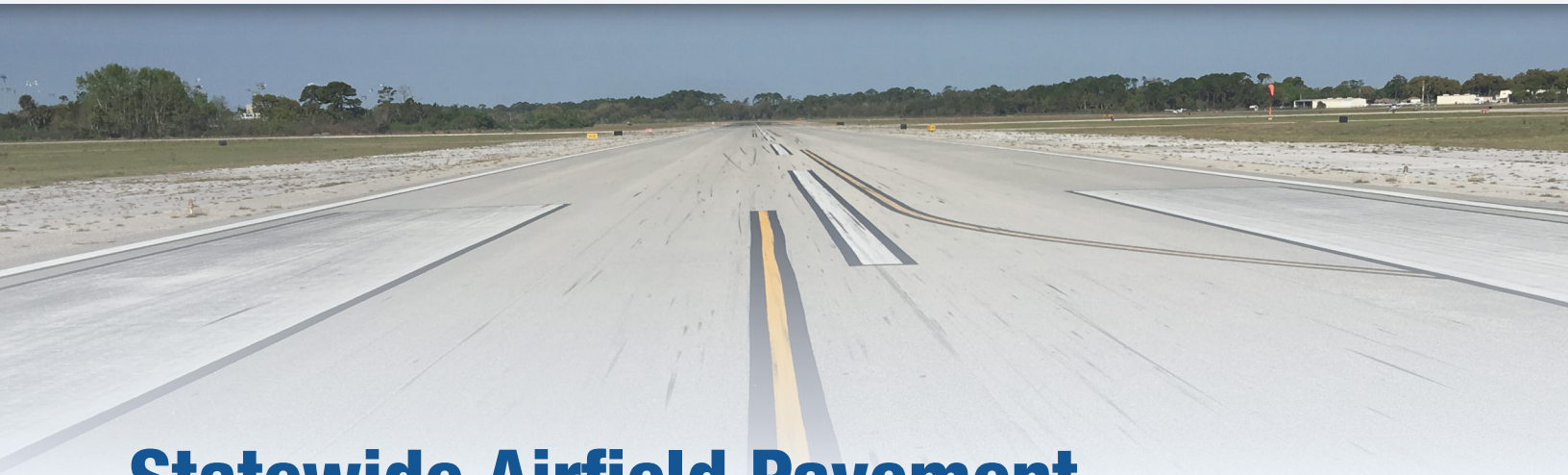
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE



Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report
November 2019

FDOT

New Smyrna Beach Municipal Airport (EVB)
Reliever Airport
District 5

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

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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
EVB	RUNWAY 11-29	RUNWAY	6105	323,925	87	Good
EVB	RUNWAY 7-25	RUNWAY	6202	18,750	81	Satisfactory
EVB	RUNWAY 7-25	RUNWAY	6205	324,750	100	Good
EVB	RUNWAY 7-25	RUNWAY	6210	11,378	84	Satisfactory
EVB	RUNWAY 7-25	RUNWAY	6215	7,125	100	Good
EVB	RUNWAY 7-25	RUNWAY	6220	13,125	100	Good
EVB	RUNWAY 2-20	RUNWAY	6405	78,400	35	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6425	254,789	35	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6427	11,862	94	Good
EVB	RUNWAY 2-20	RUNWAY	6430	5,000	38	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6435	12,472	89	Good
EVB	RUNWAY 2-20	RUNWAY	6445	37,952	36	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6450	25,000	36	Very Poor
EVB	TAXIWAY A	TAXIWAY	102	22,287	86	Good
EVB	TAXIWAY A	TAXIWAY	105	93,280	55	Poor
EVB	TAXIWAY A	TAXIWAY	110	16,319	84	Satisfactory
EVB	TAXIWAY A	TAXIWAY	115	5,905	90	Good
EVB	TAXIWAY A	TAXIWAY	125	4,303	56	Fair
EVB	TAXIWAY B	TAXIWAY	210	67,896	74	Satisfactory
EVB	TAXIWAY B	TAXIWAY	215	105,867	68	Fair
EVB	TAXIWAY C	TAXIWAY	310	38,242	44	Poor
EVB	TAXIWAY C	TAXIWAY	315	43,226	70	Fair
EVB	TAXIWAY C	TAXIWAY	320	31,436	70	Fair
EVB	TAXIWAY C	TAXIWAY	325	48,581	67	Fair
EVB	TAXIWAY C	TAXIWAY	340	8,491	87	Good
EVB	TAXIWAY C	TAXIWAY	345	86,977	89	Good
EVB	TAXIWAY D	TAXIWAY	405	50,628	71	Satisfactory
EVB	TAXIWAY D	TAXIWAY	415	7,000	25	Serious
EVB	TAXIWAY D	TAXIWAY	420	15,749	4	Failed
EVB	TAXIWAY D	TAXIWAY	425	27,118	94	Good
EVB	TAXIWAY D	TAXIWAY	427	40,335	94	Good
EVB	TAXIWAY D	TAXIWAY	430	84,969	100	Good
EVB	TAXIWAY E	TAXIWAY	505	17,197	94	Good
EVB	TAXIWAY E	TAXIWAY	510	24,594	92	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
EVB	TAXIWAY E	TAXIWAY	515	52,494	85	Satisfactory
EVB	TAXIWAY E	TAXIWAY	520	27,412	94	Good
EVB	TAXIWAY E	TAXIWAY	530	76,505	100	Good
EVB	APRON	APRON	4102	29,874	5	Failed
EVB	APRON	APRON	4104	4,212	49	Poor
EVB	APRON	APRON	4105	10,564	9	Failed
EVB	APRON	APRON	4110	1,950	11	Serious
EVB	APRON	APRON	4115	8,775	5	Failed
EVB	APRON	APRON	4127	1,560	100	Good
EVB	APRON	APRON	4130	40,106	40	Very Poor
EVB	APRON	APRON	4135	5,831	33	Very Poor
EVB	APRON	APRON	4140	60,486	38	Very Poor
EVB	APRON	APRON	4145	17,888	72	Satisfactory
EVB	APRON	APRON	4160	10,001	46	Poor
EVB	APRON	APRON	4165	9,517	10	Failed
EVB	APRON	APRON	4185	17,272	4	Failed
EVB	APRON	APRON	4190	38,656	96	Good
EVB	SOUTH APRON	APRON	4215	56,450	9	Failed
EVB	SOUTH APRON	APRON	4220	8,835	4	Failed
EVB	APRON TO RW 15-33	APRON	6345	46,282	32	Very Poor
WHITETOPPING PAVEMENT SECTIONS						
EVB	TAXIWAY C	TAXIWAY	305	48,858	68	Fair
EVB	APRON	APRON	4120	14,180	44	Poor
EVB	APRON	APRON	4121	12,650	40	Very Poor
EVB	APRON	APRON	4125	24,143	69	Fair
EVB	APRON	APRON	4126	12,547	42	Poor
EVB	APRON	APRON	4150	45,150	61	Fair
EVB	APRON	APRON	4154	7,400	87	Good
EVB	APRON	APRON	4155	3,500	61	Fair

Forecasted Pavement Condition Index 2020-2029

Table E-2 Pavement Condition Index Forecast 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	AP	4102	5	3	2	1	0	0	0	0	0	0	0
EVB	AP	4104	49	48	47	46	45	44	43	41	40	39	38
EVB	AP	4105	9	7	6	5	4	2	1	0	0	0	0
EVB	AP	4110	11	9	8	7	6	4	3	2	1	0	0
EVB	AP	4115	5	3	2	1	0	0	0	0	0	0	0
EVB	AP	4127	100	98	97	96	94	93	92	91	89	88	87
EVB	AP	4130	40	38	37	36	35	33	32	31	30	28	27
EVB	AP	4135	33	32	31	30	30	29	29	29	28	28	28
EVB	AP	4140	38	37	35	34	33	32	31	30	30	29	29
EVB	AP	4145	72	70	69	67	66	65	63	62	61	60	59
EVB	AP	4160	46	45	44	42	41	40	39	38	37	35	34
EVB	AP	4165	10	8	7	6	5	3	2	1	0	0	0
EVB	AP	4185	4	2	1	0	0	0	0	0	0	0	0
EVB	AP	4190	96	94	93	92	91	89	88	87	86	84	83
EVB	AP RW15-33	6345	32	31	30	30	29	29	29	28	28	28	27
EVB	AP S	4215	9	7	6	5	4	2	1	0	0	0	0
EVB	AP S	4220	4	2	1	0	0	0	0	0	0	0	0
EVB	RW 11-29	6105	87	85	83	81	79	78	76	75	73	72	71
EVB	RW 2-20	6405	35	34	33	32	32	31	30	30	29	28	28
EVB	RW 2-20	6425	35	34	33	32	32	31	30	30	29	28	28
EVB	RW 2-20	6427	94	92	89	87	85	83	81	79	77	76	74
EVB	RW 2-20	6430	38	36	35	33	33	32	32	31	30	30	29
EVB	RW 2-20	6435	89	87	85	83	81	79	78	76	75	73	72
EVB	RW 2-20	6445	36	34	33	33	32	32	31	30	29	29	28
EVB	RW 2-20	6450	36	34	33	33	32	32	31	30	29	29	28
EVB	RW 7-25	6202	81	79	78	76	75	73	72	71	70	69	68
EVB	RW 7-25	6205	100	89	87	85	83	81	80	78	76	75	74
EVB	RW 7-25	6210	84	82	80	79	77	75	74	73	72	70	69
EVB	RW 7-25	6215	100	89	87	85	83	81	80	78	76	75	74
EVB	RW 7-25	6220	100	89	87	85	83	81	80	78	76	75	74
EVB	TW A	102	86	84	83	81	80	78	77	75	74	73	71
EVB	TW A	105	55	54	53	52	51	50	49	48	47	47	46
EVB	TW A	110	84	82	81	79	78	76	75	74	72	71	70
EVB	TW A	115	90	88	87	85	84	82	81	79	78	76	75
EVB	TW A	125	56	55	54	53	52	51	50	49	48	47	47

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	TW B	210	74	72	71	70	68	67	66	65	64	62	61
EVB	TW B	215	68	66	65	64	63	62	61	59	58	57	56
EVB	TW C	310	44	43	42	42	41	40	40	39	39	38	38
EVB	TW C	315	70	68	67	66	65	64	62	61	60	59	58
EVB	TW C	320	70	68	67	66	65	64	62	61	60	59	58
EVB	TW C	325	67	66	64	63	62	61	60	59	58	57	55
EVB	TW C	340	87	85	84	82	81	79	78	76	75	74	72
EVB	TW C	345	89	87	86	84	83	81	80	78	77	75	74
EVB	TW D	405	71	69	68	67	66	64	63	62	61	60	59
EVB	TW D	415	25	24	24	24	24	24	24	24	24	24	24
EVB	TW D	420	4	3	1	0	0	0	0	0	0	0	0
EVB	TW D	425	94	92	91	89	87	86	84	83	81	80	78
EVB	TW D	427	94	92	91	89	87	86	84	83	81	80	78
EVB	TW D	430	100	90	88	86	84	83	81	79	78	76	75
EVB	TW E	505	94	92	91	89	87	86	84	83	81	80	78
EVB	TW E	510	92	90	89	87	85	84	82	81	79	78	77
EVB	TW E	515	85	83	82	80	79	77	76	75	73	72	71
EVB	TW E	520	94	92	91	89	87	86	84	83	81	80	78
EVB	TW E	530	100	96	94	93	91	89	88	86	85	83	82

Major Rehabilitation Planning 2020-2029

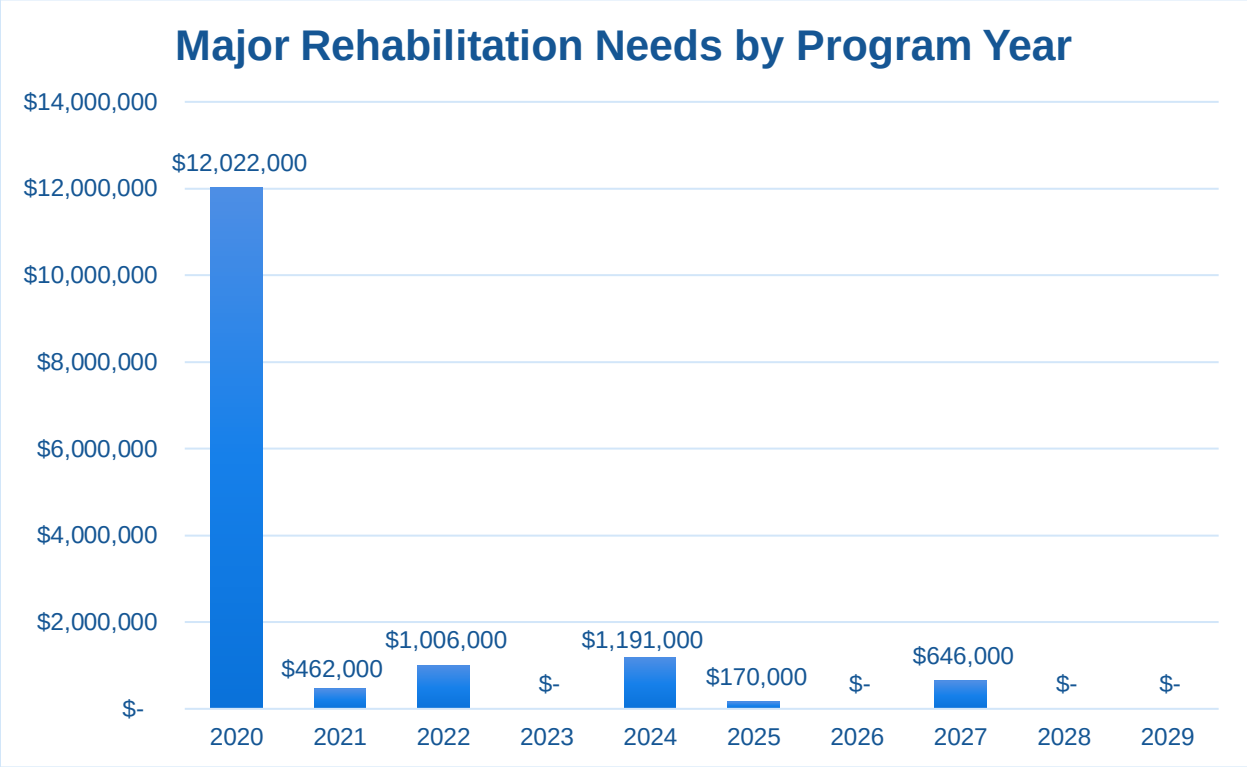
Table E-3 Major Rehabilitation Planning 2020-2029

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	EVB	AP	4102	PCC	29,874	3	PCC Reconstruction	$ 598,000.00
2020	EVB	AP	4104	AC	4,212	48	AC Restoration	$ 43,000.00
2020	EVB	AP	4105	PCC	10,564	7	PCC Reconstruction	$ 212,000.00
2020	EVB	AP	4110	PCC	1,950	9	PCC Reconstruction	$ 40,000.00
2020	EVB	AP	4115	PCC	8,775	3	PCC Reconstruction	$ 176,000.00
2020	EVB	AP	4130	PCC	40,106	38	PCC Reconstruction	$ 803,000.00
2020	EVB	AP	4135	AC	5,831	32	AC Reconstruction	$ 73,000.00
2020	EVB	AP	4140	AC	60,486	37	AC Reconstruction	$ 757,000.00
2020	EVB	AP	4160	AC	10,001	45	AC Restoration	$ 110,000.00
2020	EVB	AP	4165	PCC	9,517	8	PCC Reconstruction	$ 191,000.00
2020	EVB	AP	4185	PCC	17,272	2	PCC Reconstruction	$ 346,000.00
2020	EVB	AP RW15-33	6345	AC	46,282	31	AC Reconstruction	$ 579,000.00
2020	EVB	AP S	4215	PCC	56,450	7	PCC Reconstruction	$ 1,130,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	**EVB**	AP S	4220	PCC	8,835	2	PCC Reconstruction	$ 177,000.00
2020	**EVB**	RW 2-20	6405	AC	78,400	34	AC Reconstruction	$ 981,000.00
2020	**EVB**	RW 2-20	6425	AC	254,789	34	AC Reconstruction	$ 3,185,000.00
2020	**EVB**	RW 2-20	6430	AC	5,000	36	AC Reconstruction	$ 63,000.00
2020	**EVB**	RW 2-20	6445	AC	37,952	34	AC Reconstruction	$ 475,000.00
2020	**EVB**	RW 2-20	6450	AC	25,000	34	AC Reconstruction	$ 313,000.00
2020	**EVB**	TW A	105	AC	93,280	54	AC Restoration	$ 887,000.00
2020	**EVB**	TW A	125	AC	4,303	55	AC Restoration	$ 41,000.00
2020	**EVB**	TW C	310	AC	38,242	43	AC Restoration	$ 439,000.00
2020	**EVB**	TW D	415	AC	7,000	24	AC Reconstruction	$ 88,000.00
2020	**EVB**	TW D	420	PCC	15,749	3	PCC Reconstruction	$ 315,000.00
2021	**EVB**	TW C	325	AC	48,581	64	AC Restoration	$ 462,000.00
2022	**EVB**	TW B	215	AC	105,867	64	AC Restoration	$ 1,006,000.00
2024	**EVB**	TW C	315	AC	43,226	64	AC Restoration	$ 411,000.00
2024	**EVB**	TW C	320	AC	31,436	64	AC Restoration	$ 299,000.00
2024	**EVB**	TW D	405	AC	50,628	64	AC Restoration	$ 481,000.00
2025	**EVB**	AP	4145	AC	17,888	63	AC Restoration	$ 170,000.00
2027	**EVB**	TW B	210	AC	67,896	64	AC Restoration	$ 646,000.00

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

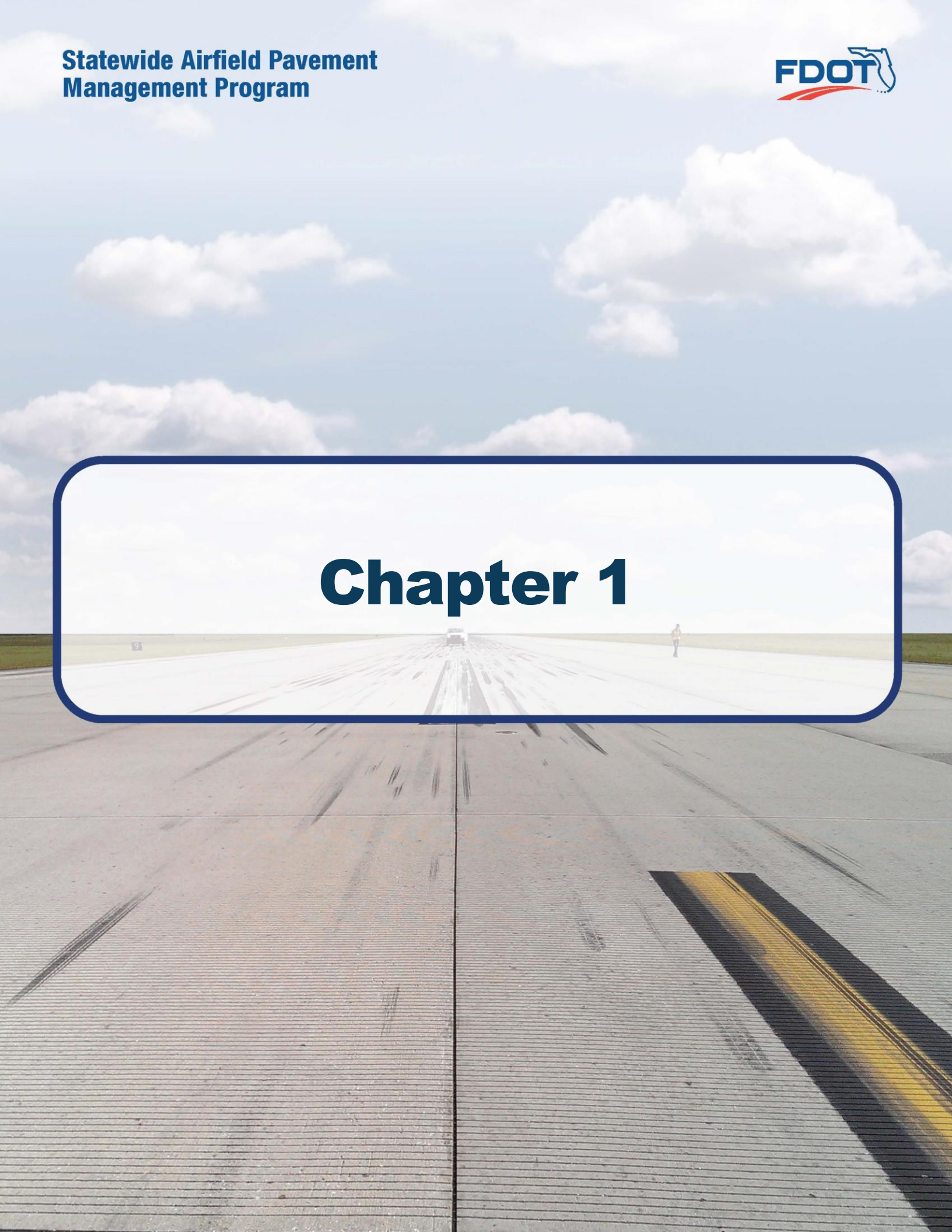
Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029



Summary of New Smyrna Beach Municipal Airport

New Smyrna Beach Municipal Airport was inspected in March 2019 – the overall weighted PCI value was 68, a condition rating of Fair. The results of the maintenance, repair, and major rehabilitation analysis identified $3,786,820 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of $15,497,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of $12,022,000 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.

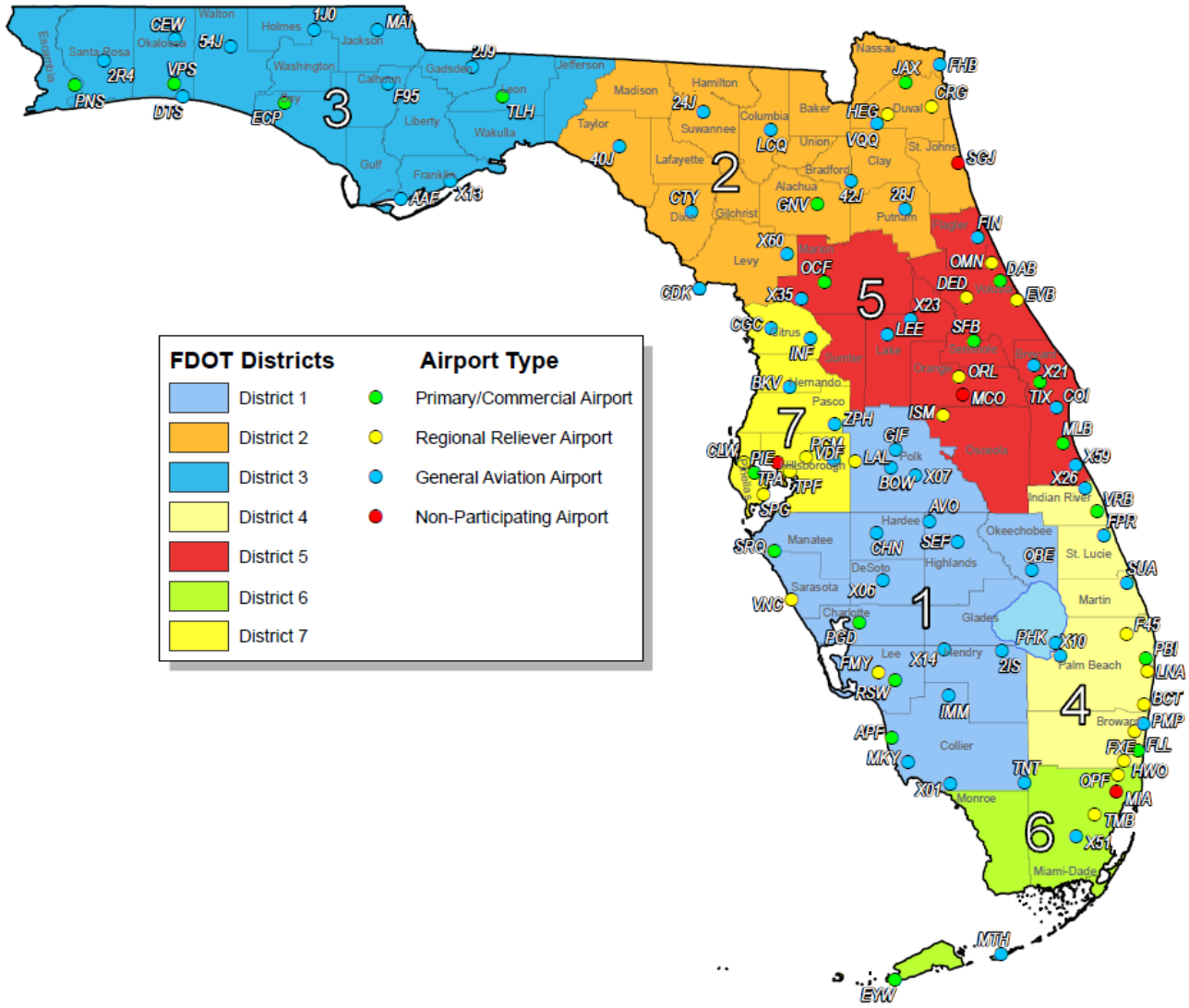
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement 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 2018-2019

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 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** **Figure 1.7.2 (a) 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 1.7.2 (a) Typical Pavement Condition Life Cycle

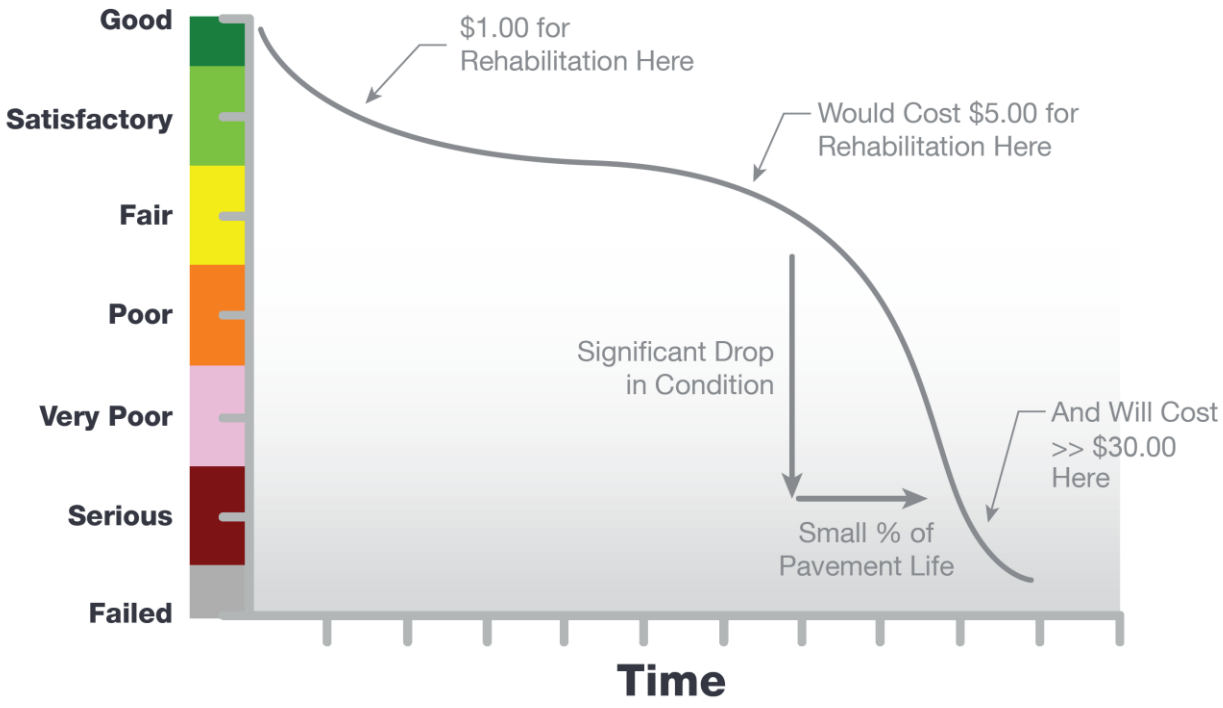
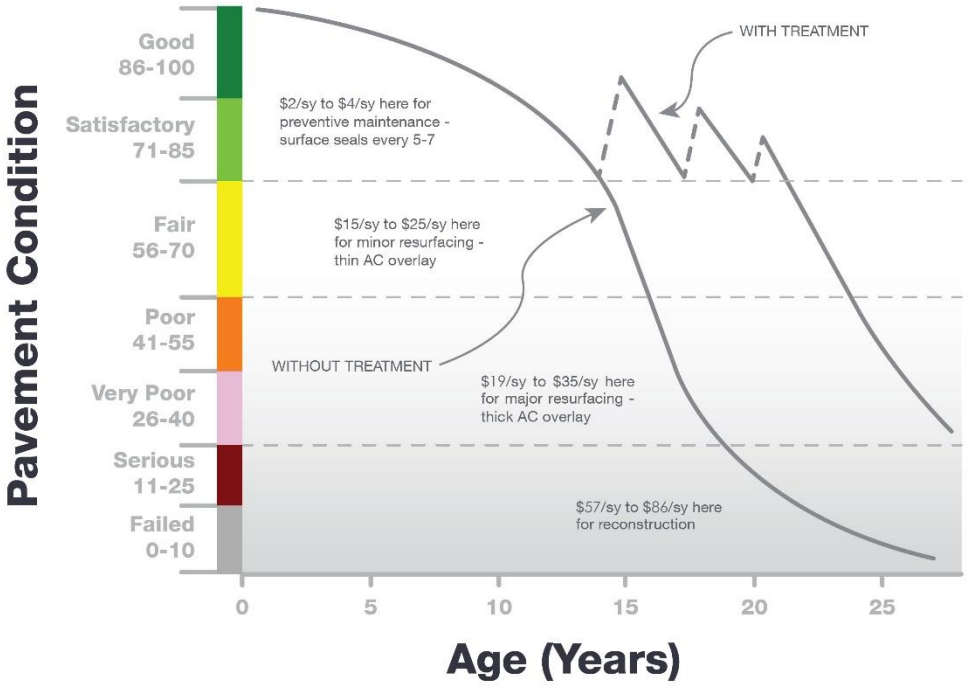


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) 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 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, 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 1.7.2 (c) and 1.7.2 (d), depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.

Figures 1.7.2 (c) 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 (but above 39), 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.

