample Number: 300 Type: R Area: 15.00Slabs PCI = 98
Sample Comments:

70 SCALING/CRAZING	L	3.00 Slabs	Comments:

Sample Number: 501 Type: R Area: 15.00Slabs PCI = 97
Sample Comments:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 400,935.00SqFt

Section: 4305 of 2 From: - To: - Last Const.: 01/01/2014
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 370,471.00SqFt Length: 1,600.00Ft Width: 500.00Ft
Slabs: 1,647 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 104,566.67Ft
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 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 400,935.00SqFt

Section: 4310 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 30,464.00SqFt Length: 68.00Ft Width: 400.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 204 Type: R Area: 3,292.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00 Ft	Comments:
57	WEATHERING	M	1,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6105 of 6 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 500,000.00SqFt Length: 5,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 100 Surveyed: 20
Conditions: PCI : 67
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	332.00	Ft	Comments:
56 SWELLING	L	12.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	2,400.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	279.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
52 RAVELING	L	120.00	SqFt	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,330.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

57 WEATHERING	M	2,200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
52 RAVELING	L	300.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 323 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	283.00	Ft	Comments:
52 RAVELING	L	306.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	19.00	Ft	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	1,994.00	SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	246.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:

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57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,400.00 SqFt	Comments:

Sample Number: 329 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	232.00 Ft	Comments:
52 RAVELING		L	200.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,300.00 SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	324.00 Ft	Comments:
56 SWELLING		L	10.00 SqFt	Comments:
52 RAVELING		L	150.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,350.00 SqFt	Comments:

Sample Number: 341 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	297.00 Ft	Comments:
52 RAVELING		L	100.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,400.00 SqFt	Comments:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	395.00 Ft	Comments:
52 RAVELING		L	150.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,350.00 SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	371.00 Ft	Comments:
52 RAVELING		L	150.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,350.00 SqFt	Comments:

Sample Number: 359 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	321.00 Ft	Comments:
52 RAVELING		L	100.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,400.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	524.00 Ft	Comments:
52 RAVELING		L	150.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,350.00 SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	368.00 Ft	Comments:
52 RAVELING		L	200.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:
57 WEATHERING		M	2,300.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	257.00 Ft	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,300.00 SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	408.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,400.00 SqFt	Comments:

Sample Number: 380 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	455.00 Ft	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,300.00 SqFt	Comments:

Sample Number: 386 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	441.00 Ft	Comments:
52	RAVELING	M	27.00 SqFt	Comments:
52	RAVELING	L	150.00 SqFt	Comments:

Sample Number: 393 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	405.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	51.00 Ft	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,500.00 SqFt	Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	445.00 Ft	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,300.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6110 of 6 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 250,000.00SqFt Length: 10,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 50 Surveyed: 10
Conditions: PCI : 67
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	290.00	Ft	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,390.00	SqFt	Comments:
52 RAVELING	L	110.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	425.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:
56 SWELLING	L	15.00	SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	543.00	Ft	Comments:
52 RAVELING	L	60.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,340.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	341.00	Ft	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	498.00	Ft	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	405.00	Ft	Comments:
56 SWELLING	L	20.00	SqFt	Comments:
52 RAVELING	L	10.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

57 WEATHERING	M	2,490.00 SqFt	Comments:	

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	330.00 Ft	Comments:	
57 WEATHERING	L	2,500.00 SqFt	Comments:	
57 WEATHERING	M	2,500.00 SqFt	Comments:	

Sample Number: 548 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	426.00 Ft	Comments:	
56 SWELLING	L	5.00 SqFt	Comments:	
57 WEATHERING	L	2,500.00 SqFt	Comments:	
57 WEATHERING	M	2,500.00 SqFt	Comments:	

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	539.00 Ft	Comments:	
52 RAVELING	L	15.00 SqFt	Comments:	
57 WEATHERING	L	2,500.00 SqFt	Comments:	
57 WEATHERING	M	2,485.00 SqFt	Comments:	

