FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

September 2017

FDOT

Treasure Coast International Airport (FPR)
General Aviation Airport
District 4

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Table of Contents

Appendix A	Airfield Pavement Analysis Tables
Appendix B	Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation
Appendix C	Technical Exhibits
Appendix D	Inspection Photograph Documentation
Appendix E	Inspection Distress Details

List of Figures

List of Tables

Statewide Airfield Pavement
Management Program

FDOT

Executive Summary

Executive Summary

Program Background

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update for this specific airport are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)"*** using the documented procedures set forth by ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.

Summary of Results

Pavement Condition Index (Latest Inspection)

Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FPR	RUNWAY 10R-28L	RUNWAY	6105	240,000	81	Satisfactory
FPR	RUNWAY 10R-28L	RUNWAY	6110	480,000	90	Good
FPR	RUNWAY 10R-28L	RUNWAY	6115	75,000	83	Satisfactory
FPR	RUNWAY 10R-28L	RUNWAY	6120	150,000	88	Good
FPR	RUNWAY 10R-28L	RUNWAY	6125	9,700	79	Satisfactory
FPR	RUNWAY 10R-28L	RUNWAY	6130	19,400	88	Good
FPR	RUNWAY 14-32	RUNWAY	6205	485,366	53	Poor
FPR	RUNWAY 10L-28R	RUNWAY	6305	300,150	92	Good
FPR	TAXIWAY A	TAXIWAY	102	109,512	88	Good
FPR	TAXIWAY A	TAXIWAY	104	31,997	56	Fair
FPR	TAXIWAY A	TAXIWAY	105	51,433	76	Satisfactory
FPR	TAXIWAY A	TAXIWAY	106	145,054	89	Good
FPR	TAXIWAY A	TAXIWAY	108	8,386	84	Satisfactory
FPR	TAXIWAY A	TAXIWAY	109	23,232	86	Good
FPR	TAXIWAY A1	TAXIWAY	110	23,390	100	Good
FPR	TAXIWAY A2	TAXIWAY	120	54,200	77	Satisfactory
FPR	TAXIWAY A2	TAXIWAY	125	13,660	78	Satisfactory
FPR	TAXIWAY A3	TAXIWAY	130	30,422	89	Good
FPR	TAXIWAY A4	TAXIWAY	140	31,703	88	Good
FPR	TAXIWAY B	TAXIWAY	205	218,543	89	Good
FPR	TAXIWAY B	TAXIWAY	207	23,150	70	Fair
FPR	TAXIWAY B1	TAXIWAY	210	6,787	59	Fair
FPR	TAXIWAY B2	TAXIWAY	220	3,607	87	Good
FPR	TAXIWAY B3	TAXIWAY	230	3,607	89	Good
FPR	TAXIWAY C	TAXIWAY	305	159,821	91	Good
FPR	TAXIWAY C	TAXIWAY	307	78,660	87	Good
FPR	TAXIWAY C1	TAXIWAY	312	7,843	45	Poor
FPR	TAXIWAY C1	TAXIWAY	315	15,501	88	Good
FPR	TAXIWAY C1	TAXIWAY	318	44,966	61	Fair
FPR	TAXIWAY C4	TAXIWAY	340	13,877	59	Fair
FPR	TAXIWAY C4	TAXIWAY	345	17,337	91	Good
FPR	TAXIWAY C5	TAXIWAY	350	7,772	77	Satisfactory
FPR	TAXIWAY C7	TAXIWAY	370	6,603	64	Fair
FPR	TAXIWAY C7	TAXIWAY	375	3,640	58	Fair
FPR	TAXIWAY C7	TAXIWAY	377	8,016	87	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FPR	TAXIWAY C8	TAXIWAY	380	11,317	74	Satisfactory
FPR	TAXIWAY C8	TAXIWAY	385	8,406	92	Good
FPR	TAXIWAY C8	TAXIWAY	387	11,376	80	Satisfactory
FPR	TAXIWAY D	TAXIWAY	405	47,750	23	Serious
FPR	TAXIWAY D	TAXIWAY	410	13,389	89	Good
FPR	TAXIWAY D	TAXIWAY	411	16,042	57	Fair
FPR	TAXIWAY D	TAXIWAY	412	47,471	85	Satisfactory
FPR	TAXIWAY D	TAXIWAY	415	100,658	27	Very Poor
FPR	TAXIWAY E	TAXIWAY	503	3,610	33	Very Poor
FPR	TAXIWAY E	TAXIWAY	505	72,647	36	Very Poor
FPR	TAXIWAY E	TAXIWAY	506	47,798	81	Satisfactory
FPR	TAXIWAY E	TAXIWAY	509	8,509	85	Satisfactory
FPR	TAXIWAY E	TAXIWAY	510	9,607	69	Fair
FPR	TAXIWAY E	TAXIWAY	515	164,640	74	Satisfactory
FPR	TAXIWAY E	TAXIWAY	520	35,522	73	Satisfactory
FPR	TAXIWAY F	TAXIWAY	605	140,070	92	Good
FPR	TAXIWAY F1	TAXIWAY	610	13,620	90	Good
FPR	TAXIWAY F2	TAXIWAY	620	15,165	92	Good
FPR	TAXIWAY F3	TAXIWAY	630	15,165	91	Good
FPR	TAXIWAY F4	TAXIWAY	640	13,620	92	Good
FPR	CENTER APRON	APRON	4105	397,367	64	Fair
FPR	CENTER APRON	APRON	4110	42,132	31	Very Poor
FPR	CENTER APRON	APRON	4112	26,357	0	Failed
FPR	CENTER APRON	APRON	4115	63,222	80	Satisfactory
FPR	CENTER APRON	APRON	4120	54,083	56	Fair
FPR	CENTER APRON	APRON	4125	149,877	39	Very Poor
FPR	CENTER APRON	APRON	4127	71,447	32	Very Poor
FPR	SOUTH APRON	APRON	4205	128,080	48	Poor
FPR	SOUTH APRON	APRON	4210	95,822	89	Good
FPR	SOUTH APRON	APRON	4212	57,702	89	Good
FPR	SOUTH APRON	APRON	4215	29,067	59	Fair
FPR	SOUTH APRON	APRON	4220	23,742	55	Poor
FPR	SOUTH APRON	APRON	4225	20,701	54	Poor
FPR	SOUTH APRON	APRON	4230	8,773	89	Good
FPR	SOUTH APRON	APRON	4240	144,278	75	Satisfactory
FPR	SOUTHEAST APRON	APRON	4305	25,850	39	Very Poor
FPR	SOUTHEAST APRON	APRON	4310	113,629	52	Poor
FPR	SOUTHEAST APRON	APRON	4315	30,090	67	Fair
FPR	SOUTHEAST APRON	APRON	4320	11,708	31	Very Poor

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FPR	EAST APRON	APRON	4405	235,155	63	Fair
FPR	RUN-UP APRON AT RW 10R	APRON	5105	36,313	91	Good

Forecasted Pavement Condition Index 2018-2027

Table E-2 Pavement Condition Index Forecast 2018-2027

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	AP CENTER	4105	64	62	61	59	58	56	55	53	51	50	48
FPR	AP CENTER	4110	31	30	29	28	27	25	24	23	22	21	20
FPR	AP CENTER	4112	0	0	0	0	0	0	0	0	0	0	0
FPR	AP CENTER	4115	80	78	77	75	74	72	71	69	67	66	64
FPR	AP CENTER	4120	56	54	53	51	50	48	47	45	43	42	40
FPR	AP CENTER	4125	39	37	34	32	29	27	24	21	19	16	13
FPR	AP CENTER	4127	32	30	29	27	26	24	23	21	19	18	16
FPR	AP E	4405	63	61	60	58	57	55	54	52	50	49	47
FPR	AP RU RW10	5105	91	87	84	82	81	79	78	76	74	72	70
FPR	AP S	4205	48	46	45	43	42	40	39	37	35	34	32
FPR	AP S	4210	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4212	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4215	59	57	56	54	53	51	50	48	46	45	43
FPR	AP S	4220	55	54	53	52	52	52	52	52	52	51	50
FPR	AP S	4225	54	52	51	49	48	46	45	43	41	40	38
FPR	AP S	4230	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4240	75	73	72	70	69	67	66	64	62	61	59
FPR	AP SE	4305	39	38	38	38	37	37	36	36	35	34	34
FPR	AP SE	4310	52	50	49	47	46	44	43	41	39	38	36
FPR	AP SE	4315	67	65	64	62	60	59	57	56	55	54	53
FPR	AP SE	4320	31	30	29	28	27	25	24	23	22	21	20
FPR	RW 10L-28R	6305	92	90	89	87	86	84	82	81	79	77	76
FPR	RW 10R-28L	6105	81	79	76	74	72	70	68	66	64	63	62
FPR	RW 10R-28L	6110	90	88	86	83	81	78	76	73	71	69	67
FPR	RW 10R-28L	6115	83	81	78	76	74	71	69	67	66	64	63
FPR	RW 10R-28L	6120	88	86	84	81	79	76	74	71	69	67	66
FPR	RW 10R-28L	6125	79	77	74	72	70	68	66	65	63	62	61
FPR	RW 10R-28L	6130	88	86	84	81	79	76	74	71	69	67	66
FPR	RW 14-32	6205	53	51	48	45	42	38	35	32	30	27	25
FPR	TW A	102	88	86	83	81	79	77	76	74	73	72	71
FPR	TW A	104	56	55	53	52	50	49	47	45	44	42	41

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	TW A	105	76	75	73	72	72	71	70	69	68	67	66
FPR	TW A	106	89	87	84	82	80	78	76	75	74	73	72
FPR	TW A	108	84	82	80	78	76	74	73	71	70	69	68
FPR	TW A	109	86	84	82	79	77	76	74	72	71	70	69
FPR	TW A1	110	100	93	91	88	86	83	81	79	77	75	73
FPR	TW A2	120	77	75	74	72	71	70	68	67	67	66	65
FPR	TW A2	125	78	76	75	74	73	72	71	70	69	68	67
FPR	TW A3	130	89	87	84	82	80	78	76	75	74	73	72
FPR	TW A4	140	88	86	83	81	79	77	76	74	73	72	71
FPR	TW B	205	89	87	84	82	80	78	76	75	74	73	72
FPR	TW B	207	70	69	68	67	66	65	64	63	62	62	61
FPR	TW B1	210	59	57	56	54	52	51	49	48	46	45	45
FPR	TW B2	220	87	85	82	80	78	77	75	74	73	72	71
FPR	TW B3	230	89	87	84	82	80	78	76	75	74	73	72
FPR	TW C	305	91	89	86	83	81	79	77	76	75	73	72
FPR	TW C	307	87	85	82	80	78	77	75	74	73	72	71
FPR	TW C1	312	45	44	44	43	43	43	43	43	43	42	41
FPR	TW C1	315	88	86	83	81	79	77	76	74	73	72	71
FPR	TW C1	318	61	60	59	58	56	55	54	52	51	49	48
FPR	TW C4	340	59	57	56	54	52	51	49	48	46	45	45
FPR	TW C4	345	91	89	86	83	81	79	77	76	75	73	72
FPR	TW C5	350	77	76	74	73	72	71	70	70	69	68	67
FPR	TW C7	370	64	63	61	60	58	56	54	53	51	50	48
FPR	TW C7	375	58	57	55	54	53	51	50	48	46	45	43
FPR	TW C7	377	87	85	82	80	78	77	75	74	73	72	71
FPR	TW C8	380	74	72	71	70	69	68	67	66	65	64	63
FPR	TW C8	385	92	90	87	84	82	80	78	76	75	74	73
FPR	TW C8	387	80	78	77	75	74	73	72	71	70	69	69
FPR	TW D	405	23	20	16	12	9	5	1	0	0	0	0
FPR	TW D	410	89	87	84	82	80	78	76	75	74	73	72
FPR	TW D	411	57	55	54	52	50	49	47	46	45	44	44
FPR	TW D	412	85	83	81	79	77	76	74	73	72	71	70
FPR	TW D	415	27	26	24	23	20	17	14	12	9	6	4
FPR	TW E	503	33	29	25	21	18	14	10	6	2	0	0
FPR	TW E	505	36	35	34	32	32	31	30	29	28	28	27
FPR	TW E	506	81	79	77	75	74	72	71	70	68	67	66
FPR	TW E	509	85	83	81	79	77	76	74	73	72	71	70
FPR	TW E	510	69	68	67	66	65	63	62	60	59	57	55

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	TW E	515	74	72	71	70	69	68	67	66	65	64	63
FPR	TW E	520	73	72	71	70	69	68	67	66	65	64	63
FPR	TW F	605	92	90	87	85	82	80	78	76	74	73	71
FPR	TW F1	610	90	88	85	83	81	79	77	75	73	72	70
FPR	TW F2	620	92	90	87	85	82	80	78	76	74	73	71
FPR	TW F3	630	91	89	86	84	82	79	77	76	74	72	71
FPR	TW F4	640	92	90	87	85	82	80	78	76	74	73	71

Major Rehabilitation Planning 2018-2027

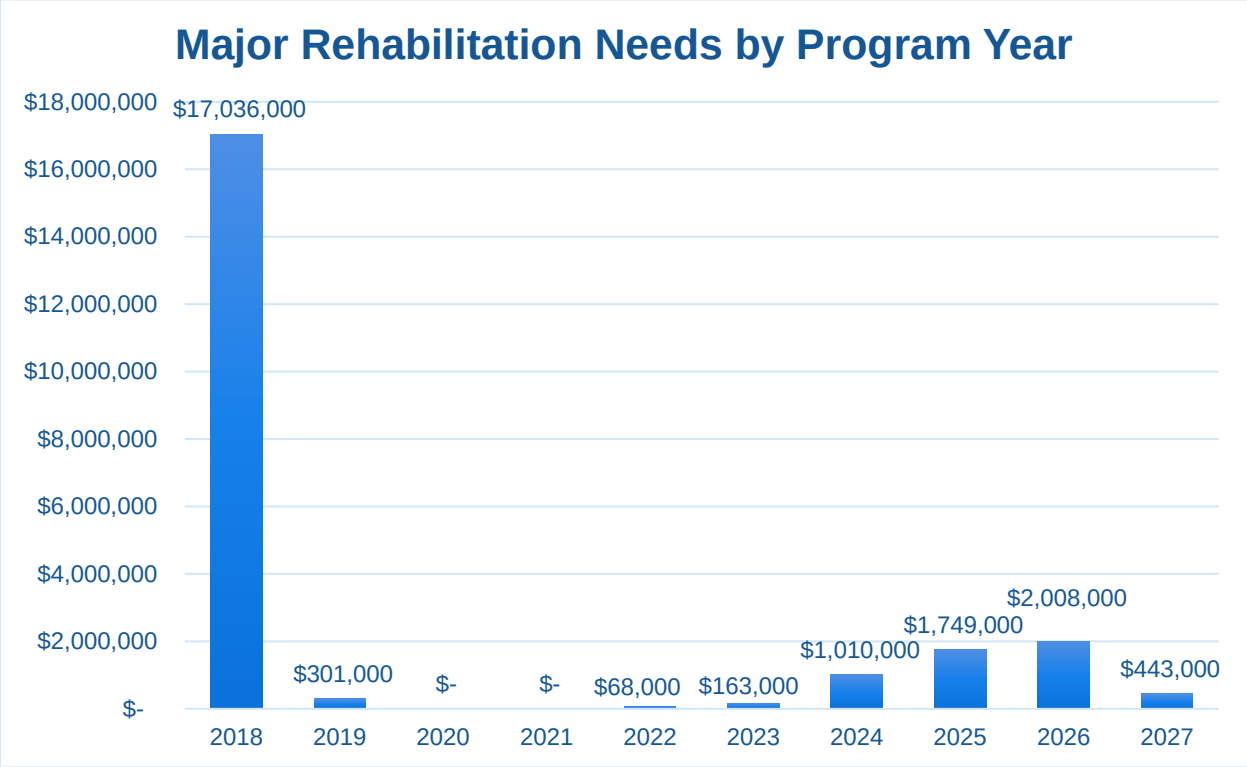
Table E-3 Major Rehabilitation Planning 2018-2027

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	FPR	AP CENTER	4105	AC	397,367	62	AC Restoration	$ 2,782,000.00
2018	FPR	AP CENTER	4110	PCC	42,132	30	PCC Reconstruction	$ 632,000.00
2018	FPR	AP CENTER	4112	PCC	26,357	0	PCC Reconstruction	$ 396,000.00
2018	FPR	AP CENTER	4120	AC	54,083	54	AC Restoration	$ 379,000.00
2018	FPR	AP CENTER	4125	AAC	149,877	37	AC Reconstruction	$ 1,349,000.00
2018	FPR	AP CENTER	4127	AC	71,447	30	AC Reconstruction	$ 644,000.00
2018	FPR	AP E	4405	AC	235,155	61	AC Restoration	$ 1,647,000.00
2018	FPR	AP S	4205	AC	128,080	46	AC Restoration	$ 975,000.00
2018	FPR	AP S	4215	AC	29,067	57	AC Restoration	$ 204,000.00
2018	FPR	AP S	4220	AAC	23,742	54	AC Restoration	$ 167,000.00
2018	FPR	AP S	4225	AC	20,701	52	AC Restoration	$ 145,000.00
2018	FPR	AP SE	4305	PCC	25,850	38	PCC Reconstruction	$ 388,000.00
2018	FPR	AP SE	4310	AC	113,629	50	AC Restoration	$ 796,000.00
2018	FPR	AP SE	4320	PCC	11,708	30	PCC Reconstruction	$ 176,000.00
2018	FPR	RW 14-32	6205	AAC	485,366	51	AC Restoration	$ 3,398,000.00
2018	FPR	TW A	104	AC	31,997	55	AC Restoration	$ 224,000.00
2018	FPR	TW B1	210	AAC	6,787	57	AC Restoration	$ 48,000.00
2018	FPR	TW C1	312	AAC	7,843	44	AC Restoration	$ 64,000.00
2018	FPR	TW C1	318	AC	44,966	60	AC Restoration	$ 315,000.00
2018	FPR	TW C4	340	AAC	13,877	57	AC Restoration	$ 98,000.00
2018	FPR	TW C7	370	AAC	6,603	63	AC Restoration	$ 47,000.00
2018	FPR	TW C7	375	AC	3,640	57	AC Restoration	$ 26,000.00
2018	FPR	TW D	405	AAC	47,750	20	AC Reconstruction	$ 430,000.00
2018	FPR	TW D	411	AAC	16,042	55	AC Restoration	$ 113,000.00
2018	FPR	TW D	415	AC	100,658	26	AC Reconstruction	$ 906,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	**FPR**	TW E	503	AAC	3,610	29	AC Reconstruction	$ 33,000.00
2018	**FPR**	TW E	505	AC	72,647	35	AC Reconstruction	$ 654,000.00
2019	**FPR**	AP SE	4315	PCC	30,090	64	PCC Restoration	$ 301,000.00
2022	**FPR**	TW E	510	AAC	9,607	63	AC Restoration	$ 68,000.00
2023	**FPR**	TW B	207	AC	23,150	64	AC Restoration	$ 163,000.00
2024	**FPR**	AP S	4240	AC	144,278	64	AC Restoration	$ 1,010,000.00
2025	**FPR**	RW 10R-28L	6105	AAC	240,000	64	AC Restoration	$ 1,681,000.00
2025	**FPR**	RW 10R-28L	6125	AAC	9,700	63	AC Restoration	$ 68,000.00
2026	**FPR**	RW 10R-28L	6115	AAC	75,000	64	AC Restoration	$ 526,000.00
2026	**FPR**	TW C8	380	AC	11,317	64	AC Restoration	$ 80,000.00
2026	**FPR**	TW E	515	AC	164,640	64	AC Restoration	$ 1,153,000.00
2026	**FPR**	TW E	520	AAC	35,522	64	AC Restoration	$ 249,000.00
2027	**FPR**	AP CENTER	4115	AC	63,222	64	AC Restoration	$ 443,000.00

**All planning cost values have been rounded to the nearest thousand-dollar.*

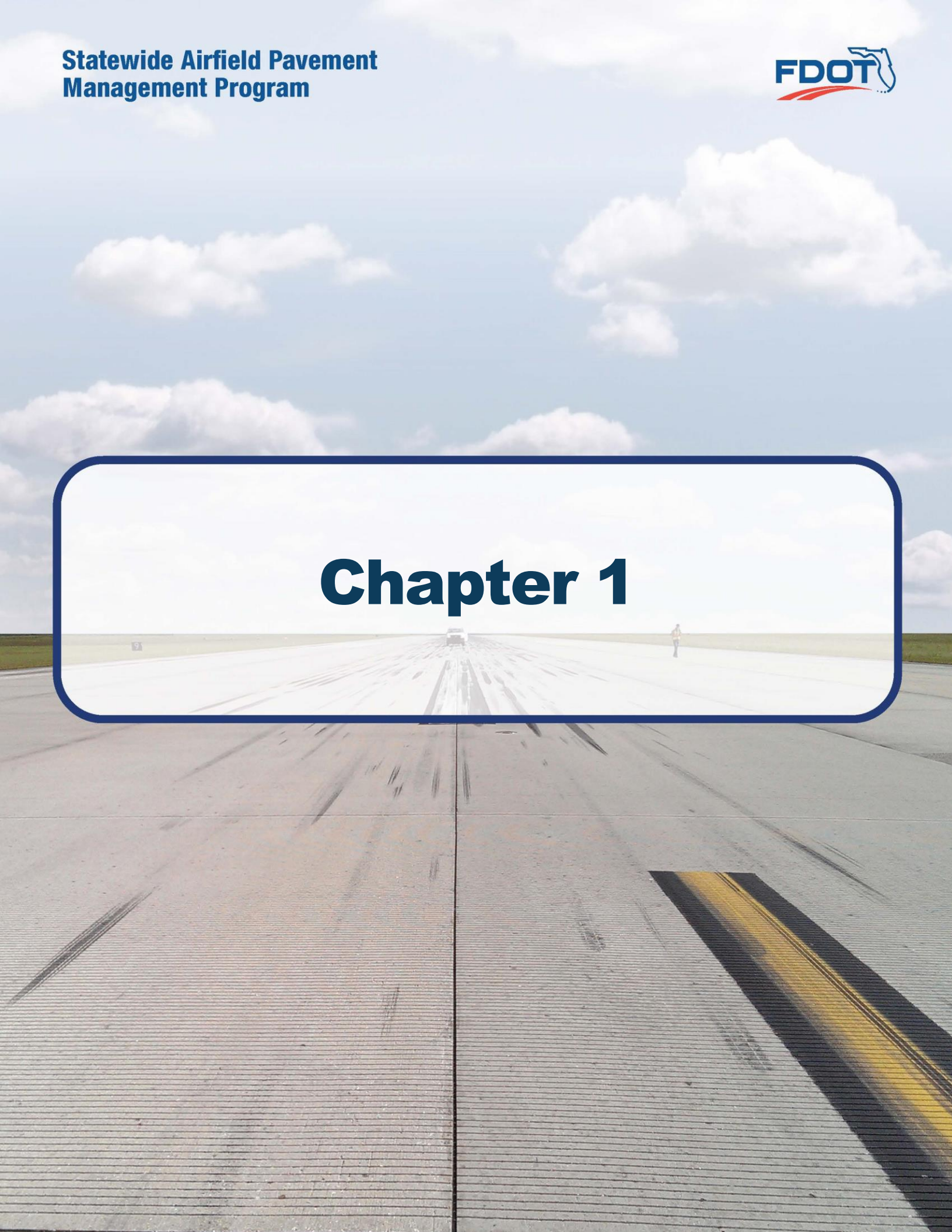
Figure E-4 Major Rehabilitation Planning Annual Budget 2018-2027



Summary of Treasure Coast International Airport

Treasure Coast International Airport was inspected in May 2017 – the overall weighted PCI value was 72, a condition rating of Satisfactory. The results of the maintenance, repair, and major rehabilitation analysis identified $2,966,480 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of $22,778,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of $17,036,000 for pavements below critical condition.

Localized maintenance and repair identified within this report are categorized as preventive or stopgap; the FDOT SAPMP has defined maintenance policies based on FAA recommendations. Major rehabilitation is identified within the FDOT 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, rigid pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the airport use this as a planning tool for future project development and prioritization – all localized maintenance and repair and major rehabilitation recommendations should be considered as planning-level only. All final localized maintenance, repair, and major rehabilitation is subject to change based on airport prioritization and further design-level evaluation.



Chapter 1

Chapter 1 – Introduction

1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) 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.

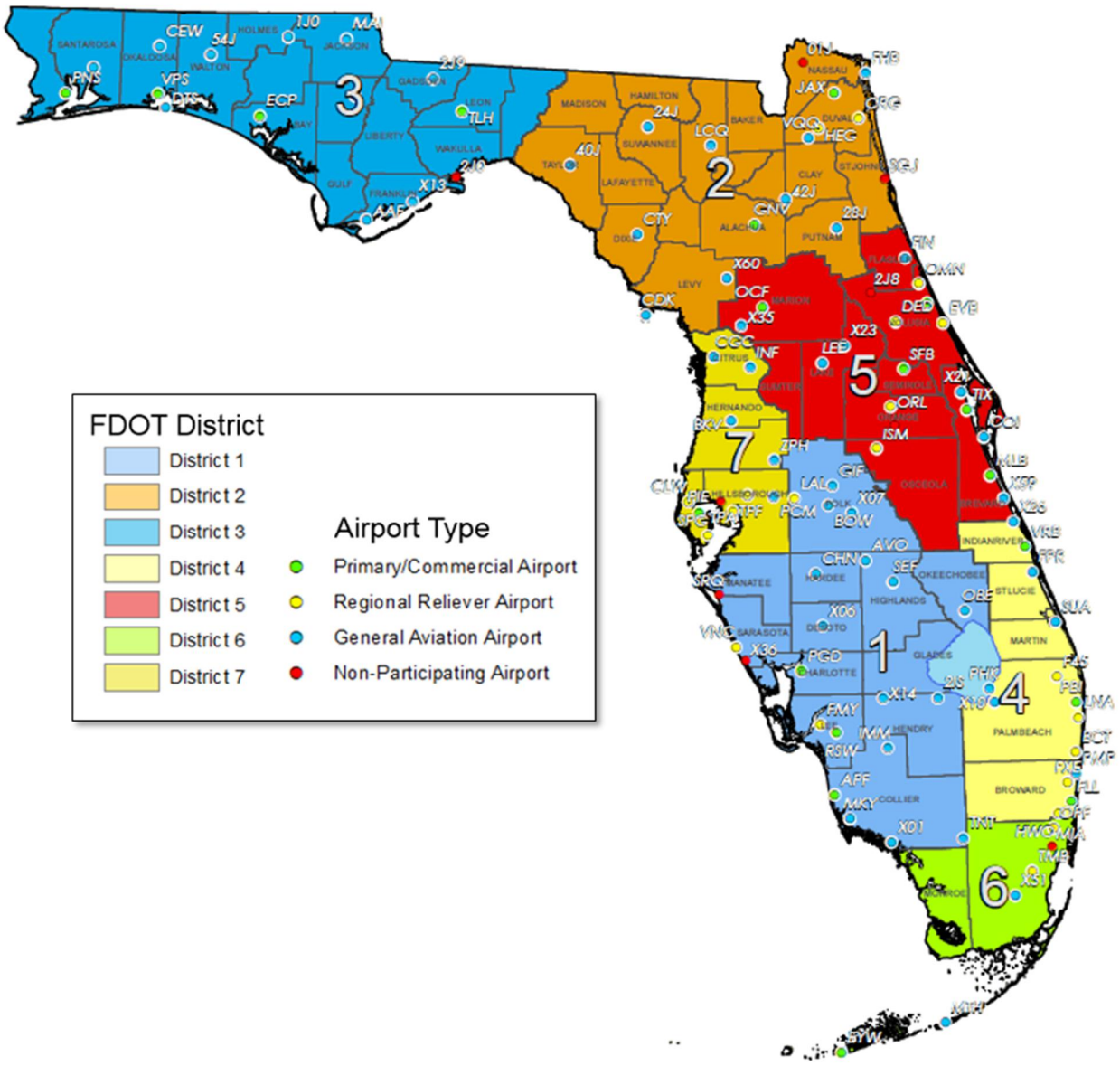
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2016-2017

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceport Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.

Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.

1.3 Organization

1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager

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

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

1.3.2 Participating Florida Public-Use and Publicly Owned Airports

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 Florida Department of Transportation District Offices

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 Consultant

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys,"*** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."***

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.

A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC *150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”*** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.

1.4 Purpose of Airport Pavement Evaluation Report

The 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 (M&R) planning associated with the SAPMP system 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.

The purpose of this Airfield Pavement Evaluation Report is to achieve the following:

- Describe the goals, procedures, and purpose of the SAPMP
- Provide a brief technical explanation of the pavement management methodology, standard practices, and objectives
- Analyze pavement distresses data for the determination of pavement conditions and for identification of airfield pavement maintenance, repair, and major rehabilitation needs based on functional PCI trends

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation 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 policies; consider planning-level unit costs; and develop recommendations for performing pavement 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 system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for 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 facilities, classifications, types, histories, geometries, 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 the 2006-2008 system update, 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 the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits 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.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."*** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.

1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the 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"*** and ***150/5380-7B "Airport Pavement Management Program (PMP)"***). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications."

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC***150/5380-7B "Airport Pavement Management Program (PMP)"*** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 Program Objectives

1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
2 An objective and repeatable system for evaluating pavement condition.
3 Procedures for predicting future pavement condition.
4 Procedures for modeling both past and future pavement performance conditions.
5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

1.7.2 Program Components

A. Database
B. Pavement Inventory
C. Pavement Structure
D. Pavement Work History
E. Pavement Condition Data

F. Pavement Performance Modeling for the Prediction/Forecast of PCI
G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements' past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7-1 Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** **Figure 1.7-1 Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

Figure 1.7-1 Typical Pavement Condition Life Cycle

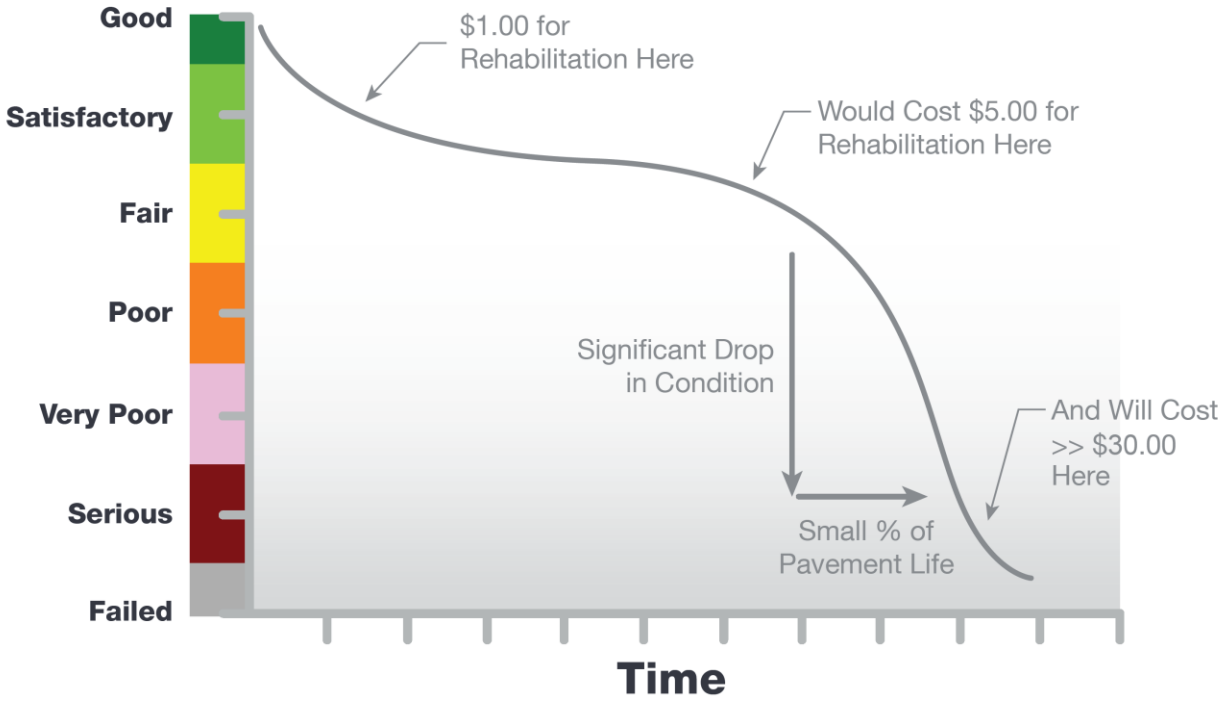
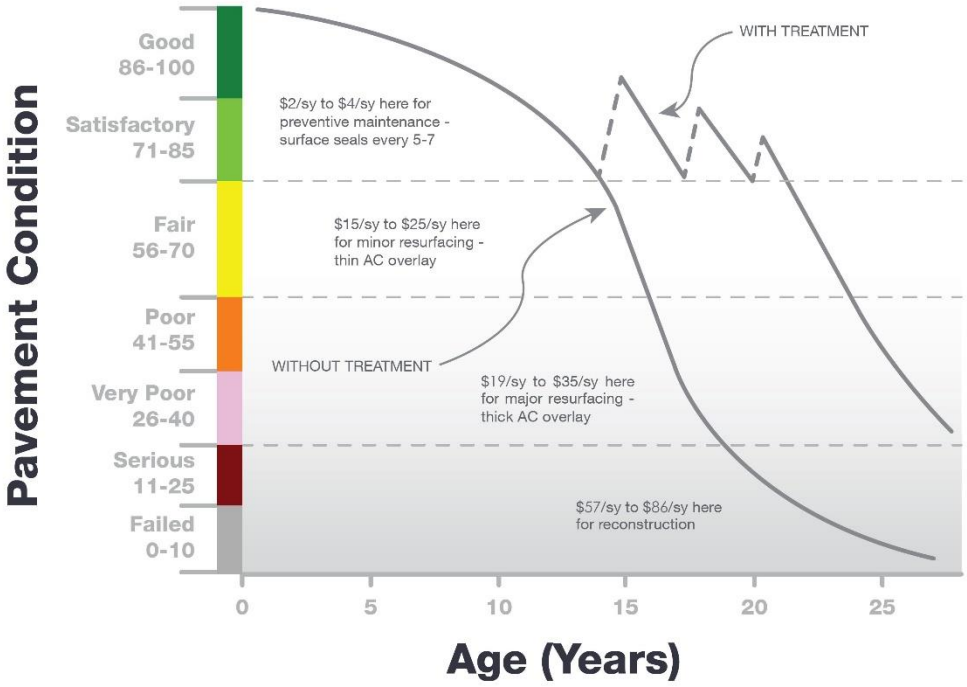


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7-2 General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall

composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7-2 General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7-1 and 1.7-2**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7-3 and Figure 1.7-4 depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.