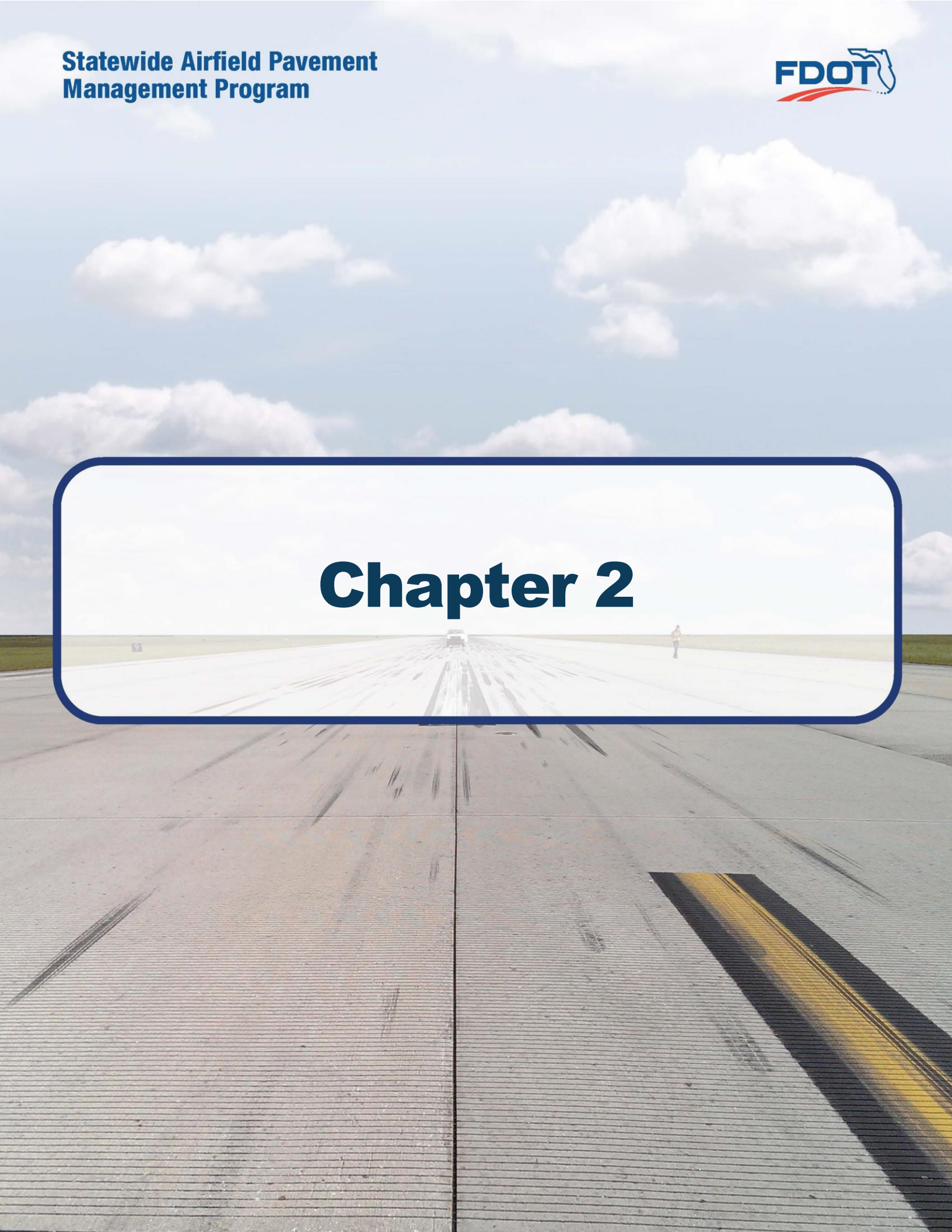
Figures 1.7.2 (d) Rigid Portland Cement Concrete

	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 (but above 39), 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 “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 8 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 8 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 (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 (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 (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 (d) 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 (e) 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 (f) 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 changes to the ASTM D5340 (version D5340-12) resulted in 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

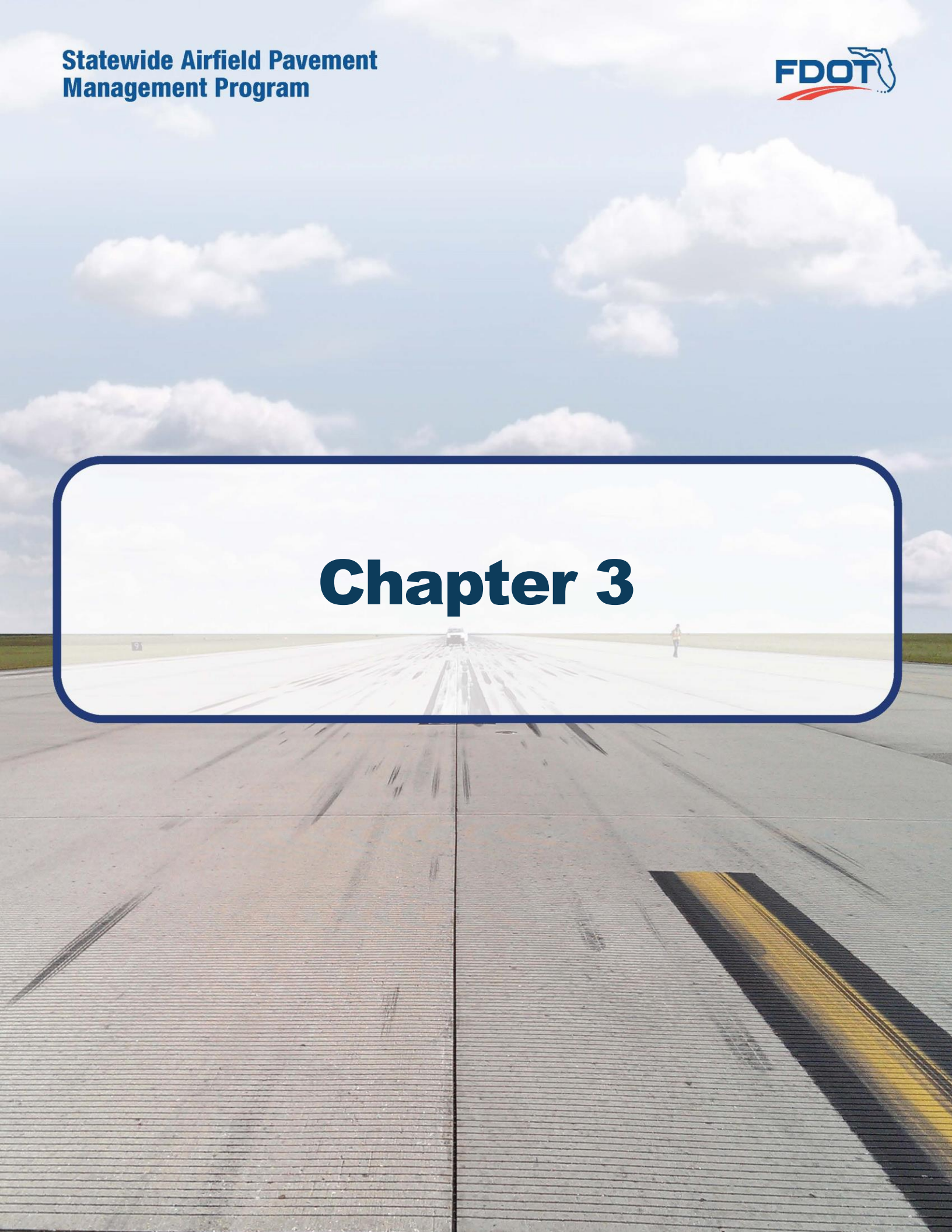
The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering." Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, 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 can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement's surface. Plastic shrinkage caused by construction 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

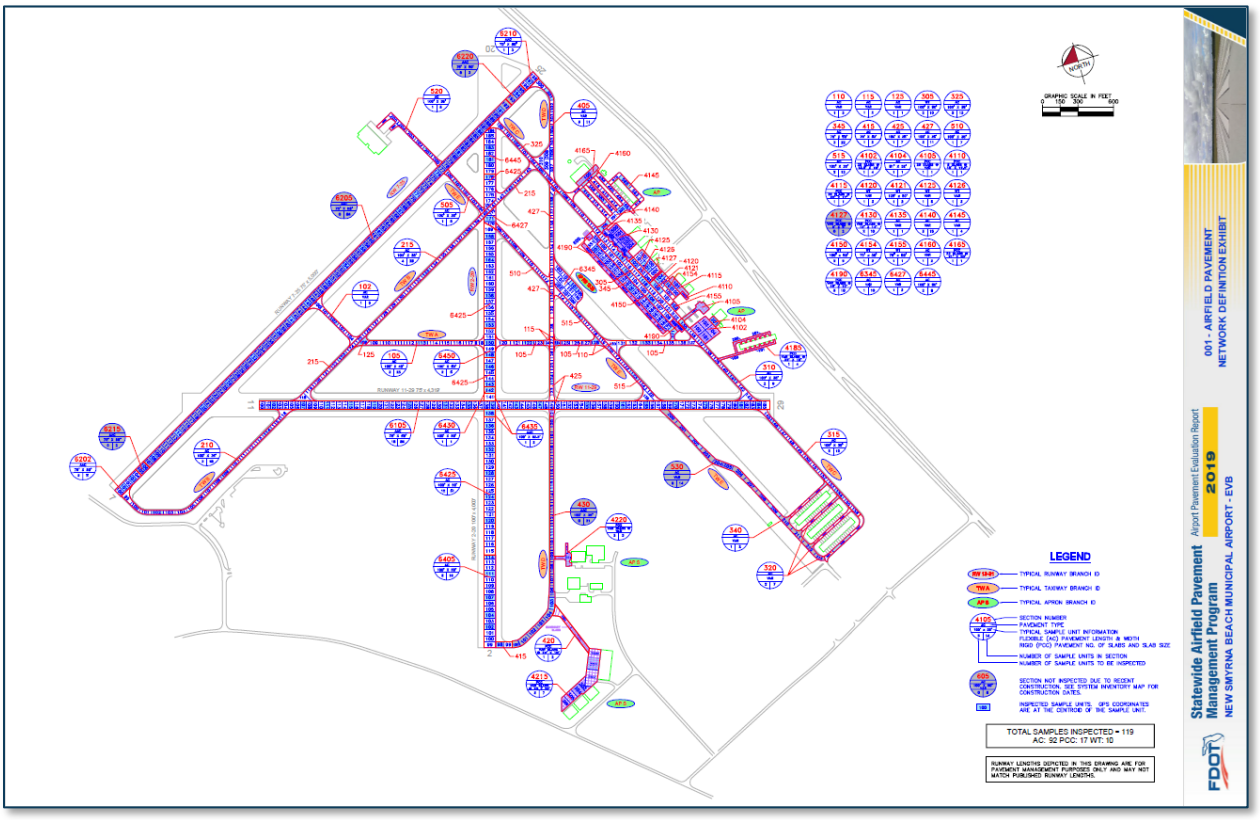
Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 2019 Airfield Pavement Network Definition Exhibit and the 2019 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
2014	**RW 2-20, RW 11-29** - Mill and Overlay
	RW 2-20, TW A, TW D, TW E - Reconstruction: Remove existing Asphalt and rework limerock base, Pave 2" P-401
	TW E - New Construction: 2" P-401, 8" P-211, 8" P-152
2016	**RW 7-25, TW D** - Mill and Overlay
2018	**TW E** - Reconstruction: 2" P-401, Rework 8" P-211
2019	**AP** - Reconstruction

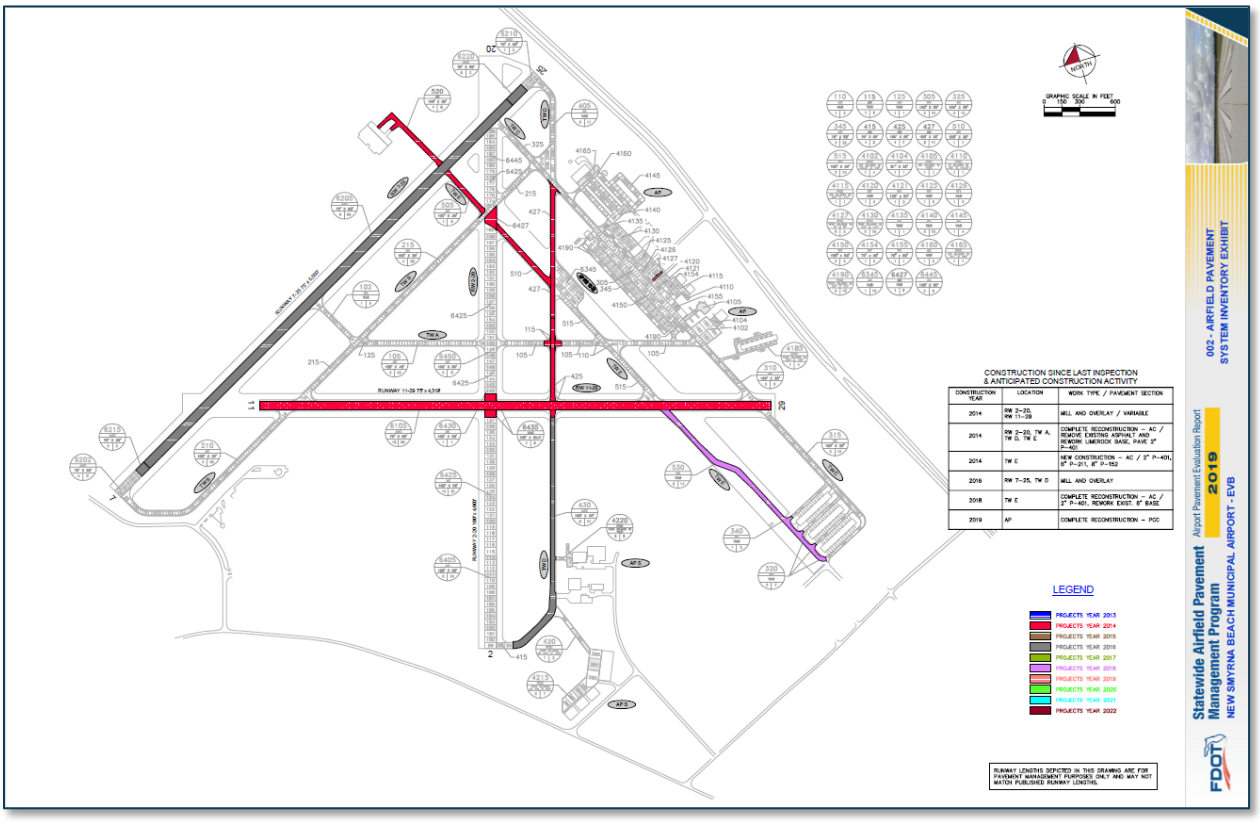
The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 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 (a) 2019 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 (b) 2019 Airfield Pavement System Inventory Exhibit

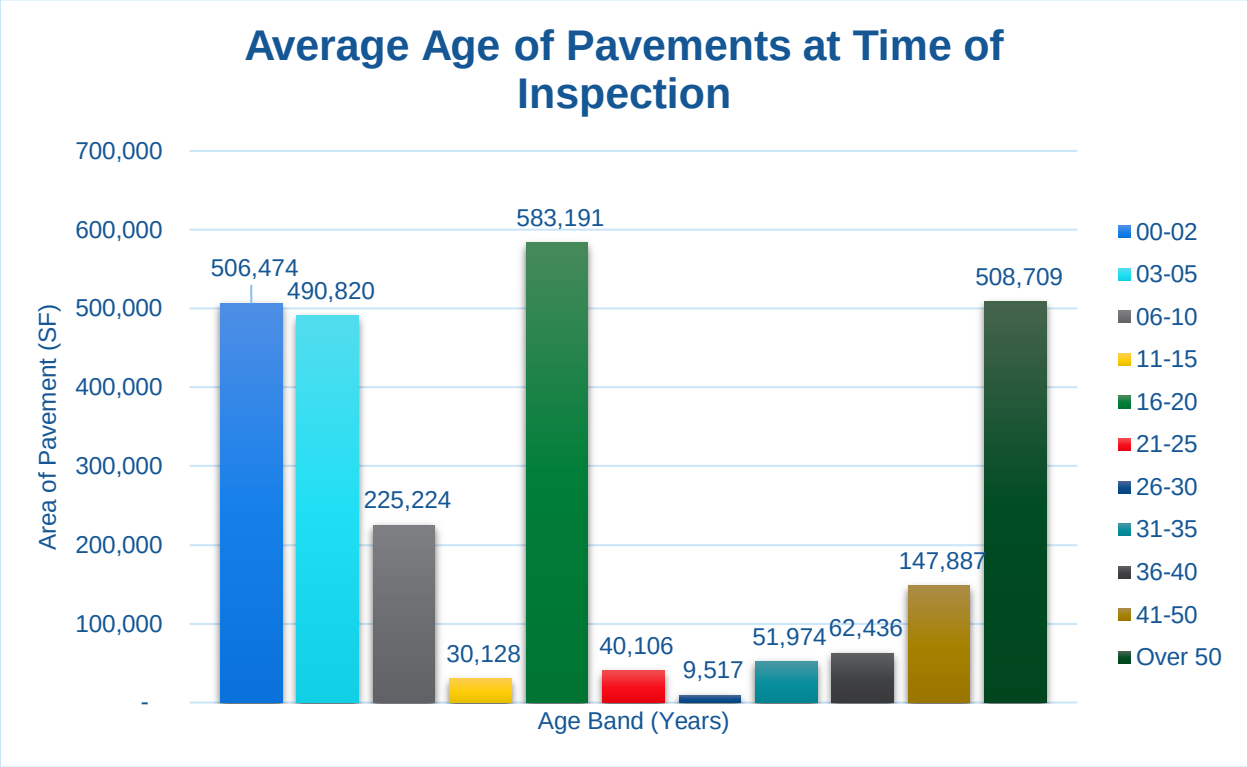


The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport 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 at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. 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

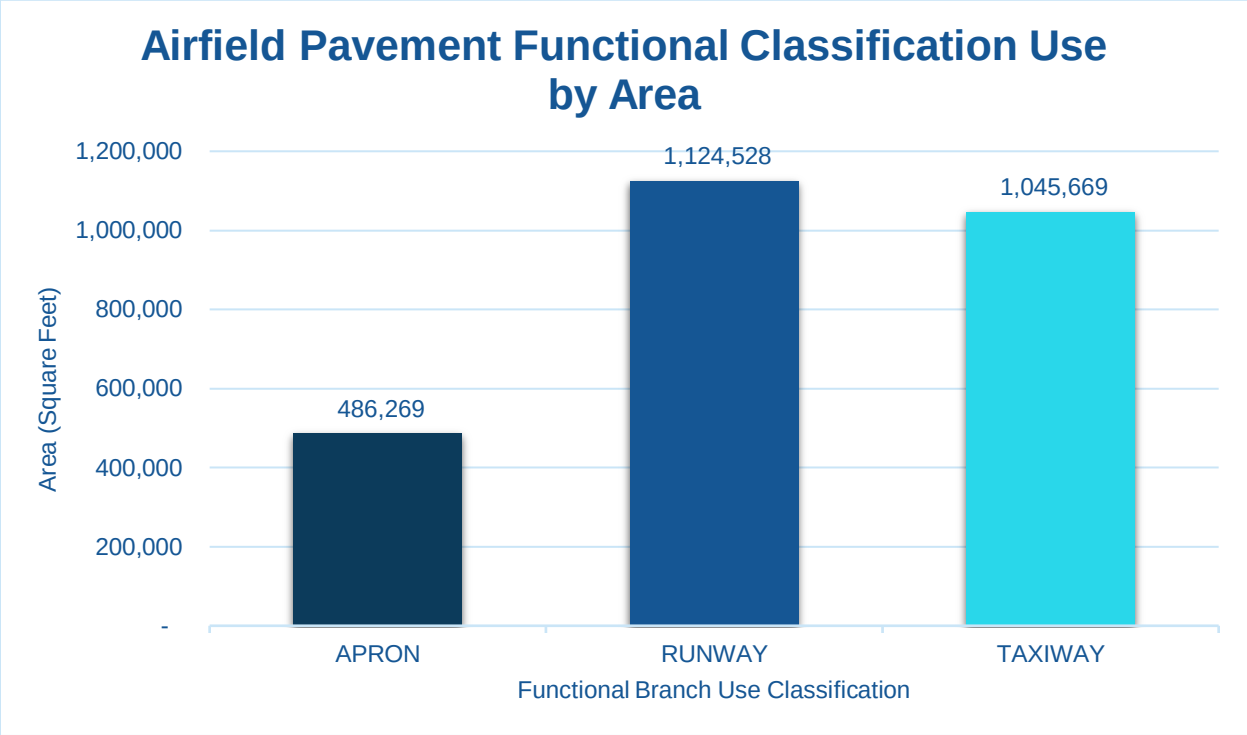


The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

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)

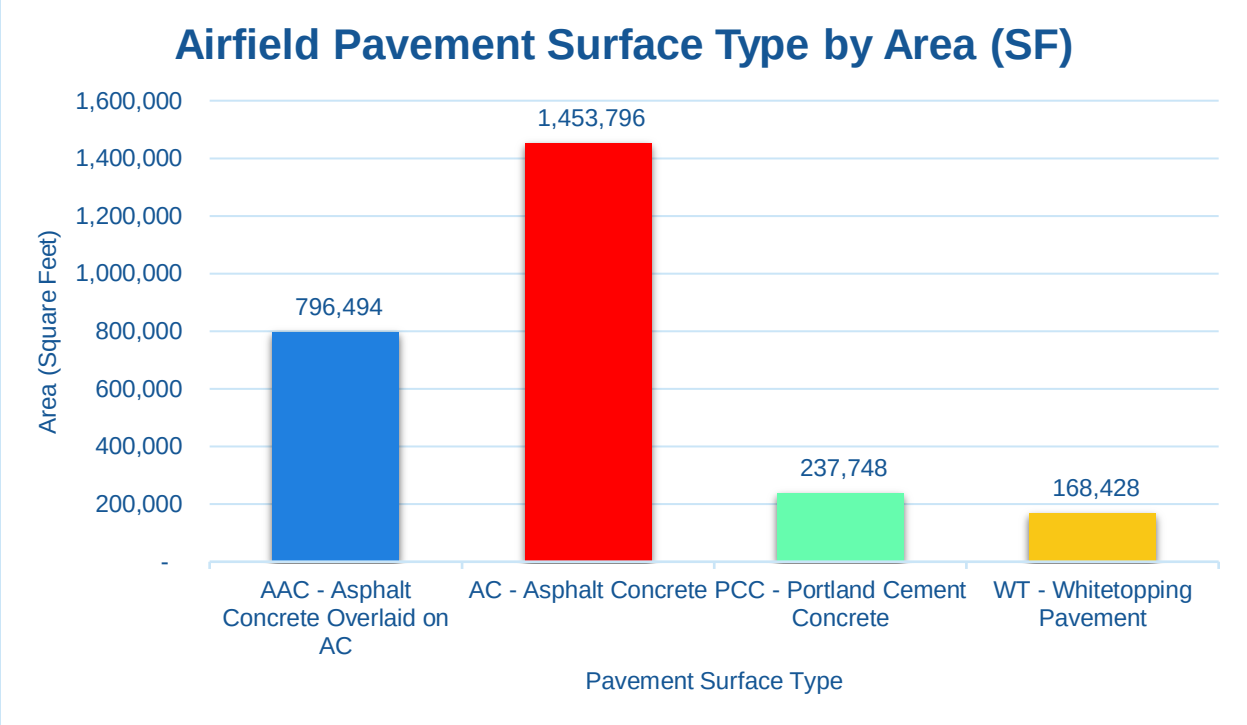
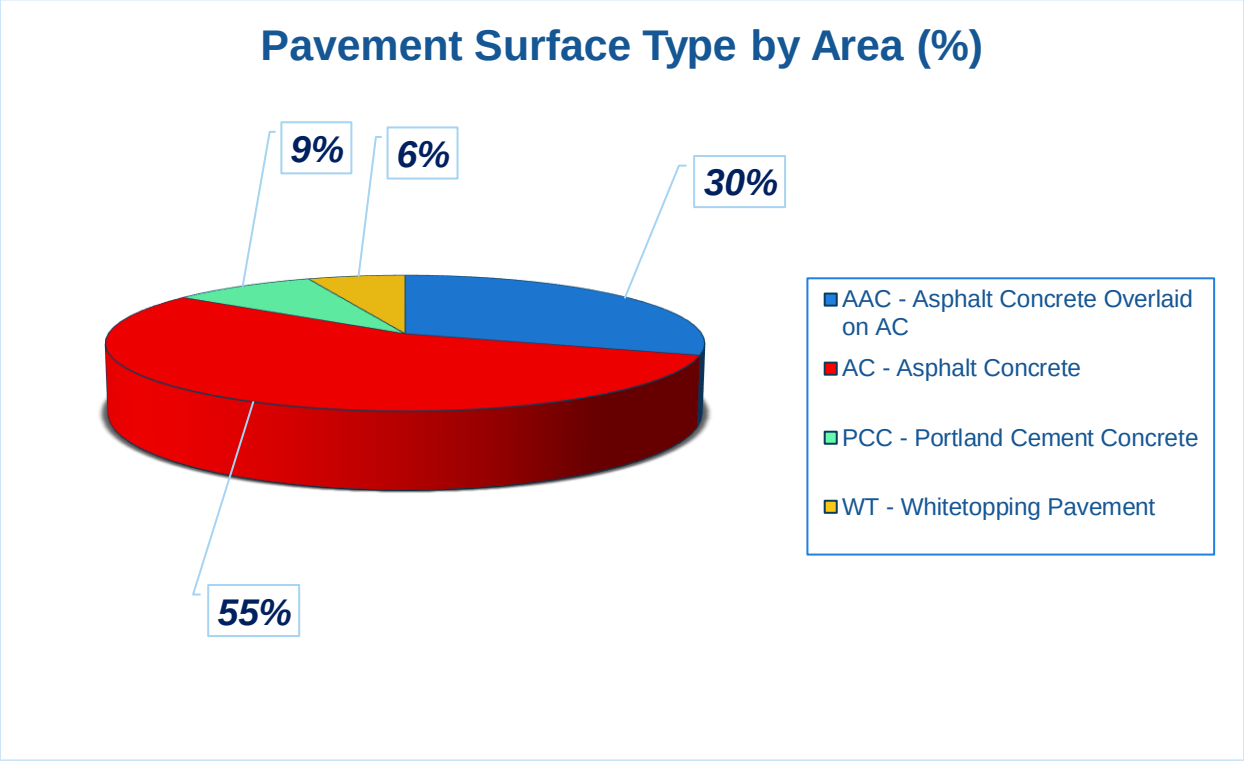


Figure 3.1.4 (b) Pavement Surface Type by Area (%)



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
EVB	APRON	AP	APRON	4102	180	172	29,874	PCC	1/1/1984
EVB	APRON	AP	APRON	4104	79	53	4,212	AC	1/1/1984
EVB	APRON	AP	APRON	4105	100	66	10,564	PCC	1/1/1965
EVB	APRON	AP	APRON	4110	75	25	1,950	PCC	1/1/1980
EVB	APRON	AP	APRON	4115	140	48	8,775	PCC	1/1/1975
EVB	APRON	AP	APRON	4127	102	15	1,560	PCC	1/1/2019
EVB	APRON	AP	APRON	4130	250	150	40,106	PCC	1/1/1997
EVB	APRON	AP	APRON	4135	108	45	5,831	AC	1/1/1975
EVB	APRON	AP	APRON	4140	1,600	32	60,486	AC	1/1/1980
EVB	APRON	AP	APRON	4145	500	35	17,888	AC	1/1/1986
EVB	APRON	AP	APRON	4160	25	270	10,001	AC	1/1/1975
EVB	APRON	AP	APRON	4165	228	40	9,517	PCC	1/1/1991
EVB	APRON	AP	APRON	4185	1,000	15	17,272	PCC	1/1/1965
EVB	APRON	AP	APRON	4190	1,025	30	38,656	PCC	1/1/2012
EVB	APRON TO RW 15-33	AP RW15-33	APRON	6345	325	150	46,282	AC	1/1/1943
EVB	SOUTH APRON	AP S	APRON	4215	585	96	56,450	PCC	1/1/1943
EVB	SOUTH APRON	AP S	APRON	4220	375	25	8,835	PCC	12/25/1999
EVB	RUNWAY 11-29	RW 11-29	RUNWAY	6105	4,319	75	323,925	AAC	1/1/2014
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6405	850	100	78,400	AC	1/1/1943
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6425	2,700	100	254,789	AC	1/1/1943
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6427	120	100	11,862	AC	1/1/2014
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6430	150	100	5,000	AC	1/1/1977
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6435	100	125	12,472	AAC	1/1/2014
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6445	360	100	37,952	AC	1/1/1943
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6450	250	100	25,000	AC	1/1/1977

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6202	75	250	18,750	AAC	1/1/2008
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6205	4,470	75	324,750	AAC	1/1/2016
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6210	75	150	11,378	AAC	1/1/2008
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6215	95	75	7,125	AAC	1/1/2016
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6220	175	75	13,125	AAC	1/1/2016
EVB	TAXIWAY A	TW A	TAXIWAY	102	465	38	22,287	AC	1/1/2011
EVB	TAXIWAY A	TW A	TAXIWAY	105	2,580	40	93,280	AC	1/1/1977
EVB	TAXIWAY A	TW A	TAXIWAY	110	400	40	16,319	AC	7/1/2011
EVB	TAXIWAY A	TW A	TAXIWAY	115	60	100	5,905	AC	1/1/2014
EVB	TAXIWAY A	TW A	TAXIWAY	125	80	40	4,303	AC	1/1/2002
EVB	TAXIWAY B	TW B	TAXIWAY	210	35	1,850	67,896	AC	1/1/2002
EVB	TAXIWAY B	TW B	TAXIWAY	215	35	2,990	105,867	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	310	35	1,200	38,242	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	315	35	1,500	43,226	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	320	1,250	25	31,436	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	325	1,300	40	48,581	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	340	340	25	8,491	AC	1/1/2010
EVB	TAXIWAY C	TW C	TAXIWAY	345	1,125	70	86,977	AC	1/1/2012
EVB	TAXIWAY D	TW D	TAXIWAY	405	1,200	35	50,628	AC	1/1/2002
EVB	TAXIWAY D	TW D	TAXIWAY	415	140	50	7,000	AC	1/1/1943
EVB	TAXIWAY D	TW D	TAXIWAY	420	460	28	15,749	PCC	1/1/2002
EVB	TAXIWAY D	TW D	TAXIWAY	425	700	35	27,118	AC	1/1/2014
EVB	TAXIWAY D	TW D	TAXIWAY	427	1,100	35	40,335	AC	1/1/2014
EVB	TAXIWAY D	TW D	TAXIWAY	430	2,100	50	84,969	AAC	1/1/2016
EVB	TAXIWAY E	TW E	TAXIWAY	505	35	500	17,197	AC	1/1/2014
EVB	TAXIWAY E	TW E	TAXIWAY	510	35	720	24,594	AC	1/1/2014

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
EVB	TAXIWAY E	TW E	TAXIWAY	515	50	1,050	52,494	AC	7/1/2011
EVB	TAXIWAY E	TW E	TAXIWAY	520	35	900	27,412	AC	1/1/2014
EVB	TAXIWAY E	TW E	TAXIWAY	530	2,100	35	76,505	AC	1/1/2018
WHITETOPPING PAVEMENT SECTIONS									
EVB	APRON	AP	APRON	4120	140	100	14,180	WT	1/1/2002
EVB	APRON	AP	APRON	4121	253	50	12,650	WT	1/1/2002
EVB	APRON	AP	APRON	4125	240	100	24,143	WT	1/1/2002
EVB	APRON	AP	APRON	4126	255	50	12,547	WT	1/1/2002
EVB	APRON	AP	APRON	4150	903	50	45,150	WT	1/1/2002
EVB	APRON	AP	APRON	4154	148	50	7,400	WT	1/1/2002
EVB	APRON	AP	APRON	4155	70	50	3,500	WT	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	305	988	50	48,858	WT	1/1/2002

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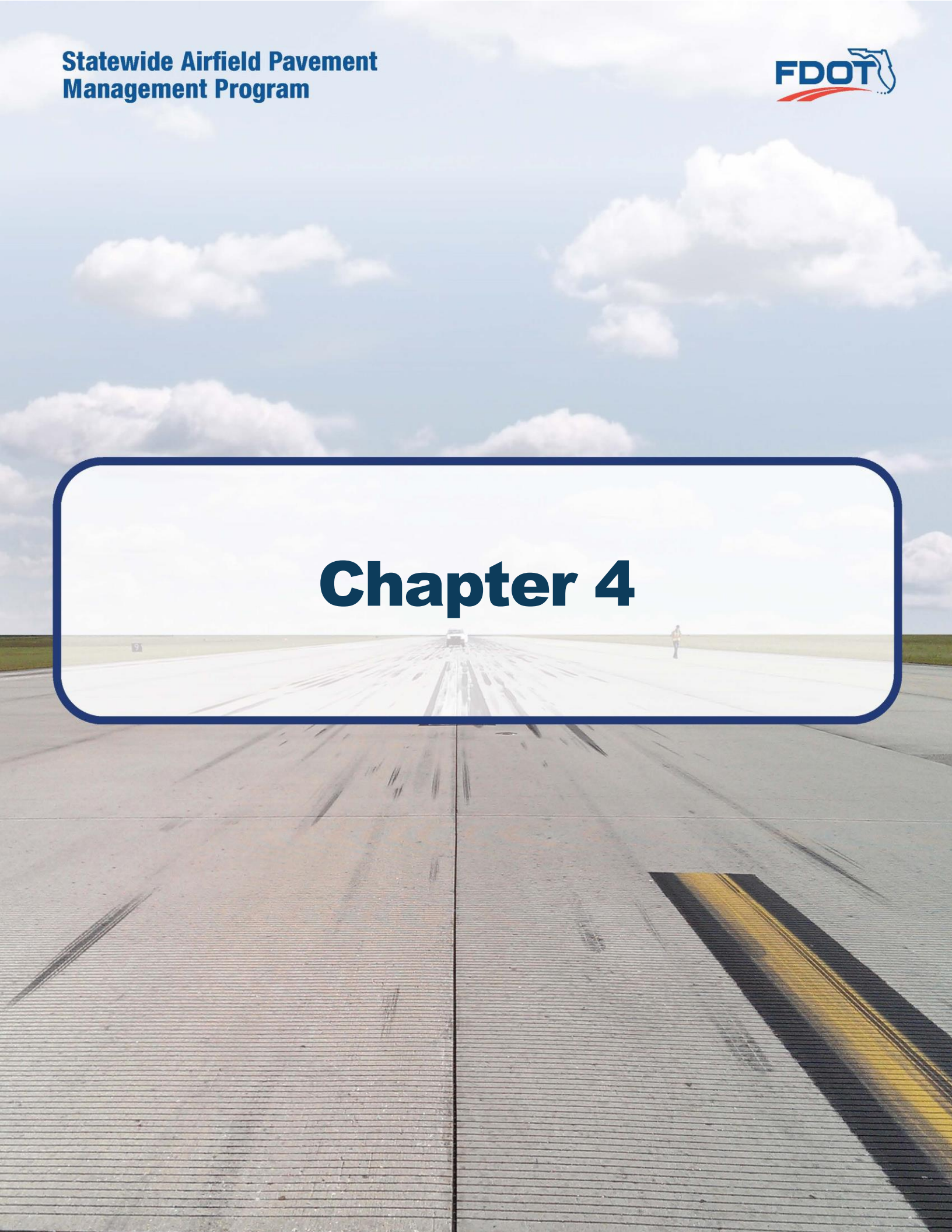