Sample Number: 592 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:	
50 PATCHING	L	91.00 SqFt	Comments:	
57 WEATHERING	L	2,500.00 SqFt	Comments:	
57 WEATHERING	M	2,409.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6125 of 6 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 100,000.00SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 20 Surveyed: 5
Conditions: PCI : 71
Inspection Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	366.00	Ft	Comments:
52 RAVELING	M	5.00	SqFt	Comments:
57 WEATHERING	L	200.00	SqFt	Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	438.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	M	4,850.00	SqFt	Comments:

Sample Number: 410 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	437.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	M	4,750.00	SqFt	Comments:

Sample Number: 413 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	374.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	M	4,850.00	SqFt	Comments:

Sample Number: 417 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	409.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6130 of 6 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 2,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 10 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	301.00 Ft	Comments:
56	SWELLING	L	40.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,500.00 SqFt	Comments:

Sample Number: 600 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	286.00 Ft	Comments:
57	WEATHERING	M	2,500.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6145 of 6 From: To: Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 131,900.00SqFt Length: 1,319.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 27 Surveyed: 5
Conditions: PCI : 72
Inspection Comments:

Sample Number: 421 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	346.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

Sample Number: 429 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	359.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

Sample Number: 437 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	291.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

Sample Number: 440 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	367.00	Ft	Comments:
52 RAVELING	L	45.00	SqFt	Comments:
57 WEATHERING	M	4,955.00	SqFt	Comments:

Sample Number: 445 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	347.00	Ft	Comments:
57 WEATHERING	M	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6150 of 6 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 65,950.00SqFt Length: 2,600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 14 Surveyed: 3
Conditions: PCI : 73
Inspection Comments:

Sample Number: 220 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft	Comments:
52 RAVELING	L	17.00	SqFt	Comments:
57 WEATHERING	M	3,733.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:

Sample Number: 222 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	323.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 618 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	292.00	Ft	Comments:
52 RAVELING	L	25.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:
57 WEATHERING	M	3,725.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6205 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 49,742.70SqFt Length: 490.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 9 Surveyed: 2
Conditions: PCI : 65
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	366.00 Ft	Comments:	
52 RAVELING	L	500.00 SqFt	Comments:	
57 WEATHERING	M	2,500.00 SqFt	Comments:	
57 WEATHERING	L	2,000.00 SqFt	Comments:	

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	214.00 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.00 Ft	Comments:	
52 RAVELING	L	1,518.00 SqFt	Comments:	
57 WEATHERING	L	2,612.00 SqFt	Comments:	
57 WEATHERING	M	870.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 6210 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: S
Area: 440,000.00SqFt Length: 4,400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 88 Surveyed: 18
Conditions: PCI : 59
Inspection Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	356.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	M	1,125.00	SqFt	Comments:
57 WEATHERING	L	3,375.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

57 WEATHERING	M	2,250.00	SqFt	Comments:
56 SWELLING	L	8.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	2,250.00	SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	371.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	2,250.00	SqFt	Comments:
57 WEATHERING	M	2,250.00	SqFt	Comments:

Sample Number: 130 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

56 SWELLING	L	27.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	329.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,450.00	SqFt	Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	410.00	Ft	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,450.00	SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	257.00	Ft	Comments:
43 BLOCK CRACKING	L	1,508.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

56 SWELLING	L	203.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

43 BLOCK CRACKING	L	2,450.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
56 SWELLING	L	250.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

43 BLOCK CRACKING	L	1,900.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft	Comments:
56 SWELLING	L	250.00	SqFt	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,300.00	SqFt	Comments:

Sample Number: 155 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	363.00	Ft	Comments:
56 SWELLING	M	35.00	SqFt	Comments:
56 SWELLING	L	150.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 162 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	436.00	Ft	Comments:
43 BLOCK CRACKING	L	650.00	SqFt	Comments:
56 SWELLING	M	8.00	SqFt	Comments:
56 SWELLING	L	850.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	404.00	Ft	Comments:
43 BLOCK CRACKING	L	1,250.00	SqFt	Comments:
56 SWELLING	L	500.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 169 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	477.00	Ft	Comments:
56 SWELLING	L	400.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:
57 WEATHERING	M	2,350.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft	Comments:
56	SWELLING	L	650.00	SqFt	Comments:
52	RAVELING	L	200.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:
57	WEATHERING	M	2,300.00	SqFt	Comments:

Sample Number: 179 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	208.00	Ft	Comments:
56	SWELLING	L	350.00	SqFt	Comments:
52	RAVELING	L	200.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:
57	WEATHERING	M	2,300.00	SqFt	Comments:

Sample Number: 183 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	209.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
50	PATCHING	L	600.00	SqFt	Comments:
52	RAVELING	L	150.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:
57	WEATHERING	M	2,350.00	SqFt	Comments:

Sample Number: 186 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft	Comments:
56	SWELLING	M	40.00	SqFt	Comments:
56	SWELLING	L	300.00	SqFt	Comments:
52	RAVELING	L	20.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:
57	WEATHERING	M	2,480.00	SqFt	Comments:

Sample Number: 190 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft	Comments:
56	SWELLING	L	250.00	SqFt	Comments:
52	RAVELING	L	100.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:
57	WEATHERING	M	2,400.00	SqFt	Comments:

Sample Number: 194 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	178.00	Ft	Comments:
56	SWELLING	L	550.00	SqFt	Comments:
52	RAVELING	L	2,400.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:
57	WEATHERING	M	100.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 105 of 6 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 114,651.44SqFt Length: 2,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 22 Surveyed: 4
Conditions: PCI : 74
Inspection Comments:

Sample Number: 100 Type: R Area: 5,432.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	175.00 Ft	Comments:
57	WEATHERING	M	5,432.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	391.00 Ft	Comments:
56	SWELLING	L	57.00 SqFt	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	329.00 Ft	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	376.00 Ft	Comments:
56	SWELLING	L	5.00 SqFt	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 110 of 6 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 70,000.00SqFt Length: 1,400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 14 Surveyed: 3
Conditions: PCI : 68
Inspection Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	483.00 Ft	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	504.00 Ft	Comments:
43	BLOCK CRACKING	L	40.00 SqFt	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	582.00 Ft	Comments:
52	RAVELING	L	64.00 SqFt	Comments:
57	WEATHERING	M	4,936.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 112 of 6 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 70
Inspection Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	479.00 Ft	Comments:
52	RAVELING	L	30.00 SqFt	Comments:
57	WEATHERING	M	4,970.00 SqFt	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	415.00 Ft	Comments:
52	RAVELING	L	84.00 SqFt	Comments:
57	WEATHERING	M	4,916.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 115 of 6 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 10 Surveyed: 2
Conditions: PCI : 70
Inspection Comments:

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.00 Ft	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	345.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	139.00 Ft	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
52	RAVELING	L	144.00 SqFt	Comments:
57	WEATHERING	M	4,856.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 120 of 6 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 90,637.99SqFt Length: 1,800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 17 Surveyed: 3
Conditions: PCI : 69
Inspection Comments:

Sample Number: 151 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	223.00 Ft	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 157 Type: R Area: 5,007.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	209.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00 Ft	Comments:
57	WEATHERING	M	5,007.00 SqFt	Comments:

Sample Number: 162 Type: R Area: 6,463.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	644.00 Ft	Comments:
56	SWELLING	L	118.00 SqFt	Comments:
52	RAVELING	L	54.00 SqFt	Comments:
50	PATCHING	L	300.00 SqFt	Comments:
57	WEATHERING	M	6,139.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

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

Section: 125 of 6 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 35,136.53SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 7 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 300 Type: R Area: 6,780.17SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	159.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	M	3,340.00 SqFt	Comments:
57	WEATHERING	L	3,390.00 SqFt	Comments:

Sample Number: 303 Type: R Area: 5,054.39SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	214.00 Ft	Comments:
56	SWELLING	L	40.00 SqFt	Comments:
57	WEATHERING	M	3,791.00 SqFt	Comments:
57	WEATHERING	L	1,264.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 256,505.02SqFt

Section: 205 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 22,146.02SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 502 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

43	BLOCK CRACKING	L	2,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	244.00 Ft	Comments:
52	RAVELING	L	12.00 SqFt	Comments:
57	WEATHERING	M	4,988.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 256,505.02SqFt