Figure 1.7-3 Flexible Asphalt Concrete

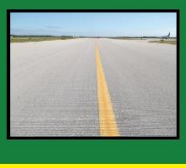
	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabiliation	40-64	50		Pavements that have deteriorated below a PCI 65, or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

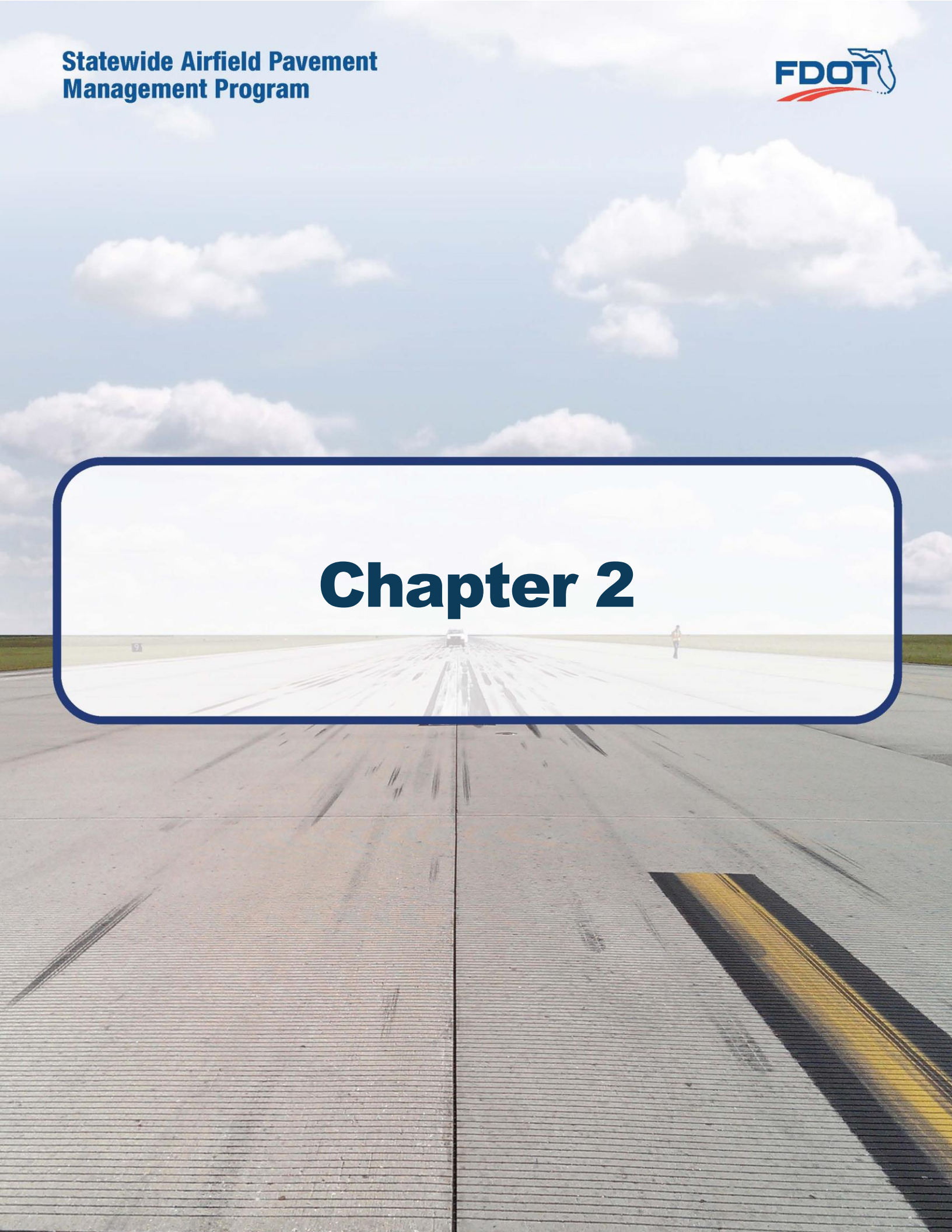
Figure 1.7-4 Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabiliation	40-64	50		Pavements that have deteriorated below a PCI 65, or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.



Chapter 2

Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."***

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.

A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 Pavement Management Program Network Definition Terminology

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section, but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related

infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a "parent" pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (±8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet (±2,000 ft^2) for flexible asphalt concrete (AC) or porous friction course pavements.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification	"RW 18-36" RW, Branch Use, "Runway" 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000±2,000 SF of AC or 20±8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	"300"

2.3 Airfield Pavement Structure

2.3.1 Pavement Structure Types

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 6-inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 6 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Work History

2.4.1 Airfield Pavement Record Keeping

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular ***150/5320-6F Airport Pavement Design and Evaluation*** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI Survey Methodology

In adherence to the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP),"*** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method

can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.2 Pavement Distress Types

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2-1 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age

Table 2.6.2-1 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Alligator Cracking • Corrugation • Depression • Patching of Load-based distress • Polished Aggregate • Rutting • Slippage Cracking	• Bleeding • Block Cracking • Joint Reflection Cracking • L/T Cracking • Patching of climate / durability-caused distresses • Shoving from PCC • Raveling • Weathering • Swelling	• Alligator Cracking • Depression • Patching of moisture / drainage caused distress • Swelling • Raveling • Weathering	• Oil Spillage • Jet Blast Erosion • Polished Aggregate

Table 2.6.2-1 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Corrugation • Depression • Rutting • Shoving of asphalt pavement • Swelling • Raveling • Weathering	• Bleeding • Depression • Polished Aggregate • Rutting	• Block Cracking • Joint Reflection Cracking • L/T Cracking • Slippage Cracking	• All Distresses

Table 2.6.2-2 (a) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction

Table 2.6.2-2 (b) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Corner Break • Shattered Slab • L/T/D Cracking • Pumping • Patching of Load-associated distress • Spalling	• Blowup • "D" Cracking • Joint Seal Damage • Popouts • Scaling • Patch of Climate/Durability-associated distress • Shrinkage Cracking • Spalling • L/T/D Cracking	• Corner Break • Shattered Slab • Pumping • Patching of Moisture/Drainage-associated distress	• Settlement / Faulting

Table 2.6.2-2 (c) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Blowup • Corner Break • L/T/D Cracking • Shattered Slab • Settlement / Faulting • Spalling	• Settlement / Faulting • Spalling	• Corner Break • L/T/D Cracking • "D" Cracking • Joint Seal Damage • Shattered Slab • Popouts • Scaling	• All distresses

2.6.3 PCI Survey Inspection Procedures

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and 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 or more	20% but ≤20	10% but ≤10

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and 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 or more	20% but ≤20	10% but ≤10

2.6.4 Updates to the ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. 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. During the 2013-2015 System Update, the incorporation of the significant chances to the ASTM D5340 (version D5340-12) resulted in an adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

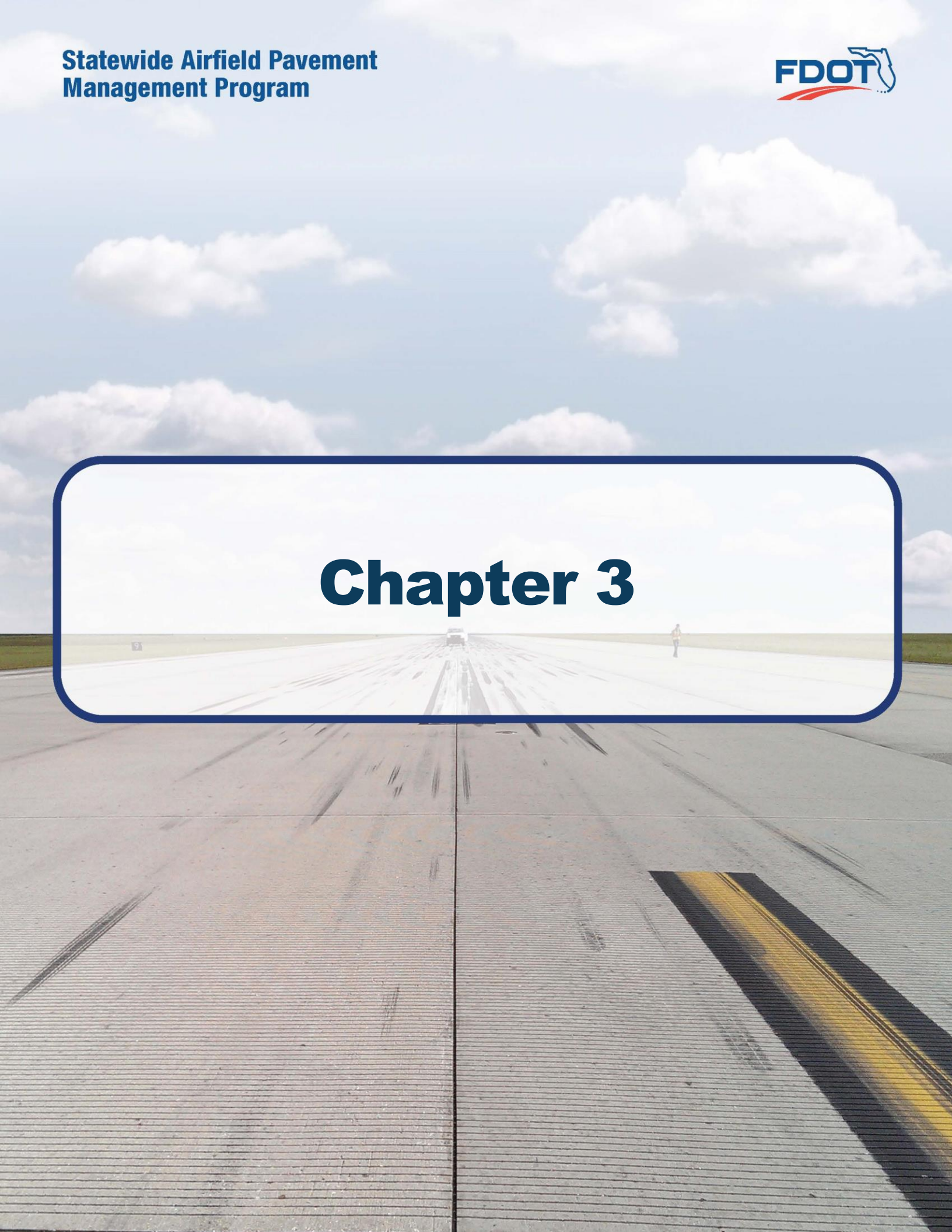
The previous methodology which featured “(52) Weathering and Raveling” distress has been separated into two distresses “(52) Raveling” and “(57) Weathering.” Previously, areas that were recorded as “Weathering and Raveling” were considered as one distress with a high deduction. Based on the updated methodology, 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.

Rigid Portland Cement Concrete Pavement Distress Updates

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.

Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	**Updated Distress**	**Former Distress in Prior to 5340-10**	**Deduction Curve**	**Potential Effect**
AC/AAC/ APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' may now be identified as 'Shrinkage Cracking'



Chapter 3

Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

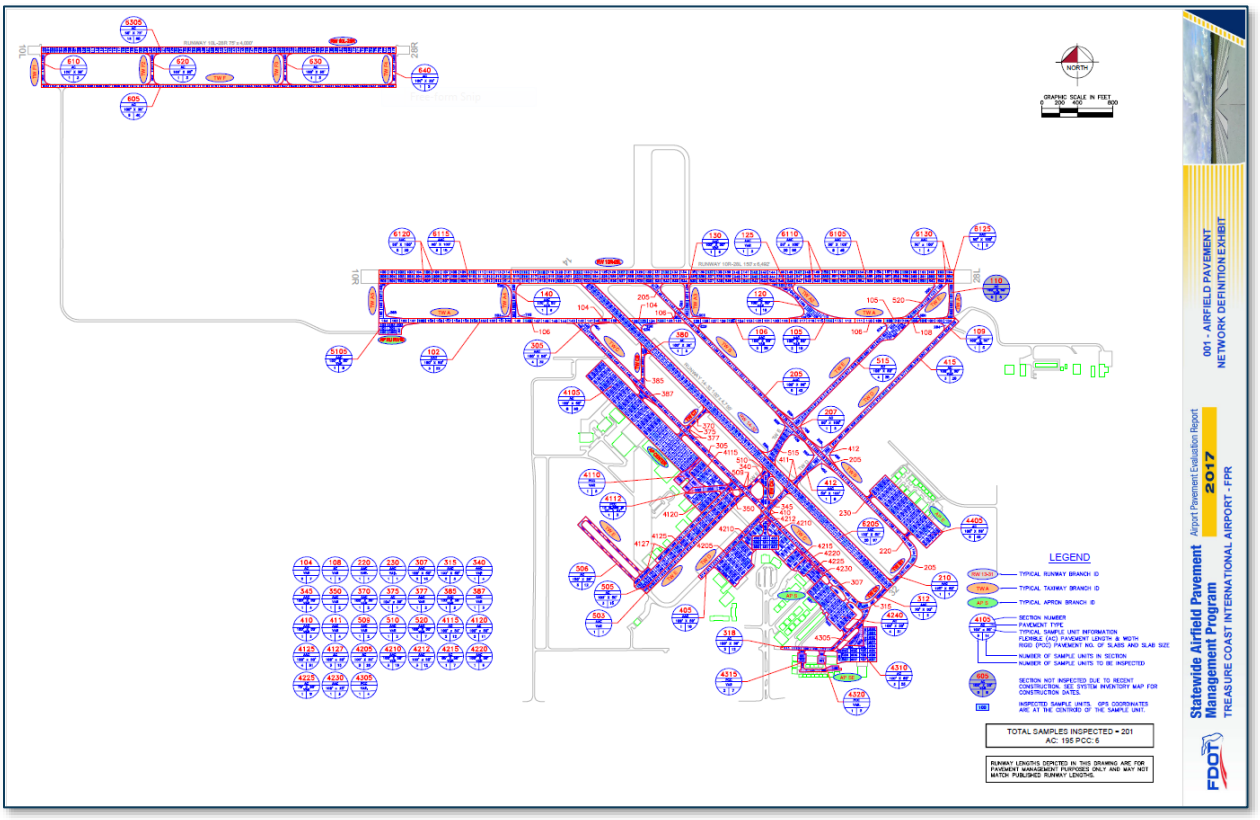
Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1-1** and **Figure 3.1.1-2** provides an inset view of the 2017 Airfield Pavement Network Definition Exhibit and the 2017 Airfield Pavement System Inventory Exhibits that depict the updated network details for the airport reflected in the PAVER Database. Large format exhibits are referenced in **Appendix C Technical Exhibits**.

Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Year	General Work Description
2013	**AP S** - Mill and Overlay: 0.5" Mill, 2.5" P-401SP
	AP S - Mill and Overlay: 1" Mill, 3" P-401SP
	TW C, C1, C4, C5, C7, C8 - Mill and Overlay
	TW D, TW E, AP S - Mill and Overlay
2015	**TW A1** - New Construction: 4" P-401, 10" P-211, 16" P-152

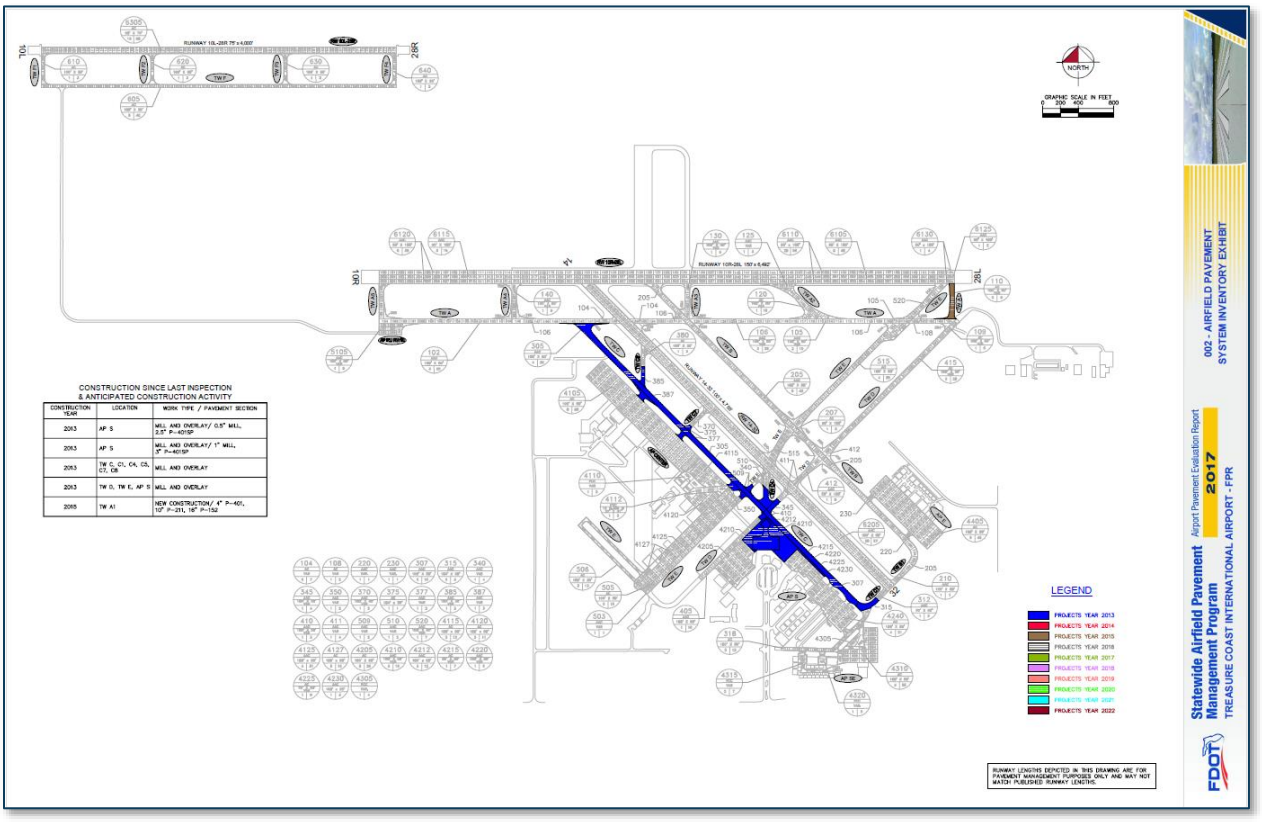
The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

Figure 3.1.1-1 2017 Airfield Pavement Network Definition Exhibit



The Airfield Pavement Network Definition Exhibit provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

Figure 3.1.1-2 2017 Airfield Pavement System Inventory Exhibit

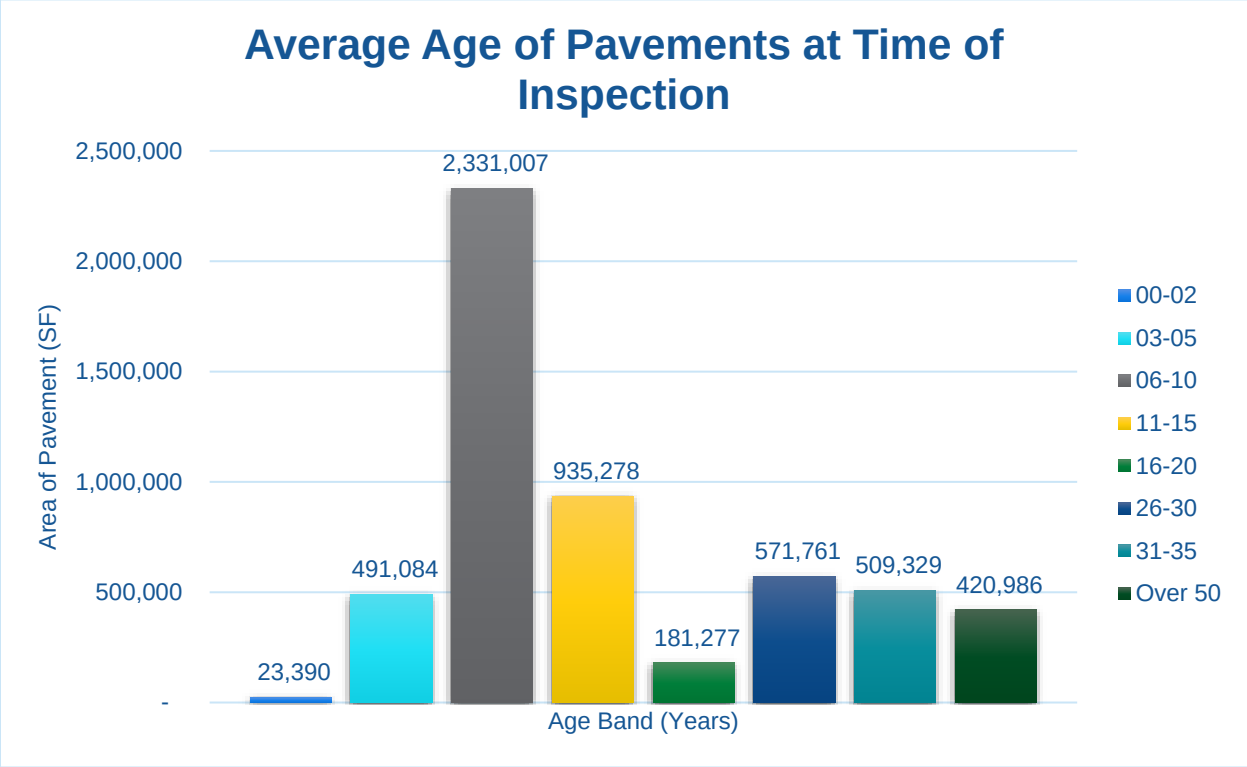


The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, observed in the field.

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections since any major construction activity has occurred during the PCI Survey inspection. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Figure 3.1.2 Average Age of Pavements at Inspection

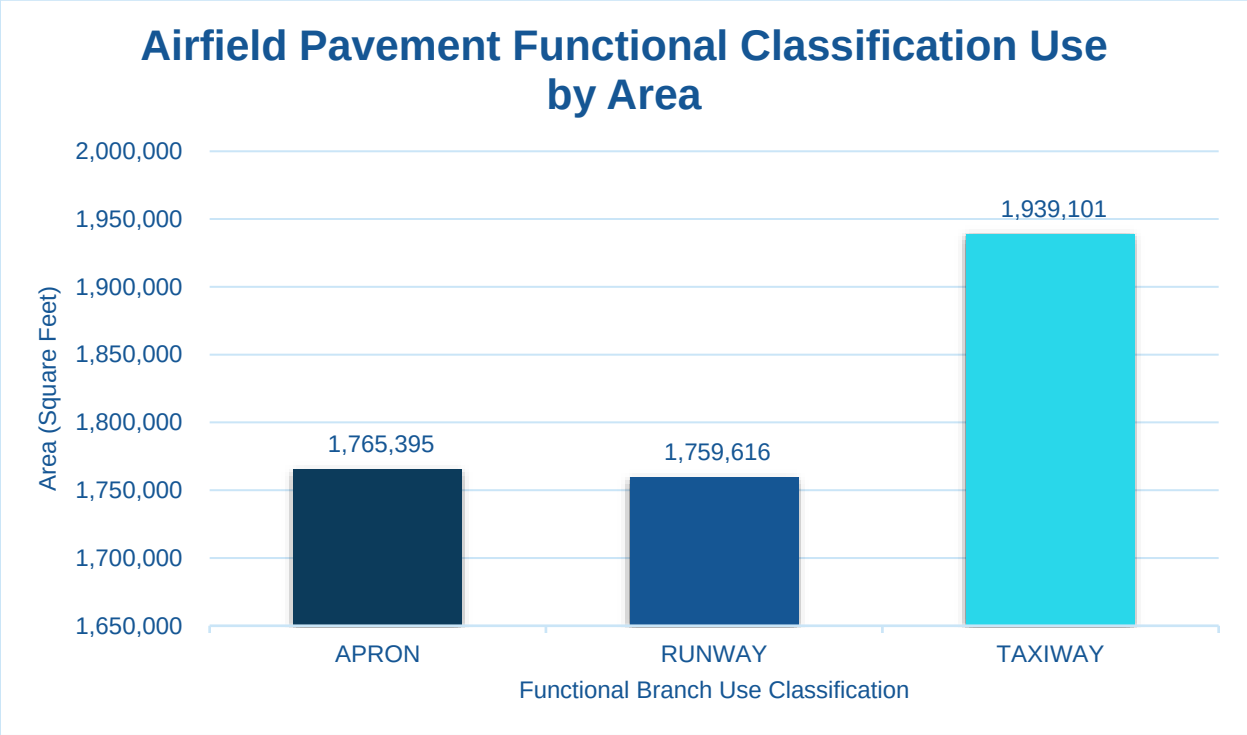


The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

3.1.3 Functional Use Classification

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes the identified pavements' functional use by area in square feet. The pavement areas reviewed exclude shoulder pavement facilities.

Figure 3.1.3 Airfield Pavement Functional Classification Use by Area



3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four common types of pavement: Portland cement concrete (PCC), asphalt concrete (AC), asphalt concrete overlaid on asphalt concrete (AAC), and asphalt concrete overlaid on Portland cement concrete (APC).

Based on the record documentation incorporated within the SAPMP database throughout the years, the pavement surface types have been assigned to the various pavement sections in accordance to its work history composition. The following **Figures 3.1.4 (a) and (b)** summarize the applicable pavement types observed at this specific airport's airfield.

Figure 3.1.4 (a) Pavement Surface Type by Area (SF)

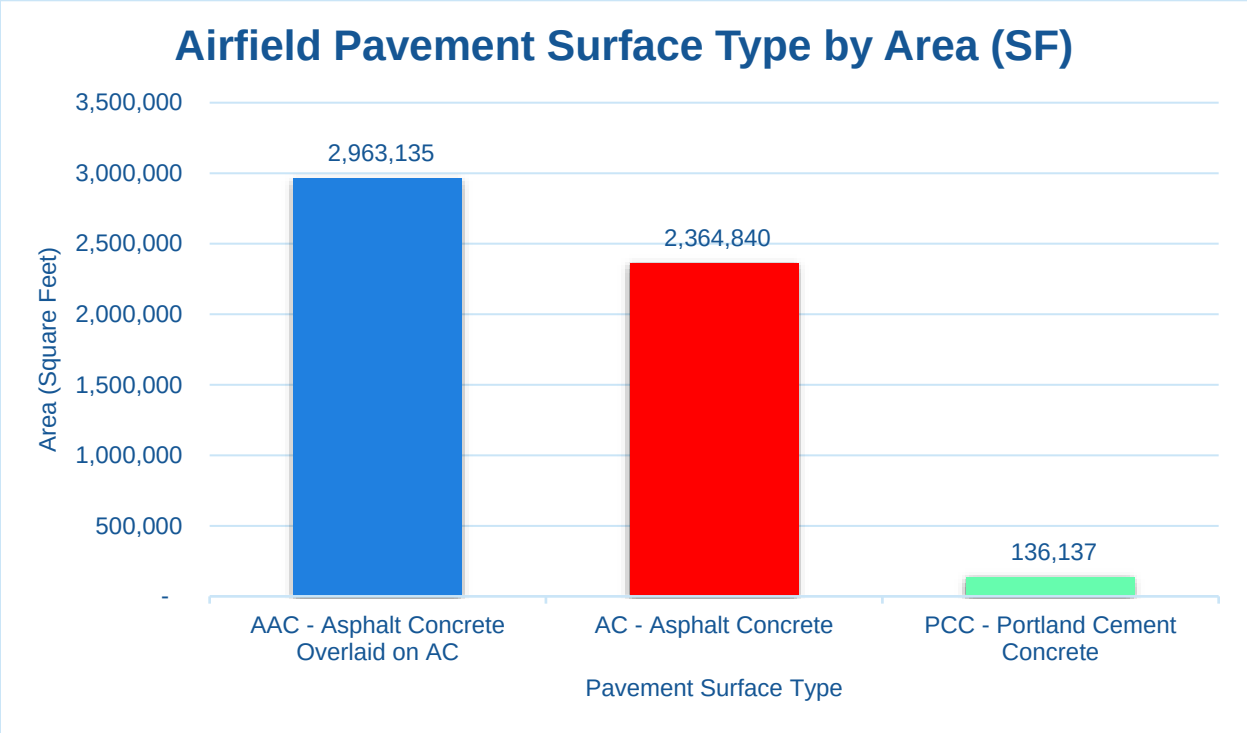
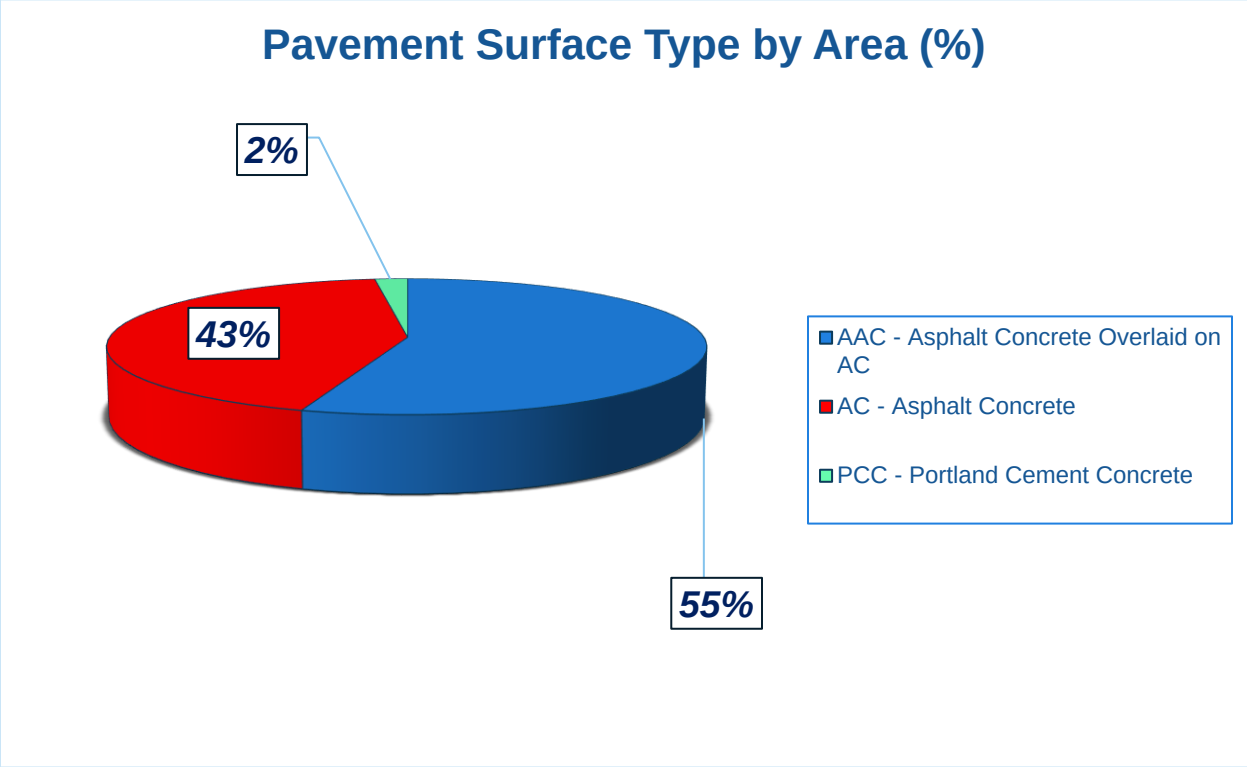


Figure 3.1.4 (b) Pavement Surface Type by Area (%)



3.1.5 Pavement System Inventory Details

The following **Table 3.1.5** displays the section-level details assembled as part of this update. The section-level details are based on the record documentation provided by the airports to FDOT and from SAPMP System Updates. The details assembled rely on the accuracy and the adequacy of data provided; however, it should be noted that characteristics such as pavement areas may be based on aerial interpretation of spatially projected imagery. The accuracy of data is presented with the intention of a network planning-level document; should the airport elect to perform rehabilitation work, it is recommended that further investigation be performed at the project level for construction purposes.

In summary, the scope of the pavement inventory update resulted in the updating of select existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix A** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit which visually summarize the results of the Airfield Pavement System Inventory analysis and reporting.