Chapter 4

Chapter 4 – Airfield Pavement Condition

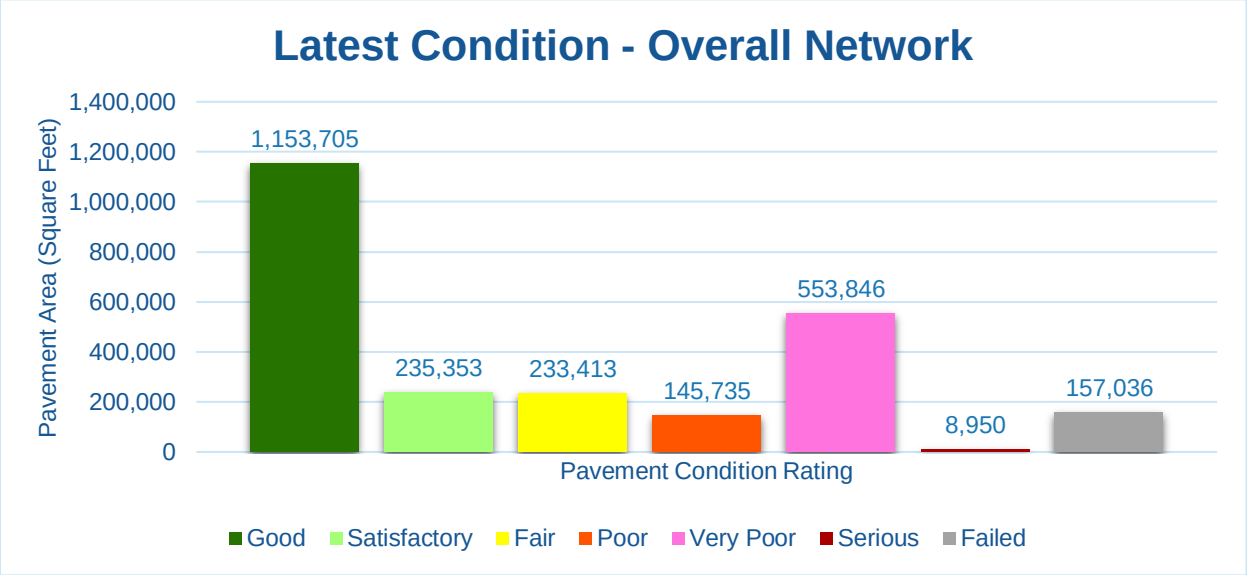
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information 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

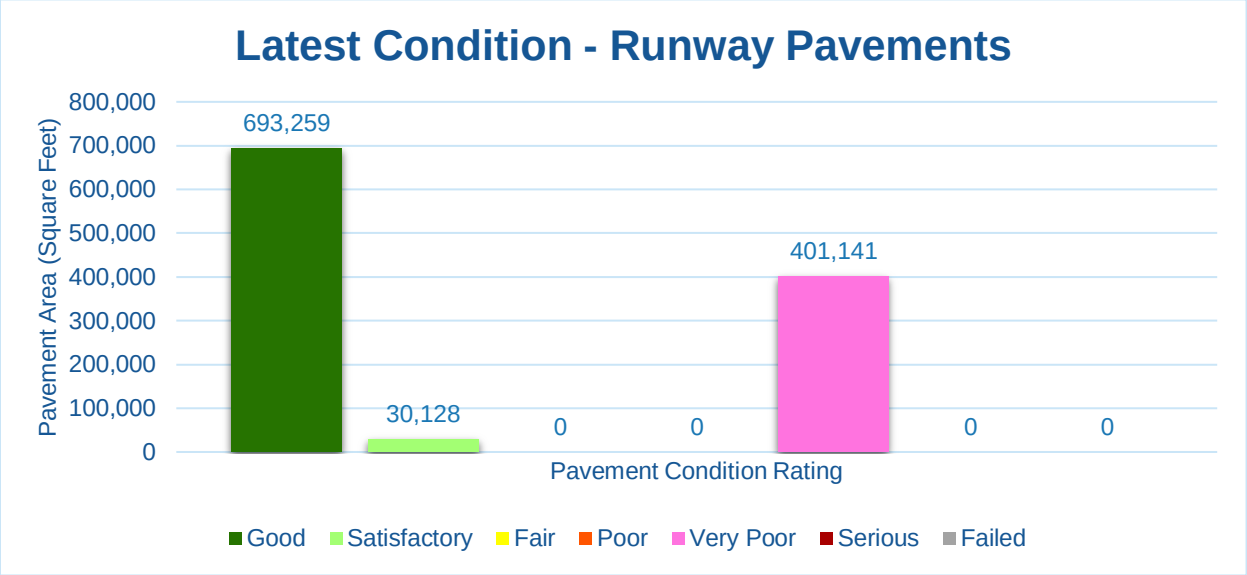


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

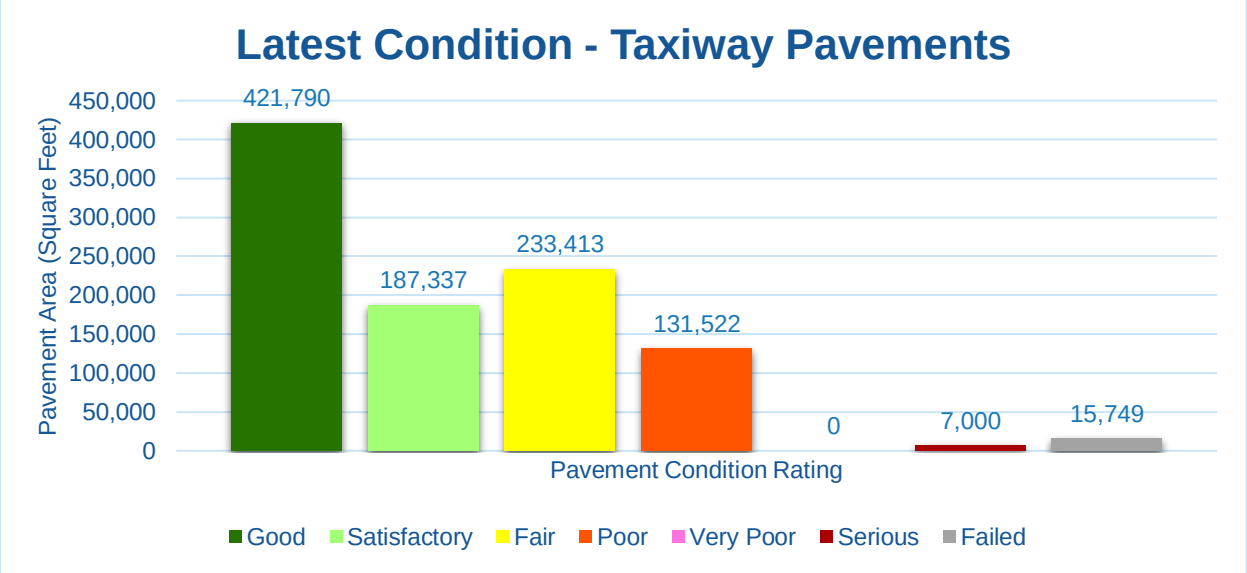
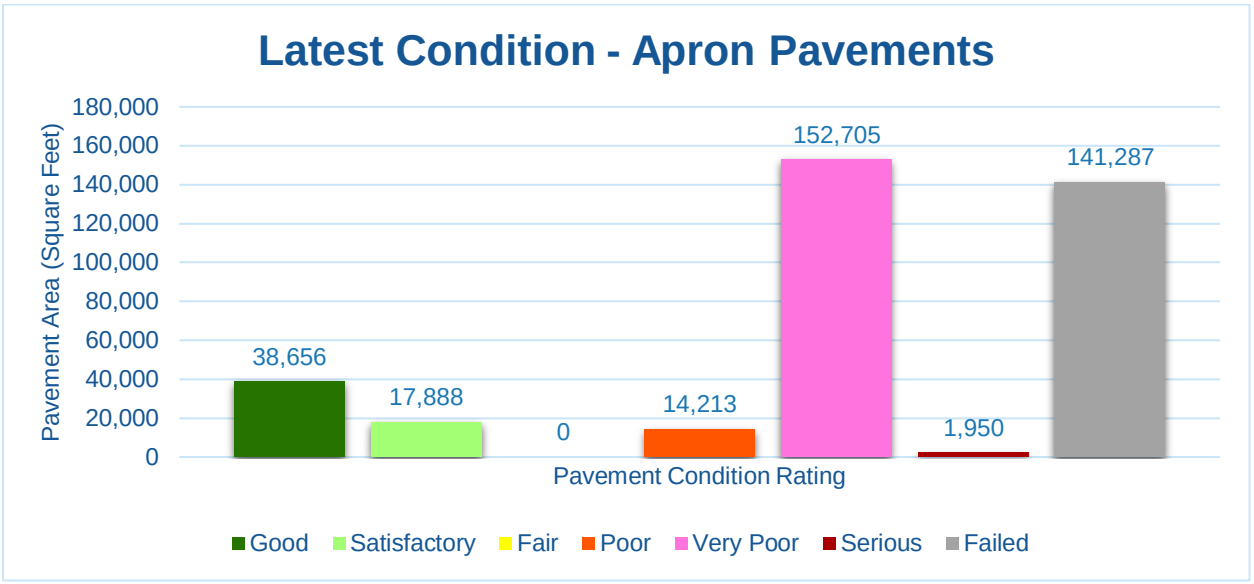


Figure 4.1.2 (c) Latest Condition – Apron Pavements



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.

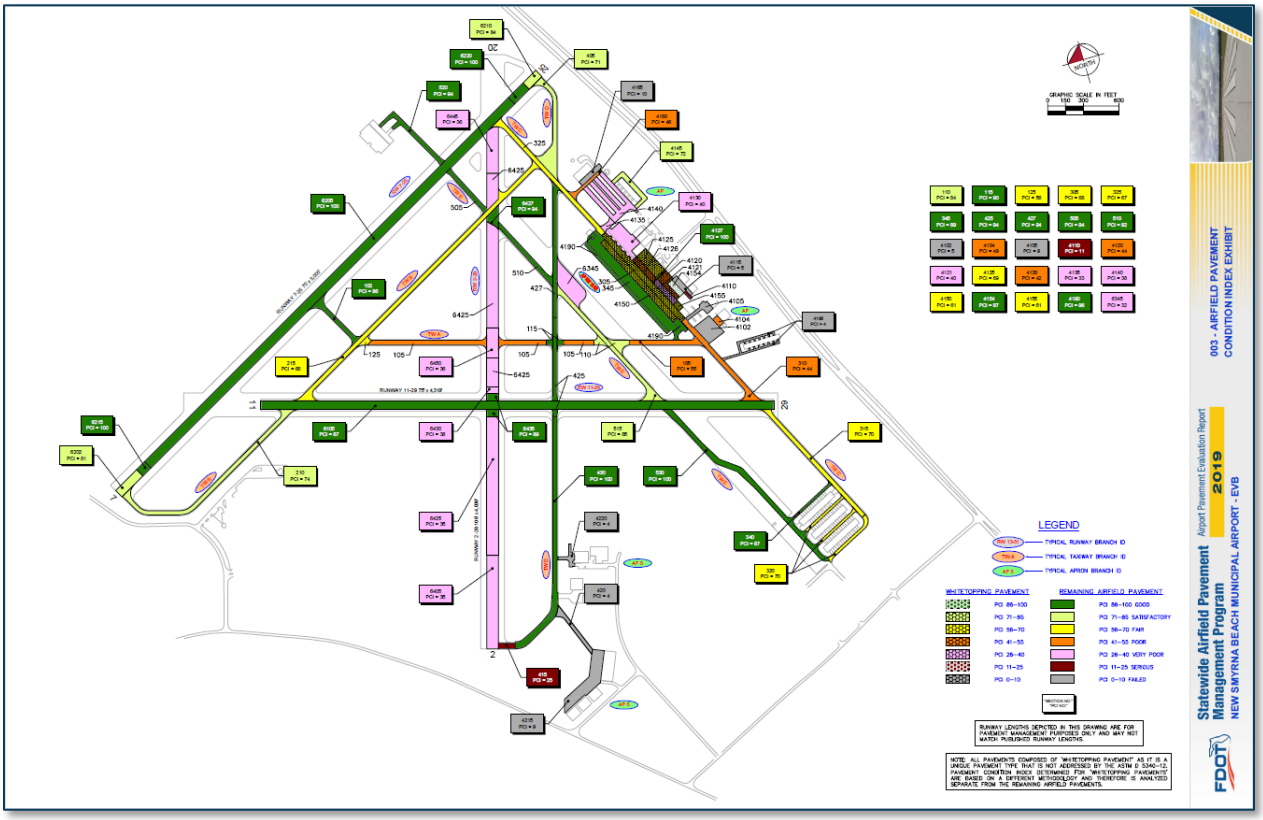
Table 4.1.3 Latest Pavement Condition Index Summary

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
EVB	AP	APRON	APRON	4102	29,874	PCC	5	Failed	5%	74%	21%	1	4
EVB	AP	APRON	APRON	4104	4,212	AC	49	Poor	90%	0%	10%	1	1
EVB	AP	APRON	APRON	4105	10,564	PCC	9	Failed	7%	79%	14%	1	1
EVB	AP	APRON	APRON	4110	1,950	PCC	11	Serious	9%	88%	3%	1	1
EVB	AP	APRON	APRON	4115	8,775	PCC	5	Failed	7%	86%	7%	1	1
EVB	AP	APRON	APRON	4127	1,560	PCC	100	Good	0%	0%	0%	0	2
EVB	AP	APRON	APRON	4130	40,106	PCC	40	Very Poor	10%	48%	42%	2	10
EVB	AP	APRON	APRON	4135	5,831	AC	33	Very Poor	89%	6%	5%	1	1
EVB	AP	APRON	APRON	4140	60,486	AC	38	Very Poor	100%	0%	0%	3	15
EVB	AP	APRON	APRON	4145	17,888	AC	72	Satisfactory	100%	0%	0%	1	4
EVB	AP	APRON	APRON	4160	10,001	AC	46	Poor	91%	0%	9%	1	2
EVB	AP	APRON	APRON	4165	9,517	PCC	10	Failed	4%	48%	48%	1	1
EVB	AP	APRON	APRON	4185	17,272	PCC	4	Failed	7%	90%	3%	1	4
EVB	AP	APRON	APRON	4190	38,656	PCC	96	Good	0%	0%	100%	3	10
EVB	AP RW15-33	APRON TO RW 15-33	APRON	6345	46,282	AC	32	Very Poor	100%	0%	0%	1	10
EVB	AP S	SOUTH APRON	APRON	4215	56,450	PCC	9	Failed	7%	76%	17%	2	7
EVB	AP S	SOUTH APRON	APRON	4220	8,835	PCC	4	Failed	7%	90%	3%	3	3
EVB	RW 11-29	RUNWAY 11-29	RUNWAY	6105	323,925	AAC	87	Good	100%	0%	0%	18	86
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6405	78,400	AC	35	Very Poor	79%	13%	8%	5	16
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6425	254,789	AC	35	Very Poor	92%	7%	1%	12	51
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6427	11,862	AC	94	Good	100%	0%	0%	1	3
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6430	5,000	AC	38	Very Poor	100%	0%	0%	1	1
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6435	12,472	AAC	89	Good	100%	0%	0%	1	2
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6445	37,952	AC	36	Very Poor	93%	0%	7%	2	8
EVB	RW 2-20	RUNWAY 2-20	RUNWAY	6450	25,000	AC	36	Very Poor	100%	0%	0%	2	5
EVB	RW 7-25	RUNWAY 7-25	RUNWAY	6202	18,750	AAC	81	Satisfactory	100%	0%	0%	2	5
EVB	RW 7-25	RUNWAY 7-25	RUNWAY	6205	324,750	AAC	100	Good	0%	0%	0%	0	86
EVB	RW 7-25	RUNWAY 7-25	RUNWAY	6210	11,378	AAC	84	Satisfactory	100%	0%	0%	1	3
EVB	RW 7-25	RUNWAY 7-25	RUNWAY	6215	7,125	AAC	100	Good	0%	0%	0%	0	2
EVB	RW 7-25	RUNWAY 7-25	RUNWAY	6220	13,125	AAC	100	Good	0%	0%	0%	0	3
EVB	TW A	TAXIWAY A	TAXIWAY	102	22,287	AC	86	Good	100%	0%	0%	1	5
EVB	TW A	TAXIWAY A	TAXIWAY	105	93,280	AC	55	Poor	98%	0%	2%	3	23
EVB	TW A	TAXIWAY A	TAXIWAY	110	16,319	AC	84	Satisfactory	100%	0%	0%	1	3
EVB	TW A	TAXIWAY A	TAXIWAY	115	5,905	AC	90	Good	100%	0%	0%	1	2
EVB	TW A	TAXIWAY A	TAXIWAY	125	4,303	AC	56	Fair	96%	0%	4%	1	1
EVB	TW B	TAXIWAY B	TAXIWAY	210	67,896	AC	74	Satisfactory	100%	0%	0%	3	18
EVB	TW B	TAXIWAY B	TAXIWAY	215	105,867	AC	68	Fair	96%	0%	4%	4	28

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
EVB	TW C	TAXIWAY C	TAXIWAY	310	38,242	AC	44	Poor	85%	0%	15%	2	9
EVB	TW C	TAXIWAY C	TAXIWAY	315	43,226	AC	70	Fair	100%	0%	0%	2	12
EVB	TW C	TAXIWAY C	TAXIWAY	320	31,436	AC	70	Fair	100%	0%	0%	2	7
EVB	TW C	TAXIWAY C	TAXIWAY	325	48,581	AC	67	Fair	100%	0%	0%	3	13
EVB	TW C	TAXIWAY C	TAXIWAY	340	8,491	AC	87	Good	100%	0%	0%	1	2
EVB	TW C	TAXIWAY C	TAXIWAY	345	86,977	AC	89	Good	85%	0%	15%	3	22
EVB	TW D	TAXIWAY D	TAXIWAY	405	50,628	AC	71	Satisfactory	100%	0%	0%	3	11
EVB	TW D	TAXIWAY D	TAXIWAY	415	7,000	AC	25	Serious	100%	0%	0%	1	2
EVB	TW D	TAXIWAY D	TAXIWAY	420	15,749	PCC	4	Failed	6%	69%	25%	1	2
EVB	TW D	TAXIWAY D	TAXIWAY	425	27,118	AC	94	Good	100%	0%	0%	1	7
EVB	TW D	TAXIWAY D	TAXIWAY	427	40,335	AC	94	Good	100%	0%	0%	2	11
EVB	TW D	TAXIWAY D	TAXIWAY	430	84,969	AAC	100	Good	0%	0%	0%	0	21
EVB	TW E	TAXIWAY E	TAXIWAY	505	17,197	AC	94	Good	100%	0%	0%	1	5
EVB	TW E	TAXIWAY E	TAXIWAY	510	24,594	AC	92	Good	100%	0%	0%	1	7
EVB	TW E	TAXIWAY E	TAXIWAY	515	52,494	AC	85	Satisfactory	100%	0%	0%	2	13
EVB	TW E	TAXIWAY E	TAXIWAY	520	27,412	AC	94	Good	100%	0%	0%	1	8
EVB	TW E	TAXIWAY E	TAXIWAY	530	76,505	AC	100	Good	0%	0%	0%	0	14
WHITETOPPING PAVEMENT SECTIONS													
EVB	AP	APRON	APRON	4120	14,180	WT	44	Poor	N/A	N/A	N/A	1	3
EVB	AP	APRON	APRON	4121	12,650	WT	40	Very Poor	N/A	N/A	N/A	1	2
EVB	AP	APRON	APRON	4125	24,143	WT	69	Fair	N/A	N/A	N/A	1	5
EVB	AP	APRON	APRON	4126	12,547	WT	42	Poor	N/A	N/A	N/A	1	3
EVB	AP	APRON	APRON	4150	45,150	WT	61	Fair	N/A	N/A	N/A	2	9
EVB	AP	APRON	APRON	4154	7,400	WT	87	Good	N/A	N/A	N/A	1	2
EVB	AP	APRON	APRON	4155	3,500	WT	61	Fair	N/A	N/A	N/A	1	1
EVB	TW C	TAXIWAY C	TAXIWAY	305	48,858	WT	68	Fair	N/A	N/A	N/A	2	10

Figure 4.1.3 is an inset view of the 2019 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 2019 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 New Smyrna Beach Municipal Airport (EVB) was completed in March 2019.The resulting overall area-weighted average PCI value was 68 representing a condition rating of Fair. New Smyrna Beach Municipal Airport is serviced by three runways; Runway 2-20 is 100-ft wide and 4,000-ft long, Runway 7-25 is 75-ft wide and 5,000-ft long, and Runway 11-29 is 75-ft wide and 4,319-ft long. Sections of Taxiway C and Apron have a concrete surface constructed of thin Whitetopping approximately 5 feet by 5 feet slab ranging from 4 to 5 inches in thickness. Portions of Runway 7- 25 and Taxiway D were not inspected due to recent construction 2016. Pavements rehabilitated due to recent construction PCI is 100, a condition rating of Good.

The airport has pavement facilities that are composed of Whitetopping pavement sections. Whitetopping is a composite pavement of Portland Cement Concrete constructed over existing asphalt concrete pavement. Whitetopping consists of three categories; Conventional (greater than 8-inches), thin (4 to 8-inches), and ultra-thin (2 to 4-inches). The ASTM D 5340-12 method does not address the distress types that manifest in Whitetopping pavement. FDOT has developed a method that quantifies typical distresses and provides an index. Since the Whitetopping pavements are unique and not addressed by either the ASTM D 5340-12 or the FAA Advisory Circulars, for this SAPMP Program Update no predicted pavement performance or maintenance and major rehabilitation analysis has been performed for these sections.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 130,986 operations for 12 months ending 08/14/2018.

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 11-29

Runway 11-29 consists of 1 section constructed of AAC. The last construction year for Runway 11-29 was 2014. The area-weighted average PCI for Runway 11-29 is 87 representing a Good condition rating. The pavement distresses observed were related to Climate distress classification. Distresses observed on Runway 11-29 consist of Longitudinal & Transverse Cracking, Patching, and Weathering.

Runway 2-20

Runway 2-20 consists of 7 sections constructed of AC and AAC. The last construction years range from 1943 to 2014. The area-weighted average PCI for Runway 2-20 is 38 representing a Very Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Runway 2-20 consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, and Weathering.

Taxiway A

Taxiway A consists of 5 sections constructed of AC. The last construction years range from 1977 to 2014. The area-weighted average PCI for Taxiway A is 64 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway A consist of Block Cracking, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway B

Taxiway B consists of 2 sections constructed of AC. The last construction year for Taxiway B was 2002. The area-weighted average PCI for Taxiway B is 70 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway B consist of Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Taxiway C

Taxiway C consists of 6 sections constructed of AC. The last construction years range from 2002 to 2012. The area-weighted average PCI for Taxiway C is 72 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway C consist of Depression, Longitudinal & Transverse Cracking, Raveling, Shoving, Swelling, and Weathering.

Apron

Apron consists of 14 sections constructed of AC, PCC, and WT. The last construction years range from 1965 to 2019. The area-weighted average PCI for Apron is 40 representing a Very Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. ASTM distresses observed on Apron consist of Alligator Cracking, Block Cracking, Depression, Joint Reflection Cracking, Longitudinal & Transverse Cracking, Patching, Raveling, Shoving, Weathering, Corner Break, Linear Cracking, Joint Seal Damage, Small Patch, Large Patch/Utility Cut, Pumping, Scaling, Faulting, Shattered Slab, Shrinkage Cracking, Joint Spall, and Corner Spall.

South Apron

South Apron consists of 2 sections constructed of PCC. The last construction years range from 1943 to 1999. The area-weighted average PCI for South Apron is 8 representing a Failed condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on South Apron consist of Corner Break, Linear Cracking, Joint Seal Damage, Small Patch, Faulting, Shattered Slab, Shrinkage Cracking, Joint Spall, and Corner Spall.

Figure 4.2.2 Pavement Condition Summary by Facility Use

Facility Use	Area-Weighted Average PCI	Condition Rating
Runway	72	Satisfactory
Taxiway	77	Satisfactory
Apron	33	Very Poor

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 2020 through January 2029.

Figure 4.3.2 (a) Forecasted Runway Pavement Performance

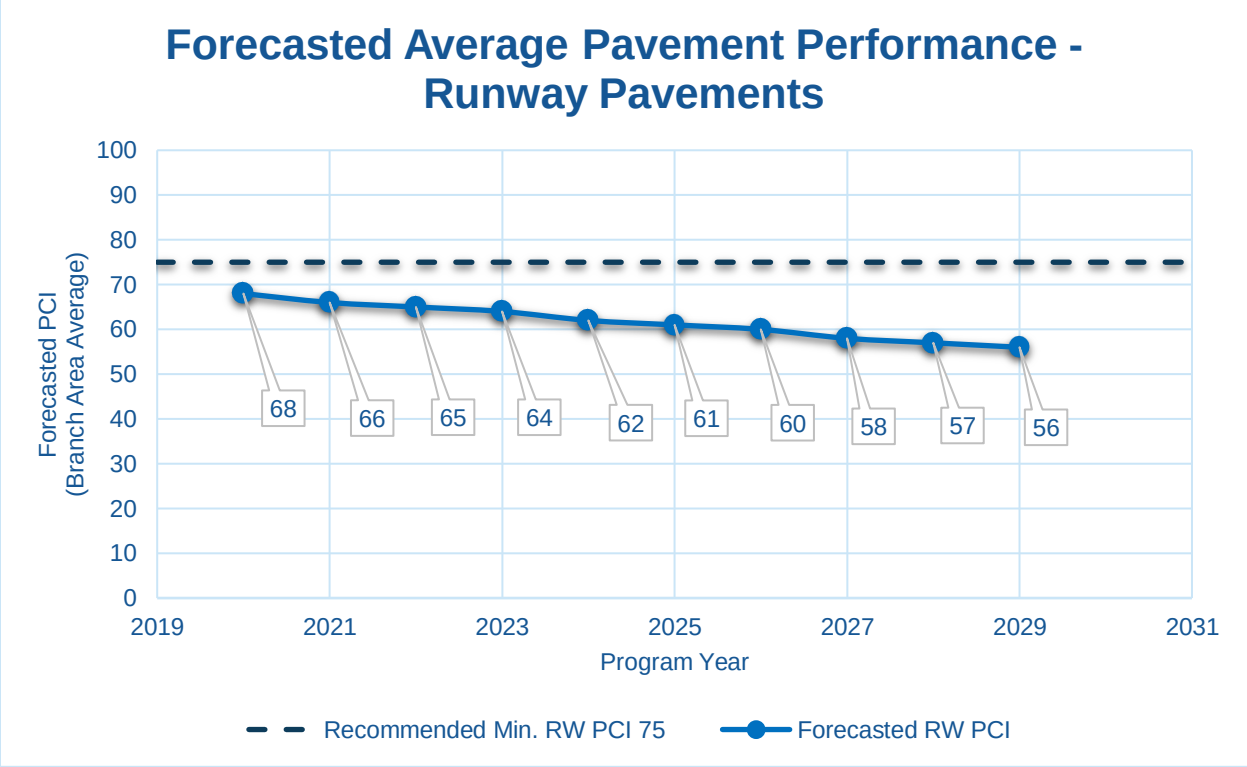


Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

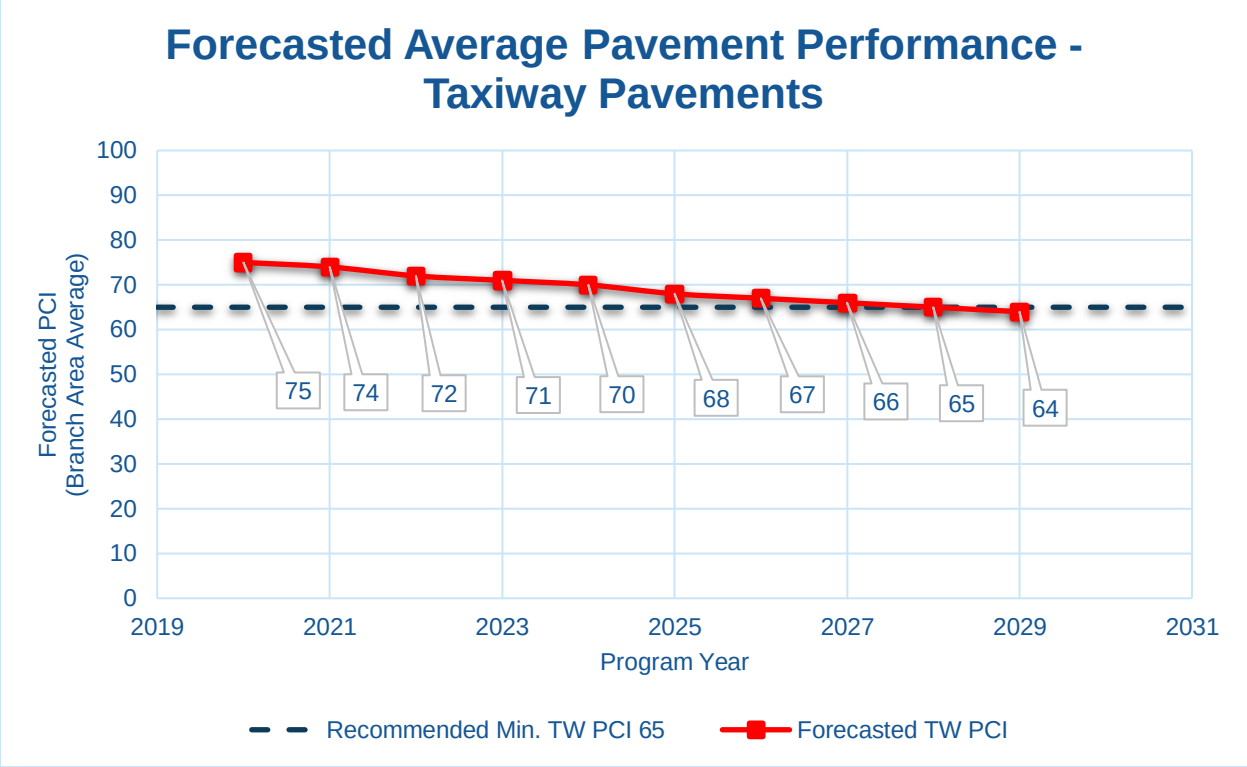
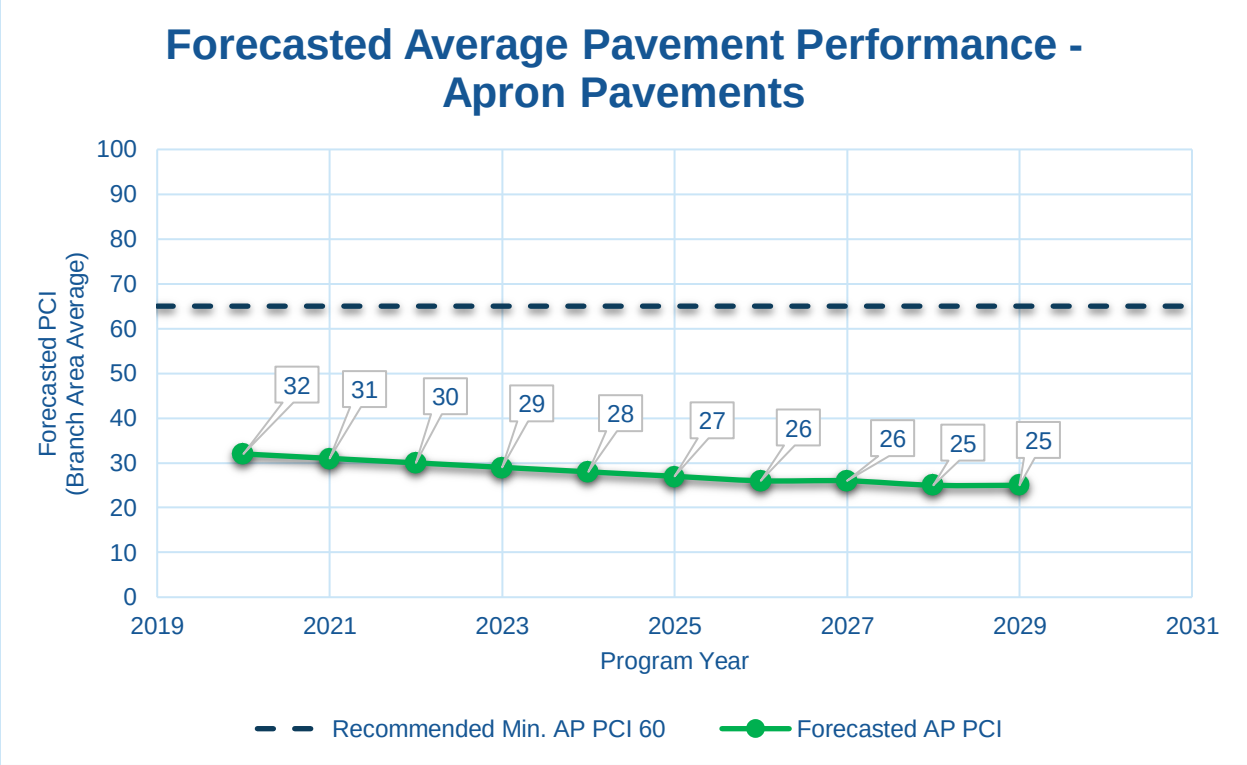