Section: 210 of 2 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 234,359.00SqFt Length: 4,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 47 Surveyed: 6
Conditions: PCI : 27
Inspection Comments:

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

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

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

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

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

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

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

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

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

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

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 196,395.52SqFt

Section: 305 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 46,879.34SqFt Length: 700.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 9 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 701 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,500.00 SqFt	Comments:

Sample Number: 704 Type: R Area: 6,717.32SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	377.00 Ft	Comments:
50	PATCHING	L	9.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	6,608.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 196,395.52SqFt

Section: 310 of 3 From: - To: - Last Const.: 01/01/1986
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 116,660.00SqFt Length: 2,300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 24 Surveyed: 4
Conditions: PCI : 69
Inspection Comments:

Sample Number: 701 Type: R Area: 5,263.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	227.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	2,632.00 SqFt	Comments:
57	WEATHERING	M	2,532.00 SqFt	Comments:

Sample Number: 707 Type: R Area: 4,672.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	379.00 Ft	Comments:
52	RAVELING	L	4,672.00 SqFt	Comments:

Sample Number: 714 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	320.00 Ft	Comments:
57	WEATHERING	M	3,750.00 SqFt	Comments:
52	RAVELING	L	1,250.00 SqFt	Comments:

Sample Number: 719 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	477.00 Ft	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
57	WEATHERING	M	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 196,395.52SqFt

Section: 315 of 3 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 32,856.18SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 02/06/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI : 31
Inspection Comments:

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

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

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

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

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 107,711.00SqFt

Section: 404 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: T
Area: 26,461.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	M	4,950.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 107,711.00SqFt

Section: 408 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,500.00SqFt Length: 150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 71
Inspection Comments:

Sample Number: 404 Type: R Area: 7,500.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00 Ft	Comments:
57	WEATHERING	M	7,350.00 SqFt	Comments:
52	RAVELING	L	150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 107,711.00SqFt

Section: 410 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 73,750.00SqFt Length: 1,450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 15 Surveyed: 3
Conditions: PCI : 78
Inspection Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	218.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	M	4,950.00	SqFt	Comments:

Sample Number: 411 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft	Comments:
57 WEATHERING	M	5,000.00	SqFt	Comments:

Sample Number: 414 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	188.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 154,057.85SqFt

Section: 505 of 4 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 32,370.71SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 78
Inspection Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	144.00	Ft	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:

Sample Number: 603 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	Comments:
57 WEATHERING	M	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 154,057.85SqFt

Section: 510 of 4 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,825.14SqFt Length: 200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 599 Type: R Area: 5,825.00SqFt PCI = 77
Sample Comments:

50 PATCHING	L	77.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft	Comments:
57 WEATHERING	L	4,369.00 SqFt	Comments:
57 WEATHERING	M	1,379.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 154,057.85SqFt

Section: 515 of 4 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 107,697.00SqFt Length: 3,500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/04/2014 Total Samples: 27 Surveyed: 4
Conditions: PCI : 77
Inspection Comments:

Sample Number: 604 Type: R Area: 5,328.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	5,328.00 SqFt	Comments:

Sample Number: 614 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

50 PATCHING	L	800.00 SqFt	Comments:
52 RAVELING	M	2.00 SqFt	Comments:

Sample Number: 620 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	22.00 Ft	Comments:
57 WEATHERING	M	3,500.00 SqFt	Comments:

Sample Number: 628 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.00 Ft	Comments:
57 WEATHERING	M	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 154,057.85SqFt

Section: 525 of 4 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 8,165.00SqFt Length: 100.00Ft Width: 85.00Ft
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 13, 2015

Network: TIX Name: SPACE COAST REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 30,388.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: T
Area: 30,388.00SqFt Length: 580.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