Table 3.1.5 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FPR	CENTER APRON	AP CENTER	APRON	4105	1600	250	397,367	AC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4110	499	200	42,132	PCC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4112	233	200	26,357	PCC	1/1/1942
FPR	CENTER APRON	AP CENTER	APRON	4115	300	200	63,222	AC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4120	210	200	54,083	AC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4125	1200	100	149,877	AAC	1/1/1955
FPR	CENTER APRON	AP CENTER	APRON	4127	1400	50	71,447	AC	1/1/1942
FPR	EAST APRON	AP E	APRON	4405	915	250	235,155	AC	1/1/1984
FPR	RUN-UP APRON AT RW 10R	AP RU RW10	APRON	5105	400	125	36,313	AAC	1/1/2011
FPR	SOUTH APRON	AP S	APRON	4205	450	280	128,080	AC	1/1/1984
FPR	SOUTH APRON	AP S	APRON	4210	350	220	95,822	AAC	1/1/2013
FPR	SOUTH APRON	AP S	APRON	4212	300	150	57,702	AAC	1/1/2013
FPR	SOUTH APRON	AP S	APRON	4215	220	160	29,067	AC	1/1/1984
FPR	SOUTH APRON	AP S	APRON	4220	160	140	23,742	AAC	1/1/2004
FPR	SOUTH APRON	AP S	APRON	4225	150	130	20,701	AC	1/1/1984
FPR	SOUTH APRON	AP S	APRON	4230	450	20	8,773	AAC	4/15/2013
FPR	SOUTH APRON	AP S	APRON	4240	580	220	144,278	AC	1/1/2002
FPR	SOUTHEAST APRON	AP SE	APRON	4305	200	125	25,850	PCC	12/25/1999
FPR	SOUTHEAST APRON	AP SE	APRON	4310	440	180	113,629	AC	12/25/1999
FPR	SOUTHEAST APRON	AP SE	APRON	4315	110	100	30,090	PCC	12/25/1999
FPR	SOUTHEAST APRON	AP SE	APRON	4320	150	90	11,708	PCC	12/25/1999
FPR	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6305	4000	75	300,150	AC	1/1/2009
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6105	4585	100	240,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6110	4600	50	480,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6115	1715	100	75,000	AAC	1/1/2010

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6120	1700	50	150,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6125	200	100	9,700	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6130	200	50	19,400	AAC	1/1/2010
FPR	RUNWAY 14-32	RW 14-32	RUNWAY	6205	4780	100	485,366	AAC	1/1/2004
FPR	TAXIWAY A	TW A	TAXIWAY	102	1900	36	109,512	AAC	1/1/2011
FPR	TAXIWAY A	TW A	TAXIWAY	104	600	50	31,997	AC	1/1/2004
FPR	TAXIWAY A	TW A	TAXIWAY	105	1000	50	51,433	AAC	1/1/2006
FPR	TAXIWAY A	TW A	TAXIWAY	106	2900	50	145,054	AAC	1/1/2011
FPR	TAXIWAY A	TW A	TAXIWAY	108	140	120	8,386	AC	1/1/2006
FPR	TAXIWAY A	TW A	TAXIWAY	109	365	50	23,232	AC	1/1/2005
FPR	TAXIWAY A1	TW A1	TAXIWAY	110	468	50	23,390	AC	3/1/2015
FPR	TAXIWAY A2	TW A2	TAXIWAY	120	570	65	54,200	AC	1/1/2002
FPR	TAXIWAY A2	TW A2	TAXIWAY	125	570	65	13,660	AAC	1/1/2010
FPR	TAXIWAY A3	TW A3	TAXIWAY	130	351	49	30,422	AAC	1/1/2011
FPR	TAXIWAY A4	TW A4	TAXIWAY	140	259	49	31,703	AAC	1/1/2011
FPR	TAXIWAY B	TW B	TAXIWAY	205	4350	50	218,543	AAC	1/1/2011
FPR	TAXIWAY B	TW B	TAXIWAY	207	90	50	23,150	AC	1/1/2004
FPR	TAXIWAY B1	TW B1	TAXIWAY	210	200	50	6,787	AAC	1/1/2011
FPR	TAXIWAY B2	TW B2	TAXIWAY	220	75	40	3,607	AAC	1/1/2011
FPR	TAXIWAY B3	TW B3	TAXIWAY	230	75	30	3,607	AAC	1/1/2011
FPR	TAXIWAY C	TW C	TAXIWAY	305	4500	35	159,821	AAC	4/15/2013
FPR	TAXIWAY C	TW C	TAXIWAY	307	1600	50	78,660	AAC	4/15/2013
FPR	TAXIWAY C1	TW C1	TAXIWAY	312	170	50	7,843	AAC	1/1/2004
FPR	TAXIWAY C1	TW C1	TAXIWAY	315	310	50	15,501	AAC	4/15/2013
FPR	TAXIWAY C1	TW C1	TAXIWAY	318	1300	35	44,966	AC	1/1/1984
FPR	TAXIWAY C4	TW C4	TAXIWAY	340	150	40	13,877	AAC	1/1/2004

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FPR	TAXIWAY C4	TW C4	TAXIWAY	345	300	50	17,337	AAC	4/15/2013
FPR	TAXIWAY C5	TW C5	TAXIWAY	350	130	60	7,772	AAC	4/15/2013
FPR	TAXIWAY C7	TW C7	TAXIWAY	370	135	50	6,603	AAC	1/1/2004
FPR	TAXIWAY C7	TW C7	TAXIWAY	375	75	50	3,640	AC	1/1/1991
FPR	TAXIWAY C7	TW C7	TAXIWAY	377	100	75	8,016	AAC	4/15/2013
FPR	TAXIWAY C8	TW C8	TAXIWAY	380	320	35	11,317	AC	1/1/1988
FPR	TAXIWAY C8	TW C8	TAXIWAY	385	250	35	8,406	AAC	4/15/2013
FPR	TAXIWAY C8	TW C8	TAXIWAY	387	50	75	11,376	AAC	4/15/2013
FPR	TAXIWAY D	TW D	TAXIWAY	405	955	50	47,750	AAC	1/1/1985
FPR	TAXIWAY D	TW D	TAXIWAY	410	275	50	13,389	AAC	4/15/2013
FPR	TAXIWAY D	TW D	TAXIWAY	411	300	50	16,042	AAC	1/1/2004
FPR	TAXIWAY D	TW D	TAXIWAY	412	920	50	47,471	AAC	1/1/2011
FPR	TAXIWAY D	TW D	TAXIWAY	415	2539	49	100,658	AC	1/1/1942
FPR	TAXIWAY E	TW E	TAXIWAY	503	70	50	3,610	AAC	1/1/1985
FPR	TAXIWAY E	TW E	TAXIWAY	505	1400	50	72,647	AC	1/1/1942
FPR	TAXIWAY E	TW E	TAXIWAY	506	2168	25	47,798	AC	1/1/2007
FPR	TAXIWAY E	TW E	TAXIWAY	509	160	50	8,509	AAC	4/15/2013
FPR	TAXIWAY E	TW E	TAXIWAY	510	300	50	9,607	AAC	1/1/2004
FPR	TAXIWAY E	TW E	TAXIWAY	515	200	80	164,640	AC	1/1/2007
FPR	TAXIWAY E	TW E	TAXIWAY	520	700	50	35,522	AAC	1/1/2006
FPR	TAXIWAY F	TW F	TAXIWAY	605	4000	35	140,070	AC	1/1/2009
FPR	TAXIWAY F1	TW F1	TAXIWAY	610	345	35	13,620	AC	1/1/2009
FPR	TAXIWAY F2	TW F2	TAXIWAY	620	345	35	15,165	AC	1/1/2009
FPR	TAXIWAY F3	TW F3	TAXIWAY	630	345	35	15,165	AC	1/1/2009
FPR	TAXIWAY F4	TW F4	TAXIWAY	640	345	35	13,620	AC	1/1/2009

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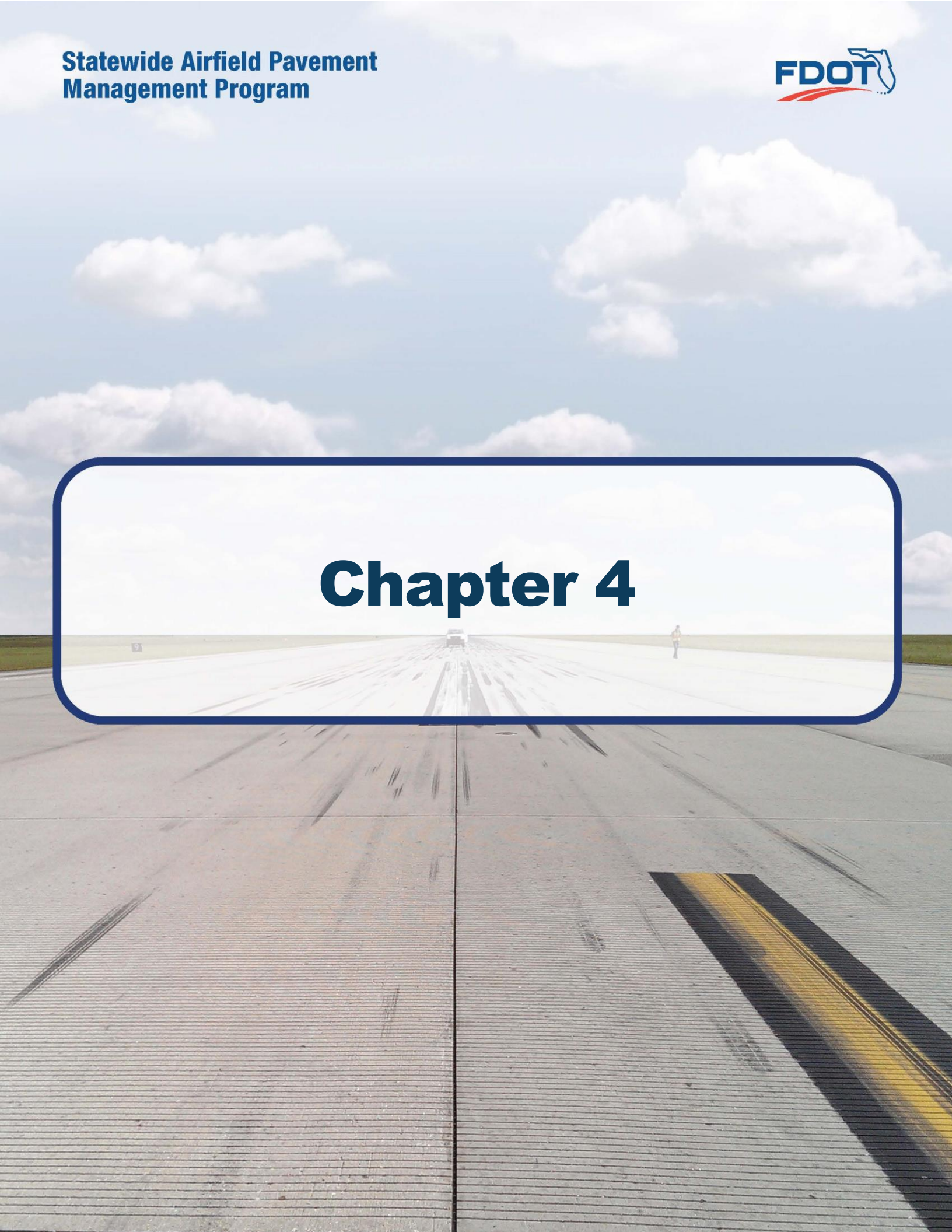


Chapter 4

Chapter 4 – Airfield Pavement Condition

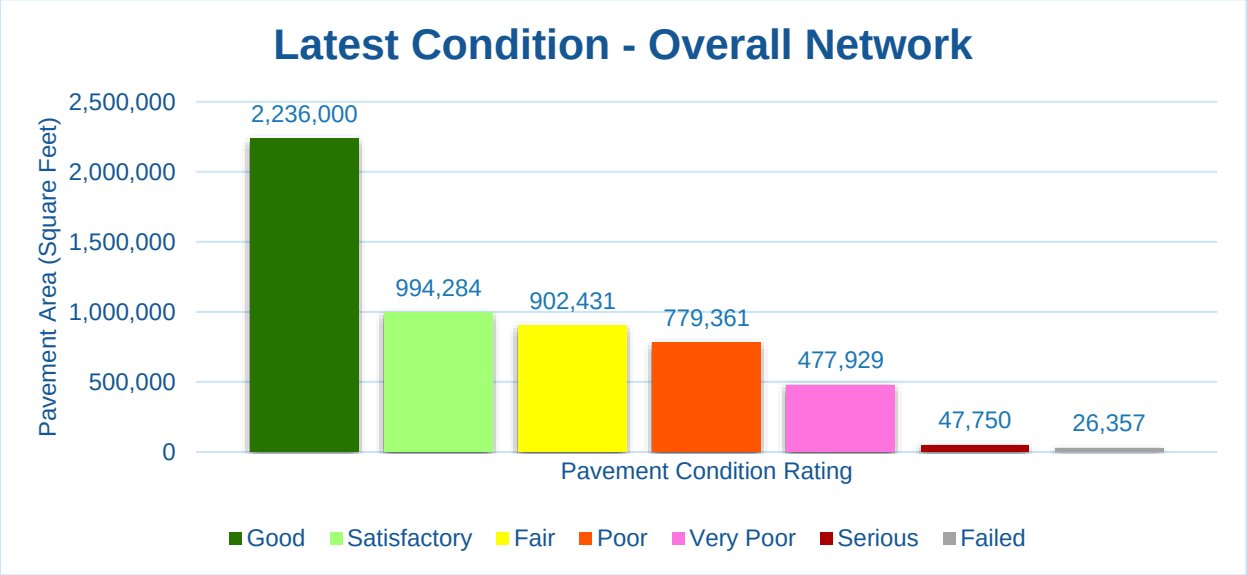
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 Network-Level Analysis

The following **Figure 4.1.1** summarizes the network-level pavement condition analysis based on the most recent PCI Survey inspection results.

Figure 4.1.1 Latest Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a) through (c)** summarize the branch-level pavement condition analysis based on the most recent PCI Survey inspection results; the following Figures provide overall branch-level conditions by branch use.

Figure 4.1.2 (a) Latest Condition – Runway Pavements

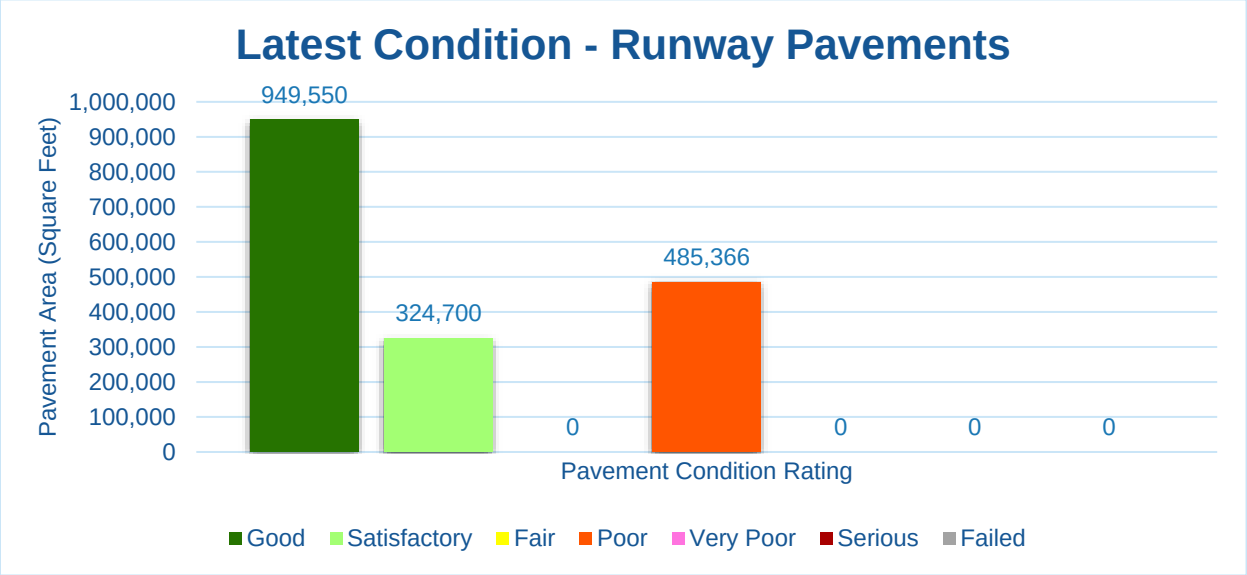


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

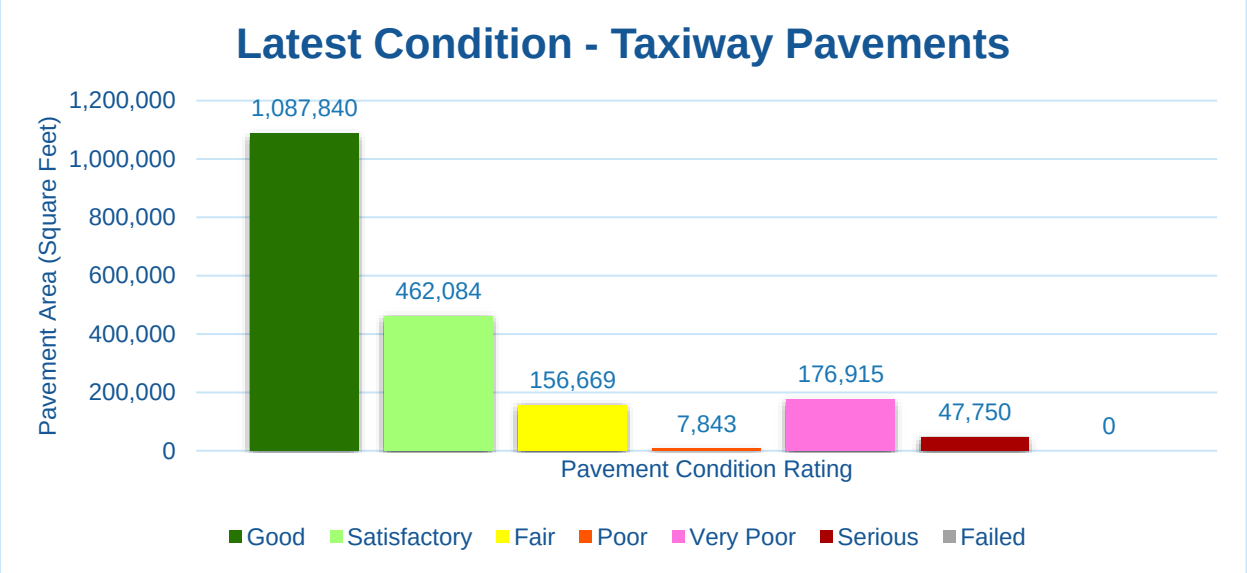
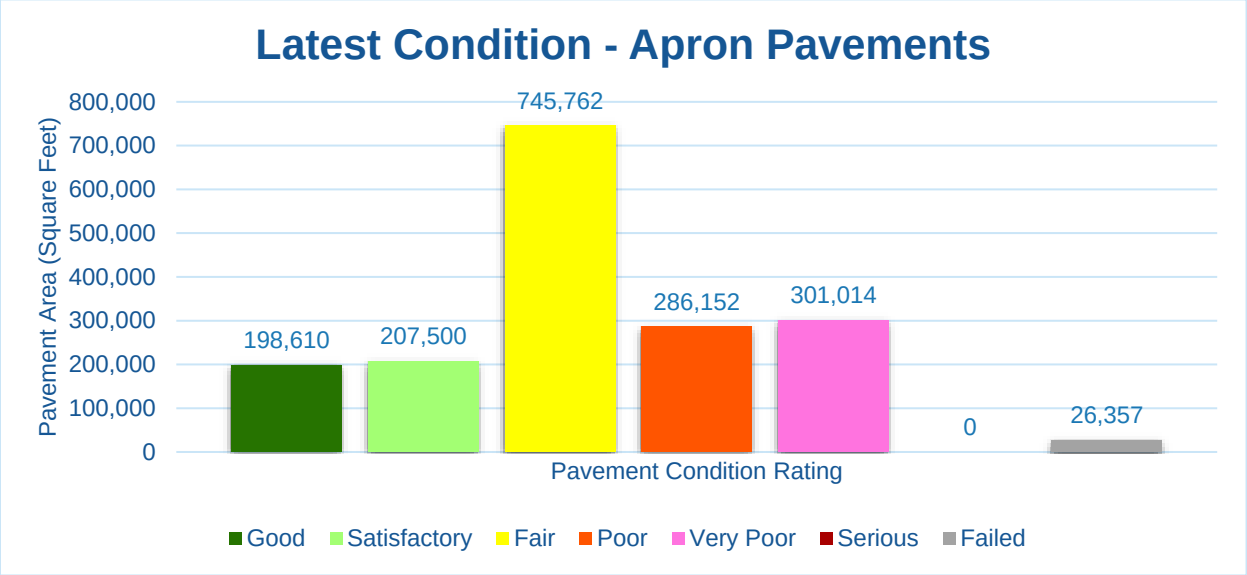


Figure 4.1.2 (c) Latest Condition – Apron Pavements



4.1.3 Section-Level Analysis

The following **Table 4.1.3** provides details for each pavement section of its area-weighted average PCI and the percent of distress which is related to load, climate, or other factors. The amount of distress attributed to the various causes provides insight into maintenance, repair, and rehabilitation needs. Load-related distress indicates that pavements are reaching the end of their structural design life, and for those pavements exhibiting a significant amount of these distress types, rehabilitation should be planned to strengthen or reconstruct the pavement. **Appendix C Technical Exhibits** provides a technical exhibit that graphically depicts the PCI values and ratings determined from this SAPMP System Update.

Any pavement facilities subject to pavement construction within the past 2 years or anticipated for construction within the next year may have been omitted from inspection. Pavement subject to major rehabilitation will be set to a PCI of 100.

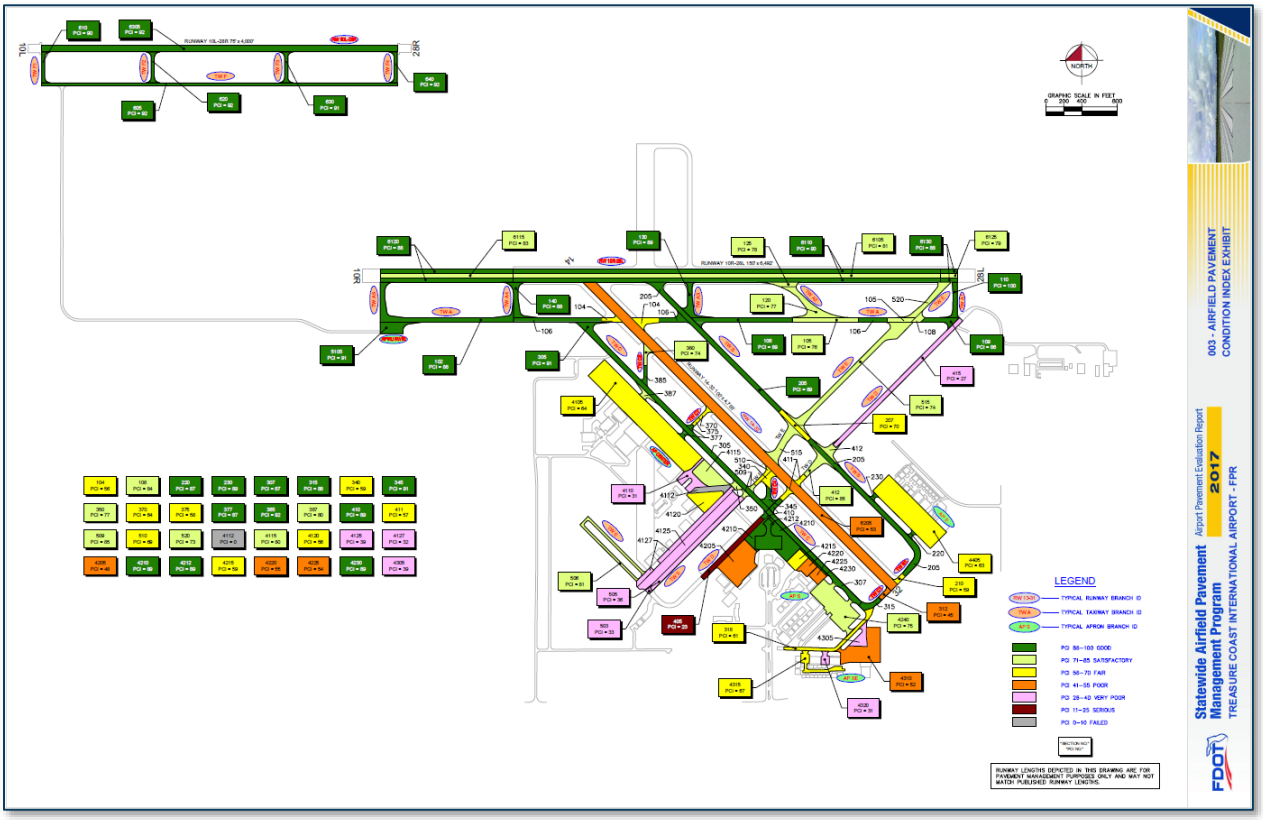
Table 4.1.3 Latest Pavement Condition Index Summary

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Sample Units Inspected	Total Sample Units in Section
FPR	AP CENTER	CENTER APRON	APRON	4105	397,367	AC	64	Fair	61%	0%	39%	8	80
FPR	AP CENTER	CENTER APRON	APRON	4110	42,132	PCC	31	Very Poor	9%	49%	42%	1	5
FPR	AP CENTER	CENTER APRON	APRON	4112	26,357	PCC	0	Failed	6%	91%	3%	1	3
FPR	AP CENTER	CENTER APRON	APRON	4115	63,222	AC	80	Satisfactory	90%	0%	10%	2	12
FPR	AP CENTER	CENTER APRON	APRON	4120	54,083	AC	56	Fair	57%	0%	43%	2	11
FPR	AP CENTER	CENTER APRON	APRON	4125	149,877	AAC	39	Very Poor	95%	0%	5%	4	31
FPR	AP CENTER	CENTER APRON	APRON	4127	71,447	AC	32	Very Poor	58%	0%	42%	3	15
FPR	AP E	EAST APRON	APRON	4405	235,155	AC	63	Fair	80%	0%	20%	5	45
FPR	AP RU RW10	RUN-UP APRON AT RW 10R	APRON	5105	36,313	AAC	91	Good	100%	0%	0%	1	8
FPR	AP S	SOUTH APRON	APRON	4205	128,080	AC	48	Poor	90%	0%	10%	3	25
FPR	AP S	SOUTH APRON	APRON	4210	95,822	AAC	89	Good	100%	0%	0%	3	19
FPR	AP S	SOUTH APRON	APRON	4212	57,702	AAC	89	Good	79%	0%	21%	3	12
FPR	AP S	SOUTH APRON	APRON	4215	29,067	AC	59	Fair	79%	0%	21%	1	7
FPR	AP S	SOUTH APRON	APRON	4220	23,742	AAC	55	Poor	76%	0%	24%	1	6
FPR	AP S	SOUTH APRON	APRON	4225	20,701	AC	54	Poor	84%	0%	16%	1	5
FPR	AP S	SOUTH APRON	APRON	4230	8,773	AAC	89	Good	100%	0%	0%	1	3
FPR	AP S	SOUTH APRON	APRON	4240	144,278	AC	75	Satisfactory	85%	0%	15%	4	31
FPR	AP SE	SOUTHEAST APRON	APRON	4305	25,850	PCC	39	Very Poor	13%	68%	19%	1	4
FPR	AP SE	SOUTHEAST APRON	APRON	4310	113,629	AC	52	Poor	97%	0%	3%	3	23
FPR	AP SE	SOUTHEAST APRON	APRON	4315	30,090	PCC	67	Fair	25%	30%	45%	2	7
FPR	AP SE	SOUTHEAST APRON	APRON	4320	11,708	PCC	31	Very Poor	11%	81%	8%	1	2
FPR	RW 10L-28R	RUNWAY 10L-28R	RUNWAY	6305	300,150	AC	92	Good	100%	0%	0%	16	80
FPR	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6105	240,000	AAC	81	Satisfactory	96%	0%	4%	8	48
FPR	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6110	480,000	AAC	90	Good	100%	0%	0%	20	96
FPR	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6115	75,000	AAC	83	Satisfactory	100%	0%	0%	3	15
FPR	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6120	150,000	AAC	88	Good	100%	0%	0%	5	30
FPR	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6125	9,700	AAC	79	Satisfactory	100%	0%	0%	1	2
FPR	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6130	19,400	AAC	88	Good	100%	0%	0%	1	4
FPR	RW 14-32	RUNWAY 14-32	RUNWAY	6205	485,366	AAC	53	Poor	70%	0%	30%	20	97
FPR	TW A	TAXIWAY A	TAXIWAY	102	109,512	AAC	88	Good	100%	0%	0%	3	22
FPR	TW A	TAXIWAY A	TAXIWAY	104	31,997	AC	56	Fair	56%	0%	44%	2	7
FPR	TW A	TAXIWAY A	TAXIWAY	105	51,433	AAC	76	Satisfactory	76%	0%	24%	2	10
FPR	TW A	TAXIWAY A	TAXIWAY	106	145,054	AAC	89	Good	100%	0%	0%	3	29
FPR	TW A	TAXIWAY A	TAXIWAY	108	8,386	AC	84	Satisfactory	66%	0%	34%	1	2
FPR	TW A	TAXIWAY A	TAXIWAY	109	23,232	AC	86	Good	100%	0%	0%	1	5
FPR	TW A1	TAXIWAY A1	TAXIWAY	110	23,390	AC	100	Good	0%	0%	0%	0	5
FPR	TW A2	TAXIWAY A2	TAXIWAY	120	54,200	AC	77	Satisfactory	100%	0%	0%	1	10
FPR	TW A2	TAXIWAY A2	TAXIWAY	125	13,660	AAC	78	Satisfactory	68%	0%	32%	1	3

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI Pct Climate	PCI Pct Load	PCI Pct Other	Sample Units Inspected	Total Sample Units in Section
FPR	TW A3	TAXIWAY A3	TAXIWAY	130	30,422	AAC	89	Good	100%	0%	0%	1	6
FPR	TW A4	TAXIWAY A4	TAXIWAY	140	31,703	AAC	88	Good	100%	0%	0%	1	6
FPR	TW B	TAXIWAY B	TAXIWAY	205	218,543	AAC	89	Good	100%	0%	0%	5	42
FPR	TW B	TAXIWAY B	TAXIWAY	207	23,150	AC	70	Fair	92%	0%	8%	1	5
FPR	TW B1	TAXIWAY B1	TAXIWAY	210	6,787	AAC	59	Fair	65%	0%	35%	1	1
FPR	TW B2	TAXIWAY B2	TAXIWAY	220	3,607	AAC	87	Good	100%	0%	0%	1	1
FPR	TW B3	TAXIWAY B3	TAXIWAY	230	3,607	AAC	89	Good	100%	0%	0%	1	1
FPR	TW C	TAXIWAY C	TAXIWAY	305	159,821	AAC	91	Good	100%	0%	0%	4	32
FPR	TW C	TAXIWAY C	TAXIWAY	307	78,660	AAC	87	Good	100%	0%	0%	2	15
FPR	TW C1	TAXIWAY C1	TAXIWAY	312	7,843	AAC	45	Poor	71%	0%	29%	1	2
FPR	TW C1	TAXIWAY C1	TAXIWAY	315	15,501	AAC	88	Good	100%	0%	0%	2	3
FPR	TW C1	TAXIWAY C1	TAXIWAY	318	44,966	AC	61	Fair	90%	0%	10%	3	12
FPR	TW C4	TAXIWAY C4	TAXIWAY	340	13,877	AAC	59	Fair	77%	0%	23%	1	4
FPR	TW C4	TAXIWAY C4	TAXIWAY	345	17,337	AAC	91	Good	100%	0%	0%	1	4
FPR	TW C5	TAXIWAY C5	TAXIWAY	350	7,772	AAC	77	Satisfactory	49%	0%	51%	1	2
FPR	TW C7	TAXIWAY C7	TAXIWAY	370	6,603	AAC	64	Fair	76%	0%	24%	1	2
FPR	TW C7	TAXIWAY C7	TAXIWAY	375	3,640	AC	58	Fair	81%	0%	19%	1	1
FPR	TW C7	TAXIWAY C7	TAXIWAY	377	8,016	AAC	87	Good	100%	0%	0%	1	2
FPR	TW C8	TAXIWAY C8	TAXIWAY	380	11,317	AC	74	Satisfactory	94%	0%	6%	1	3
FPR	TW C8	TAXIWAY C8	TAXIWAY	385	8,406	AAC	92	Good	100%	0%	0%	1	2
FPR	TW C8	TAXIWAY C8	TAXIWAY	387	11,376	AAC	80	Satisfactory	54%	0%	46%	1	3
FPR	TW D	TAXIWAY D	TAXIWAY	405	47,750	AAC	23	Serious	92%	0%	8%	1	10
FPR	TW D	TAXIWAY D	TAXIWAY	410	13,389	AAC	89	Good	100%	0%	0%	1	3
FPR	TW D	TAXIWAY D	TAXIWAY	411	16,042	AAC	57	Fair	64%	0%	36%	1	4
FPR	TW D	TAXIWAY D	TAXIWAY	412	47,471	AAC	85	Satisfactory	100%	0%	0%	1	8
FPR	TW D	TAXIWAY D	TAXIWAY	415	100,658	AC	27	Very Poor	81%	19%	0%	3	20
FPR	TW E	TAXIWAY E	TAXIWAY	503	3,610	AAC	33	Very Poor	68%	0%	32%	1	1
FPR	TW E	TAXIWAY E	TAXIWAY	505	72,647	AC	36	Very Poor	94%	0%	6%	3	15
FPR	TW E	TAXIWAY E	TAXIWAY	506	47,798	AC	81	Satisfactory	100%	0%	0%	3	12
FPR	TW E	TAXIWAY E	TAXIWAY	509	8,509	AAC	85	Satisfactory	100%	0%	0%	1	2
FPR	TW E	TAXIWAY E	TAXIWAY	510	9,607	AAC	69	Fair	90%	0%	10%	1	2
FPR	TW E	TAXIWAY E	TAXIWAY	515	164,640	AC	74	Satisfactory	92%	0%	8%	4	35
FPR	TW E	TAXIWAY E	TAXIWAY	520	35,522	AAC	73	Satisfactory	100%	0%	0%	1	7
FPR	TW F	TAXIWAY F	TAXIWAY	605	140,070	AC	92	Good	100%	0%	0%	5	40
FPR	TW F1	TAXIWAY F1	TAXIWAY	610	13,620	AC	90	Good	100%	0%	0%	1	3
FPR	TW F2	TAXIWAY F2	TAXIWAY	620	15,165	AC	92	Good	100%	0%	0%	1	3
FPR	TW F3	TAXIWAY F3	TAXIWAY	630	15,165	AC	91	Good	100%	0%	0%	1	3
FPR	TW F4	TAXIWAY F4	TAXIWAY	640	13,620	AC	92	Good	100%	0%	0%	1	3

Figure 4.1.3 is an inset view of the 2017 Airfield Pavement Condition Index Exhibit that visually represents the results of the latest PCI Survey inspection. A large format exhibit is located in **Appendix C Technical Exhibits.**

Figure 4.1.3 2017 Airfield Pavement Condition Index Exhibit



4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The field PCI Survey performed at Treasure Coast International Airport (FPR) started on 05/02/2017 and was completed on 05/03/2017. The resulting overall average area-weighted PCI value was 72 representing a condition rating of Satisfactory. Treasure Coast International Airport is serviced by three runways; Runway 10L-28R is 75-ft wide and 4,000-ft long, Runway 10R-28L is 150-ft wide and 6,492-ft long, and Runway 14-32 is 100-ft wide and 4,755-ft long.

Based on the FAA 5010 Report as of 06/29/2017 the Airport has reported 196,000 operations for 12 months ending 01/08/2016.

4.2.2 Branch-Level Observations

The following branch-level observations are intended to be an overall summary of select pavement facilities identified during the PCI Survey; further detail at the section and sample-level may be referenced for all pavements assessed as part of this System Update. The branch-level observations discussed are limited to select branches based on use and condition.

Runway 10R-28L

Runway 10R-28L consists of 6 sections constructed of AAC. The last construction year for Runway 10R-28L was 2010. The average area-weighted PCI for Runway 10R-28L is 86 representing a Good condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed in Runway 10R-28L consist of Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Runway 10L-28R

Runway 10L-28R consists of 1 section constructed of AC. The last construction year for Runway 10L-28R was 2009. The average area-weighted PCI for Runway 10L-28R is 92 representing a Good condition rating. The pavement distresses observed were related to Climate distress classifications. Distresses observed in Runway 10L-28R consist of Longitudinal & Transverse Cracking, and Weathering.

Runway 14-32

Runway 14-32 consists of 1 section constructed of AAC. The last construction year for Runway 14-32 was 2004. The average area-weighted PCI for Runway 14-32 is 53 representing a Poor condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed in Runway 14-32 consist of Bleeding, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway D

Taxiway D consists of 5 sections constructed of AC and AAC. The last construction years range from 1942 to 2013. The average area-weighted PCI for Taxiway D is 44 representing a Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed in Taxiway D consist of Alligator Cracking, Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway E

Taxiway E consists of 7 sections constructed of AC and AAC. The last construction years range from 1942 to 2013. The average area-weighted PCI for Taxiway E is 66 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed in Taxiway E consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Center Apron

Center Apron consists of 7 sections constructed of AC, AAC, and PCC. The last construction years range from 1942 to 1991. The average area-weighted PCI for Center Apron is 53 representing a Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed in Center Apron consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Oil Spillage, Patching, Raveling, Swelling, Weathering, Corner Break, Linear Cracking, Joint Seal Damage, Large Patch/Utility Cut, Shattered Slab, Shrinkage Cracking, and Joint Spall.

Southeast Apron

Southeast Apron consists of 4 sections constructed of AC and PCC. The last construction year for Southeast Apron was 1999. The average area-weighted PCI for Southeast Apron is 51 representing a Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed in Southeast Apron consist of Block Cracking, Longitudinal & Transverse Cracking, Raveling, Swelling, Corner Break, Linear Cracking, Joint Seal Damage, Faulting, Shattered Slab, Shrinkage Cracking, Joint Spall, and Corner Spall.

East Apron

East Apron consists of 1 section constructed of AC. The last construction year for East Apron was 1984. The average area-weighted PCI for East Apron is 63 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed in East Apron consist of Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Figure 4.2.2 Pavement Condition Summary by Facility Use

Facility Use	Average Area-Weighted PCI	Condition Rating
Runway	78	Satisfactory
Taxiway	77	Satisfactory
Apron	59	Fair

4.3 Forecasted Pavement Conditions

4.3.1 Performance Models and Prediction Curves

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to developed forecasted PCI values based on historic trends and statistical models.

4.3.2 Branch-Level Pavement Condition Forecast

The following **Figures 4.3.2 (a) through (c)** depict the branch-level pavement condition forecast by Branch Use (Runway, Taxiway, and/or Apron). The forecasted conditions are for a 10-year duration starting in January 2018 through January 2027.

