FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

VERO BEACH MUNICIPAL AIRPORT (VRB)

DISTRICT 4

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 September 2014, a PCI survey inspection was performed at Vero Beach Municipal Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 72, 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
CENTER APRON	58	4 - 100	FAIR	65	65	X
NE APRON - AIRCRAFT SERVICE AREA	49	46 - 66	POOR	65	65	X
RUN-UP APRON AT RW 12R	58	58	FAIR	65	65	X
RUN-UP APRON AT RW 30L	64	64	FAIR	65	65	X
RUN-UP APRON AT RW 4	79	66 - 90	SATISFACTORY	65	65	
RUN-UP APRON AT TW F	80	70 - 93	SATISFACTORY	65	65	
SW APRON	38	23 - 77	VERY POOR	65	65	X
WEST APRON	73	59 - 100	SATISFACTORY	65	65	X
RUNWAY 12L-30R	92	90 - 94	GOOD	75	65	
RUNWAY 12R-30L	79	76 - 94	SATISFACTORY	75	65	
RUNWAY 4-22	98	82 - 100	GOOD	75	65	
TAXIWAY ALPHA	79	67 - 100	SATISFACTORY	70	65	X
TAXIWAY A1	90	75 - 100	GOOD	70	65	
TAXIWAY BRAVO	71	68 - 100	SATISFACTORY	70	65	X
TAXIWAY B1	91	79 - 100	GOOD	70	65	
TAXIWAY CHARLIE	73	58 - 92	SATISFACTORY	70	65	X
TAXIWAY C1	64	53 - 87	FAIR	70	65	X
TAXIWAY C2	67	54 - 83	FAIR	70	65	X
TAXIWAY C3	68	63 - 71	FAIR	70	65	X
TAXIWAY C4	81	72 - 94	SATISFACTORY	70	65	
TAXIWAY DELTA	84	61 - 94	SATISFACTORY	70	65	X
TAXIWAY ECHO	100	100	GOOD	70	65	
TAXIWAY FOXTROT	91	86 - 93	GOOD	70	65	

"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	88	GOOD
Taxiway	77	SATISFACTORY
Apron	59	FAIR

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:

- Northeast Apron – Sections 5410 and 5405
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 30L – Section 5305
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 12R – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 4 – Section 5105
  - Mill and Overlay attributed to climate and age of pavement.
- West Apron – Sections 4410 and 4310
  - Mill and Overlay attributed to climate and age of pavement.
- Center Apron – Sections 4245, 4240, 4235, 4230, 4220, 4215, 4210, and 4205
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Sections 4115 and 4105
  - Reconstruction attributed to load, climate, and age of pavement.

- Southwest Apron – Section 4110
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Taxiway D – Section 405
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C4 – Section 370
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C3 – Sections 365 and 360
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C2 – Sections 355, 354, and 350
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C1– Sections 345 and 330
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 315 and 305
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 125 and 115
  - 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 Vero Beach Municipal Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP NE	5410	$ 931,230.00	65	Mill and Overlay	100
AP NE	5405	$ 4,544,380.00	44	Mill and Overlay	100
AP RU 30L	5305	$ 950,220.00	63	Mill and Overlay	100
AP RU 12R	5205	$ 2,481,300.00	57	Mill and Overlay	100
AP RU RW 4	5105	$ 481,860.00	65	Mill and Overlay	100
AP W	4410	$ 741,960.00	64	Mill and Overlay	100
AP W	4310	$ 1,588,680.00	58	Mill and Overlay	100
AP CENTER	4245	$ 2,128,330.00	47	Mill and Overlay	100
AP CENTER	4240	$ 4,677,714.00	63	Mill and Overlay	100
AP CENTER	4235	$ 525,780.00	3	Reconstruction	100
AP CENTER	4230	$ 514,800.00	58	Mill and Overlay	100
AP CENTER	4220	$ 721,440.00	52	Mill and Overlay	100
AP CENTER	4215	$ 4,288,932.00	56	Mill and Overlay	100
AP CENTER	4210	$ 436,140.00	53	Mill and Overlay	100

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP CENTER	4205	$ 4,141,980.00	57	Mill and Overlay	100
AP SW	4115	$ 1,057,540.00	22	Reconstruction	100
AP SW	4110	$ 41,624.00	76	PCC Restoration	100
AP SW	4105	$ 4,909,349.00	40	Reconstruction	100
TW D	405	$ 459,720.00	60	Mill and Overlay	100
TW C4	370	$ 293,611.00	71	Mill and Overlay	100
TW C3	365	$ 257,760.00	62	Mill and Overlay	100
TW C3	360	$ 464,040.00	70	Mill and Overlay	100
TW C2	355	$ 238,338.00	62	Mill and Overlay	100
TW C2	354	$ 140,004.00	53	Mill and Overlay	100
TW C2	350	$ 451,800.00	65	Mill and Overlay	100
TW C1	345	$ 472,500.00	55	Mill and Overlay	100
TW C1	330	$ 526,500.00	52	Mill and Overlay	100
TW C	315	$ 984,420.00	57	Mill and Overlay	100
TW C	305	$ 1,742,346.00	64	Mill and Overlay	100
TW A	125	$ 148,500.00	70	Mill and Overlay	100
TW A	115	$ 103,320.00	59	Mill and Overlay	100
	Total =	$ 41,446,118.00			

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.

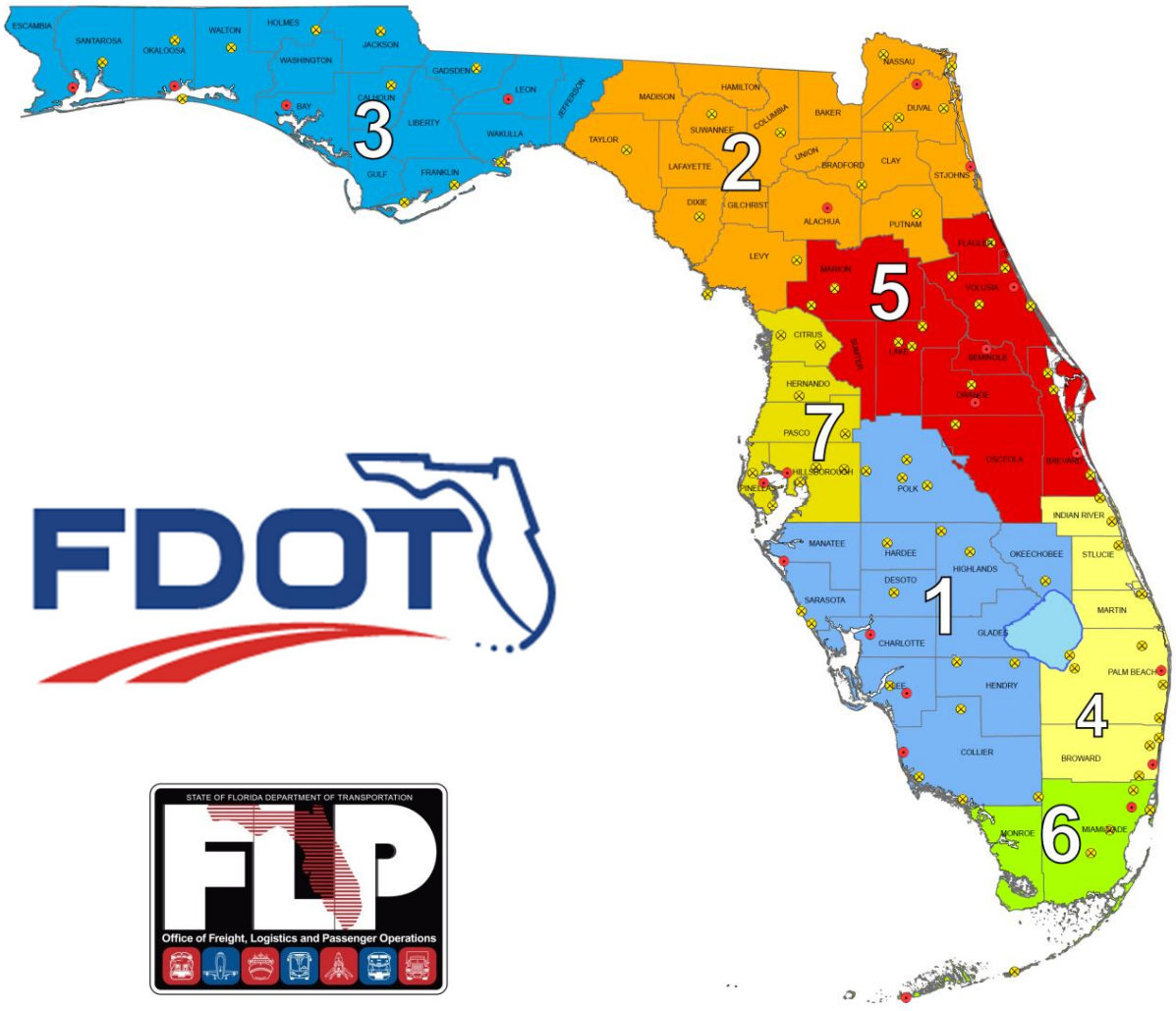
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 456,173.02	$ 41,446,119.51	$ 41,902,292.53
2016	$ 469,421.12	$ 2,500,415.76	$ 2,969,836.88
2017	$ 519,063.03	$ 1,402,138.55	$ 1,921,201.58
2018	$ 625,906.60	$ 553,586.45	$ 1,179,493.05
2019	$ 778,468.80	$ -	$ 778,468.80
2020	$ 944,250.29	$ -	$ 944,250.29
2021	$ 718,981.77	$ 19,043,499.19	$ 19,762,480.96
2022	$ 889,715.47	$ 160,365.72	$ 1,050,081.19
2023	$ 1,068,384.18	$ -	$ 1,068,384.18
2024	$ 1,231,965.02	$ 1,095,148.38	$ 2,327,113.40
Total	$ 7,702,329.30	$ 66,201,273.56	$ 73,903,602.86

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport 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

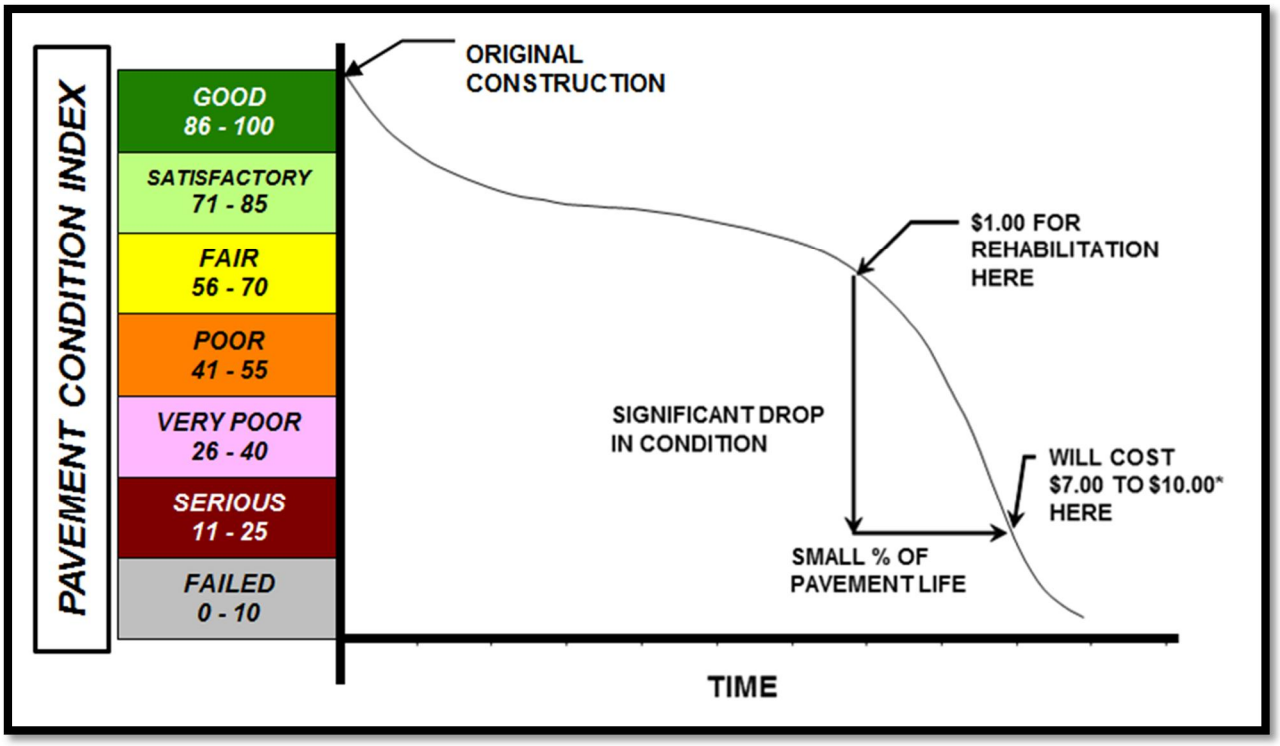
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

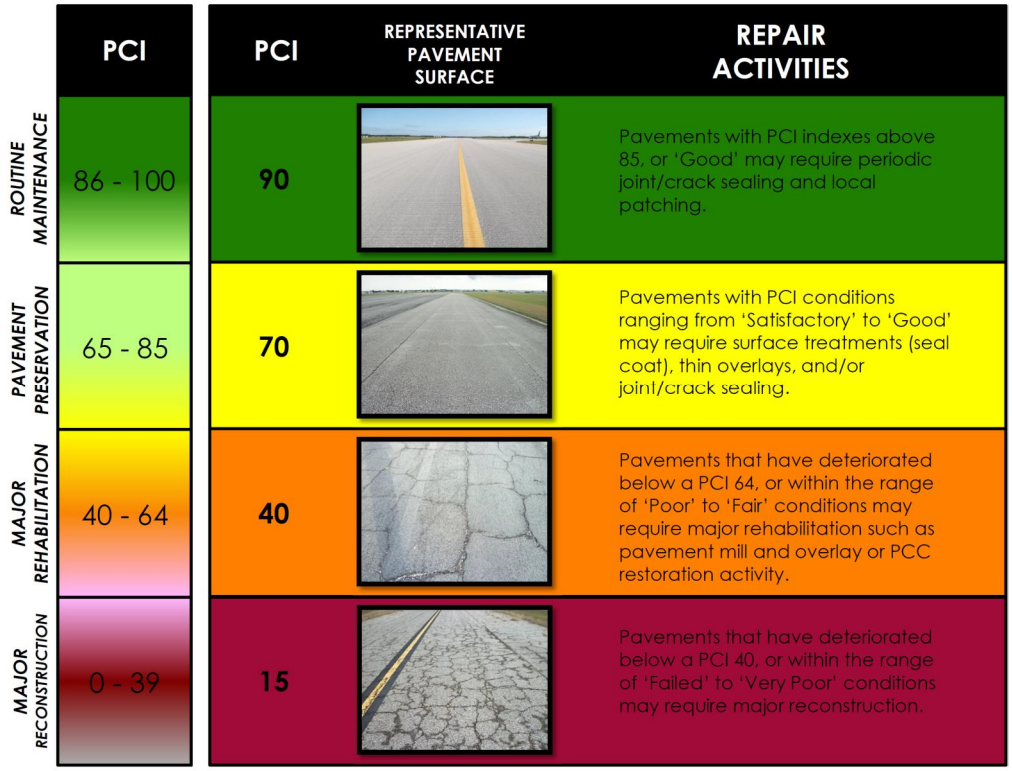
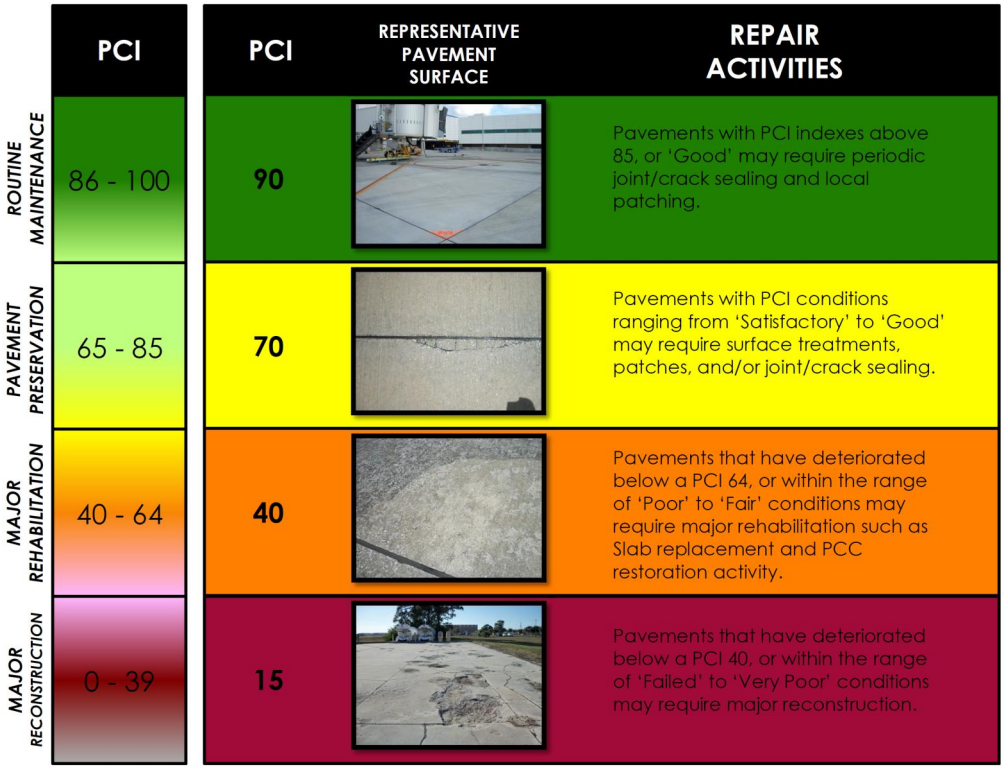


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

Vero Beach Municipal Airport (VRB) is located in the northwest portion of the Vero Beach city limits. The Airport is located approximately six miles east of Interstate 95 and less than four miles inland from the Atlantic Ocean. VRB is served by three runways. RW 12R-30L is 100-ft wide by 7,314-ft long, RW 4-22 is 100-ft wide by 4,974-ft long, and RW 12L-30R is 75-ft wide by 3,504-ft long. The runways are served by parallel Taxiways Alpha, Charlie and Foxtrot. VRB has hangar facilities and tie-down spaces located on the west and east aprons. The Airport is designated as a General Aviation airport and is located in District 4 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.

Vero Beach Municipal Airport was dedicated in 1930 and initiated commercial airline service in 1932. In 1942 the airport was designated as the Naval Air Station Vero Beach, where at the peak of its activity was home to 1,400 U.S. Navy and U.S Marine Corps servicemen and 250 aircraft. The Navy closed the Naval Air Station not long after the war ended in 1947, returning the airport to the City. In 1957, Piper Aircraft chose Vero Beach for their research and development center, later becoming the location of its administrative and manufacturing operations. Vero Beach Municipal Airport is also home to the FlightSafety Academy.

2.1 Network Definition

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

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are

treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

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

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample

units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

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

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

Construction Year	Section Location	Work Type/Pavement Section
2010	RUNWAY 12L-30R	REHABILITATION
2010	TAXIWAY F	REHABILITATION
2011	RUNWAY 12R-30L TAXIWAY CHARLIE	REHABILITATION
2014	RUNWAY 4-22	3" P-401 ASPHALT OVERLAY WITH MILLED TRANSITIONS
2014	TAXIWAY ECHO	3" P-401 ASPHALT OVERLAY WITH MILLED TRANSITIONS
2014/2015	TAXIWAY CHARLIE	REHABILITATION, TO BE DESIGNED
2015/2016	TAXIWAY ECHO EXTENSION	NEW PAVEMENT, TO BE DESIGNED

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.

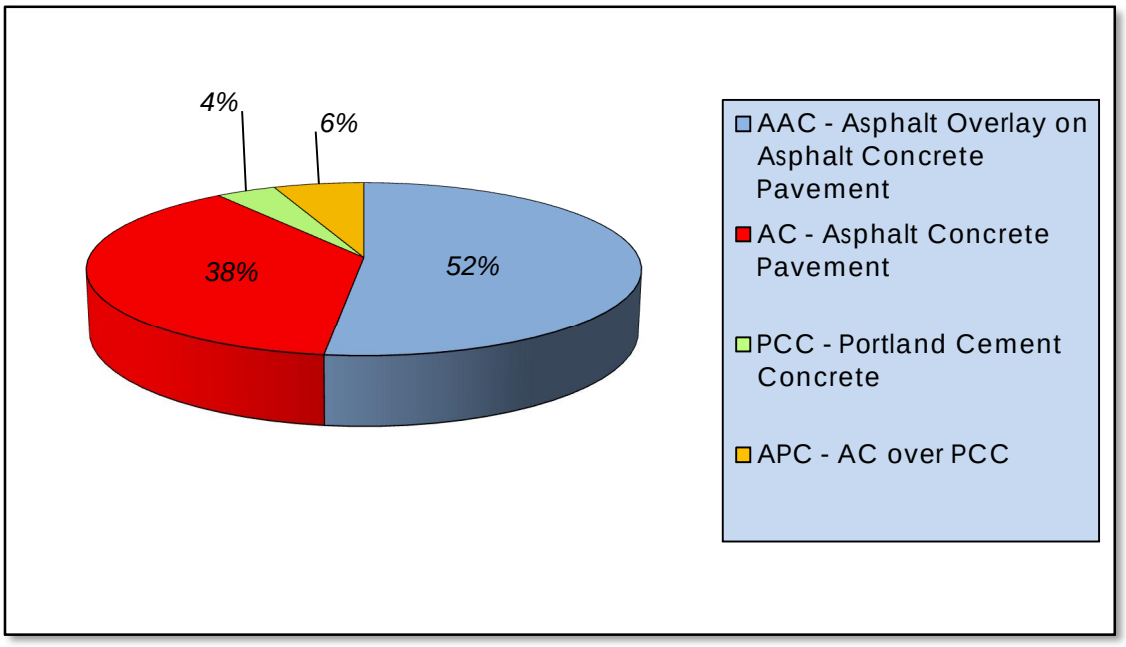
2.2 Pavement Inventory

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 Vero Beach Municipal Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	23	
Number of Sections	92	
Sample Units	214	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,519,270	29%
Taxiway	1,363,551	26%
Apron	2,267,816	44%
Total =	5,150,637	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,969,916	38%
Asphalt Overlay (AAC)	2,685,541	52%
Portland Cement Concrete (PCC)	195,227	4%
AC over PCC (APC)	299,953	6%

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 4-22	RW 4-22	6310	46,630	P	AAC	1/1/2004	5	10
RUNWAY 4-22	RW 4-22	6305	442,500	P	AAC	1/1/2014	20	89
RUNWAY 12L-30R	RW 12L-30R	6220	67,500	S	AAC	1/1/2010	5	18
RUNWAY 12L-30R	RW 12L-30R	6215	26,250	S	AAC	1/1/2010	2	7
RUNWAY 12L-30R	RW 12L-30R	6210	56,350	S	AAC	1/1/2010	2	12
RUNWAY 12L-30R	RW 12L-30R	6205	112,700	S	AAC	1/1/2010	5	23
RUNWAY 12R-30L	RW 12R-30L	6115	31,500	P	AAC	1/1/2011	1	6
RUNWAY 12R-30L	RW 12R-30L	6110	573,090	P	AAC	1/1/2004	19	109
RUNWAY 12R-30L	RW 12R-30L	6105	162,750	P	AAC	1/1/2004	7	31
RUN UP APRON AT TW F	AP RU TW F	5515	21,640	P	AAC	1/1/2010	1	5
RUN UP APRON AT TW F	AP RU TW F	5506	9,375	P	AAC	1/1/2010	1	3

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUN UP APRON AT TW F	AP RU TW F	5505	28,145	P	AC	1/1/1988	1	6
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5410	51,735	P	AC	1/1/2002	2	12
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5405	214,560	P	AAC	1/1/1992	5	42
RUN-UP APRON AT RW 30L	AP RU 30L	5305	52,790	P	AC	1/1/1988	1	10
APRON	AP RU 12R	5205	137,850	P	AC	1/1/1989	3	25
RUN-UP APRON AT RW 4	AP RU RW 4	5110	35,780	P	AC	1/1/1979	1	6
RUN-UP APRON AT RW 4	AP RU RW 4	5105	26,770	P	AC	1/1/2003	1	6
WEST APRON	AP W	4415	14,800	P	PCC	7/31/2008	1	3
WEST APRON	AP W	4410	41,220	T	AC	1/1/1999	1	10
WEST APRON	AP W	4405	221,810	T	AC	1/1/2004	3	26
WEST APRON	AP W	4315	34,190	P	PCC	7/31/2008	2	7
WEST APRON	AP W	4310	88,260	P	AC	12/25/1999	3	24
WEST APRON	AP W	4305	24,110	P	PCC	7/31/2008	2	10
CENTER APRON	AP CENTER	4250	50,500	P	PCC	1/1/2002	2	12
CENTER APRON	AP CENTER	4245	108,037	P	AC	1/1/1988	3	20
CENTER APRON	AP CENTER	4240	259,873	P	APC	1/1/2002	6	56
CENTER APRON	AP CENTER	4235	22,860	P	PCC	1/1/1985	1	4
CENTER APRON	AP CENTER	4230	28,600	P	AC	7/31/2008	1	5
CENTER APRON	AP CENTER	4220	40,080	P	APC	1/1/1992	1	9
CENTER APRON	AP CENTER	4215	238,274	P	AC	1/1/2002	6	47
CENTER APRON	AP CENTER	4210	24,230	P	AC	1/1/2002	1	5
CENTER APRON	AP CENTER	4205	230,110	P	AC	1/1/2002	5	47
SW APRON	AP SW	4115	45,980	P	PCC	7/31/2008	2	12

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
SW APRON	AP SW	4110	2,787	P	PCC	1/1/1991	1	1
SW APRON	AP SW	4105	213,450	P	AC	1/1/2002	5	47
TAXIWAY F	TW F	630	5,753	P	AAC	1/1/2010	1	1
TAXIWAY F	TW F	625	6,881	P	AAC	1/1/2010	1	1
TAXIWAY F	TW F	620	6,771	P	AAC	1/1/2010	1	1
TAXIWAY F	TW F	615	7,310	P	AAC	1/1/2010	1	2
TAXIWAY F	TW F	612	30,660	P	AAC	1/1/2010	1	9
TAXIWAY F	TW F	611	21,000	P	AAC	1/1/2010	1	6
TAXIWAY F	TW F	610	49,875	P	AAC	1/1/2010	2	14
TAXIWAY F	TW F	605	21,000	P	AAC	1/1/2010	1	6
TAXIWAY E	TW E	515	35,421	P	AAC	1/1/2014	3	8
TAXIWAY E	TW E	505	16,517	P	AAC	1/1/2014	1	4
TAXIWAY D	TW D	420	15,157	P	AAC	1/1/2010	1	3
TAXIWAY D	TW D	418	35,525	P	AC	1/1/1960	3	10
TAXIWAY D	TW D	417	10,390	P	AC	1/1/1960	1	3
TAXIWAY D	TW D	415	20,180	P	AC	1/1/1987	1	4
TAXIWAY D	TW D	414	10,800	P	AC	1/1/1988	1	1
TAXIWAY D	TW D	410	14,680	P	AAC	1/1/2011	1	2
TAXIWAY D	TW D	405	25,540	P	AAC	1/1/2004	2	6
TAXIWAY C	TW C	390	52,960	P	AAC	1/1/2004	3	16
TAXIWAY C4	TW C4	385	13,853	P	AAC	1/1/2011	1	3
TAXIWAY C4	TW C4	370	16,730	P	AC	1/1/1988	1	2
TAXIWAY C3	TW C3	365	14,320	P	AAC	1/1/1998	1	2
TAXIWAY C3	TW C3	360	25,780	P	AAC	1/1/2004	2	6

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY C2	TW C2	356	12,737	P	AAC	1/1/1998	1	3
TAXIWAY C2	TW C2	355	13,241	P	AAC	1/1/1998	1	3
TAXIWAY C2	TW C2	354	7,778	T	AC	1/1/1988	1	2
TAXIWAY C2	TW C2	350	25,100	P	AAC	1/1/2004	2	6
TAXIWAY C1	TW C1	345	26,250	P	AAC	1/1/1993	2	7
TAXIWAY C1	TW C1	340	15,970	P	AAC	1/1/1988	1	3
TAXIWAY C1	TW C1	335	14,750	P	AAC	1/1/2004	1	3
TAXIWAY C1	TW C1	330	29,250	P	AC	1/1/1988	2	8
TAXIWAY C	TW C	325	82,640	P	AAC	1/1/1998	4	22
TAXIWAY C	TW C	320	42,775	P	AAC	1/1/1998	2	8
TAXIWAY C	TW C	315	54,690	P	AAC	1/1/1998	3	11
TAXIWAY C	TW C	312	34,425	P	AAC	1/1/2011	1	7
TAXIWAY C	TW C	310	48,100	P	AAC	1/1/2011	2	10
TAXIWAY C	TW C	306	37,255	P	AAC	1/1/2011	2	7
TAXIWAY C	TW C	305	96,797	P	AC	1/1/1989	3	18
TAXIWAY B	TW B	206	4,560	P	AAC	1/1/1989	1	1
TAXIWAY B	TW B	205	73,425	P	AC	1/1/1989	4	23
TAXIWAY B	TW B	201	10,353	P	AC	1/1/2014	1	2
TAXIWAY A1	TW A1	155	11,073	P	AC	1/1/2014	1	2
TAXIWAY B-1	TW B1	152	8,073	P	AC	1/1/2014	1	2
TAXIWAY B-1	TW B1	151	5,576	P	AC	1/1/2004	1	1
TAXIWAY A1	TW A1	150	7,244	P	AC	1/1/1988	1	1
TAXIWAY A	TW A	143	3,723	P	AAC	1/1/2010	1	1
TAXIWAY A	TW A	142	14,590	P	AAC	1/1/2014	1	4

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY A	TW A	135	52,226	P	AC	1/1/1987	3	15
TAXIWAY A	TW A	134	9,625	P	AC	1/1/2014	1	2
TAXIWAY A	TW A	130	9,282	P	AAC	1/1/2004	1	3
TAXIWAY A	TW A	125	8,250	P	AAC	1/1/2004	1	2
TAXIWAY A	TW A	120	14,780	P	AAC	1/1/2004	1	3
TAXIWAY A	TW A	115	5,740	P	AAC	1/1/2004	1	2
TAXIWAY A	TW A	110	29,000	P	AAC	1/1/2004	2	6
TAXIWAY A	TW A	105	59,360	P	AAC	1/1/2004	3	12
TAXIWAY A	TW A	102	25,470	T	AC	1/1/2003	1	4
TAXIWAY A	TW A	101	12,340	T	AC	1/1/2014	1	2

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 Vero Beach Municipal Airport, the overall weighted average PCI value is 72 representing a condition rating of Satisfactory.