Figure 4.3.2 (c) Forecasted Apron Pavement Performance



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 2020-2029

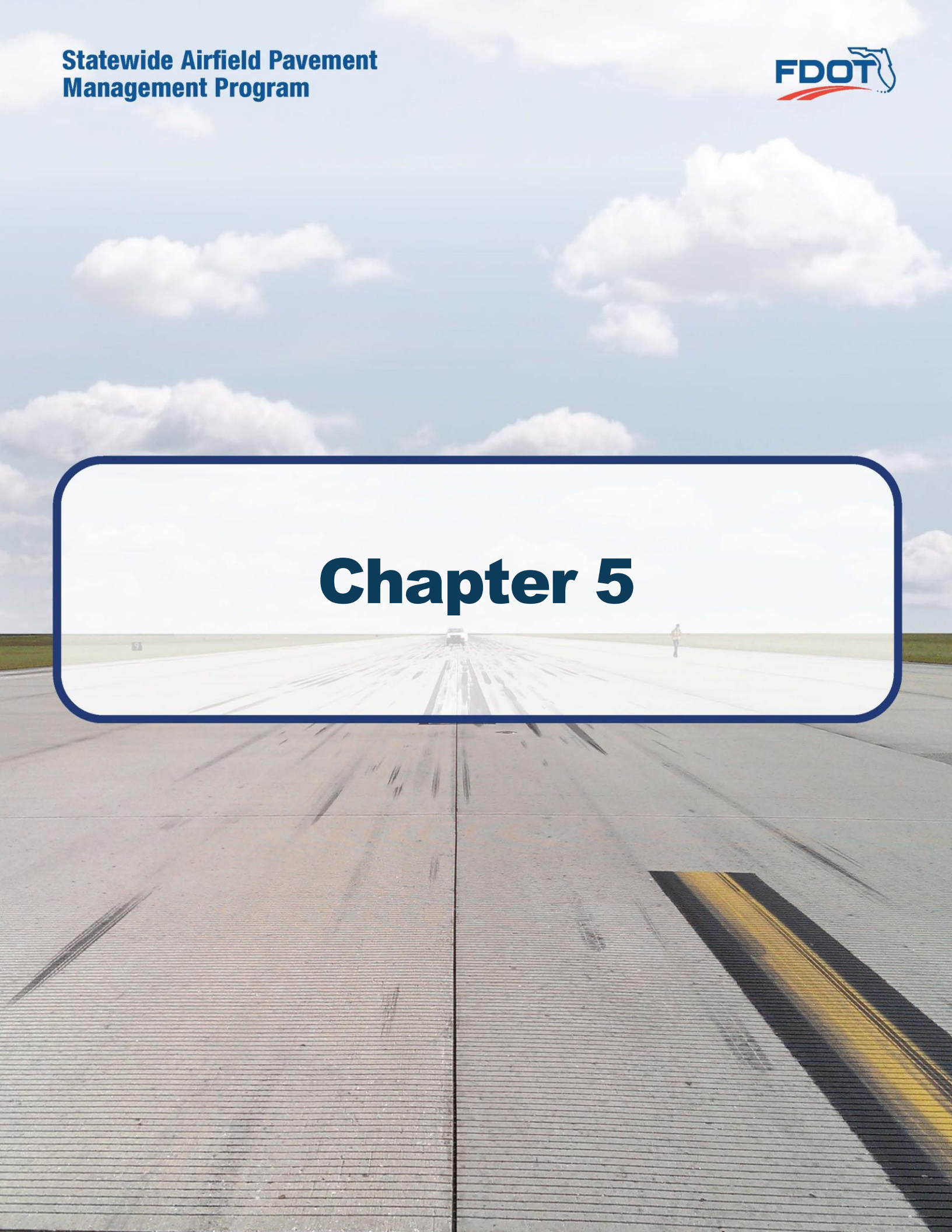
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	AP	4102	5	3	2	1	0	0	0	0	0	0	0
EVB	AP	4104	49	48	47	46	45	44	43	41	40	39	38
EVB	AP	4105	9	7	6	5	4	2	1	0	0	0	0
EVB	AP	4110	11	9	8	7	6	4	3	2	1	0	0
EVB	AP	4115	5	3	2	1	0	0	0	0	0	0	0
EVB	AP	4127	100	98	97	96	94	93	92	91	89	88	87
EVB	AP	4130	40	38	37	36	35	33	32	31	30	28	27
EVB	AP	4135	33	32	31	30	30	29	29	29	28	28	28
EVB	AP	4140	38	37	35	34	33	32	31	30	30	29	29
EVB	AP	4145	72	70	69	67	66	65	63	62	61	60	59
EVB	AP	4160	46	45	44	42	41	40	39	38	37	35	34
EVB	AP	4165	10	8	7	6	5	3	2	1	0	0	0
EVB	AP	4185	4	2	1	0	0	0	0	0	0	0	0
EVB	AP	4190	96	94	93	92	91	89	88	87	86	84	83
EVB	AP RW15-33	6345	32	31	30	30	29	29	29	28	28	28	27
EVB	AP S	4215	9	7	6	5	4	2	1	0	0	0	0
EVB	AP S	4220	4	2	1	0	0	0	0	0	0	0	0
EVB	RW 11-29	6105	87	85	83	81	79	78	76	75	73	72	71
EVB	RW 2-20	6405	35	34	33	32	32	31	30	30	29	28	28
EVB	RW 2-20	6425	35	34	33	32	32	31	30	30	29	28	28
EVB	RW 2-20	6427	94	92	89	87	85	83	81	79	77	76	74
EVB	RW 2-20	6430	38	36	35	33	33	32	32	31	30	30	29
EVB	RW 2-20	6435	89	87	85	83	81	79	78	76	75	73	72
EVB	RW 2-20	6445	36	34	33	33	32	32	31	30	29	29	28
EVB	RW 2-20	6450	36	34	33	33	32	32	31	30	29	29	28

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	RW 7-25	6202	81	79	78	76	75	73	72	71	70	69	68
EVB	RW 7-25	6205	100	89	87	85	83	81	80	78	76	75	74
EVB	RW 7-25	6210	84	82	80	79	77	75	74	73	72	70	69
EVB	RW 7-25	6215	100	89	87	85	83	81	80	78	76	75	74
EVB	RW 7-25	6220	100	89	87	85	83	81	80	78	76	75	74
EVB	TW A	102	86	84	83	81	80	78	77	75	74	73	71
EVB	TW A	105	55	54	53	52	51	50	49	48	47	47	46
EVB	TW A	110	84	82	81	79	78	76	75	74	72	71	70
EVB	TW A	115	90	88	87	85	84	82	81	79	78	76	75
EVB	TW A	125	56	55	54	53	52	51	50	49	48	47	47
EVB	TW B	210	74	72	71	70	68	67	66	65	64	62	61
EVB	TW B	215	68	66	65	64	63	62	61	59	58	57	56
EVB	TW C	310	44	43	42	42	41	40	40	39	39	38	38
EVB	TW C	315	70	68	67	66	65	64	62	61	60	59	58
EVB	TW C	320	70	68	67	66	65	64	62	61	60	59	58
EVB	TW C	325	67	66	64	63	62	61	60	59	58	57	55
EVB	TW C	340	87	85	84	82	81	79	78	76	75	74	72
EVB	TW C	345	89	87	86	84	83	81	80	78	77	75	74
EVB	TW D	405	71	69	68	67	66	64	63	62	61	60	59
EVB	TW D	415	25	24	24	24	24	24	24	24	24	24	24
EVB	TW D	420	4	3	1	0	0	0	0	0	0	0	0
EVB	TW D	425	94	92	91	89	87	86	84	83	81	80	78
EVB	TW D	427	94	92	91	89	87	86	84	83	81	80	78
EVB	TW D	430	100	90	88	86	84	83	81	79	78	76	75
EVB	TW E	505	94	92	91	89	87	86	84	83	81	80	78
EVB	TW E	510	92	90	89	87	85	84	82	81	79	78	77
EVB	TW E	515	85	83	82	80	79	77	76	75	73	72	71

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	TW E	520	94	92	91	89	87	86	84	83	81	80	78
EVB	TW E	530	100	96	94	93	91	89	88	86	85	83	82

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** include surface seals and rejuvenators for 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 distressed 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 (a)** and **Table 5.2 (b)**, 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 (a) 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	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 (b) 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 (c) 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	$9.00	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	$4.00	SqFt

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

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	$150.00	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 (a)** 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 (a) 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 - SURFACE SEAL	PREVENTIVE	91,880	SqFt	$ 50,540.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	25	Ft	$ 100.00
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	380	SqFt	$ 3,390.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	30	SqFt	$ 120.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	7,020	SqFt	$ 63,180.00
FDOT - MILLING - AC	STOPGAP	110	SqFt	$ 220.00
FDOT - CRACK SEALING - AC	STOPGAP	145,075	Ft	$ 435,230.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	27,525	SqFt	$ 110,100.00
FDOT - SURFACE SEAL	STOPGAP	568,635	SqFt	$ 312,760.00
FDOT - PATCHING - PCC FULL DEPTH	STOPGAP	2,605	SqFt	$ 390,110.00
FDOT - JOINT SEAL - PCC	STOPGAP	17,300	Ft	$ 47,580.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	1,230	SqFt	$ 88,310.00
FDOT - CRACK SEALING - PCC	STOPGAP	6,225	Ft	$ 26,460.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	75,295	SqFt	$ 2,258,720.00

The following **Table 5.3 (b)** 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 (b) Summary of Airport Localized M&R Planning Cost and Quantity at Section Level

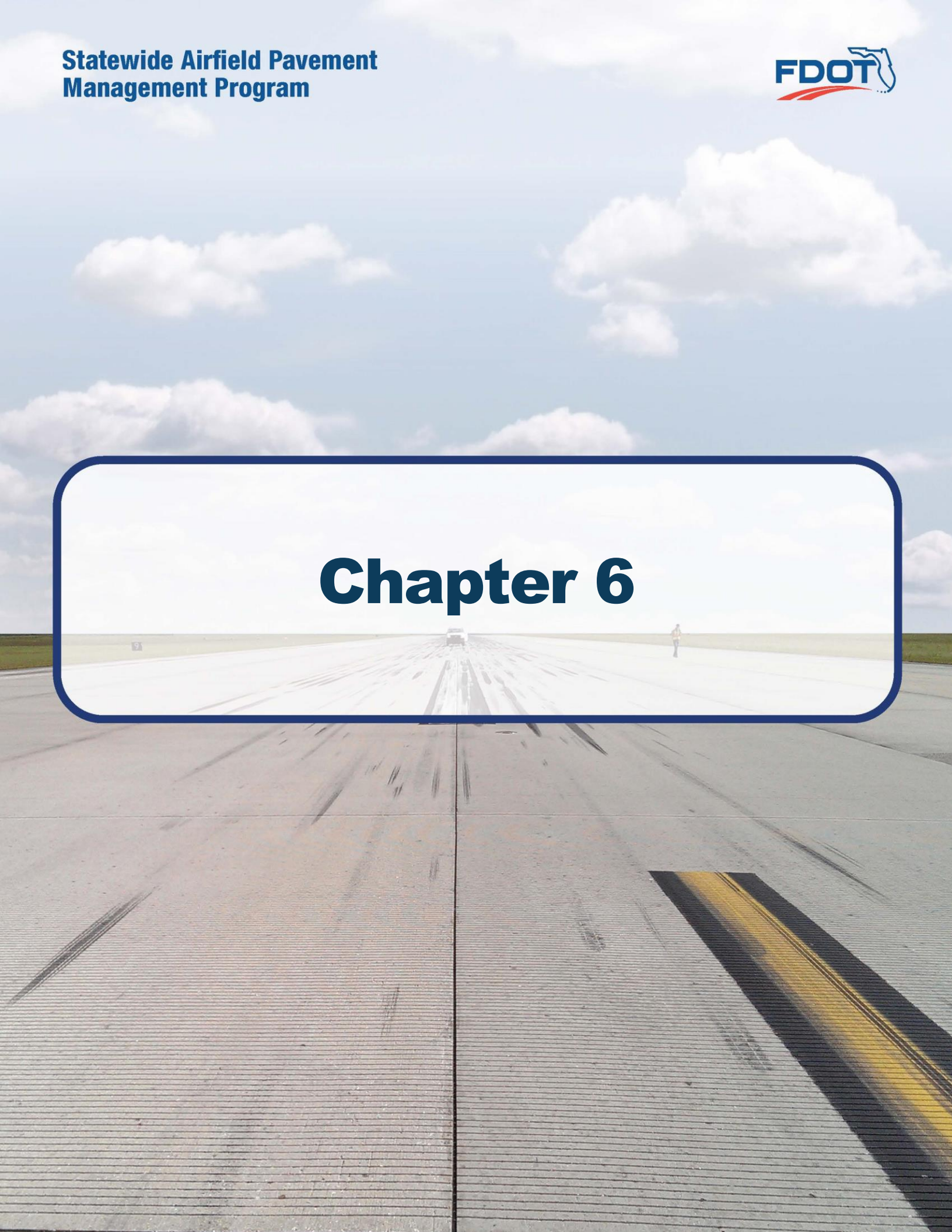
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
EVB	AP	4102	29,874	5	42	$ 621,670.00
EVB	AP	4104	4,212	49	57	$ 2,430.00
EVB	AP	4105	10,564	9	53	$ 204,340.00
EVB	AP	4110	1,950	11	71	$ 44,430.00
EVB	AP	4115	8,775	5	50	$ 170,890.00
EVB	AP	4127	1,560	100	100	$ -
EVB	AP	4130	40,106	40	58	$ 104,520.00
EVB	AP	4135	5,831	33	62	$ 4,220.00
EVB	AP	4140	60,486	38	64	$ 80,680.00
EVB	AP	4145	17,888	72	77	$ 1,480.00
EVB	AP	4160	10,001	46	57	$ 7,080.00
EVB	AP	4165	9,517	10	34	$ 121,610.00
EVB	AP	4185	17,272	4	57	$ 373,690.00
EVB	AP	4190	38,656	96	96	$ 110.00
EVB	AP RW15-33	6345	46,282	32	60	$ 53,790.00
EVB	AP S	4215	56,450	9	47	$ 648,350.00
EVB	AP S	4220	8,835	4	83	$ 218,370.00
EVB	RW 11-29	6105	323,925	87	87	$ -
EVB	RW 2-20	6405	78,400	35	60	$ 122,950.00
EVB	RW 2-20	6425	254,789	35	60	$ 425,580.00
EVB	RW 2-20	6427	11,862	94	94	$ -
EVB	RW 2-20	6430	5,000	38	58	$ 6,440.00
EVB	RW 2-20	6435	12,472	89	89	$ -
EVB	RW 2-20	6445	37,952	36	61	$ 53,000.00
EVB	RW 2-20	6450	25,000	36	59	$ 40,280.00
EVB	RW 7-25	6202	18,750	81	91	$ 1,140.00
EVB	RW 7-25	6205	324,750	100	100	$ -
EVB	RW 7-25	6210	11,378	84	90	$ 340.00
EVB	RW 7-25	6215	7,125	100	100	$ -
EVB	RW 7-25	6220	13,125	100	100	$ -
EVB	TW A	102	22,287	86	94	$ 1,060.00
EVB	TW A	105	93,280	55	70	$ 84,390.00

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
EVB	TW A	110	16,319	84	92	$ 620.00
EVB	TW A	115	5,905	90	90	$ -
EVB	TW A	125	4,303	56	69	$ 2,610.00
EVB	TW B	210	67,896	74	79	$ 2,250.00
EVB	TW B	215	105,867	68	73	$ 8,300.00
EVB	TW C	310	38,242	44	62	$ 24,860.00
EVB	TW C	315	43,226	70	75	$ 3,210.00
EVB	TW C	320	31,436	70	75	$ 6,250.00
EVB	TW C	325	48,581	67	78	$ 20,170.00
EVB	TW C	340	8,491	87	88	$ 10.00
EVB	TW C	345	86,977	89	91	$ 3,670.00
EVB	TW D	405	50,628	71	76	$ 3,530.00
EVB	TW D	415	7,000	25	61	$ 13,400.00
EVB	TW D	420	15,749	4	46	$ 303,680.00
EVB	TW D	425	27,118	94	94	$ -
EVB	TW D	427	40,335	94	94	$ -
EVB	TW D	430	84,969	100	100	$ -
EVB	TW E	505	17,197	94	94	$ -
EVB	TW E	510	24,594	92	92	$ -
EVB	TW E	515	52,494	85	93	$ 2,090.00
EVB	TW E	520	27,412	94	94	$ -
EVB	TW E	530	76,505	100	100	$ -

The following **Table 5.3 (c)** 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 (c) Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 54,150.00
Stopgap	$ 3,732,670.00
Planning-Level Localized M&R Needs =	***$ 3,786,820.00***



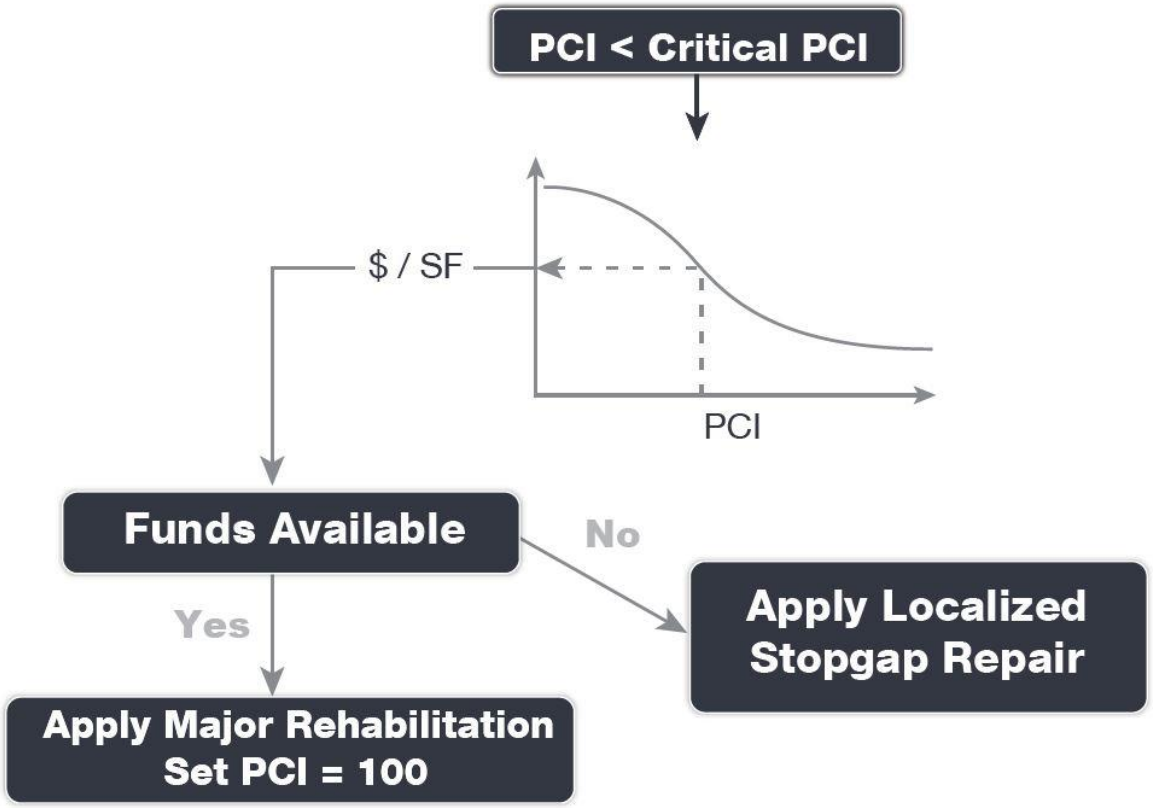
Chapter 6

Chapter 6 – Major Rehabilitation Planning

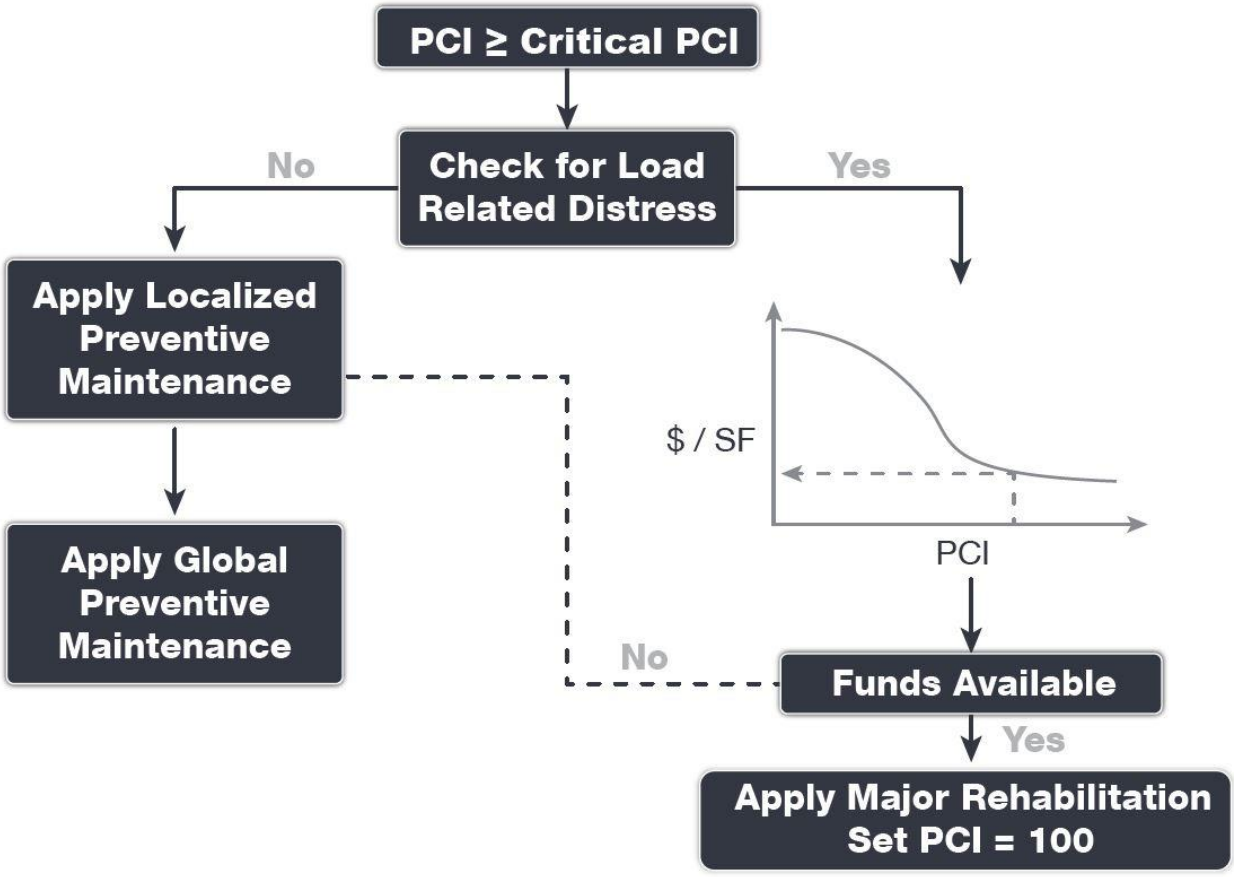
6.1 Major Rehabilitation

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 (a) and 6.1 (b)** 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.

Figures 6.1 (a) Major Rehabilitation Planning Decision Diagram, PCI ≤ Critical PCI



Figures 6.1 (b) 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	65	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 RL 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	Reliever (RL) 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 (3") P-603 Bituminous Tack P-401 (HMA) (3") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4") *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 (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4") *Excludes any paved shoulder features.*

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

Rehabilitation Type	Reliever (RL) 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 (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (15") *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 (12") P-211 Base (6") P-501 Rigid PCC (14")

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.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the AC **150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.

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 Reliever (RL) 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	$	9.50	$	13.50
Reconstruction	0 to 40	$	12.50	$	20.00

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
2020	EVB	AP	4102	PCC	29,874	3	PCC Reconstruction	$ 598,000.00
2020	EVB	AP	4104	AC	4,212	48	AC Restoration	$ 43,000.00
2020	EVB	AP	4105	PCC	10,564	7	PCC Reconstruction	$ 212,000.00
2020	EVB	AP	4110	PCC	1,950	9	PCC Reconstruction	$ 40,000.00
2020	EVB	AP	4115	PCC	8,775	3	PCC Reconstruction	$ 176,000.00
2020	EVB	AP	4130	PCC	40,106	38	PCC Reconstruction	$ 803,000.00
2020	EVB	AP	4135	AC	5,831	32	AC Reconstruction	$ 73,000.00
2020	EVB	AP	4140	AC	60,486	37	AC Reconstruction	$ 757,000.00
2020	EVB	AP	4160	AC	10,001	45	AC Restoration	$ 110,000.00
2020	EVB	AP	4165	PCC	9,517	8	PCC Reconstruction	$ 191,000.00
2020	EVB	AP	4185	PCC	17,272	2	PCC Reconstruction	$ 346,000.00
2020	EVB	AP RW15-33	6345	AC	46,282	31	AC Reconstruction	$ 579,000.00
2020	EVB	AP S	4215	PCC	56,450	7	PCC Reconstruction	$ 1,130,000.00
2020	EVB	AP S	4220	PCC	8,835	2	PCC Reconstruction	$ 177,000.00
2020	EVB	RW 2-20	6405	AC	78,400	34	AC Reconstruction	$ 981,000.00
2020	EVB	RW 2-20	6425	AC	254,789	34	AC Reconstruction	$ 3,185,000.00
2020	EVB	RW 2-20	6430	AC	5,000	36	AC Reconstruction	$ 63,000.00
2020	EVB	RW 2-20	6445	AC	37,952	34	AC Reconstruction	$ 475,000.00
2020	EVB	RW 2-20	6450	AC	25,000	34	AC Reconstruction	$ 313,000.00
2020	EVB	TW A	105	AC	93,280	54	AC Restoration	$ 887,000.00
2020	EVB	TW A	125	AC	4,303	55	AC Restoration	$ 41,000.00
2020	EVB	TW C	310	AC	38,242	43	AC Restoration	$ 439,000.00
2020	EVB	TW D	415	AC	7,000	24	AC Reconstruction	$ 88,000.00
2020	EVB	TW D	420	PCC	15,749	3	PCC Reconstruction	$ 315,000.00
2021	EVB	TW C	325	AC	48,581	64	AC Restoration	$ 462,000.00
2022	EVB	TW B	215	AC	105,867	64	AC Restoration	$ 1,006,000.00
2024	EVB	TW C	315	AC	43,226	64	AC Restoration	$ 411,000.00
2024	EVB	TW C	320	AC	31,436	64	AC Restoration	$ 299,000.00
2024	EVB	TW D	405	AC	50,628	64	AC Restoration	$ 481,000.00
2025	EVB	AP	4145	AC	17,888	63	AC Restoration	$ 170,000.00
2027	EVB	TW B	210	AC	67,896	64	AC Restoration	$ 646,000.00

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

The following **Figure 6.3.1 (a)** summarizes the section-level major rehabilitation needs for a 10-year period between 2020 and 2029. **Figure 6.3.1 (b)** 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 (a) 10-Year Major Rehabilitation Needs by Program Year