Figure 4.3.2 (a) Forecasted Runway Pavement Performance

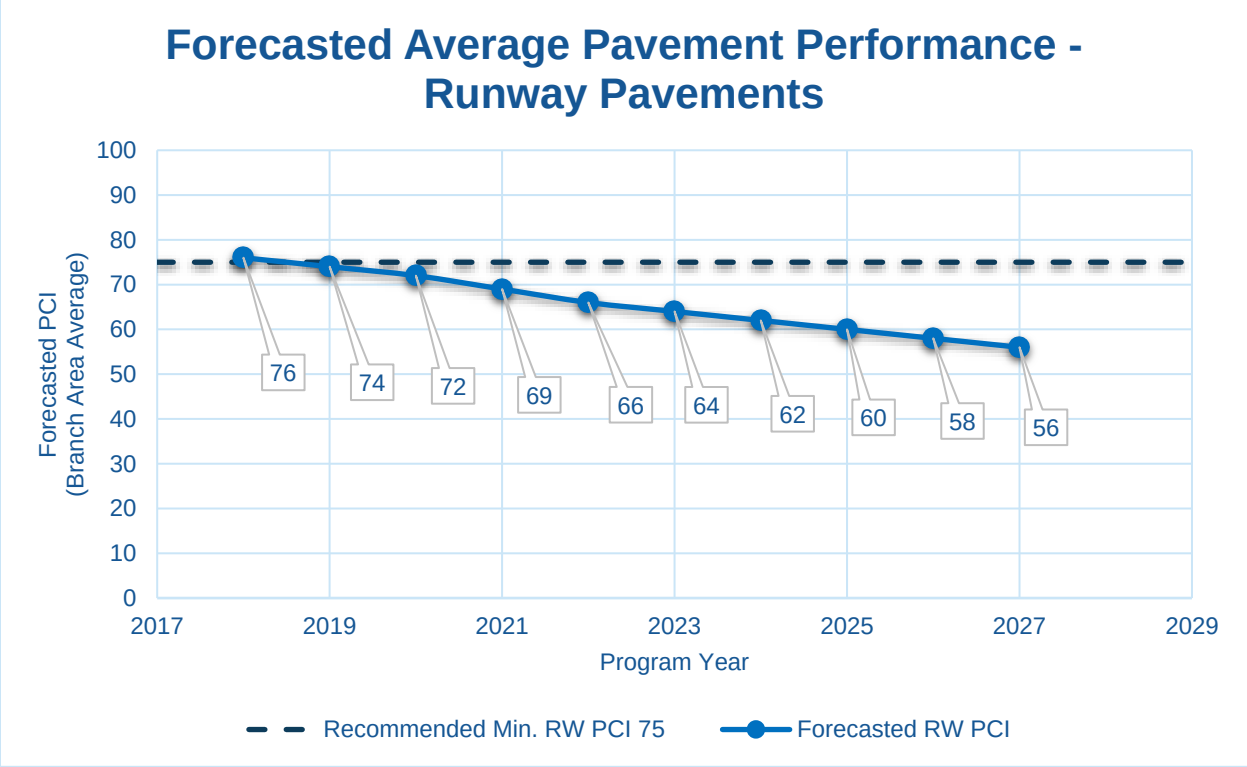


Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

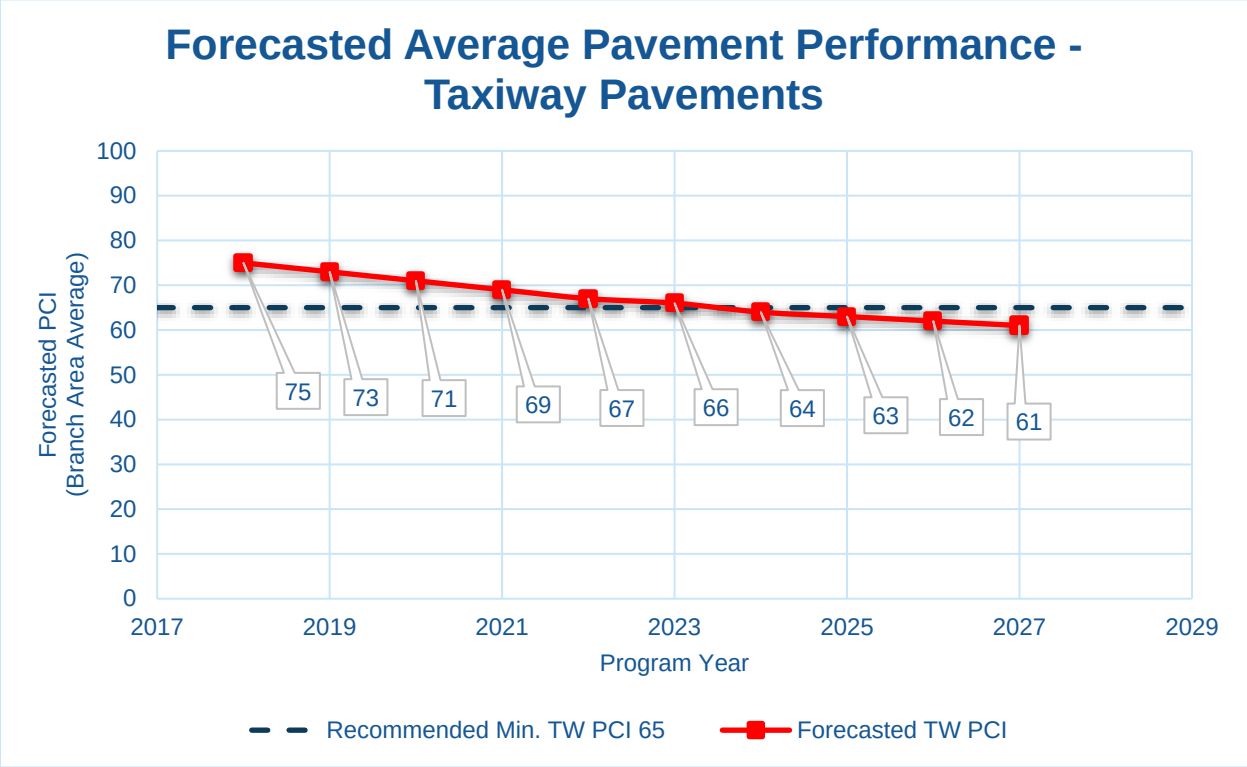
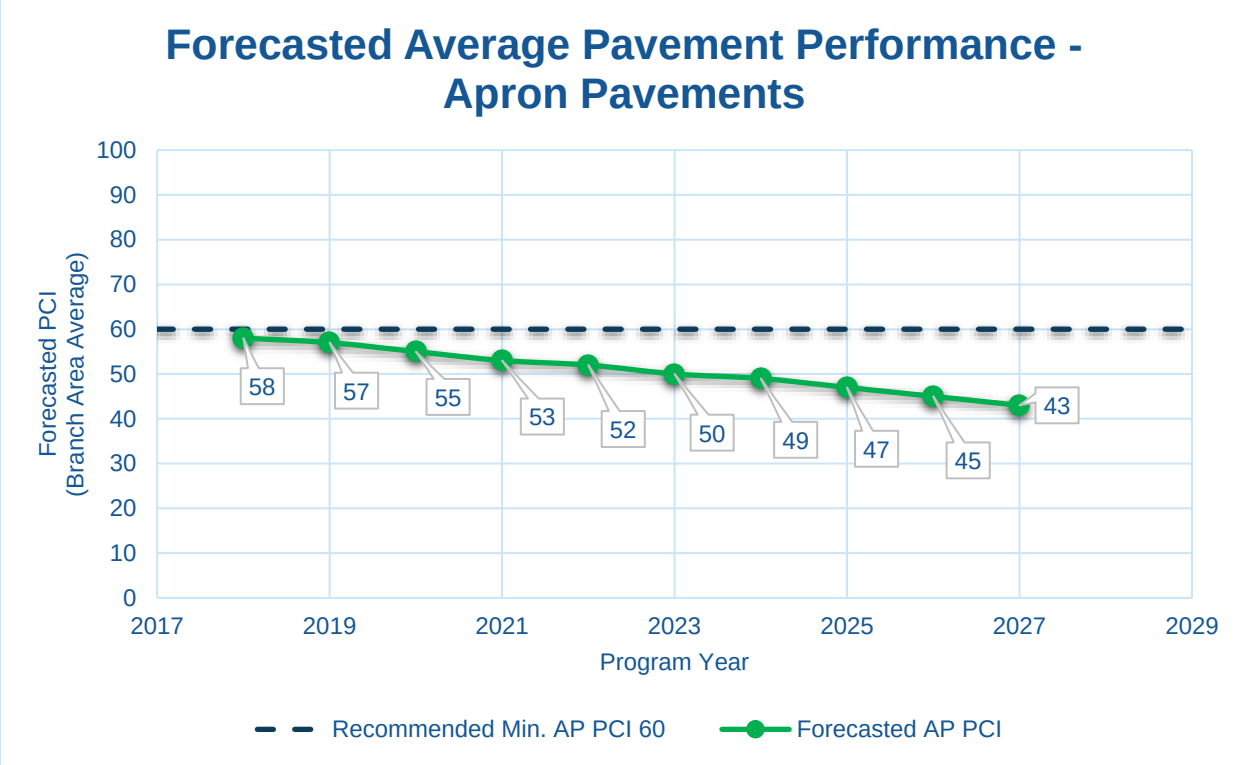


Figure 4.3.2 (c) Forecasted Apron Pavement Performance



4.3.3 Section-Level Pavement Condition Forecast

The following **Table 4.3.3** provides detail to the forecasted PCI values for each section inspected. Please note the forecasted Branch- and Section-Level PCI's are for planning purposes and are subject to the sensitivities in changes in traffic and maintenance frequency. Airport staff should perform annual visual condition assessments to maintain recent understanding of pavement conditions.

Table 4.3.3 Forecasted PCI 2018-2027

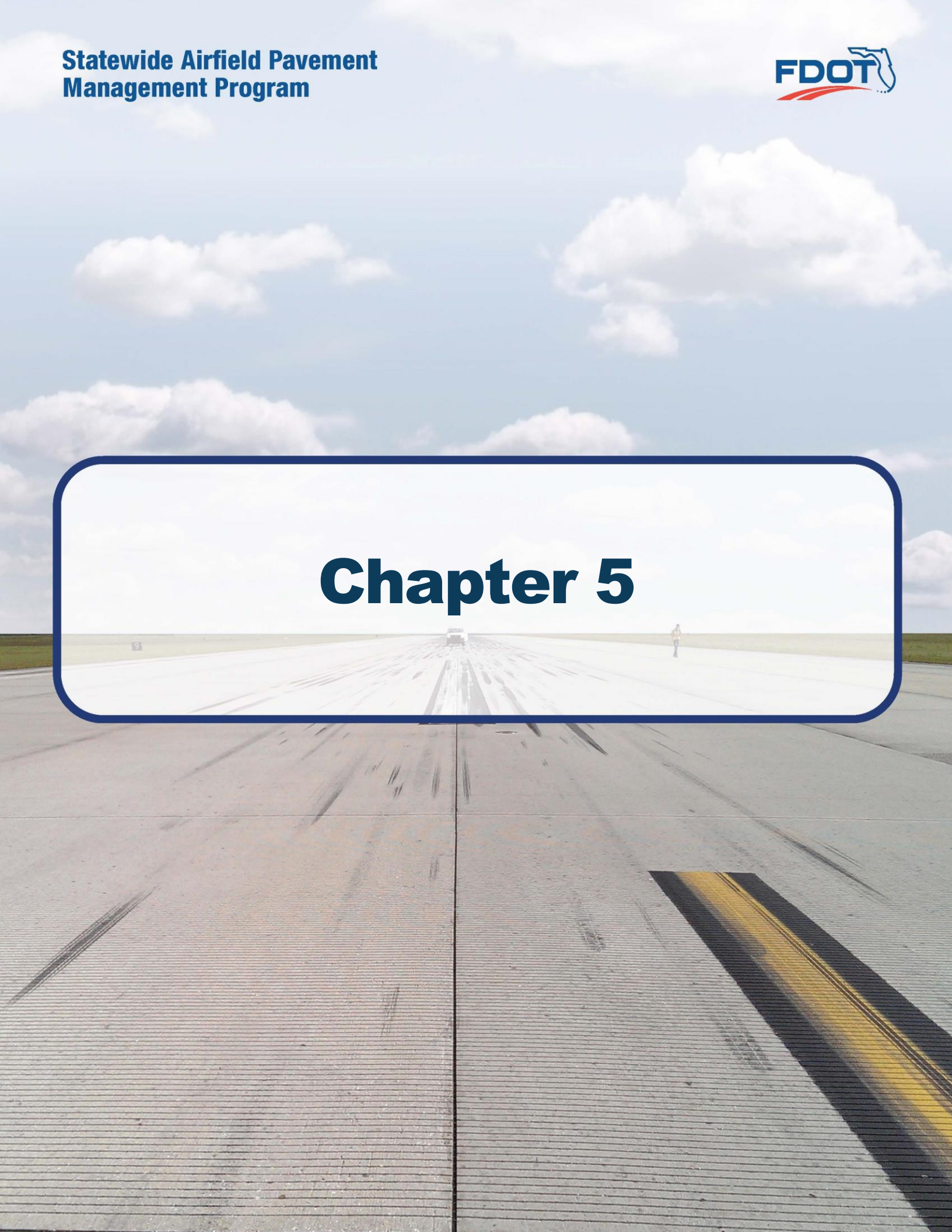
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	AP CENTER	4105	64	62	61	59	58	56	55	53	51	50	48
FPR	AP CENTER	4110	31	30	29	28	27	25	24	23	22	21	20
FPR	AP CENTER	4112	0	0	0	0	0	0	0	0	0	0	0
FPR	AP CENTER	4115	80	78	77	75	74	72	71	69	67	66	64
FPR	AP CENTER	4120	56	54	53	51	50	48	47	45	43	42	40
FPR	AP CENTER	4125	39	37	34	32	29	27	24	21	19	16	13
FPR	AP CENTER	4127	32	30	29	27	26	24	23	21	19	18	16
FPR	AP E	4405	63	61	60	58	57	55	54	52	50	49	47
FPR	AP RU RW10	5105	91	87	84	82	81	79	78	76	74	72	70
FPR	AP S	4205	48	46	45	43	42	40	39	37	35	34	32
FPR	AP S	4210	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4212	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4215	59	57	56	54	53	51	50	48	46	45	43
FPR	AP S	4220	55	54	53	52	52	52	52	52	52	51	50
FPR	AP S	4225	54	52	51	49	48	46	45	43	41	40	38
FPR	AP S	4230	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4240	75	73	72	70	69	67	66	64	62	61	59
FPR	AP SE	4305	39	38	38	38	37	37	36	36	35	34	34
FPR	AP SE	4310	52	50	49	47	46	44	43	41	39	38	36
FPR	AP SE	4315	67	65	64	62	60	59	57	56	55	54	53
FPR	AP SE	4320	31	30	29	28	27	25	24	23	22	21	20
FPR	RW 10L-28R	6305	92	90	89	87	86	84	82	81	79	77	76
FPR	RW 10R-28L	6105	81	79	76	74	72	70	68	66	64	63	62
FPR	RW 10R-28L	6110	90	88	86	83	81	78	76	73	71	69	67
FPR	RW 10R-28L	6115	83	81	78	76	74	71	69	67	66	64	63

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	RW 10R-28L	6120	88	86	84	81	79	76	74	71	69	67	66
FPR	RW 10R-28L	6125	79	77	74	72	70	68	66	65	63	62	61
FPR	RW 10R-28L	6130	88	86	84	81	79	76	74	71	69	67	66
FPR	RW 14-32	6205	53	51	48	45	42	38	35	32	30	27	25
FPR	TW A	102	88	86	83	81	79	77	76	74	73	72	71
FPR	TW A	104	56	55	53	52	50	49	47	45	44	42	41
FPR	TW A	105	76	75	73	72	72	71	70	69	68	67	66
FPR	TW A	106	89	87	84	82	80	78	76	75	74	73	72
FPR	TW A	108	84	82	80	78	76	74	73	71	70	69	68
FPR	TW A	109	86	84	82	79	77	76	74	72	71	70	69
FPR	TW A1	110	100	93	91	88	86	83	81	79	77	75	73
FPR	TW A2	120	77	75	74	72	71	70	68	67	67	66	65
FPR	TW A2	125	78	76	75	74	73	72	71	70	69	68	67
FPR	TW A3	130	89	87	84	82	80	78	76	75	74	73	72
FPR	TW A4	140	88	86	83	81	79	77	76	74	73	72	71
FPR	TW B	205	89	87	84	82	80	78	76	75	74	73	72
FPR	TW B	207	70	69	68	67	66	65	64	63	62	62	61
FPR	TW B1	210	59	57	56	54	52	51	49	48	46	45	45
FPR	TW B2	220	87	85	82	80	78	77	75	74	73	72	71
FPR	TW B3	230	89	87	84	82	80	78	76	75	74	73	72
FPR	TW C	305	91	89	86	83	81	79	77	76	75	73	72
FPR	TW C	307	87	85	82	80	78	77	75	74	73	72	71
FPR	TW C1	312	45	44	44	43	43	43	43	43	43	42	41
FPR	TW C1	315	88	86	83	81	79	77	76	74	73	72	71
FPR	TW C1	318	61	60	59	58	56	55	54	52	51	49	48
FPR	TW C4	340	59	57	56	54	52	51	49	48	46	45	45
FPR	TW C4	345	91	89	86	83	81	79	77	76	75	73	72

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	TW C5	350	77	76	74	73	72	71	70	70	69	68	67
FPR	TW C7	370	64	63	61	60	58	56	54	53	51	50	48
FPR	TW C7	375	58	57	55	54	53	51	50	48	46	45	43
FPR	TW C7	377	87	85	82	80	78	77	75	74	73	72	71
FPR	TW C8	380	74	72	71	70	69	68	67	66	65	64	63
FPR	TW C8	385	92	90	87	84	82	80	78	76	75	74	73
FPR	TW C8	387	80	78	77	75	74	73	72	71	70	69	69
FPR	TW D	405	23	20	16	12	9	5	1	0	0	0	0
FPR	TW D	410	89	87	84	82	80	78	76	75	74	73	72
FPR	TW D	411	57	55	54	52	50	49	47	46	45	44	44
FPR	TW D	412	85	83	81	79	77	76	74	73	72	71	70
FPR	TW D	415	27	26	24	23	20	17	14	12	9	6	4
FPR	TW E	503	33	29	25	21	18	14	10	6	2	0	0
FPR	TW E	505	36	35	34	32	32	31	30	29	28	28	27
FPR	TW E	506	81	79	77	75	74	72	71	70	68	67	66
FPR	TW E	509	85	83	81	79	77	76	74	73	72	71	70
FPR	TW E	510	69	68	67	66	65	63	62	60	59	57	55
FPR	TW E	515	74	72	71	70	69	68	67	66	65	64	63
FPR	TW E	520	73	72	71	70	69	68	67	66	65	64	63
FPR	TW F	605	92	90	87	85	82	80	78	76	74	73	71
FPR	TW F1	610	90	88	85	83	81	79	77	75	73	72	70
FPR	TW F2	620	92	90	87	85	82	80	78	76	74	73	71
FPR	TW F3	630	91	89	86	84	82	79	77	76	74	72	71
FPR	TW F4	640	92	90	87	85	82	80	78	76	74	73	71

4.3.4 Forecasted PCI Considerations

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA ***AC 150/5320-6F Airport Pavement Design and Evaluation*** and ***AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements*** to determine structural and/or functional conditions at the time of project.



Chapter 5

Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** includes surface seals and rejuvenators (flexible pavements).
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from a more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distress pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.

5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2.1** and **Table 5.2.2**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA ***AC 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements"*** and the ***FDOT Airfield Pavement Distress Repair Manual.*** Additionally, the ***Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements*** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2-1 Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	High	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft

Distress	Severity	Description	Code	Work Type	Work Unit
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2-2 Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt

Distress	Severity	Description	Code	Work Type	Work Unit
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT – SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt

Table 5.2-3 (a) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Name	Cost	Units
FDOT-SS-LO	FDOT - SURFACE SEAL	$0.55	SqFt
FDOT-ML-AC	FDOT - MILLING - AC	$2.00	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	$2.00	Ft
FDOT-CS-AC	FDOT - CRACK SEALING - AC	$3.00	Ft
FDOT-MO-PV	FDOT - MONITOR	$0.00	SqFt
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	$6.00	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	$3.00	SqFt

Table 5.2-3 (b) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	$100.00	SqFt
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	$30.00	SqFt
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	$30.00	SqFt
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	$72.00	SqFt
FDOT-PO-FL	FDOT - POPOUT FILLER	$0.05	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	$2.00	Ft
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	$4.25	Ft
FDOT-MO-PV	FDOT - MONITOR	$0.00	N/A
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	$2.75	Ft

**PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.*

5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. **Appendix B** provides the estimated Localized Maintenance and Repair based on this SAPMP's PCI Survey Inspection efforts. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3-1** summarizes the anticipated Localized Maintenance and Repair efforts based on the PCI Survey Inspection efforts performed at this airport as part of this SAPMP System Update. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3-1 Summary of Airport Localized M&R Planning Cost and Quantity at Network Level

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	2,685	SqFt	$ 16,100.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	455	SqFt	$ 1,370.00
FDOT - PATCHING - PCC FULL DEPTH	PREVENTIVE	185	SqFt	$ 18,030.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	30	Ft	$ 120.00
FDOT - JOINT SEAL - PCC	PREVENTIVE	1,260	Ft	$ 3,460.00
FDOT - PATCHING - PCC PARTIAL DEPTH	PREVENTIVE	110	SqFt	$ 7,790.00
FDOT - SURFACE SEAL	PREVENTIVE	94,215	SqFt	$ 51,820.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	115	SqFt	$ 8,140.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	43,700	SqFt	$ 1,310,950.00
FDOT - SURFACE SEAL	STOPGAP	872,745	SqFt	$ 480,020.00
FDOT - CRACK SEALING - AC	STOPGAP	73,795	Ft	$ 221,380.00
FDOT - PATCHING - PCC FULL DEPTH	STOPGAP	2,550	SqFt	$ 254,940.00
FDOT - CRACK SEALING - PCC	STOPGAP	670	Ft	$ 2,830.00
FDOT - JOINT SEAL - PCC	STOPGAP	12,445	Ft	$ 34,230.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	26,320	SqFt	$ 157,910.00

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	132,465	SqFt	$ 397,390.00

The following **Table 5.3-2** provides further breakdown of the anticipated planning-level cost at the section level for the pavements exhibiting distresses that would benefit from Localized M&R. The table shows the approximate improved "End Condition" of the section after the application of Localized M&R. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3-2 Summary of Airport Localized M&R Planning Cost and Quantity at Section Level

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FPR	AP CENTER	4105	397,367	64	78	$ 102,330.00
FPR	AP CENTER	4110	42,132	31	54	$ 230,800.00
FPR	AP CENTER	4112	26,357	0	83	$ 1,275,280.00
FPR	AP CENTER	4115	63,222	80	87	$ 2,590.00
FPR	AP CENTER	4120	54,083	56	77	$ 12,350.00
FPR	AP CENTER	4125	149,877	39	59	$ 177,410.00
FPR	AP CENTER	4127	71,447	32	58	$ 149,750.00
FPR	AP E	4405	235,155	63	69	$ 53,900.00
FPR	AP RU RW10	5105	36,313	91	91	$ -
FPR	AP S	4205	128,080	48	59	$ 91,510.00
FPR	AP S	4210	95,822	89	89	$ -
FPR	AP S	4212	57,702	89	90	$ 1,840.00
FPR	AP S	4215	29,067	59	75	$ 17,710.00
FPR	AP S	4220	23,742	55	62	$ 5,020.00
FPR	AP S	4225	20,701	54	71	$ 12,040.00
FPR	AP S	4230	8,773	89	89	$ -
FPR	AP S	4240	144,278	75	90	$ 26,180.00
FPR	AP SE	4305	25,850	39	53	$ 43,530.00
FPR	AP SE	4310	113,629	52	67	$ 73,720.00
FPR	AP SE	4315	30,090	67	77	$ 29,400.00
FPR	AP SE	4320	11,708	31	74	$ 61,590.00
FPR	RW 10L-28R	6305	300,150	92	92	$ -
FPR	RW 10R-28L	6105	240,000	81	88	$ 10,650.00
FPR	RW 10R-28L	6110	480,000	90	91	$ 180.00
FPR	RW 10R-28L	6115	75,000	83	89	$ 2,480.00
FPR	RW 10R-28L	6120	150,000	88	88	$ -
FPR	RW 10R-28L	6125	9,700	79	84	$ 170.00
FPR	RW 10R-28L	6130	19,400	88	90	$ 110.00

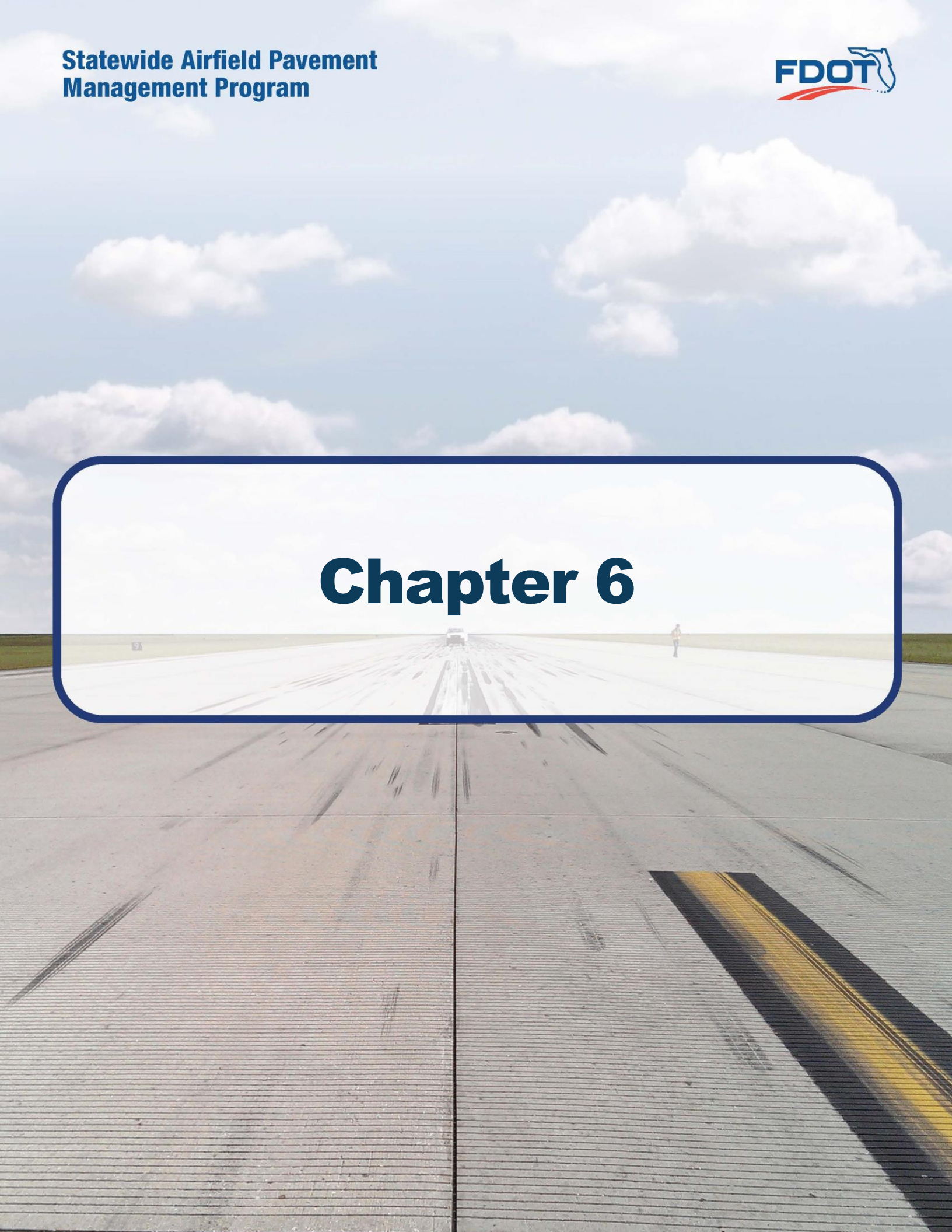
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FPR	RW 14-32	6205	485,366	53	61	$ 59,490.00
FPR	TW A	102	109,512	88	88	$ -
FPR	TW A	104	31,997	56	64	$ 4,120.00
FPR	TW A	105	51,433	76	84	$ 6,890.00
FPR	TW A	106	145,054	89	90	$ 410.00
FPR	TW A	108	8,386	84	85	$ 720.00
FPR	TW A	109	23,232	86	88	$ 70.00
FPR	TW A1	110	23,390	100	100	$ -
FPR	TW A2	120	54,200	77	89	$ 5,220.00
FPR	TW A2	125	13,660	78	86	$ 1,700.00
FPR	TW A3	130	30,422	89	89	$ -
FPR	TW A4	140	31,703	88	88	$ -
FPR	TW B	205	218,543	89	90	$ 590.00
FPR	TW B	207	23,150	70	75	$ 920.00
FPR	TW B1	210	6,787	59	69	$ 250.00
FPR	TW B2	220	3,607	87	90	$ 40.00
FPR	TW B3	230	3,607	89	91	$ 20.00
FPR	TW C	305	159,821	91	91	$ 110.00
FPR	TW C	307	78,660	87	89	$ 350.00
FPR	TW C1	312	7,843	45	54	$ 780.00
FPR	TW C1	315	15,501	88	89	$ 10.00
FPR	TW C1	318	44,966	61	67	$ 10,150.00
FPR	TW C4	340	13,877	59	61	$ 50.00
FPR	TW C4	345	17,337	91	91	$ -
FPR	TW C5	350	7,772	77	84	$ 1,500.00
FPR	TW C7	370	6,603	64	70	$ 1,060.00
FPR	TW C7	375	3,640	58	63	$ 810.00
FPR	TW C7	377	8,016	87	89	$ 50.00
FPR	TW C8	380	11,317	74	79	$ 1,250.00
FPR	TW C8	385	8,406	92	92	$ -
FPR	TW C8	387	11,376	80	84	$ 1,470.00
FPR	TW D	405	47,750	23	46	$ 158,540.00
FPR	TW D	410	13,389	89	89	$ -
FPR	TW D	411	16,042	57	62	$ 450.00
FPR	TW D	412	47,471	85	90	$ 1,130.00
FPR	TW D	415	100,658	27	60	$ 232,840.00
FPR	TW E	503	3,610	33	46	$ 4,590.00
FPR	TW E	505	72,647	36	59	$ 88,100.00
FPR	TW E	506	47,798	81	90	$ 1,620.00

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FPR	TW E	509	8,509	85	90	$ 150.00
FPR	TW E	510	9,607	69	70	$ 20.00
FPR	TW E	515	164,640	74	75	$ 1,010.00
FPR	TW E	520	35,522	73	73	$ -
FPR	TW F	605	140,070	92	92	$ -
FPR	TW F1	610	13,620	90	91	$ 10.00
FPR	TW F2	620	15,165	92	92	$ -
FPR	TW F3	630	15,165	91	91	$ -
FPR	TW F4	640	13,620	92	92	$ -

The following **Table 5.3-3** provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Repair and Localized Stopgap Maintenance and Repair. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3-3 Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 98,690.00
Stopgap	$ 2,867,790.00
Planning-Level Localized M&R Needs =	***$ 2,966,480.00***



Chapter 6

Chapter 6 – Major Rehabilitation Planning

6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1-1 and 6.1-2** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figure 6.1-1 Major Rehabilitation Planning Decision Diagram, PCI ≤ Critical PCI

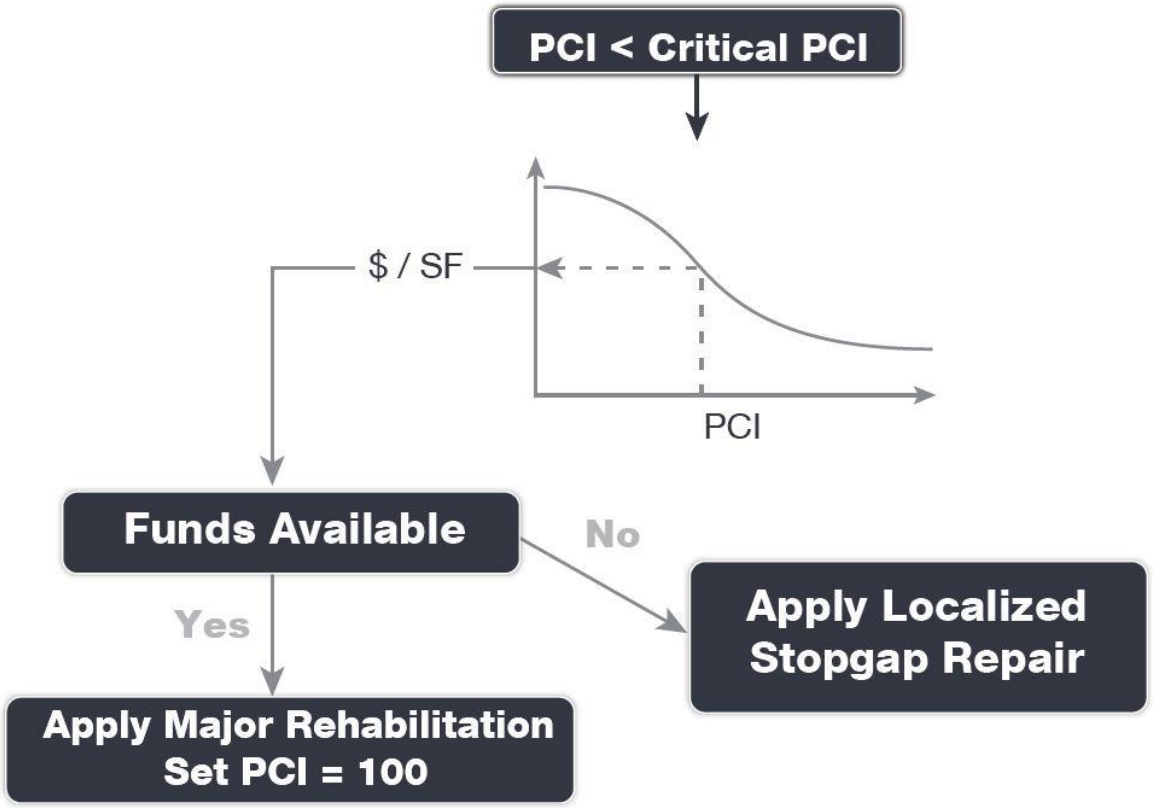
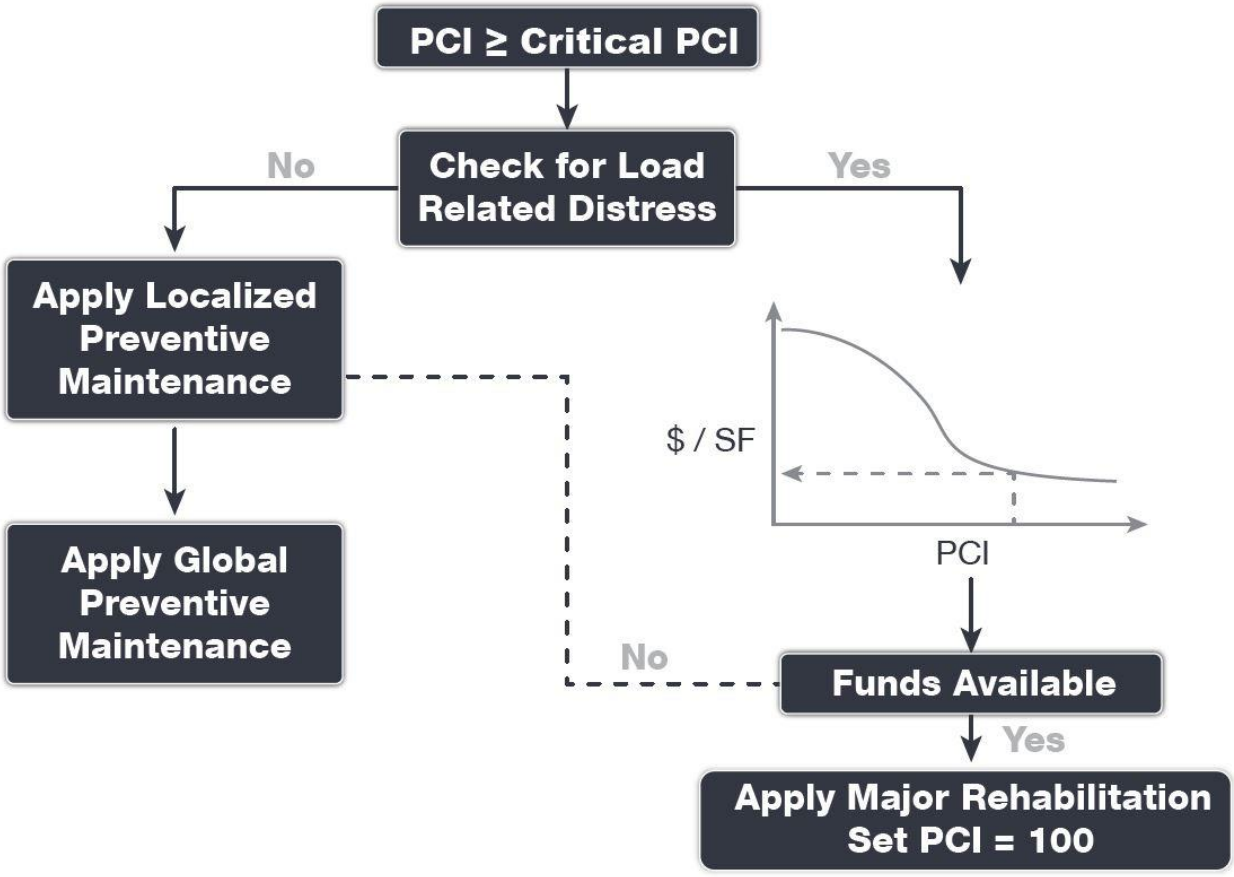


Figure 6.1-2 Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



6.1.1 Critical PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The ***Critical PCI*** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT Recommended Minimum Service-Level PCI

The FDOT has recommended ***Minimum Service-Level PCI*** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Branch Use	FDOT Recommended PCI	Additional Consideration
Runway	75	Aircraft Fleet Mix Changes Primary Runway
Taxiway / Taxilane	65	Aircraft Fleet Mix Changes Expected Operations
Aprons / Run-Ups / Ramps	60	Ground Service Equipment Non-Aircraft Operations (e.g. fueling)

6.2 Major Rehabilitation Policy

6.2.1 Major Rehabilitation Pavement Section Development

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA ***AC 150/ 5320-6F "Airport Pavement Design and Evaluation."*** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average GA Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	General Aviation (GA) Airport
AC Restoration *Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.* **PCI = 41 to 65**	**75% Mill and Overlay** P-101 AC Milling (2") P-603 Bituminous Tack P-401 (HMA) (2") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2") *Excludes any paved shoulder features.*
AC Reconstruction *Full-depth asphalt pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2") *Excludes any paved shoulder features.*

Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	General Aviation (GA) Airport
PCC Restoration *Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.* **PCI = 41 to 65**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6”) P-211 Base (if needed, typical) (6”) P-501 Rigid PCC (10”) *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction *Full-depth rigid pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6”) P-211 Base (6”) P-501 Rigid PCC (10”)

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

6.2.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable construction costs

provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 General Aviation Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Flexible Asphalt Concrete Cost Per SF		Rigid Portland Cement Concrete Cost per SF	
Restoration	41 to 65	$	7.00	$	10.00
Reconstruction	0 to 40	$	9.00	$	15.00

Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

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, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design.