The airport's airfield pavements exhibited distresses typically associated with climate and age based distresses. The predominant AC and AAC pavement distresses observed include: weathering, raveling, longitudinal and transverse cracking and block cracking distresses. The predominate PCC pavement distresses observed include: joint seal damage, corner breaks, linear cracking, and shattered slabs.

Runway 12R-30L exhibited low severity weathering, longitudinal and transverse cracking, and raveling along with instances of bleeding. The longitudinal cracks primarily located along the paving joints which is common due the pavement being weakest at the joint locations. Bleeding was observed throughout the runway, occurring along pavement cracks due to asphalt material rising to the surface and lack of air voids below.

Runway 4-22 and Taxiway Echo recently underwent rehabilitation in 2014, which consisted of a 3" overlay of new P-401 asphalt. These pavements were not included in the pavement management inspections due to them being newly constructed.

Runway 12L-30R exhibited low severity weathering in addition to longitudinal cracks primarily located within section 6220. Runway 12L-30R underwent rehabilitation in 2010, and appeared to be in good condition.

Taxiways Alpha, Charlie, and Delta exhibited low severity weather, raveling and longitudinal and transverse cracking, as well as medium severity longitudinal and transverse cracking and weathering. The distresses are common for the pavement of similar age.

Taxiways throughout the airfield were composed of AC and AAC pavement with pavement PCI values ranging from 64-100. Distresses commonly observed in these areas primarily consisted of weathering, raveling, longitudinal and transverse cracking. Instances of alligator cracking were observed on many taxiway connectors adjacent to Runway 12R-30L. Alligator cracking is a load/fatigue based distress. Assessing the traffic, fatigue based is more likely due to the high volume of traffic from the flight school.

Aprons throughout the airfield were composed of AC, AAC, APC, and PCC pavement types with a wide range of PCI values. Apron pavements treated with seal coat that has since aged, exhibited low to medium block cracking and low to medium raveling depending on the age of the seal coat. The seal coat creates hairline surface cracks that with age, propagate to the pavement creating a crack in the pavement layer.

Apron facilities composed of PCC varied greatly in condition, with the newer aged pavement distresses being primarily shrinkage cracks or exhibiting no distresses. The older aged PCC pavements exhibited joint seal damage, corner breaks, linear cracking, and shattered slabs, usually at a high or medium severity.

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

Figure 3-1: Airfield Pavement Condition Index Rating Summary

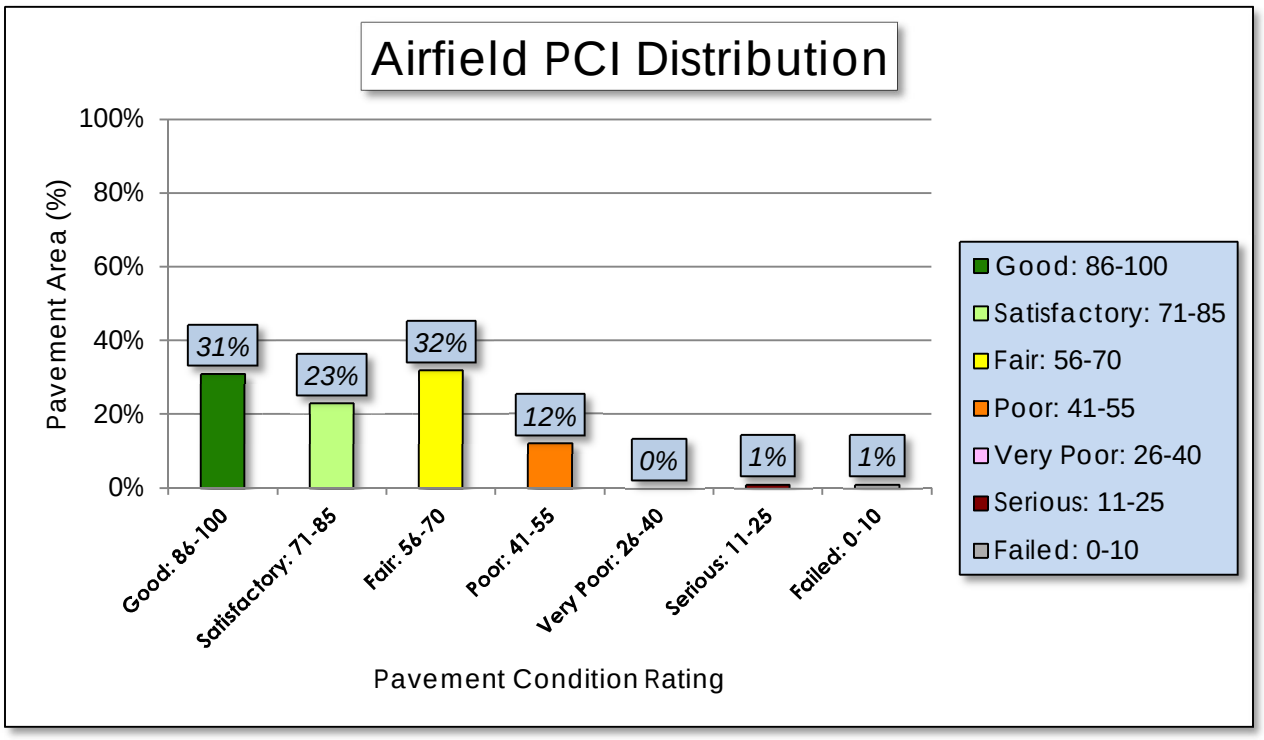


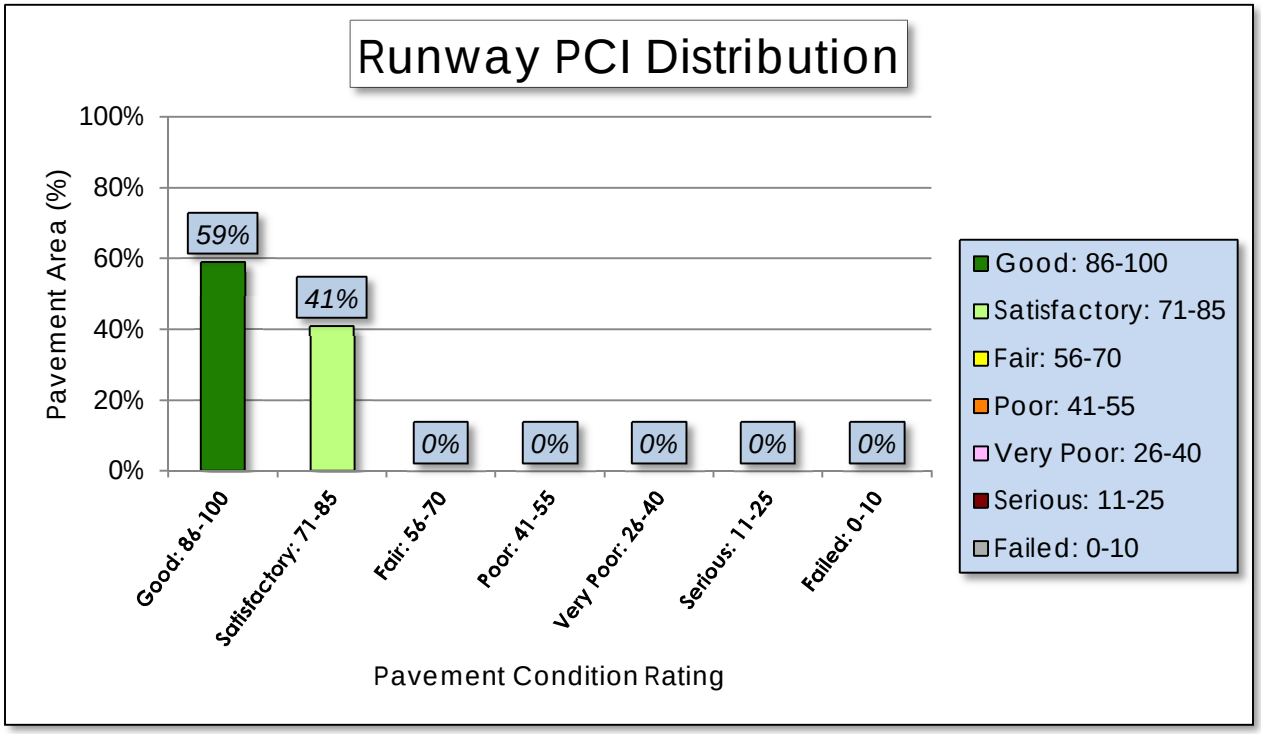
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	88	GOOD
Taxiway	77	SATISFACTORY
Apron	59	FAIR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	1,661,727	31%
Satisfactory	1,179,089	23%
Fair	1,653,596	32%
Poor	637,385	12%
Very Poor	-	0%
Serious	45,980	1%
Failed	22,860	1%

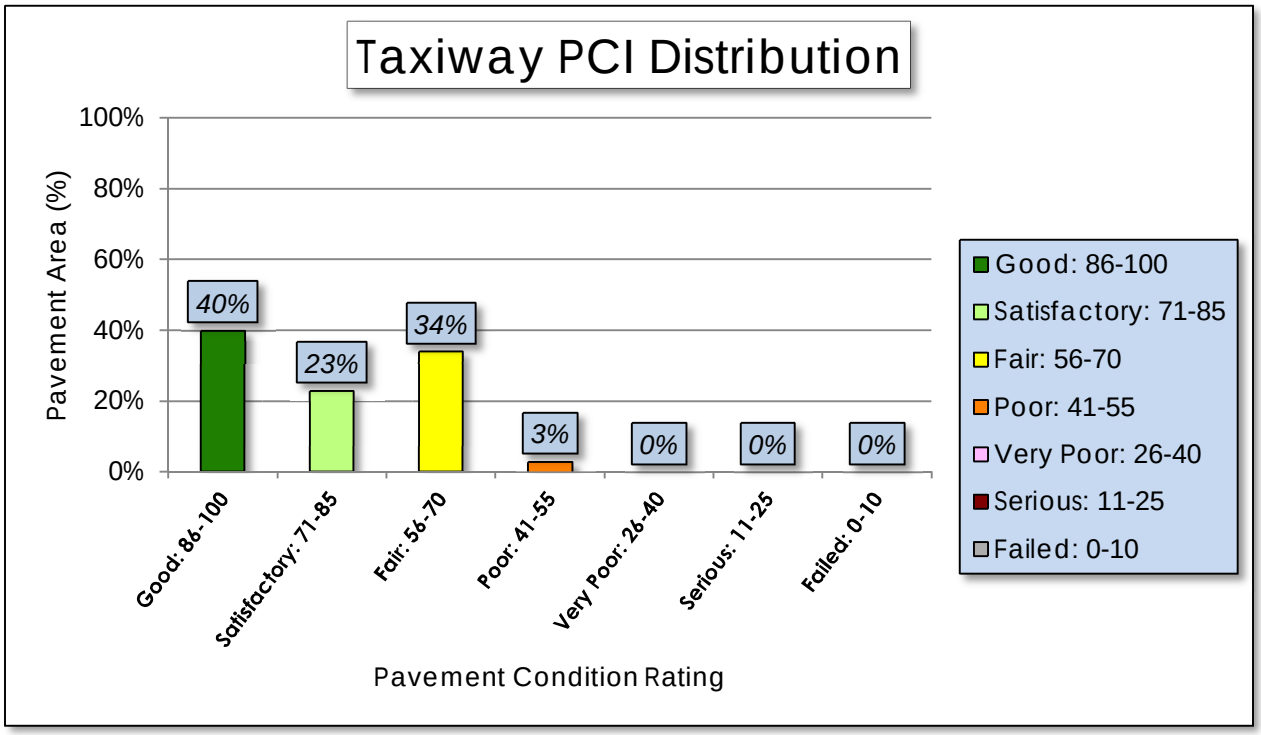
Approximately 54% of the airfield network is in Good and Satisfactory condition, while 14% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch 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

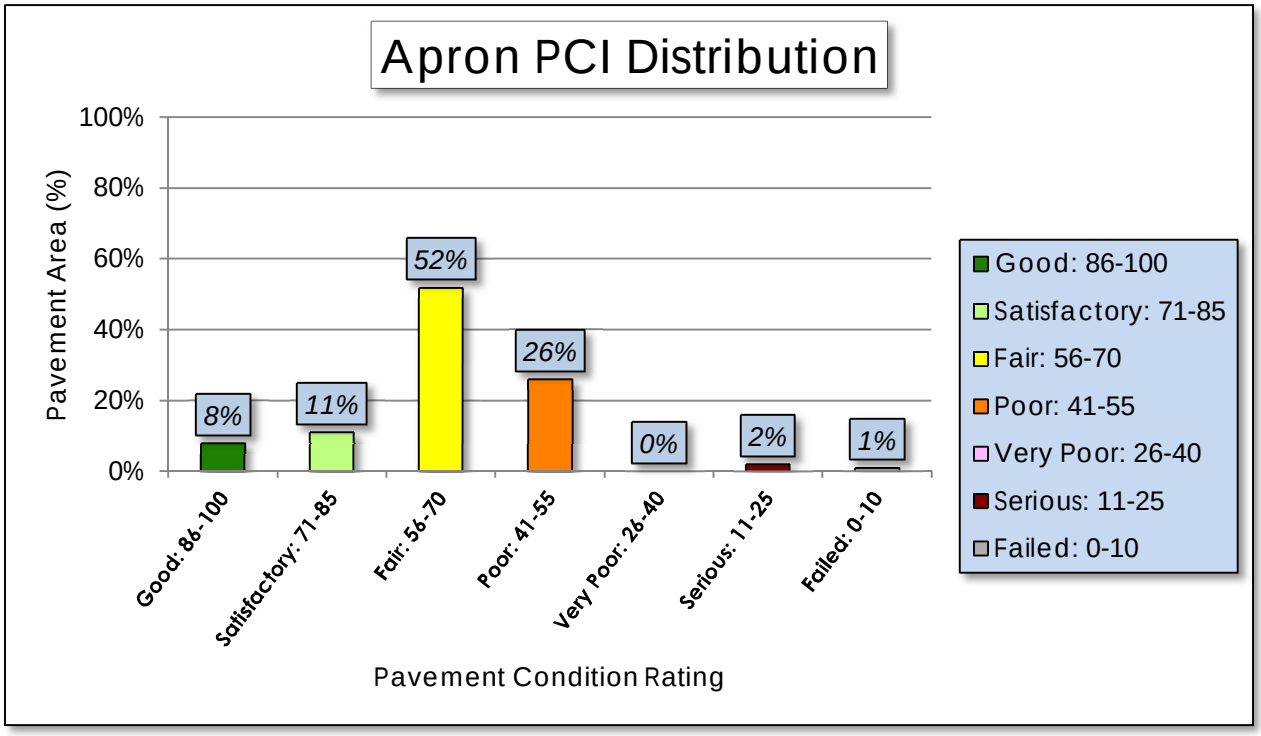
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
100%
80%
60%
40%
20%
0%
Pavement Area (%)
8%
11%
52%
26%
0%
2%
1%
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 Vero Beach Municipal Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each facility use.

Figure 4-1: Runway Pavement Performance Prediction Summary

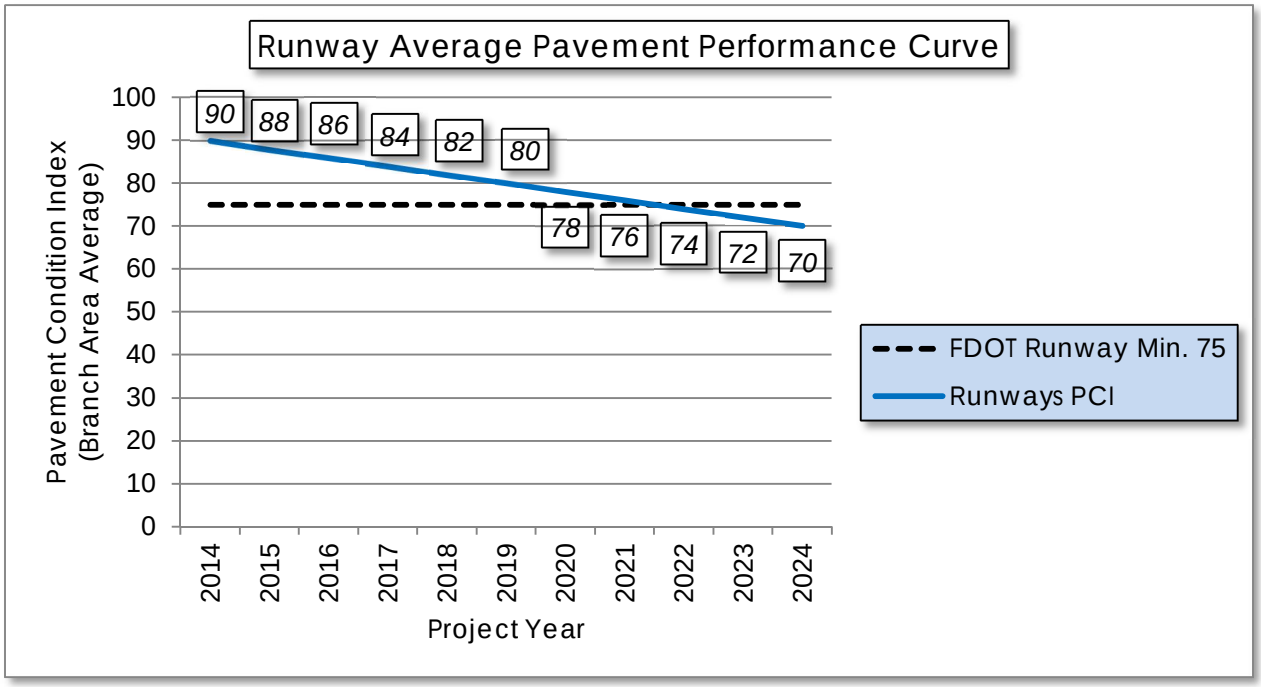


Figure 4-2: Taxiway Pavement Performance Prediction Summary

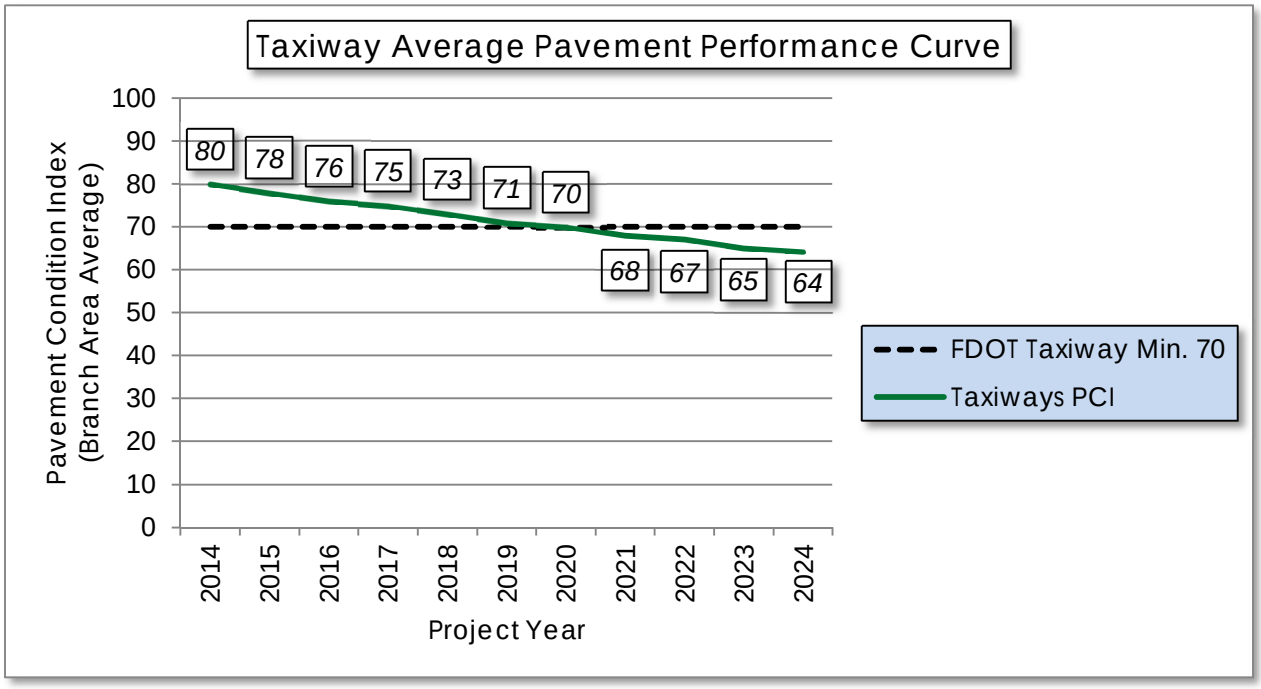
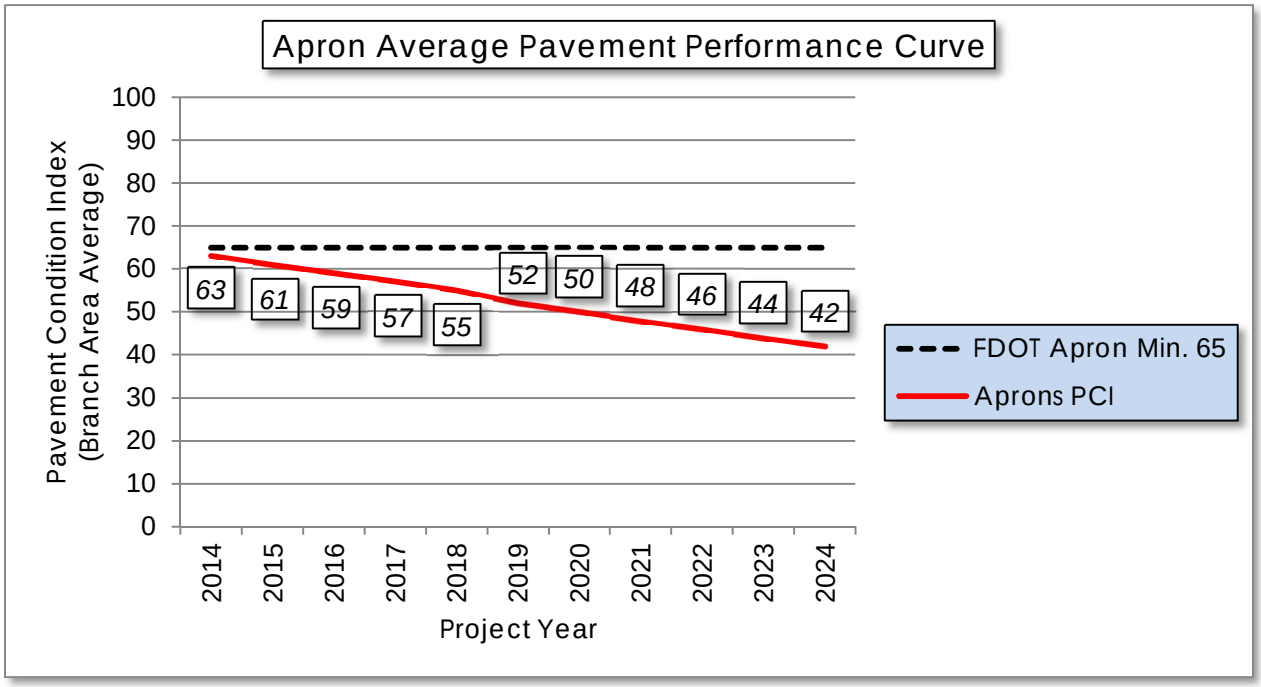


Figure 4-3: Apron Pavement Performance Prediction Summary



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

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-2: Recommended PCC Maintenance and Repair Policy

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

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

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

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of

pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

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

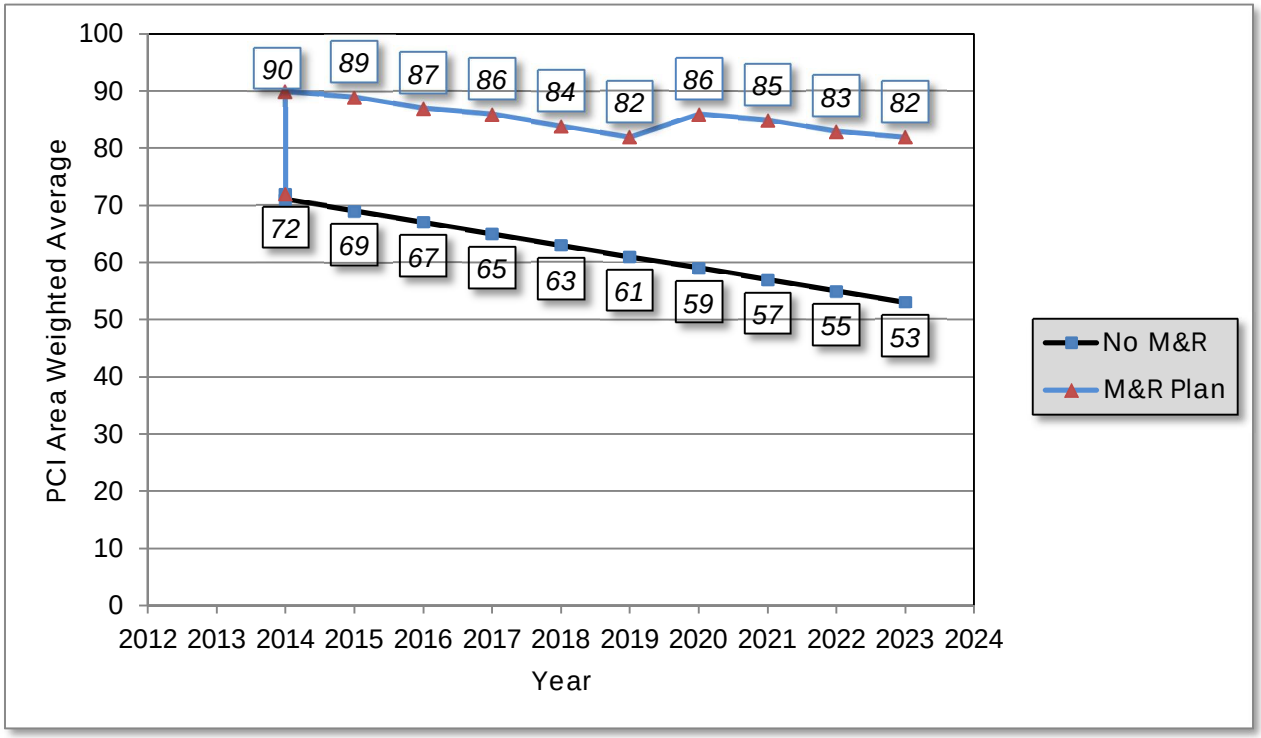
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP CENTER	4205	$ 4,141,980.00	57	Mill and Overlay	100
2015	AP CENTER	4210	$ 436,140.00	53	Mill and Overlay	100
2015	AP CENTER	4215	$ 4,288,932.00	56	Mill and Overlay	100
2015	AP CENTER	4220	$ 721,440.00	52	Mill and Overlay	100
2015	AP CENTER	4230	$ 514,800.00	58	Mill and Overlay	100
2015	AP CENTER	4235	$ 525,780.00	3	Reconstruction	100
2015	AP CENTER	4240	$ 4,677,714.00	63	Mill and Overlay	100
2015	AP CENTER	4245	$ 2,128,330.00	47	Mill and Overlay	100
2015	AP NE	5405	$ 4,544,380.00	44	Mill and Overlay	100
2015	AP NE	5410	$ 931,230.00	65	Mill and Overlay	100
2015	AP RU 12R	5205	$ 2,481,300.00	57	Mill and Overlay	100
2015	AP RU 30L	5305	$ 950,220.00	63	Mill and Overlay	100
2015	AP RU RW 4	5105	$ 481,860.00	65	Mill and Overlay	100
2015	AP SW	4105	$ 4,909,349.00	40	Reconstruction	100
2015	AP SW	4110	$ 41,624.00	76	PCC Restoration	100
2015	AP SW	4115	$ 1,057,540.00	22	Reconstruction	100
2015	AP W	4310	$ 1,588,680.00	58	Mill and Overlay	100
2015	AP W	4410	$ 741,960.00	64	Mill and Overlay	100
2015	TW A	115	$ 103,320.00	59	Mill and Overlay	100
2015	TW A	125	$ 148,500.00	70	Mill and Overlay	100
2015	TW C	305	$ 1,742,346.00	64	Mill and Overlay	100
2015	TW C	315	$ 984,420.00	57	Mill and Overlay	100
2015	TW C1	330	$ 526,500.00	52	Mill and Overlay	100
2015	TW C1	345	$ 472,500.00	55	Mill and Overlay	100
2015	TW C2	350	$ 451,800.00	65	Mill and Overlay	100
2015	TW C2	354	$ 140,004.00	53	Mill and Overlay	100
2015	TW C2	355	$ 238,338.00	62	Mill and Overlay	100
2015	TW C3	360	$ 464,040.00	70	Mill and Overlay	100
2015	TW C3	365	$ 257,760.00	62	Mill and Overlay	100
2015	TW C4	370	$ 293,611.00	71	Mill and Overlay	100
2015	TW D	405	$ 459,720.00	60	Mill and Overlay	100
2016	TW A	135	$ 968,270.00	65	Mill and Overlay	100
2016	TW C	325	$ 1,532,146.00	64	Mill and Overlay	100
2017	TW B	205	$ 1,402,139.00	64	Mill and Overlay	100
2018	AP RU TW F	5505	$ 553,586.00	64	Mill and Overlay	100
2021	AP W	4405	$ 4,767,350.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2021	AP W	4415	$ 318,096.00	65	PCC Restoration	100
2021	RW 12R-30L	6110	$ 12,317,390.00	64	Mill and Overlay	100
2021	TW A	110	$ 623,295.00	65	Mill and Overlay	100
2021	TW B	206	$ 98,008.00	65	Mill and Overlay	100
2021	TW C	320	$ 919,361.00	65	Mill and Overlay	100
2022	TW A1	150	$ 160,366.00	65	Mill and Overlay	100
2024	RW 4-22	6310	$ 1,095,148.00	65	Mill and Overlay	100
		Total =	$ 66,201,273.00			

**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 29 points less than a plan that provides timely repairs to the airfield pavements.