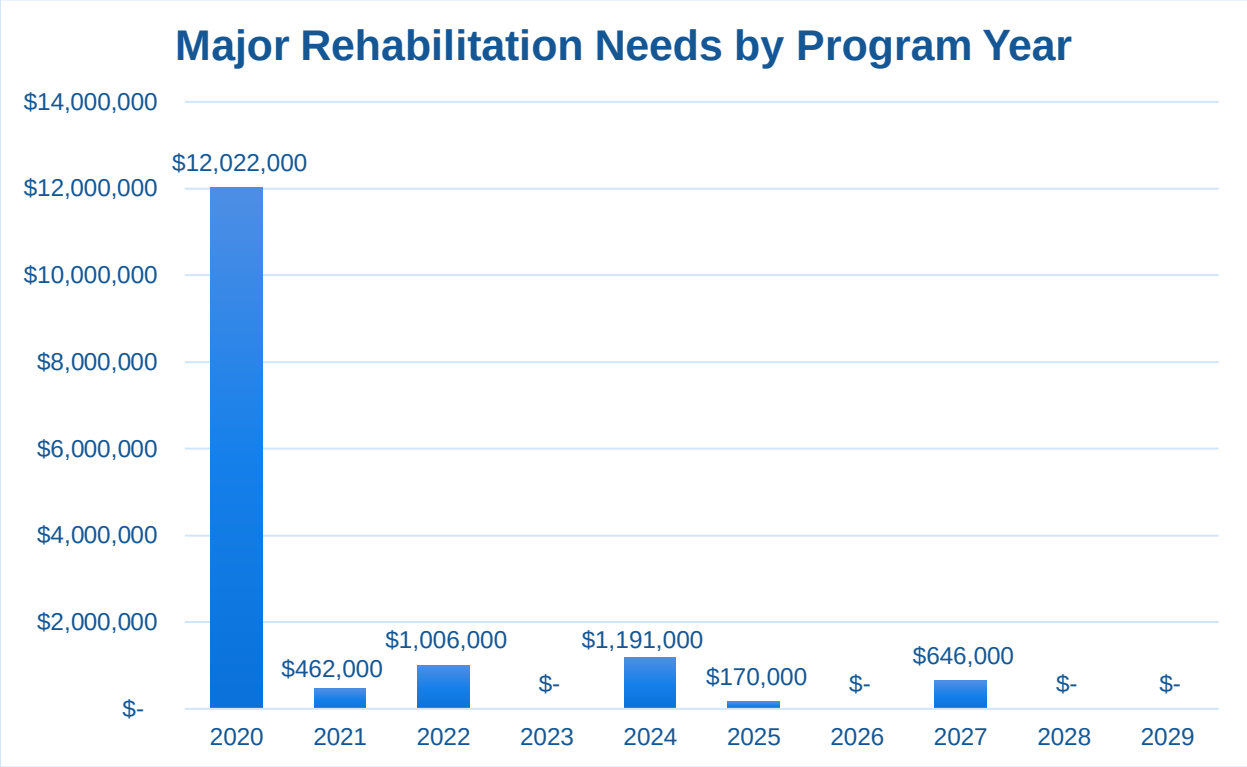
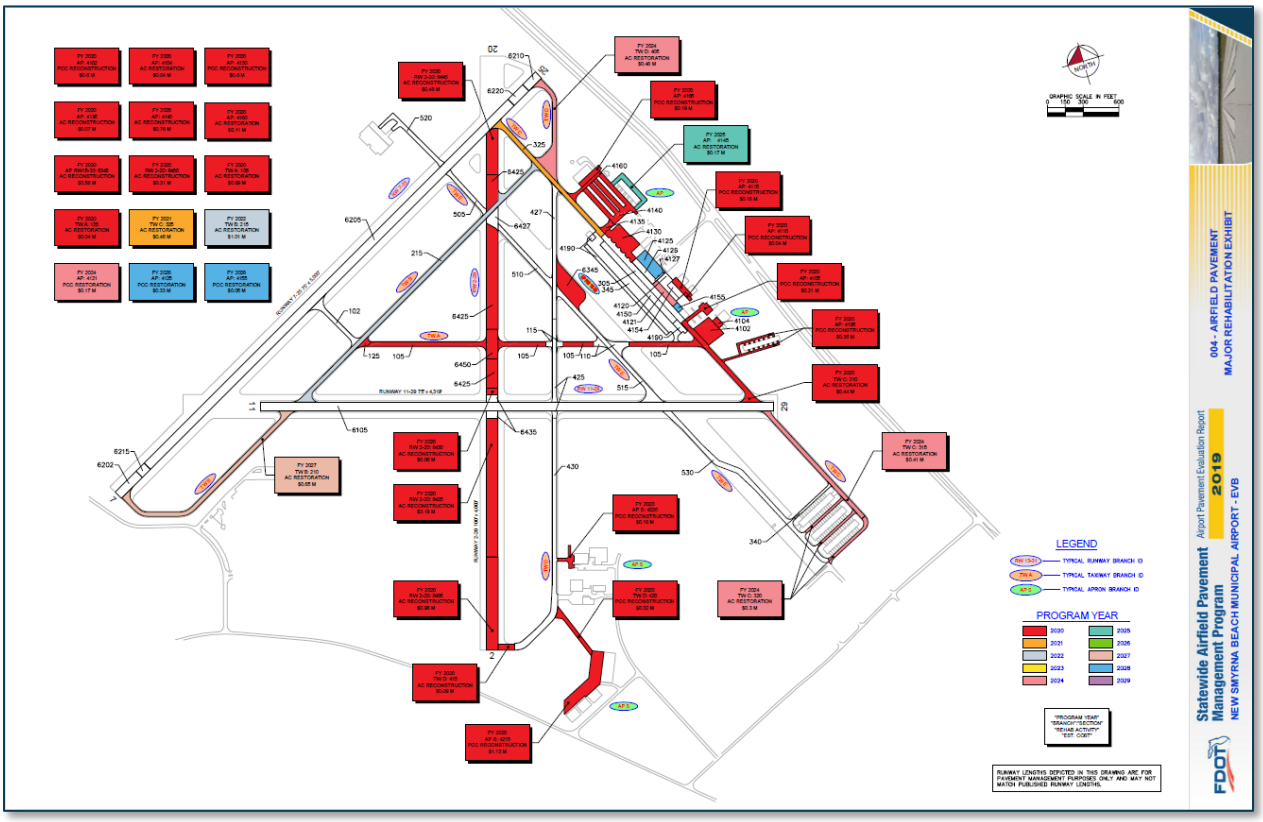
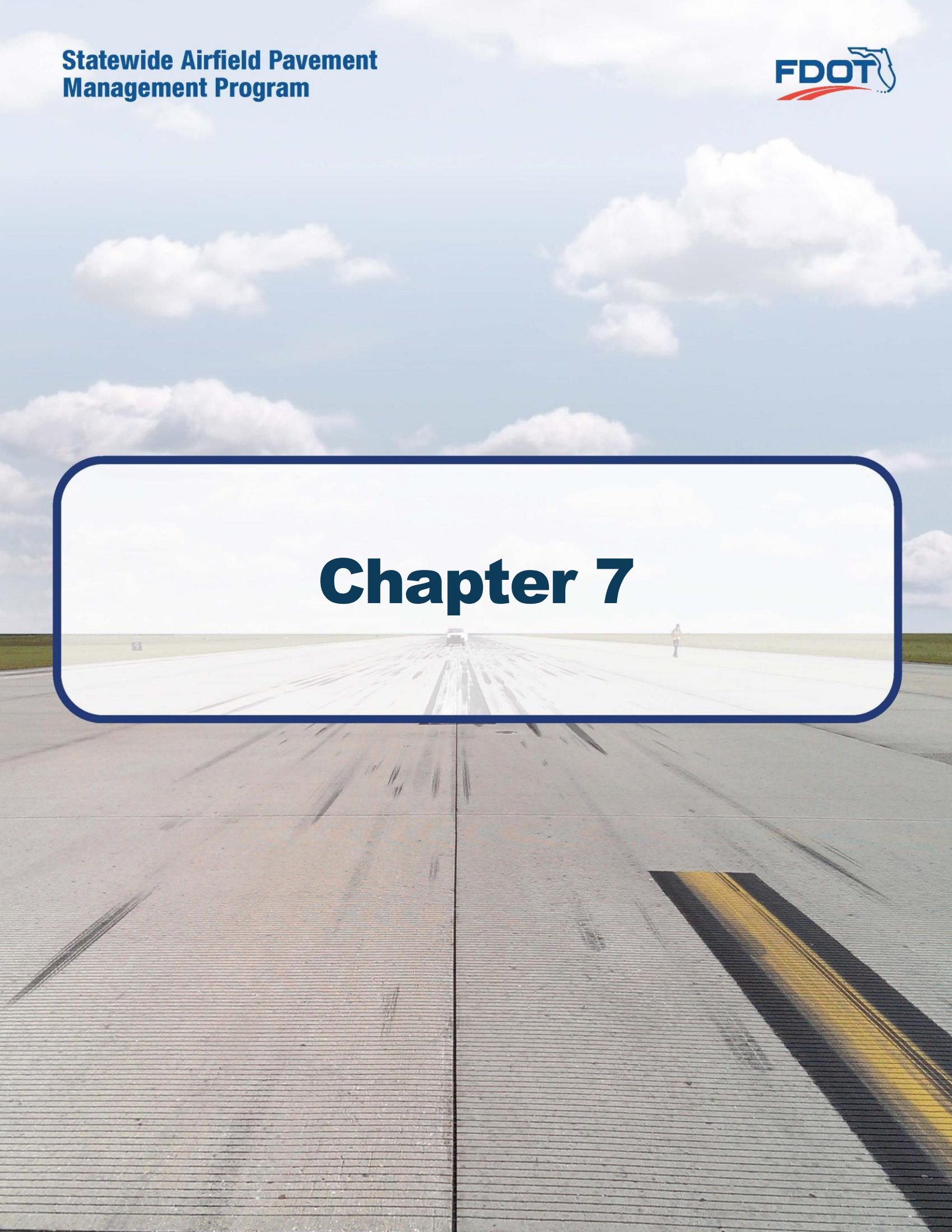


Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit





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 2020-2029. 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 2 2018-2019 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
EVB	APRON	AP	APRON	4102	180	172	29,874	PCC	1/1/1984
EVB	APRON	AP	APRON	4104	79	53	4,212	AC	1/1/1984
EVB	APRON	AP	APRON	4105	100	66	10,564	PCC	1/1/1965
EVB	APRON	AP	APRON	4110	75	25	1,950	PCC	1/1/1980
EVB	APRON	AP	APRON	4115	140	48	8,775	PCC	1/1/1975
EVB	APRON	AP	APRON	4127	102	15	1,560	PCC	1/1/2019
EVB	APRON	AP	APRON	4130	250	150	40,106	PCC	1/1/1997
EVB	APRON	AP	APRON	4135	108	45	5,831	AC	1/1/1975
EVB	APRON	AP	APRON	4140	1,600	32	60,486	AC	1/1/1980
EVB	APRON	AP	APRON	4145	500	35	17,888	AC	1/1/1986
EVB	APRON	AP	APRON	4160	25	270	10,001	AC	1/1/1975
EVB	APRON	AP	APRON	4165	228	40	9,517	PCC	1/1/1991
EVB	APRON	AP	APRON	4185	1,000	15	17,272	PCC	1/1/1965
EVB	APRON	AP	APRON	4190	1,025	30	38,656	PCC	1/1/2012
EVB	APRON TO RW 15-33	AP RW15-33	APRON	6345	325	150	46,282	AC	1/1/1943
EVB	SOUTH APRON	AP S	APRON	4215	585	96	56,450	PCC	1/1/1943
EVB	SOUTH APRON	AP S	APRON	4220	375	25	8,835	PCC	12/25/1999
EVB	RUNWAY 11-29	RW 11-29	RUNWAY	6105	4,319	75	323,925	AAC	1/1/2014
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6405	850	100	78,400	AC	1/1/1943
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6425	2,700	100	254,789	AC	1/1/1943
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6427	120	100	11,862	AC	1/1/2014
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6430	150	100	5,000	AC	1/1/1977
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6435	100	125	12,472	AAC	1/1/2014
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6445	360	100	37,952	AC	1/1/1943
EVB	RUNWAY 2-20	RW 2-20	RUNWAY	6450	250	100	25,000	AC	1/1/1977
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6202	75	250	18,750	AAC	1/1/2008
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6205	4,470	75	324,750	AAC	1/1/2016
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6210	75	150	11,378	AAC	1/1/2008
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6215	95	75	7,125	AAC	1/1/2016
EVB	RUNWAY 7-25	RW 7-25	RUNWAY	6220	175	75	13,125	AAC	1/1/2016
EVB	TAXIWAY A	TW A	TAXIWAY	102	465	38	22,287	AC	1/1/2011
EVB	TAXIWAY A	TW A	TAXIWAY	105	2,580	40	93,280	AC	1/1/1977
EVB	TAXIWAY A	TW A	TAXIWAY	110	400	40	16,319	AC	7/1/2011
EVB	TAXIWAY A	TW A	TAXIWAY	115	60	100	5,905	AC	1/1/2014
EVB	TAXIWAY A	TW A	TAXIWAY	125	80	40	4,303	AC	1/1/2002
EVB	TAXIWAY B	TW B	TAXIWAY	210	35	1,850	67,896	AC	1/1/2002

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
EVB	TAXIWAY B	TW B	TAXIWAY	215	35	2,990	105,867	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	310	35	1,200	38,242	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	315	35	1,500	43,226	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	320	1,250	25	31,436	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	325	1,300	40	48,581	AC	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	340	340	25	8,491	AC	1/1/2010
EVB	TAXIWAY C	TW C	TAXIWAY	345	1,125	70	86,977	AC	1/1/2012
EVB	TAXIWAY D	TW D	TAXIWAY	405	1,200	35	50,628	AC	1/1/2002
EVB	TAXIWAY D	TW D	TAXIWAY	415	140	50	7,000	AC	1/1/1943
EVB	TAXIWAY D	TW D	TAXIWAY	420	460	28	15,749	PCC	1/1/2002
EVB	TAXIWAY D	TW D	TAXIWAY	425	700	35	27,118	AC	1/1/2014
EVB	TAXIWAY D	TW D	TAXIWAY	427	1,100	35	40,335	AC	1/1/2014
EVB	TAXIWAY D	TW D	TAXIWAY	430	2,100	50	84,969	AAC	1/1/2016
EVB	TAXIWAY E	TW E	TAXIWAY	505	35	500	17,197	AC	1/1/2014
EVB	TAXIWAY E	TW E	TAXIWAY	510	35	720	24,594	AC	1/1/2014
EVB	TAXIWAY E	TW E	TAXIWAY	515	50	1,050	52,494	AC	7/1/2011
EVB	TAXIWAY E	TW E	TAXIWAY	520	35	900	27,412	AC	1/1/2014
EVB	TAXIWAY E	TW E	TAXIWAY	530	2,100	35	76,505	AC	1/1/2018
WHITETOPPING PAVEMENT SECTIONS									
EVB	APRON	AP	APRON	4120	140	100	14,180	WT	1/1/2002
EVB	APRON	AP	APRON	4121	253	50	12,650	WT	1/1/2002
EVB	APRON	AP	APRON	4125	240	100	24,143	WT	1/1/2002
EVB	APRON	AP	APRON	4126	255	50	12,547	WT	1/1/2002
EVB	APRON	AP	APRON	4150	903	50	45,150	WT	1/1/2002
EVB	APRON	AP	APRON	4154	148	50	7,400	WT	1/1/2002
EVB	APRON	AP	APRON	4155	70	50	3,500	WT	1/1/2002
EVB	TAXIWAY C	TW C	TAXIWAY	305	988	50	48,858	WT	1/1/2002

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

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
EVB	RUNWAY 11-29	RUNWAY	6105	323,925	87	Good
EVB	RUNWAY 7-25	RUNWAY	6202	18,750	81	Satisfactory
EVB	RUNWAY 7-25	RUNWAY	6205	324,750	100	Good
EVB	RUNWAY 7-25	RUNWAY	6210	11,378	84	Satisfactory
EVB	RUNWAY 7-25	RUNWAY	6215	7,125	100	Good
EVB	RUNWAY 7-25	RUNWAY	6220	13,125	100	Good
EVB	RUNWAY 2-20	RUNWAY	6405	78,400	35	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6425	254,789	35	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6427	11,862	94	Good
EVB	RUNWAY 2-20	RUNWAY	6430	5,000	38	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6435	12,472	89	Good
EVB	RUNWAY 2-20	RUNWAY	6445	37,952	36	Very Poor
EVB	RUNWAY 2-20	RUNWAY	6450	25,000	36	Very Poor
EVB	TAXIWAY A	TAXIWAY	102	22,287	86	Good
EVB	TAXIWAY A	TAXIWAY	105	93,280	55	Poor
EVB	TAXIWAY A	TAXIWAY	110	16,319	84	Satisfactory
EVB	TAXIWAY A	TAXIWAY	115	5,905	90	Good
EVB	TAXIWAY A	TAXIWAY	125	4,303	56	Fair
EVB	TAXIWAY B	TAXIWAY	210	67,896	74	Satisfactory
EVB	TAXIWAY B	TAXIWAY	215	105,867	68	Fair
EVB	TAXIWAY C	TAXIWAY	310	38,242	44	Poor
EVB	TAXIWAY C	TAXIWAY	315	43,226	70	Fair
EVB	TAXIWAY C	TAXIWAY	320	31,436	70	Fair
EVB	TAXIWAY C	TAXIWAY	325	48,581	67	Fair
EVB	TAXIWAY C	TAXIWAY	340	8,491	87	Good
EVB	TAXIWAY C	TAXIWAY	345	86,977	89	Good
EVB	TAXIWAY D	TAXIWAY	405	50,628	71	Satisfactory
EVB	TAXIWAY D	TAXIWAY	415	7,000	25	Serious
EVB	TAXIWAY D	TAXIWAY	420	15,749	4	Failed
EVB	TAXIWAY D	TAXIWAY	425	27,118	94	Good
EVB	TAXIWAY D	TAXIWAY	427	40,335	94	Good
EVB	TAXIWAY D	TAXIWAY	430	84,969	100	Good
EVB	TAXIWAY E	TAXIWAY	505	17,197	94	Good
EVB	TAXIWAY E	TAXIWAY	510	24,594	92	Good
EVB	TAXIWAY E	TAXIWAY	515	52,494	85	Satisfactory
EVB	TAXIWAY E	TAXIWAY	520	27,412	94	Good
EVB	TAXIWAY E	TAXIWAY	530	76,505	100	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
EVB	APRON	APRON	4102	29,874	5	Failed
EVB	APRON	APRON	4104	4,212	49	Poor
EVB	APRON	APRON	4105	10,564	9	Failed
EVB	APRON	APRON	4110	1,950	11	Serious
EVB	APRON	APRON	4115	8,775	5	Failed
EVB	APRON	APRON	4127	1,560	100	Good
EVB	APRON	APRON	4130	40,106	40	Very Poor
EVB	APRON	APRON	4135	5,831	33	Very Poor
EVB	APRON	APRON	4140	60,486	38	Very Poor
EVB	APRON	APRON	4145	17,888	72	Satisfactory
EVB	APRON	APRON	4160	10,001	46	Poor
EVB	APRON	APRON	4165	9,517	10	Failed
EVB	APRON	APRON	4185	17,272	4	Failed
EVB	APRON	APRON	4190	38,656	96	Good
EVB	SOUTH APRON	APRON	4215	56,450	9	Failed
EVB	SOUTH APRON	APRON	4220	8,835	4	Failed
EVB	APRON TO RW 15-33	APRON	6345	46,282	32	Very Poor
WHITETOPPING PAVEMENT SECTIONS						
EVB	TAXIWAY C	TAXIWAY	305	48,858	68	Fair
EVB	APRON	APRON	4120	14,180	44	Poor
EVB	APRON	APRON	4121	12,650	40	Very Poor
EVB	APRON	APRON	4125	24,143	69	Fair
EVB	APRON	APRON	4126	12,547	42	Poor
EVB	APRON	APRON	4150	45,150	61	Fair
EVB	APRON	APRON	4154	7,400	87	Good
EVB	APRON	APRON	4155	3,500	61	Fair

Table A-3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	AP	4102	5	3	2	1	0	0	0	0	0	0	0
EVB	AP	4104	49	48	47	46	45	44	43	41	40	39	38
EVB	AP	4105	9	7	6	5	4	2	1	0	0	0	0
EVB	AP	4110	11	9	8	7	6	4	3	2	1	0	0
EVB	AP	4115	5	3	2	1	0	0	0	0	0	0	0
EVB	AP	4127	100	98	97	96	94	93	92	91	89	88	87
EVB	AP	4130	40	38	37	36	35	33	32	31	30	28	27
EVB	AP	4135	33	32	31	30	30	29	29	29	28	28	28
EVB	AP	4140	38	37	35	34	33	32	31	30	30	29	29
EVB	AP	4145	72	70	69	67	66	65	63	62	61	60	59
EVB	AP	4160	46	45	44	42	41	40	39	38	37	35	34
EVB	AP	4165	10	8	7	6	5	3	2	1	0	0	0
EVB	AP	4185	4	2	1	0	0	0	0	0	0	0	0
EVB	AP	4190	96	94	93	92	91	89	88	87	86	84	83
EVB	AP RW15-33	6345	32	31	30	30	29	29	29	28	28	28	27
EVB	AP S	4215	9	7	6	5	4	2	1	0	0	0	0
EVB	AP S	4220	4	2	1	0	0	0	0	0	0	0	0
EVB	RW 11-29	6105	87	85	83	81	79	78	76	75	73	72	71
EVB	RW 2-20	6405	35	34	33	32	32	31	30	30	29	28	28
EVB	RW 2-20	6425	35	34	33	32	32	31	30	30	29	28	28
EVB	RW 2-20	6427	94	92	89	87	85	83	81	79	77	76	74
EVB	RW 2-20	6430	38	36	35	33	33	32	32	31	30	30	29
EVB	RW 2-20	6435	89	87	85	83	81	79	78	76	75	73	72
EVB	RW 2-20	6445	36	34	33	33	32	32	31	30	29	29	28
EVB	RW 2-20	6450	36	34	33	33	32	32	31	30	29	29	28
EVB	RW 7-25	6202	81	79	78	76	75	73	72	71	70	69	68
EVB	RW 7-25	6205	100	89	87	85	83	81	80	78	76	75	74
EVB	RW 7-25	6210	84	82	80	79	77	75	74	73	72	70	69
EVB	RW 7-25	6215	100	89	87	85	83	81	80	78	76	75	74
EVB	RW 7-25	6220	100	89	87	85	83	81	80	78	76	75	74
EVB	TW A	102	86	84	83	81	80	78	77	75	74	73	71
EVB	TW A	105	55	54	53	52	51	50	49	48	47	47	46
EVB	TW A	110	84	82	81	79	78	76	75	74	72	71	70
EVB	TW A	115	90	88	87	85	84	82	81	79	78	76	75
EVB	TW A	125	56	55	54	53	52	51	50	49	48	47	47
EVB	TW B	210	74	72	71	70	68	67	66	65	64	62	61
EVB	TW B	215	68	66	65	64	63	62	61	59	58	57	56

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
EVB	TW C	310	44	43	42	42	41	40	40	39	39	38	38
EVB	TW C	315	70	68	67	66	65	64	62	61	60	59	58
EVB	TW C	320	70	68	67	66	65	64	62	61	60	59	58
EVB	TW C	325	67	66	64	63	62	61	60	59	58	57	55
EVB	TW C	340	87	85	84	82	81	79	78	76	75	74	72
EVB	TW C	345	89	87	86	84	83	81	80	78	77	75	74
EVB	TW D	405	71	69	68	67	66	64	63	62	61	60	59
EVB	TW D	415	25	24	24	24	24	24	24	24	24	24	24
EVB	TW D	420	4	3	1	0	0	0	0	0	0	0	0
EVB	TW D	425	94	92	91	89	87	86	84	83	81	80	78
EVB	TW D	427	94	92	91	89	87	86	84	83	81	80	78
EVB	TW D	430	100	90	88	86	84	83	81	79	78	76	75
EVB	TW E	505	94	92	91	89	87	86	84	83	81	80	78
EVB	TW E	510	92	90	89	87	85	84	82	81	79	78	77
EVB	TW E	515	85	83	82	80	79	77	76	75	73	72	71
EVB	TW E	520	94	92	91	89	87	86	84	83	81	80	78
EVB	TW E	530	100	96	94	93	91	89	88	86	85	83	82

Pavement Database: FDOT

Network: NEW SMYRNA BEA **Branch:** AP RW15-33 APRON TO RW 1 **Section:** 6345 **Surface:**AC
L.C.D. 1/1/1943 **Use:** APRON **Rank:** P **Length:** 325.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 46282.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP S SOUTH APRON **Section:** 4215 **Surface:**PCC
L.C.D. 1/1/1943 **Use:** APRON **Rank:** S **Length:** 585.00 (Ft) **Width:** 96.00 (Ft) **True Area:** 56450.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP S SOUTH APRON **Section:** 4220 **Surface:**PCC
L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 375.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8835.000002 (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: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4102 **Surface:**PCC
L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 172.00 (Ft) **True Area:** 29874.00000 (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: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4104 **Surface:**AC
L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 79.00 (Ft) **Width:** 53.00 (Ft) **True Area:** 4212.000001 (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: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4105 **Surface:**PCC
L.C.D. 1/1/1965 **Use:** APRON **Rank:** P **Length:** 100.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 10564.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1965	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4110 **Surface:**PCC
L.C.D. 1/1/1980 **Use:** APRON **Rank:** P **Length:** 75.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 1950.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1980	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4115 **Surface:**PCC
L.C.D. 1/1/1975 **Use:** APRON **Rank:** P **Length:** 140.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 8775.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4120 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 238.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 14180.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4121 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 253.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12650.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4125 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 24143.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4126 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12548.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4127 **Surface:**PCC

L.C.D. 1/1/2019 **Use:** APRON **Rank:** P **Length:** 102.00 (Ft) **Width:** 15.00 (Ft) **True Area:** 1560.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4130 **Surface:**PCC

L.C.D. 1/1/1997 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 40106.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4135 **Surface:**AC

L.C.D. 1/1/1975 **Use:** APRON **Rank:** P **Length:** 108.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 5831.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4140 **Surface:**AC

L.C.D. 1/1/1980 **Use:** APRON **Rank:** P **Length:** 1,600.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 60486.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1980	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4145 **Surface:**AC

L.C.D. 1/1/1986 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 17888.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4150 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 903.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 45150.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4154 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 148.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7400.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4155 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 70.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3500.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4160 **Surface:**AC

L.C.D. 1/1/1975 **Use:** APRON **Rank:** P **Length:** 25.00 (Ft) **Width:** 270.00 (Ft) **True Area:** 10001.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1975	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4165 **Surface:**PCC

L.C.D. 1/1/1991 **Use:** APRON **Rank:** P **Length:** 228.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9517.000002 (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	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4185 **Surface:**PCC

L.C.D. 1/1/1965 **Use:** APRON **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 15.00 (Ft) **True Area:** 17272.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1965	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** AP APRON **Section:** 4190 **Surface:**PCC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 1,025.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 38656.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 11-29 RUNWAY 11-29 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 4,319.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 323925.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	VARIABLE MILL (CORRECT GRA
1/1/1977	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6405 **Surface:**AC

L.C.D. 1/1/1943 **Use:** RUNWAY **Rank:** S **Length:** 850.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 78400.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6425 **Surface:**AC

L.C.D. 1/1/1943 **Use:** RUNWAY **Rank:** S **Length:** 2,700.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 254789.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6427 **Surface:**AC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 11862.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove Existing Asphalt and Rework
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6430 **Surface:**AC

L.C.D. 1/1/1977 **Use:** RUNWAY **Rank:** S **Length:** 150.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 5000.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6435 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** S **Length:** 100.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 12472.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	VARIABLE ML&OL (FROM RW 11-
1/1/1977	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6445 **Surface:**AC

L.C.D. 1/1/1943 **Use:** RUNWAY **Rank:** S **Length:** 360.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 37952.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 2-20 RUNWAY 2-20 **Section:** 6450 **Surface:**AC

L.C.D. 1/1/1977 **Use:** RUNWAY **Rank:** S **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6202 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** RUNWAY **Rank:** S **Length:** 75.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 18750.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2016 **Use:** RUNWAY **Rank:** S **Length:** 4,470.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 324750.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1989	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** RUNWAY **Rank:** S **Length:** 75.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 11378.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6215 **Surface:**AAC

L.C.D. 1/1/2016 **Use:** RUNWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 7125.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6220 **Surface:**AAC
L.C.D. 1/1/2016 **Use:** RUNWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 13125.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW A TAXIWAY A **Section:** 102 **Surface:**AC
L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 465.00 (Ft) **Width:** 38.00 (Ft) **True Area:** 22287.00000 (SqFt

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

Network: NEW SMYRNA BEA **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AC
L.C.D. 1/1/1977 **Use:** TAXIWAY **Rank:** P **Length:** 2,580.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 93280.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AC
L.C.D. 7/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 16319.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW A TAXIWAY A **Section:** 115 **Surface:**AC
L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 5905.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove Existing Asphalt and Rework
1/1/1977	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW A TAXIWAY A **Section:** 125 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4303.000001 (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: NEW SMYRNA BEA **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 1850.00 (Ft) **True Area:** 67896.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 2990.00 (Ft) **True Area:** 105867.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**PCC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 988.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 48858.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	SR-PU	Surface Restoration - Portland Ultra Thin	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 310 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 1200.00 (Ft) **True Area:** 38242.00001 (SqFt

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

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 315 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 1500.00 (Ft) **True Area:** 43226.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,250.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 31436.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 325 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,300.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 48581.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 340 **Surface:**AC
L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8491.000002 (SqFt

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

Network: NEW SMYRNA BEA **Branch:** TW C TAXIWAY C **Section:** 345 **Surface:**AC
L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 1,125.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 86977.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC
L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 50628.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	2.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AC

L.C.D. 1/1/1943 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7000.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW D TAXIWAY D **Section:** 420 **Surface:**PCC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 (Ft) **Width:** 28.00 (Ft) **True Area:** 15749.00000 (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: NEW SMYRNA BEA **Branch:** TW D TAXIWAY D **Section:** 425 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 700.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 27118.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove Existing Asphalt and Rework
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW D TAXIWAY D **Section:** 427 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 1,100.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 40335.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove Existing Asphalt and Rework
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW D TAXIWAY D **Section:** 430 **Surface:**AAC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 2,100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 84969.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** S **Length:** 35.00 (Ft) **Width:** 500.00 (Ft) **True Area:** 17197.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove Existing 1 1/2" AC, Rework
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 720.00 (Ft) **True Area:** 24594.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove Existing 1 1/2" AC, Rework
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW E TAXIWAY E **Section:** 515 **Surface:**AC
L.C.D. 7/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 1050.00 (Ft) **True Area:** 52494.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NEW SMYRNA BEA **Branch:** TW E TAXIWAY E **Section:** 520 **Surface:**AC
L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 900.00 (Ft) **True Area:** 27412.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, 8" P-211, 8" P-152

Network: NEW SMYRNA BEA **Branch:** TW E TAXIWAY E **Section:** 530 **Surface:**AC
L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 2,100.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 76505.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC			☑	2" P-401, REWORK EXIST. 8" LIME
1/1/1940	NC-AC	New Construction - AC	0.00	0.00	☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - AC	13	551,150.00	0.92	1.00
Complete Reconstruction - PCC	1	1,560.00	0.00	0.00
MILL and OVERLAY	8	796,494.00	0.00	0.00
New Construction - AC	6	248,028.00	0.00	0.00
New Construction - Initial	50	2,062,365.00	0.00	0.00
Surface Restoration - Portland Ultra Thin	8	168,429.00	0.00	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	14	5,412.00	71.14	256,692.00	APRON	37.00	31.91	40.48
AP RW15-3	1	325.00	150.00	46,282.00	APRON	32.00	0.00	32.00
AP S	2	960.00	60.50	65,285.00	APRON	6.50	2.50	8.32
RW 11-29	1	4,319.00	75.00	323,925.00	RUNWAY	87.00	0.00	87.00
RW 2-20	7	4,530.00	103.57	425,475.00	RUNWAY	51.86	25.12	38.41
RW 7-25	5	4,890.00	125.00	375,128.00	RUNWAY	93.00	8.63	98.57
TW A	5	3,585.00	51.60	142,094.00	TAXIWAY	74.20	15.39	64.68
TW B	2	70.00	2,420.00	173,763.00	TAXIWAY	71.00	3.00	70.34
TW C	6	4,085.00	476.67	256,953.00	TAXIWAY	71.17	14.87	72.56
TW D	6	5,700.00	38.83	225,799.00	TAXIWAY	64.67	37.11	82.68
TW E	5	2,255.00	641.00	198,202.00	TAXIWAY	93.00	4.82	93.68

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	17	368,259.00	33.12	30.58	33.71
RUNWAY	13	1,124,528.00	70.38	27.77	72.47
TAXIWAY	24	996,811.00	74.71	23.53	77.54
ALL	54	2,489,598.00	60.57	32.79	68.77