6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level investigation, and budgetary constraints. The following **Table 6.3.1** summarizes all identified section-level major rehabilitation needs forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	FPR	AP CENTER	4105	AC	397,367	62	AC Restoration	$ 2,782,000.00
2018	FPR	AP CENTER	4110	PCC	42,132	30	PCC Reconstruction	$ 632,000.00
2018	FPR	AP CENTER	4112	PCC	26,357	0	PCC Reconstruction	$ 396,000.00
2018	FPR	AP CENTER	4120	AC	54,083	54	AC Restoration	$ 379,000.00
2018	FPR	AP CENTER	4125	AAC	149,877	37	AC Reconstruction	$ 1,349,000.00
2018	FPR	AP CENTER	4127	AC	71,447	30	AC Reconstruction	$ 644,000.00
2018	FPR	AP E	4405	AC	235,155	61	AC Restoration	$ 1,647,000.00
2018	FPR	AP S	4205	AC	128,080	46	AC Restoration	$ 975,000.00
2018	FPR	AP S	4215	AC	29,067	57	AC Restoration	$ 204,000.00
2018	FPR	AP S	4220	AAC	23,742	54	AC Restoration	$ 167,000.00
2018	FPR	AP S	4225	AC	20,701	52	AC Restoration	$ 145,000.00
2018	FPR	AP SE	4305	PCC	25,850	38	PCC Reconstruction	$ 388,000.00
2018	FPR	AP SE	4310	AC	113,629	50	AC Restoration	$ 796,000.00
2018	FPR	AP SE	4320	PCC	11,708	30	PCC Reconstruction	$ 176,000.00
2018	FPR	RW 14-32	6205	AAC	485,366	51	AC Restoration	$ 3,398,000.00
2018	FPR	TW A	104	AC	31,997	55	AC Restoration	$ 224,000.00
2018	FPR	TW B1	210	AAC	6,787	57	AC Restoration	$ 48,000.00
2018	FPR	TW C1	312	AAC	7,843	44	AC Restoration	$ 64,000.00
2018	FPR	TW C1	318	AC	44,966	60	AC Restoration	$ 315,000.00
2018	FPR	TW C4	340	AAC	13,877	57	AC Restoration	$ 98,000.00
2018	FPR	TW C7	370	AAC	6,603	63	AC Restoration	$ 47,000.00
2018	FPR	TW C7	375	AC	3,640	57	AC Restoration	$ 26,000.00
2018	FPR	TW D	405	AAC	47,750	20	AC Reconstruction	$ 430,000.00
2018	FPR	TW D	411	AAC	16,042	55	AC Restoration	$ 113,000.00
2018	FPR	TW D	415	AC	100,658	26	AC Reconstruction	$ 906,000.00
2018	FPR	TW E	503	AAC	3,610	29	AC Reconstruction	$ 33,000.00
2018	FPR	TW E	505	AC	72,647	35	AC Reconstruction	$ 654,000.00
2019	FPR	AP SE	4315	PCC	30,090	64	PCC Restoration	$ 301,000.00
2022	FPR	TW E	510	AAC	9,607	63	AC Restoration	$ 68,000.00
2023	FPR	TW B	207	AC	23,150	64	AC Restoration	$ 163,000.00
2024	FPR	AP S	4240	AC	144,278	64	AC Restoration	$ 1,010,000.00
2025	FPR	RW 10R-28L	6105	AAC	240,000	64	AC Restoration	$ 1,681,000.00
2025	FPR	RW 10R-28L	6125	AAC	9,700	63	AC Restoration	$ 68,000.00
2026	FPR	RW 10R-28L	6115	AAC	75,000	64	AC Restoration	$ 526,000.00
2026	FPR	TW C8	380	AC	11,317	64	AC Restoration	$ 80,000.00
2026	FPR	TW E	515	AC	164,640	64	AC Restoration	$ 1,153,000.00
2026	FPR	TW E	520	AAC	35,522	64	AC Restoration	$ 249,000.00
2027	FPR	AP CENTER	4115	AC	63,222	64	AC Restoration	$ 443,000.00

**All values have been rounded to the nearest thousand-dollar.*

The following **Figure 6.3.1-1** summarizes the section-level major rehabilitation needs for a 10-year period between 2018 and 2027. **Figure 6.3.1-2** provides an inset view of Airfield Pavement Major Rehabilitation Exhibit, a large format exhibit is located in **Appendix C Technical Exhibits**. The exhibit graphically depicts the Major Rehabilitation Needs with rounded costs.

Figure 6.3.1-1 10-Year Major Rehabilitation Needs by Program Year

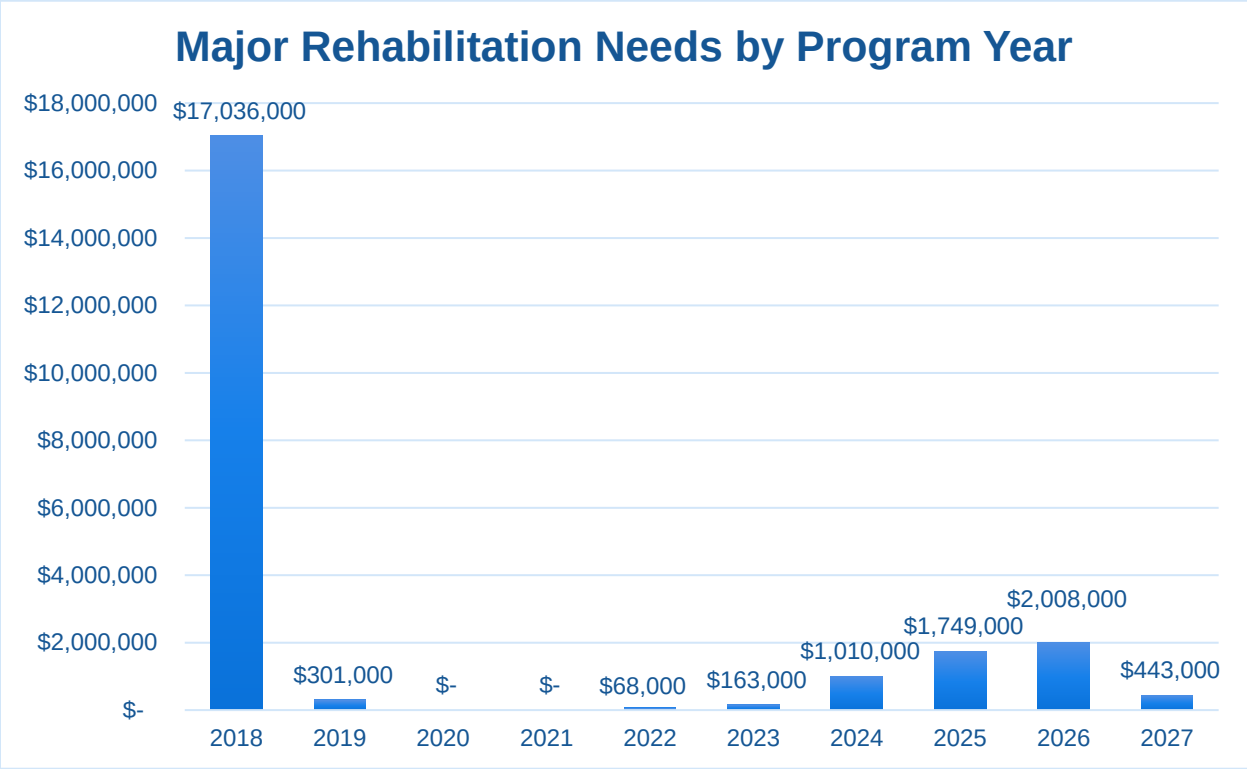
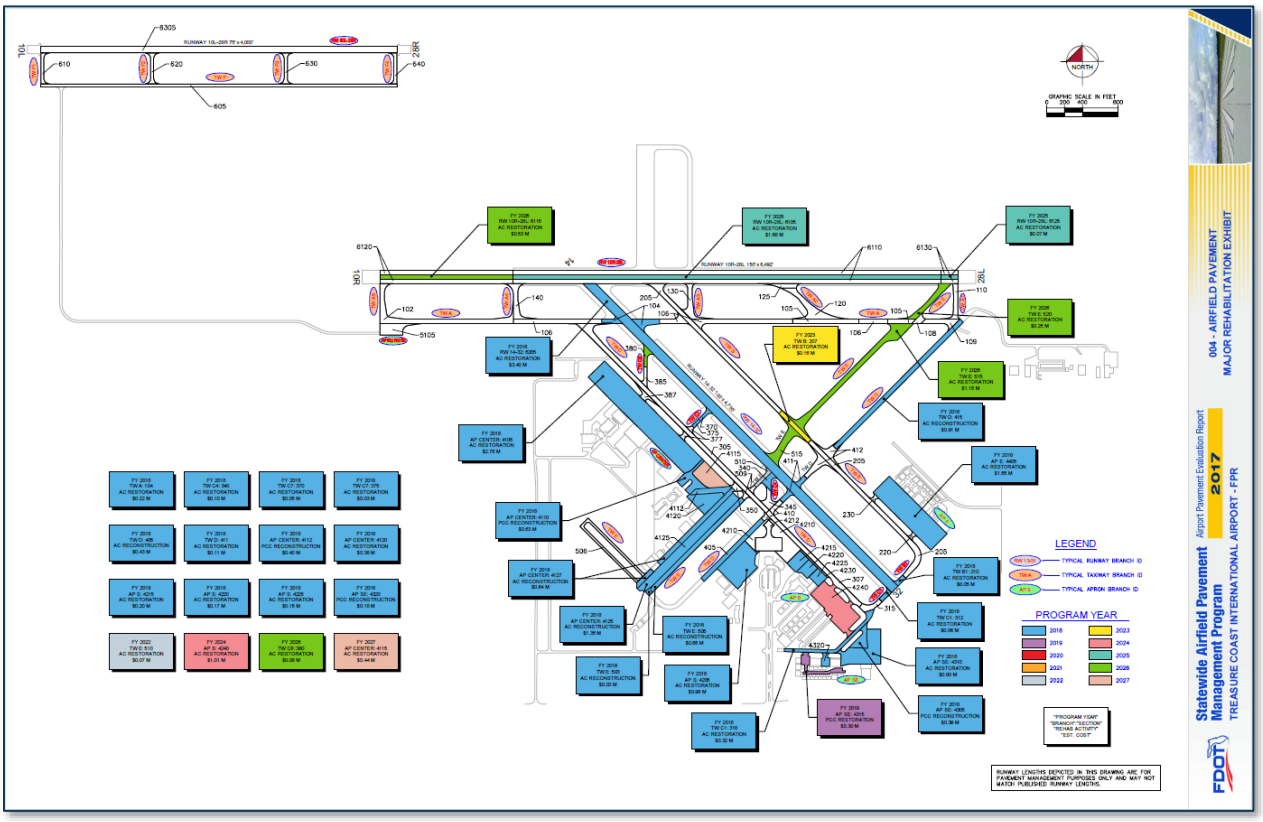
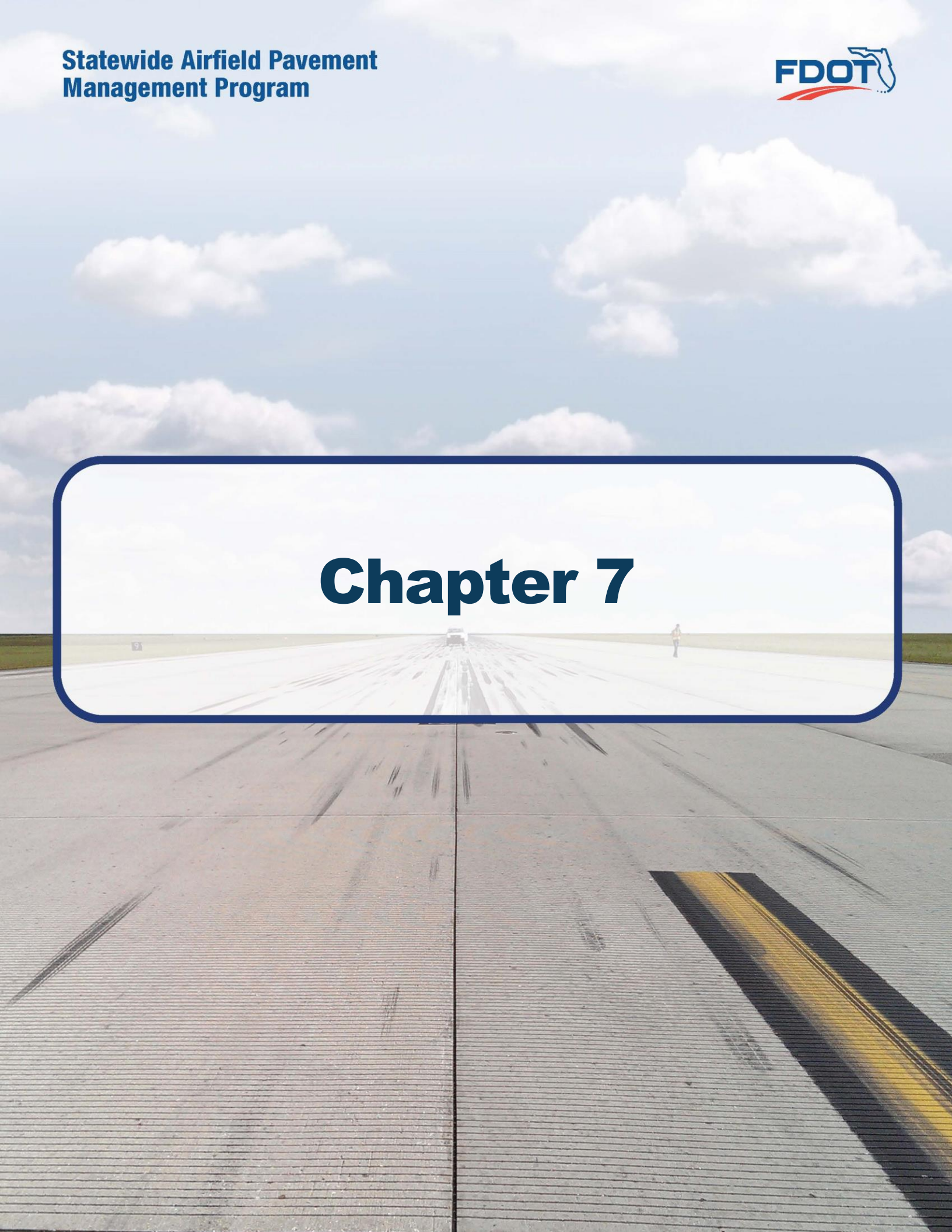


Figure 6.3.1-2 10-Year Major Rehabilitation Needs by Program Year Exhibit





Chapter 7

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Survey Inspections

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2018-2027. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

The following recommendations are made to fully implement an effective pavement management program for the airport:

- Develop a detailed preventive maintenance program for the airport.
- Further refine and implement the identified 10-year major rehabilitation needs.
- Maintain detailed records on pavement maintenance, construction, and inspection.
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

001 – Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-12. The exhibit is intended for planning purposes only – further detail on facilities can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A Pavement Analysis Tables.**

002 – Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in is located in **Appendix C Technical Exhibits**. The exhibit depicts any recent and/or anticipated construction activity within the airfield pavement facilities reported by airport staff. The exhibit is intended to schematically identify the pavement limits of works and general work description. The information reported on the ***Airport Response Form*** provided by each participating airport was used as the basis of the changes; furthermore, changes are confirmed at the airport with airport staff during the in-brief and debrief meeting.

003 – Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Appendix C Technical Exhibits**. The exhibit is a visual summary of the latest conditions calculated from the results of the PCI Survey performed at the airport. The analysis of the distresses surveyed in accordance with the ASTM D5340-12 (referenced in **Appendix E Inspection Distress Details**) were analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the exhibit and graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

004 – Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Appendix C Technical Exhibits**. The exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation.**

Inspection Photograph Documentation

Representative field conditions from the PCI Survey are documented with digital photographs located in **Appendix D Inspection Photograph Documentation.** Select photographs are provided with limited caption on the distresses observed – the Appendix does not contain photographs for every sample unit.

7.3 Conclusion

The FDOT SAPMP Update Phase 1 2016-2017 was completed for the airport on behalf of the FDOT ASO in accordance with the Advisory Circulars ***150/5380-7B "Airport Pavement Management Program (PMP)"*** and ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** FDOT's implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

Appendix A

Airfield Pavement Analysis Tables

Table A-1 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FPR	CENTER APRON	AP CENTER	APRON	4105	1600	250	397,367	AC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4110	499	200	42,132	PCC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4112	233	200	26,357	PCC	1/1/1942
FPR	CENTER APRON	AP CENTER	APRON	4115	300	200	63,222	AC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4120	210	200	54,083	AC	1/1/1991
FPR	CENTER APRON	AP CENTER	APRON	4125	1200	100	149,877	AAC	1/1/1955
FPR	CENTER APRON	AP CENTER	APRON	4127	1400	50	71,447	AC	1/1/1942
FPR	EAST APRON	AP E	APRON	4405	915	250	235,155	AC	1/1/1984
FPR	RUN-UP APRON AT RW 10R	AP RU RW10	APRON	5105	400	125	36,313	AAC	1/1/2011
FPR	SOUTH APRON	AP S	APRON	4205	450	280	128,080	AC	1/1/1984
FPR	SOUTH APRON	AP S	APRON	4210	350	220	95,822	AAC	1/1/2013
FPR	SOUTH APRON	AP S	APRON	4212	300	150	57,702	AAC	1/1/2013
FPR	SOUTH APRON	AP S	APRON	4215	220	160	29,067	AC	1/1/1984
FPR	SOUTH APRON	AP S	APRON	4220	160	140	23,742	AAC	1/1/2004
FPR	SOUTH APRON	AP S	APRON	4225	150	130	20,701	AC	1/1/1984
FPR	SOUTH APRON	AP S	APRON	4230	450	20	8,773	AAC	4/15/2013
FPR	SOUTH APRON	AP S	APRON	4240	580	220	144,278	AC	1/1/2002
FPR	SOUTHEAST APRON	AP SE	APRON	4305	200	125	25,850	PCC	12/25/1999
FPR	SOUTHEAST APRON	AP SE	APRON	4310	440	180	113,629	AC	12/25/1999
FPR	SOUTHEAST APRON	AP SE	APRON	4315	110	100	30,090	PCC	12/25/1999
FPR	SOUTHEAST APRON	AP SE	APRON	4320	150	90	11,708	PCC	12/25/1999
FPR	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6305	4000	75	300,150	AC	1/1/2009
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6105	4585	100	240,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6110	4600	50	480,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6115	1715	100	75,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6120	1700	50	150,000	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6125	200	100	9,700	AAC	1/1/2010
FPR	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6130	200	50	19,400	AAC	1/1/2010
FPR	RUNWAY 14-32	RW 14-32	RUNWAY	6205	4780	100	485,366	AAC	1/1/2004
FPR	TAXIWAY A	TW A	TAXIWAY	102	1900	36	109,512	AAC	1/1/2011
FPR	TAXIWAY A	TW A	TAXIWAY	104	600	50	31,997	AC	1/1/2004
FPR	TAXIWAY A	TW A	TAXIWAY	105	1000	50	51,433	AAC	1/1/2006
FPR	TAXIWAY A	TW A	TAXIWAY	106	2900	50	145,054	AAC	1/1/2011
FPR	TAXIWAY A	TW A	TAXIWAY	108	140	120	8,386	AC	1/1/2006
FPR	TAXIWAY A	TW A	TAXIWAY	109	365	50	23,232	AC	1/1/2005
FPR	TAXIWAY A1	TW A1	TAXIWAY	110	468	50	23,390	AC	3/1/2015

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FPR	TAXIWAY A2	TW A2	TAXIWAY	120	570	65	54,200	AC	1/1/2002
FPR	TAXIWAY A2	TW A2	TAXIWAY	125	570	65	13,660	AAC	1/1/2010
FPR	TAXIWAY A3	TW A3	TAXIWAY	130	351	49	30,422	AAC	1/1/2011
FPR	TAXIWAY A4	TW A4	TAXIWAY	140	259	49	31,703	AAC	1/1/2011
FPR	TAXIWAY B	TW B	TAXIWAY	205	4350	50	218,543	AAC	1/1/2011
FPR	TAXIWAY B	TW B	TAXIWAY	207	90	50	23,150	AC	1/1/2004
FPR	TAXIWAY B1	TW B1	TAXIWAY	210	200	50	6,787	AAC	1/1/2011
FPR	TAXIWAY B2	TW B2	TAXIWAY	220	75	40	3,607	AAC	1/1/2011
FPR	TAXIWAY B3	TW B3	TAXIWAY	230	75	30	3,607	AAC	1/1/2011
FPR	TAXIWAY C	TW C	TAXIWAY	305	4500	35	159,821	AAC	4/15/2013
FPR	TAXIWAY C	TW C	TAXIWAY	307	1600	50	78,660	AAC	4/15/2013
FPR	TAXIWAY C1	TW C1	TAXIWAY	312	170	50	7,843	AAC	1/1/2004
FPR	TAXIWAY C1	TW C1	TAXIWAY	315	310	50	15,501	AAC	4/15/2013
FPR	TAXIWAY C1	TW C1	TAXIWAY	318	1300	35	44,966	AC	1/1/1984
FPR	TAXIWAY C4	TW C4	TAXIWAY	340	150	40	13,877	AAC	1/1/2004
FPR	TAXIWAY C4	TW C4	TAXIWAY	345	300	50	17,337	AAC	4/15/2013
FPR	TAXIWAY C5	TW C5	TAXIWAY	350	130	60	7,772	AAC	4/15/2013
FPR	TAXIWAY C7	TW C7	TAXIWAY	370	135	50	6,603	AAC	1/1/2004
FPR	TAXIWAY C7	TW C7	TAXIWAY	375	75	50	3,640	AC	1/1/1991
FPR	TAXIWAY C7	TW C7	TAXIWAY	377	100	75	8,016	AAC	4/15/2013
FPR	TAXIWAY C8	TW C8	TAXIWAY	380	320	35	11,317	AC	1/1/1988
FPR	TAXIWAY C8	TW C8	TAXIWAY	385	250	35	8,406	AAC	4/15/2013
FPR	TAXIWAY C8	TW C8	TAXIWAY	387	50	75	11,376	AAC	4/15/2013
FPR	TAXIWAY D	TW D	TAXIWAY	405	955	50	47,750	AAC	1/1/1985
FPR	TAXIWAY D	TW D	TAXIWAY	410	275	50	13,389	AAC	4/15/2013
FPR	TAXIWAY D	TW D	TAXIWAY	411	300	50	16,042	AAC	1/1/2004
FPR	TAXIWAY D	TW D	TAXIWAY	412	920	50	47,471	AAC	1/1/2011
FPR	TAXIWAY D	TW D	TAXIWAY	415	2539	49	100,658	AC	1/1/1942
FPR	TAXIWAY E	TW E	TAXIWAY	503	70	50	3,610	AAC	1/1/1985
FPR	TAXIWAY E	TW E	TAXIWAY	505	1400	50	72,647	AC	1/1/1942
FPR	TAXIWAY E	TW E	TAXIWAY	506	2168	25	47,798	AC	1/1/2007
FPR	TAXIWAY E	TW E	TAXIWAY	509	160	50	8,509	AAC	4/15/2013
FPR	TAXIWAY E	TW E	TAXIWAY	510	300	50	9,607	AAC	1/1/2004
FPR	TAXIWAY E	TW E	TAXIWAY	515	200	80	164,640	AC	1/1/2007
FPR	TAXIWAY E	TW E	TAXIWAY	520	700	50	35,522	AAC	1/1/2006
FPR	TAXIWAY F	TW F	TAXIWAY	605	4000	35	140,070	AC	1/1/2009
FPR	TAXIWAY F1	TW F1	TAXIWAY	610	345	35	13,620	AC	1/1/2009
FPR	TAXIWAY F2	TW F2	TAXIWAY	620	345	35	15,165	AC	1/1/2009

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FPR	TAXIWAY F3	TW F3	TAXIWAY	630	345	35	15,165	AC	1/1/2009
FPR	TAXIWAY F4	TW F4	TAXIWAY	640	345	35	13,620	AC	1/1/2009

Table A-2 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FPR	RUNWAY 10R-28L	RUNWAY	6105	240,000	81	Satisfactory
FPR	RUNWAY 10R-28L	RUNWAY	6110	480,000	90	Good
FPR	RUNWAY 10R-28L	RUNWAY	6115	75,000	83	Satisfactory
FPR	RUNWAY 10R-28L	RUNWAY	6120	150,000	88	Good
FPR	RUNWAY 10R-28L	RUNWAY	6125	9,700	79	Satisfactory
FPR	RUNWAY 10R-28L	RUNWAY	6130	19,400	88	Good
FPR	RUNWAY 14-32	RUNWAY	6205	485,366	53	Poor
FPR	RUNWAY 10L-28R	RUNWAY	6305	300,150	92	Good
FPR	TAXIWAY A	TAXIWAY	102	109,512	88	Good
FPR	TAXIWAY A	TAXIWAY	104	31,997	56	Fair
FPR	TAXIWAY A	TAXIWAY	105	51,433	76	Satisfactory
FPR	TAXIWAY A	TAXIWAY	106	145,054	89	Good
FPR	TAXIWAY A	TAXIWAY	108	8,386	84	Satisfactory
FPR	TAXIWAY A	TAXIWAY	109	23,232	86	Good
FPR	TAXIWAY A1	TAXIWAY	110	23,390	100	Good
FPR	TAXIWAY A2	TAXIWAY	120	54,200	77	Satisfactory
FPR	TAXIWAY A2	TAXIWAY	125	13,660	78	Satisfactory
FPR	TAXIWAY A3	TAXIWAY	130	30,422	89	Good
FPR	TAXIWAY A4	TAXIWAY	140	31,703	88	Good
FPR	TAXIWAY B	TAXIWAY	205	218,543	89	Good
FPR	TAXIWAY B	TAXIWAY	207	23,150	70	Fair
FPR	TAXIWAY B1	TAXIWAY	210	6,787	59	Fair
FPR	TAXIWAY B2	TAXIWAY	220	3,607	87	Good
FPR	TAXIWAY B3	TAXIWAY	230	3,607	89	Good
FPR	TAXIWAY C	TAXIWAY	305	159,821	91	Good
FPR	TAXIWAY C	TAXIWAY	307	78,660	87	Good
FPR	TAXIWAY C1	TAXIWAY	312	7,843	45	Poor
FPR	TAXIWAY C1	TAXIWAY	315	15,501	88	Good
FPR	TAXIWAY C1	TAXIWAY	318	44,966	61	Fair
FPR	TAXIWAY C4	TAXIWAY	340	13,877	59	Fair
FPR	TAXIWAY C4	TAXIWAY	345	17,337	91	Good
FPR	TAXIWAY C5	TAXIWAY	350	7,772	77	Satisfactory
FPR	TAXIWAY C7	TAXIWAY	370	6,603	64	Fair
FPR	TAXIWAY C7	TAXIWAY	375	3,640	58	Fair
FPR	TAXIWAY C7	TAXIWAY	377	8,016	87	Good
FPR	TAXIWAY C8	TAXIWAY	380	11,317	74	Satisfactory
FPR	TAXIWAY C8	TAXIWAY	385	8,406	92	Good
FPR	TAXIWAY C8	TAXIWAY	387	11,376	80	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FPR	TAXIWAY D	TAXIWAY	405	47,750	23	Serious
FPR	TAXIWAY D	TAXIWAY	410	13,389	89	Good
FPR	TAXIWAY D	TAXIWAY	411	16,042	57	Fair
FPR	TAXIWAY D	TAXIWAY	412	47,471	85	Satisfactory
FPR	TAXIWAY D	TAXIWAY	415	100,658	27	Very Poor
FPR	TAXIWAY E	TAXIWAY	503	3,610	33	Very Poor
FPR	TAXIWAY E	TAXIWAY	505	72,647	36	Very Poor
FPR	TAXIWAY E	TAXIWAY	506	47,798	81	Satisfactory
FPR	TAXIWAY E	TAXIWAY	509	8,509	85	Satisfactory
FPR	TAXIWAY E	TAXIWAY	510	9,607	69	Fair
FPR	TAXIWAY E	TAXIWAY	515	164,640	74	Satisfactory
FPR	TAXIWAY E	TAXIWAY	520	35,522	73	Satisfactory
FPR	TAXIWAY F	TAXIWAY	605	140,070	92	Good
FPR	TAXIWAY F1	TAXIWAY	610	13,620	90	Good
FPR	TAXIWAY F2	TAXIWAY	620	15,165	92	Good
FPR	TAXIWAY F3	TAXIWAY	630	15,165	91	Good
FPR	TAXIWAY F4	TAXIWAY	640	13,620	92	Good
FPR	CENTER APRON	APRON	4105	397,367	64	Fair
FPR	CENTER APRON	APRON	4110	42,132	31	Very Poor
FPR	CENTER APRON	APRON	4112	26,357	0	Failed
FPR	CENTER APRON	APRON	4115	63,222	80	Satisfactory
FPR	CENTER APRON	APRON	4120	54,083	56	Fair
FPR	CENTER APRON	APRON	4125	149,877	39	Very Poor
FPR	CENTER APRON	APRON	4127	71,447	32	Very Poor
FPR	SOUTH APRON	APRON	4205	128,080	48	Poor
FPR	SOUTH APRON	APRON	4210	95,822	89	Good
FPR	SOUTH APRON	APRON	4212	57,702	89	Good
FPR	SOUTH APRON	APRON	4215	29,067	59	Fair
FPR	SOUTH APRON	APRON	4220	23,742	55	Poor
FPR	SOUTH APRON	APRON	4225	20,701	54	Poor
FPR	SOUTH APRON	APRON	4230	8,773	89	Good
FPR	SOUTH APRON	APRON	4240	144,278	75	Satisfactory
FPR	SOUTHEAST APRON	APRON	4305	25,850	39	Very Poor
FPR	SOUTHEAST APRON	APRON	4310	113,629	52	Poor
FPR	SOUTHEAST APRON	APRON	4315	30,090	67	Fair
FPR	SOUTHEAST APRON	APRON	4320	11,708	31	Very Poor
FPR	EAST APRON	APRON	4405	235,155	63	Fair
FPR	RUN-UP APRON AT RW 10R	APRON	5105	36,313	91	Good

Table A-3 Forecasted PCI 2018-2027

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	AP CENTER	4105	64	62	61	59	58	56	55	53	51	50	48
FPR	AP CENTER	4110	31	30	29	28	27	25	24	23	22	21	20
FPR	AP CENTER	4112	0	0	0	0	0	0	0	0	0	0	0
FPR	AP CENTER	4115	80	78	77	75	74	72	71	69	67	66	64
FPR	AP CENTER	4120	56	54	53	51	50	48	47	45	43	42	40
FPR	AP CENTER	4125	39	37	34	32	29	27	24	21	19	16	13
FPR	AP CENTER	4127	32	30	29	27	26	24	23	21	19	18	16
FPR	AP E	4405	63	61	60	58	57	55	54	52	50	49	47
FPR	AP RU RW10	5105	91	87	84	82	81	79	78	76	74	72	70
FPR	AP S	4205	48	46	45	43	42	40	39	37	35	34	32
FPR	AP S	4210	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4212	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4215	59	57	56	54	53	51	50	48	46	45	43
FPR	AP S	4220	55	54	53	52	52	52	52	52	52	51	50
FPR	AP S	4225	54	52	51	49	48	46	45	43	41	40	38
FPR	AP S	4230	89	86	83	82	80	79	77	76	73	71	69
FPR	AP S	4240	75	73	72	70	69	67	66	64	62	61	59
FPR	AP SE	4305	39	38	38	38	37	37	36	36	35	34	34
FPR	AP SE	4310	52	50	49	47	46	44	43	41	39	38	36
FPR	AP SE	4315	67	65	64	62	60	59	57	56	55	54	53
FPR	AP SE	4320	31	30	29	28	27	25	24	23	22	21	20
FPR	RW 10L-28R	6305	92	90	89	87	86	84	82	81	79	77	76
FPR	RW 10R-28L	6105	81	79	76	74	72	70	68	66	64	63	62
FPR	RW 10R-28L	6110	90	88	86	83	81	78	76	73	71	69	67
FPR	RW 10R-28L	6115	83	81	78	76	74	71	69	67	66	64	63
FPR	RW 10R-28L	6120	88	86	84	81	79	76	74	71	69	67	66
FPR	RW 10R-28L	6125	79	77	74	72	70	68	66	65	63	62	61
FPR	RW 10R-28L	6130	88	86	84	81	79	76	74	71	69	67	66
FPR	RW 14-32	6205	53	51	48	45	42	38	35	32	30	27	25
FPR	TW A	102	88	86	83	81	79	77	76	74	73	72	71
FPR	TW A	104	56	55	53	52	50	49	47	45	44	42	41
FPR	TW A	105	76	75	73	72	72	71	70	69	68	67	66
FPR	TW A	106	89	87	84	82	80	78	76	75	74	73	72
FPR	TW A	108	84	82	80	78	76	74	73	71	70	69	68
FPR	TW A	109	86	84	82	79	77	76	74	72	71	70	69
FPR	TW A1	110	100	93	91	88	86	83	81	79	77	75	73
FPR	TW A2	120	77	75	74	72	71	70	68	67	67	66	65
FPR	TW A2	125	78	76	75	74	73	72	71	70	69	68	67