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



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

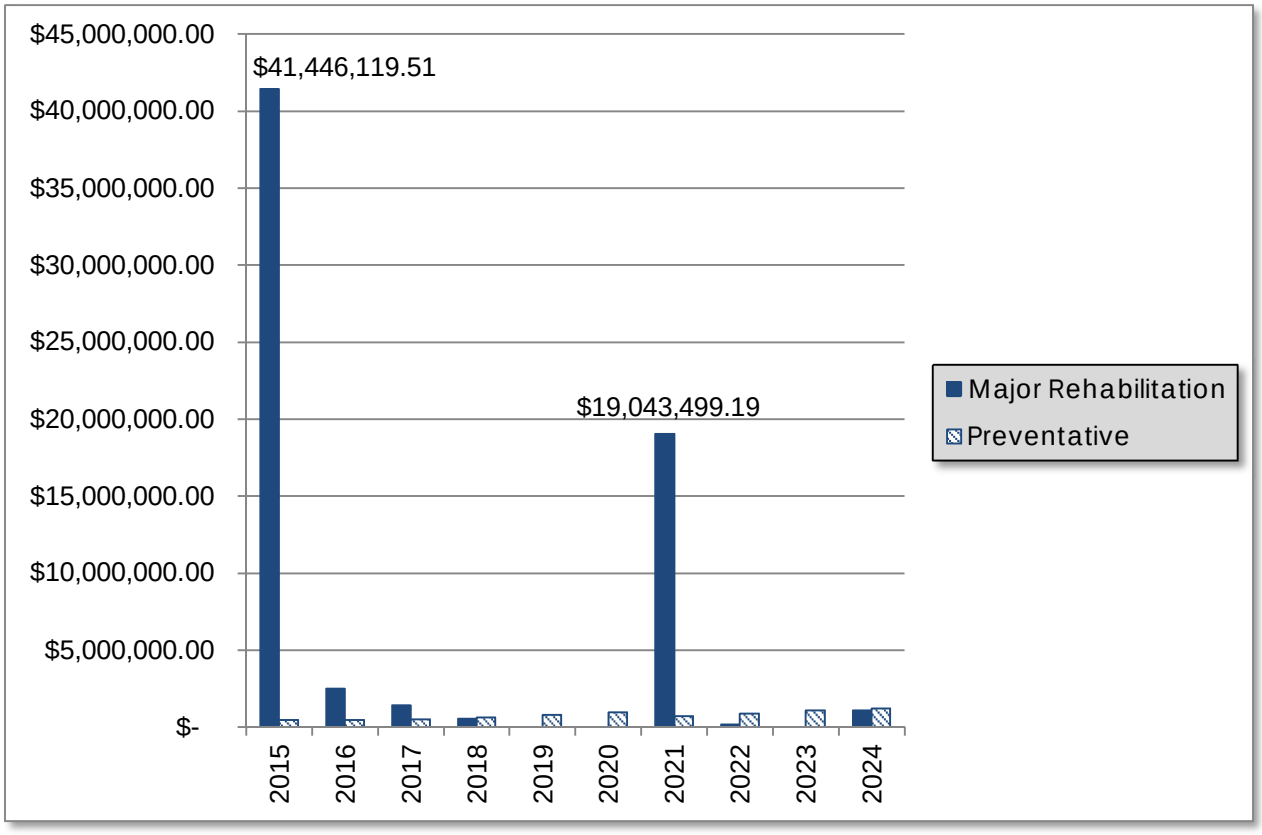
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 456,173.02	$ 41,446,119.51	$ 41,902,292.53
2016	$ 469,421.12	$ 2,500,415.76	$ 2,969,836.88
2017	$ 519,063.03	$ 1,402,138.55	$ 1,921,201.58
2018	$ 625,906.60	$ 553,586.45	$ 1,179,493.05
2019	$ 778,468.80	$ -	$ 778,468.80
2020	$ 944,250.29	$ -	$ 944,250.29
2021	$ 718,981.77	$ 19,043,499.19	$ 19,762,480.96
2022	$ 889,715.47	$ 160,365.72	$ 1,050,081.19
2023	$ 1,068,384.18	$ -	$ 1,068,384.18
2024	$ 1,231,965.02	$ 1,095,148.38	$ 2,327,113.40
		Total =	$ 73,903,602.86

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



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

- Northeast Apron – Sections 5410 and 5405
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 30L – Section 5305
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 12R – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 4 – Section 5105
  - Mill and Overlay attributed to climate and age of pavement.
- West Apron – Sections 4410 and 4310
  - Mill and Overlay attributed to climate and age of pavement.
- Center Apron – Sections 4245, 4240, 4235, 4230, 4220, 4215, 4210, and 4205
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Sections 4115 and 4105
  - Reconstruction attributed to load, climate, and age of pavement.

- Southwest Apron – Section 4110
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Taxiway D – Section 405
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C4 – Section 370
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C3 – Sections 365 and 360
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C2 – Sections 355, 354, and 350
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C1– Sections 345 and 330
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 315 and 305
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 125 and 115
  - 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:

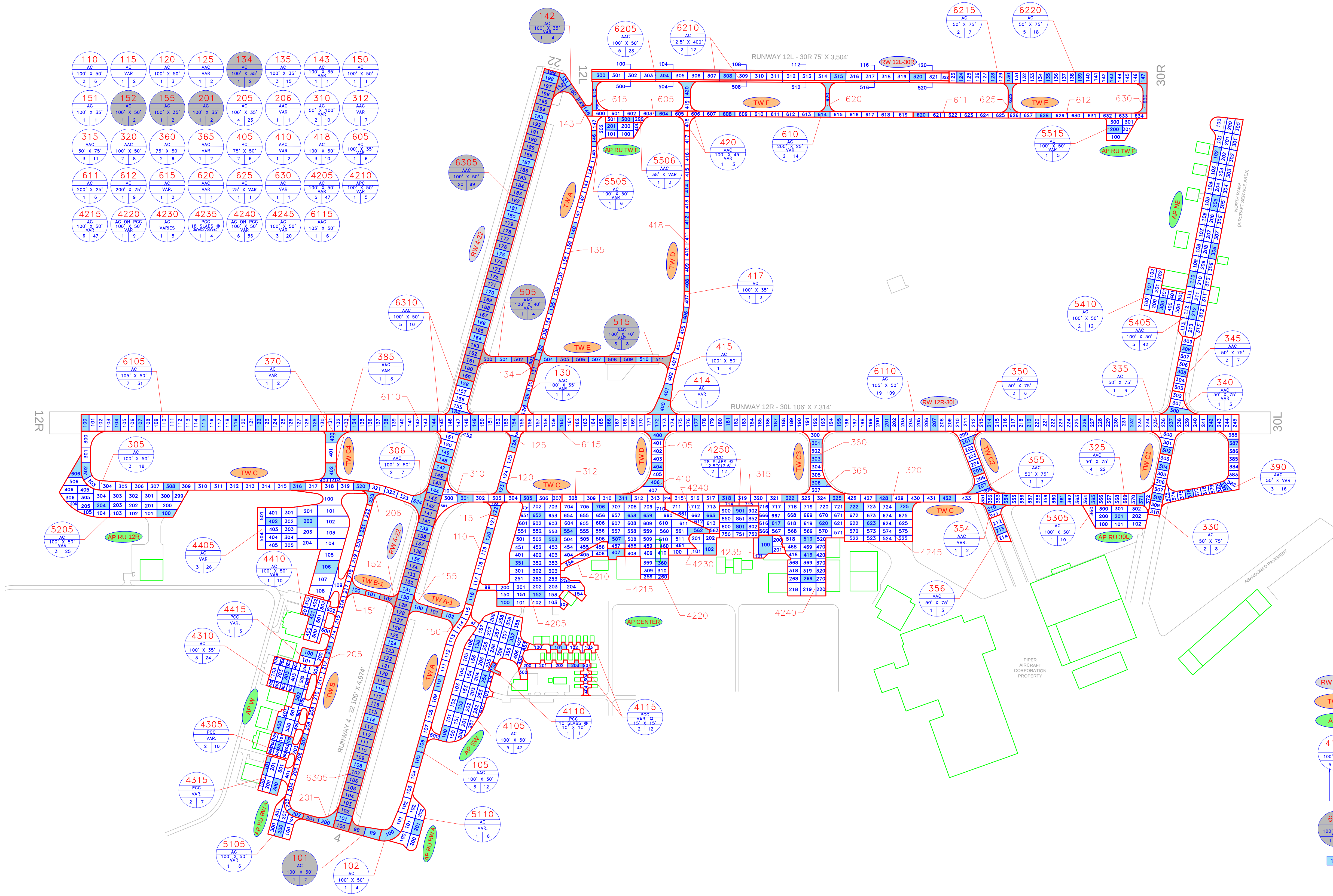
- Northeast Apron – Sections 5410 and 5405.
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 30L – Section 5305
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 12R – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron RW 4 – Section 5105.
  - Mill and Overlay attributed to climate and age of pavement.
- West Apron – Sections 4410 and 4310
  - Mill and Overlay attributed to climate and age of pavement.
- Center Apron – Sections 4245, 4240, 4235, 4230, 4220, 4215, 4210, and 4205
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Sections 4115 and 4105.
  - Reconstruction attributed to load, climate, and age of pavement.
- Southwest Apron – Section 4110
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Taxiway D – Section 405
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C4 – Section 370.
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C3 – Sections 365 and 360.
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C2 – Sections 355, 354, and 350
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C1– Sections 345 and 330.
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 315 and 305

- Mill and Overlay attributed to climate and age of pavement.

- Taxiway A – Sections 125,115,110 and 135.
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 325 and 320
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Section 205 and 206
  - Mill and Overlay attributed to climate and age of pavement.
- Run-up Apron – Section 5505
  - Mill and Overlay attributed to climate and age of pavement.
- West Apron – Section 4405
  - Mill and Overlay attributed to climate and age of pavement.
- West Apron – Section 4415
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Runway 12R-30L – Section 6110
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A1 – Section 150
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 4-22 – Section 6310
  - Mill and Overlay attributed to 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 / AC / 100' x 50' / 5 | 14 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH, RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 / AC / 100' x 50' VAR / 1 | 8 — 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 = 214

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

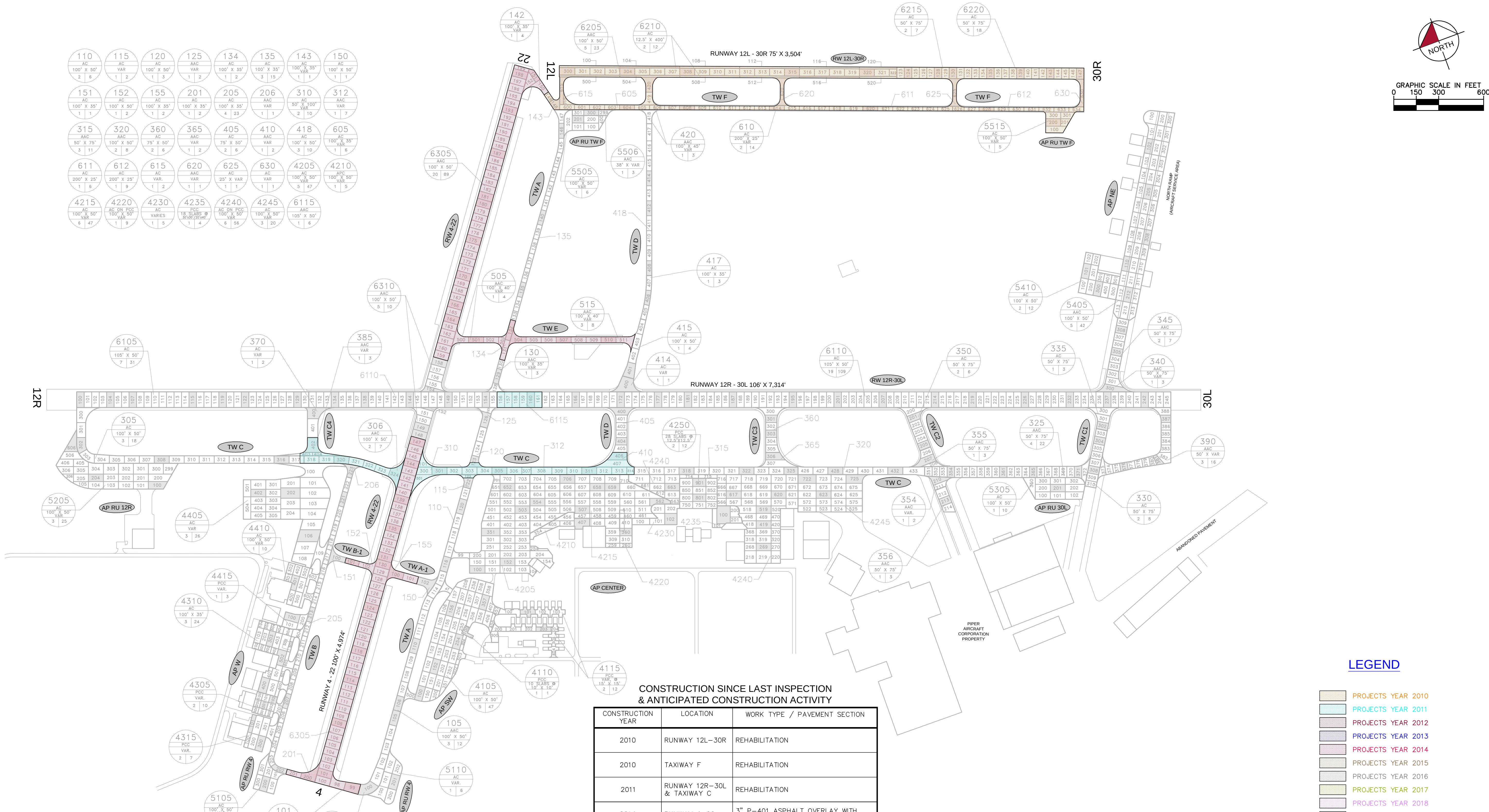
FDOT

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

VERO BEACH MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: VRB
FDOT DISTRICT: 4



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	RUNWAY 12L–30R	REHABILITATION
2010	TAXIWAY F	REHABILITATION
2011	RUNWAY 12R–30L & TAXIWAY C	REHABILITATION
2014	RUNWAY 4–22	3" P–401 ASPHALT OVERLAY WITH MILLED TRANSITIONS
2014	TAXIWAY E	3" P–401 ASPHALT OVERLAY WITH MILLED TRANSITIONS
2014/2015	TAXIWAY C	REHABILITATION, TO BE DESIGNED
2015/2016	TAXIWAY E EXTENSION	NEW PAVEMENT, TO BE DESIGNED

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

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

VERO BEACH MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER VRB

FDOT DISTRICT 4

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 4-22	RW 4-22	RUNWAY	6310	840	100	46,630	P	AAC	1/1/2004	9/3/2014	10
RUNWAY 4-22	RW 4-22	RUNWAY	6305	4,025	100	442,500	P	AAC	1/1/2014	1/1/2014	89
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6220	900	75	67,500	S	AAC	1/1/2010	9/3/2014	18
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6215	350	75	26,250	S	AAC	1/1/2010	9/3/2014	7
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6210	4,508	12	56,350	S	AAC	1/1/2010	9/3/2014	12
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6205	2,254	50	112,700	S	AAC	1/1/2010	9/3/2014	23
RUNWAY 12R-30L	RW 12R-30L	RUNWAY	6115	300	105	31,500	P	AAC	1/1/2011	9/3/2014	6
RUNWAY 12R-30L	RW 12R-30L	RUNWAY	6110	5,458	105	573,090	P	AAC	1/1/2004	9/3/2014	109
RUNWAY 12R-30L	RW 12R-30L	RUNWAY	6105	1,550	105	162,750	P	AAC	1/1/2004	9/3/2014	31
RUN UP APRON AT TW F	AP RU TW F	APRON	5515	145	150	21,640	P	AAC	1/1/2010	9/3/2014	5
RUN UP APRON AT TW F	AP RU TW F	APRON	5506	240	38	9,375	P	AAC	1/1/2010	9/3/2014	3
RUN UP APRON AT TW F	AP RU TW F	APRON	5505	260	100	28,145	P	AC	1/1/1988	9/3/2014	6
NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	5410	255	200	51,735	P	AC	1/1/2002	9/3/2014	12
NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	5405	1,400	150	214,560	P	AAC	1/1/1992	9/3/2014	42
RUN-UP APRON AT RW 30L	AP RU 30L	APRON	5305	370	145	52,790	P	AC	1/1/1988	9/3/2014	10
APRON	AP RU 12R	APRON	5205	780	170	137,850	P	AC	1/1/1989	9/3/2014	25
RUN-UP APRON AT RW 4	AP RU RW 4	APRON	5110	300	120	35,780	P	AC	1/1/1979	9/3/2014	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
RUN-UP APRON AT RW 4	AP RU RW 4	APRON	5105	183	140	26,770	P	AC	1/1/2003	9/3/2014	6
WEST APRON	AP W	APRON	4415	150	100	14,800	P	PCC	7/31/2008	9/3/2014	3
WEST APRON	AP W	APRON	4410	270	150	41,220	T	AC	1/1/1999	9/3/2014	10
WEST APRON	AP W	APRON	4405	665	300	221,810	T	AC	1/1/2004	9/3/2014	26
WEST APRON	AP W	APRON	4315	230	130	34,190	P	PCC	7/31/2008	9/3/2014	7
WEST APRON	AP W	APRON	4310	460	200	88,260	P	AC	12/25/1999	9/3/2014	24
WEST APRON	AP W	APRON	4305	188	142	24,110	P	PCC	7/31/2008	9/3/2014	10
CENTER APRON	AP CENTER	APRON	4250	250	202	50,500	P	PCC	1/1/2002	9/3/2014	12
CENTER APRON	AP CENTER	APRON	4245	430	250	108,037	P	AC	1/1/1988	9/3/2014	20
CENTER APRON	AP CENTER	APRON	4240	568	320	259,873	P	APC	1/1/2002	9/3/2014	56
CENTER APRON	AP CENTER	APRON	4235	175	120	22,860	P	PCC	1/1/1985	9/3/2014	4
CENTER APRON	AP CENTER	APRON	4230	300	80	28,600	P	AC	7/31/2008	9/3/2014	5
CENTER APRON	AP CENTER	APRON	4220	200	177	40,080	P	APC	1/1/1992	9/3/2014	9
CENTER APRON	AP CENTER	APRON	4215	800	250	238,274	P	AC	1/1/2002	9/3/2014	47
CENTER APRON	AP CENTER	APRON	4210	475	55	24,230	P	AC	1/1/2002	9/3/2014	5
CENTER APRON	AP CENTER	APRON	4205	650	350	230,110	P	AC	1/1/2002	9/3/2014	47
SW APRON	AP SW	APRON	4115	1,090	40	45,980	P	PCC	7/31/2008	9/3/2014	12
SW APRON	AP SW	APRON	4110	50	20	2,787	P	PCC	1/1/1991	9/3/2014	1
SW APRON	AP SW	APRON	4105	1,000	200	213,450	P	AC	1/1/2002	9/3/2014	47
TAXIWAY F	TW F	TAXIWAY	630	190	25	5,753	P	AAC	1/1/2010	9/3/2014	1
TAXIWAY F	TW F	TAXIWAY	625	190	25	6,881	P	AAC	1/1/2010	9/3/2014	1
TAXIWAY F	TW F	TAXIWAY	620	190	25	6,771	P	AAC	1/1/2010	9/3/2014	1
TAXIWAY F	TW F	TAXIWAY	615	185	30	7,310	P	AAC	1/1/2010	9/3/2014	2
TAXIWAY F	TW F	TAXIWAY	612	876	25	30,660	P	AAC	1/1/2010	9/3/2014	9
TAXIWAY F	TW F	TAXIWAY	611	600	25	21,000	P	AAC	1/1/2010	9/3/2014	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 F	TW F	TAXIWAY	610	1,425	25	49,875	P	AAC	1/1/2010	9/3/2014	14
TAXIWAY F	TW F	TAXIWAY	605	600	35	21,000	P	AAC	1/1/2010	9/3/2014	6
TAXIWAY E	TW E	TAXIWAY	515	720	40	35,421	P	AAC	1/1/2014	1/1/2014	8
TAXIWAY E	TW E	TAXIWAY	505	280	40	16,517	P	AAC	1/1/2014	1/1/2014	4
TAXIWAY D	TW D	TAXIWAY	420	280	45	15,157	P	AAC	1/1/2010	9/3/2014	3
TAXIWAY D	TW D	TAXIWAY	418	1,015	35	35,525	P	AC	1/1/1960	9/3/2014	10
TAXIWAY D	TW D	TAXIWAY	417	290	35	10,390	P	AC	1/1/1960	9/3/2014	3
TAXIWAY D	TW D	TAXIWAY	415	400	50	20,180	P	AC	1/1/1987	9/3/2014	4
TAXIWAY D	TW D	TAXIWAY	414	100	95	10,800	P	AC	1/1/1988	9/3/2014	1
TAXIWAY D	TW D	TAXIWAY	410	100	140	14,680	P	AAC	1/1/2011	9/3/2014	2
TAXIWAY D	TW D	TAXIWAY	405	300	75	25,540	P	AAC	1/1/2004	9/3/2014	6
TAXIWAY C	TW C	TAXIWAY	390	800	65	52,960	P	AAC	1/1/2004	9/3/2014	16
TAXIWAY C4	TW C4	TAXIWAY	385	125	90	13,853	P	AAC	1/1/2011	9/3/2014	3
TAXIWAY C4	TW C4	TAXIWAY	370	200	60	16,730	P	AC	1/1/1988	9/3/2014	2
TAXIWAY C3	TW C3	TAXIWAY	365	100	140	14,320	P	AAC	1/1/1998	9/3/2014	2
TAXIWAY C3	TW C3	TAXIWAY	360	300	75	25,780	P	AAC	1/1/2004	9/3/2014	6
TAXIWAY C2	TW C2	TAXIWAY	356	170	75	12,737	P	AAC	1/1/1998	9/3/2014	3
TAXIWAY C2	TW C2	TAXIWAY	355	210	75	13,241	P	AAC	1/1/1998	9/3/2014	3
TAXIWAY C2	TW C2	TAXIWAY	354	100	50	7,778	T	AC	1/1/1988	9/3/2014	2
TAXIWAY C2	TW C2	TAXIWAY	350	300	75	25,100	P	AAC	1/1/2004	9/3/2014	6
TAXIWAY C1	TW C1	TAXIWAY	345	350	75	26,250	P	AAC	1/1/1993	9/3/2014	7
TAXIWAY C1	TW C1	TAXIWAY	340	150	75	15,970	P	AAC	1/1/1988	9/3/2014	3
TAXIWAY C1	TW C1	TAXIWAY	335	150	75	14,750	P	AAC	1/1/2004	9/3/2014	3
TAXIWAY C1	TW C1	TAXIWAY	330	425	75	29,250	P	AC	1/1/1988	9/3/2014	8
TAXIWAY C	TW C	TAXIWAY	325	1,100	75	82,640	P	AAC	1/1/1998	9/3/2014	22
TAXIWAY C	TW C	TAXIWAY	320	850	50	42,775	P	AAC	1/1/1998	9/3/2014	8

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 C	TW C	TAXIWAY	315	1,595	75	54,690	P	AAC	1/1/1998	9/3/2014	11
TAXIWAY C	TW C	TAXIWAY	312	190	65	34,425	P	AAC	1/1/2011	9/3/2014	7
TAXIWAY C	TW C	TAXIWAY	310	775	50	48,100	P	AAC	1/1/2011	9/3/2014	10
TAXIWAY C	TW C	TAXIWAY	306	671	50	37,255	P	AAC	1/1/2011	9/3/2014	7
TAXIWAY C	TW C	TAXIWAY	305	1,784	50	96,797	P	AC	1/1/1989	9/3/2014	18
TAXIWAY B	TW B	TAXIWAY	206	88	50	4,560	P	AAC	1/1/1989	9/3/2014	1
TAXIWAY B	TW B	TAXIWAY	205	2,300	35	73,425	P	AC	1/1/1989	9/3/2014	23
TAXIWAY B	TW B	TAXIWAY	201	200	35	10,353	P	AC	1/1/2014	1/1/2014	2
TAXIWAY A1	TW A1	TAXIWAY	155	315	50	11,073	P	AC	1/1/2014	1/1/2014	2
TAXIWAY B-1	TW B1	TAXIWAY	152	150	35	8,073	P	AC	1/1/2014	1/1/2014	2
TAXIWAY B-1	TW B1	TAXIWAY	151	308	35	5,576	P	AC	1/1/2004	9/3/2014	1
TAXIWAY A1	TW A1	TAXIWAY	150	315	50	7,244	P	AC	1/1/1988	9/3/2014	1
TAXIWAY A	TW A	TAXIWAY	143	235	35	3,723	P	AAC	1/1/2010	9/3/2014	1
TAXIWAY A	TW A	TAXIWAY	142	235	35	14,590	P	AAC	1/1/2014	1/1/2014	4
TAXIWAY A	TW A	TAXIWAY	135	1,490	35	52,226	P	AC	1/1/1987	9/3/2014	15
TAXIWAY A	TW A	TAXIWAY	134	200	35	9,625	P	AC	1/1/2014	1/1/2014	2
TAXIWAY A	TW A	TAXIWAY	130	160	35	9,282	P	AAC	1/1/2004	9/3/2014	3
TAXIWAY A	TW A	TAXIWAY	125	137	50	8,250	P	AAC	1/1/2004	9/3/2014	2
TAXIWAY A	TW A	TAXIWAY	120	276	50	14,780	P	AAC	1/1/2004	9/3/2014	3
TAXIWAY A	TW A	TAXIWAY	115	100	60	5,740	P	AAC	1/1/2004	9/3/2014	2
TAXIWAY A	TW A	TAXIWAY	110	580	50	29,000	P	AAC	1/1/2004	9/3/2014	6
TAXIWAY A	TW A	TAXIWAY	105	1,186	50	59,360	P	AAC	1/1/2004	9/3/2014	12
TAXIWAY A	TW A	TAXIWAY	102	650	50	25,470	T	AC	1/1/2003	9/3/2014	4
TAXIWAY A	TW A	TAXIWAY	101	200	50	12,340	T	AC	1/1/2014	1/1/2014	2

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: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 650.00 Ft **Width:** 350.00 Ft **True Area:** 230,110.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		2.50	True	1991 2.5" P-401 8" P-211

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 475.00 Ft **Width:** 55.00 Ft **True Area:** 24,230.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1992	IMPORTED	REPAIR			False	1992 SLURRY SEAL
01/01/1970	IMPORTED	BUILT			True	1970 BIT OL

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 250.00 Ft **True Area:** 238,274.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC /6" Limerock/ 6" Subbbase
01/01/1992	IMPORTED	REPAIR			False	1992 SLURRY SEAL
01/01/1986	IMPORTED	BUILT		0.75	True	1986 P-625 .75" P-401 PCC CRACKED AND RESEATED

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4220 **Surface:** APC
L.C.D.: 01/01/1992 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 177.00 Ft **True Area:** 40,080.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	1992 SLURRY SEAL
01/01/1985	IMPORTED	OVERLAY			True	BIT SECTION UNKNOWN

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4230 **Surface:** AC
L.C.D.: 07/31/2008 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 80.00 Ft **True Area:** 28,600.00 SqF

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

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4235 **Surface:** PCC
L.C.D.: 01/01/1985 **Use:** APRON **Rank** P **Length:** 175.00 Ft **Width:** 120.00 Ft **True Area:** 22,860.00 SqF

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

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4240 **Surface:** APC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 568.00 Ft **Width:** 320.00 Ft **True Area:** 259,873.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-AC	Surface Reconstruction - AC	$0	0.00	True	
01/01/1986	IMPORTED	BUILT		3.00	True	1986 P-625 3" P-401 ON PCC

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4245 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** APRON **Rank** P **Length:** 430.00 Ft **Width:** 250.00 Ft **True Area:** 108,037.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		3.75	True	1988 P-625 3.75" P-401 CRACKED AND RESEATED PCC

Network: VRB **Branch**: AP CENTER (CENTER APRON) **Section:** 4250 **Surface:** PCC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 202.00 Ft **True Area:** 50,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: AP NE (NE APRON - AIRCRAFT SERVICE **Section:** 5405 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** APRON **Rank** PAREA) **Length:** 1,400.00 Ft **Width:** 150.00 Ft **True Area:** 214,560.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY			True	EXISTING ORIGINAL AC PAVEMENT
01/01/1992	IMPORTED	BUILT		3.00	True	1992 3" P401 OVERLAY ON

Network: VRB **Branch**: AP NE (NE APRON - AIRCRAFT SERVICE **Section:** 5410 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** PAREA) **Length:** 255.00 Ft **Width:** 200.00 Ft **True Area:** 51,735.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

Network: VRB **Branch**: AP RU 12R (APRON) **Section:** 5205 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** APRON **Rank** P **Length:** 780.00 Ft **Width:** 170.00 Ft **True Area:** 137,850.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P-401 7" P-211 6" SUBGRADE

Network: VRB **Branch**: AP RU 30L (RUN-UP APRON AT RW 30L) **Section:** 5305 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** APRON **Rank** P **Length:** 370.00 Ft **Width:** 145.00 Ft **True Area:** 52,790.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 6" P-211 8" P-160

Network: VRB **Branch**: AP RU RW 4 (RUN-UP APRON AT RW 4) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** APRON **Rank** P **Length:** 183.00 Ft **Width:** 140.00 Ft **True Area:** 26,770.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 6" P-211 8" P-160

Network: VRB **Branch**: AP RU RW 4 (RUN-UP APRON AT RW 4) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 120.00 Ft **True Area:** 35,780.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" BIT 6" P-211 6-9" SUBGRADE

Network: VRB **Branch**: AP RU TW F (RUN UP APRON AT TW F) **Section:** 5505 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** APRON **Rank** P **Length:** 260.00 Ft **Width:** 100.00 Ft **True Area:** 28,145.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 8" P-211 12" P-152

Network: VRB **Branch**: AP RU TW F (RUN UP APRON AT TW F) **Section:** 5506 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 240.00 Ft **Width:** 38.00 Ft **True Area:** 9,375.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	2010: MILL AND OVERLAY

01/01/1988	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: AP RU TW F (RUN UP APRON AT TW F) **Section:** 5515 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 145.00 Ft **Width:** 150.00 Ft **True Area:** 21,640.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 6" P-211 8" P-160

Network: VRB **Branch**: AP SW (SW APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 200.00 Ft **True Area:** 213,450.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		1.50	True	1991 1.5" P-401 8" P-211 6" P-160

Network: VRB **Branch**: AP SW (SW APRON) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 50.00 Ft **Width:** 20.00 Ft **True Area:** 2,787.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		7.00	True	1991 7" P-501

Network: VRB **Branch**: AP SW (SW APRON) **Section:** 4115 **Surface:** PCC
L.C.D.: 07/31/2008 **Use:** APRON **Rank** P **Length:** 1,090.00 Ft **Width:** 40.00 Ft **True Area:** 45,980.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/31/2008	CR-PC	Complete Reconstruction - PC	$0	0.00	True	2008: AC TO PCC
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: AP W (WEST APRON) **Section:** 4305 **Surface:** PCC
L.C.D.: 07/31/2008 **Use:** APRON **Rank** P **Length:** 188.00 Ft **Width:** 142.00 Ft **True Area:** 24,110.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/31/2008	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: AP W (WEST APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 460.00 Ft **Width:** 200.00 Ft **True Area:** 88,260.00 SqF