Pavement Database: FDOT *NetworkId: EVB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4102	1/1/1984	PCC	APRON	P	0	29,874.00	3/11/2019	35	5
AP	4104	1/1/1984	AC	APRON	P	0	4,212.00	3/11/2019	35	49
AP	4105	1/1/1965	PCC	APRON	P	0	10,564.00	3/11/2019	54	9
AP	4110	1/1/1980	PCC	APRON	P	0	1,950.00	3/11/2019	39	11
AP	4115	1/1/1975	PCC	APRON	P	0	8,775.00	3/11/2019	44	5
AP	4127	1/1/2019	PCC	APRON	P	0	1,560.00	1/1/2019	0	100
AP	4130	1/1/1997	PCC	APRON	P	0	40,106.00	3/11/2019	22	40
AP	4135	1/1/1975	AC	APRON	P	0	5,831.00	3/11/2019	44	33
AP	4140	1/1/1980	AC	APRON	P	0	60,486.00	3/11/2019	39	38
AP	4145	1/1/1986	AC	APRON	P	0	17,888.00	3/11/2019	33	72
AP	4160	1/1/1975	AC	APRON	P	0	10,001.00	3/11/2019	44	46
AP	4165	1/1/1991	PCC	APRON	P	0	9,517.00	3/11/2019	28	10
AP	4185	1/1/1965	PCC	APRON	P	0	17,272.00	3/11/2019	54	4
AP	4190	1/1/2012	PCC	APRON	P	0	38,656.00	3/11/2019	7	96
AP RW15-33	6345	1/1/1943	AC	APRON	P	0	46,282.00	3/11/2019	76	32
AP S	4215	1/1/1943	PCC	APRON	S	0	56,450.00	3/11/2019	76	9
AP S	4220	12/25/1999	PCC	APRON	P	0	8,835.00	3/11/2019	20	4
RW 11-29	6105	1/1/2014	AAC	RUNWAY	P	0	323,925.00	3/11/2019	5	87
RW 2-20	6405	1/1/1943	AC	RUNWAY	S	0	78,400.00	3/11/2019	76	35
RW 2-20	6425	1/1/1943	AC	RUNWAY	S	0	254,789.00	3/11/2019	76	35
RW 2-20	6427	1/1/2014	AC	RUNWAY	P	0	11,862.00	3/11/2019	5	94
RW 2-20	6430	1/1/1977	AC	RUNWAY	S	0	5,000.00	3/11/2019	42	38
RW 2-20	6435	1/1/2014	AAC	RUNWAY	S	0	12,472.00	3/11/2019	5	89
RW 2-20	6445	1/1/1943	AC	RUNWAY	S	0	37,952.00	3/11/2019	76	36
RW 2-20	6450	1/1/1977	AC	RUNWAY	S	0	25,000.00	3/11/2019	42	36
RW 7-25	6202	1/1/2008	AAC	RUNWAY	S	0	18,750.00	3/11/2019	11	81
RW 7-25	6205	1/1/2016	AAC	RUNWAY	S	0	324,750.00	1/1/2016	0	100
RW 7-25	6210	1/1/2008	AAC	RUNWAY	S	0	11,378.00	3/11/2019	11	84
RW 7-25	6215	1/1/2016	AAC	RUNWAY	P	0	7,125.00	1/1/2016	0	100
RW 7-25	6220	1/1/2016	AAC	RUNWAY	P	0	13,125.00	1/1/2016	0	100
TW A	102	1/1/2011	AC	TAXIWAY	P	0	22,287.00	3/11/2019	8	86
TW A	105	1/1/1977	AC	TAXIWAY	P	0	93,280.00	3/11/2019	42	55
TW A	110	7/1/2011	AC	TAXIWAY	P	0	16,319.00	3/11/2019	8	84
TW A	115	1/1/2014	AC	TAXIWAY	P	0	5,905.00	3/11/2019	5	90
TW A	125	1/1/2002	AC	TAXIWAY	P	0	4,303.00	3/11/2019	17	56
TW B	210	1/1/2002	AC	TAXIWAY	P	0	67,896.00	3/11/2019	17	74
TW B	215	1/1/2002	AC	TAXIWAY	P	0	105,867.00	3/11/2019	17	68
TW C	310	1/1/2002	AC	TAXIWAY	P	0	38,242.00	3/11/2019	17	44
TW C	315	1/1/2002	AC	TAXIWAY	P	0	43,226.00	3/11/2019	17	70
TW C	320	1/1/2002	AC	TAXIWAY	P	0	31,436.00	3/11/2019	17	70
TW C	325	1/1/2002	AC	TAXIWAY	P	0	48,581.00	3/11/2019	17	67
TW C	340	1/1/2010	AC	TAXIWAY	P	0	8,491.00	3/11/2019	9	87
TW C	345	1/1/2012	AC	TAXIWAY	P	0	86,977.00	3/11/2019	7	89
TW D	405	1/1/2002	AC	TAXIWAY	P	0	50,628.00	3/11/2019	17	71
TW D	415	1/1/1943	AC	TAXIWAY	P	0	7,000.00	3/11/2019	76	25
TW D	420	1/1/2002	PCC	TAXIWAY	P	0	15,749.00	3/11/2019	17	4
TW D	425	1/1/2014	AC	TAXIWAY	P	0	27,118.00	3/11/2019	5	94
TW D	427	1/1/2014	AC	TAXIWAY	P	0	40,335.00	3/11/2019	5	94
TW D	430	1/1/2016	AAC	TAXIWAY	P	0	84,969.00	1/1/2016	0	100
TW E	505	1/1/2014	AC	TAXIWAY	S	0	17,197.00	3/11/2019	5	94

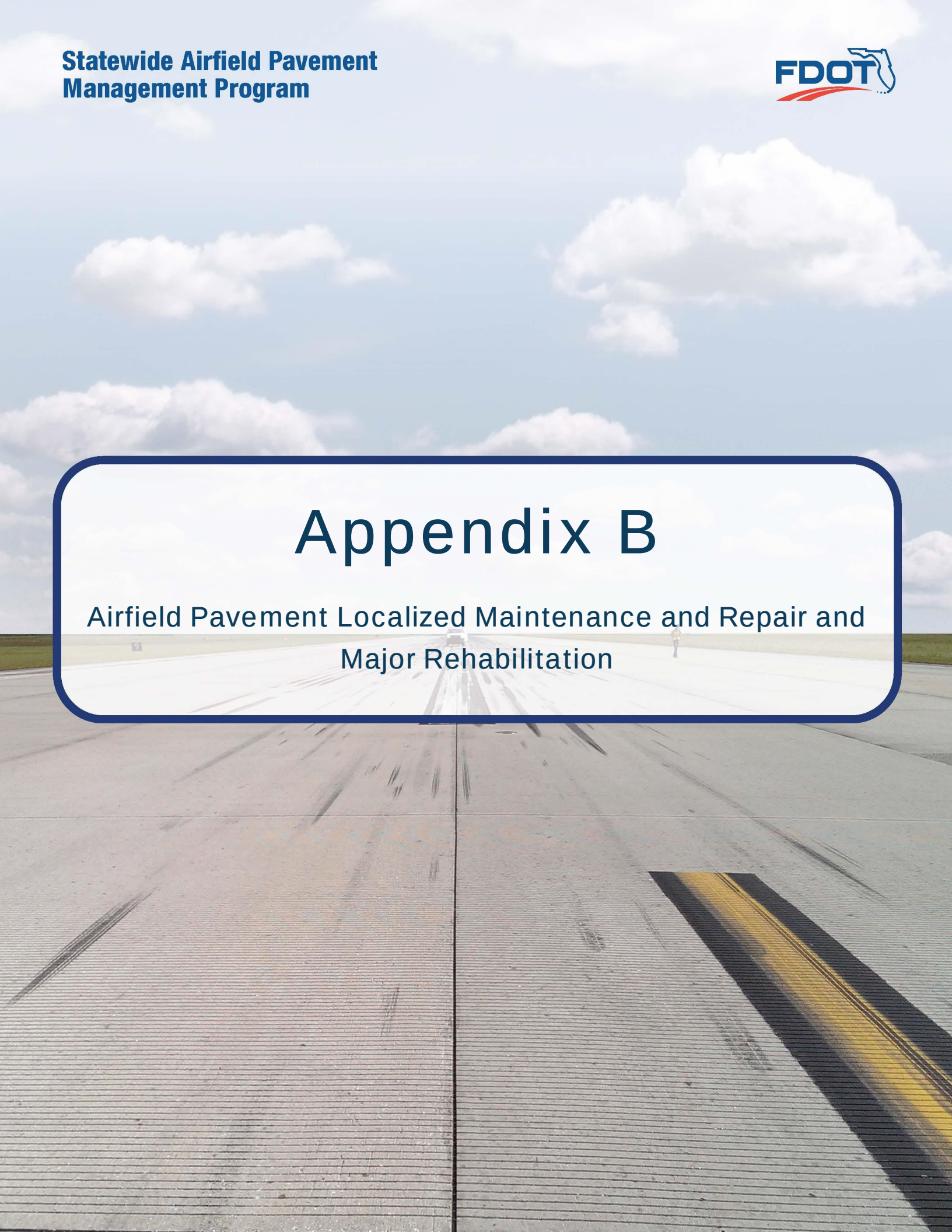
TW E	510	1/1/2014	AC	TAXIWAY	P	0	24,594.00	3/11/2019	5	92
TW E	515	7/1/2011	AC	TAXIWAY	P	0	52,494.00	3/11/2019	8	85
TW E	520	1/1/2014	AC	TAXIWAY	P	0	27,412.00	3/11/2019	5	94
TW E	530	1/1/2018	AC	TAXIWAY	P	0	76,505.00	1/1/2018	0	100

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		508,034.00	6	100.00	0.00	100.00
03-05	5	490,820.00	9	92.00	2.54	89.10
06-10	8	225,224.00	6	87.83	3.98	88.53
11-15	11	30,128.00	2	82.50	1.50	82.13
16-20	17	414,763.00	10	52.80	25.80	63.46
21-25	22	40,106.00	1	40.00	0.00	40.00
26-30	28	9,517.00	1	10.00	0.00	10.00
31-35	34	51,974.00	3	42.00	27.80	31.63
36-40	39	62,436.00	2	24.50	13.50	37.16
41-50	43	147,887.00	6	35.50	15.46	46.77
50+	71	508,709.00	8	23.13	12.72	30.19
ALL	25	2,489,598.00	54	60.57	32.79	68.77

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
EVB	AP	4102	62	CORNER BREAK	Low	12.48	Slabs	12.0%	FDOT - CRACK SEALING - PCC	102.4	Ft	$ 4.25	$ 440.00
EVB	AP	4102	62	CORNER BREAK	Medium	24.96	Slabs	24.0%	FDOT - PATCHING - PCC FULL DEPTH	806.2	SqFt	$ 150.00	$ 120,910.00
EVB	AP	4102	62	CORNER BREAK	High	16.64	Slabs	16.0%	FDOT - PATCHING - PCC FULL DEPTH	537.1	SqFt	$ 150.00	$ 80,610.00
EVB	AP	4102	63	LINEAR CR	Medium	4.16	Slabs	4.0%	FDOT - CRACK SEALING - PCC	70.9	Ft	$ 4.25	$ 310.00
EVB	AP	4102	65	JT SEAL DMG	High	104	Slabs	100.0%	FDOT - JOINT SEAL - PCC	3303.2	Ft	$ 2.75	$ 9,090.00
EVB	AP	4102	72	SHAT. SLAB	Low	20.8	Slabs	20.0%	FDOT - CRACK SEALING - PCC	707.4	Ft	$ 4.25	$ 3,010.00
EVB	AP	4102	72	SHAT. SLAB	Medium	45.76	Slabs	44.0%	FDOT - SLAB REPLACEMENT - PCC	13179.3	SqFt	$ 30.00	$ 395,370.00
EVB	AP	4102	74	JOINT SPALL	Low	4.16	Slabs	4.0%	FDOT - CRACK SEALING - PCC	6.9	Ft	$ 4.25	$ 30.00
EVB	AP	4102	74	JOINT SPALL	Medium	16.64	Slabs	16.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	107.6	SqFt	$ 72.00	$ 7,740.00
EVB	AP	4102	74	JOINT SPALL	High	4.16	Slabs	4.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	33.4	SqFt	$ 72.00	$ 2,420.00
EVB	AP	4102	75	CORNER SPALL	Low	16.64	Slabs	16.0%	FDOT - CRACK SEALING - PCC	27.2	Ft	$ 4.25	$ 120.00
EVB	AP	4102	75	CORNER SPALL	Medium	8.32	Slabs	8.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	22.6	SqFt	$ 72.00	$ 1,620.00
EVB	AP	4104	52	RAVELING	Low	4184.04	SqFt	99.3%	FDOT - SURFACE SEAL	4183.9	SqFt	$ 0.55	$ 2,310.00
EVB	AP	4104	52	RAVELING	Medium	27.99	SqFt	0.7%	FDOT - PATCHING - AC PARTIAL DEPTH	28	SqFt	$ 4.00	$ 120.00
EVB	AP	4105	63	LINEAR CR	Medium	0.84	Slabs	4.0%	FDOT - CRACK SEALING - PCC	19	Ft	$ 4.25	$ 90.00
EVB	AP	4105	65	JT SEAL DMG	High	21	Slabs	100.0%	FDOT - JOINT SEAL - PCC	428.2	Ft	$ 2.75	$ 1,180.00
EVB	AP	4105	66	SMALL PATCH	Medium	0.84	Slabs	4.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	$ 72.00	$ 170.00
EVB	AP	4105	72	SHAT. SLAB	Low	6.72	Slabs	32.0%	FDOT - CRACK SEALING - PCC	302.5	Ft	$ 4.25	$ 1,290.00
EVB	AP	4105	72	SHAT. SLAB	Medium	12.6	Slabs	60.0%	FDOT - SLAB REPLACEMENT - PCC	6300.1	SqFt	$ 30.00	$ 189,000.00
EVB	AP	4105	72	SHAT. SLAB	High	0.84	Slabs	4.0%	FDOT - SLAB REPLACEMENT - PCC	419.8	SqFt	$ 30.00	$ 12,600.00
EVB	AP	4105	74	JOINT SPALL	Low	0.84	Slabs	4.0%	FDOT - CRACK SEALING - PCC	1.3	Ft	$ 4.25	$ 10.00
EVB	AP	4110	63	LINEAR CR	Medium	1.12	Slabs	12.5%	FDOT - CRACK SEALING - PCC	16.7	Ft	$ 4.25	$ 80.00
EVB	AP	4110	65	JT SEAL DMG	High	9	Slabs	100.0%	FDOT - JOINT SEAL - PCC	160.4	Ft	$ 2.75	$ 450.00
EVB	AP	4110	72	SHAT. SLAB	Low	1.12	Slabs	12.5%	FDOT - CRACK SEALING - PCC	33.8	Ft	$ 4.25	$ 150.00
EVB	AP	4110	72	SHAT. SLAB	Medium	6.75	Slabs	75.0%	FDOT - SLAB REPLACEMENT - PCC	1458.5	SqFt	$ 30.00	$ 43,740.00
EVB	AP	4110	74	JOINT SPALL	Low	1.12	Slabs	12.5%	FDOT - CRACK SEALING - PCC	2	Ft	$ 4.25	$ 10.00
EVB	AP	4115	62	CORNER BREAK	Low	1.62	Slabs	7.7%	FDOT - CRACK SEALING - PCC	13.1	Ft	$ 4.25	$ 60.00
EVB	AP	4115	62	CORNER BREAK	Medium	0.81	Slabs	3.9%	FDOT - PATCHING - PCC FULL DEPTH	25.8	SqFt	$ 150.00	$ 3,920.00
EVB	AP	4115	63	LINEAR CR	Medium	0.81	Slabs	3.9%	FDOT - CRACK SEALING - PCC	17.1	Ft	$ 4.25	$ 80.00
EVB	AP	4115	65	JT SEAL DMG	High	21	Slabs	100.0%	FDOT - JOINT SEAL - PCC	476.1	Ft	$ 2.75	$ 1,310.00
EVB	AP	4115	72	SHAT. SLAB	Low	4.04	Slabs	19.2%	FDOT - CRACK SEALING - PCC	169.6	Ft	$ 4.25	$ 730.00
EVB	AP	4115	72	SHAT. SLAB	Medium	11.31	Slabs	53.9%	FDOT - SLAB REPLACEMENT - PCC	4806.1	SqFt	$ 30.00	$ 144,180.00
EVB	AP	4115	72	SHAT. SLAB	High	1.62	Slabs	7.7%	FDOT - SLAB REPLACEMENT - PCC	686.7	SqFt	$ 30.00	$ 20,600.00
EVB	AP	4115	75	CORNER SPALL	Low	0.81	Slabs	3.9%	FDOT - CRACK SEALING - PCC	1.3	Ft	$ 4.25	$ 10.00
EVB	AP	4130	62	CORNER BREAK	Low	4.55	Slabs	2.4%	FDOT - CRACK SEALING - PCC	37.4	Ft	$ 4.25	$ 160.00
EVB	AP	4130	63	LINEAR CR	Medium	40.93	Slabs	21.4%	FDOT - CRACK SEALING - PCC	593.5	Ft	$ 4.25	$ 2,530.00
EVB	AP	4130	65	JT SEAL DMG	High	191	Slabs	100.0%	FDOT - JOINT SEAL - PCC	4778.5	Ft	$ 2.75	$ 13,150.00

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
EVB	AP	4130	66	SMALL PATCH	Medium	18.19	Slabs	9.5%	FDOT - PATCHING - PCC PARTIAL DEPTH	48.4	SqFt	$ 72.00	$ 3,530.00
EVB	AP	4130	67	LARGE PATCH	Medium	4.55	Slabs	2.4%	FDOT - PATCHING - PCC FULL DEPTH	335.8	SqFt	$ 150.00	$ 50,360.00
EVB	AP	4130	72	SHAT. SLAB	Medium	4.55	Slabs	2.4%	FDOT - SLAB REPLACEMENT - PCC	954.8	SqFt	$ 30.00	$ 28,650.00
EVB	AP	4130	74	JOINT SPALL	Low	13.64	Slabs	7.1%	FDOT - CRACK SEALING - PCC	22.3	Ft	$ 4.25	$ 100.00
EVB	AP	4130	74	JOINT SPALL	Medium	9.1	Slabs	4.8%	FDOT - PATCHING - PCC PARTIAL DEPTH	59.2	SqFt	$ 72.00	$ 4,230.00
EVB	AP	4130	75	CORNER SPALL	Low	4.55	Slabs	2.4%	FDOT - CRACK SEALING - PCC	7.6	Ft	$ 4.25	$ 40.00
EVB	AP	4130	75	CORNER SPALL	Medium	9.1	Slabs	4.8%	FDOT - PATCHING - PCC PARTIAL DEPTH	24.8	SqFt	$ 72.00	$ 1,770.00
EVB	AP	4135	41	ALLIGATOR CR	Low	11.95	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	30.1	SqFt	$ 9.00	$ 270.00
EVB	AP	4135	43	BLOCK CR	Medium	299.99	SqFt	5.1%	FDOT - CRACK SEALING - AC	91.5	Ft	$ 3.00	$ 280.00
EVB	AP	4135	45	DEPRESSION	Low	17.98	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	38.8	SqFt	$ 9.00	$ 360.00
EVB	AP	4135	45	DEPRESSION	Medium	3.98	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	16.2	SqFt	$ 9.00	$ 150.00
EVB	AP	4135	47	JT REF. CR	High	50.98	Ft	0.9%	FDOT - CRACK SEALING - AC	50.9	Ft	$ 3.00	$ 160.00
EVB	AP	4135	48	L & T CR	Medium	227	Ft	3.9%	FDOT - CRACK SEALING - AC	227	Ft	$ 3.00	$ 690.00
EVB	AP	4135	52	RAVELING	Low	4026.99	SqFt	69.1%	FDOT - SURFACE SEAL	4026.8	SqFt	$ 0.55	$ 2,220.00
EVB	AP	4135	52	RAVELING	High	21.96	SqFt	0.4%	FDOT - PATCHING - AC PARTIAL DEPTH	21.5	SqFt	$ 4.00	$ 90.00
EVB	AP	4140	43	BLOCK CR	Medium	60485.96	SqFt	100.0%	FDOT - CRACK SEALING - AC	18436	Ft	$ 3.00	$ 55,310.00
EVB	AP	4140	52	RAVELING	Low	7065.22	SqFt	11.7%	FDOT - SURFACE SEAL	7065.4	SqFt	$ 0.55	$ 3,890.00
EVB	AP	4140	52	RAVELING	Medium	73.09	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	73.2	SqFt	$ 4.00	$ 300.00
EVB	AP	4140	57	WEATHERING	Medium	38505.31	SqFt	63.7%	FDOT - SURFACE SEAL	38505.7	SqFt	$ 0.55	$ 21,180.00
EVB	AP	4145	52	RAVELING	Low	2684.09	SqFt	15.0%	FDOT - SURFACE SEAL	2684.5	SqFt	$ 0.55	$ 1,480.00
EVB	AP	4160	45	DEPRESSION	Low	35.74	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	63.5	SqFt	$ 9.00	$ 580.00
EVB	AP	4160	48	L & T CR	Medium	134.09	Ft	1.3%	FDOT - CRACK SEALING - AC	134.2	Ft	$ 3.00	$ 410.00
EVB	AP	4160	52	RAVELING	Low	9833.37	SqFt	98.3%	FDOT - SURFACE SEAL	9833.9	SqFt	$ 0.55	$ 5,410.00
EVB	AP	4160	52	RAVELING	Medium	167.59	SqFt	1.7%	FDOT - PATCHING - AC PARTIAL DEPTH	167.9	SqFt	$ 4.00	$ 680.00
EVB	AP	4165	62	CORNER BREAK	Low	1.05	Slabs	4.6%	FDOT - CRACK SEALING - PCC	8.5	Ft	$ 4.25	$ 40.00
EVB	AP	4165	65	JT SEAL DMG	Medium	23	Slabs	100.0%	FDOT - JOINT SEAL - PCC	622.4	Ft	$ 2.75	$ 1,720.00
EVB	AP	4165	67	LARGE PATCH	High	2.09	Slabs	9.1%	FDOT - PATCHING - PCC FULL DEPTH	216.4	SqFt	$ 150.00	$ 32,420.00
EVB	AP	4165	70	SCALING	Medium	7.32	Slabs	31.8%	FDOT - PATCHING - PCC PARTIAL DEPTH	630.8	SqFt	$ 72.00	$ 45,380.00
EVB	AP	4165	72	SHAT. SLAB	Low	11.5	Slabs	50.0%	FDOT - CRACK SEALING - PCC	471.5	Ft	$ 4.25	$ 2,010.00
EVB	AP	4165	72	SHAT. SLAB	Medium	3.14	Slabs	13.6%	FDOT - SLAB REPLACEMENT - PCC	1317.5	SqFt	$ 30.00	$ 39,520.00
EVB	AP	4165	74	JOINT SPALL	Low	3.14	Slabs	13.6%	FDOT - CRACK SEALING - PCC	5.3	Ft	$ 4.25	$ 30.00
EVB	AP	4165	74	JOINT SPALL	Medium	1.05	Slabs	4.6%	FDOT - PATCHING - PCC PARTIAL DEPTH	6.5	SqFt	$ 72.00	$ 490.00
EVB	AP	4185	62	CORNER BREAK	Low	3.25	Slabs	6.3%	FDOT - CRACK SEALING - PCC	26.6	Ft	$ 4.25	$ 120.00
EVB	AP	4185	62	CORNER BREAK	High	3.25	Slabs	6.3%	FDOT - PATCHING - PCC FULL DEPTH	105.5	SqFt	$ 150.00	$ 15,750.00
EVB	AP	4185	65	JT SEAL DMG	High	52	Slabs	100.0%	FDOT - JOINT SEAL - PCC	666.7	Ft	$ 2.75	$ 1,840.00
EVB	AP	4185	72	SHAT. SLAB	Low	13	Slabs	25.0%	FDOT - CRACK SEALING - PCC	481	Ft	$ 4.25	$ 2,050.00
EVB	AP	4185	72	SHAT. SLAB	Medium	29.25	Slabs	56.3%	FDOT - SLAB REPLACEMENT - PCC	9652	SqFt	$ 30.00	$ 289,580.00
EVB	AP	4185	72	SHAT. SLAB	High	6.5	Slabs	12.5%	FDOT - SLAB REPLACEMENT - PCC	2145.3	SqFt	$ 30.00	$ 64,350.00
EVB	AP	4190	74	JOINT SPALL	Low	9.04	Slabs	4.2%	FDOT - CRACK SEALING - PCC	14.8	Ft	$ 4.25	$ 70.00

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
EVB	AP	4190	75	CORNER SPALL	Low	4.52	Slabs	2.1%	FDOT - CRACK SEALING - PCC	7.6	Ft	$ 4.25	$ 40.00
EVB	AP RW15-33	6345	43	BLOCK CR	Medium	46282.02	SqFt	100.0%	FDOT - CRACK SEALING - AC	14106.6	Ft	$ 3.00	$ 42,330.00
EVB	AP RW15-33	6345	52	RAVELING	Low	15427.37	SqFt	33.3%	FDOT - SURFACE SEAL	15426.8	SqFt	$ 0.55	$ 8,490.00
EVB	AP RW15-33	6345	52	RAVELING	Medium	719.89	SqFt	1.6%	FDOT - PATCHING - AC PARTIAL DEPTH	720.1	SqFt	$ 4.00	$ 2,880.00
EVB	AP RW15-33	6345	52	RAVELING	High	20.56	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	20.5	SqFt	$ 4.00	$ 90.00
EVB	AP S	4215	62	CORNER BREAK	Medium	7.45	Slabs	5.0%	FDOT - PATCHING - PCC FULL DEPTH	241.1	SqFt	$ 150.00	$ 36,090.00
EVB	AP S	4215	63	LINEAR CR	Medium	22.35	Slabs	15.0%	FDOT - CRACK SEALING - PCC	446.9	Ft	$ 4.25	$ 1,900.00
EVB	AP S	4215	65	JT SEAL DMG	Low	74.5	Slabs	50.0%	FDOT - JOINT SEAL - PCC	2467.5	Ft	$ 2.75	$ 6,790.00
EVB	AP S	4215	65	JT SEAL DMG	High	74.5	Slabs	50.0%	FDOT - JOINT SEAL - PCC	2467.5	Ft	$ 2.75	$ 6,790.00
EVB	AP S	4215	66	SMALL PATCH	Medium	3.72	Slabs	2.5%	FDOT - PATCHING - PCC PARTIAL DEPTH	9.7	SqFt	$ 72.00	$ 730.00
EVB	AP S	4215	72	SHAT. SLAB	Low	48.42	Slabs	32.5%	FDOT - CRACK SEALING - PCC	1937	Ft	$ 4.25	$ 8,240.00
EVB	AP S	4215	72	SHAT. SLAB	Medium	44.7	Slabs	30.0%	FDOT - SLAB REPLACEMENT - PCC	17879.9	SqFt	$ 30.00	$ 536,400.00
EVB	AP S	4215	72	SHAT. SLAB	High	3.72	Slabs	2.5%	FDOT - SLAB REPLACEMENT - PCC	1489.7	SqFt	$ 30.00	$ 44,700.00
EVB	AP S	4215	74	JOINT SPALL	Medium	11.18	Slabs	7.5%	FDOT - PATCHING - PCC PARTIAL DEPTH	72.1	SqFt	$ 72.00	$ 5,200.00
EVB	AP S	4215	75	CORNER SPALL	Low	7.45	Slabs	5.0%	FDOT - CRACK SEALING - PCC	12.1	Ft	$ 4.25	$ 60.00
EVB	AP S	4215	75	CORNER SPALL	Medium	7.45	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	20.5	SqFt	$ 72.00	$ 1,450.00
EVB	AP S	4220	62	CORNER BREAK	Medium	2.54	Slabs	4.9%	FDOT - PATCHING - PCC FULL DEPTH	81.8	SqFt	$ 150.00	$ 12,290.00
EVB	AP S	4220	62	CORNER BREAK	High	3.8	Slabs	7.3%	FDOT - PATCHING - PCC FULL DEPTH	122.7	SqFt	$ 150.00	$ 18,430.00
EVB	AP S	4220	63	LINEAR CR	Medium	3.8	Slabs	7.3%	FDOT - CRACK SEALING - PCC	49.5	Ft	$ 4.25	$ 220.00
EVB	AP S	4220	63	LINEAR CR	High	1.27	Slabs	2.4%	FDOT - PATCHING - PCC PARTIAL DEPTH	53.8	SqFt	$ 72.00	$ 3,900.00
EVB	AP S	4220	65	JT SEAL DMG	High	52	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1042.3	Ft	$ 2.75	$ 2,870.00
EVB	AP S	4220	72	SHAT. SLAB	Medium	17.76	Slabs	34.2%	FDOT - SLAB REPLACEMENT - PCC	3001	SqFt	$ 30.00	$ 90,030.00
EVB	AP S	4220	72	SHAT. SLAB	High	17.76	Slabs	34.2%	FDOT - SLAB REPLACEMENT - PCC	3001	SqFt	$ 30.00	$ 90,030.00
EVB	AP S	4220	74	JOINT SPALL	Low	1.27	Slabs	2.4%	FDOT - CRACK SEALING - PCC	2	Ft	$ 4.25	$ 10.00
EVB	AP S	4220	74	JOINT SPALL	Medium	1.27	Slabs	2.4%	FDOT - PATCHING - PCC PARTIAL DEPTH	8.6	SqFt	$ 72.00	$ 590.00
EVB	RW 2-20	6405	43	BLOCK CR	Medium	78400.02	SqFt	100.0%	FDOT - CRACK SEALING - AC	23896.3	Ft	$ 3.00	$ 71,690.00
EVB	RW 2-20	6405	45	DEPRESSION	Low	231.21	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	296	SqFt	$ 9.00	$ 2,670.00
EVB	RW 2-20	6405	45	DEPRESSION	Medium	201.07	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	261.6	SqFt	$ 9.00	$ 2,360.00
EVB	RW 2-20	6405	52	RAVELING	Low	77502.09	SqFt	98.9%	FDOT - SURFACE SEAL	77502.3	SqFt	$ 0.55	$ 42,630.00
EVB	RW 2-20	6405	52	RAVELING	Medium	897.93	SqFt	1.2%	FDOT - PATCHING - AC PARTIAL DEPTH	897.7	SqFt	$ 4.00	$ 3,600.00
EVB	RW 2-20	6425	43	BLOCK CR	Medium	218829.76	SqFt	85.9%	FDOT - CRACK SEALING - AC	66699.5	Ft	$ 3.00	$ 200,100.00
EVB	RW 2-20	6425	45	DEPRESSION	Low	828.07	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	948.3	SqFt	$ 9.00	$ 8,540.00
EVB	RW 2-20	6425	50	PATCHING	Medium	101.93	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	146.4	SqFt	$ 9.00	$ 1,320.00
EVB	RW 2-20	6425	50	PATCHING	High	1078.65	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	1215.3	SqFt	$ 9.00	$ 10,940.00
EVB	RW 2-20	6425	52	RAVELING	Low	234482.32	SqFt	92.0%	FDOT - SURFACE SEAL	234482.1	SqFt	$ 0.55	$ 128,970.00
EVB	RW 2-20	6425	52	RAVELING	Medium	18926.61	SqFt	7.4%	FDOT - PATCHING - AC PARTIAL DEPTH	18926.2	SqFt	$ 4.00	$ 75,710.00
EVB	RW 2-20	6430	43	BLOCK CR	Medium	2800.02	SqFt	56.0%	FDOT - CRACK SEALING - AC	853.4	Ft	$ 3.00	$ 2,570.00
EVB	RW 2-20	6430	48	L & T CR	Medium	81	Ft	1.6%	FDOT - CRACK SEALING - AC	81	Ft	$ 3.00	$ 250.00
EVB	RW 2-20	6430	52	RAVELING	Low	4750.01	SqFt	95.0%	FDOT - SURFACE SEAL	4750.1	SqFt	$ 0.55	$ 2,620.00