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
FPR	TW A3	130	89	87	84	82	80	78	76	75	74	73	72
FPR	TW A4	140	88	86	83	81	79	77	76	74	73	72	71
FPR	TW B	205	89	87	84	82	80	78	76	75	74	73	72
FPR	TW B	207	70	69	68	67	66	65	64	63	62	62	61
FPR	TW B1	210	59	57	56	54	52	51	49	48	46	45	45
FPR	TW B2	220	87	85	82	80	78	77	75	74	73	72	71
FPR	TW B3	230	89	87	84	82	80	78	76	75	74	73	72
FPR	TW C	305	91	89	86	83	81	79	77	76	75	73	72
FPR	TW C	307	87	85	82	80	78	77	75	74	73	72	71
FPR	TW C1	312	45	44	44	43	43	43	43	43	43	42	41
FPR	TW C1	315	88	86	83	81	79	77	76	74	73	72	71
FPR	TW C1	318	61	60	59	58	56	55	54	52	51	49	48
FPR	TW C4	340	59	57	56	54	52	51	49	48	46	45	45
FPR	TW C4	345	91	89	86	83	81	79	77	76	75	73	72
FPR	TW C5	350	77	76	74	73	72	71	70	70	69	68	67
FPR	TW C7	370	64	63	61	60	58	56	54	53	51	50	48
FPR	TW C7	375	58	57	55	54	53	51	50	48	46	45	43
FPR	TW C7	377	87	85	82	80	78	77	75	74	73	72	71
FPR	TW C8	380	74	72	71	70	69	68	67	66	65	64	63
FPR	TW C8	385	92	90	87	84	82	80	78	76	75	74	73
FPR	TW C8	387	80	78	77	75	74	73	72	71	70	69	69
FPR	TW D	405	23	20	16	12	9	5	1	0	0	0	0
FPR	TW D	410	89	87	84	82	80	78	76	75	74	73	72
FPR	TW D	411	57	55	54	52	50	49	47	46	45	44	44
FPR	TW D	412	85	83	81	79	77	76	74	73	72	71	70
FPR	TW D	415	27	26	24	23	20	17	14	12	9	6	4
FPR	TW E	503	33	29	25	21	18	14	10	6	2	0	0
FPR	TW E	505	36	35	34	32	32	31	30	29	28	28	27
FPR	TW E	506	81	79	77	75	74	72	71	70	68	67	66
FPR	TW E	509	85	83	81	79	77	76	74	73	72	71	70
FPR	TW E	510	69	68	67	66	65	63	62	60	59	57	55
FPR	TW E	515	74	72	71	70	69	68	67	66	65	64	63
FPR	TW E	520	73	72	71	70	69	68	67	66	65	64	63
FPR	TW F	605	92	90	87	85	82	80	78	76	74	73	71
FPR	TW F1	610	90	88	85	83	81	79	77	75	73	72	70
FPR	TW F2	620	92	90	87	85	82	80	78	76	74	73	71
FPR	TW F3	630	91	89	86	84	82	79	77	76	74	72	71
FPR	TW F4	640	92	90	87	85	82	80	78	76	74	73	71

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4105 **Surface:** AC

L.C.D.: 1/1/1991 **Use:** APRON **Rank:** P **Length:** 1,600.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 397,367.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: P-625 SEAL ON 2" P-401 ON 10" LIME ROCK BASE

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4110 **Surface:** PCC

L.C.D.: 1/1/1991 **Use:** APRON **Rank:** P **Length:** 499.37 (Ft) **Width:** 200.00 (Ft) **True Area:** 42,132.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	ASSUME 1991 PCC PAVEMENT

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4112 **Surface:** PCC

L.C.D.: 1/1/1942 **Use:** APRON **Rank:** P **Length:** 232.94 (Ft) **Width:** 200.13 (Ft) **True Area:** 26,357.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE ORIGINAL 1942 PCC PAVEMENT

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4115 **Surface:** AC

L.C.D.: 1/1/1991 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 63,222.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: P-625 SEAL ON 2" P-401 ON 10" LIME ROCK BASE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4120 **Surface:** AC

L.C.D.: 1/1/1991 **Use:** APRON **Rank:** P **Length:** 210.25 (Ft) **Width:** 200.00 (Ft) **True Area:** 54,083.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: P-625 SEAL ON 2" P-401 ON 10" LIME ROCK BASE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4125 **Surface:** AAC

L.C.D.: 1/1/1955 **Use:** APRON **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 149,877.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1955	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1955 AC OVERLAY
1/1/1942	IMPORTED	BUILT	0.00	2.00	☑	1942: 2" AC ON 10" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** AP CENTER CENTER APRON **Section:** 4127 **Surface:** AC
L.C.D.: 1/1/1942 **Use:** APRON **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 71,447.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	BUILT	0.00	2.00	☑	1942: 2" AC ON 10" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** AP E EAST APRON **Section:** 4405 **Surface:** AC
L.C.D.: 1/1/1984 **Use:** APRON **Rank:** P **Length:** 915.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 235,155.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** AP RU RW10 RUN-UP APRON **Section:** 5105 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 36,313.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: 2" P-401 ON 10" LIME ROCK BASE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4205 **Surface:** AC
L.C.D.: 1/1/1984 **Use:** APRON **Rank:** P **Length:** 450.00 (Ft) **Width:** 280.00 (Ft) **True Area:** 128,080.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	1.50	☑	1984: 1.5" AC ON 6" P-211
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4210 **Surface:** AAC
L.C.D.: 1/1/2013 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 95,822.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	0.5" Mill; 2.5" P-401 Overlay
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984: 2" P-401 ON 8" P-211

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4212 **Surface:** AAC
L.C.D.: 1/1/2013 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 57,702.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" Mill and 3" P-401 Overlay
1/1/1970	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1970 AC PAVEMENT

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4215 **Surface:** AC
L.C.D.: 1/1/1984 **Use:** APRON **Rank:** P **Length:** 220.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 29,067.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1984	IMPORTED	BUILT	0.00	1.50	☑	1984: 1.5" AC ON 6" P-211

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4220 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** APRON **Rank:** P **Length:** 160.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 23,742.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4225 **Surface:** AC
L.C.D.: 1/1/1984 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 20,701.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1984	IMPORTED	BUILT	0.00	1.50	☑	1984: 1.5" P-401 ON 6" P-211

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4230 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** APRON **Rank:** P **Length:** 450.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 8,773.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" Mill and 2.5" P-401 Overlay
1/1/1992	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1992 AC PAVEMENT

Network: TREASURE COAST **Branch:** AP S SOUTH APRON **Section:** 4240 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** APRON **Rank:** P **Length:** 580.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 144,278.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** AP SE SOUTHEAST AP **Section:** 4305 **Surface:** PCC
L.C.D.: 12/25/199 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 25,850.00 (SqFt)

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

Network: TREASURE COAST **Branch:** AP SE SOUTHEAST AP **Section:** 4310 **Surface:** AC
L.C.D.: 12/25/199 **Use:** APRON **Rank:** P **Length:** 440.00 (Ft) **Width:** 180.00 (Ft) **True Area:** 113,629.00 (SqFt)

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

Network: TREASURE COAST **Branch:** AP SE SOUTHEAST AP **Section:** 4315 **Surface:** PCC
L.C.D.: 12/25/199 **Use:** APRON **Rank:** P **Length:** 110.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30,090.00 (SqFt)

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

Network: TREASURE COAST **Branch:** AP SE SOUTHEAST AP **Section:** 4320 **Surface:** PCC
L.C.D.: 12/25/199 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 11,708.00 (SqFt)

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

Network: TREASURE COAST **Branch:** RW 10L-28R RUNWAY 10L-28 **Section:** 6305 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 4,000.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 300,150.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6105 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,585.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 240,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	1985: ??" P-401 OVERLAY
1/1/1942	IMPORTED	BUILT	0.00	2.00	☑	1942: 2" AC ON 8" LIME ROCK BASE

Network: TREASURE COAST **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6110 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 480,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	2.00	☑	1942: 2" AC ON 8" LIME ROCK BASE

Network: TREASURE COAST **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6115 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 1,715.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 75,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: 2" P-401 ON 10" LIME ROCK BASE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6120 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 1,700.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 150,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: 2" P-401 ON 10" LIME ROCK BASE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6125 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 9,700.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1990	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1990 AC OVERLAY ON EXISTING AC

Network: TREASURE COAST **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6130 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19,400.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1990	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1990 AC OVERLAY ON EXISTING AC

Network: TREASURE COAST **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6205 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** RUNWAY **Rank:** S **Length:** 4,780.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 485,366.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	OL-AT	Overlay - AC Thin	0.00	1.50	☑	1.5" AV Ovly
1/1/1984	IMPORTED	BUILT	0.00	3.00	☑	1984: 3" P-401 OVERLAY PLACED ON
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" AC ON 10" SAND-BIT. BASE (1942?)

Network: TREASURE COAST **Branch:** TW A TAXIWAY A **Section:** 102 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 1,899.61 (Ft) **Width:** 36.09 (Ft) **True Area:** 109,512.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1991	IMPORTED	BUILT	0.00	2.00	☑	1991: 2" P-401 ON 10" LIME ROCK BASE

Network: TREASURE COAST **Branch:** TW A TAXIWAY A **Section:** 104 **Surface:** AC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 31,997.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4"AC/8" Limerock/12" Stabilization
1/1/1984	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1984 AC OVERLAY ON
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:** AAC
L.C.D.: 1/1/2006 **Use:** TAXIWAY **Rank:** T **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 51,433.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW A TAXIWAY A **Section:** 106 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** T **Length:** 2,900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 145,054.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW A TAXIWAY A **Section:** 108 **Surface:** AC
L.C.D.: 1/1/2006 **Use:** TAXIWAY **Rank:** T **Length:** 140.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 8,386.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW A TAXIWAY A **Section:** 109 **Surface:** AC
L.C.D.: 1/1/2005 **Use:** TAXIWAY **Rank:** T **Length:** 365.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 23,232.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW A1 TAXIWAY A1 **Section:** 110 **Surface:** AC
L.C.D.: 3/1/2015 **Use:** TAXIWAY **Rank:** P **Length:** 468.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 23,390.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2015	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401; 10" P-211; 16" COMPACTED

Network: TREASURE COAST **Branch:** TW A2 TAXIWAY A2 **Section:** 120 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 570.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 54,200.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW A2 TAXIWAY A2 **Section:** 125 **Surface:** AAC
L.C.D.: 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 570.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 13,660.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW A3 TAXIWAY A3 **Section:** 130 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 351.05 (Ft) **Width:** 49.21 (Ft) **True Area:** 30,422.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW A4 TAXIWAY A4 **Section:** 140 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 259.19 (Ft) **Width:** 49.21 (Ft) **True Area:** 31,703.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW B1 TAXIWAY B1 **Section:** 210 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6,787.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 4,350.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 218,543.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1985	IMPORTED	OVERLAY	0.00	2.00	☑	1985: 2" P-401 OVERLAY
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" - 2" AC ON 6.5" - 10.5" LIME ROCK BASE

Network: TREASURE COAST **Branch:** TW B TAXIWAY B **Section:** 207 **Surface:** AC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 23,150.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW B2 TAXIWAY B2 **Section:** 220 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3,607.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW B3 TAXIWAY B3 **Section:** 230 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 3,607.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW C1 TAXIWAY C1 **Section:** 312 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7,843.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW C1 TAXIWAY C1 **Section:** 315 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 310.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15,501.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1984	IMPORTED	OVERLAY	0.00	2.00	☑	1984: 2" P-401 OVERLAY
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" AC ON 6" LIME ROCK BASE

Network: TREASURE COAST **Branch:** TW C1 TAXIWAY C1 **Section:** 318 **Surface:** AC
L.C.D.: 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 1,300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 44,966.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984: 2" P-401 ON 6" P-211
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 4,500.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 159,821.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	.25" Mill; and 2.25" P-401 Overlay
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	1988: 2" P-401 ON 10" P-211
1/1/1988	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** TW C TAXIWAY C **Section:** 307 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 1,600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 78,660.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" Mill; 2.5" P-401 Overlay
1/1/1985	IMPORTED	OVERLAY	0.00	2.50	☑	1985: 2.5" P-401 OVERLAY
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" AC ON 6" - 7" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** TW C4 TAXIWAY C4 **Section:** 340 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 13,877.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	1988: 2" P-401 ON 10" P-211

Network: TREASURE COAST **Branch:** TW C4 TAXIWAY C4 **Section:** 345 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17,337.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1985	IMPORTED	OVERLAY	0.00	2.50	☑	1985: 2.5" P-401 OVERLAY
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" AC ON 6" - 7" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** TW C5 TAXIWAY C5 **Section:** 350 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 130.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 7,772.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	ASSUME: 1988 2" P-401 ON 10" P-211

Network: TREASURE COAST **Branch:** TW C7 TAXIWAY C7 **Section:** 370 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6,603.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW C7 TAXIWAY C7 **Section:** 375 **Surface:** AC
L.C.D.: 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3,640.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	1991: P-625 SEAL ON 2" P-401 ON 10

Network: TREASURE COAST **Branch:** TW C7 TAXIWAY C7 **Section:** 377 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 8,016.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	1991: P-625 SEAL ON 2" P-401 ON 10

Network: TREASURE COAST **Branch:** TW C8 TAXIWAY C8 **Section:** 380 **Surface:** AC
L.C.D.: 1/1/1988 **Use:** TAXIWAY **Rank:** P **Length:** 320.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 11,317.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1988	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	1988: 2" P-401 ON 10" P-211

Network: TREASURE COAST **Branch:** TW C8 TAXIWAY C8 **Section:** 385 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8,406.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	.25" Mill; 2.25" P-401 Overlay
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	1988: 2" P-401 ON 10" P-211
1/1/1988	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** TW C8 TAXIWAY C8 **Section:** 387 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 11,376.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	1991: P-625 SEAL ON 2" P-401 ON 10

Network: TREASURE COAST **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:** AAC
L.C.D.: 1/1/1985 **Use:** TAXIWAY **Rank:** P **Length:** 955.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 47,750.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1985	IMPORTED	OVERLAY	0.00	2.50	☑	1985: 2.5" P-401
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" AC ON 6" - 7" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 275.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13,389.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1985	IMPORTED	OVERLAY	0.00	2.00	☑	1985: 2" P-401 OVERLAY
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" - 2" AC ON 6.5" - 10.5" LIME ROCK BASE

Network: TREASURE COAST **Branch:** TW D TAXIWAY D **Section:** 411 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16,042.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1985	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW D TAXIWAY D **Section:** 412 **Surface:** AAC
L.C.D.: 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 920.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 47,471.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	ASSUME: 1984 AC OVERLAY
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:** AC
L.C.D.: 1/1/1942 **Use:** TAXIWAY **Rank:** P **Length:** 2,539.37 (Ft) **Width:** 49.21 (Ft) **True Area:** 100,658.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" - 2" AC ON 6.5" - 10.5" LIME ROCK BASE

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 503 **Surface:** AAC
L.C.D.: 1/1/1985 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3,610.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	IMPORTED	OVERLAY	0.00	2.50	☑	1985: 2.5" P-401
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	1.00	☑	1942: 1" AC ON 6" - 7" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:** AC
L.C.D.: 1/1/1942 **Use:** TAXIWAY **Rank:** T **Length:** 1,400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 72,647.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	BUILT	0.00	1.50	☑	1942: 1.5" AC ON 10" SAND-ASPHALT BASE
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 506 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 2,168.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 47,798.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 509 **Surface:** AAC
L.C.D.: 4/15/2013 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8,509.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/15/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1988	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:** AAC
L.C.D.: 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9,607.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1988	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	1988: 2" P-401 ON 10" P-211

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 515 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 164,640.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1985	IMPORTED	OVERLAY	0.00	2.00	☑	ASSUME: 1985 2" P-401 OVERLAY
1/1/1942	IMPORTED	BUILT	0.00	1.50	☑	1942: 1.5" AC ON 10" SAND-ASPHALT BASE

Network: TREASURE COAST **Branch:** TW E TAXIWAY E **Section:** 520 **Surface:** AAC
L.C.D.: 1/1/2006 **Use:** TAXIWAY **Rank:** T **Length:** 700.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 35,522.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1942 AC PAVEMENT

Network: TREASURE COAST **Branch:** TW F1 TAXIWAY F1 **Section:** 610 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 345.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 13,620.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW F2 TAXIWAY F2 **Section:** 620 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 345.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15,165.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW F3 TAXIWAY F3 **Section:** 630 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 345.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15,165.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW F4 TAXIWAY F4 **Section:** 640 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 345.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 13,620.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: TREASURE COAST **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 4,000.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 140,070.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	46	3,999,985.00	1.18	0.88
Complete Reconstruction - AC	3	219,787.00	0.00	0.00
MILL and OVERLAY	39	2,283,319.00	0.00	0.00
New Construction - AC	3	55,008.00	0.00	0.00
New Construction - Initial	27	1,409,119.00	0.00	0.00
OVERLAY	42	4,845,526.00	0.46	0.90
Overlay - AC Thin	1	485,366.00	1.50	0.00

Branch Condition Report

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP CENTE	7	5,442.56	171.45	804,485.00	APRON	43.14	24.23	53.40
AP E	1	915.00	250.00	235,155.00	APRON	63.00	0.00	63.00
AP RU RW1	1	400.00	125.00	36,313.00	APRON	91.00	0.00	91.00
AP S	8	2,660.00	165.00	508,165.00	APRON	69.75	16.56	69.96
AP SE	4	900.00	123.75	181,277.00	APRON	47.25	13.65	51.28
RW 10L-28	1	4,000.00	75.00	300,150.00	RUNWAY	92.00	0.00	92.00
RW 10R-28	6	13,000.00	75.00	974,100.00	RUNWAY	84.83	4.06	86.79
RW 14-32	1	4,780.00	100.00	485,366.00	RUNWAY	53.00	0.00	53.00
TW A	6	6,904.61	59.35	369,614.00	TAXIWAY	79.83	11.47	83.74
TW A1	1	468.00	50.00	23,390.00	TAXIWAY	100.00	0.00	100.00
TW A2	2	1,140.00	65.00	67,860.00	TAXIWAY	77.50	0.50	77.20
TW A3	1	351.05	49.21	30,422.00	TAXIWAY	89.00	0.00	89.00
TW A4	1	259.19	49.21	31,703.00	TAXIWAY	88.00	0.00	88.00
TW B	2	4,440.00	50.00	241,693.00	TAXIWAY	79.50	9.50	87.18
TW B1	1	200.00	50.00	6,787.00	TAXIWAY	59.00	0.00	59.00
TW B2	1	75.00	40.00	3,607.00	TAXIWAY	87.00	0.00	87.00
TW B3	1	75.00	30.00	3,607.00	TAXIWAY	89.00	0.00	89.00
TW C	2	6,100.00	42.50	238,481.00	TAXIWAY	89.00	2.00	89.68
TW C1	3	1,780.00	45.00	68,310.00	TAXIWAY	64.67	17.75	65.29
TW C4	2	450.00	45.00	31,214.00	TAXIWAY	75.00	16.00	76.77
TW C5	1	130.00	60.00	7,772.00	TAXIWAY	77.00	0.00	77.00
TW C7	3	310.00	58.33	18,259.00	TAXIWAY	69.67	12.50	72.90
TW C8	3	620.00	48.33	31,099.00	TAXIWAY	82.00	7.48	81.06
TW D	5	4,989.37	49.84	225,310.00	TAXIWAY	56.20	27.79	44.19
TW E	7	4,998.00	50.71	342,333.00	TAXIWAY	64.43	19.57	66.51
TW F	1	4,000.00	35.00	140,070.00	TAXIWAY	92.00	0.00	92.00
TW F1	1	345.00	35.00	13,620.00	TAXIWAY	90.00	0.00	90.00
TW F2	1	345.00	35.00	15,165.00	TAXIWAY	92.00	0.00	92.00
TW F3	1	345.00	35.00	15,165.00	TAXIWAY	91.00	0.00	91.00
TW F4	1	345.00	35.00	13,620.00	TAXIWAY	92.00	0.00	92.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	21	1765395.0001662	57.29	23.16	60.00
RUNWAY	8	1759616	81.75	11.66	78.36
TAXIWAY	47	1939101.00033221	75.49	18.58	77.20
ALL	76	5464112.00049841	71.12	21.27	72.01

Pavement Database: FDOT *NetworkId: FPR*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4105	1/1/1991	AC	APRON	P	0	397,367.00	5/2/2017	26	64
AP CENTER	4110	1/1/1991	PCC	APRON	P	0	42,132.00	5/2/2017	26	31
AP CENTER	4112	1/1/1942	PCC	APRON	P	0	26,357.00	5/2/2017	75	0
AP CENTER	4115	1/1/1991	AC	APRON	P	0	63,222.00	5/2/2017	26	80
AP CENTER	4120	1/1/1991	AC	APRON	P	0	54,083.00	5/2/2017	26	56
AP CENTER	4125	1/1/1955	AAC	APRON	P	0	149,877.00	5/2/2017	62	39
AP CENTER	4127	1/1/1942	AC	APRON	P	0	71,447.00	5/2/2017	75	32
AP E	4405	1/1/1984	AC	APRON	P	0	235,155.00	5/2/2017	33	63
AP RU RW10	5105	1/1/2011	AAC	APRON	P	0	36,313.00	5/2/2017	6	91
AP S	4205	1/1/1984	AC	APRON	P	0	128,080.00	5/2/2017	33	48
AP S	4210	1/1/2013	AAC	APRON	P	0	95,822.00	5/2/2017	4	89
AP S	4212	1/1/2013	AAC	APRON	P	0	57,702.00	5/2/2017	4	89
AP S	4215	1/1/1984	AC	APRON	P	0	29,067.00	5/2/2017	33	59
AP S	4220	1/1/2004	AAC	APRON	P	0	23,742.00	5/2/2017	13	55
AP S	4225	1/1/1984	AC	APRON	P	0	20,701.00	5/2/2017	33	54
AP S	4230	4/15/2013	AAC	APRON	P	0	8,773.00	5/2/2017	4	89
AP S	4240	1/1/2002	AC	APRON	P	0	144,278.00	5/2/2017	15	75
AP SE	4305	12/25/1999	PCC	APRON	P	0	25,850.00	5/2/2017	18	39
AP SE	4310	12/25/1999	AC	APRON	P	0	113,629.00	5/2/2017	18	52
AP SE	4315	12/25/1999	PCC	APRON	P	0	30,090.00	5/2/2017	18	67
AP SE	4320	12/25/1999	PCC	APRON	P	0	11,708.00	5/2/2017	18	31
RW 10L-28R	6305	1/1/2009	AC	RUNWAY	P	0	300,150.00	5/2/2017	8	92
RW 10R-28L	6105	1/1/2010	AAC	RUNWAY	P	0	240,000.00	5/2/2017	7	81
RW 10R-28L	6110	1/1/2010	AAC	RUNWAY	P	0	480,000.00	5/2/2017	7	90
RW 10R-28L	6115	1/1/2010	AAC	RUNWAY	P	0	75,000.00	5/2/2017	7	83
RW 10R-28L	6120	1/1/2010	AAC	RUNWAY	P	0	150,000.00	5/2/2017	7	88
RW 10R-28L	6125	1/1/2010	AAC	RUNWAY	P	0	9,700.00	5/2/2017	7	79
RW 10R-28L	6130	1/1/2010	AAC	RUNWAY	P	0	19,400.00	5/2/2017	7	88
RW 14-32	6205	1/1/2004	AAC	RUNWAY	S	0	485,366.00	5/2/2017	13	53
TW A	102	1/1/2011	AAC	TAXIWAY	P	0	109,512.00	5/2/2017	6	88
TW A	104	1/1/2004	AC	TAXIWAY	P	0	31,997.00	5/2/2017	13	56
TW A	105	1/1/2006	AAC	TAXIWAY	T	0	51,433.00	5/2/2017	11	76
TW A	106	1/1/2011	AAC	TAXIWAY	T	0	145,054.00	5/2/2017	6	89
TW A	108	1/1/2006	AC	TAXIWAY	T	0	8,386.00	5/2/2017	11	84
TW A	109	1/1/2005	AC	TAXIWAY	T	0	23,232.00	5/2/2017	12	86
TW A1	110	3/1/2015	AC	TAXIWAY	P	0	23,390.00	3/1/2015	0	100
TW A2	120	1/1/2002	AC	TAXIWAY	P	0	54,200.00	5/2/2017	15	77
TW A2	125	1/1/2010	AAC	TAXIWAY	P	0	13,660.00	5/2/2017	7	78
TW A3	130	1/1/2011	AAC	TAXIWAY	P	0	30,422.00	5/2/2017	6	89
TW A4	140	1/1/2011	AAC	TAXIWAY	P	0	31,703.00	5/2/2017	6	88
TW B	205	1/1/2011	AAC	TAXIWAY	P	0	218,543.00	5/2/2017	6	89
TW B	207	1/1/2004	AC	TAXIWAY	P	0	23,150.00	5/2/2017	13	70
TW B1	210	1/1/2011	AAC	TAXIWAY	P	0	6,787.00	5/2/2017	6	59
TW B2	220	1/1/2011	AAC	TAXIWAY	P	0	3,607.00	5/2/2017	6	87
TW B3	230	1/1/2011	AAC	TAXIWAY	P	0	3,607.00	5/2/2017	6	89
TW C	305	4/15/2013	AAC	TAXIWAY	P	0	159,821.00	5/2/2017	4	91
TW C	307	4/15/2013	AAC	TAXIWAY	P	0	78,660.00	5/2/2017	4	87

TW C1	312	1/1/2004	AAC	TAXIWAY	P	0	7,843.00	5/2/2017	13	45
TW C1	315	4/15/2013	AAC	TAXIWAY	P	0	15,501.00	5/2/2017	4	88
TW C1	318	1/1/1984	AC	TAXIWAY	P	0	44,966.00	5/2/2017	33	61
TW C4	340	1/1/2004	AAC	TAXIWAY	P	0	13,877.00	5/2/2017	13	59
TW C4	345	4/15/2013	AAC	TAXIWAY	P	0	17,337.00	5/2/2017	4	91
TW C5	350	4/15/2013	AAC	TAXIWAY	P	0	7,772.00	5/2/2017	4	77
TW C7	370	1/1/2004	AAC	TAXIWAY	P	0	6,603.00	5/2/2017	13	64
TW C7	375	1/1/1991	AC	TAXIWAY	P	0	3,640.00	5/2/2017	26	58
TW C7	377	4/15/2013	AAC	TAXIWAY	P	0	8,016.00	5/2/2017	4	87
TW C8	380	1/1/1988	AC	TAXIWAY	P	0	11,317.00	5/2/2017	29	74
TW C8	385	4/15/2013	AAC	TAXIWAY	P	0	8,406.00	5/2/2017	4	92
TW C8	387	4/15/2013	AAC	TAXIWAY	P	0	11,376.00	5/2/2017	4	80
TW D	405	1/1/1985	AAC	TAXIWAY	P	0	47,750.00	5/2/2017	32	23
TW D	410	4/15/2013	AAC	TAXIWAY	P	0	13,389.00	5/2/2017	4	89
TW D	411	1/1/2004	AAC	TAXIWAY	P	0	16,042.00	5/2/2017	13	57
TW D	412	1/1/2011	AAC	TAXIWAY	P	0	47,471.00	5/2/2017	6	85
TW D	415	1/1/1942	AC	TAXIWAY	P	0	100,658.00	5/2/2017	75	27
TW E	503	1/1/1985	AAC	TAXIWAY	P	0	3,610.00	5/2/2017	32	33
TW E	505	1/1/1942	AC	TAXIWAY	T	0	72,647.00	5/2/2017	75	36
TW E	506	1/1/2007	AC	TAXIWAY	P	0	47,798.00	5/2/2017	10	81
TW E	509	4/15/2013	AAC	TAXIWAY	P	0	8,509.00	5/2/2017	4	85
TW E	510	1/1/2004	AAC	TAXIWAY	P	0	9,607.00	5/2/2017	13	69
TW E	515	1/1/2007	AC	TAXIWAY	P	0	164,640.00	5/2/2017	10	74
TW E	520	1/1/2006	AAC	TAXIWAY	T	0	35,522.00	5/2/2017	11	73
TW F	605	1/1/2009	AC	TAXIWAY	P	0	140,070.00	5/2/2017	8	92
TW F1	610	1/1/2009	AC	TAXIWAY	P	0	13,620.00	5/2/2017	8	90
TW F2	620	1/1/2009	AC	TAXIWAY	P	0	15,165.00	5/2/2017	8	92
TW F3	630	1/1/2009	AC	TAXIWAY	P	0	15,165.00	5/2/2017	8	91
TW F4	640	1/1/2009	AC	TAXIWAY	P	0	13,620.00	5/2/2017	8	92

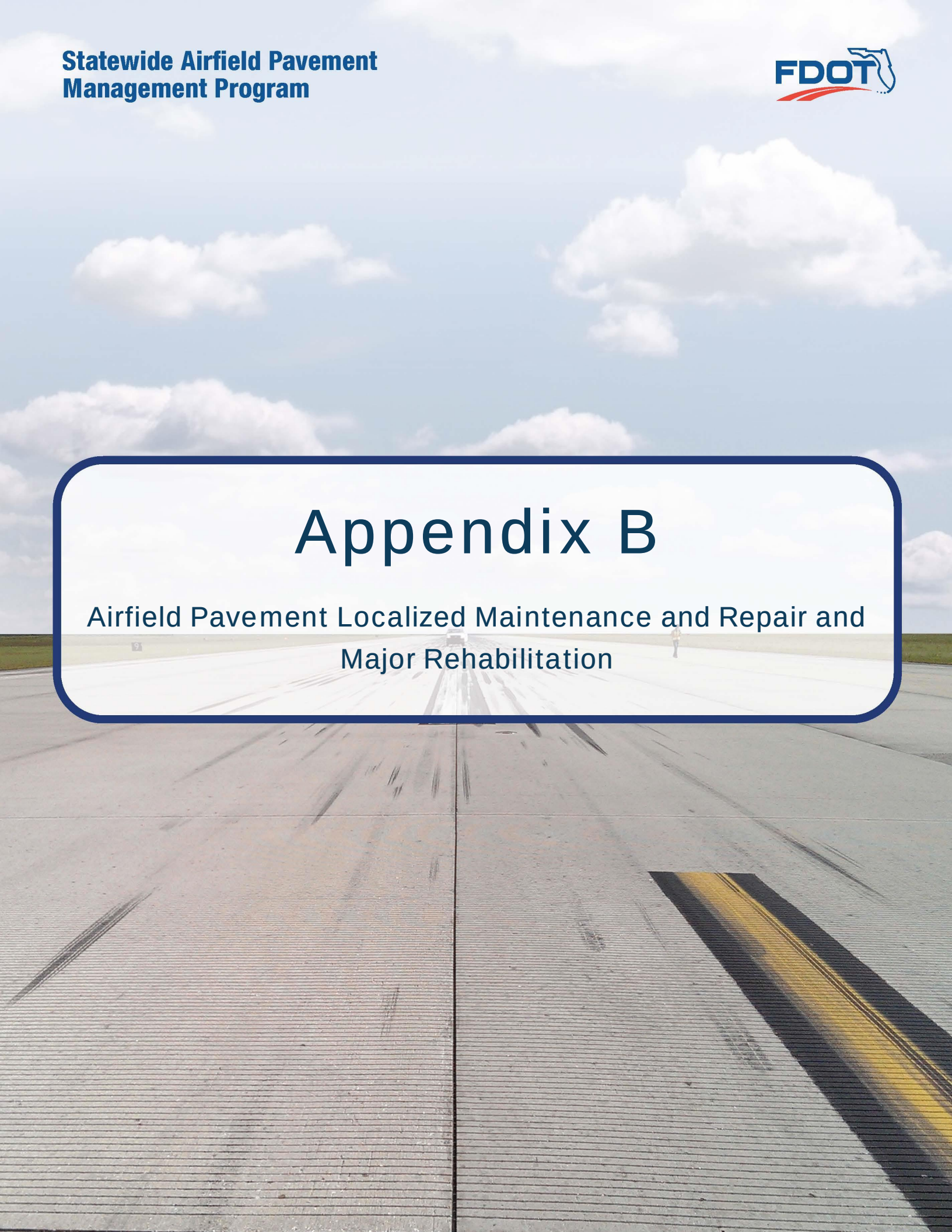
Section Condition Report (Summary)

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		23,390.00	1	100.00	0.00	100.00
03-05	4	491,084.00	13	87.23	4.17	88.92
06-10	7	2,331,007.00	25	85.80	7.28	87.21
11-15	13	935,278.00	15	66.60	11.72	61.81
16-20	18	181,277.00	4	47.25	13.65	51.28
26-30	27	571,761.00	6	60.50	15.66	62.74
31-35	33	509,329.00	7	48.71	14.13	54.49
ALL	16	5,464,112.00	76	71.12	21.27	72.01
Over 50	72	420,986.00	5	26.80	13.99	31.98

Statewide Airfield Pavement Management Program

FDOT



Appendix B

Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation

Table B-1 Localized Maintenance and Repair Needs based on Current Condition

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FPR	AP CENTER	4105	45	DEPRESSION	Low	1500.49	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	1660.87	SqFt	$ 6.00	$ 9,970.00
FPR	AP CENTER	4105	45	DEPRESSION	Medium	4884.12	SqFt	1.2%	FDOT - PATCHING - AC FULL DEPTH	5169.91	SqFt	$ 6.00	$ 31,020.00
FPR	AP CENTER	4105	48	L & T CR	Medium	206.96	Ft	0.1%	FDOT - CRACK SEALING - AC	207.02	Ft	$ 3.00	$ 630.00
FPR	AP CENTER	4105	49	OIL SPILLAGE	N/A	765.74	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	881.56	SqFt	$ 3.00	$ 2,650.00
FPR	AP CENTER	4105	52	RAVELING	Low	105547.89	SqFt	26.6%	FDOT - SURFACE SEAL	105547.7	SqFt	$ 0.55	$ 58,060.00
FPR	AP CENTER	4110	62	CORNER BREAK	Low	31.11	Slabs	22.2%	FDOT - CRACK SEALING - PCC	255.25	Ft	$ 4.25	$ 1,090.00
FPR	AP CENTER	4110	62	CORNER BREAK	Medium	23.33	Slabs	16.7%	FDOT - PATCHING - PCC FULL DEPTH	753.47	SqFt	$ 100.00	$ 75,350.00
FPR	AP CENTER	4110	62	CORNER BREAK	High	7.78	Slabs	5.6%	FDOT - PATCHING - PCC FULL DEPTH	250.8	SqFt	$ 100.00	$ 25,120.00
FPR	AP CENTER	4110	65	JT SEAL DMG	High	140	Slabs	100.0%	FDOT - JOINT SEAL - PCC	6775.92	Ft	$ 2.75	$ 18,640.00
FPR	AP CENTER	4110	67	LARGE PATCH	Medium	7.78	Slabs	5.6%	FDOT - PATCHING - PCC FULL DEPTH	1022.57	SqFt	$ 100.00	$ 102,280.00
FPR	AP CENTER	4110	74	JOINT SPALL	Low	23.33	Slabs	16.7%	FDOT - CRACK SEALING - PCC	38.39	Ft	$ 4.25	$ 170.00
FPR	AP CENTER	4110	74	JOINT SPALL	Medium	7.78	Slabs	5.6%	FDOT - PATCHING - PCC PARTIAL DEPTH	50.59	SqFt	$ 72.00	$ 3,620.00
FPR	AP CENTER	4110	74	JOINT SPALL	High	7.78	Slabs	5.6%	FDOT - PATCHING - PCC PARTIAL DEPTH	62.43	SqFt	$ 72.00	$ 4,530.00
FPR	AP CENTER	4112	62	CORNER BREAK	High	4.93	Slabs	13.3%	FDOT - PATCHING - PCC FULL DEPTH	159.31	SqFt	$ 100.00	$ 15,940.00
FPR	AP CENTER	4112	63	LINEAR CR	Medium	2.47	Slabs	6.7%	FDOT - CRACK SEALING - PCC	88.91	Ft	$ 4.25	$ 380.00
FPR	AP CENTER	4112	65	JT SEAL DMG	High	37	Slabs	100.0%	FDOT - JOINT SEAL - PCC	2180.45	Ft	$ 2.75	$ 6,000.00
FPR	AP CENTER	4112	72	SHAT. SLAB	Medium	9.87	Slabs	26.7%	FDOT - SLAB REPLACEMENT - PCC	12851.03	SqFt	$ 30.00	$ 385,530.00
FPR	AP CENTER	4112	72	SHAT. SLAB	High	22.2	Slabs	60.0%	FDOT - SLAB REPLACEMENT - PCC	28914.02	SqFt	$ 30.00	$ 867,430.00
FPR	AP CENTER	4115	45	DEPRESSION	Low	265.55	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	334.76	SqFt	$ 6.00	$ 2,020.00
FPR	AP CENTER	4115	52	RAVELING	Low	948.3	SqFt	1.5%	FDOT - SURFACE SEAL	948.3	SqFt	$ 0.55	$ 530.00
FPR	AP CENTER	4115	52	RAVELING	High	12.59	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	12.92	SqFt	$ 3.00	$ 40.00
FPR	AP CENTER	4120	45	DEPRESSION	Medium	899.86	SqFt	1.7%	FDOT - PATCHING - AC FULL DEPTH	1024.72	SqFt	$ 6.00	$ 6,150.00
FPR	AP CENTER	4120	48	L & T CR	Medium	66.67	Ft	0.1%	FDOT - CRACK SEALING - AC	66.6	Ft	$ 3.00	$ 200.00
FPR	AP CENTER	4120	52	RAVELING	Low	10893.29	SqFt	20.1%	FDOT - SURFACE SEAL	10893.08	SqFt	$ 0.55	$ 6,000.00
FPR	AP CENTER	4125	43	BLOCK CR	Medium	5938.34	SqFt	4.0%	FDOT - CRACK SEALING - AC	1810.04	Ft	$ 3.00	$ 5,430.00
FPR	AP CENTER	4125	45	DEPRESSION	Low	217.22	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	280.94	SqFt	$ 6.00	$ 1,690.00
FPR	AP CENTER	4125	45	DEPRESSION	Medium	181.05	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	238.96	SqFt	$ 6.00	$ 1,440.00
FPR	AP CENTER	4125	52	RAVELING	Low	114609.27	SqFt	76.5%	FDOT - SURFACE SEAL	114608.7	SqFt	$ 0.55	$ 63,040.00
FPR	AP CENTER	4125	52	RAVELING	Medium	35267.74	SqFt	23.5%	FDOT - PATCHING - AC PARTIAL DEPTH	35267.95	SqFt	$ 3.00	$ 105,810.00
FPR	AP CENTER	4127	43	BLOCK CR	Medium	27350.99	SqFt	38.3%	FDOT - CRACK SEALING - AC	8336.61	Ft	$ 3.00	$ 25,010.00
FPR	AP CENTER	4127	45	DEPRESSION	Medium	9602.92	SqFt	13.4%	FDOT - PATCHING - AC FULL DEPTH	10001.83	SqFt	$ 6.00	$ 60,010.00
FPR	AP CENTER	4127	45	DEPRESSION	High	1922.65	SqFt	2.7%	FDOT - PATCHING - AC FULL DEPTH	2103.27	SqFt	$ 6.00	$ 12,620.00
FPR	AP CENTER	4127	52	RAVELING	Low	66222.38	SqFt	92.7%	FDOT - SURFACE SEAL	66222.81	SqFt	$ 0.55	$ 36,430.00
FPR	AP CENTER	4127	52	RAVELING	Medium	5224.69	SqFt	7.3%	FDOT - PATCHING - AC PARTIAL DEPTH	5224.8	SqFt	$ 3.00	$ 15,680.00
FPR	AP E	4405	52	RAVELING	Low	97981.29	SqFt	41.7%	FDOT - SURFACE SEAL	97981.72	SqFt	$ 0.55	$ 53,900.00
FPR	AP S	4205	49	OIL SPILLAGE	N/A	85.36	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	127.01	SqFt	$ 3.00	$ 380.00
FPR	AP S	4205	52	RAVELING	Low	119097.29	SqFt	93.0%	FDOT - SURFACE SEAL	119097.3	SqFt	$ 0.55	$ 65,510.00
FPR	AP S	4205	52	RAVELING	Medium	8538.69	SqFt	6.7%	FDOT - PATCHING - AC PARTIAL DEPTH	8539.01	SqFt	$ 3.00	$ 25,620.00