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

Network: VRB **Branch**: AP W (WEST APRON) **Section:** 4315 **Surface:** PCC
L.C.D.: 07/31/2008 **Use:** APRON **Rank** P **Length:** 230.00 Ft **Width:** 130.00 Ft **True Area:** 34,190.00 SqF

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

Network: VRB **Branch**: AP W (WEST APRON) **Section:** 4405 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 665.00 Ft **Width:** 300.00 Ft **True Area:** 221,810.00 SqF

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

Network: VRB **Branch**: AP W (WEST APRON) **Section:** 4410 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** APRON **Rank** T **Length:** 270.00 Ft **Width:** 150.00 Ft **True Area:** 41,220.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: AP W (WEST APRON) **Section:** 4415 **Surface:** PCC
L.C.D.: 07/31/2008 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 14,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/31/2008	CR-PC	Complete Reconstruction - PC	$0	0.00	True	2008: AC TO PCC
01/01/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: RW 12L-30R (RUNWAY 12L-30R) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** RUNWAY **Rank** S **Length:** 2,254.00 Ft **Width:** 50.00 Ft **True Area:** 112,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010" 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		1.50	True	1986 1.5" P-401 OL
01/01/1986	IMPORTED	OVERLAY			True	P-401 ON P-211

Network: VRB **Branch**: RW 12L-30R (RUNWAY 12L-30R) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** RUNWAY **Rank** S **Length:** 4,508.00 Ft **Width:** 12.50 Ft **True Area:** 56,350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 9" SUBGRADE

Network: VRB **Branch**: RW 12L-30R (RUNWAY 12L-30R) **Section:** 6215 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** RUNWAY **Rank** S **Length:** 350.00 Ft **Width:** 75.00 Ft **True Area:** 26,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 12" SUBGRADE

Network: VRB **Branch**: RW 12L-30R (RUNWAY 12L-30R) **Section:** 6220 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** RUNWAY **Rank** S **Length:** 900.00 Ft **Width:** 75.00 Ft **True Area:** 67,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1987	IMPORTED	BUILT		2.00	True	1987 2" P-401 6" P-211 8" P-152

Network: VRB **Branch**: RW 12R-30L (RUNWAY 12R-30L) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,550.00 Ft **Width:** 105.00 Ft **True Area:** 162,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1989	IMPORTED	BUILT		3.00	True	1989 3" P-401 11.5" P-211 6" STAB BASE

Network: VRB **Branch**: RW 12R-30L (RUNWAY 12R-30L) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 5,458.00 Ft **Width:** 105.00 Ft **True Area:** 573,090.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	BUILT		3.00	True	1988 3" P-401 ON P-401 ON P-211

Network: VRB **Branch**: RW 12R-30L (RUNWAY 12R-30L) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 105.00 Ft **True Area:** 31,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011: MILL AND OVERLAY
01/01/2004	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6305 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank** P **Length:** 4,025.00 Ft **Width:** 100.00 Ft **True Area:** 442,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/1994	IMPORTED	BUILT			True	1994 AC OVERLAY
01/01/1994	IMPORTED	OVERLAY			True	EXISTING AC PAVEMENT

Network: VRB **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6310 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 840.00 Ft **Width:** 100.00 Ft **True Area:** 46,630.00 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	
01/01/1994	IMPORTED	BUILT			True	1994 AC OVERLAY
01/01/1994	IMPORTED	OVERLAY			True	EXISTING AC PAVEMENT

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 101 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** T **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 12,340.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bituminous Surface Course
01/01/2003	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
12/25/1999	NU-IN	New Construction - Initial	$0	0.00	True	

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 102 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** T **Length:** 650.00 Ft **Width:** 50.00 Ft **True Area:** 25,470.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,186.00 Ft **Width:** 50.00 Ft **True Area:** 59,360.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	MI&OV	Mill & Overlay	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988 4" P-401 OL
01/01/1967	IMPORTED	BUILT		1.50	True	1967 1.5" P-401 7" P-211 12" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 580.00 Ft **Width:** 50.00 Ft **True Area:** 29,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1967	IMPORTED	BUILT		1.50	True	1967 1.5" P-401 7" P-211 12" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 60.00 Ft **True Area:** 5,740.00 SqF

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

01/01/2004	MI&OV	Mill & Overlay	$0	2.00	True	2" Mill & Ovly
01/01/1986	IMPORTED	OVERLAY			True	1986 P-401 OL
01/01/1967	IMPORTED	BUILT		1.50	True	1967 1.5" P-401 7" P-211 12" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 276.00 Ft **Width:** 50.00 Ft **True Area:** 14,780.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1987	IMPORTED	BUILT		2.50	True	1987 2.5" P-401 10" P-211 12" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 125 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 137.00 Ft **Width:** 50.00 Ft **True Area:** 8,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	MI&OV	Mill & Overlay	$0	2.00	True	2" Mill & Ovly
01/01/2004	MI&OV	Mill & Overlay	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	OVERLAY			True	1988 P-401 OL
01/01/1987	IMPORTED	BUILT		2.50	True	1987 2.5" P-401 10" P-211 12" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 130 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 160.00 Ft **Width:** 35.00 Ft **True Area:** 9,282.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	MI&OV	Mill & Overlay	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	OVERLAY			True	1988 P-401 OL
01/01/1987	IMPORTED	BUILT		2.50	True	1987 2.5" P-401 10" P-211 12" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 134 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 9,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT SECTION UNKNOWN

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 135 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 1,490.00 Ft **Width:** 35.00 Ft **True Area:** 52,226.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT		2.00	True	1987 2" P-401 9" P-211 10" P-152

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 142 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 235.00 Ft **Width:** 35.00 Ft **True Area:** 14,590.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT			True	EST 1986 BIT SECTION UNKNOWN

Network: VRB **Branch**: TW A (TAXIWAY A) **Section:** 143 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 235.00 Ft **Width:** 35.00 Ft **True Area:** 3,723.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	2010: 2" P-401 Overlay
01/01/1986	NU-IN	New Construction - Initial	$0	0.00	True	EST 1986 Bit Section Unknown

Network: VRB **Branch**: TW A1 (TAXIWAY A1) **Section:** 150 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 315.00 Ft **Width:** 50.00 Ft **True Area:** 7,244.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P-401 12" P-211 8" P-160

Network: VRB **Branch**: TW A1 (TAXIWAY A1) **Section:** 155 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 315.00 Ft **Width:** 50.00 Ft **True Area:** 11,073.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/1988	NU-IN	New Construction - Initial	$0	0.00	True	1988 2" P-401 12"P-211 8" P-160

Network: VRB **Branch**: TW B (TAXIWAY B) **Section:** 201 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 10,353.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/1989	NU-IN	New Construction - Initial	$0	0.00	True	

Network: VRB **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 2,300.00 Ft **Width:** 35.00 Ft **True Area:** 73,425.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	EST 1989 BIT SECTION UNKNOWN

Network: VRB **Branch**: TW B (TAXIWAY B) **Section:** 206 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 88.00 Ft **Width:** 50.00 Ft **True Area:** 4,560.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		3.00	True	1989 3" P-401 OL

Network: VRB **Branch**: TW B1 (TAXIWAY B-1) **Section:** 151 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 308.00 Ft **Width:** 35.00 Ft **True Area:** 5,576.00 SqF

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

Network: VRB **Branch**: TW B1 (TAXIWAY B-1) **Section:** 152 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 35.00 Ft **True Area:** 8,073.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/2004	NU-IN	New Construction - Initial	$0	0.00	True	4" AC / 6" Limerock/4" ASB

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 1,784.00 Ft **Width:** 50.00 Ft **True Area:** 96,797.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		3.00	True	1989 3" P-401 11.5" P-211 6" STAB BASE

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 306 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 671.00 Ft **Width:** 50.00 Ft **True Area:** 37,255.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011: MILL AND OVERLAY

01/01/1970	IMPORTED	BUILT			True	EST 1970 BIT SECTION UNKNOWN

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 775.00 Ft **Width:** 50.00 Ft **True Area:** 48,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011: MILL AND OVERLAY
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT SECTION UNKNOWN

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 312 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 65.00 Ft **True Area:** 34,425.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011: Mill and Overlay
01/01/1970	IMPORTED	BUILT			True	EST 1970 BIT

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 1,595.00 Ft **Width:** 75.00 Ft **True Area:** 54,690.00 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	
01/01/1970	IMPORTED	BUILT			True	EST 1970 BIT

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 850.00 Ft **Width:** 50.00 Ft **True Area:** 42,775.00 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	
01/01/1970	IMPORTED	BUILT			True	EST 1970 BIT

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 325 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 1,100.00 Ft **Width:** 75.00 Ft **True Area:** 82,640.00 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	
01/01/1967	IMPORTED	BUILT		1.50	True	1967 1.5" P-401 7" P-211 12" P-152

Network: VRB **Branch**: TW C (TAXIWAY C) **Section:** 390 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 65.00 Ft **True Area:** 52,960.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	2.00	True	2" Mill & Ovly
01/01/1997	IMPORTED	BUILT			True	ESTIMATE 1997 AC PAVEMENT

Network: VRB **Branch**: TW C1 (TAXIWAY C1) **Section:** 330 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 425.00 Ft **Width:** 75.00 Ft **True Area:** 29,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: VRB **Branch**: TW C1 (TAXIWAY C1) **Section:** 335 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 75.00 Ft **True Area:** 14,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: VRB **Branch**: TW C1 (TAXIWAY C1) **Section:** 340 **Surface:** AAC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 75.00 Ft **True Area:** 15,970.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT			True	1988 BIT OL

Network: VRB **Branch**: TW C1 (TAXIWAY C1) **Section:** 345 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 350.00 Ft **Width:** 75.00 Ft **True Area:** 26,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	BUILT		3.00	True	1993 3" P401 OVERLAY

Network: VRB **Branch**: TW C2 (TAXIWAY C2) **Section:** 350 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 25,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: VRB **Branch**: TW C2 (TAXIWAY C2) **Section:** 354 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** T **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 7,778.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	NU-IN	New Construction - Initial	$0	0.00	True	

Network: VRB **Branch**: TW C2 (TAXIWAY C2) **Section:** 355 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 75.00 Ft **True Area:** 13,241.00 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	
01/01/1988	IMPORTED	BUILT			True	1988 BIT OL

Network: VRB **Branch**: TW C2 (TAXIWAY C2) **Section:** 356 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 170.00 Ft **Width:** 75.00 Ft **True Area:** 12,737.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY			True	EST 1998 AC OVERLAY
01/01/1942	IMPORTED	BUILT			True	EST 1942 BIT

Network: VRB **Branch**: TW C3 (TAXIWAY C3) **Section:** 360 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 25,780.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: VRB **Branch**: TW C3 (TAXIWAY C3) **Section:** 365 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 140.00 Ft **True Area:** 14,320.00 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	
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT

Network: VRB **Branch**: TW C4 (TAXIWAY C4) **Section:** 370 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 60.00 Ft **True Area:** 16,730.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT			True	1988 BIT

Network: VRB **Branch**: TW C4 (TAXIWAY C4) **Section:** 385 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 125.00 Ft **Width:** 90.00 Ft **True Area:** 13,853.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011: MILL AND OVERLAY
01/01/1989	IMPORTED	BUILT		3.00	True	1989 3" P-401 OL

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 25,540.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	2.00	True	2" Mill & Ovly
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 140.00 Ft **True Area:** 14,680.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	2011: MILL AND OVERLAY
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1970	IMPORTED	BUILT			True	EST 1970 BIT

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 414 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 95.00 Ft **True Area:** 10,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 20,180.00 SqF

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

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 417 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** TAXIWAY **Rank** P **Length:** 290.00 Ft **Width:** 35.00 Ft **True Area:** 10,390.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1960	IMPORTED	BUILT			True	EST 1960 BIT

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 418 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** TAXIWAY **Rank** P **Length:** 1,015.00 Ft **Width:** 35.00 Ft **True Area:** 35,525.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1960	IMPORTED	BUILT			True	EST 1960 BIT

Network: VRB **Branch**: TW D (TAXIWAY D) **Section:** 420 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 280.00 Ft **Width:** 45.00 Ft **True Area:** 15,157.00 SqF

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

01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		1.50	True	1986 1.5" AC OVERLAY
01/01/1986	IMPORTED	OVERLAY			True	DISTRESSES ARE MOSTLY IN RADII ONLY
01/01/1986	IMPORTED	OVERLAY			True	ON EXISTING AC PAVEMENT

Network: VRB **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 280.00 Ft **Width:** 40.00 Ft **True Area:** 16,517.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988 4" P-211 OL
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" BIT 6" LIMEROCK 6-9" P-152

Network: VRB **Branch**: TW E (TAXIWAY E) **Section:** 515 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 720.00 Ft **Width:** 40.00 Ft **True Area:** 35,421.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	OL-MR	Overlay	$0	0.00	True	3" P-401 Bit Surface Course
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988 4" P-401 OL
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" BIT 6" LIMEROCK 6-9" P-152

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 35.00 Ft **True Area:** 21,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 9" SUBGRADE

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 610 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 1,425.00 Ft **Width:** 25.00 Ft **True Area:** 49,875.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010:2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 9" SUBGRADE

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 611 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 21,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010" 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT			True	EST 1986 BIT

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 612 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 876.00 Ft **Width:** 25.00 Ft **True Area:** 30,660.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1987	IMPORTED	BUILT		2.00	True	1987 2" P-401 6" P-211 8" P-152

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 615 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 185.00 Ft **Width:** 30.00 Ft **True Area:** 7,310.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 9" P-152

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 620 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 25.00 Ft **True Area:** 6,771.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		1.50	True	1986 1.5" P-401 OL

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 625 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 25.00 Ft **True Area:** 6,881.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 9" P-152

Network: VRB **Branch**: TW F (TAXIWAY F) **Section:** 630 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 25.00 Ft **True Area:** 5,753.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OL	Mill and Overlay	$0	2.00	True	2010: 2" P-401 OVERLAY
01/01/1987	IMPORTED	BUILT		2.00	True	1987 2" P-401 6" P-211 8" P-152

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	72	4,424,171.00	2.24	.98
Complete Reconstruction - AC	7	770,644.00	.57	1.51
Complete Reconstruction - PCC	4	135,390.00	.00	.00
Initial Construction	13	621,391.00	.62	1.50
Mill & Overlay	5	90,882.00	2.00	.00
Mill and Overlay	39	1,849,074.00	1.23	.99
New Construction - AC	1	51,735.00	.00	
New Construction - Initial	6	53,340.00	.00	.00
OVERLAY	23	1,594,583.00	1.00	1.81
REPAIR	2	262,504.00		
Surface Reconstruction - AC	1	259,873.00	.00	

APPENDIX B

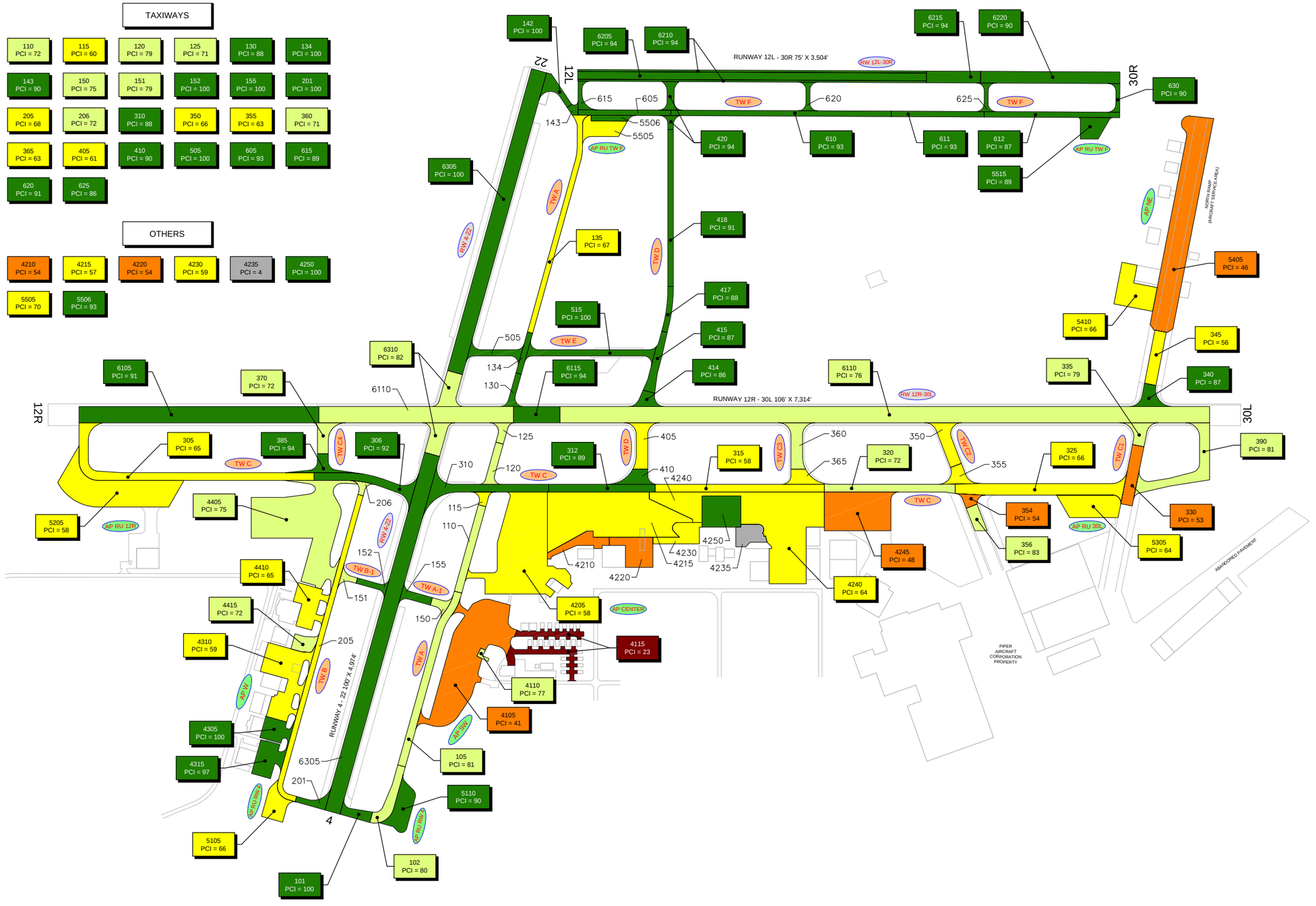
- AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- PAVEMENT CONDITION INDEX INVENTORY

TAXIWAYS

110 PCI = 72	115 PCI = 60	120 PCI = 79	125 PCI = 71	130 PCI = 88	134 PCI = 100
143 PCI = 90	150 PCI = 75	151 PCI = 79	152 PCI = 100	155 PCI = 100	201 PCI = 100
205 PCI = 68	206 PCI = 72	310 PCI = 88	350 PCI = 66	355 PCI = 63	360 PCI = 71
365 PCI = 63	405 PCI = 61	410 PCI = 90	505 PCI = 100	605 PCI = 93	615 PCI = 89
620 PCI = 91	625 PCI = 86				

OTHERS

4210 PCI = 54	4215 PCI = 57	4220 PCI = 54	4230 PCI = 59	4235 PCI = 4	4250 PCI = 100
5505 PCI = 70	5506 PCI = 93				



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\VRB_Aviation\142778022\CADD\PLANSHEETS\VRB – VERO BEACH MUNICIPAL AIRPORT\EXHIBITS\VRB–PAVEMENT CONDITION.dwg PLOTTED: May 1, 2015 – 2:41 PM, BY: Shane, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

VERO BEACH MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: VRB
FDOT DISTRICT: 4

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 4-22	RW 4-22	RUNWAY	6310	46,630	P	AAC	82	Satisfactory	5	10
RUNWAY 4-22	RW 4-22	RUNWAY	6305	442,500	P	AAC	100	Good	20	89
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6220	67,500	S	AAC	90	Good	5	18
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6215	26,250	S	AAC	94	Good	2	7
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6210	56,350	S	AAC	94	Good	2	12
RUNWAY 12L-30R	RW 12L-30R	RUNWAY	6205	112,700	S	AAC	94	Good	5	23
RUNWAY 12R-30L	RW 12R-30L	RUNWAY	6115	31,500	P	AAC	94	Good	1	6
RUNWAY 12R-30L	RW 12R-30L	RUNWAY	6110	573,090	P	AAC	76	Satisfactory	19	109
RUNWAY 12R-30L	RW 12R-30L	RUNWAY	6105	162,750	P	AAC	91	Good	7	31
RUN UP APRON AT TW F	AP RU TW F	APRON	5515	21,640	P	AAC	89	Good	1	5
RUN UP APRON AT TW F	AP RU TW F	APRON	5506	9,375	P	AAC	93	Good	1	3
RUN UP APRON AT TW F	AP RU TW F	APRON	5505	28,145	P	AC	70	Fair	1	6
NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	5410	51,735	P	AC	66	Fair	2	12
NE APRON - AIRCRAFT SERVICE AREA	AP NE	APRON	5405	214,560	P	AAC	46	Poor	5	42
RUN-UP APRON AT RW 30L	AP RU 30L	APRON	5305	52,790	P	AC	64	Fair	1	10
APRON	AP RU 12R	APRON	5205	137,850	P	AC	58	Fair	3	25
RUN-UP APRON AT RW 4	AP RU RW 4	APRON	5110	35,780	P	AC	90	Good	1	6
RUN-UP APRON AT RW 4	AP RU RW 4	APRON	5105	26,770	P	AC	66	Fair	1	6
WEST APRON	AP W	APRON	4415	14,800	P	PCC	72	Satisfactory	1	3
WEST APRON	AP W	APRON	4410	41,220	T	AC	65	Fair	1	10

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
WEST APRON	AP W	APRON	4405	221,810	T	AC	75	Satisfactory	3	26
WEST APRON	AP W	APRON	4315	34,190	P	PCC	97	Good	2	7
WEST APRON	AP W	APRON	4310	88,260	P	AC	59	Fair	3	24
WEST APRON	AP W	APRON	4305	24,110	P	PCC	100	Good	2	10
CENTER APRON	AP CENTER	APRON	4250	50,500	P	PCC	100	Good	2	12
CENTER APRON	AP CENTER	APRON	4245	108,037	P	AC	48	Poor	3	20
CENTER APRON	AP CENTER	APRON	4240	259,873	P	APC	64	Fair	6	56
CENTER APRON	AP CENTER	APRON	4235	22,860	P	PCC	4	Failed	1	4
CENTER APRON	AP CENTER	APRON	4230	28,600	P	AC	59	Fair	1	5
CENTER APRON	AP CENTER	APRON	4220	40,080	P	APC	54	Poor	1	9
CENTER APRON	AP CENTER	APRON	4215	238,274	P	AC	57	Fair	6	47
CENTER APRON	AP CENTER	APRON	4210	24,230	P	AC	54	Poor	1	5
CENTER APRON	AP CENTER	APRON	4205	230,110	P	AC	58	Fair	5	47
SW APRON	AP SW	APRON	4115	45,980	P	PCC	23	Serious	2	12
SW APRON	AP SW	APRON	4110	2,787	P	PCC	77	Satisfactory	1	1
SW APRON	AP SW	APRON	4105	213,450	P	AC	41	Poor	5	47
TAXIWAY F	TW F	TAXIWAY	630	5,753	P	AAC	90	Good	1	1
TAXIWAY F	TW F	TAXIWAY	625	6,881	P	AAC	86	Good	1	1
TAXIWAY F	TW F	TAXIWAY	620	6,771	P	AAC	91	Good	1	1
TAXIWAY F	TW F	TAXIWAY	615	7,310	P	AAC	89	Good	1	2
TAXIWAY F	TW F	TAXIWAY	612	30,660	P	AAC	87	Good	1	9
TAXIWAY F	TW F	TAXIWAY	611	21,000	P	AAC	93	Good	1	6
TAXIWAY F	TW F	TAXIWAY	610	49,875	P	AAC	93	Good	2	14
TAXIWAY F	TW F	TAXIWAY	605	21,000	P	AAC	93	Good	1	6
TAXIWAY E	TW E	TAXIWAY	515	35,421	P	AAC	100	Good	3	8
TAXIWAY E	TW E	TAXIWAY	505	16,517	P	AAC	100	Good	1	4

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY D	TW D	TAXIWAY	420	15,157	P	AAC	94	Good	1	3
TAXIWAY D	TW D	TAXIWAY	418	35,525	P	AC	91	Good	3	10
TAXIWAY D	TW D	TAXIWAY	417	10,390	P	AC	88	Good	1	3
TAXIWAY D	TW D	TAXIWAY	415	20,180	P	AC	87	Good	1	4
TAXIWAY D	TW D	TAXIWAY	414	10,800	P	AC	86	Good	1	1
TAXIWAY D	TW D	TAXIWAY	410	14,680	P	AAC	90	Good	1	2
TAXIWAY D	TW D	TAXIWAY	405	25,540	P	AAC	61	Fair	2	6
TAXIWAY C	TW C	TAXIWAY	390	52,960	P	AAC	81	Satisfactory	3	16
TAXIWAY C4	TW C4	TAXIWAY	385	13,853	P	AAC	94	Good	1	3
TAXIWAY C4	TW C4	TAXIWAY	370	16,730	P	AC	72	Satisfactory	1	2
TAXIWAY C3	TW C3	TAXIWAY	365	14,320	P	AAC	63	Fair	1	2
TAXIWAY C3	TW C3	TAXIWAY	360	25,780	P	AAC	71	Satisfactory	2	6
TAXIWAY C2	TW C2	TAXIWAY	356	12,737	P	AAC	83	Satisfactory	1	3
TAXIWAY C2	TW C2	TAXIWAY	355	13,241	P	AAC	63	Fair	1	3
TAXIWAY C2	TW C2	TAXIWAY	354	7,778	T	AC	54	Poor	1	2
TAXIWAY C2	TW C2	TAXIWAY	350	25,100	P	AAC	66	Fair	2	6
TAXIWAY C1	TW C1	TAXIWAY	345	26,250	P	AAC	56	Fair	2	7
TAXIWAY C1	TW C1	TAXIWAY	340	15,970	P	AAC	87	Good	1	3
TAXIWAY C1	TW C1	TAXIWAY	335	14,750	P	AAC	79	Satisfactory	1	3
TAXIWAY C1	TW C1	TAXIWAY	330	29,250	P	AC	53	Poor	2	8
TAXIWAY C	TW C	TAXIWAY	325	82,640	P	AAC	66	Fair	4	22
TAXIWAY C	TW C	TAXIWAY	320	42,775	P	AAC	72	Satisfactory	2	8
TAXIWAY C	TW C	TAXIWAY	315	54,690	P	AAC	58	Fair	3	11
TAXIWAY C	TW C	TAXIWAY	312	34,425	P	AAC	89	Good	1	7
TAXIWAY C	TW C	TAXIWAY	310	48,100	P	AAC	88	Good	2	10
TAXIWAY C	TW C	TAXIWAY	306	37,255	P	AAC	92	Good	2	7

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY C	TW C	TAXIWAY	305	96,797	P	AC	65	Fair	3	18
TAXIWAY B	TW B	TAXIWAY	206	4,560	P	AAC	72	Satisfactory	1	1
TAXIWAY B	TW B	TAXIWAY	205	73,425	P	AC	68	Fair	4	23
TAXIWAY B	TW B	TAXIWAY	201	10,353	P	AC	100	Good	1	2
TAXIWAY A1	TW A1	TAXIWAY	155	11,073	P	AC	100	Good	1	2
TAXIWAY B-1	TW B1	TAXIWAY	152	8,073	P	AC	100	Good	1	2
TAXIWAY B-1	TW B1	TAXIWAY	151	5,576	P	AC	79	Satisfactory	1	1
TAXIWAY A1	TW A1	TAXIWAY	150	7,244	P	AC	75	Satisfactory	1	1
TAXIWAY A	TW A	TAXIWAY	143	3,723	P	AAC	90	Good	1	1
TAXIWAY A	TW A	TAXIWAY	142	14,590	P	AAC	100	Good	1	4
TAXIWAY A	TW A	TAXIWAY	135	52,226	P	AC	67	Fair	3	15
TAXIWAY A	TW A	TAXIWAY	134	9,625	P	AC	100	Good	1	2
TAXIWAY A	TW A	TAXIWAY	130	9,282	P	AAC	88	Good	1	3
TAXIWAY A	TW A	TAXIWAY	125	8,250	P	AAC	71	Satisfactory	1	2
TAXIWAY A	TW A	TAXIWAY	120	14,780	P	AAC	79	Satisfactory	1	3
TAXIWAY A	TW A	TAXIWAY	115	5,740	P	AAC	60	Fair	1	2
TAXIWAY A	TW A	TAXIWAY	110	29,000	P	AAC	72	Satisfactory	2	6
TAXIWAY A	TW A	TAXIWAY	105	59,360	P	AAC	81	Satisfactory	3	12
TAXIWAY A	TW A	TAXIWAY	102	25,470	T	AC	80	Satisfactory	1	4
TAXIWAY A	TW A	TAXIWAY	101	12,340	T	AC	100	Good	1	2

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: 4 /15/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: VRB

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 CENTER (CENTER APRON)	9	3,848.00	200.44	1,002,564.00	APRON	55.33	23.06	58.90
AP NE (NE APRON - AIRCRAFT SERVICE AREA)	2	1,655.00	175.00	266,295.00	APRON	56.00	10.00	49.89
AP RU 12R (APRON)	1	780.00	170.00	137,850.00	APRON	58.00	0.00	58.00
AP RU 30L (RUN-UP APRON AT RW 30L)	1	370.00	145.00	52,790.00	APRON	64.00	0.00	64.00
AP RU RW 4 (RUN-UP APRON AT RW 4)	2	483.00	130.00	62,550.00	APRON	78.00	12.00	79.73
AP RU TW F (RUN UP APRON AT TW F)	3	645.00	96.00	59,160.00	APRON	84.00	10.03	80.59
AP SW (SW APRON)	3	2,140.00	86.67	262,217.00	APRON	47.00	22.45	38.23
AP W (WEST APRON)	6	1,963.00	170.33	424,390.00	APRON	78.00	15.38	73.79
RW 12L-30R (RUNWAY 12L-30R)	4	8,012.00	53.13	262,800.00	RUNWAY	93.00	1.73	92.97
RW 12R-30L (RUNWAY 12R-30L)	3	7,308.00	105.00	767,340.00	RUNWAY	87.00	7.87	79.92
RW 4-22 (RUNWAY 4-22)	2	4,865.00	100.00	489,130.00	RUNWAY	91.00	9.00	98.28
TW A (TAXIWAY A)	12	5,449.00	44.58	244,386.00	TAXIWAY	82.33	12.96	79.13
TW A1 (TAXIWAY A1)	2	630.00	50.00	18,317.00	TAXIWAY	87.50	12.50	90.11
TW B (TAXIWAY B)	3	2,588.00	40.00	88,338.00	TAXIWAY	80.00	14.24	71.96
TW B1 (TAXIWAY B-1)	2	458.00	35.00	13,649.00	TAXIWAY	89.50	10.50	91.42
TW C (TAXIWAY C)	8	7,765.00	60.00	449,642.00	TAXIWAY	76.38	12.01	73.42