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
EVB	RW 2-20	6430	52	RAVELING	Medium	250.05	SqFt	5.0%	FDOT - PATCHING - AC PARTIAL DEPTH	249.7	SqFt	$ 4.00	$ 1,000.00
EVB	RW 2-20	6445	43	BLOCK CR	Medium	32638.76	SqFt	86.0%	FDOT - CRACK SEALING - AC	9948.2	Ft	$ 3.00	$ 29,850.00
EVB	RW 2-20	6445	45	DEPRESSION	Low	417.42	SqFt	1.1%	FDOT - PATCHING - AC FULL DEPTH	503.8	SqFt	$ 9.00	$ 4,540.00
EVB	RW 2-20	6445	52	RAVELING	Low	32448.99	SqFt	85.5%	FDOT - SURFACE SEAL	32448.9	SqFt	$ 0.55	$ 17,850.00
EVB	RW 2-20	6445	52	RAVELING	Medium	189.77	SqFt	0.5%	FDOT - PATCHING - AC PARTIAL DEPTH	189.4	SqFt	$ 4.00	$ 760.00
EVB	RW 2-20	6450	43	BLOCK CR	Medium	12500.02	SqFt	50.0%	FDOT - CRACK SEALING - AC	3810	Ft	$ 3.00	$ 11,430.00
EVB	RW 2-20	6450	52	RAVELING	Low	20625.05	SqFt	82.5%	FDOT - SURFACE SEAL	20624.7	SqFt	$ 0.55	$ 11,350.00
EVB	RW 2-20	6450	52	RAVELING	Medium	4374.99	SqFt	17.5%	FDOT - PATCHING - AC PARTIAL DEPTH	4375.5	SqFt	$ 4.00	$ 17,500.00
EVB	RW 7-25	6202	52	RAVELING	Low	2062.47	SqFt	11.0%	FDOT - SURFACE SEAL	2062.4	SqFt	$ 0.55	$ 1,140.00
EVB	RW 7-25	6210	52	RAVELING	Low	606.87	SqFt	5.3%	FDOT - SURFACE SEAL	607.1	SqFt	$ 0.55	$ 340.00
EVB	TW A	102	52	RAVELING	Low	1910.27	SqFt	8.6%	FDOT - SURFACE SEAL	1910.6	SqFt	$ 0.55	$ 1,060.00
EVB	TW A	105	48	L & T CR	Medium	1127.13	Ft	1.2%	FDOT - CRACK SEALING - AC	1127.3	Ft	$ 3.00	$ 3,390.00
EVB	TW A	105	50	PATCHING	Medium	3264.8	SqFt	3.5%	FDOT - PATCHING - AC FULL DEPTH	3498.3	SqFt	$ 9.00	$ 31,490.00
EVB	TW A	105	52	RAVELING	Low	90015.25	SqFt	96.5%	FDOT - SURFACE SEAL	90015.4	SqFt	$ 0.55	$ 49,510.00
EVB	TW A	110	52	RAVELING	Low	1124.08	SqFt	6.9%	FDOT - SURFACE SEAL	1123.8	SqFt	$ 0.55	$ 620.00
EVB	TW A	125	48	L & T CR	Medium	220.01	Ft	5.1%	FDOT - CRACK SEALING - AC	220.1	Ft	$ 3.00	$ 660.00
EVB	TW A	125	52	RAVELING	Low	999.97	SqFt	23.2%	FDOT - SURFACE SEAL	1000	SqFt	$ 0.55	$ 550.00
EVB	TW A	125	52	RAVELING	Medium	350.04	SqFt	8.1%	FDOT - PATCHING - AC PARTIAL DEPTH	349.8	SqFt	$ 4.00	$ 1,400.00
EVB	TW B	210	52	RAVELING	Low	4073.71	SqFt	6.0%	FDOT - SURFACE SEAL	4074.1	SqFt	$ 0.55	$ 2,250.00
EVB	TW B	215	52	RAVELING	Low	15086.05	SqFt	14.3%	FDOT - SURFACE SEAL	15085.6	SqFt	$ 0.55	$ 8,300.00
EVB	TW C	310	48	L & T CR	Medium	3472.01	Ft	9.1%	FDOT - CRACK SEALING - AC	3472.1	Ft	$ 3.00	$ 10,420.00
EVB	TW C	310	52	RAVELING	Low	22050.84	SqFt	57.7%	FDOT - SURFACE SEAL	22051	SqFt	$ 0.55	$ 12,130.00
EVB	TW C	310	52	RAVELING	Medium	522.26	SqFt	1.4%	FDOT - PATCHING - AC PARTIAL DEPTH	522.1	SqFt	$ 4.00	$ 2,090.00
EVB	TW C	310	54	SHOVING	Medium	69.64	SqFt	0.2%	FDOT - MILLING - AC	107.6	SqFt	$ 2.00	$ 220.00
EVB	TW C	315	52	RAVELING	Low	5835.55	SqFt	13.5%	FDOT - SURFACE SEAL	5835.1	SqFt	$ 0.55	$ 3,210.00
EVB	TW C	320	52	RAVELING	Low	11351.51	SqFt	36.1%	FDOT - SURFACE SEAL	11351.6	SqFt	$ 0.55	$ 6,250.00
EVB	TW C	325	52	RAVELING	Low	25789.58	SqFt	53.1%	FDOT - SURFACE SEAL	25789.3	SqFt	$ 0.55	$ 14,190.00
EVB	TW C	325	52	RAVELING	Medium	27.77	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	28	SqFt	$ 4.00	$ 120.00
EVB	TW C	325	57	WEATHERING	Medium	10641.52	SqFt	21.9%	FDOT - SURFACE SEAL	10641.2	SqFt	$ 0.55	$ 5,860.00
EVB	TW C	340	57	WEATHERING	Medium	7.97	SqFt	0.1%	FDOT - SURFACE SEAL	7.5	SqFt	$ 0.55	$ 10.00
EVB	TW C	345	45	DEPRESSION	Low	302.14	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	375.7	SqFt	$ 9.00	$ 3,390.00
EVB	TW C	345	52	RAVELING	Low	503.54	SqFt	0.6%	FDOT - SURFACE SEAL	503.8	SqFt	$ 0.55	$ 280.00
EVB	TW D	405	52	RAVELING	Low	6414.97	SqFt	12.7%	FDOT - SURFACE SEAL	6415.3	SqFt	$ 0.55	$ 3,530.00
EVB	TW D	415	43	BLOCK CR	Medium	6300.01	SqFt	90.0%	FDOT - CRACK SEALING - AC	1920.3	Ft	$ 3.00	$ 5,770.00
EVB	TW D	415	43	BLOCK CR	High	699.98	SqFt	10.0%	FDOT - PATCHING - AC PARTIAL DEPTH	699.7	SqFt	$ 4.00	$ 2,800.00
EVB	TW D	415	52	RAVELING	Low	6717.97	SqFt	96.0%	FDOT - SURFACE SEAL	6717.8	SqFt	$ 0.55	$ 3,700.00
EVB	TW D	415	52	RAVELING	Medium	282.01	SqFt	4.0%	FDOT - PATCHING - AC PARTIAL DEPTH	282	SqFt	$ 4.00	$ 1,130.00
EVB	TW D	420	62	CORNER BREAK	Low	4	Slabs	9.5%	FDOT - CRACK SEALING - PCC	32.8	Ft	$ 4.25	$ 140.00
EVB	TW D	420	62	CORNER BREAK	Medium	4	Slabs	9.5%	FDOT - PATCHING - PCC FULL DEPTH	129.2	SqFt	$ 150.00	$ 19,380.00

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
EVB	TW D	420	63	LINEAR CR	Medium	6	Slabs	14.3%	FDOT - CRACK SEALING - PCC	120.1	Ft	$ 4.25	$ 510.00
EVB	TW D	420	65	JT SEAL DMG	High	42	Slabs	100.0%	FDOT - JOINT SEAL - PCC	885.8	Ft	$ 2.75	$ 2,440.00
EVB	TW D	420	72	SHAT. SLAB	Low	12	Slabs	28.6%	FDOT - CRACK SEALING - PCC	480	Ft	$ 4.25	$ 2,040.00
EVB	TW D	420	72	SHAT. SLAB	Medium	24	Slabs	57.1%	FDOT - SLAB REPLACEMENT - PCC	8999.7	SqFt	$ 30.00	$ 270,000.00
EVB	TW D	420	74	JOINT SPALL	Medium	8	Slabs	19.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	51.7	SqFt	$ 72.00	$ 3,730.00
EVB	TW D	420	74	JOINT SPALL	High	8	Slabs	19.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	64.6	SqFt	$ 72.00	$ 4,660.00
EVB	TW D	420	75	CORNER SPALL	Medium	2	Slabs	4.8%	FDOT - PATCHING - PCC PARTIAL DEPTH	5.4	SqFt	$ 72.00	$ 390.00
EVB	TW D	420	75	CORNER SPALL	High	2	Slabs	4.8%	FDOT - PATCHING - PCC PARTIAL DEPTH	5.4	SqFt	$ 72.00	$ 390.00
EVB	TW E	515	52	RAVELING	Low	3787.07	SqFt	7.2%	FDOT - SURFACE SEAL	3786.7	SqFt	$ 0.55	$ 2,090.00

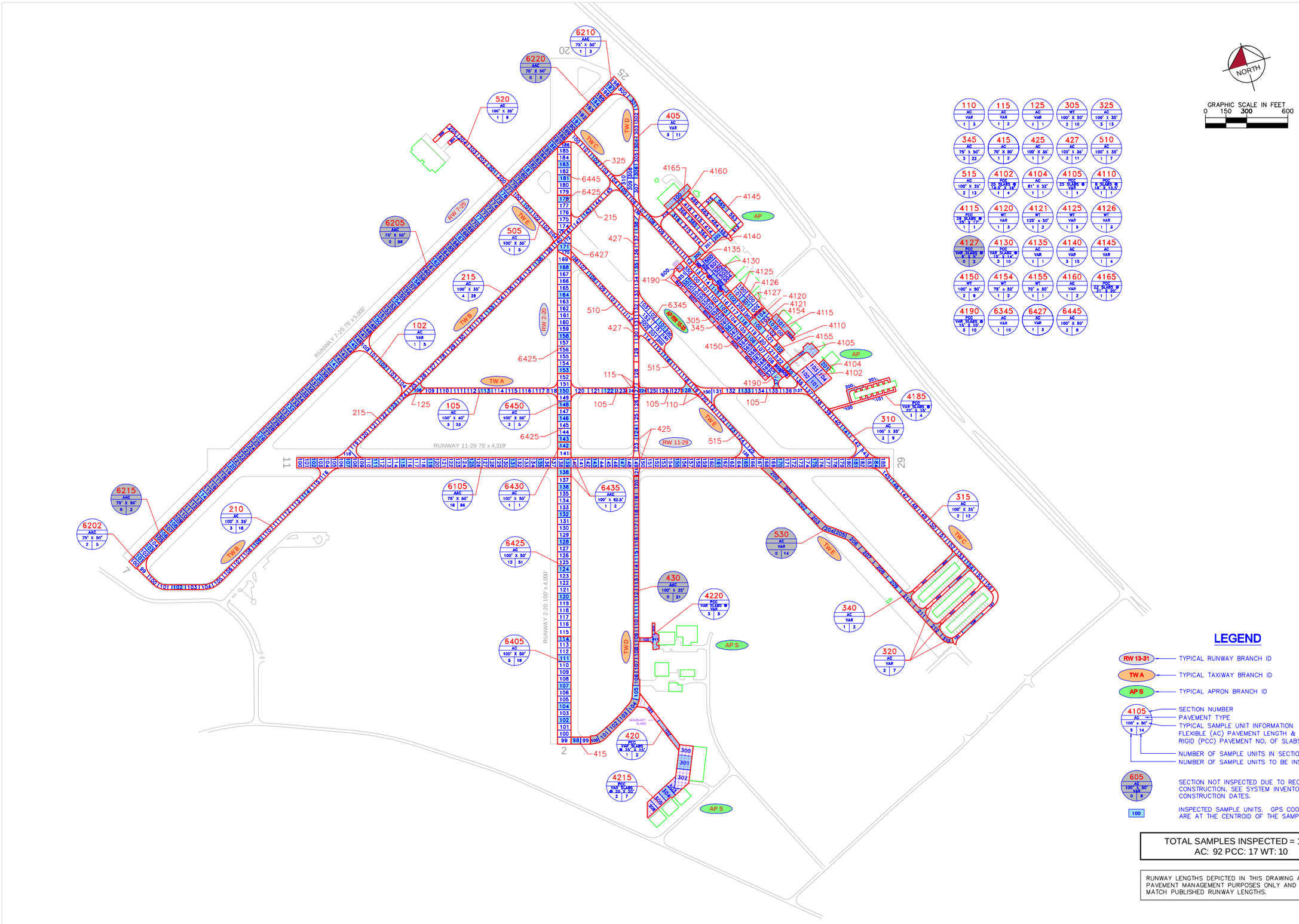
Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	EVB	AP	4102	PCC	29,874	3	PCC Reconstruction	$ 598,000.00
2020	EVB	AP	4104	AC	4,212	48	AC Restoration	$ 43,000.00
2020	EVB	AP	4105	PCC	10,564	7	PCC Reconstruction	$ 212,000.00
2020	EVB	AP	4110	PCC	1,950	9	PCC Reconstruction	$ 40,000.00
2020	EVB	AP	4115	PCC	8,775	3	PCC Reconstruction	$ 176,000.00
2020	EVB	AP	4130	PCC	40,106	38	PCC Reconstruction	$ 803,000.00
2020	EVB	AP	4135	AC	5,831	32	AC Reconstruction	$ 73,000.00
2020	EVB	AP	4140	AC	60,486	37	AC Reconstruction	$ 757,000.00
2020	EVB	AP	4160	AC	10,001	45	AC Restoration	$ 110,000.00
2020	EVB	AP	4165	PCC	9,517	8	PCC Reconstruction	$ 191,000.00
2020	EVB	AP	4185	PCC	17,272	2	PCC Reconstruction	$ 346,000.00
2020	EVB	AP RW15-33	6345	AC	46,282	31	AC Reconstruction	$ 579,000.00
2020	EVB	AP S	4215	PCC	56,450	7	PCC Reconstruction	$ 1,130,000.00
2020	EVB	AP S	4220	PCC	8,835	2	PCC Reconstruction	$ 177,000.00
2020	EVB	RW 2-20	6405	AC	78,400	34	AC Reconstruction	$ 981,000.00
2020	EVB	RW 2-20	6425	AC	254,789	34	AC Reconstruction	$ 3,185,000.00
2020	EVB	RW 2-20	6430	AC	5,000	36	AC Reconstruction	$ 63,000.00
2020	EVB	RW 2-20	6445	AC	37,952	34	AC Reconstruction	$ 475,000.00
2020	EVB	RW 2-20	6450	AC	25,000	34	AC Reconstruction	$ 313,000.00
2020	EVB	TW A	105	AC	93,280	54	AC Restoration	$ 887,000.00
2020	EVB	TW A	125	AC	4,303	55	AC Restoration	$ 41,000.00
2020	EVB	TW C	310	AC	38,242	43	AC Restoration	$ 439,000.00
2020	EVB	TW D	415	AC	7,000	24	AC Reconstruction	$ 88,000.00
2020	EVB	TW D	420	PCC	15,749	3	PCC Reconstruction	$ 315,000.00
2021	EVB	TW C	325	AC	48,581	64	AC Restoration	$ 462,000.00
2022	EVB	TW B	215	AC	105,867	64	AC Restoration	$ 1,006,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2024	**EVB**	TW C	315	AC	43,226	64	AC Restoration	$ 411,000.00
2024	**EVB**	TW C	320	AC	31,436	64	AC Restoration	$ 299,000.00
2024	**EVB**	TW D	405	AC	50,628	64	AC Restoration	$ 481,000.00
2025	**EVB**	AP	4145	AC	17,888	63	AC Restoration	$ 170,000.00
2027	**EVB**	TW B	210	AC	67,896	64	AC Restoration	$ 646,000.00

Appendix C

Technical Exhibits



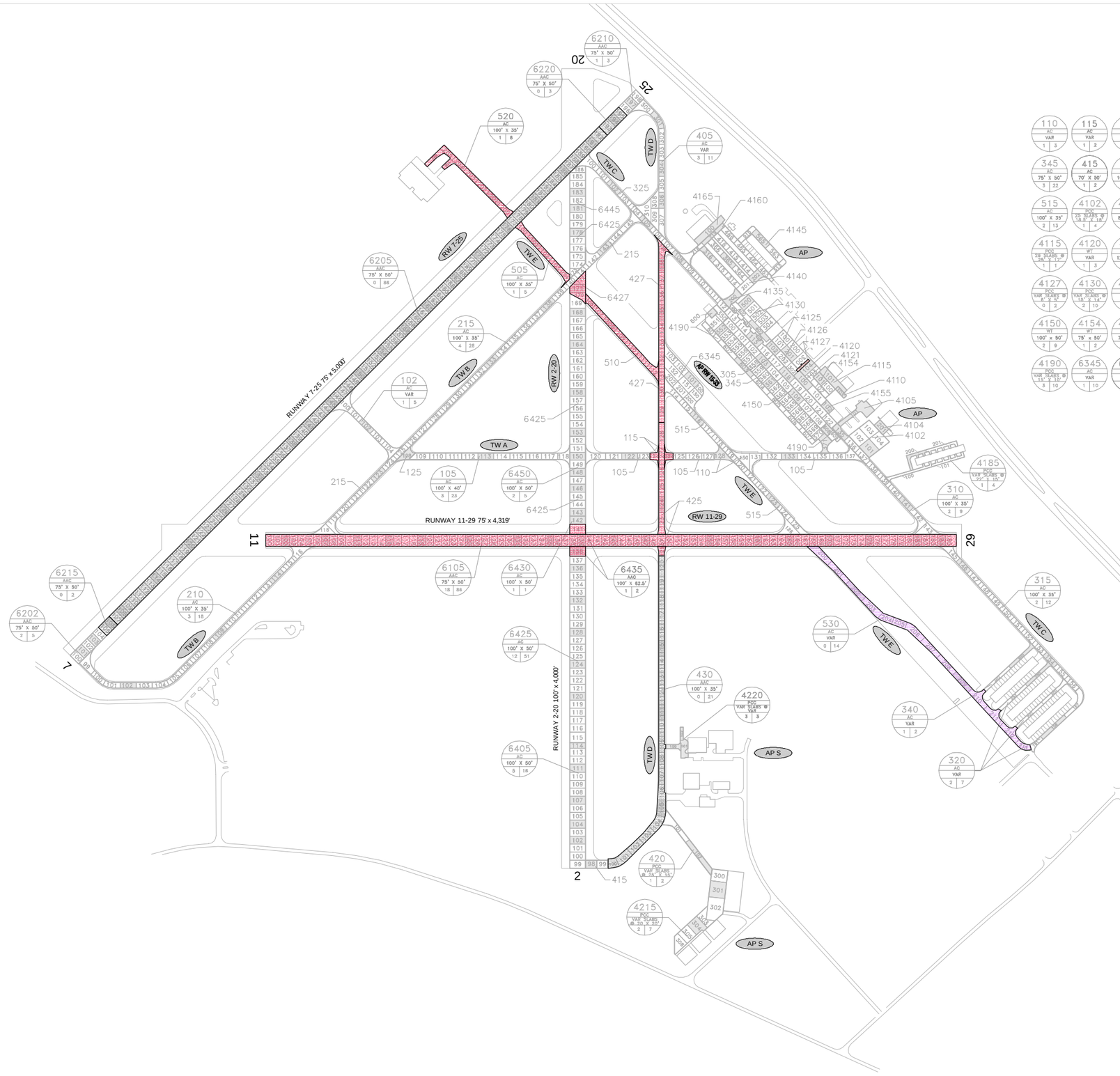
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report **2019**

001 - AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

NEW SMYRNA BEACH MUNICIPAL AIRPORT - EVB

FDOT



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2014	RW 2–20, RW 11–29	MILL AND OVERLAY / VARIABLE
2014	RW 2–20, TW A, TW D, TW E	COMPLETE RECONSTRUCTION – AC / REMOVE EXISTING ASPHALT AND REWORK LIMEROCK BASE, PAVE 2" P–401
2014	TW E	NEW CONSTRUCTION – AC / 2" P–401, 8" P–211, 8" P–152
2016	RW 7–25, TW D	MILL AND OVERLAY
2018	TW E	COMPLETE RECONSTRUCTION – AC / 2" P–401, REWORK EXIST. 8" BASE
2019	AP	COMPLETE RECONSTRUCTION – PCC

LEGEND

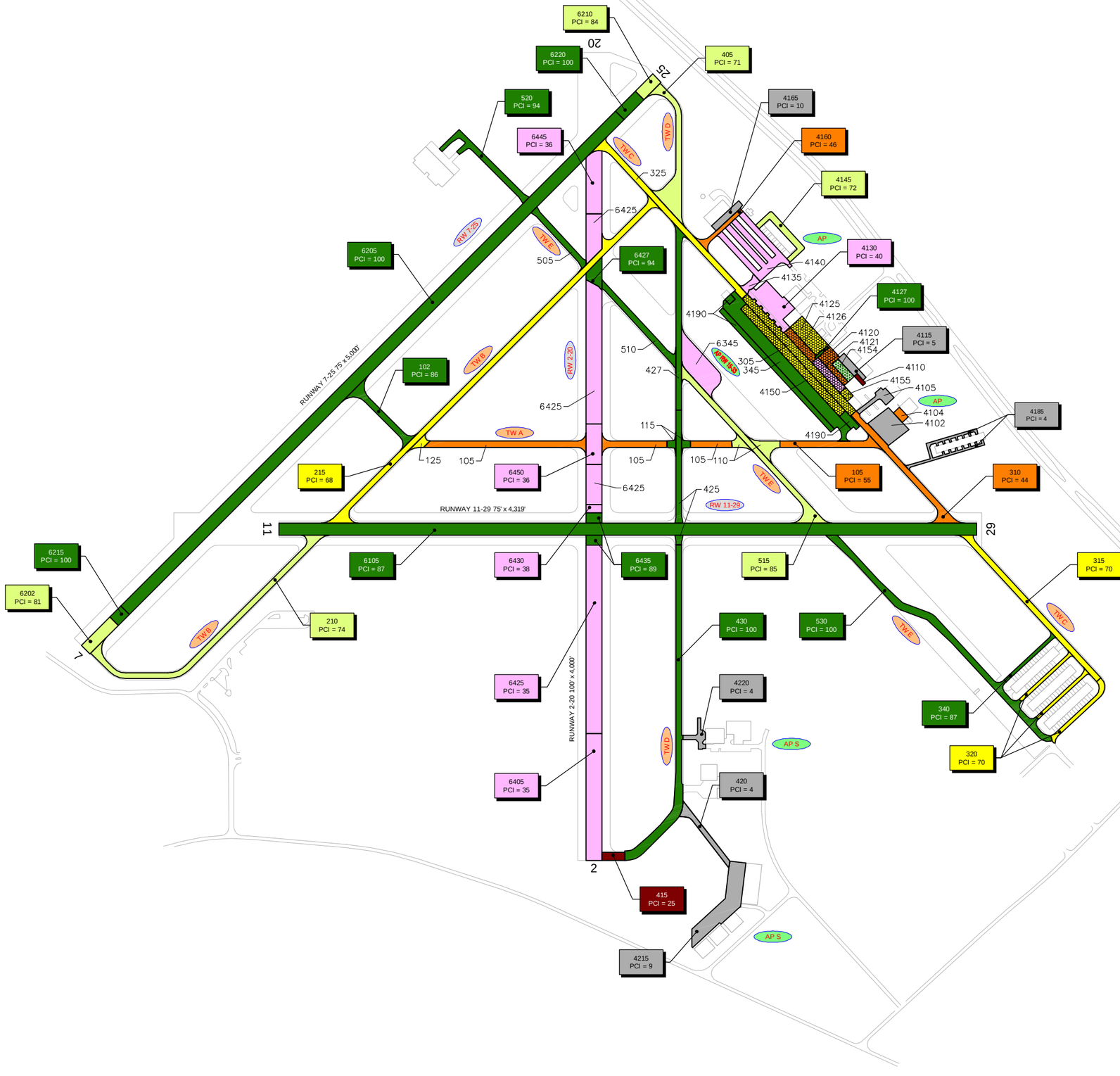
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019
- PROJECTS YEAR 2020
- PROJECTS YEAR 2021
- PROJECTS YEAR 2022

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
2019
NEW SMYRNA BEACH MUNICIPAL AIRPORT - EVB

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

110 PCI = 84	115 PCI = 90	125 PCI = 56	305 PCI = 68	325 PCI = 67
345 PCI = 89	425 PCI = 94	427 PCI = 94	505 PCI = 94	510 PCI = 92
4102 PCI = 5	4104 PCI = 49	4105 PCI = 9	4110 PCI = 11	4120 PCI = 44
4121 PCI = 40	4125 PCI = 69	4126 PCI = 42	4135 PCI = 33	4140 PCI = 38
4150 PCI = 61	4154 PCI = 87	4155 PCI = 61	4190 PCI = 96	6345 PCI = 32

LEGEND

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

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

"SECTION NO."
"PCI NO."

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

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

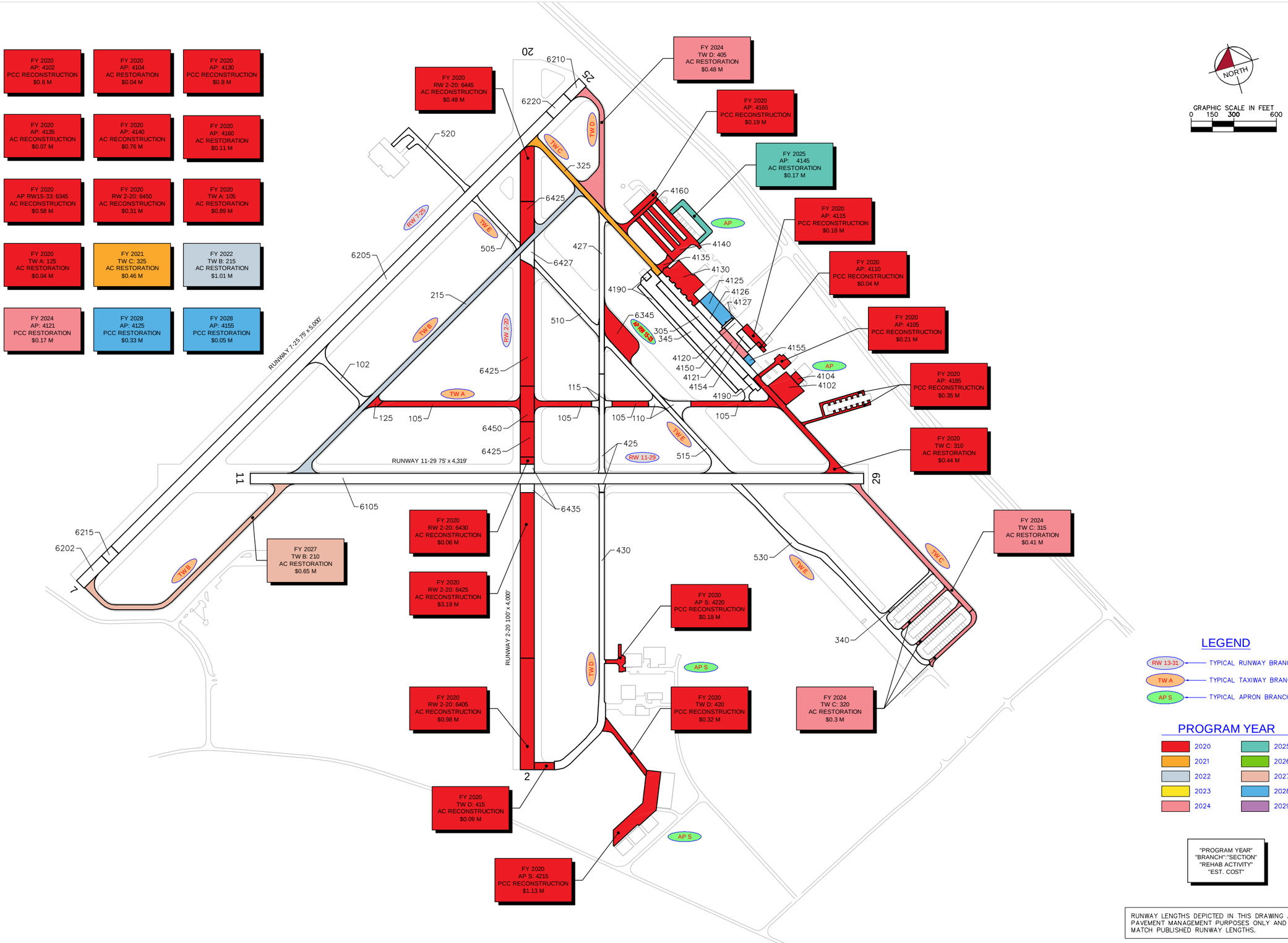
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

NEW SMYRNA BEACH MUNICIPAL AIRPORT - EVB

FDOT


FY 2020
AP: 4102
PCC RECONSTRUCTION
$0.6 M
FY 2020
AP: 4104
AC RESTORATION
$0.04 M
FY 2020
AP: 4130
PCC RESTORATION
$0.8 M
FY 2020
AP: 4135
AC RECONSTRUCTION
$0.07 M
FY 2020
AP: 4140
AC RECONSTRUCTION
$0.76 M
FY 2020
AP: 4160
AC RESTORATION
$0.11 M
FY 2020
AP RW15-33: 6345
AC RECONSTRUCTION
$0.58 M
FY 2020
RW 2-20: 6450
AC RECONSTRUCTION
$0.31 M
FY 2020
TW A: 105
AC RESTORATION
$0.89 M
FY 2020
TW A: 125
AC RESTORATION
$0.04 M
FY 2021
TW C: 325
AC RESTORATION
$0.46 M
FY 2022
TW B: 215
AC RESTORATION
$1.01 M
FY 2024
AP: 4121
PCC RESTORATION
$0.17 M
FY 2028
AP: 4125
PCC RESTORATION
$0.33 M
FY 2028
AP: 4155
PCC RESTORATION
$0.05 M
FY 2024
TW D: 405
AC RESTORATION
$0.48 M
FY 2020
RW 2-20: 6445
AC RECONSTRUCTION
$0.48 M
FY 2020
AP: 4165
PCC RECONSTRUCTION
$0.19 M
FY 2025
AP: 4145
AC RESTORATION
$0.17 M
FY 2020
AP: 4115
PCC RECONSTRUCTION
$0.18 M
FY 2020
AP: 4110
PCC RECONSTRUCTION
$0.04 M
FY 2020
AP: 4105
PCC RECONSTRUCTION
$0.21 M
FY 2020
AP: 4185
PCC RECONSTRUCTION
$0.35 M
FY 2020
TW C: 310
AC RESTORATION
$0.44 M
FY 2024
TW C: 315
AC RESTORATION
$0.41 M
FY 2024
TW C: 320
AC RESTORATION
$0.3 M
FY 2020
RW 2-20: 6430
AC RECONSTRUCTION
$0.06 M
FY 2020
RW 2-20: 6425
AC RECONSTRUCTION
$3.19 M
FY 2020
RW 2-20: 6405
AC RECONSTRUCTION
$0.98 M
FY 2020
TW D: 415
AC RECONSTRUCTION
$0.09 M
FY 2020
AP S: 4215
PCC RECONSTRUCTION
$1.13 M
FY 2020
AP S: 4220
PCC RECONSTRUCTION
$0.18 M
FY 2020
TW D: 420
PCC RECONSTRUCTION
$0.32 M
FY 2027
TW B: 210
AC RESTORATION
$0.65 M
RUNWAY 7-25 75' x 5,000'
RUNWAY 11-29 75' x 4,319'
RUNWAY 2-20 100' x 4,000'
TW A
TW B
TW C
TW D
TW E
RW 7-25
RW 2-20
RW 11-29
RW 15-33
AP
AP S
NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
PROGRAM YEAR
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT
Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
NEW SMYRNA BEACH MUNICIPAL AIRPORT - EVB
FDOT

Appendix D

Inspection Photograph Documentation

RW 2-20, Section 6405, Sample Unit 114 - Medium Severity (43) Block Cracking, Low Severity (52) Raveling, and Medium Severity (52) Raveling

RW 2-20, Section 6425, Sample Unit 146 - Low Severity (43) Block Cracking, Medium Severity (43) Block Cracking, Low Severity (52) Raveling, and Medium Severity (52) Raveling

RW 7-25, Section 6202, Sample Unit 101 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

RW 7-25, Section 6210, Sample Unit 197 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

RW 11-29, Section 6105, Sample Unit 125 - Low Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering

RW 11-29, Section 6105, Sample Unit 175 - Low Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering

TW A, Section 105, Sample Unit 133 - Low Severity (43) Block Cracking, Low Severity (48) Longitudinal & Transverse Cracking, and Low Severity (52) Raveling

TW B, Section 215, Sample Unit 123 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

TW C, Section 310, Sample Unit 135 - Low Severity (48) Longitudinal & Transverse Cracking, Medium Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Medium Severity (52) Raveling

TW D, Section 415, Sample Unit 98 - Medium Severity (43) Block Cracking, High Severity (43) Block Cracking, Low Severity (52) Raveling, and Medium Severity (52) Raveling

AP, Section 4102, Sample Unit 101 - Low Severity (62) Corner Break, Medium Severity (62) Corner Break, High Severity (62) Corner Break, High Severity (65) Joint Seal Damage, and Medium Severity (74) Joint Spall

AP, Section 4115, Sample Unit 101 - Low Severity (63) Linear Cracking, Medium Severity (63) Linear Cracking, High Severity (65) Joint Seal Damage, and Low Severity (72) Shattered Slab