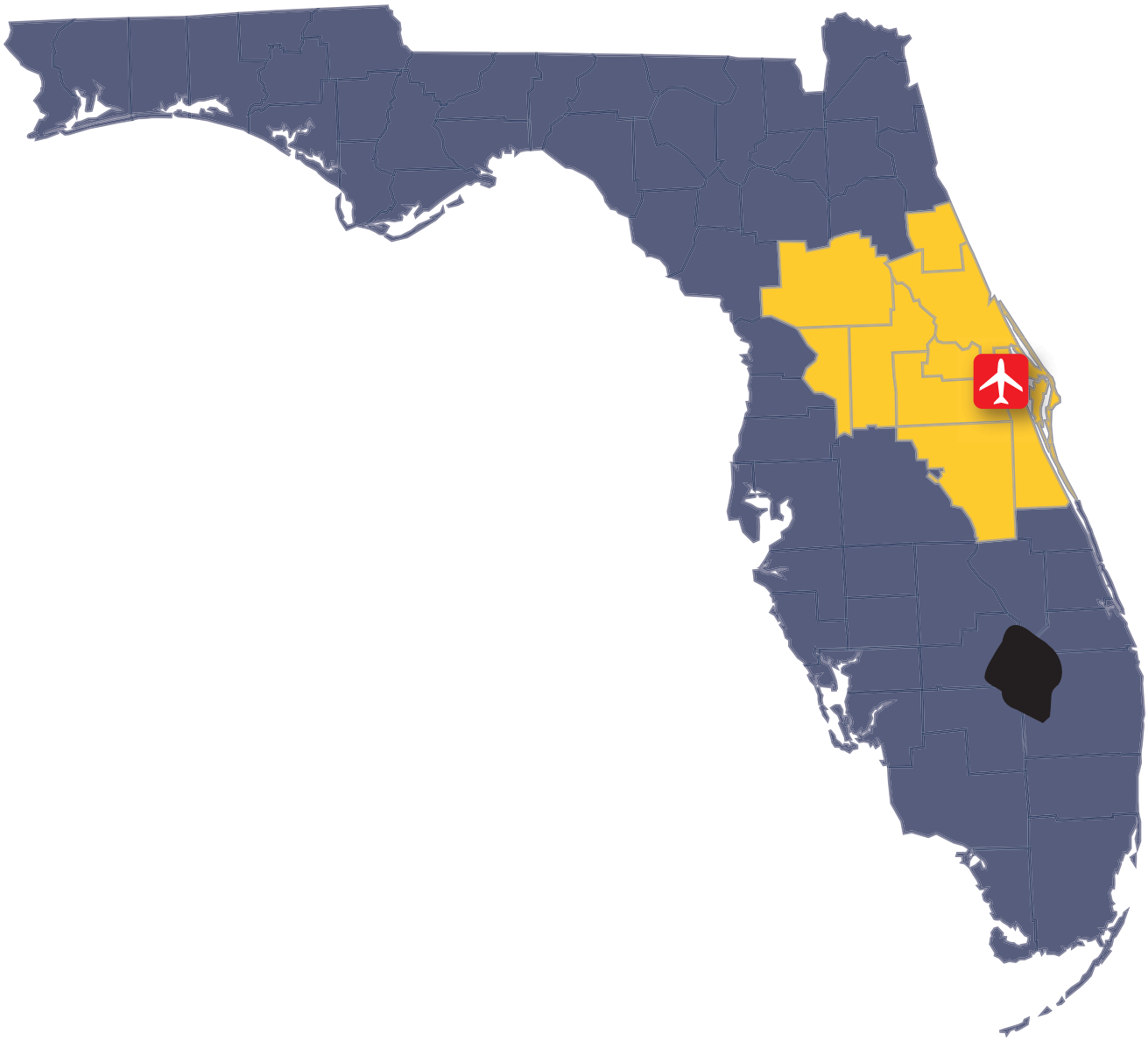
Last Insp. Date: 12/04/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 25
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 21
Sample Comments:

50 PATCHING	L	9.00 SqFt	Comments:
50 PATCHING	M	1.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,990.00 SqFt	Comments:
52 RAVELING	M	4,990.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 6,930.00SqFt PCI = 29
Sample Comments:

50 PATCHING	L	9.00 SqFt	Comments:
43 BLOCK CRACKING	M	5,580.00 SqFt	Comments:
52 RAVELING	L	5.00 SqFt	Comments:
52 RAVELING	M	5,575.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

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