Branch Condition Report

Pavement Database: FDOT NetworkID: VRB

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
TW C1 (TAXIWAY C1)	4	1,075.00	75.00	86,220.00	TAXIWAY	68.75	14.57	64.66
TW C2 (TAXIWAY C2)	4	780.00	68.75	58,856.00	TAXIWAY	66.50	10.50	67.42
TW C3 (TAXIWAY C3)	2	400.00	107.50	40,100.00	TAXIWAY	67.00	4.00	68.14
TW C4 (TAXIWAY C4)	2	325.00	75.00	30,583.00	TAXIWAY	83.00	11.00	81.97
TW D (TAXIWAY D)	7	2,485.00	67.86	132,272.00	TAXIWAY	85.29	10.22	84.19
TW E (TAXIWAY E)	2	1,000.00	40.00	51,938.00	TAXIWAY	100.00	0.00	100.00
TW F (TAXIWAY F)	8	4,256.00	26.88	149,250.00	TAXIWAY	90.25	2.59	91.04

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	27	2,267,816.00	64.78	21.91	59.44
RUNWAY	9	1,519,270.00	90.56	6.85	88.09
TAXIWAY	56	1,363,551.00	81.30	13.66	77.96
All	92	5,150,637.00	77.36	18.22	72.79

Date: 4 /15/2015

Section Condition Report

Pavement Database: FDOT NetworkID: VRB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4205	01/01/2002	AC	APRON	P	0	230,110.00	09/03/2014	12	58.00
AP CENTER (CENTER APRON)	4210	01/01/2002	AC	APRON	P	0	24,230.00	09/03/2014	12	54.00
AP CENTER (CENTER APRON)	4215	01/01/2002	AC	APRON	P	0	238,274.00	09/03/2014	12	57.00
AP CENTER (CENTER APRON)	4220	01/01/1992	APC	APRON	P	0	40,080.00	09/03/2014	22	54.00
AP CENTER (CENTER APRON)	4230	07/31/2008	AC	APRON	P	0	28,600.00	09/03/2014	6	59.00
AP CENTER (CENTER APRON)	4235	01/01/1985	PCC	APRON	P	0	22,860.00	09/03/2014	29	4.00
AP CENTER (CENTER APRON)	4240	01/01/2002	APC	APRON	P	0	259,873.00	09/03/2014	12	64.00
AP CENTER (CENTER APRON)	4245	01/01/1988	AC	APRON	P	0	108,037.00	09/03/2014	26	48.00
AP CENTER (CENTER APRON)	4250	01/01/2002	PCC	APRON	P	0	50,500.00	09/03/2014	12	100.00
AP NE (NE APRON - AIRCRAFT SERVICE AREA)	5405	01/01/1992	AAC	APRON	P	0	214,560.00	09/03/2014	22	46.00
AP NE (NE APRON - AIRCRAFT SERVICE AREA)	5410	01/01/2002	AC	APRON	P	0	51,735.00	09/03/2014	12	66.00
AP RU 12R (APRON)	5205	01/01/1989	AC	APRON	P	0	137,850.00	09/03/2014	25	58.00
AP RU 30L (RUN-UP APRON AT RW 30L)	5305	01/01/1988	AC	APRON	P	0	52,790.00	09/03/2014	26	64.00
AP RU RW 4 (RUN-UP APRON AT RW 4)	5105	01/01/2003	AC	APRON	P	0	26,770.00	09/03/2014	11	66.00
AP RU RW 4 (RUN-UP APRON AT RW 4)	5110	01/01/1979	AC	APRON	P	0	35,780.00	09/03/2014	35	90.00
AP RU TW F (RUN UP APRON AT TW F)	5505	01/01/1988	AC	APRON	P	0	28,145.00	09/03/2014	26	70.00
AP RU TW F (RUN UP APRON AT TW F)	5506	01/01/2010	AAC	APRON	P	0	9,375.00	09/03/2014	4	93.00
AP RU TW F (RUN UP APRON AT TW F)	5515	01/01/2010	AAC	APRON	P	0	21,640.00	09/03/2014	4	89.00
AP SW (SW APRON)	4105	01/01/2002	AC	APRON	P	0	213,450.00	09/03/2014	12	41.00
AP SW (SW APRON)	4110	01/01/1991	PCC	APRON	P	0	2,787.00	09/03/2014	23	77.00
AP SW (SW APRON)	4115	07/31/2008	PCC	APRON	P	0	45,980.00	09/03/2014	6	23.00
AP W (WEST APRON)	4305	07/31/2008	PCC	APRON	P	0	24,110.00	09/03/2014	6	100.00
AP W (WEST APRON)	4310	12/25/1999	AC	APRON	P	0	88,260.00	09/03/2014	15	59.00
AP W (WEST APRON)	4315	07/31/2008	PCC	APRON	P	0	34,190.00	09/03/2014	6	97.00
AP W (WEST APRON)	4405	01/01/2004	AC	APRON	T	0	221,810.00	09/03/2014	10	75.00
AP W (WEST APRON)	4410	01/01/1999	AC	APRON	T	0	41,220.00	09/03/2014	15	65.00

Section Condition Report

Pavement Database: FDOT NetworkID: VRB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W (WEST APRON)	4415	07/31/2008	PCC	APRON	P	0	14,800.00	09/03/2014	6	72.00
RW 12L-30R (RUNWAY 12L-30R)	6205	01/01/2010	AAC	RUNWAY	S	0	112,700.00	09/03/2014	4	94.00
RW 12L-30R (RUNWAY 12L-30R)	6210	01/01/2010	AAC	RUNWAY	S	0	56,350.00	09/03/2014	4	94.00
RW 12L-30R (RUNWAY 12L-30R)	6215	01/01/2010	AAC	RUNWAY	S	0	26,250.00	09/03/2014	4	94.00
RW 12L-30R (RUNWAY 12L-30R)	6220	01/01/2010	AAC	RUNWAY	S	0	67,500.00	09/03/2014	4	90.00
RW 12R-30L (RUNWAY 12R-30L)	6105	01/01/2004	AAC	RUNWAY	P	0	162,750.00	09/03/2014	10	91.00
RW 12R-30L (RUNWAY 12R-30L)	6110	01/01/2004	AAC	RUNWAY	P	0	573,090.00	09/03/2014	10	76.00
RW 12R-30L (RUNWAY 12R-30L)	6115	01/01/2011	AAC	RUNWAY	P	0	31,500.00	09/03/2014	3	94.00
RW 4-22 (RUNWAY 4-22)	6305	01/01/2014	AAC	RUNWAY	P	0	442,500.00	01/01/2014	0	100.00
RW 4-22 (RUNWAY 4-22)	6310	01/01/2004	AAC	RUNWAY	P	0	46,630.00	09/03/2014	10	82.00
TW A (TAXIWAY A)	101	01/01/2014	AC	TAXIWAY	T	0	12,340.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	102	01/01/2003	AC	TAXIWAY	T	0	25,470.00	09/03/2014	11	80.00
TW A (TAXIWAY A)	105	01/01/2004	AAC	TAXIWAY	P	0	59,360.00	09/03/2014	10	81.00
TW A (TAXIWAY A)	110	01/01/2004	AAC	TAXIWAY	P	0	29,000.00	09/03/2014	10	72.00
TW A (TAXIWAY A)	115	01/01/2004	AAC	TAXIWAY	P	0	5,740.00	09/03/2014	10	60.00
TW A (TAXIWAY A)	120	01/01/2004	AAC	TAXIWAY	P	0	14,780.00	09/03/2014	10	79.00
TW A (TAXIWAY A)	125	01/01/2004	AAC	TAXIWAY	P	0	8,250.00	09/03/2014	10	71.00
TW A (TAXIWAY A)	130	01/01/2004	AAC	TAXIWAY	P	0	9,282.00	09/03/2014	10	88.00
TW A (TAXIWAY A)	134	01/01/2014	AC	TAXIWAY	P	0	9,625.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	135	01/01/1987	AC	TAXIWAY	P	0	52,226.00	09/03/2014	27	67.00
TW A (TAXIWAY A)	142	01/01/2014	AAC	TAXIWAY	P	0	14,590.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	143	01/01/2010	AAC	TAXIWAY	P	0	3,723.00	09/03/2014	4	90.00
TW A1 (TAXIWAY A1)	150	01/01/1988	AC	TAXIWAY	P	0	7,244.00	09/03/2014	26	75.00
TW A1 (TAXIWAY A1)	155	01/01/2014	AC	TAXIWAY	P	0	11,073.00	01/01/2014	0	100.00
TW B (TAXIWAY B)	201	01/01/2014	AC	TAXIWAY	P	0	10,353.00	01/01/2014	0	100.00
TW B (TAXIWAY B)	205	01/01/1989	AC	TAXIWAY	P	0	73,425.00	09/03/2014	25	68.00

Section Condition Report

Pavement Database: FDOT NetworkID: VRB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	206	01/01/1989	AAC	TAXIWAY	P	0	4,560.00	09/03/2014	25	72.00
TW B1 (TAXIWAY B-1)	151	01/01/2004	AC	TAXIWAY	P	0	5,576.00	09/03/2014	10	79.00
TW B1 (TAXIWAY B-1)	152	01/01/2014	AC	TAXIWAY	P	0	8,073.00	01/01/2014	0	100.00
TW C (TAXIWAY C)	305	01/01/1989	AC	TAXIWAY	P	0	96,797.00	09/03/2014	25	65.00
TW C (TAXIWAY C)	306	01/01/2011	AAC	TAXIWAY	P	0	37,255.00	09/03/2014	3	92.00
TW C (TAXIWAY C)	310	01/01/2011	AAC	TAXIWAY	P	0	48,100.00	09/03/2014	3	88.00
TW C (TAXIWAY C)	312	01/01/2011	AAC	TAXIWAY	P	0	34,425.00	09/03/2014	3	89.00
TW C (TAXIWAY C)	315	01/01/1998	AAC	TAXIWAY	P	0	54,690.00	09/03/2014	16	58.00
TW C (TAXIWAY C)	320	01/01/1998	AAC	TAXIWAY	P	0	42,775.00	09/03/2014	16	72.00
TW C (TAXIWAY C)	325	01/01/1998	AAC	TAXIWAY	P	0	82,640.00	09/03/2014	16	66.00
TW C (TAXIWAY C)	390	01/01/2004	AAC	TAXIWAY	P	0	52,960.00	09/03/2014	10	81.00
TW C1 (TAXIWAY C1)	330	01/01/1988	AC	TAXIWAY	P	0	29,250.00	09/03/2014	26	53.00
TW C1 (TAXIWAY C1)	335	01/01/2004	AAC	TAXIWAY	P	0	14,750.00	09/03/2014	10	79.00
TW C1 (TAXIWAY C1)	340	01/01/1988	AAC	TAXIWAY	P	0	15,970.00	09/03/2014	26	87.00
TW C1 (TAXIWAY C1)	345	01/01/1993	AAC	TAXIWAY	P	0	26,250.00	09/03/2014	21	56.00
TW C2 (TAXIWAY C2)	350	01/01/2004	AAC	TAXIWAY	P	0	25,100.00	09/03/2014	10	66.00
TW C2 (TAXIWAY C2)	354	01/01/1988	AC	TAXIWAY	T	0	7,778.00	09/03/2014	26	54.00
TW C2 (TAXIWAY C2)	355	01/01/1998	AAC	TAXIWAY	P	0	13,241.00	09/03/2014	16	63.00
TW C2 (TAXIWAY C2)	356	01/01/1998	AAC	TAXIWAY	P	0	12,737.00	09/03/2014	16	83.00
TW C3 (TAXIWAY C3)	360	01/01/2004	AAC	TAXIWAY	P	0	25,780.00	09/03/2014	10	71.00
TW C3 (TAXIWAY C3)	365	01/01/1998	AAC	TAXIWAY	P	0	14,320.00	09/03/2014	16	63.00
TW C4 (TAXIWAY C4)	370	01/01/1988	AC	TAXIWAY	P	0	16,730.00	09/03/2014	26	72.00
TW C4 (TAXIWAY C4)	385	01/01/2011	AAC	TAXIWAY	P	0	13,853.00	09/03/2014	3	94.00
TW D (TAXIWAY D)	405	01/01/2004	AAC	TAXIWAY	P	0	25,540.00	09/03/2014	10	61.00
TW D (TAXIWAY D)	410	01/01/2011	AAC	TAXIWAY	P	0	14,680.00	09/03/2014	3	90.00
TW D (TAXIWAY D)	414	01/01/1988	AC	TAXIWAY	P	0	10,800.00	09/03/2014	26	86.00

Section Condition Report

Pavement Database: FDOT NetworkID: VRB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	415	01/01/1987	AC	TAXIWAY	P	0	20,180.00	09/03/2014	27	87.00
TW D (TAXIWAY D)	417	01/01/1960	AC	TAXIWAY	P	0	10,390.00	09/03/2014	54	88.00
TW D (TAXIWAY D)	418	01/01/1960	AC	TAXIWAY	P	0	35,525.00	09/03/2014	54	91.00
TW D (TAXIWAY D)	420	01/01/2010	AAC	TAXIWAY	P	0	15,157.00	09/03/2014	4	94.00
TW E (TAXIWAY E)	505	01/01/2014	AAC	TAXIWAY	P	0	16,517.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	515	01/01/2014	AAC	TAXIWAY	P	0	35,421.00	01/01/2014	0	100.00
TW F (TAXIWAY F)	605	01/01/2010	AAC	TAXIWAY	P	0	21,000.00	09/03/2014	4	93.00
TW F (TAXIWAY F)	610	01/01/2010	AAC	TAXIWAY	P	0	49,875.00	09/03/2014	4	93.00
TW F (TAXIWAY F)	611	01/01/2010	AAC	TAXIWAY	P	0	21,000.00	09/03/2014	4	93.00
TW F (TAXIWAY F)	612	01/01/2010	AAC	TAXIWAY	P	0	30,660.00	09/03/2014	4	87.00
TW F (TAXIWAY F)	615	01/01/2010	AAC	TAXIWAY	P	0	7,310.00	09/03/2014	4	89.00
TW F (TAXIWAY F)	620	01/01/2010	AAC	TAXIWAY	P	0	6,771.00	09/03/2014	4	91.00
TW F (TAXIWAY F)	625	01/01/2010	AAC	TAXIWAY	P	0	6,881.00	09/03/2014	4	86.00
TW F (TAXIWAY F)	630	01/01/2010	AAC	TAXIWAY	P	0	5,753.00	09/03/2014	4	90.00

Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**560,492.00**	**9**	**100.00**	**0.00**	**100.00**
03-05	**3.73**	**641,758.00**	**22**	**91.23**	**2.54**	**91.76**
06-10	**9.05**	**1,428,078.00**	**21**	**74.43**	**16.14**	**76.41**
11-15	**12.36**	**1,249,892.00**	**11**	**64.55**	**15.15**	**59.03**
16-20	**16.00**	**220,403.00**	**6**	**67.50**	**8.87**	**65.79**
21-25	**23.50**	**596,309.00**	**8**	**62.00**	**10.30**	**55.89**
26-30	**26.42**	**372,010.00**	**12**	**63.92**	**23.06**	**58.92**
31-35	**35.00**	**35,780.00**	**1**	**90.00**	**0.00**	**90.00**
over 40	**54.00**	**45,915.00**	**2**	**89.50**	**2.12**	**90.32**
All	**12.52**	**5,150,637.00**	**92**	**77.36**	**18.32**	**72.79**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP CENTER	4205	58	57	55	53	51	49	47	45	43	41	40
AP CENTER	4210	54	53	51	49	47	45	43	41	39	37	36
AP CENTER	4215	57	56	54	52	50	48	46	44	42	40	39
AP CENTER	4220	54	52	50	47	44	41	37	33	28	22	17
AP CENTER	4230	59	58	56	54	52	50	48	46	44	42	41
AP CENTER	4235	4	3	2	1	0	0	0	0	0	0	0
AP CENTER	4240	64	63	62	61	60	59	57	55	53	51	48
AP CENTER	4245	48	47	45	43	41	39	37	35	33	31	30
AP CENTER	4250	100	99	98	97	96	94	93	92	91	90	89
AP NE	5405	46	44	40	36	32	27	21	16	11	6	1
AP NE	5410	66	65	63	61	59	57	55	53	51	49	48
AP RU 12R	5205	58	57	55	53	51	49	47	45	43	41	40
AP RU 30L	5305	64	63	61	59	57	55	53	51	49	47	46
AP RU RW 4	5105	66	65	63	61	59	57	55	53	51	49	48
AP RU RW 4	5110	90	89	87	85	83	81	79	77	75	73	72
AP RU TW F	5505	70	69	67	65	63	61	59	57	55	53	52
AP RU TW F	5506	93	90	86	83	80	78	76	74	72	71	69
AP RU TW F	5515	89	86	83	80	78	76	74	72	71	69	68
AP SW	4105	41	40	38	36	34	32	30	28	26	24	23
AP SW	4110	77	76	75	74	73	71	70	69	68	67	66
AP SW	4115	23	22	21	20	19	17	16	15	14	13	12
AP W	4305	100	99	98	97	96	94	93	92	91	90	89
AP W	4310	59	58	56	54	52	50	48	46	44	42	41
AP W	4315	97	96	95	94	93	91	90	89	88	87	86
AP W	4405	75	74	72	70	68	66	64	62	60	58	57
AP W	4410	65	64	62	60	58	56	54	52	50	48	47
AP W	4415	72	71	70	69	68	66	65	64	63	62	61

Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 12L-30R	6205	94	92	90	88	86	84	82	80	78	76	74
RW 12L-30R	6210	94	92	90	88	86	84	82	80	78	76	74
RW 12L-30R	6215	94	92	90	88	86	84	82	80	78	76	74
RW 12L-30R	6220	90	88	86	84	82	80	78	76	74	72	70
RW 12R-30L	6105	91	89	87	85	83	81	79	77	75	73	71
RW 12R-30L	6110	76	74	72	70	68	66	64	62	60	58	56
RW 12R-30L	6115	94	92	90	88	86	84	82	80	78	76	74
RW 4-22	6305	100	97	95	93	91	89	87	85	83	81	79
RW 4-22	6310	82	80	78	76	74	72	70	68	66	64	62
TW A	101	100	98	96	95	93	92	90	89	87	86	85
TW A	102	80	79	77	76	74	73	71	70	68	67	66
TW A	105	81	80	78	76	74	73	71	70	69	68	67
TW A	110	72	71	70	68	67	66	65	64	63	62	61
TW A	115	60	59	58	56	54	52	50	48	45	43	42
TW A	120	79	78	76	74	73	71	70	69	68	66	65
TW A	125	71	70	69	68	66	65	64	63	62	61	60
TW A	130	88	86	84	82	80	78	77	75	73	72	70
TW A	134	100	98	96	95	93	92	90	89	87	86	85
TW A	135	67	66	64	63	61	60	58	57	55	54	53
TW A	142	100	95	92	89	87	84	82	80	78	77	75
TW A	143	90	88	86	84	82	80	78	76	75	73	72
TW A1	150	72	74	72	71	69	68	66	65	63	62	61
TW A1	155	79	98	96	95	93	92	90	89	87	86	85
TW B	201	100	98	96	95	93	92	90	89	87	86	85
TW B	205	65	67	65	64	62	61	59	58	56	55	54
TW B	206	92	71	70	68	67	66	65	64	63	62	61
TW B1	151	79	78	76	75	73	72	70	69	67	66	65
TW B1	152	100	98	96	95	93	92	90	89	87	86	85

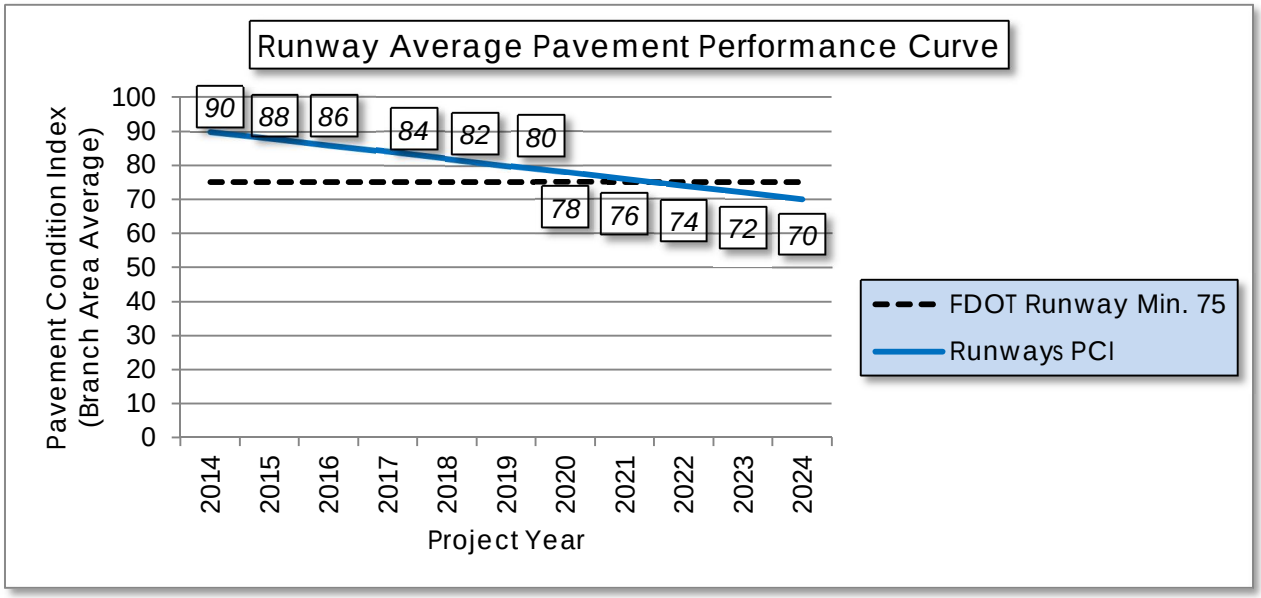
Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW C	305	65	64	62	61	59	58	56	55	53	52	51
TW C	306	92	90	87	85	83	81	79	77	76	74	73
TW C	310	88	86	84	82	80	78	77	75	73	72	70
TW C	312	89	87	85	83	81	79	77	76	74	72	71
TW C	315	58	57	55	53	51	49	47	45	43	41	40
TW C	320	72	71	70	68	67	66	65	64	63	62	61
TW C	325	66	65	64	63	62	61	60	58	57	55	53
TW C	390	81	80	78	76	74	73	71	70	69	68	67
TW C1	330	53	52	50	49	47	46	44	43	41	40	39
TW C1	335	79	78	76	74	73	71	70	69	68	66	65
TW C1	340	87	85	83	81	79	78	76	74	73	71	70
TW C1	345	56	55	53	51	48	46	44	42	41	40	39
TW C2	350	66	65	64	63	62	61	60	58	57	55	53
TW C2	354	54	53	51	50	48	47	45	44	42	41	40
TW C2	355	63	62	61	60	59	57	55	53	51	49	47
TW C2	356	83	82	80	78	76	74	73	71	70	69	68
TW C3	360	71	70	69	68	66	65	64	63	62	61	60
TW C3	365	63	62	61	60	59	57	55	53	51	49	47
TW C4	370	72	71	69	68	66	65	63	62	60	59	58
TW C4	385	94	92	89	87	84	82	80	79	77	75	74
TW D	405	61	60	59	57	56	54	52	50	47	45	43
TW D	410	90	88	86	84	82	80	78	76	75	73	72
TW D	414	86	85	83	82	80	79	77	76	74	73	72
TW D	415	87	86	84	83	81	80	78	77	75	74	73
TW D	417	88	87	85	84	82	81	79	78	76	75	74
TW D	418	91	90	88	87	85	84	82	81	79	78	77
TW D	420	94	92	89	87	84	82	80	79	77	75	74
TW E	505	100	95	92	89	87	84	82	80	78	77	75
TW E	515	100	95	92	89	87	84	82	80	78	77	75

Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW F	605	93	91	88	86	84	82	80	78	76	75	73
TW F	610	93	91	88	86	84	82	80	78	76	75	73
TW F	611	93	91	88	86	84	82	80	78	76	75	73
TW F	612	87	85	83	81	79	78	76	74	73	71	70
TW F	615	89	87	85	83	81	79	77	76	74	72	71
TW F	620	91	89	87	84	82	80	79	77	75	74	72
TW F	625	86	84	82	80	79	77	75	74	72	71	69
TW F	630	90	88	86	84	82	80	78	76	75	73	72

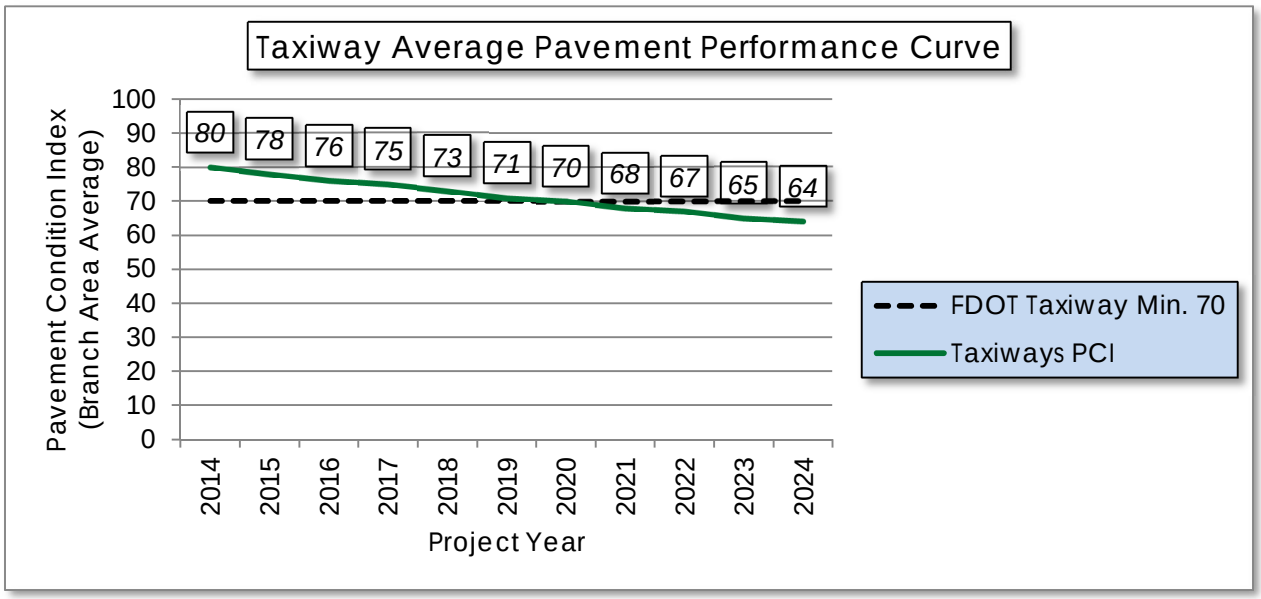
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may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

Figure D-1: Pavement Performance by Pavement Use

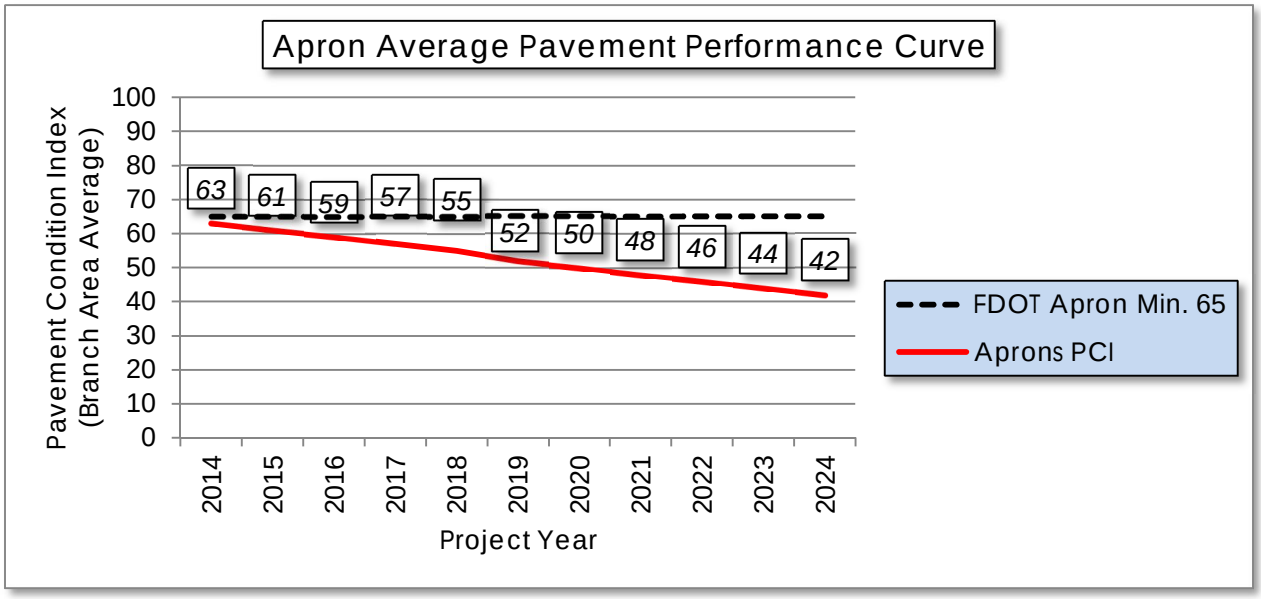
(a) Runway



(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
63
61
59
57
55
52
50
48
46
44
42
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
RUNWAY 4-22	RW 4-22	6310	L & T CR	M	Crack Sealing - AC	372.20	Ft	$2.75	$ 1,023.56
RUNWAY 4-22	RW 4-22	6310	L & T CR	L	Crack Sealing - AC	1,514.40	Ft	$2.75	$ 4,164.59
RUNWAY 12L-30R	RW 12L-30R	6220	L & T CR	L	Crack Sealing - AC	536.40	Ft	$2.75	$ 1,475.10
RUNWAY 12R-30L	RW 12R-30L	6110	ALLIGATOR CR	L	Patching - AC Full Depth	762.00	SqFt	$5.00	$ 3,809.84
RUNWAY 12R-30L	RW 12R-30L	6110	BLEEDING	N	Patching - AC Partial Depth	1,034.10	SqFt	$3.00	$ 3,102.44
RUNWAY 12R-30L	RW 12R-30L	6110	L & T CR	L	Crack Sealing - AC	29,772.00	Ft	$2.75	$ 81,872.78
RUNWAY 12R-30L	RW 12R-30L	6110	RAVELING	L	Surface Seal	7,009.20	SqFt	$0.55	$ 3,855.10
RUNWAY 12R-30L	RW 12R-30L	6105	L & T CR	L	Crack Sealing - AC	987.60	Ft	$2.75	$ 2,715.82
RUN-UP APRON AT TW F	AP RU TW F	5515	L & T CR	L	Crack Sealing - AC	56.30	Ft	$2.75	$ 154.73
RUN-UP APRON AT TW F	AP RU TW F	5515	RAVELING	L	Surface Seal	86.60	SqFt	$0.55	$ 47.61
RUN-UP APRON AT TW F	AP RU TW F	5506	RAVELING	L	Surface Seal	25.00	SqFt	$0.55	$ 13.75
RUN-UP APRON AT TW F	AP RU TW F	5505	L & T CR	L	Crack Sealing - AC	2,229.70	Ft	$2.75	$ 6,131.58
RUN-UP APRON AT TW F	AP RU TW F	5505	RAVELING	L	Surface Seal	731.00	SqFt	$0.55	$ 402.07
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5410	BLOCK CR	L	Surface Seal	25,867.50	SqFt	$0.55	$ 14,227.24