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT

Generated Date 9/17/2019

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4102 of 21 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 29,874 SqFt **Length:** 180 Ft **Width:** 172 Ft

Slabs: 104 **Slab Length:** 16 Ft **Slab Width:** 18 Ft **Joint Length:** 3,303 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: 3/11/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 5

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 25.00 Slabs **PCI:** 5

Sample Comments:

73	SHRINKAGE CR	N	15.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
65	JT SEAL DMG	H	25.00	Slabs
74	JOINT SPALL	M	4.00	Slabs
75	CORNER SPALL	L	4.00	Slabs
62	CORNER BREAK	H	4.00	Slabs
72	SHAT. SLAB	M	11.00	Slabs
62	CORNER BREAK	L	3.00	Slabs
71	FAULTING	L	1.00	Slabs
72	SHAT. SLAB	L	5.00	Slabs
63	LINEAR CR	L	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	M	2.00	Slabs
62	CORNER BREAK	M	6.00	Slabs
63	LINEAR CR	M	1.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4104 of 21 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 4,212 SqFt **Length:** 79 Ft **Width:** 53 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: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4212.00 SqFt **PCI:** 49

Sample Comments:

52	RAVELING	M	28.00	SqFt
43	BLOCK CR	L	4212.00	SqFt
54	SHOVING	L	56.00	SqFt
52	RAVELING	L	4184.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4105 of 21 **From:** - **To:** - **Last Const.:** 1/1/1965

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

Area: 10,564 SqFt **Length:** 100 Ft **Width:** 66 Ft

Slabs: 21 **Slab Length:** 20 Ft **Slab Width:** 25 Ft **Joint Length:** 428 Ft

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

Section Comments:

Work Date: 1/1/1965 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 9

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 25.00 Slabs **PCI:** 9

Sample Comments:

73	SHRINKAGE CR	N	7.00	Slabs
69	PUMPING	N	3.00	Slabs
72	SHAT. SLAB	M	15.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
72	SHAT. SLAB	L	8.00	Slabs
71	FAULTING	L	1.00	Slabs
65	JT SEAL DMG	H	25.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4110 of 21 **From:** - **To:** - **Last Const.:** 1/1/1980

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

Area: 1,950 SqFt **Length:** 75 Ft **Width:** 25 Ft

Slabs: 9 **Slab Length:** 12 Ft **Slab Width:** 18 Ft **Joint Length:** 160 Ft

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

Section Comments:

Work Date: 1/1/1980 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 11

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 8.00 Slabs **PCI:** 11

Sample Comments:

63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	H	8.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4115 of 21 **From:** - **To:** - **Last Const.:** 1/1/1975

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

Area: 8,775 SqFt **Length:** 140 Ft **Width:** 48 Ft

Slabs: 21 **Slab Length:** 17 Ft **Slab Width:** 25 Ft **Joint Length:** 476 Ft

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

Section Comments:

Work Date: 1/1/1975 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 5

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 26.00 Slabs **PCI:** 5

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
72	SHAT. SLAB	H	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
71	FAULTING	L	2.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
72	SHAT. SLAB	M	14.00	Slabs
65	JT SEAL DMG	H	26.00	Slabs
63	LINEAR CR	M	1.00	Slabs
73	SHRINKAGE CR	N	9.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
72	SHAT. SLAB	L	5.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4127 of 21 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 1,560 SqFt **Length:** 102 Ft **Width:** 15 Ft

Slabs: 51 **Slab Length:** 5 Ft **Slab Width:** 6 Ft **Joint Length:** 444 Ft

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 6/12/2007 **TotalSamples:** 160 **Surveyed:** 1

Conditions: **PCI:** 91 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 160.00 Slabs **PCI:** 91

Sample Comments:

73	SHRINKAGE CRACKING	N	2.00	Slabs
74	JOINT SPALLING	M	11.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CRACKING	L	1.00	Slabs
75	CORNER SPALLING	L	1.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4130 of 21 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 40,106 SqFt **Length:** 250 Ft **Width:** 150 Ft

Slabs: 191 **Slab Length:** 14 Ft **Slab Width:** 15 Ft **Joint Length:** 4,779 Ft

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 18.00 Slabs **PCI:** 28

Sample Comments:

66	SMALL PATCH	L	6.00	Slabs
70	SCALING	L	6.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs
71	FAULTING	L	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
63	LINEAR CR	M	7.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
66	SMALL PATCH	M	4.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
65	JT SEAL DMG	H	18.00	Slabs
67	LARGE PATCH	M	1.00	Slabs
63	LINEAR CR	L	2.00	Slabs

Sample Number: 500 **Type:** R **Area:** 24.00 Slabs **PCI:** 49

Sample Comments:

65	JT SEAL DMG	H	24.00	Slabs
63	LINEAR CR	L	5.00	Slabs
73	SHRINKAGE CR	N	24.00	Slabs
75	CORNER SPALL	M	2.00	Slabs
63	LINEAR CR	M	2.00	Slabs
71	FAULTING	L	4.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4135 of 21 **From:** - **To:** - **Last Const.:** 1/1/1975

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

Area: 5,831 SqFt **Length:** 108 Ft **Width:** 45 Ft

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

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

Section Comments:

Work Date: 1/1/1975 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5831.00 SqFt **PCI:** 33

Sample Comments:

45	DEPRESSION	L	18.00	SqFt
45	DEPRESSION	M	4.00	SqFt
41	ALLIGATOR CR	L	12.00	SqFt
48	L & T CR	M	227.00	Ft
43	BLOCK CR	M	300.00	SqFt
47	JT REF. CR	H	51.00	Ft
50	PATCHING	L	1782.00	SqFt
52	RAVELING	H	22.00	SqFt
52	RAVELING	L	4027.00	SqFt
48	L & T CR	L	288.00	Ft

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4140 of 21 **From:** - **To:** - **Last Const.:** 1/1/1980

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

Area: 60,486 SqFt **Length:** 1,600 Ft **Width:** 32 Ft

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

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

Section Comments:

Work Date: 1/1/1980 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 15 **Surveyed:** 3

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 4482.00 SqFt **PCI:** 39

Sample Comments:

52	RAVELING	L	50.00	SqFt
57	WEATHERING	M	4432.00	SqFt
43	BLOCK CR	M	4482.00	SqFt

Sample Number: 316 **Type:** R **Area:** 4073.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	M	4073.00	SqFt
52	RAVELING	M	15.00	SqFt
52	RAVELING	L	1014.00	SqFt

Sample Number: 365 **Type:** R **Area:** 3850.00 SqFt **PCI:** 37

Sample Comments:

52	RAVELING	L	385.00	SqFt
43	BLOCK CR	M	3850.00	SqFt
57	WEATHERING	M	3465.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4145 of 21 **From:** - **To:** - **Last Const.:** 1/1/1986

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

Area: 17,888 SqFt **Length:** 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: 1/1/1986 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 565 **Type:** R **Area:** 5125.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	4356.00	SqFt
48	L & T CR	L	346.00	Ft
52	RAVELING	L	769.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4160 of 21 **From:** - **To:** - **Last Const.:** 1/1/1975

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

Area: 10,001 SqFt **Length:** 25 Ft **Width:** 270 Ft

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

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

Section Comments:

Work Date: 1/1/1975 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 219 **Type:** R **Area:** 4475.00 SqFt **PCI:** 46

Sample Comments:

52	RAVELING	L	4400.00	SqFt
45	DEPRESSION	L	16.00	SqFt
52	RAVELING	M	75.00	SqFt
48	L & T CR	M	60.00	Ft
54	SHOVING	L	48.00	SqFt
48	L & T CR	L	573.00	Ft
43	BLOCK CR	L	250.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4165 of 21 **From:** - **To:** - **Last Const.:** 1/1/1991

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

Area: 9,517 SqFt **Length:** 228 Ft **Width:** 40 Ft

Slabs: 23 **Slab Length:** 20 Ft **Slab Width:** 21 Ft **Joint Length:** 622 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: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 10

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 22.00 Slabs **PCI:** 10

Sample Comments:

65	JT SEAL DMG	M	22.00	Slabs
70	SCALING	M	7.00	Slabs
71	FAULTING	L	3.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs
69	PUMPING	N	1.00	Slabs
67	LARGE PATCH	H	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
72	SHAT. SLAB	L	11.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
73	SHRINKAGE CR	N	22.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4185 of 21 **From:** - **To:** - **Last Const.:** 1/1/1965

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

Area: 17,272 SqFt **Length:** 1,000 Ft **Width:** 15 Ft

Slabs: 52 **Slab Length:** 15 Ft **Slab Width:** 22 Ft **Joint Length:** 667 Ft

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

Section Comments:

Work Date: 1/1/1965 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 4

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 16.00 Slabs **PCI:** 4

Sample Comments:

65	JT SEAL DMG	H	16.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
72	SHAT. SLAB	H	2.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs
72	SHAT. SLAB	L	4.00	Slabs
72	SHAT. SLAB	M	9.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP **Name:** APRON **Use:** APRON **Area:** 376,263 SqFt

Section: 4190 of 21 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 38,656 SqFt **Length:** 1,025 Ft **Width:** 30 Ft

Slabs: 217 **Slab Length:** 10 Ft **Slab Width:** 15 Ft **Joint Length:** 4,070 Ft

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

Section Comments:

Work Date: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 10 **Surveyed:** 3

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 12.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 603 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Sample Number: 608 **Type:** R **Area:** 16.00 Slabs **PCI:** 90

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
71	FAULTING	L	1.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP RW15-33 **Name:** APRON TO RW 15-33 **Use:** APRON **Area:** 46,282 SqFt

Section: 6345 of 1 **From:** - **To:** - **Last Const.:** 1/1/1943

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

Area: 46,282 SqFt **Length:** 325 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 32

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4500.00 SqFt **PCI:** 32

Sample Comments:

52	RAVELING	M	70.00	SqFt
52	RAVELING	H	2.00	SqFt
43	BLOCK CR	M	4500.00	SqFt
52	RAVELING	L	1500.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 65,285 SqFt

Section: 4215 of 2 **From:** - **To:** - **Last Const.:** 1/1/1943

Surface: PCC **Family:** C9N59-RL-AP-PCC **Zone:** **Category:** **Rank:** S

Area: 56,450 SqFt **Length:** 585 Ft **Width:** 96 Ft

Slabs: 149 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 4,935 Ft

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

Section Comments:

Work Date: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 9

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 20.00 Slabs **PCI:** 7

Sample Comments:

62	CORNER BREAK	M	2.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	M	6.00	Slabs
75	CORNER SPALL	M	2.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
65	JT SEAL DMG	L	20.00	Slabs

Sample Number: 304 **Type:** R **Area:** 20.00 Slabs **PCI:** 11

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs
73	SHRINKAGE CR	N	14.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
71	FAULTING	L	5.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
72	SHAT. SLAB	L	11.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 65,285 SqFt

Section: 4220 of 2 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 8,835 SqFt **Length:** 375 Ft **Width:** 25 Ft

Slabs: 52 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 1,042 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: 3/11/2019 **TotalSamples:** 3 **Surveyed:** 3

Conditions: **PCI:** 4

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 16.00 Slabs **PCI:**

Sample Comments:

62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	16.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
72	SHAT. SLAB	M	5.00	Slabs
72	SHAT. SLAB	H	10.00	Slabs

Sample Number: 101 **Type:** R **Area:** 21.00 Slabs **PCI:** 8

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	H	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
63	LINEAR CR	M	3.00	Slabs
72	SHAT. SLAB	H	3.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
62	CORNER BREAK	M	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
62	CORNER BREAK	H	2.00	Slabs
65	JT SEAL DMG	H	21.00	Slabs

Sample Number: 102 **Type:** R **Area:** 4.00 Slabs **PCI:**

Sample Comments:

65	JT SEAL DMG	H	4.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 11-29 **Name:** RUNWAY 11-29 **Use:** RUNWAY **Area:** 323,925 SqFt

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

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

Area: 323,925 SqFt **Length:** 4,319 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: 1/1/1977 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 86 **Surveyed:** 18

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	14.00	Ft

Sample Number: 107 **Type:** R **Area:** 3750.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	74.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 111 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 115 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	37.00	Ft

Sample Number: 119 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3578.00	SqFt
48	L & T CR	L	3.00	Ft
50	PATCHING	L	172.00	SqFt

Sample Number: 125 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	128.00	Ft

Sample Number: 131 **Type:** R **Area:** 3750.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	157.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 135 **Type:** R **Area:** 3750.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	110.00	Ft

Sample Number: 139 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	10.00	Ft

Sample Number: 143 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 147 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

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

Sample Number: 155 **Type:** R **Area:** 3750.00 SqFt **PCI:** 91

Sample Comments:

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

Sample Number: 161 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	99.00	Ft

Sample Number: 165 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	17.00	Ft

Sample Number: 170 **Type:** R **Area:** 3750.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	75.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 175 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	123.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 181 **Type:** R **Area:** 3750.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	248.00	Ft

Sample Number: 184 **Type:** R **Area:** 3750.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	177.00	Ft

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6405 of 7 **From:** - **To:** - **Last Const.:** 1/1/1943

Surface: AC **Family:** C9N59-RL-RW-AC **Zone:** **Category:** **Rank:** S

Area: 78,400 SqFt **Length:** 850 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 35

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
45	DEPRESSION	M	60.00	SqFt
52	RAVELING	L	4950.00	SqFt
52	RAVELING	M	50.00	SqFt

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

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	L	4950.00	SqFt
52	RAVELING	M	50.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	L	5000.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

52	RAVELING	L	4900.00	SqFt
52	RAVELING	M	100.00	SqFt
45	DEPRESSION	L	69.00	SqFt
43	BLOCK CR	M	5000.00	SqFt

Sample Number: 114 **Type:** R **Area:** 3400.00 SqFt **PCI:** 32

Sample Comments:

52	RAVELING	M	68.00	SqFt
53	RUTTING	L	171.00	SqFt
43	BLOCK CR	M	3400.00	SqFt
52	RAVELING	L	3332.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6425 of 7 **From:** - **To:** - **Last Const.:** 1/1/1943

Surface: AC **Family:** C9N59-RL-RW-AC **Zone:** **Category:** **Rank:** S

Area: 254,789 SqFt **Length:** 2,700 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 51 **Surveyed:** 12

Conditions: **PCI:** 35

Inspection Comments:

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	M	4971.00	SqFt
52	RAVELING	M	99.00	SqFt
52	RAVELING	L	4872.00	SqFt
50	PATCHING	L	29.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

52	RAVELING	L	4750.00	SqFt
43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	M	250.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

52	RAVELING	L	5000.00	SqFt
53	RUTTING	L	70.00	SqFt
43	BLOCK CR	M	5000.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

50	PATCHING	H	2.00	SqFt
43	BLOCK CR	M	4986.00	SqFt
52	RAVELING	L	4986.00	SqFt
50	PATCHING	L	12.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	4250.00	SqFt
45	DEPRESSION	L	85.00	SqFt
52	RAVELING	L	5000.00	SqFt
43	BLOCK CR	M	750.00	SqFt

Sample Number: 143 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

52	RAVELING	M	100.00	SqFt
43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	L	4900.00	SqFt

Sample Number: 146 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

52	RAVELING	M	1000.00	SqFt
43	BLOCK CR	L	2000.00	SqFt
52	RAVELING	L	4000.00	SqFt
53	RUTTING	L	60.00	SqFt
43	BLOCK CR	M	3000.00	SqFt

Sample Number: 153 **Type:** R **Area:** 5000.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	M	1000.00	SqFt
52	RAVELING	L	4000.00	SqFt

Sample Number: 158 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

43	BLOCK CR	M	4994.00	SqFt
52	RAVELING	M	550.00	SqFt
52	RAVELING	L	4444.00	SqFt
50	PATCHING	L	6.00	SqFt

Sample Number: 164 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

50	PATCHING	M	24.00	SqFt
52	RAVELING	L	4976.00	SqFt
43	BLOCK CR	M	4982.00	SqFt

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 25

Sample Comments:

52	RAVELING	M	1250.00	SqFt
50	PATCHING	H	252.00	SqFt
43	BLOCK CR	L	1899.00	SqFt
43	BLOCK CR	M	2849.00	SqFt
52	RAVELING	L	3498.00	SqFt

Sample Number: 178 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
45	DEPRESSION	L	110.00	SqFt
52	RAVELING	M	208.00	SqFt
52	RAVELING	L	4792.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6427 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 11,862 SqFt **Length:** 120 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 171 **Type:** R **Area:** 4858.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4858.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6430 of 7 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AC **Family:** C9N59-RL-RW-AC **Zone:** **Category:** **Rank:** S

Area: 5,000 SqFt **Length:** 150 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: 1/1/1977 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

48	L & T CR	M	81.00	Ft
43	BLOCK CR	L	888.00	SqFt
43	BLOCK CR	M	2800.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6435 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 12,472 SqFt **Length:** 100 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: 1/1/1977 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 138 **Type:** R **Area:** 6230.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	85.00	Ft
57	WEATHERING	L	6230.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6445 of 7 **From:** - **To:** - **Last Const.:** 1/1/1943

Surface: AC **Family:** C9N59-RL-RW-AC **Zone:** **Category:** **Rank:** S

Area: 37,952 SqFt **Length:** 360 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

45	DEPRESSION	L	25.00	SqFt
43	BLOCK CR	M	3600.00	SqFt
52	RAVELING	L	3600.00	SqFt
50	PATCHING	L	1400.00	SqFt

Sample Number: 183 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

52	RAVELING	M	50.00	SqFt
52	RAVELING	L	4950.00	SqFt
43	BLOCK CR	M	5000.00	SqFt
45	DEPRESSION	L	85.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 2-20 **Name:** RUNWAY 2-20 **Use:** RUNWAY **Area:** 425,475 SqFt

Section: 6450 of 7 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AC **Family:** C9N59-RL-RW-AC **Zone:** **Category:** **Rank:** S

Area: 25,000 SqFt **Length:** 250 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: 1/1/1977 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 148 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	3750.00	SqFt
43	BLOCK CR	L	1250.00	SqFt
52	RAVELING	M	1500.00	SqFt
52	RAVELING	L	3500.00	SqFt

Sample Number: 150 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

52	RAVELING	L	4750.00	SqFt
43	BLOCK CR	L	3750.00	SqFt
43	BLOCK CR	M	1250.00	SqFt
52	RAVELING	M	250.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 375,128 SqFt

Section: 6202 of 5 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 18,750 SqFt **Length:** 75 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	3325.00	SqFt
52	RAVELING	L	425.00	SqFt
48	L & T CR	L	12.00	Ft

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	8.00	Ft
52	RAVELING	L	400.00	SqFt
57	WEATHERING	L	3350.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 375,128 SqFt

Section: 6205 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 324,750 SqFt **Length:** 4,470 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: 1/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/21/2015 **TotalSamples:** 86 **Surveyed:** 18

Conditions: **PCI:** 72 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	2250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft

Sample Number: 114 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	L	2250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft
52	RAVELING	L	1500.00	SqFt

Sample Number: 120 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

56	SWELLING	L	4.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	2625.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft
52	RAVELING	L	1125.00	SqFt

Sample Number: 126 **Type:** R **Area:** 3750.00 SqFt **PCI:** 72

Sample Comments:

56	SWELLING	L	10.00	SqFt
52	RAVELING	L	1125.00	SqFt
57	WEATHERING	L	2625.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft

Sample Number: 132 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft
57	WEATHERING	L	2625.00	SqFt
52	RAVELING	L	1125.00	SqFt

Sample Number: 138 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	1125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft
57	WEATHERING	L	2625.00	SqFt

Sample Number: 141 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	101.00	Ft
52	RAVELING	L	1500.00	SqFt
56	SWELLING	L	28.00	SqFt
57	WEATHERING	L	2250.00	SqFt

Sample Number: 145 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	219.00	Ft
57	WEATHERING	L	1500.00	SqFt
52	RAVELING	L	2250.00	SqFt

Sample Number: 150 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft
52	RAVELING	L	1125.00	SqFt
57	WEATHERING	L	2625.00	SqFt

Sample Number: 154 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	173.00	Ft
52	RAVELING	L	1125.00	SqFt
57	WEATHERING	L	2625.00	SqFt

Sample Number: 158 **Type:** R **Area:** 3750.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	1125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft
57	WEATHERING	L	2625.00	SqFt

Sample Number: 162 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00	Ft
57	WEATHERING	L	2625.00	SqFt
52	RAVELING	L	1125.00	SqFt

Sample Number: 167 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	1125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft
57	WEATHERING	L	2625.00	SqFt

Sample Number: 171 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	1500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	221.00	Ft
52	RAVELING	L	2250.00	SqFt

Sample Number: 176 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	321.00	Ft

Sample Number: 181 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	2625.00	SqFt
52	RAVELING	L	1125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00	Ft

Sample Number: 186 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	1125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	201.00	Ft
57	WEATHERING	L	2625.00	SqFt

Sample Number: 191 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	1125.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft
57	WEATHERING	L	2625.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 375,128 SqFt

Section: 6210 of 5 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 11,378 SqFt **Length:** 75 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 197 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	3550.00	SqFt
48	L & T CR	L	16.00	Ft
52	RAVELING	L	200.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 375,128 SqFt

Section: 6215 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

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

Area: 7,125 SqFt **Length:** 95 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/21/2015 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 82 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	375.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft
57	WEATHERING	L	3375.00	SqFt

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft
57	WEATHERING	L	3375.00	SqFt
52	RAVELING	L	375.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 375,128 SqFt

Section: 6220 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

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

Area: 13,125 SqFt **Length:** 175 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/21/2015 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 85 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 194 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt

Sample Number: 197 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	L	188.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft
57	WEATHERING	L	3562.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 142,094 SqFt

Section: 102 of 5 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 22,287 SqFt **Length:** 465 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	3200.00	SqFt
52	RAVELING	L	300.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 142,094 SqFt

Section: 105 of 5 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 93,280 SqFt **Length:** 2,580 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: 1/1/1977 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 4000.00 SqFt **PCI:** 58

Sample Comments:

52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	10.00	SqFt
48	L & T CR	M	100.00	Ft
48	L & T CR	L	389.00	Ft

Sample Number: 122 **Type:** R **Area:** 4000.00 SqFt **PCI:** 52

Sample Comments:

52	RAVELING	L	3580.00	SqFt
50	PATCHING	M	420.00	SqFt
48	L & T CR	L	278.00	Ft
56	SWELLING	L	65.00	SqFt

Sample Number: 133 **Type:** R **Area:** 4000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	M	45.00	Ft
52	RAVELING	L	4000.00	SqFt
48	L & T CR	L	184.00	Ft
43	BLOCK CR	L	2000.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 142,094 SqFt

Section: 110 of 5 **From:** - **To:** - **Last Const.:** 7/1/2011

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 16,319 SqFt **Length:** 400 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: 7/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 128 **Type:** R **Area:** 5081.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	4731.00	SqFt
52	RAVELING	L	350.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 142,094 SqFt

Section: 115 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 5,905 SqFt **Length:** 60 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: 1/1/1977 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 224 **Type:** R **Area:** 2953.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	23.00	Ft
57	WEATHERING	L	2953.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 142,094 SqFt

Section: 125 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,303 SqFt **Length:** 80 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: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 4303.00 SqFt **PCI:** 56

Sample Comments:

52	RAVELING	M	350.00	SqFt
48	L & T CR	M	220.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	38.00	SqFt
48	L & T CR	L	208.00	Ft

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 173,763 SqFt

Section: 210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 67,896 SqFt **Length:** 35 Ft **Width:** 1,850 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:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	280.00	SqFt
48	L & T CR	L	200.00	Ft
57	WEATHERING	L	3220.00	SqFt

Sample Number: 109 **Type:** R **Area:** 3500.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	175.00	SqFt
48	L & T CR	L	215.00	Ft
57	WEATHERING	L	3325.00	SqFt

Sample Number: 114 **Type:** R **Area:** 3500.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	3325.00	SqFt
48	L & T CR	L	161.00	Ft
52	RAVELING	L	175.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 173,763 SqFt

Section: 215 of 2 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 105,867 SqFt **Length:** 35 Ft **Width:** 2,990 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:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 28 **Surveyed:** 4

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 123 **Type:** R **Area:** 3500.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	263.00	Ft
52	RAVELING	L	420.00	SqFt
57	WEATHERING	L	3080.00	SqFt
56	SWELLING	L	35.00	SqFt

Sample Number: 133 **Type:** R **Area:** 3500.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	2975.00	SqFt
48	L & T CR	L	300.00	Ft
52	RAVELING	L	525.00	SqFt

Sample Number: 138 **Type:** R **Area:** 3500.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	2975.00	SqFt
52	RAVELING	L	525.00	SqFt
48	L & T CR	L	306.00	Ft

Sample Number: 143 **Type:** R **Area:** 3500.00 SqFt **PCI:** 68

Sample Comments:

52	RAVELING	L	525.00	SqFt
48	L & T CR	L	318.00	Ft
57	WEATHERING	L	2975.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 305,811 SqFt

Section: 310 of 7 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 38,242 SqFt **Length:** 35 Ft **Width:** 1,200 Ft

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

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

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 135 **Type:** R **Area:** 4188.00 SqFt **PCI:** 38

Sample Comments:

52	RAVELING	L	4083.00	SqFt
56	SWELLING	L	8.00	SqFt
52	RAVELING	M	105.00	SqFt
48	L & T CR	M	478.00	Ft
54	SHOVING	L	40.00	SqFt
48	L & T CR	L	63.00	Ft
54	SHOVING	M	14.00	SqFt

Sample Number: 141 **Type:** R **Area:** 3500.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	M	220.00	Ft
48	L & T CR	L	268.00	Ft
52	RAVELING	L	350.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 305,811 SqFt

Section: 315 of 7 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 43,226 SqFt **Length:** 35 Ft **Width:** 1,500 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:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 146 **Type:** R **Area:** 3500.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	L	2975.00	SqFt
48	L & T CR	L	243.00	Ft
52	RAVELING	L	525.00	SqFt

Sample Number: 154 **Type:** R **Area:** 3500.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	3080.00	SqFt
48	L & T CR	L	310.00	Ft
52	RAVELING	L	420.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 305,811 SqFt

Section: 320 of 7 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 31,436 SqFt **Length:** 1,250 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: 1/1/2002 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 159 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

52	RAVELING	L	600.00	SqFt
57	WEATHERING	L	4400.00	SqFt
48	L & T CR	L	245.00	Ft

Sample Number: 250 **Type:** R **Area:** 4172.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	546.00	Ft
52	RAVELING	L	2712.00	SqFt
57	WEATHERING	L	1460.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 305,811 SqFt

Section: 325 of 7 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 48,581 SqFt **Length:** 1,300 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: 1/1/2002 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 13 **Surveyed:** 3

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	279.00	Ft
52	RAVELING	M	6.00	SqFt
52	RAVELING	L	874.00	SqFt

Sample Number: 105 **Type:** R **Area:** 3500.00 SqFt **PCI:** 66

Sample Comments:

52	RAVELING	L	1600.00	SqFt
48	L & T CR	L	315.00	Ft
57	WEATHERING	M	1900.00	SqFt

Sample Number: 108 **Type:** R **Area:** 3500.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	300.00	Ft
57	WEATHERING	M	400.00	SqFt
52	RAVELING	L	3100.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 305,811 SqFt

Section: 340 of 7 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,491 SqFt **Length:** 340 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: 1/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4241.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	74.00	Ft
57	WEATHERING	M	4.00	SqFt
57	WEATHERING	L	4237.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 305,811 SqFt

Section: 345 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 86,977 SqFt **Length:** 1,125 Ft **Width:** 70 Ft

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

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

Section Comments:

Work Date: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 22 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 352 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	3675.00	SqFt
45	DEPRESSION	L	45.00	SqFt

Sample Number: 361 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 371 **Type:** R **Area:** 5455.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5455.00	SqFt
48	L & T CR	L	44.00	Ft

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,799 SqFt

Section: 405 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 50,628 SqFt **Length:** 1,200 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: 1/1/2002 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 11 **Surveyed:** 3

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 4049.00 SqFt **PCI:** 68

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3549.00	SqFt
48	L & T CR	L	372.00	Ft

Sample Number: 304 **Type:** R **Area:** 3500.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
48	L & T CR	L	230.00	Ft
52	RAVELING	L	500.00	SqFt

Sample Number: 306 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	400.00	SqFt
48	L & T CR	L	200.00	Ft
57	WEATHERING	L	3100.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,799 SqFt

Section: 415 of 6 **From:** - **To:** - **Last Const.:** 1/1/1943

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 7,000 SqFt **Length:** 140 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 25

Inspection Comments:

Sample Number: 098 **Type:** R **Area:** 3500.00 SqFt **PCI:** 25

Sample Comments:

52	RAVELING	L	3359.00	SqFt
43	BLOCK CR	M	3150.00	SqFt
43	BLOCK CR	H	350.00	SqFt
52	RAVELING	M	141.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,799 SqFt

Section: 420 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: PCC **Family:** C9N59-RL-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 15,749 SqFt **Length:** 460 Ft **Width:** 28 Ft

Slabs: 42 **Slab Length:** 15 Ft **Slab Width:** 25 Ft **Joint Length:** 886 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: 3/11/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 4

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 21.00 Slabs **PCI:** 4

Sample Comments:

73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	M	4.00	Slabs
72	SHAT. SLAB	M	12.00	Slabs
75	CORNER SPALL	H	1.00	Slabs
62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	H	4.00	Slabs
72	SHAT. SLAB	L	6.00	Slabs
63	LINEAR CR	M	3.00	Slabs
62	CORNER BREAK	M	2.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
65	JT SEAL DMG	H	21.00	Slabs

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,799 SqFt

Section: 425 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 27,118 SqFt **Length:** 700 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 124 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3500.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,799 SqFt

Section: 427 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 40,335 SqFt **Length:** 1,100 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 135 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3500.00	SqFt

Sample Number: 138 **Type:** R **Area:** 3846.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3846.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 225,799 SqFt

Section: 430 of 6 **From:** - **To:** - **Last Const.:** 1/1/2016

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 84,969 SqFt **Length:** 2,100 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/21/2015 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 34 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5008.00 SqFt **PCI:** 39

Sample Comments:

45	DEPRESSION	M	1.00	SqFt
52	RAVELING	L	2003.00	SqFt
43	BLOCK CRACKING	L	2504.00	SqFt
57	WEATHERING	M	3005.00	SqFt
43	BLOCK CRACKING	M	2504.00	SqFt
45	DEPRESSION	L	1.00	SqFt
45	DEPRESSION	M	1.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 23

Sample Comments:

43	BLOCK CRACKING	M	2310.00	SqFt
45	DEPRESSION	L	147.00	SqFt
52	RAVELING	L	1500.00	SqFt
43	BLOCK CRACKING	L	2500.00	SqFt
57	WEATHERING	M	3500.00	SqFt
45	DEPRESSION	M	48.00	SqFt
43	BLOCK CRACKING	H	190.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

52	RAVELING	L	1500.00	SqFt
43	BLOCK CRACKING	L	2000.00	SqFt
57	WEATHERING	M	3500.00	SqFt
43	BLOCK CRACKING	M	3000.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,202 SqFt

Section: 505 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** S

Area: 17,197 SqFt **Length:** 35 Ft **Width:** 500 Ft

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

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

Section Comments:

Work Date: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3500.00	SqFt

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,202 SqFt

Section: 510 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 24,594 SqFt **Length:** 35 Ft **Width:** 720 Ft

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

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

Section Comments:

Work Date: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 3500.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	3500.00	SqFt
48	L & T CR	L	4.00	Ft

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,202 SqFt

Section: 515 of 5 **From:** - **To:** - **Last Const.:** 7/1/2011

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 52,494 SqFt **Length:** 50 Ft **Width:** 1,050 Ft

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

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

Section Comments:

Work Date: 7/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 3500.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	3220.00	SqFt
52	RAVELING	L	280.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3500.00 SqFt **PCI:** 85

Sample Comments:

52	RAVELING	L	225.00	SqFt
57	WEATHERING	L	3275.00	SqFt
48	L & T CR	L	5.00	Ft

Network: EVB **Name:** NEW SMYRNA BEACH MUNICIPAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,202 SqFt

Section: 520 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 27,412 SqFt **Length:** 35 Ft **Width:** 900 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/11/2019 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3503.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3503.00	SqFt