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FPR	AP S	4212	45	DEPRESSION	Low	239.39	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	305.7	SqFt	$ 6.00	$ 1,840.00
FPR	AP S	4215	49	OIL SPILLAGE	N/A	478.78	SqFt	1.7%	FDOT - PATCHING - AC PARTIAL DEPTH	570.49	SqFt	$ 3.00	$ 1,720.00
FPR	AP S	4215	52	RAVELING	Low	29066.97	SqFt	100.0%	FDOT - SURFACE SEAL	29066.86	SqFt	$ 0.55	$ 15,990.00
FPR	AP S	4220	45	DEPRESSION	Low	489.54	SqFt	2.1%	FDOT - PATCHING - AC FULL DEPTH	582.33	SqFt	$ 6.00	$ 3,500.00
FPR	AP S	4220	49	OIL SPILLAGE	N/A	39.18	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	67.81	SqFt	$ 3.00	$ 210.00
FPR	AP S	4220	52	RAVELING	Low	2374.2	SqFt	10.0%	FDOT - SURFACE SEAL	2374.52	SqFt	$ 0.55	$ 1,310.00
FPR	AP S	4225	45	DEPRESSION	Low	386.32	SqFt	1.9%	FDOT - PATCHING - AC FULL DEPTH	469.31	SqFt	$ 6.00	$ 2,820.00
FPR	AP S	4225	52	RAVELING	Low	16520.34	SqFt	79.8%	FDOT - SURFACE SEAL	16520.45	SqFt	$ 0.55	$ 9,090.00
FPR	AP S	4225	52	RAVELING	Medium	41.44	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	40.9	SqFt	$ 3.00	$ 130.00
FPR	AP S	4240	45	DEPRESSION	Low	483.51	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	575.87	SqFt	$ 6.00	$ 3,460.00
FPR	AP S	4240	49	OIL SPILLAGE	N/A	268.56	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	339.06	SqFt	$ 3.00	$ 1,020.00
FPR	AP S	4240	52	RAVELING	Low	39446.18	SqFt	27.3%	FDOT - SURFACE SEAL	39446.5	SqFt	$ 0.55	$ 21,700.00
FPR	AP SE	4305	62	CORNER BREAK	Low	16.85	Slabs	23.1%	FDOT - CRACK SEALING - PCC	138.12	Ft	$ 4.25	$ 590.00
FPR	AP SE	4305	62	CORNER BREAK	Medium	5.62	Slabs	7.7%	FDOT - PATCHING - PCC FULL DEPTH	180.83	SqFt	$ 100.00	$ 18,140.00
FPR	AP SE	4305	62	CORNER BREAK	High	5.62	Slabs	7.7%	FDOT - PATCHING - PCC FULL DEPTH	180.83	SqFt	$ 100.00	$ 18,140.00
FPR	AP SE	4305	65	JT SEAL DMG	High	73	Slabs	100.0%	FDOT - JOINT SEAL - PCC	2377.62	Ft	$ 2.75	$ 6,540.00
FPR	AP SE	4305	74	JOINT SPALL	Low	11.23	Slabs	15.4%	FDOT - CRACK SEALING - PCC	18.37	Ft	$ 4.25	$ 80.00
FPR	AP SE	4305	75	CORNER SPALL	Low	5.62	Slabs	7.7%	FDOT - CRACK SEALING - PCC	9.19	Ft	$ 4.25	$ 40.00
FPR	AP SE	4310	48	L & T CR	Medium	3737.07	Ft	3.3%	FDOT - CRACK SEALING - AC	3737.2	Ft	$ 3.00	$ 11,220.00
FPR	AP SE	4310	52	RAVELING	Low	113629.01	SqFt	100.0%	FDOT - SURFACE SEAL	113629.2	SqFt	$ 0.55	$ 62,500.00
FPR	AP SE	4315	62	CORNER BREAK	Medium	5.58	Slabs	4.2%	FDOT - PATCHING - PCC FULL DEPTH	180.83	SqFt	$ 100.00	$ 18,030.00
FPR	AP SE	4315	65	JT SEAL DMG	High	134	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1256.56	Ft	$ 2.75	$ 3,460.00
FPR	AP SE	4315	74	JOINT SPALL	Low	11.17	Slabs	8.3%	FDOT - CRACK SEALING - PCC	18.37	Ft	$ 4.25	$ 80.00
FPR	AP SE	4315	74	JOINT SPALL	Medium	16.75	Slabs	12.5%	FDOT - PATCHING - PCC PARTIAL DEPTH	107.64	SqFt	$ 72.00	$ 7,790.00
FPR	AP SE	4315	75	CORNER SPALL	Low	5.58	Slabs	4.2%	FDOT - CRACK SEALING - PCC	9.19	Ft	$ 4.25	$ 40.00
FPR	AP SE	4320	62	CORNER BREAK	Low	4.83	Slabs	16.7%	FDOT - CRACK SEALING - PCC	39.7	Ft	$ 4.25	$ 170.00
FPR	AP SE	4320	65	JT SEAL DMG	High	29	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1109.91	Ft	$ 2.75	$ 3,060.00
FPR	AP SE	4320	72	SHAT. SLAB	Low	1.61	Slabs	5.6%	FDOT - CRACK SEALING - PCC	64.3	Ft	$ 4.25	$ 280.00
FPR	AP SE	4320	72	SHAT. SLAB	Medium	3.22	Slabs	11.1%	FDOT - SLAB REPLACEMENT - PCC	1288.44	SqFt	$ 30.00	$ 38,670.00
FPR	AP SE	4320	72	SHAT. SLAB	High	1.61	Slabs	5.6%	FDOT - SLAB REPLACEMENT - PCC	644.76	SqFt	$ 30.00	$ 19,340.00
FPR	AP SE	4320	74	JOINT SPALL	Low	6.44	Slabs	22.2%	FDOT - CRACK SEALING - PCC	10.5	Ft	$ 4.25	$ 50.00
FPR	AP SE	4320	75	CORNER SPALL	Low	1.61	Slabs	5.6%	FDOT - CRACK SEALING - PCC	2.62	Ft	$ 4.25	$ 20.00
FPR	RW 10R-28L	6105	52	RAVELING	Low	19362.01	SqFt	8.1%	FDOT - SURFACE SEAL	19362.12	SqFt	$ 0.55	$ 10,650.00
FPR	RW 10R-28L	6110	52	RAVELING	Low	312.05	SqFt	0.1%	FDOT - SURFACE SEAL	312.15	SqFt	$ 0.55	$ 180.00
FPR	RW 10R-28L	6115	52	RAVELING	Low	4499.96	SqFt	6.0%	FDOT - SURFACE SEAL	4500.39	SqFt	$ 0.55	$ 2,480.00
FPR	RW 10R-28L	6125	52	RAVELING	Low	290.95	SqFt	3.0%	FDOT - SURFACE SEAL	290.63	SqFt	$ 0.55	$ 170.00
FPR	RW 10R-28L	6130	52	RAVELING	Low	193.97	SqFt	1.0%	FDOT - SURFACE SEAL	193.75	SqFt	$ 0.55	$ 110.00
FPR	RW 14-32	6205	45	DEPRESSION	Medium	873.71	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	996.74	SqFt	$ 6.00	$ 5,980.00
FPR	RW 14-32	6205	48	L & T CR	Medium	12503.02	Ft	2.6%	FDOT - CRACK SEALING - AC	12502.95	Ft	$ 3.00	$ 37,510.00

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FPR	RW 14-32	6205	52	RAVELING	Low	29083.12	SqFt	6.0%	FDOT - SURFACE SEAL	29083.01	SqFt	$ 0.55	$ 16,000.00
FPR	TW A	104	45	DEPRESSION	Low	220.88	SqFt	0.7%	FDOT - PATCHING - AC FULL DEPTH	284.17	SqFt	$ 6.00	$ 1,710.00
FPR	TW A	104	45	DEPRESSION	Medium	193.32	SqFt	0.6%	FDOT - PATCHING - AC FULL DEPTH	252.95	SqFt	$ 6.00	$ 1,520.00
FPR	TW A	104	52	RAVELING	Low	1601.45	SqFt	5.0%	FDOT - SURFACE SEAL	1601.67	SqFt	$ 0.55	$ 890.00
FPR	TW A	105	45	DEPRESSION	Low	536.69	SqFt	1.0%	FDOT - PATCHING - AC FULL DEPTH	633.99	SqFt	$ 6.00	$ 3,810.00
FPR	TW A	105	52	RAVELING	Low	5590.56	SqFt	10.9%	FDOT - SURFACE SEAL	5590.78	SqFt	$ 0.55	$ 3,080.00
FPR	TW A	106	52	RAVELING	Low	742.17	SqFt	0.5%	FDOT - SURFACE SEAL	741.63	SqFt	$ 0.55	$ 410.00
FPR	TW A	108	45	DEPRESSION	Low	79.01	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	118.4	SqFt	$ 6.00	$ 720.00
FPR	TW A	109	52	RAVELING	Low	111.41	SqFt	0.5%	FDOT - SURFACE SEAL	110.87	SqFt	$ 0.55	$ 70.00
FPR	TW A2	120	52	RAVELING	Low	9485.05	SqFt	17.5%	FDOT - SURFACE SEAL	9485.16	SqFt	$ 0.55	$ 5,220.00
FPR	TW A2	125	45	DEPRESSION	Low	163.93	SqFt	1.2%	FDOT - PATCHING - AC FULL DEPTH	219.58	SqFt	$ 6.00	$ 1,320.00
FPR	TW A2	125	52	RAVELING	Low	683.19	SqFt	5.0%	FDOT - SURFACE SEAL	683.51	SqFt	$ 0.55	$ 380.00
FPR	TW B	205	52	RAVELING	Low	1058.63	SqFt	0.5%	FDOT - SURFACE SEAL	1059.17	SqFt	$ 0.55	$ 590.00
FPR	TW B	207	52	RAVELING	Low	1661.73	SqFt	7.2%	FDOT - SURFACE SEAL	1661.95	SqFt	$ 0.55	$ 920.00
FPR	TW B1	210	48	L & T CR	Medium	20.01	Ft	0.3%	FDOT - CRACK SEALING - AC	20.01	Ft	$ 3.00	$ 60.00
FPR	TW B1	210	52	RAVELING	Low	338.96	SqFt	5.0%	FDOT - SURFACE SEAL	339.06	SqFt	$ 0.55	$ 190.00
FPR	TW B2	220	52	RAVELING	Low	59.95	SqFt	1.7%	FDOT - SURFACE SEAL	60.28	SqFt	$ 0.55	$ 40.00
FPR	TW B3	230	52	RAVELING	Low	24.97	SqFt	0.7%	FDOT - SURFACE SEAL	24.76	SqFt	$ 0.55	$ 20.00
FPR	TW C	305	52	RAVELING	Low	199.78	SqFt	0.1%	FDOT - SURFACE SEAL	200.21	SqFt	$ 0.55	$ 110.00
FPR	TW C	307	52	RAVELING	Low	630.98	SqFt	0.8%	FDOT - SURFACE SEAL	630.77	SqFt	$ 0.55	$ 350.00
FPR	TW C1	312	48	L & T CR	Medium	112.04	Ft	1.4%	FDOT - CRACK SEALING - AC	112.2	Ft	$ 3.00	$ 340.00
FPR	TW C1	312	52	RAVELING	Low	784.26	SqFt	10.0%	FDOT - SURFACE SEAL	784.69	SqFt	$ 0.55	$ 440.00
FPR	TW C1	315	52	RAVELING	Low	17.55	SqFt	0.1%	FDOT - SURFACE SEAL	17.22	SqFt	$ 0.55	$ 10.00
FPR	TW C1	318	52	RAVELING	Low	18447.84	SqFt	41.0%	FDOT - SURFACE SEAL	18448.27	SqFt	$ 0.55	$ 10,150.00
FPR	TW C4	340	52	RAVELING	Low	74.06	SqFt	0.5%	FDOT - SURFACE SEAL	74.27	SqFt	$ 0.55	$ 50.00
FPR	TW C5	350	45	DEPRESSION	Low	189.98	SqFt	2.4%	FDOT - PATCHING - AC FULL DEPTH	249.72	SqFt	$ 6.00	$ 1,500.00
FPR	TW C7	370	45	DEPRESSION	Low	28.85	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	54.9	SqFt	$ 6.00	$ 330.00
FPR	TW C7	370	52	RAVELING	Low	1320.62	SqFt	20.0%	FDOT - SURFACE SEAL	1320.73	SqFt	$ 0.55	$ 730.00
FPR	TW C7	375	52	RAVELING	Low	1456.03	SqFt	40.0%	FDOT - SURFACE SEAL	1456.36	SqFt	$ 0.55	$ 810.00
FPR	TW C7	377	52	RAVELING	Low	80.62	SqFt	1.0%	FDOT - SURFACE SEAL	80.73	SqFt	$ 0.55	$ 50.00
FPR	TW C8	380	52	RAVELING	Low	2263.44	SqFt	20.0%	FDOT - SURFACE SEAL	2263.65	SqFt	$ 0.55	$ 1,250.00
FPR	TW C8	387	45	DEPRESSION	Low	185.57	SqFt	1.6%	FDOT - PATCHING - AC FULL DEPTH	244.34	SqFt	$ 6.00	$ 1,470.00
FPR	TW D	405	43	BLOCK CR	Medium	16712.48	SqFt	35.0%	FDOT - CRACK SEALING - AC	5093.83	Ft	$ 3.00	$ 15,290.00
FPR	TW D	405	52	RAVELING	Medium	47750	SqFt	100.0%	FDOT - PATCHING - AC PARTIAL DEPTH	47749.78	SqFt	$ 3.00	$ 143,250.00
FPR	TW D	411	52	RAVELING	Low	802.13	SqFt	5.0%	FDOT - SURFACE SEAL	801.91	SqFt	$ 0.55	$ 450.00
FPR	TW D	412	52	RAVELING	Low	2050.74	SqFt	4.3%	FDOT - SURFACE SEAL	2050.52	SqFt	$ 0.55	$ 1,130.00
FPR	TW D	415	41	ALLIGATOR CR	Low	1784.98	SqFt	1.8%	FDOT - PATCHING - AC FULL DEPTH	1959.03	SqFt	$ 6.00	$ 11,760.00
FPR	TW D	415	43	BLOCK CR	Medium	98846.17	SqFt	98.2%	FDOT - CRACK SEALING - AC	30128.28	Ft	$ 3.00	$ 90,390.00
FPR	TW D	415	45	DEPRESSION	Low	167.81	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	223.89	SqFt	$ 6.00	$ 1,350.00

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FPR	TW D	415	52	RAVELING	Low	70433.76	SqFt	70.0%	FDOT - SURFACE SEAL	70433.65	SqFt	$ 0.55	$ 38,740.00
FPR	TW D	415	52	RAVELING	Medium	30197.4	SqFt	30.0%	FDOT - PATCHING - AC PARTIAL DEPTH	30197.07	SqFt	$ 3.00	$ 90,600.00
FPR	TW E	503	52	RAVELING	Low	2707.02	SqFt	75.0%	FDOT - SURFACE SEAL	2707.12	SqFt	$ 0.55	$ 1,490.00
FPR	TW E	503	52	RAVELING	Medium	902.98	SqFt	25.0%	FDOT - PATCHING - AC PARTIAL DEPTH	903.09	SqFt	$ 3.00	$ 2,710.00
FPR	TW E	503	56	SWELLING	Medium	35.95	SqFt	1.0%	FDOT - PATCHING - AC FULL DEPTH	64.58	SqFt	$ 6.00	$ 390.00
FPR	TW E	505	43	BLOCK CR	Medium	38642.87	SqFt	53.2%	FDOT - CRACK SEALING - AC	11778.22	Ft	$ 3.00	$ 35,340.00
FPR	TW E	505	45	DEPRESSION	Low	830.87	SqFt	1.1%	FDOT - PATCHING - AC FULL DEPTH	950.45	SqFt	$ 6.00	$ 5,710.00
FPR	TW E	505	52	RAVELING	Low	69754.01	SqFt	96.0%	FDOT - SURFACE SEAL	69754.45	SqFt	$ 0.55	$ 38,370.00
FPR	TW E	505	52	RAVELING	Medium	2893.02	SqFt	4.0%	FDOT - PATCHING - AC PARTIAL DEPTH	2893.34	SqFt	$ 3.00	$ 8,680.00
FPR	TW E	506	52	RAVELING	Low	2376.24	SqFt	5.0%	FDOT - SURFACE SEAL	2376.67	SqFt	$ 0.55	$ 1,310.00
FPR	TW E	506	52	RAVELING	High	102.8	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	103.33	SqFt	$ 3.00	$ 310.00
FPR	TW E	509	52	RAVELING	Low	254.57	SqFt	3.0%	FDOT - SURFACE SEAL	255.1	SqFt	$ 0.55	$ 150.00
FPR	TW E	510	52	RAVELING	Low	30.57	SqFt	0.3%	FDOT - SURFACE SEAL	30.14	SqFt	$ 0.55	$ 20.00
FPR	TW E	515	52	RAVELING	Low	1820.93	SqFt	1.1%	FDOT - SURFACE SEAL	1821.25	SqFt	$ 0.55	$ 1,010.00
FPR	TW F1	610	52	RAVELING	Low	13.99	SqFt	0.1%	FDOT - SURFACE SEAL	13.99	SqFt	$ 0.55	$ 10.00

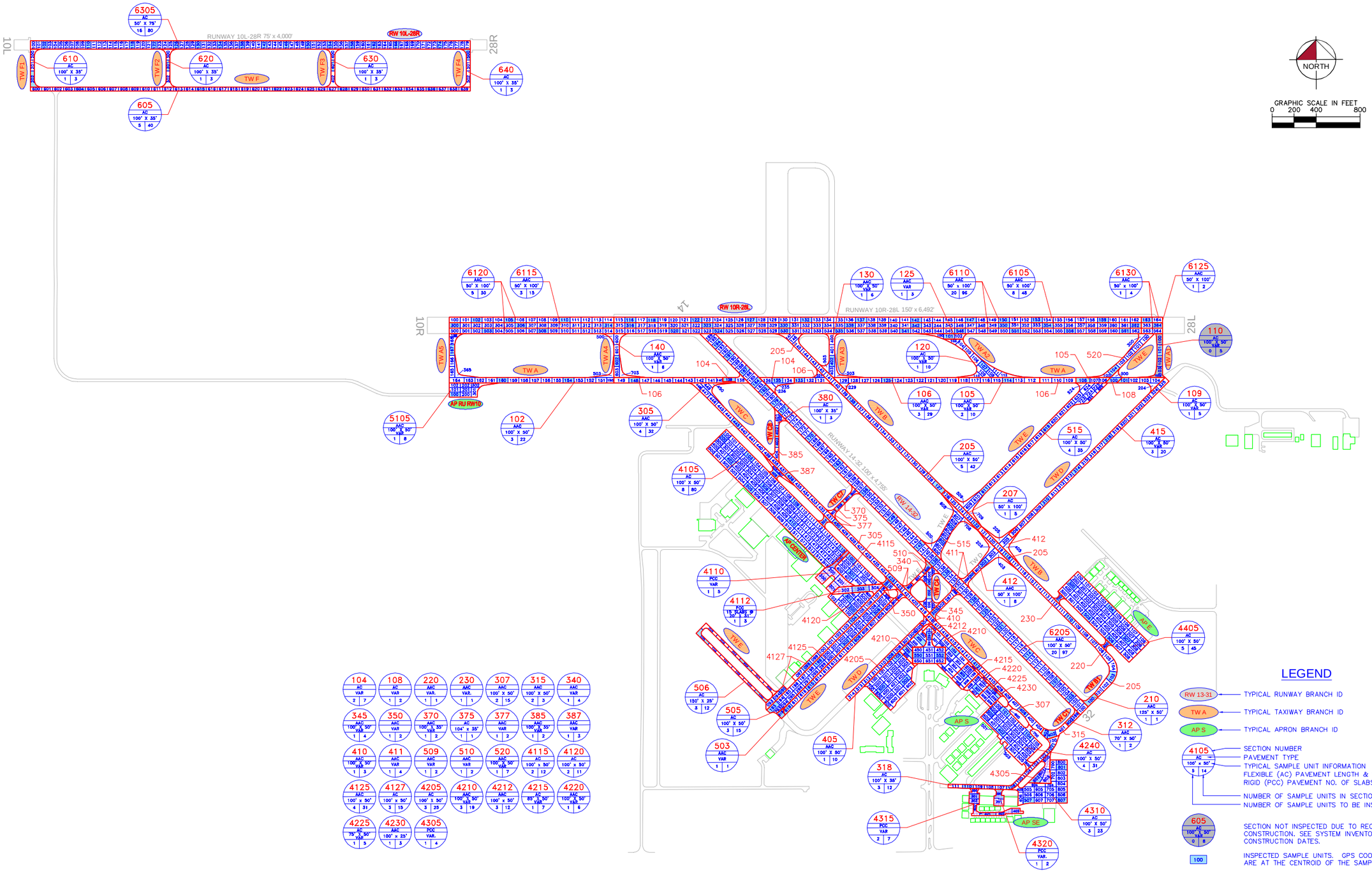
Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

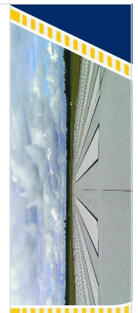
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	FPR	AP CENTER	4105	AC	397,367	62	AC Restoration	$ 2,782,000.00
2018	FPR	AP CENTER	4110	PCC	42,132	30	PCC Reconstruction	$ 632,000.00
2018	FPR	AP CENTER	4112	PCC	26,357	0	PCC Reconstruction	$ 396,000.00
2018	FPR	AP CENTER	4120	AC	54,083	54	AC Restoration	$ 379,000.00
2018	FPR	AP CENTER	4125	AAC	149,877	37	AC Reconstruction	$ 1,349,000.00
2018	FPR	AP CENTER	4127	AC	71,447	30	AC Reconstruction	$ 644,000.00
2018	FPR	AP E	4405	AC	235,155	61	AC Restoration	$ 1,647,000.00
2018	FPR	AP S	4205	AC	128,080	46	AC Restoration	$ 975,000.00
2018	FPR	AP S	4215	AC	29,067	57	AC Restoration	$ 204,000.00
2018	FPR	AP S	4220	AAC	23,742	54	AC Restoration	$ 167,000.00
2018	FPR	AP S	4225	AC	20,701	52	AC Restoration	$ 145,000.00
2018	FPR	AP SE	4305	PCC	25,850	38	PCC Reconstruction	$ 388,000.00
2018	FPR	AP SE	4310	AC	113,629	50	AC Restoration	$ 796,000.00
2018	FPR	AP SE	4320	PCC	11,708	30	PCC Reconstruction	$ 176,000.00
2018	FPR	RW 14-32	6205	AAC	485,366	51	AC Restoration	$ 3,398,000.00
2018	FPR	TW A	104	AC	31,997	55	AC Restoration	$ 224,000.00
2018	FPR	TW B1	210	AAC	6,787	57	AC Restoration	$ 48,000.00
2018	FPR	TW C1	312	AAC	7,843	44	AC Restoration	$ 64,000.00
2018	FPR	TW C1	318	AC	44,966	60	AC Restoration	$ 315,000.00
2018	FPR	TW C4	340	AAC	13,877	57	AC Restoration	$ 98,000.00
2018	FPR	TW C7	370	AAC	6,603	63	AC Restoration	$ 47,000.00
2018	FPR	TW C7	375	AC	3,640	57	AC Restoration	$ 26,000.00
2018	FPR	TW D	405	AAC	47,750	20	AC Reconstruction	$ 430,000.00
2018	FPR	TW D	411	AAC	16,042	55	AC Restoration	$ 113,000.00
2018	FPR	TW D	415	AC	100,658	26	AC Reconstruction	$ 906,000.00
2018	FPR	TW E	503	AAC	3,610	29	AC Reconstruction	$ 33,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	**FPR**	TW E	505	AC	72,647	35	AC Reconstruction	$ 654,000.00
2019	**FPR**	AP SE	4315	PCC	30,090	64	PCC Restoration	$ 301,000.00
2022	**FPR**	TW E	510	AAC	9,607	63	AC Restoration	$ 68,000.00
2023	**FPR**	TW B	207	AC	23,150	64	AC Restoration	$ 163,000.00
2024	**FPR**	AP S	4240	AC	144,278	64	AC Restoration	$ 1,010,000.00
2025	**FPR**	RW 10R-28L	6105	AAC	240,000	64	AC Restoration	$ 1,681,000.00
2025	**FPR**	RW 10R-28L	6125	AAC	9,700	63	AC Restoration	$ 68,000.00
2026	**FPR**	RW 10R-28L	6115	AAC	75,000	64	AC Restoration	$ 526,000.00
2026	**FPR**	TW C8	380	AC	11,317	64	AC Restoration	$ 80,000.00
2026	**FPR**	TW E	515	AC	164,640	64	AC Restoration	$ 1,153,000.00
2026	**FPR**	TW E	520	AAC	35,522	64	AC Restoration	$ 249,000.00
2027	**FPR**	AP CENTER	4115	AC	63,222	64	AC Restoration	$ 443,000.00

Appendix C

Technical Exhibits





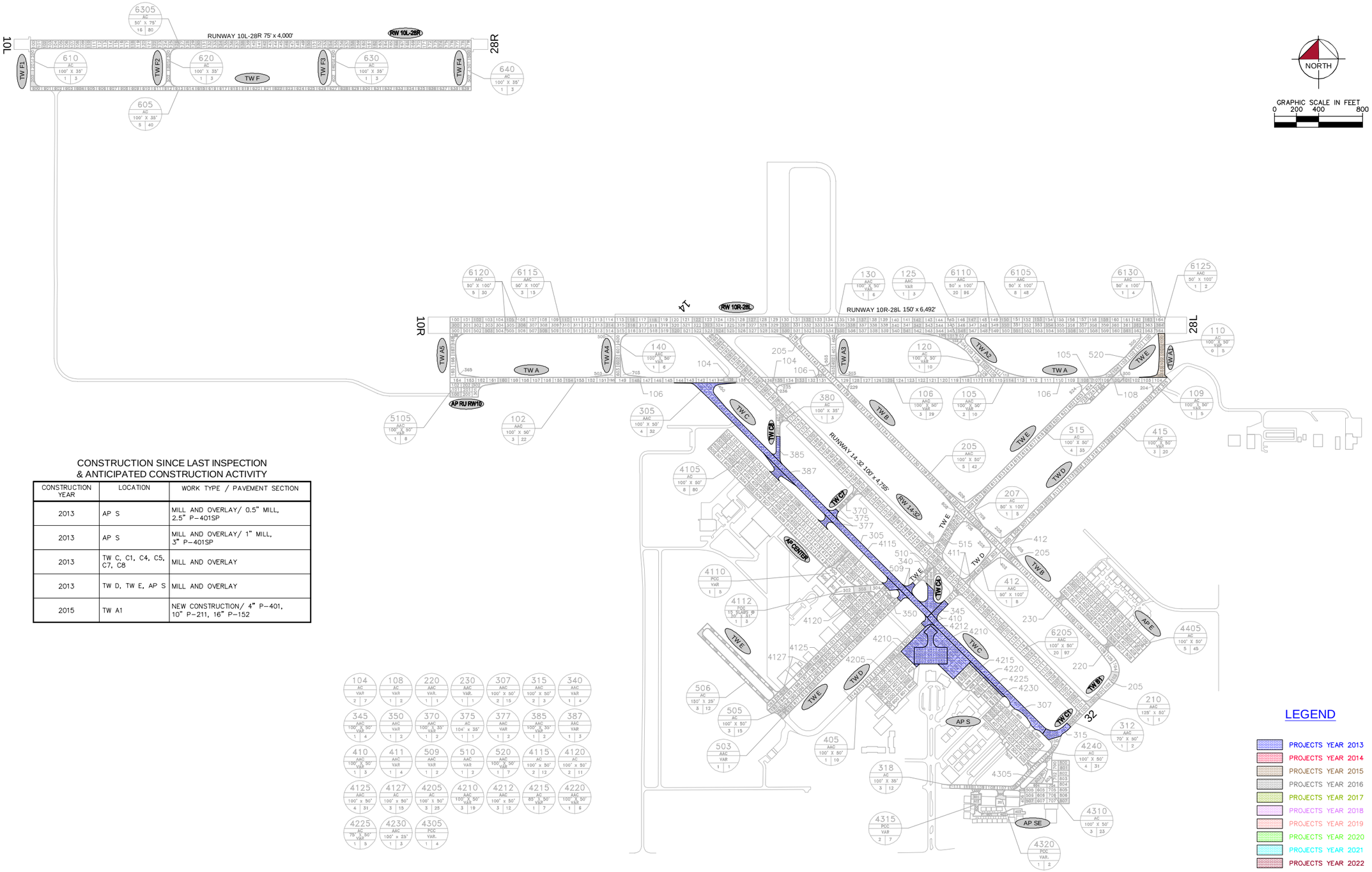
001 - AIRFIELD PAVEMENT
NETWORK DEFINITION EXHIBIT

Airport Pavement Evaluation Report 2017

Statewide Airfield Pavement Management Program

TREASURE COAST INTERNATIONAL AIRPORT - FPR

FDOT



CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2013	AP S	MILL AND OVERLAY/ 0.5" MILL, 2.5" P-401SP
2013	AP S	MILL AND OVERLAY/ 1" MILL, 3" P-401SP
2013	TW C, C1, C4, C5, C7, C8	MILL AND OVERLAY
2013	TW D, TW E, AP S	MILL AND OVERLAY
2015	TW A1	NEW CONSTRUCTION/ 4" P-401, 10" P-211, 16" P-152

LEGEND

- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019
- PROJECTS YEAR 2020
- PROJECTS YEAR 2021
- PROJECTS YEAR 2022

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

002 - AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

2017

TREASURE COAST INTERNATIONAL AIRPORT - FPR

FDOT

104 PCI = 56	108 PCI = 84	220 PCI = 87	230 PCI = 89	307 PCI = 87	315 PCI = 88	340 PCI = 59	345 PCI = 91
350 PCI = 77	370 PCI = 64	375 PCI = 58	377 PCI = 87	385 PCI = 92	387 PCI = 80	410 PCI = 89	411 PCI = 57
509 PCI = 85	510 PCI = 69	520 PCI = 73	4112 PCI = 0	4115 PCI = 80	4120 PCI = 56	4125 PCI = 39	4127 PCI = 32
4205 PCI = 48	4210 PCI = 89	4212 PCI = 89	4215 PCI = 59	4220 PCI = 55	4225 PCI = 54	4230 PCI = 89	4305 PCI = 39

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.

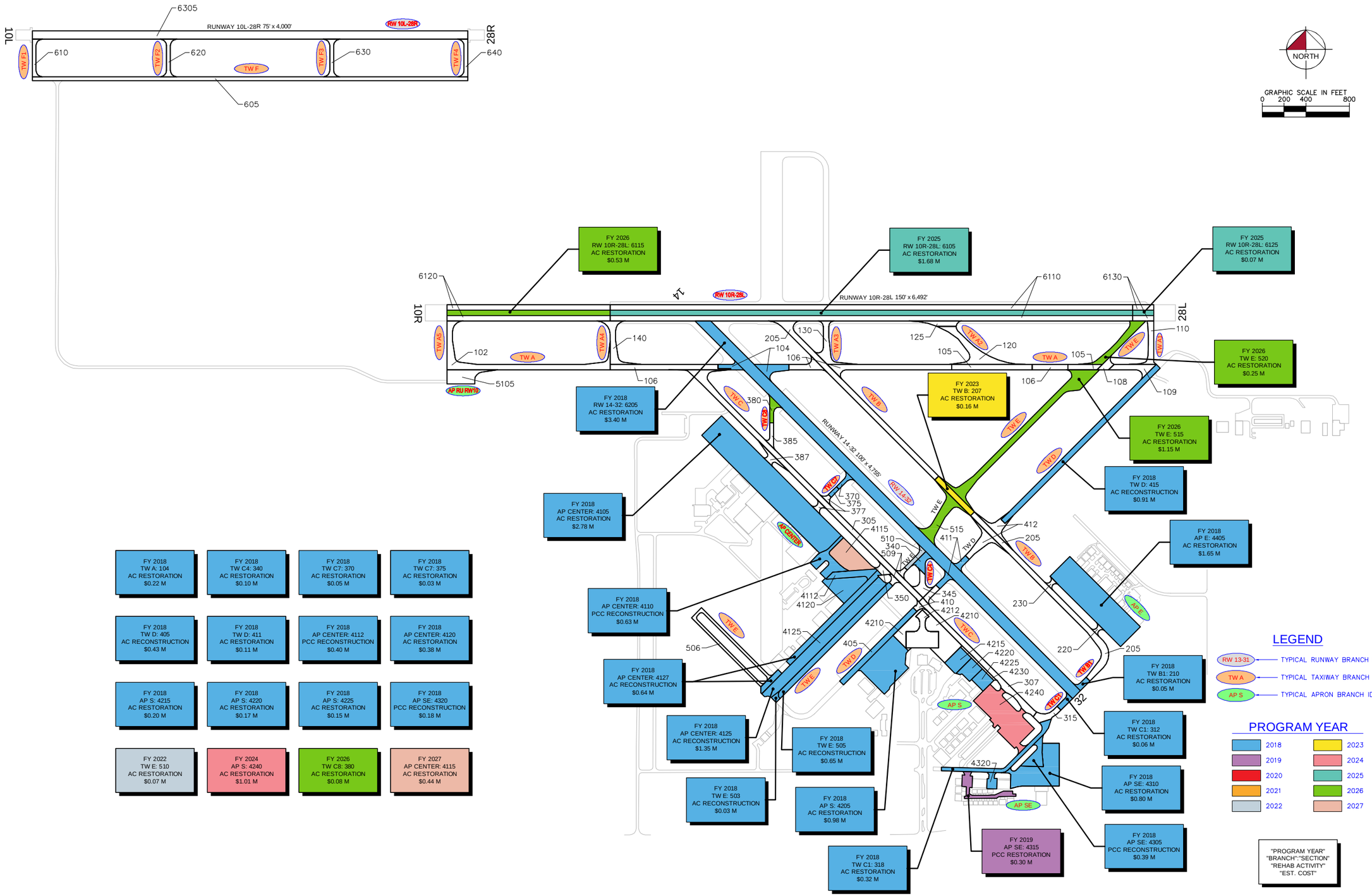
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2017

TREASURE COAST INTERNATIONAL AIRPORT - FPR

FDOT



004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report 2017

Statewide Airfield Pavement Management Program

TREASURE COAST INTERNATIONAL AIRPORT - FPR

FDOT

Statewide Airfield Pavement Management Program

Appendix D

Inspection Photograph Documentation

Runway 10L-28R, Section 6305, Sample Unit 126 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 10L-28R, Section 6305, Sample Unit 174 - Low Severity (57) Weathering

Runway 10R-28L, Section 6105, Sample Unit 354 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Runway 10R-28L, Section 6110, Sample Unit 127 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 10R-28L, Section 6115, Sample Unit 300 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Runway 14-32, Section 6205, Sample Unit 114 - Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Runway 14-32, Section 6205, Sample Unit 156 - Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Runway 14-32, Section 6205, Sample Unit 163 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Runway 14-32, Section 6205, Sample Unit 182 - Medium Severity (45) Depression, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling

Taxiway A, Section 104, Sample Unit 139 - Low Severity (45) Depression, Low Severity (57) Weathering

Taxiway A, Section 105, Sample Unit 108 - Low Severity (45) Depression, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway B, Section 205, Sample Unit 127 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway B, Section 207, Sample Unit 122 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Taxiway C, Section 305, Sample Unit 430 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway D, Section 415, Sample Unit 314 - Medium Severity (43) Block Cracking, Low and Medium Severity (52) Raveling

Taxiway D, Section 415, Sample Unit 310 - Medium Severity (43) Block Cracking, Medium Severity (52) Raveling

Taxiway D, Section 405, Sample Unit 309 – Low and Medium Severity (43) Block Cracking, Medium Severity (52) Raveling

Taxiway E, Section 515, Sample Unit 611 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (50) Patching, Low Severity (57) Weathering

Taxiway F, Section 605, Sample Unit 628 - Low Severity (57) Weathering

Center Apron, Section 4105, Sample Unit 306 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Center Apron, Section 4105, Sample Unit 109 - Low Severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, Low Severity (52) Raveling, Low Severity (57) Weathering

Center Apron, Section 4112, Sample Unit 303 - High Severity (72) Shattered Slab

Center Apron, Section 4125, Sample Unit 199 - Low and Medium Severity (43) Block Cracking, Low and Medium Severity (52) Raveling

Center Apron, Section 4127, Sample Unit 98 - Medium Severity (43) Block Cracking, Low and Medium Severity (52) Raveling

South Apron, Section 4205, Sample Unit 502 - Low Severity (43) Block Cracking, Low Severity (52) Raveling

South Apron, Section 4220, Sample Unit 307 - Low Severity (43) Block Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Southeast Apron, Section 4305, Sample Unit 602 - Medium Severity (62) Corner Break, High Severity (65) Joint Seal Damage, (73) Shrinkage Cracking, Low Severity (74) Joint Spall

East Apron, Section 4405, Sample Unit 300 - Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT
Generated Date 7/26/2017

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4105 of 7 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 397,367 SqFt **Length:** 1,600 Ft **Width:** 250 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 80 **Surveyed:** 8

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	39.00	Ft
50	PATCHING	L	50.00	SqFt
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3450.00	SqFt
49	OIL SPILLAGE	N	38.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	284.00	Ft
49	OIL SPILLAGE	N	9.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 115 **Type:** R **Area:** 4051.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	91.00	Ft
50	PATCHING	L	238.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	2813.00	SqFt

Sample Number: 200 **Type:** R **Area:** 3750.00 SqFt **PCI:** 61

Sample Comments:

45	DEPRESSION	M	64.00	SqFt
48	L & T CR	L	279.00	Ft
52	RAVELING	L	1100.00	SqFt
56	SWELLING	L	35.00	SqFt
57	WEATHERING	L	2650.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	180.00	Ft
52	RAVELING	L	1500.00	SqFt
56	SWELLING	L	240.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

45	DEPRESSION	L	145.00	SqFt
48	L & T CR	L	257.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	1200.00	SqFt

56	SWELLING	L	151.00	SqFt
57	WEATHERING	L	3800.00	SqFt
45	DEPRESSION	M	408.00	SqFt

Sample Number: 410 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments: Equipment on previously inspected sample 510

48	L & T CR	L	179.00	Ft
52	RAVELING	L	1500.00	SqFt
56	SWELLING	L	31.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 505 **Type:** R **Area:** 5600.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	100.00	Ft
52	RAVELING	L	1400.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4200.00	SqFt
49	OIL SPILLAGE	N	27.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4110 of 7 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: PCC **Family:** C9N59-GA-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 42,132 SqFt **Length:** 499 Ft **Width:** 200 Ft

Slabs: 140 **Slab Length:** 27 Ft **Slab Width:** 27 Ft **Joint Length:** 6,776 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 31

Inspection Comments: Imaginary slabs added due to adjusted geometry

Sample Number: 100 **Type:** R **Area:** 18.00 Slabs **PCI:** 31

Sample Comments:

62	CORNER BREAK	L	4.00	Slabs
62	CORNER BREAK	M	3.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
65	JT SEAL DMG	H	18.00	Slabs
67	LARGE PATCH	L	2.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
67	LARGE PATCH	M	1.00	Slabs
73	SHRINKAGE CR	N	18.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4112 of 7 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: PCC **Family:** C9N59-GA-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 26,357 SqFt **Length:** 233 Ft **Width:** 200 Ft

Slabs: 37 **Slab Length:** 36 Ft **Slab Width:** 36 Ft **Joint Length:** 2,180 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:**

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 15.00 Slabs **PCI:**

Sample Comments:

72	SHAT. SLAB	H	9.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
62	CORNER BREAK	H	2.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4115 of 7 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 63,222 SqFt **Length:** 300 Ft **Width:** 200 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	11.00	Ft
50	PATCHING	L	91.00	SqFt
57	WEATHERING	L	4889.00	SqFt
45	DEPRESSION	L	20.00	SqFt

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	83.00	Ft
50	PATCHING	L	98.00	SqFt
52	RAVELING	L	150.00	SqFt
52	RAVELING	H	2.00	SqFt
45	DEPRESSION	L	22.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4120 of 7 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 54,083 SqFt **Length:** 210 Ft **Width:** 200 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	163.00	Ft
52	RAVELING	L	1500.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 301 **Type:** R **Area:** 4736.00 SqFt **PCI:** 43

Sample Comments:

45	DEPRESSION	M	162.00	SqFt
48	L & T CR	L	146.00	Ft
48	L & T CR	M	12.00	Ft
50	PATCHING	L	130.00	SqFt
52	RAVELING	L	461.00	SqFt
56	SWELLING	L	152.00	SqFt
57	WEATHERING	L	4145.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4125 of 7 **From:** - **To:** - **Last Const.:** 1/1/1955

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 149,877 SqFt **Length:** 1,200 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1955 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 31 **Surveyed:** 4

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 193 **Type:** R **Area:** 5696.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	5126.00	SqFt
43	BLOCK CR	M	570.00	SqFt
52	RAVELING	L	4126.00	SqFt
52	RAVELING	M	1570.00	SqFt

Sample Number: 199 **Type:** R **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	4950.00	SqFt
43	BLOCK CR	M	50.00	SqFt
45	DEPRESSION	L	30.00	SqFt
45	DEPRESSION	M	25.00	SqFt
52	RAVELING	L	3900.00	SqFt
52	RAVELING	M	1100.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	4900.00	SqFt
43	BLOCK CR	M	100.00	SqFt
52	RAVELING	L	3900.00	SqFt
52	RAVELING	M	1100.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	4900.00	SqFt
43	BLOCK CR	M	100.00	SqFt
52	RAVELING	L	3900.00	SqFt
52	RAVELING	M	1100.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 804,485 SqFt

Section: 4127 of 7 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 71,447 SqFt **Length:** 1,400 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 15 **Surveyed:** 3

Conditions: **PCI:** 32

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1250.00	SqFt
43	BLOCK CR	M	3750.00	SqFt
52	RAVELING	L	4500.00	SqFt
52	RAVELING	M	500.00	SqFt

Sample Number: 95 **Type:** R **Area:** 3675.00 SqFt **PCI:** 9

Sample Comments:

43	BLOCK CR	L	2940.00	SqFt
43	BLOCK CR	M	735.00	SqFt
45	DEPRESSION	M	1838.00	SqFt
45	DEPRESSION	H	368.00	SqFt
52	RAVELING	L	3675.00	SqFt

Sample Number: 98 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	4250.00	SqFt
43	BLOCK CR	M	750.00	SqFt
52	RAVELING	L	4500.00	SqFt
52	RAVELING	M	500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 235,155 SqFt

Section: 4405 of 1 **From:** - **To:** - **Last Const.:** 1/1/1984

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 235,155 SqFt **Length:** 915 Ft **Width:** 250 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 45 **Surveyed:** 5

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	344.00	Ft
52	RAVELING	L	2000.00	SqFt
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	596.00	Ft
52	RAVELING	L	2000.00	SqFt
56	SWELLING	L	65.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	339.00	Ft
50	PATCHING	L	1.00	SqFt
52	RAVELING	L	2000.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	2999.00	SqFt

Sample Number: 503 **Type:** R **Area:** 5700.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	390.00	Ft
52	RAVELING	L	2500.00	SqFt
56	SWELLING	L	260.00	SqFt
57	WEATHERING	L	3200.00	SqFt

Sample Number: 506 **Type:** R **Area:** 5700.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	674.00	Ft
52	RAVELING	L	2500.00	SqFt
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	3200.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP RU RW10 **Name:** RUN-UP APRON AT RW 10R **Use:** APRON **Area:** 36,313 SqFt

Section: 5105 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 36,313 SqFt **Length:** 400 Ft **Width:** 125 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4700.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	4700.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4205 of 8 **From:** - **To:** - **Last Const.:** 1/1/1984

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 128,080 SqFt **Length:** 450 Ft **Width:** 280 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 48

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

52	RAVELING	L	5000.00	SqFt
43	BLOCK CR	L	5000.00	SqFt
49	OIL SPILLAGE	N	10.00	SqFt
56	SWELLING	L	450.00	SqFt

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	L	4500.00	SqFt
52	RAVELING	M	500.00	SqFt

Sample Number: 502 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	4948.00	SqFt
50	PATCHING	L	52.00	SqFt
52	RAVELING	L	4448.00	SqFt
52	RAVELING	M	500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4210 of 8 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 95,822 SqFt **Length:** 350 Ft **Width:** 220 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	21.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 400 **Type:** R **Area:** 6216.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	89.00	Ft
57	WEATHERING	L	6216.00	SqFt

Sample Number: 700 **Type:** R **Area:** 5643.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	71.00	Ft
57	WEATHERING	L	5643.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4212 of 8 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 57,702 SqFt **Length:** 300 Ft **Width:** 150 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1970 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 251 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3500.00	SqFt

Sample Number: 550 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 552 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

45	DEPRESSION	L	56.00	SqFt
48	L & T CR	L	35.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4215 of 8 **From:** - **To:** - **Last Const.:** 1/1/1984

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 29,067 SqFt **Length:** 220 Ft **Width:** 160 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 305 **Type:** R **Area:** 4250.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	222.00	Ft
52	RAVELING	L	4250.00	SqFt
56	SWELLING	L	100.00	SqFt
49	OIL SPILLAGE	N	70.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4220 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 23,742 SqFt **Length:** 160 Ft **Width:** 140 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 307 **Type:** R **Area:** 4850.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	273.00	SqFt
48	L & T CR	L	386.00	Ft
49	OIL SPILLAGE	N	8.00	SqFt
52	RAVELING	L	485.00	SqFt
56	SWELLING	L	36.00	SqFt
57	WEATHERING	L	4365.00	SqFt
45	DEPRESSION	L	100.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4225 of 8 **From:** - **To:** - **Last Const.:** 1/1/1984

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 20,701 SqFt **Length:** 150 Ft **Width:** 130 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 4501.00 SqFt **PCI:** 54

Sample Comments:

45	DEPRESSION	L	84.00	SqFt
48	L & T CR	L	289.00	Ft
50	PATCHING	L	900.00	SqFt
52	RAVELING	L	3592.00	SqFt
52	RAVELING	M	9.00	SqFt
56	SWELLING	L	32.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4230 of 8 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,773 SqFt **Length:** 450 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1992	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 58 **Type:** R **Area:** 3133.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	43.00	Ft
57	WEATHERING	L	3133.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 508,165 SqFt

Section: 4240 of 8 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 144,278 SqFt **Length:** 580 Ft **Width:** 220 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 31 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	7.00	Ft
49	OIL SPILLAGE	N	35.00	SqFt
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 104 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	4.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 300 **Type:** R **Area:** 3800.00 SqFt **PCI:** 69

Sample Comments:

42	BLEEDING	N	4.00	SqFt
45	DEPRESSION	L	63.00	SqFt
48	L & T CR	L	51.00	Ft
52	RAVELING	L	1140.00	SqFt
57	WEATHERING	L	2660.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 181,277 SqFt

Section: 4305 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** C9N59-GA-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 25,850 SqFt **Length:** 200 Ft **Width:** 125 Ft

Slabs: 73 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 2,378 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 13.00 Slabs **PCI:** 39

Sample Comments:

62	CORNER BREAK	L	3.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
65	JT SEAL DMG	H	13.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
71	FAULTING	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 181,277 SqFt

Section: 4310 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 113,629 SqFt **Length:** 440 Ft **Width:** 180 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 507 **Type:** R **Area:** 5203.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	493.00	SqFt
48	L & T CR	L	492.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	5203.00	SqFt
56	SWELLING	L	30.00	SqFt

Sample Number: 801 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	632.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	50.00	SqFt

Sample Number: 807 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	2100.00	SqFt
48	L & T CR	L	92.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	25.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 181,277 SqFt

Section: 4315 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** C9N59-GA-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 30,090 SqFt **Length:** 110 Ft **Width:** 100 Ft

Slabs: 134 **Slab Length:** 15 Ft **Slab Width:** 15 Ft **Joint Length:** 1,257 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 12.00 Slabs **PCI:** 78

Sample Comments:

65	JT SEAL DMG	H	12.00	Slabs
73	SHRINKAGE CR	N	9.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 401 **Type:** R **Area:** 12.00 Slabs **PCI:** 56

Sample Comments:

62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	H	12.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs
74	JOINT SPALL	M	3.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 181,277 SqFt

Section: 4320 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** C9N59-GA-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 11,708 SqFt **Length:** 150 Ft **Width:** 90 Ft

Slabs: 29 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 1,110 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 18.00 Slabs **PCI:** 31

Sample Comments:

62	CORNER BREAK	L	3.00	Slabs
65	JT SEAL DMG	H	18.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
74	JOINT SPALL	L	4.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10L-28R **Name:** RUNWAY 10L-28R **Use:** RUNWAY **Area:** 300,150 SqFt

Section: 6305 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-GA-RW-AC **Zone:** **Category:** **Rank:** P

Area: 300,150 SqFt **Length:** 4,000 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 80 **Surveyed:** 16

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 110 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	22.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 118 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 122 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 126 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 130 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 134 **Type:** R **Area:** 3750.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 138 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 142 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 146 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 150 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 154 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 158 **Type:** R **Area:** 3750.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 162 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 166 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 174 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 974,100 SqFt

Section: 6105 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 240,000 SqFt **Length:** 4,585 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1985 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1985 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 48 **Surveyed:** 8

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	68.00	Ft
50	PATCHING	L	23.00	SqFt
52	RAVELING	L	977.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 323 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	74.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	L	4650.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	19.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	4700.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	55.00	Ft
52	RAVELING	L	600.00	SqFt
57	WEATHERING	L	4400.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	5.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	L	4650.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	40.00	Ft
52	RAVELING	L	400.00	SqFt
57	WEATHERING	L	4600.00	SqFt

Sample Number: 354 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	107.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 362 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	186.00	Ft
56	SWELLING	L	4.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 974,100 SqFt

Section: 6110 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 480,000 SqFt **Length:** 4,600 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 96 **Surveyed:** 20

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	86.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	40.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	38.00	Ft
52	RAVELING	L	15.00	SqFt
57	WEATHERING	L	4985.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 147 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	61.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 150 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	11.00	Ft

57	WEATHERING	L	5000.00	SqFt

Sample Number: 153 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	86.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 159 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 520 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	138.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 524 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	139.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Sample Number: 530 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 535 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 541 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 546 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 551 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 556 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 561 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 974,100 SqFt

Section: 6115 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 75,000 SqFt **Length:** 1,715 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 15 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	46.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	4700.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	74.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	62.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	L	4650.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 974,100 SqFt

Section: 6120 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 150,000 SqFt **Length:** 1,700 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 30 **Surveyed:** 5

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	57.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	127.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	152.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 503 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	93.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 974,100 SqFt

Section: 6125 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,700 SqFt **Length:** 200 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1990 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 364 **Type:** R **Area:** 4700.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	167.00	Ft
52	RAVELING	L	141.00	SqFt
57	WEATHERING	L	4559.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 974,100 SqFt

Section: 6130 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 19,400 SqFt **Length:** 200 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1990 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 163 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	17.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 485,366 SqFt

Section: 6205 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 485,366 SqFt **Length:** 4,780 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Thin	**Code:** OL-AT	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 97 **Surveyed:** 20

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

52	RAVELING	L	1008.00	SqFt
56	SWELLING	L	1000.00	SqFt
57	WEATHERING	L	3992.00	SqFt
48	L & T CR	L	345.00	Ft
48	L & T CR	M	46.00	Ft

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	505.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	1000.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	737.00	Ft
48	L & T CR	M	78.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	1250.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	740.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	2000.00	SqFt
56	SWELLING	L	750.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 125 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	604.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	750.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	942.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 135 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	372.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	603.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	1000.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	674.00	Ft
48	L & T CR	M	70.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	750.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 149 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	1013.00	Ft
48	L & T CR	M	125.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

48	L & T CR	L	787.00	Ft
48	L & T CR	M	260.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	750.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 163 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	602.00	Ft
48	L & T CR	M	245.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	750.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 170 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	510.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 177 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	409.00	Ft
48	L & T CR	M	82.00	Ft
50	PATCHING	L	420.00	SqFt
52	RAVELING	L	92.00	SqFt

56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	4488.00	SqFt

Sample Number: 179 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	760.00	Ft
48	L & T CR	M	155.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 182 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

45	DEPRESSION	M	180.00	SqFt
48	L & T CR	L	597.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	1000.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 184 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	744.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 187 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	559.00	Ft
48	L & T CR	M	300.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 191 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	357.00	Ft
48	L & T CR	M	155.00	Ft
52	RAVELING	L	96.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4904.00	SqFt

Sample Number: 194 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	447.00	Ft
48	L & T CR	M	35.00	Ft
52	RAVELING	L	1296.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	3704.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 369,614 SqFt

Section: 102 of 6 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 109,512 SqFt **Length:** 1,900 Ft **Width:** 36 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 22 **Surveyed:** 3

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 160 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 167 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments: L/T cracking along paint

48	L & T CR	L	309.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 369,614 SqFt

Section: 104 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 31,997 SqFt **Length:** 600 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 135 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	627.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	135.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 139 **Type:** R **Area:** 4271.00 SqFt **PCI:** 54

Sample Comments:

45	DEPRESSION	L	64.00	SqFt
45	DEPRESSION	M	56.00	SqFt
48	L & T CR	L	362.00	Ft
52	RAVELING	L	214.00	SqFt
56	SWELLING	L	427.00	SqFt
57	WEATHERING	L	4057.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 369,614 SqFt

Section: 105 of 6 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** T

Area: 51,433 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 6500.00 SqFt **PCI:** 71

Sample Comments:

45	DEPRESSION	L	120.00	SqFt
48	L & T CR	L	274.00	Ft
56	SWELLING	L	8.00	SqFt
57	WEATHERING	L	6000.00	SqFt
52	RAVELING	L	500.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	4250.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 369,614 SqFt

Section: 106 of 6 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 145,054 SqFt **Length:** 2,900 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 29 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 125 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Sample Number: 133 **Type:** R **Area:** 4659.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	119.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4634.00	SqFt

Sample Number: 148 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 369,614 SqFt

Section: 108 of 6 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** T

Area: 8,386 SqFt **Length:** 140 Ft **Width:** 120 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5304.00 SqFt **PCI:** 84

Sample Comments:

45	DEPRESSION	L	50.00	SqFt
48	L & T CR	L	87.00	Ft
57	WEATHERING	L	5304.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 369,614 SqFt

Section: 109 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** T

Area: 23,232 SqFt **Length:** 365 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4172.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	76.00	Ft
57	WEATHERING	L	4152.00	SqFt
52	RAVELING	L	20.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 67,860 SqFt

Section: 120 of 2 **From:** RWY 9-27 **To:** TW A **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 54,200 SqFt **Length:** 570 Ft **Width:** 65 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	66.00	Ft
52	RAVELING	L	875.00	SqFt
57	WEATHERING	L	4125.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 67,860 SqFt

Section: 125 of 2 **From:** RWY 9-27 **To:** TW A **Last Const.:** 1/1/2010

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,660 SqFt **Length:** 570 Ft **Width:** 65 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4999.00 SqFt **PCI:** 78

Sample Comments:

45	DEPRESSION	L	60.00	SqFt
48	L & T CR	L	23.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4749.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 30,422 SqFt

Section: 130 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 30,422 SqFt **Length:** 351 Ft **Width:** 49 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	53.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 31,703 SqFt

Section: 140 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 31,703 SqFt **Length:** 259 Ft **Width:** 49 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	96.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 241,693 SqFt

Section: 205 of 2 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 218,543 SqFt **Length:** 4,350 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 42 **Surveyed:** 5

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 6767.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	22.00	Ft
52	RAVELING	L	36.00	SqFt
57	WEATHERING	L	6731.00	SqFt

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	6.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4975.00	SqFt

Sample Number: 127 **Type:** R **Area:** 6308.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	38.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	6283.00	SqFt

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	38.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 241,693 SqFt

Section: 207 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 23,150 SqFt **Length:** 90 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 122 **Type:** R **Area:** 4458.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	269.00	Ft
52	RAVELING	L	320.00	SqFt
57	WEATHERING	L	4138.00	SqFt
56	SWELLING	L	39.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 6,787 SqFt

Section: 210 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,787 SqFt **Length:** 200 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6787.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	527.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	339.00	SqFt
56	SWELLING	L	1036.00	SqFt
57	WEATHERING	L	6448.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 3,607 SqFt

Section: 220 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 3,607 SqFt **Length:** 75 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 800 **Type:** R **Area:** 3607.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	11.00	Ft
52	RAVELING	L	60.00	SqFt
57	WEATHERING	L	3547.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW B3 **Name:** TAXIWAY B3 **Use:** TAXIWAY **Area:** 3,607 SqFt

Section: 230 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 3,607 SqFt **Length:** 75 Ft **Width:** 30 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 700 **Type:** R **Area:** 3607.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	9.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	3582.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 238,481 SqFt

Section: 305 of 2 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 159,821 SqFt **Length:** 4,500 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1988	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 32 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 423 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 430 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	5.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4975.00	SqFt

Sample Number: 436 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	25.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 443 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 238,481 SqFt

Section: 307 of 2 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 78,660 SqFt **Length:** 1,600 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 406 **Type:** R **Area:** 5097.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	107.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	5022.00	SqFt

Sample Number: 412 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	6.00	SqFt
57	WEATHERING	L	4994.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 68,310 SqFt

Section: 312 of 3 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,843 SqFt **Length:** 170 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 3500.00 SqFt **PCI:** 45

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	845.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	350.00	SqFt
56	SWELLING	L	840.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 68,310 SqFt

Section: 315 of 3 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,501 SqFt **Length:** 310 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 5035.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	71.00	Ft
52	RAVELING	L	4.00	SqFt
57	WEATHERING	L	5031.00	SqFt

Sample Number: 403 **Type:** R **Area:** 3803.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	48.00	Ft
52	RAVELING	L	6.00	SqFt
57	WEATHERING	L	3797.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 68,310 SqFt

Section: 318 of 3 **From:** - **To:** - **Last Const.:** 1/1/1984

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 44,966 SqFt **Length:** 1,300 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1984 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3511.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	318.00	Ft
50	PATCHING	L	700.00	SqFt
52	RAVELING	L	1281.00	SqFt
57	WEATHERING	L	1530.00	SqFt

Sample Number: 106 **Type:** R **Area:** 3475.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	1000.00	SqFt
48	L & T CR	L	178.00	Ft
52	RAVELING	L	1521.00	SqFt
56	SWELLING	L	204.00	SqFt
57	WEATHERING	L	1954.00	SqFt

Sample Number: 110 **Type:** R **Area:** 3500.00 SqFt **PCI:** 66

Sample Comments:

52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
48	L & T CR	L	250.00	Ft
56	SWELLING	L	125.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C4 **Name:** TAXIWAY C4 **Use:** TAXIWAY **Area:** 31,214 SqFt

Section: 340 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,877 SqFt **Length:** 150 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3750.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	270.00	SqFt
48	L & T CR	L	408.00	Ft
52	RAVELING	L	20.00	SqFt
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	3730.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C4 **Name:** TAXIWAY C4 **Use:** TAXIWAY **Area:** 31,214 SqFt

Section: 345 of 2 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,337 SqFt **Length:** 300 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5407.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	5407.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C5 **Name:** TAXIWAY C5 **Use:** TAXIWAY **Area:** 7,772 SqFt

Section: 350 of 1 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,772 SqFt **Length:** 130 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 4/15/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 250 **Type:** R **Area:** 3928.00 SqFt **PCI:** 77

Sample Comments:

45	DEPRESSION	L	96.00	SqFt
48	L & T CR	L	62.00	Ft
57	WEATHERING	L	3928.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C7 **Name:** TAXIWAY C7 **Use:** TAXIWAY **Area:** 18,259 SqFt

Section: 370 of 3 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,603 SqFt **Length:** 135 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 3430.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	226.00	Ft
52	RAVELING	L	686.00	SqFt
45	DEPRESSION	L	15.00	SqFt
56	SWELLING	L	137.00	SqFt
57	WEATHERING	L	2744.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C7 **Name:** TAXIWAY C7 **Use:** TAXIWAY **Area:** 18,259 SqFt

Section: 375 of 3 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 3,640 SqFt **Length:** 75 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 3640.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	478.00	Ft
52	RAVELING	L	1456.00	SqFt
56	SWELLING	L	204.00	SqFt
57	WEATHERING	L	2184.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C7 **Name:** TAXIWAY C7 **Use:** TAXIWAY **Area:** 18,259 SqFt

Section: 377 of 3 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 8,016 SqFt **Length:** 100 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/15/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 4775.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	47.00	Ft
52	RAVELING	L	48.00	SqFt
57	WEATHERING	L	4727.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C8 **Name:** TAXIWAY C8 **Use:** TAXIWAY **Area:** 31,099 SqFt

Section: 380 of 3 **From:** - **To:** - **Last Const.:** 1/1/1988

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,317 SqFt **Length:** 320 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1988 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	156.00	Ft
52	RAVELING	L	700.00	SqFt
56	SWELLING	L	24.00	SqFt
57	WEATHERING	L	2800.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C8 **Name:** TAXIWAY C8 **Use:** TAXIWAY **Area:** 31,099 SqFt

Section: 385 of 3 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,406 SqFt **Length:** 250 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1988	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 403 **Type:** R **Area:** 3500.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	3500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW C8 **Name:** TAXIWAY C8 **Use:** TAXIWAY **Area:** 31,099 SqFt

Section: 387 of 3 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 11,376 SqFt **Length:** 50 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/15/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 408 **Type:** R **Area:** 4291.00 SqFt **PCI:** 80

Sample Comments:

45	DEPRESSION	L	70.00	SqFt
48	L & T CR	L	50.00	Ft
57	WEATHERING	L	4291.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,310 SqFt

Section: 405 of 5 **From:** - **To:** - **Last Const.:** 1/1/1985

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 47,750 SqFt **Length:** 955 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 309 **Type:** R **Area:** 5000.00 SqFt **PCI:** 23

Sample Comments:

43	BLOCK CR	L	3250.00	SqFt
43	BLOCK CR	M	1750.00	SqFt
52	RAVELING	M	5000.00	SqFt
56	SWELLING	L	250.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,310 SqFt

Section: 410 of 5 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,389 SqFt **Length:** 275 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 4/15/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 4794.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	56.00	Ft
57	WEATHERING	L	4794.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,310 SqFt

Section: 411 of 5 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,042 SqFt **Length:** 300 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1985 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 3100.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	438.00	Ft
52	RAVELING	L	155.00	SqFt
56	SWELLING	L	543.00	SqFt
57	WEATHERING	L	2945.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,310 SqFt

Section: 412 of 5 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 47,471 SqFt **Length:** 920 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	16.00	Ft
52	RAVELING	L	216.00	SqFt
57	WEATHERING	L	4784.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,310 SqFt

Section: 415 of 5 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 100,658 SqFt **Length:** 2,539 Ft **Width:** 49 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 27

Inspection Comments:

Sample Number: 310 **Type:** R **Area:** 5000.00 SqFt **PCI:** 29

Sample Comments:

41	ALLIGATOR CR	L	24.00	SqFt
43	BLOCK CR	M	4976.00	SqFt
52	RAVELING	L	3500.00	SqFt
52	RAVELING	M	1500.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 28

Sample Comments:

41	ALLIGATOR CR	L	90.00	SqFt
43	BLOCK CR	M	4910.00	SqFt
52	RAVELING	L	3500.00	SqFt
52	RAVELING	M	1500.00	SqFt

Sample Number: 318 **Type:** R **Area:** 5000.00 SqFt **PCI:** 24

Sample Comments:

45	DEPRESSION	L	25.00	SqFt
41	ALLIGATOR CR	L	152.00	SqFt
43	BLOCK CR	M	4844.00	SqFt
50	PATCHING	L	4.00	SqFt
52	RAVELING	L	3496.00	SqFt
52	RAVELING	M	1500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 503 of 7 **From:** - **To:** **Last Const.:** 1/1/1985

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,610 SqFt **Length:** 70 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 619 **Type:** R **Area:** 3610.00 SqFt **PCI:** 33

Sample Comments:

43	BLOCK CR	L	1932.00	SqFt
48	L & T CR	L	80.00	Ft
52	RAVELING	L	2707.00	SqFt
52	RAVELING	M	903.00	SqFt
56	SWELLING	L	1083.00	SqFt
56	SWELLING	M	36.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 505 of 7 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** T

Area: 72,647 SqFt **Length:** 1,400 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 15 **Surveyed:** 3

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 609 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Sample Number: 615 **Type:** R **Area:** 5000.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	L	2000.00	SqFt
43	BLOCK CR	M	3000.00	SqFt
52	RAVELING	L	4900.00	SqFt
52	RAVELING	M	100.00	SqFt
45	DEPRESSION	L	168.00	SqFt

Sample Number: 618 **Type:** R **Area:** 4690.00 SqFt **PCI:** 37

Sample Comments: Sample updated due to adjusted geometry

43	BLOCK CR	L	1876.00	SqFt
43	BLOCK CR	M	2814.00	SqFt
52	RAVELING	L	4455.00	SqFt
52	RAVELING	M	235.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 506 of 7 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 47,798 SqFt **Length:** 2,168 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3943.00 SqFt **PCI:** 73

Sample Comments:

50	PATCHING	L	50.00	SqFt
52	RAVELING	H	27.00	SqFt
48	L & T CR	L	60.00	Ft
52	RAVELING	L	193.00	SqFt

Sample Number: 105 **Type:** R **Area:** 4859.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	L	4616.00	SqFt
52	RAVELING	L	243.00	SqFt

Sample Number: 202 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	3562.00	SqFt
52	RAVELING	L	188.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 509 of 7 **From:** - **To:** - **Last Const.:** 4/15/2013

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,509 SqFt **Length:** 160 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/15/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 4011.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	30.00	Ft
52	RAVELING	L	120.00	SqFt
57	WEATHERING	L	3891.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 510 of 7 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 9,607 SqFt **Length:** 300 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1988	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1988	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 4707.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	423.00	Ft
52	RAVELING	L	15.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4692.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 515 of 7 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 164,640 SqFt **Length:** 200 Ft **Width:** 80 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 35 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 3939.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	245.00	Ft
57	WEATHERING	L	3939.00	SqFt

Sample Number: 605 **Type:** R **Area:** 3963.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	362.00	Ft
52	RAVELING	L	198.00	SqFt
56	SWELLING	L	136.00	SqFt
57	WEATHERING	L	3765.00	SqFt

Sample Number: 611 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	337.00	Ft
50	PATCHING	L	78.00	SqFt
57	WEATHERING	L	4922.00	SqFt

Sample Number: 619 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	224.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 342,333 SqFt

Section: 520 of 7 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** T

Area: 35,522 SqFt **Length:** 700 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5626.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	504.00	Ft
57	WEATHERING	L	5626.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 140,070 SqFt

Section: 605 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 140,070 SqFt **Length:** 4,000 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 40 **Surveyed:** 5

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 604 **Type:** R **Area:** 3500.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	1.00	Ft
57	WEATHERING	L	3500.00	SqFt

Sample Number: 615 **Type:** R **Area:** 3500.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	21.00	Ft
57	WEATHERING	L	3500.00	SqFt

Sample Number: 622 **Type:** R **Area:** 3500.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	3500.00	SqFt

Sample Number: 628 **Type:** R **Area:** 3500.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	3500.00	SqFt

Sample Number: 636 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW F1 **Name:** TAXIWAY F1 **Use:** TAXIWAY **Area:** 13,620 SqFt

Section: 610 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 13,620 SqFt **Length:** 345 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5848.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	14.00	Ft
52	RAVELING	L	6.00	SqFt
57	WEATHERING	L	5842.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW F2 **Name:** TAXIWAY F2 **Use:** TAXIWAY **Area:** 15,165 SqFt

Section: 620 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 15,165 SqFt **Length:** 345 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 3500.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	3500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW F3 **Name:** TAXIWAY F3 **Use:** TAXIWAY **Area:** 15,165 SqFt

Section: 630 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 15,165 SqFt **Length:** 345 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 3500.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	3500.00	SqFt

Network: FPR **Name:** TREASURE COAST INTERNATIONAL AIRPORT

Branch: TW F4 **Name:** TAXIWAY F4 **Use:** TAXIWAY **Area:** 13,620 SqFt

Section: 640 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 13,620 SqFt **Length:** 345 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/2/2017 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 4273.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4273.00	SqFt
48	L & T CR	L	2.00	Ft