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5410	RAVELING	L	Surface Seal	51,735.00	SqFt	$0.55	$ 28,454.49
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5405	BLOCK CR	L	Surface Seal	193,104.00	SqFt	$0.55	$ 106,208.08
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5405	BLOCK CR	M	Patching - AC Full Depth	21,456.00	SqFt	$5.00	$ 107,280.10
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5405	RAVELING	L	Surface Seal	214,560.00	SqFt	$0.55	$ 118,008.98
NE APRON - AIRCRAFT SERVICE AREA	AP NE	5405	SWELLING	M	Patching - AC Full Depth	1,887.20	SqFt	$5.00	$ 9,436.18
RUN-UP APRON AT RW 30L	AP RU 30L	5305	L & T CR	L	Crack Sealing - AC	6,588.20	Ft	$2.75	$ 18,117.51
RUN-UP APRON AT RW 30L	AP RU 30L	5305	WEATHERING	M	Surface Seal	1,055.80	SqFt	$0.55	$ 580.69
RUN-UP APRON AT RW 12R	AP RU 12R	5205	BLOCK CR	L	Surface Seal	10,314.20	SqFt	$0.55	$ 5,672.86
RUN-UP APRON AT RW 12R	AP RU 12R	5205	L & T CR	M	Crack Sealing - AC	128.70	Ft	$2.75	$ 354.00
RUN-UP APRON AT RW 12R	AP RU 12R	5205	L & T CR	L	Crack Sealing - AC	18,432.00	Ft	$2.75	$ 50,688.02
RUN-UP APRON AT RW 12R	AP RU 12R	5205	PATCHING	M	Patching - AC Full Depth	2,363.90	SqFt	$5.00	$ 11,819.27
RUN-UP APRON AT RW 12R	AP RU 12R	5205	WEATHERING	M	Surface Seal	2,413.60	SqFt	$0.55	$ 1,327.50
RUN-UP APRON AT RW 4	AP RU RW 4	5110	RAVELING	L	Surface Seal	622.30	SqFt	$0.55	$ 342.25

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUN-UP APRON AT RW 4	AP RU RW 4	5105	L & T CR	L	Crack Sealing - AC	2,864.40	Ft	$2.75	$ 7,877.06
RUN-UP APRON AT RW 4	AP RU RW 4	5105	RAVELING	L	Surface Seal	13,385.00	SqFt	$0.55	$ 7,361.81
WEST APRON	AP W	4415	JT SEAL DMG	L	Joint Seal - PCC	1,283.80	Ft	$3.00	$ 3,851.34
WEST APRON	AP W	4415	SHRINKAGE CR	N	Crack Sealing - PCC	49.90	Ft	$4.25	$ 211.94
WEST APRON	AP W	4415	JOINT SPALL	L	Patching - PCC Partial Depth	27.30	SqFt	$19.10	$ 520.83
WEST APRON	AP W	4410	DEPRESSION	L	Patching - AC Full Depth	1,268.80	SqFt	$5.00	$ 6,344.24
WEST APRON	AP W	4410	L & T CR	L	Crack Sealing - AC	583.60	Ft	$2.75	$ 1,604.93
WEST APRON	AP W	4410	RAVELING	L	Surface Seal	20,614.70	SqFt	$0.55	$ 11,338.18
WEST APRON	AP W	4405	DEPRESSION	L	Patching - AC Full Depth	839.90	SqFt	$5.00	$ 4,199.71
WEST APRON	AP W	4405	L & T CR	L	Crack Sealing - AC	254.10	Ft	$2.75	$ 698.91
WEST APRON	AP W	4405	RAVELING	L	Surface Seal	33,302.20	SqFt	$0.55	$ 18,316.35
WEST APRON	AP W	4405	WEATHERING	M	Surface Seal	177,991.40	SqFt	$0.55	$ 97,896.06
WEST APRON	AP W	4315	JT SEAL DMG	L	Joint Seal - PCC	1,413.50	Ft	$3.00	$ 4,240.56
WEST APRON	AP W	4315	SHRINKAGE CR	N	Crack Sealing - PCC	72.90	Ft	$4.25	$ 309.77
WEST APRON	AP W	4310	BLOCK CR	L	Surface Seal	88,260.00	SqFt	$0.55	$ 48,543.40
WEST APRON	AP W	4310	RAVELING	L	Surface Seal	88,260.00	SqFt	$0.55	$ 48,543.40

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
CENTER APRON	AP CENTER	4245	BLOCK CR	L	Surface Seal	25,648.00	SqFt	$0.55	$ 14,106.50
CENTER APRON	AP CENTER	4245	L & T CR	L	Crack Sealing - AC	11,789.20	Ft	$2.75	$ 32,420.39
CENTER APRON	AP CENTER	4245	L & T CR	M	Crack Sealing - AC	1,843.30	Ft	$2.75	$ 5,069.09
CENTER APRON	AP CENTER	4245	RAVELING	L	Surface Seal	54,021.30	SqFt	$0.55	$ 29,711.98
CENTER APRON	AP CENTER	4240	BLOCK CR	L	Surface Seal	173,248.70	SqFt	$0.55	$ 95,287.56
CENTER APRON	AP CENTER	4240	OIL SPILLAGE	N	Surface Seal	73.80	SqFt	$0.55	$ 40.59
CENTER APRON	AP CENTER	4240	WEATHERING	M	Surface Seal	259,873.00	SqFt	$0.55	$ 142,931.34
CENTER APRON	AP CENTER	4235	CORNER BREAK	M	Patching - PCC Partial Depth	67.30	SqFt	$19.10	$ 1,284.94
CENTER APRON	AP CENTER	4235	JT SEAL DMG	M	Joint Seal - PCC	1,087.60	Ft	$3.00	$ 3,262.79
CENTER APRON	AP CENTER	4235	SCALING	L	Patching - PCC Partial Depth	512.60	SqFt	$19.10	$ 9,791.26
CENTER APRON	AP CENTER	4235	SHAT. SLAB	H	Slab Replacement - PCC	1,875.00	SqFt	$45.00	$ 84,375.01
CENTER APRON	AP CENTER	4235	SHAT. SLAB	M	Slab Replacement - PCC	13,125.00	SqFt	$45.00	$ 590,625.04
CENTER APRON	AP CENTER	4230	BLOCK CR	L	Surface Seal	28,600.00	SqFt	$0.55	$ 15,730.13
CENTER APRON	AP CENTER	4230	WEATHERING	M	Surface Seal	28,600.00	SqFt	$0.55	$ 15,730.13
CENTER APRON	AP CENTER	4220	BLOCK CR	L	Surface Seal	40,080.00	SqFt	$0.55	$ 22,044.18
CENTER APRON	AP CENTER	4220	DEPRESSION	L	Patching - AC Full Depth	463.80	SqFt	$5.00	$ 2,319.19

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
CENTER APRON	AP CENTER	4220	WEATHERING	M	Surface Seal	40,080.00	SqFt	$0.55	$ 22,044.18
CENTER APRON	AP CENTER	4215	BLOCK CR	L	Surface Seal	238,274.00	SqFt	$0.55	$ 131,051.79
CENTER APRON	AP CENTER	4215	DEPRESSION	L	Patching - AC Full Depth	2,723.90	SqFt	$5.00	$ 13,619.73
CENTER APRON	AP CENTER	4215	OIL SPILLAGE	N	Surface Seal	115.70	SqFt	$0.55	$ 63.66
CENTER APRON	AP CENTER	4215	WEATHERING	M	Surface Seal	238,274.00	SqFt	$0.55	$ 131,051.79
CENTER APRON	AP CENTER	4210	BLOCK CR	L	Surface Seal	24,230.00	SqFt	$0.55	$ 13,326.61
CENTER APRON	AP CENTER	4210	DEPRESSION	L	Patching - AC Full Depth	1,004.10	SqFt	$5.00	$ 5,020.68
CENTER APRON	AP CENTER	4210	WEATHERING	M	Surface Seal	24,230.00	SqFt	$0.55	$ 13,326.61
CENTER APRON	AP CENTER	4205	BLOCK CR	L	Surface Seal	230,110.00	SqFt	$0.55	$ 126,561.55
CENTER APRON	AP CENTER	4205	OIL SPILLAGE	N	Surface Seal	196.40	SqFt	$0.55	$ 108.02
CENTER APRON	AP CENTER	4205	WEATHERING	M	Surface Seal	230,110.00	SqFt	$0.55	$ 126,561.55
SW APRON	AP SW	4115	CORNER BREAK	M	Patching - PCC Partial Depth	878.30	SqFt	$19.10	$ 16,776.20
SW APRON	AP SW	4115	CORNER BREAK	L	Patching - PCC Partial Depth	2,415.40	SqFt	$19.10	$ 46,134.55
SW APRON	AP SW	4115	JT SEAL DMG	H	Joint Seal - PCC	2,493.40	Ft	$3.00	$ 7,480.28
SW APRON	AP SW	4115	JT SEAL DMG	M	Joint Seal - PCC	2,181.80	Ft	$3.00	$ 6,545.25
SW APRON	AP SW	4115	SCALING	L	Patching - PCC Partial Depth	418.30	SqFt	$19.10	$ 7,989.67

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SW APRON	AP SW	4115	FAULTING	L	Patching - PCC Partial Depth	669.30	SqFt	$19.10	$ 12,783.47
SW APRON	AP SW	4115	SHAT. SLAB	L	Slab Replacement - PCC	4,590.00	SqFt	$45.00	$ 206,550.01
SW APRON	AP SW	4115	SHAT. SLAB	M	Slab Replacement - PCC	1,530.00	SqFt	$45.00	$ 68,850.00
SW APRON	AP SW	4115	SHAT. SLAB	H	Slab Replacement - PCC	1,530.00	SqFt	$45.00	$ 68,850.00
SW APRON	AP SW	4115	SHRINKAGE CR	N	Crack Sealing - PCC	66.90	Ft	$4.25	$ 284.45
SW APRON	AP SW	4115	JOINT SPALL	L	Patching - PCC Partial Depth	18.30	SqFt	$19.10	$ 349.50
SW APRON	AP SW	4110	CORNER BREAK	M	Patching - PCC Partial Depth	64.60	SqFt	$19.10	$ 1,233.54
SW APRON	AP SW	4110	JT SEAL DMG	H	Joint Seal - PCC	130.00	Ft	$3.00	$ 390.00
SW APRON	AP SW	4110	SHAT. SLAB	L	Slab Replacement - PCC	100.00	SqFt	$45.00	$ 4,500.00
SW APRON	AP SW	4105	BLOCK CR	L	Surface Seal	181,422.30	SqFt	$0.55	$ 99,783.07
SW APRON	AP SW	4105	RAVELING	M	Surface Seal	170,746.30	SqFt	$0.55	$ 93,911.27
SW APRON	AP SW	4105	WEATHERING	M	Surface Seal	42,703.70	SqFt	$0.55	$ 23,487.21
TAXIWAY FOXTROT	TW F	630	DEPRESSION	L	Patching - AC Full Depth	29.90	SqFt	$5.00	$ 149.71
TAXIWAY FOXTROT	TW F	630	RAVELING	L	Surface Seal	100.00	SqFt	$0.55	$ 55.00
TAXIWAY FOXTROT	TW F	625	DEPRESSION	L	Patching - AC Full Depth	115.10	SqFt	$5.00	$ 575.44
TAXIWAY FOXTROT	TW F	625	RAVELING	L	Surface Seal	20.00	SqFt	$0.55	$ 11.00

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY FOXTROT	TW F	620	L & T CR	L	Crack Sealing - AC	13.00	Ft	$2.75	$ 35.75
TAXIWAY FOXTROT	TW F	615	RAVELING	L	Surface Seal	191.20	SqFt	$0.55	$ 105.15
TAXIWAY FOXTROT	TW F	612	L & T CR	L	Crack Sealing - AC	315.40	Ft	$2.75	$ 867.24
TAXIWAY FOXTROT	TW F	612	RAVELING	L	Surface Seal	175.20	SqFt	$0.55	$ 96.36
TAXIWAY FOXTROT	TW F	611	RAVELING	L	Surface Seal	60.00	SqFt	$0.55	$ 33.00
TAXIWAY FOXTROT	TW F	610	RAVELING	L	Surface Seal	71.20	SqFt	$0.55	$ 39.19
TAXIWAY FOXTROT	TW F	605	RAVELING	L	Surface Seal	60.00	SqFt	$0.55	$ 33.00
TAXIWAY DELTA	TW D	418	L & T CR	L	Crack Sealing - AC	37.20	Ft	$2.75	$ 102.35
TAXIWAY DELTA	TW D	418	RAVELING	L	Surface Seal	101.50	SqFt	$0.55	$ 55.83
TAXIWAY DELTA	TW D	417	L & T CR	L	Crack Sealing - AC	69.80	Ft	$2.75	$ 191.99
TAXIWAY DELTA	TW D	417	RAVELING	L	Surface Seal	30.40	SqFt	$0.55	$ 16.69
TAXIWAY DELTA	TW D	415	L & T CR	L	Crack Sealing - AC	82.20	Ft	$2.75	$ 226.01
TAXIWAY DELTA	TW D	415	RAVELING	L	Surface Seal	316.10	SqFt	$0.55	$ 173.86
TAXIWAY DELTA	TW D	414	DEPRESSION	L	Patching - AC Full Depth	29.90	SqFt	$5.00	$ 149.71
TAXIWAY DELTA	TW D	414	L & T CR	L	Crack Sealing - AC	134.00	Ft	$2.75	$ 368.50
TAXIWAY DELTA	TW D	414	RAVELING	L	Surface Seal	500.00	SqFt	$0.55	$ 275.00

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	79.60	Ft	$2.75	$ 218.98
TAXIWAY DELTA	TW D	405	ALLIGATOR CR	L	Patching - AC Full Depth	46.60	SqFt	$5.00	$ 233.19
TAXIWAY DELTA	TW D	405	BLEEDING	N	Patching - AC Partial Depth	62.00	SqFt	$3.00	$ 185.90
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	965.60	Ft	$2.75	$ 2,655.47
TAXIWAY DELTA	TW D	405	L & T CR	M	Crack Sealing - AC	782.30	Ft	$2.75	$ 2,151.35
TAXIWAY CHARLIE	TW C	390	DEPRESSION	L	Patching - AC Full Depth	752.10	SqFt	$5.00	$ 3,760.71
TAXIWAY CHARLIE	TW C	390	L & T CR	L	Crack Sealing - AC	590.00	Ft	$2.75	$ 1,622.40
TAXIWAY CHARLIE	TW C	390	RAVELING	L	Surface Seal	1,242.00	SqFt	$0.55	$ 683.12
TAXIWAY C4	TW C4	370	ALLIGATOR CR	L	Patching - AC Full Depth	140.90	SqFt	$5.00	$ 704.59
TAXIWAY C4	TW C4	370	L & T CR	L	Crack Sealing - AC	507.30	Ft	$2.75	$ 1,395.05
TAXIWAY C4	TW C4	370	L & T CR	M	Crack Sealing - AC	99.30	Ft	$2.75	$ 273.20
TAXIWAY C3	TW C3	365	BLOCK CR	L	Surface Seal	6,148.10	SqFt	$0.55	$ 3,381.50
TAXIWAY C3	TW C3	365	L & T CR	L	Crack Sealing - AC	940.20	Ft	$2.75	$ 2,585.41
TAXIWAY C3	TW C3	360	ALLIGATOR CR	L	Patching - AC Full Depth	217.80	SqFt	$5.00	$ 1,089.04
TAXIWAY C3	TW C3	360	BLEEDING	N	Patching - AC Partial Depth	13.50	SqFt	$3.00	$ 40.63
TAXIWAY C3	TW C3	360	L & T CR	M	Crack Sealing - AC	54.20	Ft	$2.75	$ 148.96

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY C3	TW C3	360	L & T CR	L	Crack Sealing - AC	528.10	Ft	$2.75	$ 1,452.35
TAXIWAY C3	TW C3	360	RAVELING	L	Surface Seal	677.10	SqFt	$0.55	$ 372.40
TAXIWAY C2	TW C2	356	L & T CR	L	Crack Sealing - AC	193.60	Ft	$2.75	$ 532.41
TAXIWAY C2	TW C2	356	RAVELING	L	Surface Seal	679.30	SqFt	$0.55	$ 373.62
TAXIWAY C2	TW C2	355	L & T CR	L	Crack Sealing - AC	1,929.30	Ft	$2.75	$ 5,305.55
TAXIWAY C2	TW C2	355	WEATHERING	M	Surface Seal	662.30	SqFt	$0.55	$ 364.25
TAXIWAY C2	TW C2	354	BLOCK CR	L	Surface Seal	7,778.00	SqFt	$0.55	$ 4,277.94
TAXIWAY C2	TW C2	354	RAVELING	L	Surface Seal	1,945.70	SqFt	$0.55	$ 1,070.16
TAXIWAY C2	TW C2	354	WEATHERING	M	Surface Seal	5,832.30	SqFt	$0.55	$ 3,207.78
TAXIWAY C2	TW C2	350	ALLIGATOR CR	L	Patching - AC Full Depth	183.40	SqFt	$5.00	$ 917.02
TAXIWAY C2	TW C2	350	BLEEDING	N	Patching - AC Partial Depth	101.30	SqFt	$3.00	$ 303.97
TAXIWAY C2	TW C2	350	L & T CR	L	Crack Sealing - AC	2,229.10	Ft	$2.75	$ 6,130.13
TAXIWAY C2	TW C2	350	RAVELING	L	Surface Seal	316.60	SqFt	$0.55	$ 174.15
TAXIWAY C1	TW C1	345	L & T CR	M	Crack Sealing - AC	140.00	Ft	$2.75	$ 385.00
TAXIWAY C1	TW C1	345	L & T CR	L	Crack Sealing - AC	2,814.00	Ft	$2.75	$ 7,738.49
TAXIWAY C1	TW C1	345	SWELLING	M	Patching - AC Full Depth	252.30	SqFt	$5.00	$ 1,261.72

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY C1	TW C1	340	L & T CR	L	Crack Sealing - AC	102.70	Ft	$2.75	$ 282.49
TAXIWAY C1	TW C1	340	RAVELING	L	Surface Seal	228.30	SqFt	$0.55	$ 125.55
TAXIWAY C1	TW C1	335	L & T CR	L	Crack Sealing - AC	510.20	Ft	$2.75	$ 1,403.17
TAXIWAY C1	TW C1	335	RAVELING	L	Surface Seal	392.50	SqFt	$0.55	$ 215.87
TAXIWAY C1	TW C1	330	BLOCK CR	L	Surface Seal	14,917.50	SqFt	$0.55	$ 8,204.69
TAXIWAY C1	TW C1	330	L & T CR	L	Crack Sealing - AC	1,173.90	Ft	$2.75	$ 3,228.22
TAXIWAY C1	TW C1	330	WEATHERING	M	Surface Seal	5,705.70	SqFt	$0.55	$ 3,138.16
TAXIWAY CHARLIE	TW C	325	L & T CR	L	Crack Sealing - AC	8,618.10	Ft	$2.75	$ 23,699.82
TAXIWAY CHARLIE	TW C	325	RAVELING	L	Surface Seal	2,186.00	SqFt	$0.55	$ 1,202.28
TAXIWAY CHARLIE	TW C	320	BLOCK CR	L	Surface Seal	10,693.80	SqFt	$0.55	$ 5,881.61
TAXIWAY CHARLIE	TW C	320	L & T CR	L	Crack Sealing - AC	1,604.10	Ft	$2.75	$ 4,411.17
TAXIWAY CHARLIE	TW C	320	RAVELING	L	Surface Seal	213.90	SqFt	$0.55	$ 117.63
TAXIWAY CHARLIE	TW C	315	BLOCK CR	L	Surface Seal	22,486.60	SqFt	$0.55	$ 12,367.71
TAXIWAY CHARLIE	TW C	315	DEPRESSION	L	Patching - AC Full Depth	412.70	SqFt	$5.00	$ 2,063.70
TAXIWAY CHARLIE	TW C	315	L & T CR	L	Crack Sealing - AC	4,147.40	Ft	$2.75	$ 11,405.22
TAXIWAY CHARLIE	TW C	315	RAVELING	L	Surface Seal	554.70	SqFt	$0.55	$ 305.10

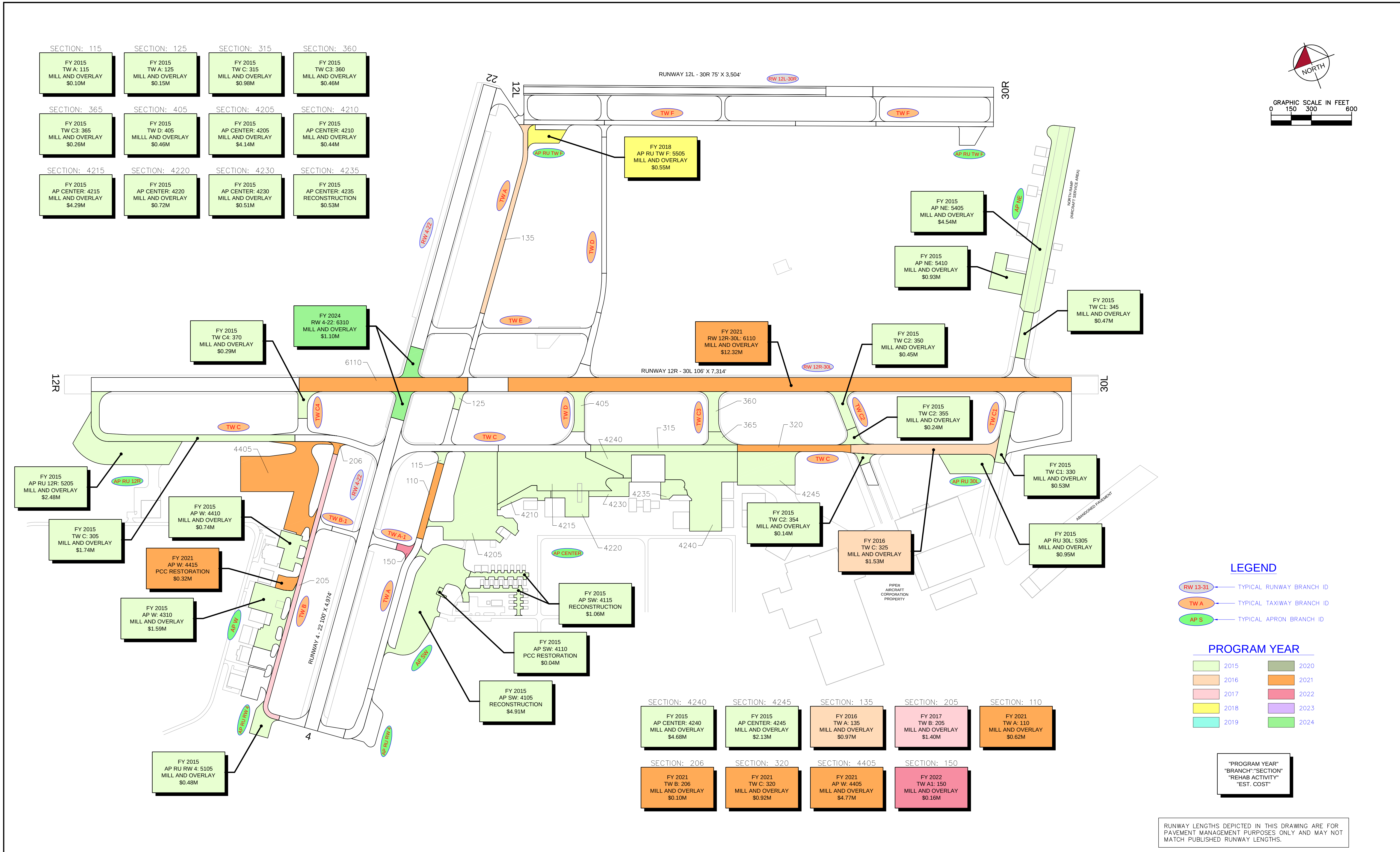
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	312	L & T CR	L	Crack Sealing - AC	516.40	Ft	$2.75	$ 1,420.03
TAXIWAY CHARLIE	TW C	310	L & T CR	L	Crack Sealing - AC	755.20	Ft	$2.75	$ 2,076.72
TAXIWAY CHARLIE	TW C	306	L & T CR	L	Crack Sealing - AC	102.90	Ft	$2.75	$ 282.86
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	9,103.50	Ft	$2.75	$ 25,034.47
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	7,969.40	SqFt	$0.55	$ 4,383.18
TAXIWAY BRAVO	TW B	206	L & T CR	L	Crack Sealing - AC	315.00	Ft	$2.75	$ 866.25
TAXIWAY BRAVO	TW B	206	RAVELING	L	Surface Seal	100.00	SqFt	$0.55	$ 55.00
TAXIWAY BRAVO	TW B	205	L & T CR	M	Crack Sealing - AC	521.00	Ft	$2.75	$ 1,432.86
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	5,236.50	Ft	$2.75	$ 14,400.24
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	14,985.10	SqFt	$0.55	$ 8,241.88
TAXIWAY B1	TW B1	151	DEPRESSION	L	Patching - AC Full Depth	47.70	SqFt	$5.00	$ 238.59
TAXIWAY B1	TW B1	151	L & T CR	L	Crack Sealing - AC	140.00	Ft	$2.75	$ 385.00
TAXIWAY B1	TW B1	151	RAVELING	L	Surface Seal	120.00	SqFt	$0.55	$ 66.00
TAXIWAY A1	TW A1	150	L & T CR	L	Crack Sealing - AC	386.00	Ft	$2.75	$ 1,061.50
TAXIWAY A1	TW A1	150	RAVELING	L	Surface Seal	400.00	SqFt	$0.55	$ 220.00
TAXIWAY ALPHA	TW A	143	RAVELING	L	Surface Seal	66.00	SqFt	$0.55	$ 36.30

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	135	L & T CR	L	Crack Sealing - AC	7,212.20	Ft	$2.75	$ 19,833.42
TAXIWAY ALPHA	TW A	130	L & T CR	L	Crack Sealing - AC	63.30	Ft	$2.75	$ 174.04
TAXIWAY ALPHA	TW A	130	RAVELING	L	Surface Seal	52.70	SqFt	$0.55	$ 29.01
TAXIWAY ALPHA	TW A	125	ALLIGATOR CR	L	Patching - AC Full Depth	88.70	SqFt	$5.00	$ 443.25
TAXIWAY ALPHA	TW A	125	L & T CR	L	Crack Sealing - AC	67.40	Ft	$2.75	$ 185.29
TAXIWAY ALPHA	TW A	125	RAVELING	L	Surface Seal	31.30	SqFt	$0.55	$ 17.24
TAXIWAY ALPHA	TW A	120	L & T CR	L	Crack Sealing - AC	266.00	Ft	$2.75	$ 731.58
TAXIWAY ALPHA	TW A	120	RAVELING	L	Surface Seal	185.60	SqFt	$0.55	$ 102.08
TAXIWAY ALPHA	TW A	115	L & T CR	L	Crack Sealing - AC	646.50	Ft	$2.75	$ 1,777.98
TAXIWAY ALPHA	TW A	115	L & T CR	M	Crack Sealing - AC	110.40	Ft	$2.75	$ 303.56
TAXIWAY ALPHA	TW A	115	RAVELING	L	Surface Seal	351.70	SqFt	$0.55	$ 193.41
TAXIWAY ALPHA	TW A	115	RAVELING	M	Surface Seal	14.20	SqFt	$0.55	$ 7.81
TAXIWAY ALPHA	TW A	110	L & T CR	M	Crack Sealing - AC	359.60	Ft	$2.75	$ 988.90
TAXIWAY ALPHA	TW A	110	L & T CR	L	Crack Sealing - AC	1,693.60	Ft	$2.75	$ 4,657.40
TAXIWAY ALPHA	TW A	110	RAVELING	L	Surface Seal	116.00	SqFt	$0.55	$ 63.80
TAXIWAY ALPHA	TW A	105	L & T CR	M	Crack Sealing - AC	51.40	Ft	$2.75	$ 141.47

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	1,757.10	Ft	$2.75	$ 4,831.90
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	237.40	SqFt	$0.55	$ 130.59
TAXIWAY ALPHA	TW A	102	DEPRESSION	L	Patching - AC Full Depth	478.80	SqFt	$5.00	$ 2,393.92
TAXIWAY ALPHA	TW A	102	L & T CR	L	Crack Sealing - AC	9.60	Ft	$2.75	$ 26.48
TAXIWAY ALPHA	TW A	102	RAVELING	L	Surface Seal	321.00	SqFt	$0.55	$ 176.54
								Total =	$ 3,390,529.55

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

VERO BEACH MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER VRB

FDOT DISTRICT 4

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

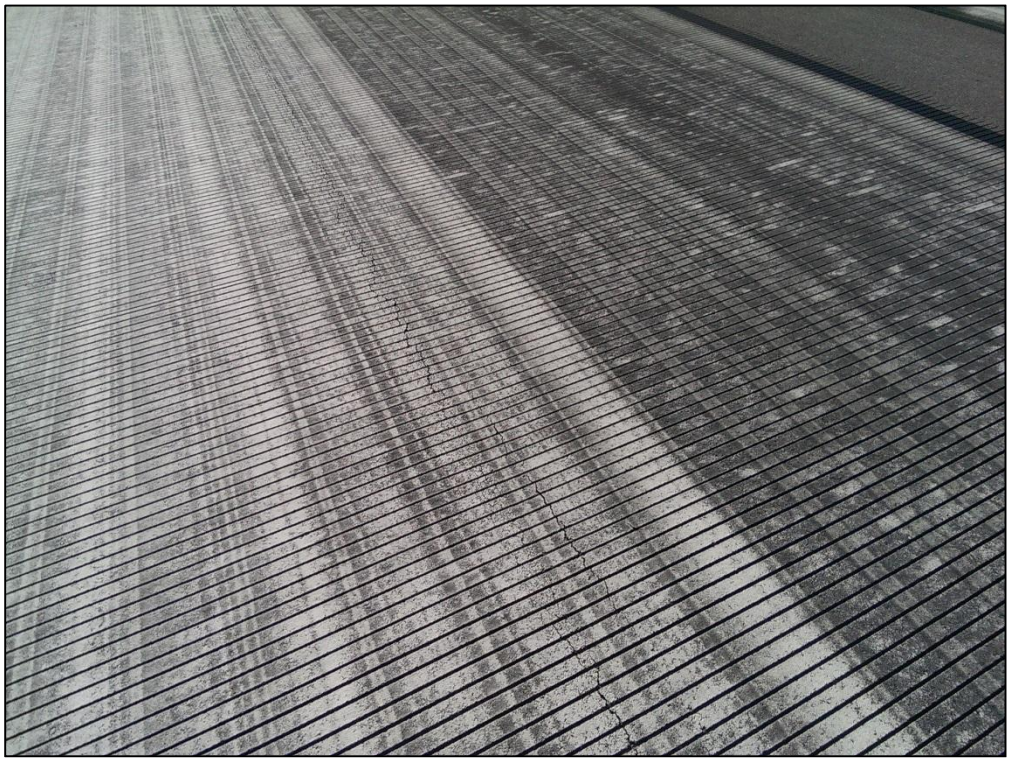
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP CENTER	4205	$ 4,141,980.00	57	Mill and Overlay	100
2015	AP CENTER	4210	$ 436,140.00	53	Mill and Overlay	100
2015	AP CENTER	4215	$ 4,288,932.00	56	Mill and Overlay	100
2015	AP CENTER	4220	$ 721,440.00	52	Mill and Overlay	100
2015	AP CENTER	4230	$ 514,800.00	58	Mill and Overlay	100
2015	AP CENTER	4235	$ 525,780.00	3	Reconstruction	100
2015	AP CENTER	4240	$ 4,677,714.00	63	Mill and Overlay	100
2015	AP CENTER	4245	$ 2,128,330.00	47	Mill and Overlay	100
2015	AP NE	5405	$ 4,544,380.00	44	Mill and Overlay	100
2015	AP NE	5410	$ 931,230.00	65	Mill and Overlay	100
2015	AP RU 12R	5205	$ 2,481,300.00	57	Mill and Overlay	100
2015	AP RU 30L	5305	$ 950,220.00	63	Mill and Overlay	100
2015	AP RU RW 4	5105	$ 481,860.00	65	Mill and Overlay	100
2015	AP SW	4105	$ 4,909,349.00	40	Reconstruction	100
2015	AP SW	4110	$ 41,624.00	76	PCC Restoration	100
2015	AP SW	4115	$ 1,057,540.00	22	Reconstruction	100
2015	AP W	4310	$ 1,588,680.00	58	Mill and Overlay	100
2015	AP W	4410	$ 741,960.00	64	Mill and Overlay	100
2015	TW A	115	$ 103,320.00	59	Mill and Overlay	100
2015	TW A	125	$ 148,500.00	70	Mill and Overlay	100
2015	TW C	305	$ 1,742,346.00	64	Mill and Overlay	100
2015	TW C	315	$ 984,420.00	57	Mill and Overlay	100
2015	TW C1	330	$ 526,500.00	52	Mill and Overlay	100
2015	TW C1	345	$ 472,500.00	55	Mill and Overlay	100
2015	TW C2	350	$ 451,800.00	65	Mill and Overlay	100
2015	TW C2	354	$ 140,004.00	53	Mill and Overlay	100
2015	TW C2	355	$ 238,338.00	62	Mill and Overlay	100
2015	TW C3	360	$ 464,040.00	70	Mill and Overlay	100
2015	TW C3	365	$ 257,760.00	62	Mill and Overlay	100
2015	TW C4	370	$ 293,611.00	71	Mill and Overlay	100
2015	TW D	405	$ 459,720.00	60	Mill and Overlay	100
2016	TW A	135	$ 968,270.00	65	Mill and Overlay	100
2016	TW C	325	$ 1,532,146.00	64	Mill and Overlay	100
2017	TW B	205	$ 1,402,139.00	64	Mill and Overlay	100
2018	AP RU TW F	5505	$ 553,586.00	64	Mill and Overlay	100
2021	AP W	4405	$ 4,767,350.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2021	AP W	4415	$ 318,096.00	65	PCC Restoration	100
2021	RW 12R-30L	6110	$ 12,317,390.00	64	Mill and Overlay	100
2021	TW A	110	$ 623,295.00	65	Mill and Overlay	100
2021	TW B	206	$ 98,008.00	65	Mill and Overlay	100
2021	TW C	320	$ 919,361.00	65	Mill and Overlay	100
2022	TW A1	150	$ 160,366.00	65	Mill and Overlay	100
2024	RW 4-22	6310	$ 1,095,148.00	65	Mill and Overlay	100
		Total =	$ 66,201,273.00			

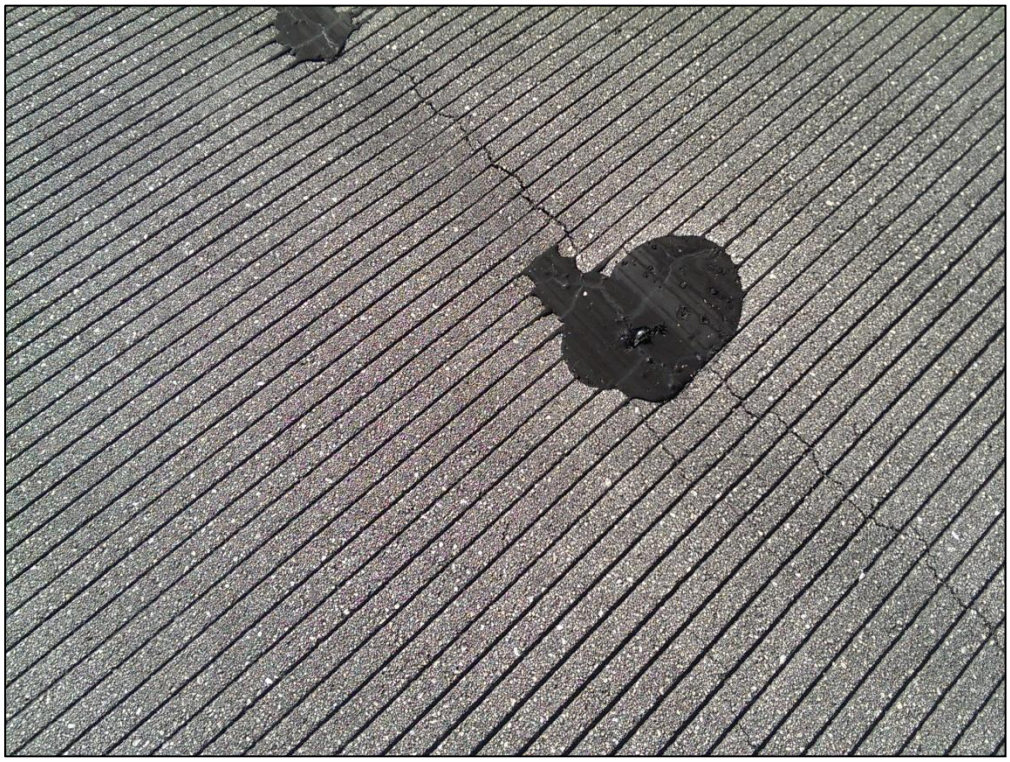
** Costs are adjusted for inflation AT 3%*

APPENDIX G

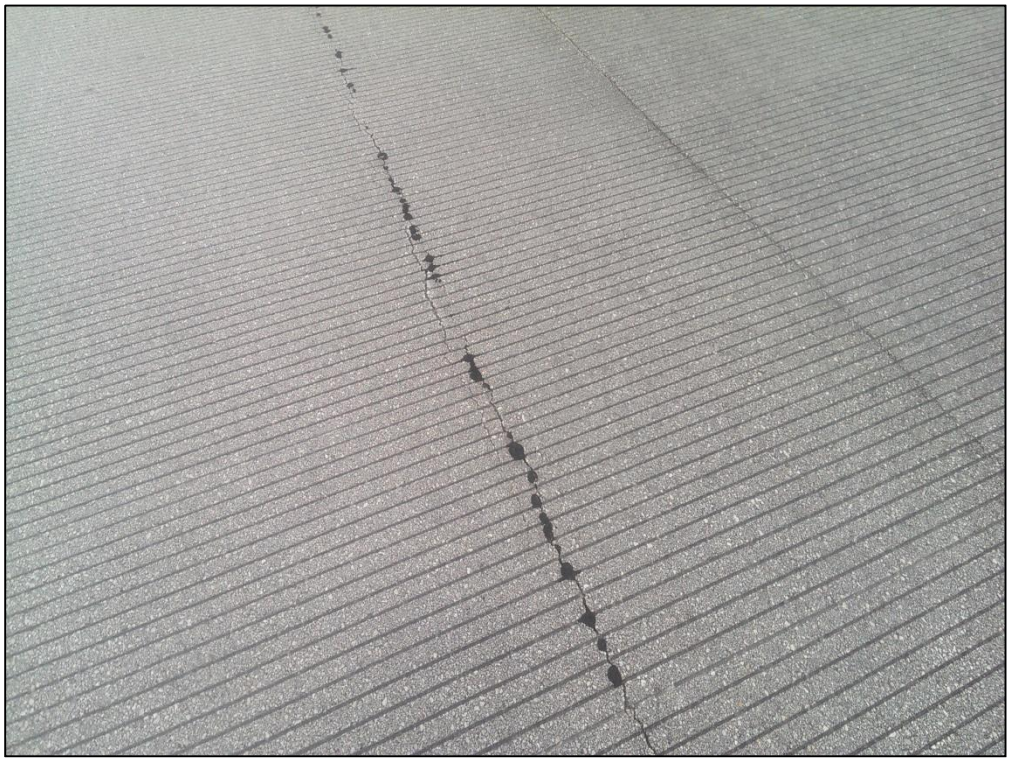
- PHOTOGRAPHS



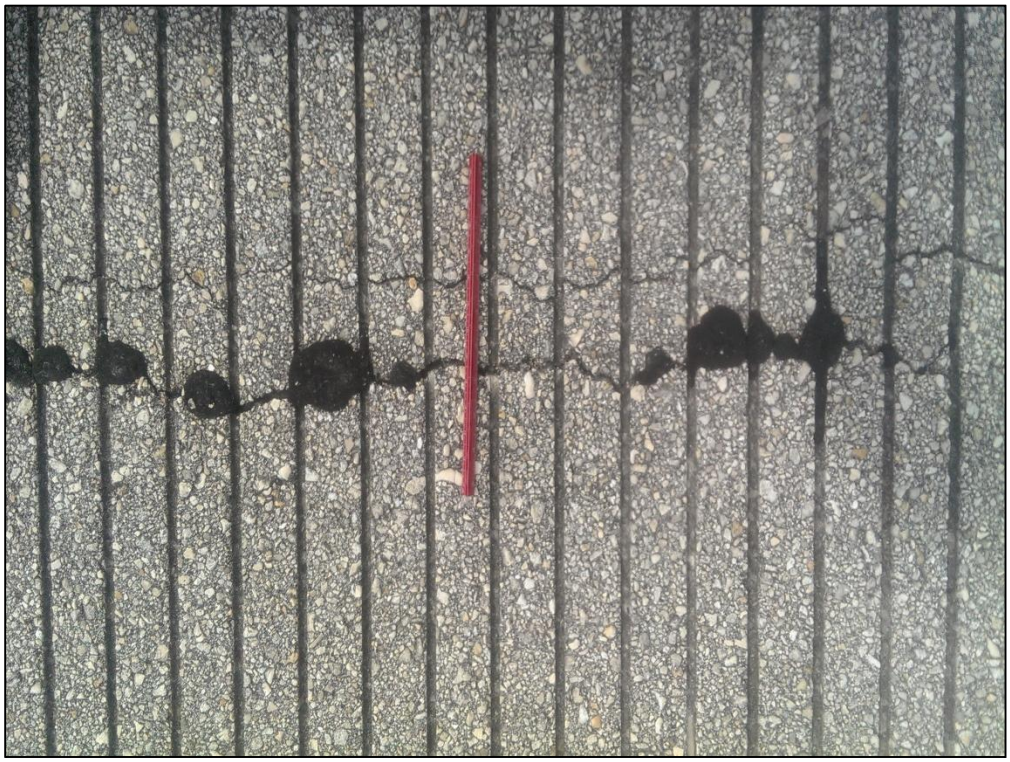
Runway 12R-30L, Section 6105, Sample Unit 122 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Runway 12R-30L, Section 6110, Sample Unit 134 – Low Severity (48) Longitudinal and Transverse Cracking, (42) Bleeding



Runway 12R-30L, Section 6110, Sample Unit 181 – Low Severity (48) Longitudinal and Transverse Cracking, (42) Bleeding, Low Severity (41) Alligator Cracking



Runway 12R-30L, Section 6110, Sample Unit 181 – (42) Bleeding, Low Severity (41) Alligator Cracking

Runway 12R-30L, Section 6110, Sample Unit 195 – Low Severity (41) Alligator Cracking

Runway 12L-30R, Section 6205, Sample Unit 308 – Low Severity (57) Weathering

Runway 12L-30R, Section 6210, Sample Unit 516 – Low Severity (57) Weathering

Runway 12L-30R, Section 6215, Sample Unit 128 – Low Severity (57) Weathering

Taxiway A, Section 125, Sample Unit 126 – Low Severity (41) Alligator Cracking, Low Severity (57) Weathering,

Taxiway D, Section 405, Sample Unit 400 – Low Severity (41) Alligator Cracking, (42) Bleeding

Taxiway C2, Section 350, Sample Unit 201 – Low Severity (41) Alligator Cracking, (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking

Taxiway F, Section 615, Sample Unit 615 – Low Severity (52) Raveling

Apron NE, Section 5405, Sample Unit 102 – Medium Severity (43) Block Cracking, Low Severity (52) Raveling

Taxiway D, Section 418, Sample Unit 408 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway A, Section 110, Sample Unit 116 –Medium and Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, and Low Severity (52) Raveling

Apron SW, Section 4105, Sample Unit 156 – Low Severity (43) Block Cracking, Medium Severity (52) Raveling

Apron SW, Section 4115, Sample Unit 203 – Medium Severity (62) Corner Break

Apron RU 12R, Section 5205, Sample Unit 204 – Medium Severity (50) Patching, Low Severity (57) Weathering

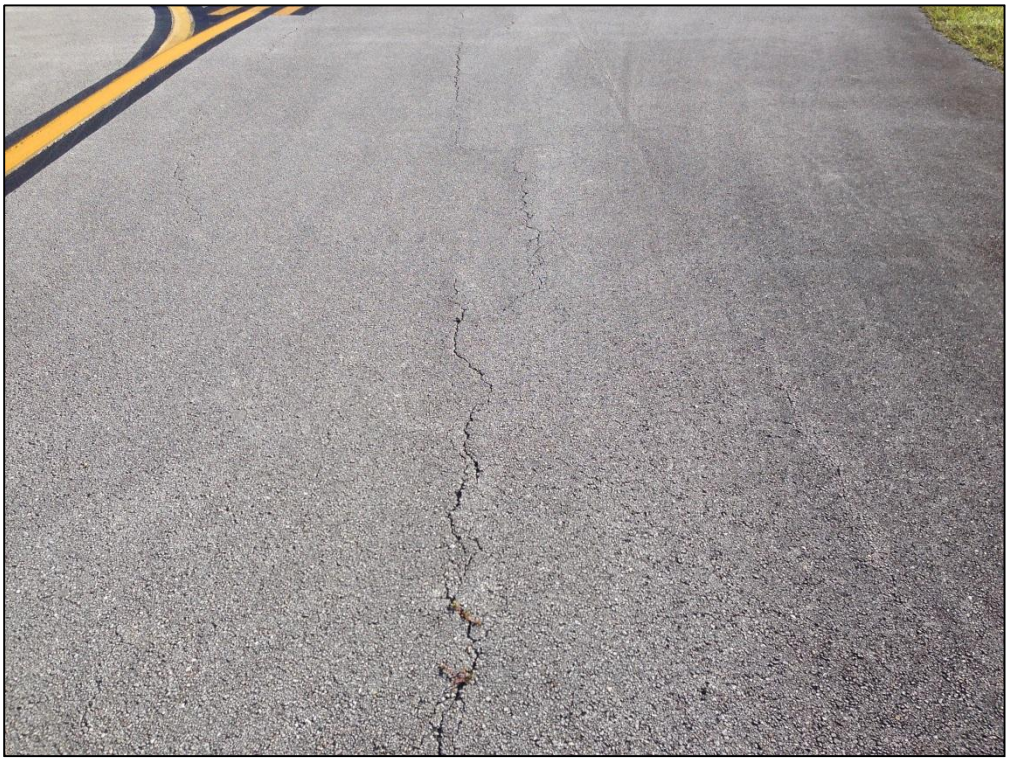
Taxiway C, Section 305, Sample Unit 316 – Low Severity (48) Longitudinal and Transverse Cracking

Taxiway C, Section 315, Sample Unit 318 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway C1, Section 345, Sample Unit 308 – Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway B, Section 205, Sample Unit 207 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway B1, Section 151, Sample Unit 100 – Low Severity (45) Depression, Low Severity (57) Weathering



Taxiway B, Section 206, Sample Unit 223 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Apron W, Section 4405, Sample Unit 202 – Medium Severity (57) Weathering

Apron CENTER, Section 4205, Sample Unit 503 – Low Severity (43) Block Cracking, Medium Severity (57) Weathering

Apron CENTER, Section 4215, Sample Unit 706 – Low Severity (43) Block Cracking, Low Severity (45) Depression, Medium Severity (57) Weathering

Apron CENTER, Section 4240, Sample Unit 663 – Low Severity (43) Block Cracking, Medium Severity (57) Weathering

Apron CENTER, Section 4235, Sample Unit 100 – Medium Severity (72) Shattered Slab

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4205 of 9 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 230,110.00SqFt Length: 650.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 47 Surveyed: 5
Conditions: PCI : 58
Inspection Comments:

Sample Number: 100 Type: R Area: 5,150.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,150.00 SqFt	Comments:
57 WEATHERING	M	5,150.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:
49 OIL SPILLAGE	N	6.00 SqFt	Comments:

Sample Number: 351 Type: R Area: 6,200.00SqFt PCI = 57
Sample Comments:

43 BLOCK CRACKING	L	6,200.00 SqFt	Comments:
57 WEATHERING	M	6,200.00 SqFt	Comments:
49 OIL SPILLAGE	N	10.50 SqFt	Comments:

Sample Number: 503 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 652 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4210 of 9 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 24,230.00SqFt Length: 475.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 54
Inspection Comments:

Sample Number: 407 Type: R Area: 6,603.00SqFt PCI = 54
Sample Comments:

45 DEPRESSION	L	156.00 SqFt	Comments:
43 BLOCK CRACKING	L	6,603.00 SqFt	Comments:
57 WEATHERING	M	6,603.00 SqFt	Comments:
45 DEPRESSION	L	84.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4215 of 9 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 238,274.00SqFt Length: 800.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 47 Surveyed: 6
Conditions: PCI : 57
Inspection Comments:

Sample Number: 507 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

49 OIL SPILLAGE	N	4.00 SqFt	Comments:	
49 OIL SPILLAGE	N	6.00 SqFt	Comments:	
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:	
57 WEATHERING	M	5,000.00 SqFt	Comments:	

Sample Number: 554 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:	
57 WEATHERING	M	5,000.00 SqFt	Comments:	
45 DEPRESSION	L	100.00 SqFt	Comments:	
45 DEPRESSION	L	72.00 SqFt	Comments:	

Sample Number: 562 Type: R Area: 5,233.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,233.00 SqFt	Comments:	
57 WEATHERING	M	5,233.00 SqFt	Comments:	

Sample Number: 658 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:	
57 WEATHERING	M	5,000.00 SqFt	Comments:	

Sample Number: 659 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

45 DEPRESSION	L	10.00 SqFt	Comments:	
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:	
57 WEATHERING	M	5,000.00 SqFt	Comments:	

Sample Number: 706 Type: R Area: 5,900.00SqFt PCI = 54
Sample Comments:

45 DEPRESSION	L	58.00 SqFt	Comments:	
45 DEPRESSION	L	56.00 SqFt	Comments:	
45 DEPRESSION	L	15.00 SqFt	Comments:	
45 DEPRESSION	L	18.00 SqFt	Comments:	
57 WEATHERING	M	5,900.00 SqFt	Comments:	
43 BLOCK CRACKING	L	5,900.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4220 of 9 From: - To: - Last Const.: 01/01/1992
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 40,080.00SqFt Length: 200.00Ft Width: 177.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 9 Surveyed: 1
Conditions: PCI : 54
Inspection Comments:

Sample Number: 360 Type: R Area: 4,100.00SqFt PCI = 54
Sample Comments:

45 DEPRESSION	L	15.00 SqFt	Comments:
45 DEPRESSION	L	24.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,100.00 SqFt	Comments:
57 WEATHERING	M	4,100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4230 of 9 From: - To: - Last Const.: 07/31/2008
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 28,600.00SqFt Length: 300.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 102 Type: R Area: 6,232.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	6,232.00 SqFt	Comments:
57 WEATHERING	M	6,232.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4235 of 9 From: - To: - Last Const.: 01/01/1985
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 22,860.00SqFt Length: 175.00Ft Width: 120.00Ft
Slabs: 25 Slab Width: 30.00Ft Slab Length: 30.00Ft Joint Length: 1,105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 4
Inspection Comments:

Sample Number: 100 Type: R Area: 12.00Slabs PCI = 4
Sample Comments:

62 CORNER BREAK	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	M	7.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	12.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4240 of 9 From: - To: - Last Const.: 01/01/2002
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 259,873.00SqFt Length: 568.00Ft Width: 320.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 56 Surveyed: 6
Conditions: PCI : 64
Inspection Comments:

Sample Number: 269 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

49 OIL SPILLAGE	N	4.00 SqFt	Comments:
49 OIL SPILLAGE	N	1.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 519 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

57 WEATHERING	M	5,000.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:

Sample Number: 617 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

56 SWELLING	L	1,200.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:
56 SWELLING	L	126.00 SqFt	Comments:

Sample Number: 620 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 663 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4245 of 9 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 108,037.00SqFt Length: 430.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 20 Surveyed: 3
Conditions: PCI : 48
Inspection Comments:

Sample Number: 623 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	246.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	660.00 Ft	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:
56	SWELLING	L	380.00 SqFt	Comments:

Sample Number: 722 Type: R Area: 7,139.00SqFt PCI = 47
Sample Comments:

56	SWELLING	L	700.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	470.00 Ft	Comments:
52	RAVELING	L	3,570.00 SqFt	Comments:
57	WEATHERING	L	3,569.00 SqFt	Comments:
43	BLOCK CRACKING	L	1,920.00 SqFt	Comments:
56	SWELLING	L	120.00 SqFt	Comments:

Sample Number: 725 Type: R Area: 6,968.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	735.00 Ft	Comments:
56	SWELLING	L	200.00 SqFt	Comments:
52	RAVELING	L	3,484.00 SqFt	Comments:
43	BLOCK CRACKING	L	2,616.00 SqFt	Comments:
57	WEATHERING	L	3,484.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 1,002,564.00SqFt

Section: 4250 of 9 From: - To: - Last Const.: 01/01/2002
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 50,500.00SqFt Length: 250.00Ft Width: 202.00Ft
Slabs: 323 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 7,628.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 100
Inspection Comments:

Sample Number: 801 Type: R Area: 28.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 901 Type: R Area: 28.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP NE Name: NE APRON - AIRCRAFT SERVI Use: APRON Area: 266,295.00SqFt

Section: 5405 of 2 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 214,560.00SqFt Length: 1,400.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 42 Surveyed: 5
Conditions: PCI : 46
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	M	1,250.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,750.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	300.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	200.00 SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

43 BLOCK CRACKING	M	1,250.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,750.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	300.00 SqFt	Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

52 RAVELING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	500.00 SqFt	Comments:
56 SWELLING	M	200.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	140.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP NE Name: NE APRON - AIRCRAFT SERVI Use: APRON Area: 266,295.00SqFt

Section: 5410 of 2 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 51,735.00SqFt Length: 255.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 66
Inspection Comments:

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

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

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 RAVELING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU 12R Name: APRON Use: APRON Area: 137,850.00SqFt

Section: 5205 of 1 From: - To: - Last Const.: 01/01/1989
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 137,850.00SqFt Length: 780.00Ft Width: 170.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 25 Surveyed: 3
Conditions: PCI : 58
Inspection Comments:

Sample Number: 100 Type: R Area: 5,722.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	920.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	1.00	Ft	Comments:
56 SWELLING	L	27.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:
57 WEATHERING	M	100.00	SqFt	Comments:
57 WEATHERING	L	5,622.00	SqFt	Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	612.00	Ft	Comments:
50 PATCHING	M	270.00	SqFt	Comments:
57 WEATHERING	M	100.00	SqFt	Comments:
57 WEATHERING	L	4,630.00	SqFt	Comments:

Sample Number: 606 Type: R Area: 6,412.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	459.00	Ft	Comments:
43 BLOCK CRACKING	L	1,282.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:
57 WEATHERING	M	100.00	SqFt	Comments:
57 WEATHERING	L	6,312.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU 30L Name: RUN-UP APRON AT RW 30L Use: APRON Area: 52,790.00SqFt

Section: 5305 of 1 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 52,790.00SqFt Length: 370.00Ft Width: 145.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 10 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	624.00 Ft	Comments:
56	SWELLING	L	30.00 SqFt	Comments:
57	WEATHERING	M	100.00 SqFt	Comments:
57	WEATHERING	L	4,900.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU RW 4 Name: RUN-UP APRON AT RW 4 Use: APRON Area: 62,550.00SqFt

Section: 5105 of 2 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 26,770.00SqFt Length: 183.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	535.00 Ft	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
57	WEATHERING	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU RW 4 Name: RUN-UP APRON AT RW 4 Use: APRON Area: 62,550.00SqFt

Section: 5110 of 2 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 35,780.00SqFt Length: 300.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: RECONSTRUCTED AND RELOCATED, DATE UNKNOWN.

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 201 Type: R Area: 5,750.00SqFt PCI = 90
Sample Comments:

52 RAVELING	L	100.00 SqFt	Comments:
57 WEATHERING	L	5,650.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU TW F Name: RUN UP APRON AT TW F Use: APRON Area: 59,160.00SqFt

Section: 5505 of 3 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 28,145.00SqFt Length: 260.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 201 Type: R Area: 3,850.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU TW F Name: RUN UP APRON AT TW F Use: APRON Area: 59,160.00SqFt

Section: 5506 of 3 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 9,375.00SqFt Length: 240.00Ft Width: 38.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 93
Inspection Comments:

Sample Number: 300 Type: R Area: 3,750.00SqFt PCI = 93
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,740.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP RU TW F Name: RUN UP APRON AT TW F Use: APRON Area: 59,160.00SqFt

Section: 5515 of 3 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 21,640.00SqFt Length: 145.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00	Ft	Comments:
52 RAVELING	L	20.00	SqFt	Comments:
57 WEATHERING	L	4,980.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 262,217.00SqFt

Section: 4105 of 3 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 213,450.00SqFt Length: 1,000.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 47 Surveyed: 5
Conditions: PCI : 41
Inspection Comments:

Sample Number: 100 Type: R Area: 4,992.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	4,992.00 SqFt	Comments:
52 RAVELING	M	4,992.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

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

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

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

Sample Number: 254 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

43 BLOCK CRACKING	L	1,250.00 SqFt	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 357 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
57 WEATHERING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 262,217.00SqFt

Section: 4110 of 3 From: - To: - Last Const.: 01/01/1991
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 2,787.00SqFt Length: 50.00Ft Width: 20.00Ft
Slabs: 28 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 100 Type: R Area: 28.00Slabs PCI = 77
Sample Comments:

65 JOINT SEAL DAMAGE	H	28.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 262,217.00SqFt

Section: 4115 of 3 From: - To: - Last Const.: 07/31/2008
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 45,980.00SqFt Length: 1,090.00Ft Width: 40.00Ft
Slabs: 204 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 4,683.33Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 23
Inspection Comments:

Sample Number: 101 Type: R Area: 16.00Slabs PCI = 23
Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
62 CORNER BREAK	L	8.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	6.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
71 FAULTING	L	2.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 203 Type: R Area: 14.00Slabs PCI = 24
Sample Comments:

65 JOINT SEAL DAMAGE	M	14.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
62 CORNER BREAK	L	3.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
72 SHATTERED SLAB	L	3.00 Slabs	Comments:
72 SHATTERED SLAB	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 424,390.00SqFt

Section: 4305 of 6 From: - To: - Last Const.: 07/31/2008
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 24,110.00SqFt Length: 188.00Ft Width: 142.00Ft
Slabs: 154 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 3,941.36Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 10 Surveyed: 2
Conditions: PCI : 100
Inspection Comments:

Sample Number: 102 Type: R Area: 16.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 201 Type: R Area: 16.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 424,390.00SqFt

Section: 4310 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 88,260.00SqFt Length: 460.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 24 Surveyed: 3
Conditions: PCI : 59
Inspection Comments:

Sample Number: 303 Type: R Area: 4,368.00SqFt PCI = 59
Sample Comments:

52 RAVELING	L	4,368.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,368.00 SqFt	Comments:

Sample Number: 400 Type: R Area: 5,772.00SqFt PCI = 59
Sample Comments:

52 RAVELING	L	5,772.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,772.00 SqFt	Comments:

Sample Number: 502 Type: R Area: 5,225.00SqFt PCI = 59
Sample Comments:

52 RAVELING	L	5,225.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,225.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 424,390.00SqFt

Section: 4315 of 6 From: - To: - Last Const.: 07/31/2008
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 34,190.00SqFt Length: 230.00Ft Width: 130.00Ft
Slabs: 152 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 3,626.67Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 7 Surveyed: 2
Conditions: PCI : 97
Inspection Comments:

Sample Number: 101 Type: R Area: 16.00Slabs PCI = 95
Sample Comments:

65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:

Sample Number: 300 Type: R Area: 21.00Slabs PCI = 99
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 424,390.00SqFt

Section: 4405 of 6 From: To: Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: T
Area: 221,810.00SqFt Length: 665.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 26 Surveyed: 3
Conditions: PCI : 75
Inspection Comments:

Sample Number: 106 Type: R Area: 11,210.00SqFt PCI = 77
Sample Comments:

45 DEPRESSION	L	51.00 SqFt	Comments:
57 WEATHERING	M	11,210.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 9,100.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	9,100.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 RAVELING	L	3,800.00 SqFt	Comments:
45 DEPRESSION	L	32.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.00 Ft	Comments:
57 WEATHERING	L	1,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 424,390.00SqFt

Section: 4410 of 6 From: - To: - Last Const.: 01/01/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: T
Area: 41,220.00SqFt Length: 270.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 10 Surveyed: 1
Conditions: PCI : 65
Inspection Comments:

Sample Number: 401 Type: R Area: 4,379.00SqFt PCI = 65
Sample Comments:

45 DEPRESSION	L	60.00	SqFt	Comments:
45 DEPRESSION	L	60.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
52 RAVELING	L	2,190.00	SqFt	Comments:
57 WEATHERING	L	2,189.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 424,390.00SqFt

Section: 4415 of 6 From: - To: - Last Const.: 07/31/2008
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 14,800.00SqFt Length: 150.00Ft Width: 100.00Ft
Slabs: 37 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 100 Type: R Area: 15.00Slabs PCI = 72
Sample Comments:

65 JOINT SEAL DAMAGE	L	15.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12L-30R Name: RUNWAY 12L-30R Use: RUNWAY Area: 262,800.00SqFt

Section: 6205 of 4 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 112,700.00SqFt Length: 2,254.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 23 Surveyed: 5
Conditions: PCI : 94
Inspection Comments:

Sample Number: 300 Type: R Area: 5,200.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,200.00 SqFt Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 315 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 320 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12L-30R Name: RUNWAY 12L-30R Use: RUNWAY Area: 262,800.00SqFt

Section: 6210 of 4 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 56,350.00SqFt Length: 4,508.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 94
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12L-30R Name: RUNWAY 12L-30R Use: RUNWAY Area: 262,800.00SqFt

Section: 6215 of 4 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 26,250.00SqFt Length: 350.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 7 Surveyed: 2
Conditions: PCI : 94
Inspection Comments:

Sample Number: 124 Type: R Area: 3,750.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 3,750.00 SqFt Comments:

Sample Number: 128 Type: R Area: 3,750.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 3,750.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12L-30R Name: RUNWAY 12L-30R Use: RUNWAY Area: 262,800.00SqFt

Section: 6220 of 4 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 67,500.00SqFt Length: 900.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 18 Surveyed: 5
Conditions: PCI : 90
Inspection Comments:

Sample Number: 130 Type: R Area: 3,750.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 135 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.00 Ft	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 139 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 147 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	58.00 Ft	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12R-30L Name: RUNWAY 12R-30L Use: RUNWAY Area: 767,340.00SqFt

Section: 6105 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 162,750.00SqFt Length: 1,550.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 31 Surveyed: 7
Conditions: PCI : 91
Inspection Comments:

Sample Number: 100 Type: R Area: 5,250.00SqFt PCI = 88
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 99.00 Ft Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 104 Type: R Area: 5,250.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 107 Type: R Area: 5,250.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 115 Type: R Area: 5,250.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 22.00 Ft Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 119 Type: R Area: 5,250.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 122 Type: R Area: 5,250.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 86.00 Ft Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Sample Number: 129 Type: R Area: 5,250.00SqFt PCI = 91
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:
57 WEATHERING L 5,250.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12R-30L Name: RUNWAY 12R-30L Use: RUNWAY Area: 767,340.00SqFt

Section: 6110 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 573,090.00SqFt Length: 5,458.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 109 Surveyed: 19
Conditions: PCI : 76
Inspection Comments:

Sample Number: 134 Type: R Area: 5,250.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	489.00	Ft	Comments:
42 BLEEDING	N	51.00	SqFt	Comments:
57 WEATHERING	L	5,250.00	SqFt	Comments:

Sample Number: 138 Type: R Area: 5,250.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 5,250.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
57 WEATHERING	L	5,250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	Comments:

Sample Number: 149 Type: R Area: 5,250.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft	Comments:
57 WEATHERING	L	5,250.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 5,250.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:
57 WEATHERING	L	5,250.00	SqFt	Comments:

Sample Number: 166 Type: R Area: 5,250.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.00	Ft	Comments:
57 WEATHERING	L	5,250.00	SqFt	Comments:

Sample Number: 172 Type: R Area: 5,250.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	243.00	Ft	Comments:
57 WEATHERING	L	5,220.00	SqFt	Comments:
52 RAVELING	L	30.00	SqFt	Comments:

Sample Number: 177 Type: R Area: 5,250.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	134.00	Ft	Comments:

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42 BLEEDING	N	14.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.00	Ft	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
52 RAVELING	L	40.00	SqFt	Comments:
57 WEATHERING	L	5,210.00	SqFt	Comments:

Sample Number: 181 Type: R Area: 5,250.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	269.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	24.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:
42 BLEEDING	N	4.00	SqFt	Comments:

Sample Number: 187 Type: R Area: 5,250.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	187.00	Ft	Comments:
42 BLEEDING	N	3.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 195 Type: R Area: 5,250.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	235.00	Ft	Comments:
42 BLEEDING	N	46.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	90.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 201 Type: R Area: 5,250.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	268.00	Ft	Comments:
42 BLEEDING	N	8.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,250.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:
42 BLEEDING	N	8.00	SqFt	Comments:

Sample Number: 214 Type: R Area: 5,250.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	207.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:
42 BLEEDING	N	20.00	SqFt	Comments:

Sample Number: 219 Type: R Area: 5,250.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	331.00	Ft	Comments:

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52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 226 Type: R Area: 5,250.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	194.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
42 BLEEDING	N	10.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 232 Type: R Area: 5,250.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 237 Type: R Area: 5,250.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
42 BLEEDING	N	12.00	SqFt	Comments:
57 WEATHERING	L	5,150.00	SqFt	Comments:

Sample Number: 242 Type: R Area: 5,250.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	5,200.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 12R-30L Name: RUNWAY 12R-30L Use: RUNWAY Area: 767,340.00SqFt

Section: 6115 of 3 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 31,500.00SqFt Length: 300.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 160 Type: R Area: 5,250.00SqFt PCI = 94
Sample Comments:

57 WEATHERING		L	5,250.00 SqFt	Comments:

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Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 489,130.00SqFt

Section: 6305 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 442,500.00SqFt Length: 4,025.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/14/2011 Total Samples: 81 Surveyed: 18
Conditions: PCI : 43
Inspection Comments: KHA

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	414.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	215.00 Ft	Comments:
52	RAVELING	M	2,500.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
43	BLOCK CRACKING	L	20.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	272.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	330.00 Ft	Comments:
52	RAVELING	M	2,500.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	306.00 Ft	Comments:
52	RAVELING	M	2,500.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

52	RAVELING	M	2,500.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	368.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	314.00 Ft	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	222.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	241.00 Ft	Comments:
52	RAVELING	M	1,000.00 SqFt	Comments:
52	RAVELING	L	3,000.00 SqFt	Comments:

Sample Number: 130 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	589.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	50.00 Ft	Comments:

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52 RAVELING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	330.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	205.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	11.00	Ft	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	261.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	61.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:

Sample Number: 139 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	235.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	333.00	Ft	Comments:
43 BLOCK CRACKING	M	280.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	30.00	Ft	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

43 BLOCK CRACKING	L	126.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	393.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	353.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	50.00	Ft	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:

Sample Number: 166 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	217.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	287.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 175 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	345.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:

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Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52	RAVELING	L	2,500.00 SqFt	Comments:
52	RAVELING	M	1,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	281.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	130.00 Ft	Comments:

Sample Number: 181 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	172.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	221.00 Ft	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
52	RAVELING	M	1,500.00 SqFt	Comments:

Sample Number: 187 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

52	RAVELING	M	1,500.00 SqFt	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	212.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00 Ft	Comments:

Sample Number: 193 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

52	RAVELING	M	1,500.00 SqFt	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	221.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	245.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	11.00 Ft	Comments:

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

52	RAVELING	M	1,500.00 SqFt	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	276.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	437.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 489,130.00SqFt

Section: 6310 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 46,630.00SqFt Length: 840.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 10 Surveyed: 5
Conditions: PCI : 82
Inspection Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	74.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	143.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	22.00 Ft	Comments:

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	161.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	13.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	51.00 Ft	Comments:

Sample Number: 152 Type: R Area: 1,500.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
57	WEATHERING	L	1,500.00 SqFt	Comments:

Sample Number: 154 Type: R Area: 3,545.00SqFt PCI = 89
Sample Comments:

57	WEATHERING	L	3,545.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft	Comments:

Sample Number: 158 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	71.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 101 of 12 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: T
Area: 12,340.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 102 of 12 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: T
Area: 25,470.00SqFt Length: 650.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 100 Type: R Area: 7,935.00SqFt PCI = 80
Sample Comments:

45 DEPRESSION	L	50.00 SqFt	Comments:
45 DEPRESSION	L	1.00 SqFt	Comments:
45 DEPRESSION	L	72.00 SqFt	Comments:
52 RAVELING	L	100.00 SqFt	Comments:
57 WEATHERING	L	7,835.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 105 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 59,360.00SqFt Length: 1,186.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 12 Surveyed: 3
Conditions: PCI : 81
Inspection Comments:

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

48	LONGITUDINAL/TRANSVERSE CRACKING	L	187.00 Ft	Comments:
56	SWELLING	L	20.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	13.00 Ft	Comments:
52	RAVELING	L	20.00 SqFt	Comments:
57	WEATHERING	L	4,980.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	161.00 Ft	Comments:
52	RAVELING	L	20.00 SqFt	Comments:
57	WEATHERING	L	4,980.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	96.00 Ft	Comments:
52	RAVELING	L	20.00 SqFt	Comments:
57	WEATHERING	L	4,980.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 110 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 29,000.00SqFt Length: 580.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	64.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	197.00 Ft	Comments:
52	RAVELING	L	20.00 SqFt	Comments:
57	WEATHERING	L	4,980.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
56	SWELLING	L	2.00 SqFt	Comments:
52	RAVELING	L	20.00 SqFt	Comments:
57	WEATHERING	L	4,980.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 115 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,740.00SqFt Length: 100.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 122 Type: R Area: 3,640.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	410.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	70.00 Ft	Comments:
52	RAVELING	M	9.00 SqFt	Comments:
52	RAVELING	L	15.00 SqFt	Comments:
52	RAVELING	L	208.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 120 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,780.00SqFt Length: 276.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 123 Type: R Area: 4,778.00SqFt PCI = 79
Sample Comments:

56 SWELLING	L	150.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft	Comments:
52 RAVELING	L	24.00	SqFt	Comments:
52 RAVELING	L	36.00	SqFt	Comments:
57 WEATHERING	L	4,718.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 125 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 8,250.00SqFt Length: 137.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 71
Inspection Comments:

Sample Number: 126 Type: R Area: 5,265.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	43.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	35.00 SqFt	Comments:
56	SWELLING	L	12.00 SqFt	Comments:
57	WEATHERING	L	5,245.00 SqFt	Comments:
52	RAVELING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 130 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 9,282.00SqFt Length: 160.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 129 Type: R Area: 3,520.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:
52 RAVELING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 134 of 12 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 9,625.00SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/14/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI : 55
Inspection Comments: KHA

Sample Number: 133 Type: R Area: 3,500.00SqFt PCI = 55
Sample Comments:

43	BLOCK CRACKING	L	2,100.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.00 Ft	Comments:
56	SWELLING	L	200.00 SqFt	Comments:
52	RAVELING	L	2,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 135 of 12 From: - To: - Last Const.: 01/01/1987
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 52,226.00SqFt Length: 1,490.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 15 Surveyed: 3
Conditions: PCI : 67
Inspection Comments:

Sample Number: 135 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	421.00	Ft	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 3,500.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	568.00	Ft	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 146 Type: R Area: 3,500.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	461.00	Ft	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 142 of 12 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,590.00SqFt Length: 235.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 12/11/2006 Total Samples: 2 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 102 Type: R Area: 4,725.00SqFt PCI = 69
Sample Comments:

50 PATCHING	M	165.00 SqFt	Comments:
52 RAVELING	L	200.00 SqFt	Comments:
48 L & T CR	L	130.00 Ft	Comments:
53 RUTTING	L	40.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 244,386.00SqFt

Section: 143 of 12 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 3,723.00SqFt Length: 235.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 148 Type: R Area: 3,723.00SqFt PCI = 90
Sample Comments:

52 RAVELING	L	66.00 SqFt	Comments:
57 WEATHERING	L	3,657.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 18,317.00SqFt

Section: 150 of 2 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 7,244.00SqFt Length: 315.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 102 Type: R Area: 7,244.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	386.00 Ft	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
57	WEATHERING	L	6,944.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 18,317.00SqFt

Section: 155 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 11,073.00SqFt Length: 315.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,338.00SqFt

Section: 201 of 3 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 10,353.00SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,338.00SqFt

Section: 205 of 3 From: - To: - Last Const.: 01/01/1989
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 73,425.00SqFt Length: 2,300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 23 Surveyed: 4
Conditions: PCI : 68
Inspection Comments:

Sample Number: 202 Type: R Area: 3,592.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	396.00 Ft	Comments:
52	RAVELING	L	1,976.00 SqFt	Comments:
57	WEATHERING	L	1,616.00 SqFt	Comments:

Sample Number: 207 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	249.00 Ft	Comments:
56	SWELLING	L	1.00 SqFt	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
57	WEATHERING	L	3,100.00 SqFt	Comments:

Sample Number: 213 Type: R Area: 3,500.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	127.00 Ft	Comments:
52	RAVELING	L	300.00 SqFt	Comments:
57	WEATHERING	L	3,200.00 SqFt	Comments:

Sample Number: 221 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	233.00 Ft	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	3,300.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 88,338.00SqFt

Section: 206 of 3 From: - To: - Last Const.: 01/01/1989
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 4,560.00SqFt Length: 88.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 223 Type: R Area: 4,560.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	275.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	4,460.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW B1 Name: TAXIWAY B-1 Use: TAXIWAY Area: 13,649.00SqFt

Section: 151 of 2 From: To: Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 5,576.00SqFt Length: 308.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 100 Type: R Area: 5,576.00SqFt PCI = 79
Sample Comments:

45	DEPRESSION	L	24.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	140.00 Ft	Comments:
52	RAVELING	L	120.00 SqFt	Comments:
57	WEATHERING	L	5,456.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW B1 Name: TAXIWAY B-1 Use: TAXIWAY Area: 13,649.00SqFt

Section: 152 of 2 From: To: Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 8,073.00SqFt Length: 150.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 305 of 8 From: - To: - Last Const.: 01/01/1989
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 96,797.00SqFt Length: 1,784.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 18 Surveyed: 3
Conditions: PCI : 65
Inspection Comments:

Sample Number: 302 Type: R Area: 5,790.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	479.00	Ft	Comments:
56 SWELLING	L	17.00	SqFt	Comments:
57 WEATHERING	L	5,290.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	322.00	Ft	Comments:
57 WEATHERING	L	4,700.00	SqFt	Comments:
56 SWELLING	L	170.00	SqFt	Comments:
52 RAVELING	L	300.00	SqFt	Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	684.00	Ft	Comments:
56 SWELLING	L	60.00	SqFt	Comments:
56 SWELLING	L	17.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 306 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 37,255.00SqFt Length: 671.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 7 Surveyed: 2
Conditions: PCI : 92
Inspection Comments:

Sample Number: 320 Type: R Area: 5,004.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,004.00 SqFt	Comments:

Sample Number: 324 Type: R Area: 8,035.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft	Comments:
57 WEATHERING	L	8,035.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 310 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 48,100.00SqFt Length: 775.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 10 Surveyed: 2
Conditions: PCI : 88
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	64.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 312 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 34,425.00SqFt Length: 190.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 7 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 315 of 8 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 54,690.00SqFt Length: 1,595.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 11 Surveyed: 3
Conditions: PCI : 58
Inspection Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	678.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	4,950.00	SqFt	Comments:
45 DEPRESSION	L	90.00	SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	4,100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.00	Ft	Comments:
57 WEATHERING	L	4,950.00	SqFt	Comments:
52 RAVELING	L	50.00	SqFt	Comments:

Sample Number: 325 Type: R Area: 4,690.00SqFt PCI = 61
Sample Comments:

43 BLOCK CRACKING	L	1,940.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	337.00	Ft	Comments:
57 WEATHERING	L	4,641.00	SqFt	Comments:
52 RAVELING	L	49.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 320 of 8 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 42,775.00SqFt Length: 850.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 8 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 428 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	2,500.00 SqFt	Comments:
52 RAVELING	L	50.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	209.00 Ft	Comments:
57 WEATHERING	L	4,950.00 SqFt	Comments:

Sample Number: 432 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 325 of 8 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 82,640.00SqFt Length: 1,100.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 22 Surveyed: 4
Conditions: PCI : 66
Inspection Comments:

Sample Number: 354 Type: R Area: 3,704.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	554.00 Ft	Comments:
56	SWELLING	L	1.50 SqFt	Comments:
57	WEATHERING	L	3,604.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:

Sample Number: 361 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	319.00 Ft	Comments:
57	WEATHERING	L	3,650.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	334.00 Ft	Comments:
57	WEATHERING	L	3,650.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:

Sample Number: 371 Type: R Area: 3,918.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	370.00 Ft	Comments:
57	WEATHERING	L	3,818.00 SqFt	Comments:
56	SWELLING	L	32.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 449,642.00SqFt

Section: 390 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 52,960.00SqFt Length: 800.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 16 Surveyed: 3
Conditions: PCI : 81
Inspection Comments:

Sample Number: 376 Type: R Area: 2,690.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00 Ft	Comments:
57	WEATHERING	L	2,590.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:

Sample Number: 381 Type: R Area: 2,466.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
45	DEPRESSION	L	104.00 SqFt	Comments:
56	SWELLING	L	5.50 SqFt	Comments:
57	WEATHERING	L	2,466.00 SqFt	Comments:

Sample Number: 387 Type: R Area: 3,372.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,272.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 86,220.00SqFt

Section: 330 of 4 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 29,250.00SqFt Length: 425.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 8 Surveyed: 2
Conditions: PCI : 53
Inspection Comments:

Sample Number: 304 Type: R Area: 3,750.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	230.00 Ft	Comments:
43	BLOCK CRACKING	L	2,250.00 SqFt	Comments:
56	SWELLING	L	188.00 SqFt	Comments:
57	WEATHERING	M	563.00 SqFt	Comments:
57	WEATHERING	L	3,187.00 SqFt	Comments:

Sample Number: 308 Type: R Area: 3,750.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	71.00 Ft	Comments:
43	BLOCK CRACKING	L	1,575.00 SqFt	Comments:
57	WEATHERING	M	900.00 SqFt	Comments:
57	WEATHERING	L	2,850.00 SqFt	Comments:
56	SWELLING	L	3.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 86,220.00SqFt

Section: 335 of 4 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,750.00SqFt Length: 150.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 302 Type: R Area: 3,758.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,658.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 86,220.00SqFt

Section: 340 of 4 From: - To: - Last Const.: 01/01/1988
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 15,970.00SqFt Length: 150.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 300 Type: R Area: 6,996.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	6,896.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 86,220.00SqFt

Section: 345 of 4 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 26,250.00SqFt Length: 350.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 7 Surveyed: 2
Conditions: PCI : 56
Inspection Comments:

Sample Number: 305 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	303.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft	Comments:
56 SWELLING	L	450.00	SqFt	Comments:
56 SWELLING	M	50.00	SqFt	Comments:
56 SWELLING	L	25.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 3,750.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	501.00	Ft	Comments:
56 SWELLING	L	650.00	SqFt	Comments:
56 SWELLING	M	5.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 58,856.00SqFt

Section: 350 of 4 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 25,100.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 66
Inspection Comments:

Sample Number: 201 Type: R Area: 4,177.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	306.00 Ft	Comments:
42	BLEEDING	N	12.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	16.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	26.00 SqFt	Comments:
42	BLEEDING	N	20.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	4,077.00 SqFt	Comments:

Sample Number: 205 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	398.00 Ft	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 58,856.00SqFt

Section: 354 of 4 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: T
Area: 7,778.00SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 54
Inspection Comments:

Sample Number: 210 Type: R Area: 4,781.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	4,781.00 SqFt	Comments:
52 RAVELING	L	1,196.00 SqFt	Comments:
57 WEATHERING	M	3,585.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 58,856.00SqFt

Section: 355 of 4 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 13,241.00SqFt Length: 210.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 207 Type: R Area: 6,218.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	906.00 Ft	Comments:
57	WEATHERING	M	311.00 SqFt	Comments:
57	WEATHERING	L	5,907.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 58,856.00SqFt

Section: 356 of 4 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 12,737.00SqFt Length: 170.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 213 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.00 Ft	Comments:
57 WEATHERING	L	3,550.00 SqFt	Comments:
52 RAVELING	L	200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C3 Name: TAXIWAY C3 Use: TAXIWAY Area: 40,100.00SqFt

Section: 360 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 25,780.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 71
Inspection Comments:

Sample Number: 301 Type: R Area: 3,865.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	22.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	3,765.00	SqFt	Comments:
42 BLEEDING	N	4.00	SqFt	Comments:

Sample Number: 303 Type: R Area: 3,750.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	83.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	16.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	33.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	15.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	3,650.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C3 Name: TAXIWAY C3 Use: TAXIWAY Area: 40,100.00SqFt

Section: 365 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,320.00SqFt Length: 100.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 306 Type: R Area: 5,590.00SqFt PCI = 63
Sample Comments:

43 BLOCK CRACKING	L	2,400.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	367.00 Ft	Comments:
57 WEATHERING	L	5,590.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C4 Name: TAXIWAY C4 Use: TAXIWAY Area: 30,583.00SqFt

Section: 370 of 2 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 16,730.00SqFt Length: 200.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 400 Type: R Area: 7,915.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	240.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	47.00	Ft	Comments:
56	SWELLING	L	20.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	15.00	SqFt	Comments:
56	SWELLING	L	30.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	10.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	21.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW C4 Name: TAXIWAY C4 Use: TAXIWAY Area: 30,583.00SqFt

Section: 385 of 2 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 13,853.00SqFt Length: 125.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 402 Type: R Area: 7,843.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	7,843.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 405 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 25,540.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 2
Conditions: PCI : 61
Inspection Comments:

Sample Number: 400 Type: R Area: 6,094.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	220.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
57	WEATHERING	L	6,094.00 SqFt	Comments:
56	SWELLING	L	30.00 SqFt	Comments:
42	BLEEDING	N	24.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	9.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 3,798.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	318.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	33.00 Ft	Comments:
57	WEATHERING	L	3,798.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 410 of 7 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,680.00SqFt Length: 100.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 406 Type: R Area: 5,715.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
57	WEATHERING	L	5,715.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 414 of 7 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 10,800.00SqFt Length: 100.00Ft Width: 95.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 400 Type: R Area: 10,800.00SqFt PCI = 86
Sample Comments:

52	RAVELING	L	500.00 SqFt	Comments:
50	PATCHING	L	4.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	134.00 Ft	Comments:
45	DEPRESSION	L	12.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 415 of 7 From: - To: - Last Const.: 01/01/1987
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 20,180.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 401 Type: R Area: 6,384.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	6,284.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 417 of 7 From: - To: - Last Const.: 01/01/1960
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 10,390.00SqFt Length: 290.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 406 Type: R Area: 3,423.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:
52	RAVELING	L	10.00 SqFt	Comments:
57	WEATHERING	L	3,413.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 418 of 7 From: - To: - Last Const.: 01/01/1960
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 35,525.00SqFt Length: 1,015.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 10 Surveyed: 3
Conditions: PCI : 91
Inspection Comments:

Sample Number: 408 Type: R Area: 3,500.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00 Ft	Comments:
52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,490.00 SqFt	Comments:

Sample Number: 412 Type: R Area: 3,500.00SqFt PCI = 93
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,490.00 SqFt	Comments:

Sample Number: 414 Type: R Area: 3,500.00SqFt PCI = 93
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,490.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 132,272.00SqFt

Section: 420 of 7 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 15,157.00SqFt Length: 280.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 420 Type: R Area: 5,743.00SqFt PCI = 94
Sample Comments:

57 WEATHERING		L	5,743.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 51,938.00SqFt

Section: 505 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 16,517.00SqFt Length: 280.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 03/14/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI : 59
Inspection Comments: KHA

Sample Number: 501 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	501.00 Ft	Comments:
43	BLOCK CRACKING	L	200.00 SqFt	Comments:
56	SWELLING	L	60.00 SqFt	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 51,938.00SqFt

Section: 515 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 35,421.00SqFt Length: 720.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/14/2011 Total Samples: 7 Surveyed: 2
Conditions: PCI : 70
Inspection Comments: KHA

Sample Number: 507 Type: R Area: 4,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	245.00 Ft	Comments:
52 RAVELING	L	2,400.00 SqFt	Comments:

Sample Number: 510 Type: R Area: 4,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	462.00 Ft	Comments:
52 RAVELING	L	3,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 605 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 21,000.00SqFt Length: 600.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 93
Inspection Comments:

Sample Number: 604 Type: R Area: 3,500.00SqFt PCI = 93
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,490.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 610 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 49,875.00SqFt Length: 1,425.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 14 Surveyed: 2
Conditions: PCI : 93
Inspection Comments:

Sample Number: 608 Type: R Area: 3,500.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 614 Type: R Area: 3,500.00SqFt PCI = 93
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,490.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 611 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 21,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 93
Inspection Comments:

Sample Number: 620 Type: R Area: 3,500.00SqFt PCI = 93
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	L	3,490.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 612 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 30,660.00SqFt Length: 876.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 9 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 628 Type: R Area: 3,500.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft	Comments:
52 RAVELING	L	20.00 SqFt	Comments:
57 WEATHERING	L	3,480.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 615 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,310.00SqFt Length: 185.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 615 Type: R Area: 5,162.00SqFt PCI = 89
Sample Comments:

52 RAVELING	L	105.00 SqFt	Comments:
52 RAVELING	L	30.00 SqFt	Comments:
57 WEATHERING	L	5,027.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 620 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 6,771.00SqFt Length: 190.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 620 Type: R Area: 6,771.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
57	WEATHERING	L	6,771.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

Section: 625 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 6,881.00SqFt Length: 190.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 625 Type: R Area: 6,881.00SqFt PCI = 86
Sample Comments:

45 DEPRESSION	L	20.00 SqFt	Comments:
45 DEPRESSION	L	56.00 SqFt	Comments:
52 RAVELING	L	20.00 SqFt	Comments:
57 WEATHERING	L	6,861.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 15, 2015

Network: VRB Name: VERO BEACH MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 149,250.00SqFt

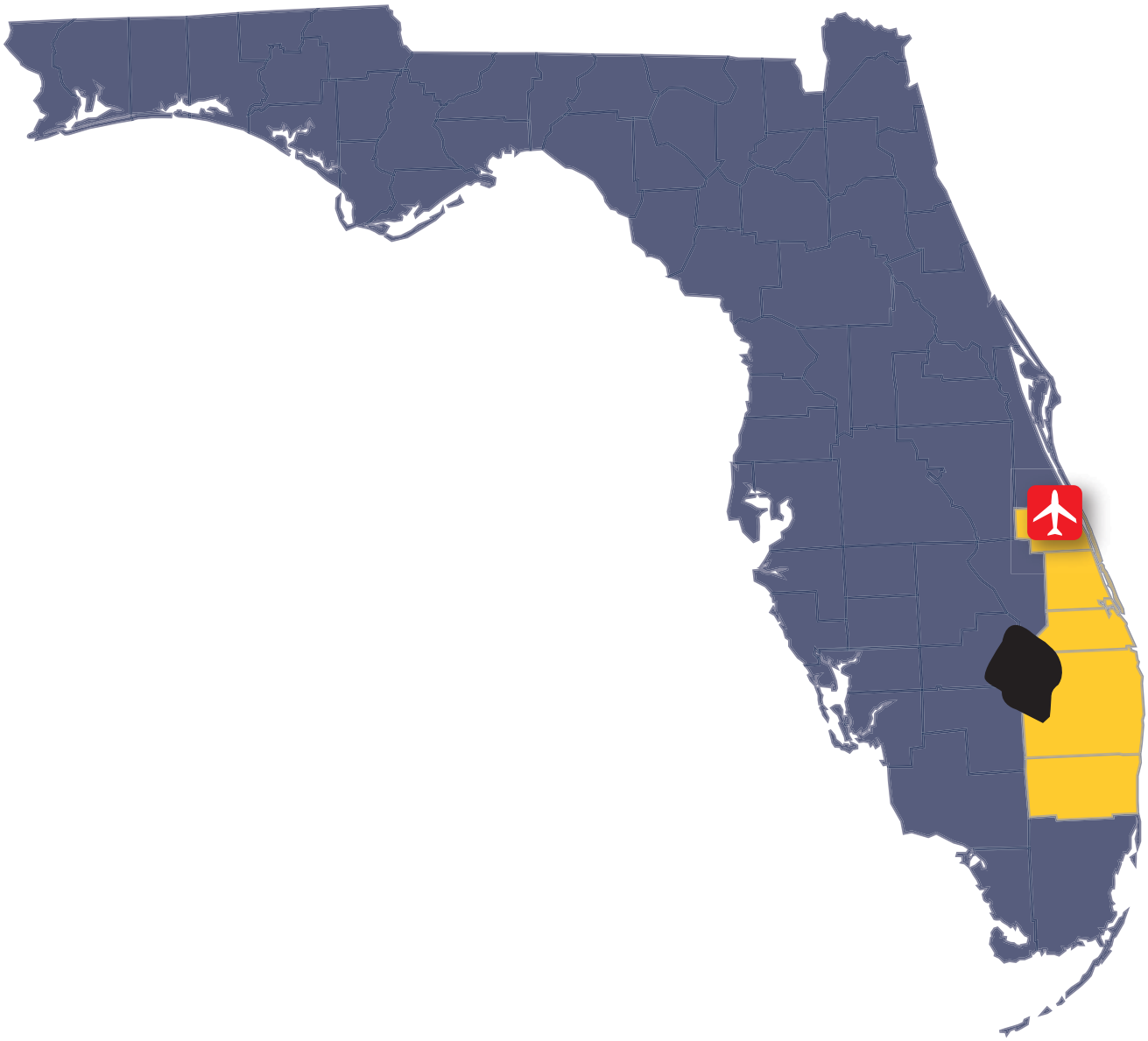
Section: 630 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,753.00SqFt Length: 190.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 09/03/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 630 Type: R Area: 5,753.00SqFt PCI = 90
Sample Comments:

45 DEPRESSION	L	4.00 SqFt	Comments:
45 DEPRESSION	L	8.00 SqFt	Comments:
52 RAVELING	L	100.00 SqFt	Comments:
57 WEATHERING	L	5,653.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT