

**STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE**

**Statewide Airfield Pavement Management Program
Clearwater Air Park
(Regional Reliever)
Clearwater, Florida
(District 7)**

February 14, 2008



Prepared for:
**Florida Department of Transportation
Aviation Office**

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**PLANNING
TECHNOLOGY, INC.**

**PANTHER
INTERNATIONAL, LLC**



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EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Clearwater Air Park, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Clearwater Air Park is 620,166 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	255,000	41
Taxiway	176,641	29
Apron	188,525	30
Total	620,166	100

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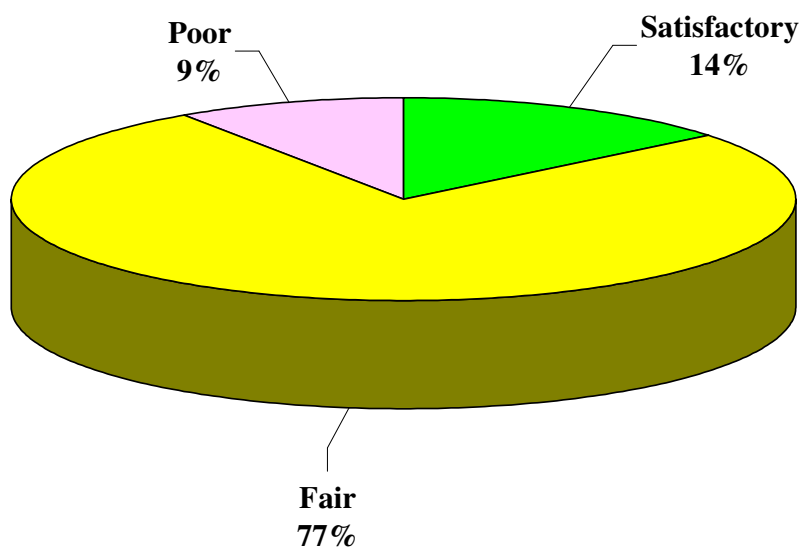
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The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 63, representing a Fair overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 14% of the network is in Satisfactory condition while 9% of the network is in Poor condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each use. On average, the runways, taxiways, and aprons are all in Fair condition.

Network PCI Distribution by Rating Category



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Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	61
Taxiway	60
Apron	68
All	63

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The immediate M&R needs include part of Runway 16-34 and several areas of the aprons and taxiways such as Center Apron and Taxiway A. These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP CENTER	4405	18,500	\$140,785	48	Major M&R < Critical	100
AP CENTER	4410	15,625	\$44,469	63	Major M&R < Critical	100
AP RU RW33	5105	1,500	\$4,686	62	Major M&R < Critical	100
AP T-HAN 1	4305	32,000	\$82,176	64	Major M&R < Critical	100
AP T-HAN 1	4310	12,700	\$36,144	63	Major M&R < Critical	100
RW 16-34	6110	225,000	\$916,425	59	Major M&R < Critical	100
RW 16-34	6120	15,000	\$46,860	62	Major M&R < Critical	100
TW A	110	15,791	\$44,941	63	Major M&R < Critical	100
TW A	130	28,000	\$213,080	41	Major M&R < Critical	100
TW A	140	12,000	\$91,320	47	Major M&R < Critical	100
TW A-2	120	7,200	\$40,644	55	Major M&R < Critical	100
TW A-3	125	7,200	\$20,491	63	Major M&R < Critical	100
		Total	\$1,682,022	63*	← Network Avg. PCI →	89*

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Clearwater Air Park, including those sections not shown in this table.

** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R ≥ Critical	Major M&R < Critical	Total
2008	\$30,206	\$0	\$1,682,022	\$1,712,228
2009	\$30,616	\$0	\$208,297	\$238,913
2010	\$34,471	\$0	\$0	\$34,471
2011	\$30,627	\$0	\$101,020	\$131,647
2012	\$30,586	\$0	\$115,315	\$145,901
2013	\$44,206	\$0	\$0	\$44,206
2014	\$59,638	\$0	\$0	\$59,638
2015	\$61,072	\$0	\$134,860	\$195,932
2016	\$77,786	\$0	\$0	\$77,786
2017	\$92,220	\$0	\$0	\$92,220
Total	\$491,428	\$0	\$2,241,514	\$2,732,942

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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The 10 year analysis suggests an annual budget on the order of \$270 thousand would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 63 in 2007 to 79 in 2017.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Clearwater Air Park pavements in 2017 may remain near 79. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Clearwater Air Park is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time. In order to support the planning, scheduling, and design of the M&R activities, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

The FDOT Aviation Office manages the day-to-day details of the Statewide PMS and the updates. The Aviation Office Airport Engineering Manager serves as the Program Manager (PM) monitoring the work of the Consultant. The Aviation Office has review and approval authority for each program task.

1.3.1 Consultant Role

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridairportpavement.com).

1.3.2 Airport Role

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 Pavement basics

A pavement is a prepared surface designed to provide a continuous smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

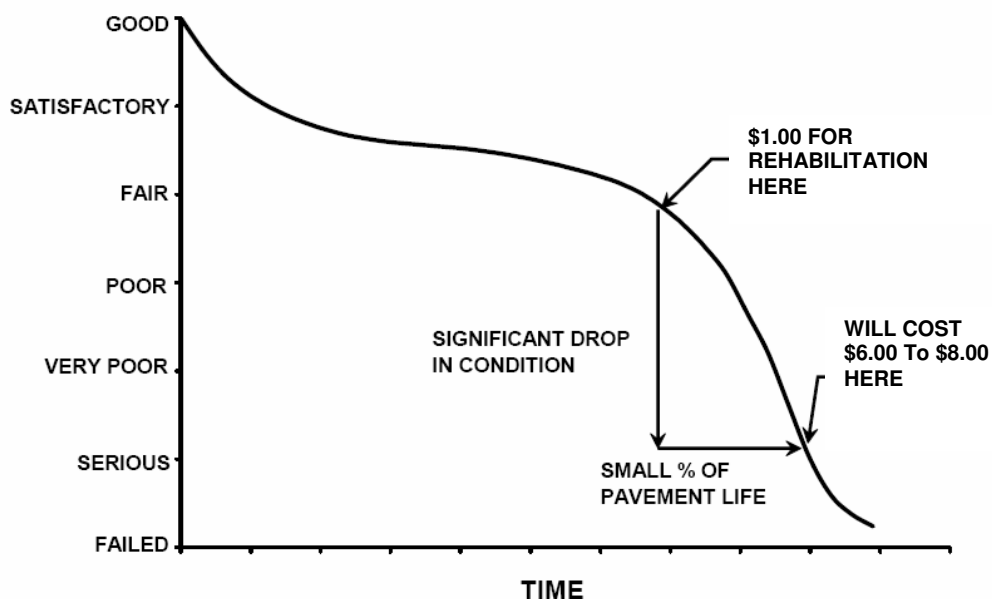
1.4.2 Pavement Management System Concept

A pavement management system (PMS) is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1, taken from FAA/AC 5380-7A Pavement Management System, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in "Satisfactory" condition depends on how well it is maintained. The illustration demonstrates the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements deteriorate at an accelerated rate with increasing traffic and limited M&R resources. Planned maintenance and rehabilitation, essentially preventing pavements from reaching deteriorated conditions, helps managers/owners/agencies stretch and maximize the use of their budgets and prolong the life of the pavements. A PMS provides a tool to schedule and plan maintenance and rehabilitation based on engineering information and existing and predicted conditions of pavements.

There are several components or elements that are essential to a PMS. The first steps in the implementation of a PMS are to know and clearly identify what needs to be managed, the limits of the managing agency's responsibilities and the condition of the existing pavements. Once the cause and the extent of pavement problems are known, the appropriate maintenance and/or rehabilitation can be planned. By using local unit costs and expected yearly budgets, a multi year M&R plan can be determined.

Figure 1-1: Pavement Life Cycle



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Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 Pavement Inspection Methodology for PMS

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

accordance with ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys* and structural evaluation. Pavement condition surveys assess the functional condition of the pavement surface. Typically, most problems within a pavement structure will eventually reflect to the pavement surface. The structural condition and relative support of the pavement layers can be assessed utilizing non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

AC Pavements			PCC Pavements		
N	n		N	n	
	Runway	Others		Runway	Others
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where N = total number of sample units in section
 n = number of sample units to inspect

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The sample units to inspect are determined by a systematic random sampling technique. This means that the locations are determined such that they are distributed evenly throughout the section. In the case when nonrepresentative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from the sample units are used to compute the PCI value for each section. PCI values range from 0 to 100. MicroPAVER provides a rating scale that relates PCI to pavement condition, with a PCI between 0 and 10 considered 'Failed' pavement and a PCI between 86 and 100 considered 'Good' pavement, with five other conditions for PCI values between 11 and 85. Figure 1-2 shows the PCI scale.

Figure 1-2: PCI Rating Scale



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1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

Base Course - Base Course is a layer of manufactured material, usually crushed rock (aggregate) or stabilized material (asphalt or concrete or Florida Limerock), immediately beneath the surface course of a pavement, which provides support to the surface course.

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports
- RL – for regional relievers or small hubs
- PR – for primary

Critical PCI – The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland cement concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

Localized M&R (Maintenance and Repair) – Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Global M&R- Global M&R is defined as activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration. These activities are primary for asphalt surfaced pavements, e.g. surface treatments.

MicroPAVER – A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that if properly implemented, maintained and operated it meets the pavement management system requirements described by FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Major M&R (e.g. Rehabilitation) – Activities performed over the entire area of a pavement section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. This drawing also includes the PCI sample units and is used to identify

those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport in this report is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) – The Pavement Condition Index is a number which represents the condition of a pavement segment at an instant in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340-04, “Standard Test Method for Airport Pavement Condition Index Surveys,” published by ASTM International.

Pavement Evaluation – A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Rank – Pavement rank in MicroPAVER determines the priority to be assigned to a pavement section when developing an M&R plan. Pavement sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons
- T – for Tertiary pavements such as “T” hangars and slightly used aprons

Reconstruction – Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new, or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation – Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement, and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit – Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section – (Feature in prior system) - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Section ID – A short form identification for the pavement Section that maintains the original AirPAV identification where 100 series through 3000 series sections are taxiways, 4000 and 5000 series sections are aprons (the 5000 series represent run-up aprons and turnarounds), and 6000 series sections are runways.

Use – In MicroPAVER use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

2. NETWORK DEFINITION

Clearwater Air Park (CLW) is located approximately 3 miles northeast of Clearwater, Florida. Owned by the City of Clearwater, this airport primarily serves general aviation aircraft. The airport facility includes only one runway, Runway 16-34, served by a full-length parallel taxiway. Clearwater Air Park is designated as a Regional Reliever (RL) airport and is located in District 7 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Clearwater Air Park are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of **Rank** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Clearwater Air Park Network Definition

Branch Name	Section ID	Rank
CENTER APRON	4405	P
	4410	P
NORTH APRON	4505	P
RUN-UP APRON AT RW 33	5105	P
APRON AT T-HANGARS 1	4305	P
	4310	P
APRON AT T-HANGARS 2	4105	P
APRON AT T-HANGARS 3	4205	P
RUNWAY 16-34	6105	P
	6110	P
	6120	P
TAXIWAY A	105	P
	110	P
	130	P
	135	P
	140	P
TAXIWAY A-1	115	P
TAXIWAY A-2	120	P
TAXIWAY A-3	125	P

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3. PAVEMENT INVENTORY

The detailed pavement inventory was updated to reflect the network definition update and field inspection results.

The total pavement area in 2007 at Clearwater Air Park is 620,166 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

Table 3-1: Pavement Area by Pavement Use

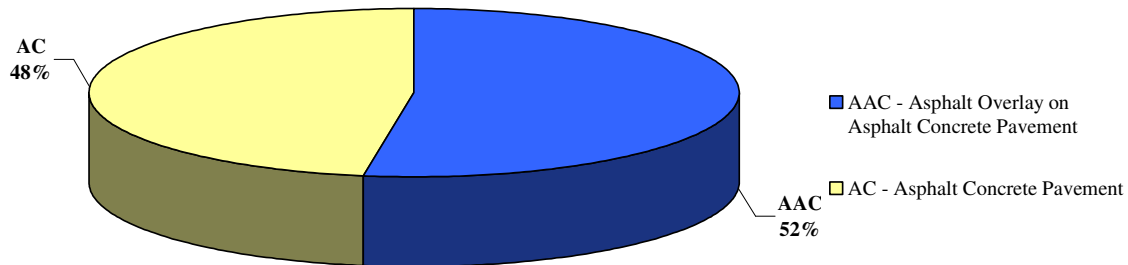
Use	Area, SqFt	% of Total Area
Runway	255,000	41
Taxiway	176,641	29
Apron	188,525	30
Total	620,166	100

Prepared by BX

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Figure 3-1 presents the breakdown of the pavement area at Clearwater Air Park by surface type.

Figure 3-1: Pavement Area by Surface Type



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Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340 “Standard Practice for Airport Pavement Condition Index Surveys.” These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

Pavement condition inspections at Clearwater Air Park were performed in July 2007. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

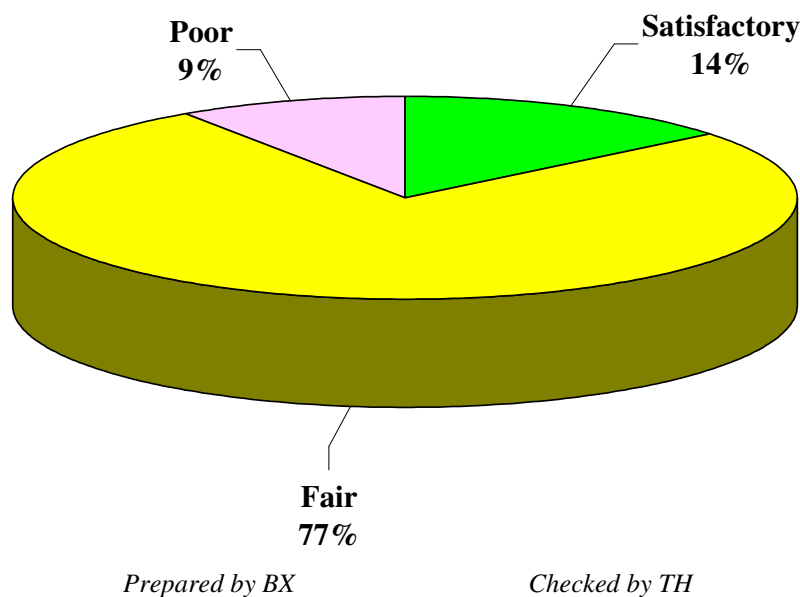
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Clearwater Air Park is 63, representing a Fair overall network condition.

Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



Approximately 14% of the network is in Satisfactory condition while 9% of the network is in Poor condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

Use	Area-Weighted PCI
Runway	61
Taxiway	60
Apron	68
All	63

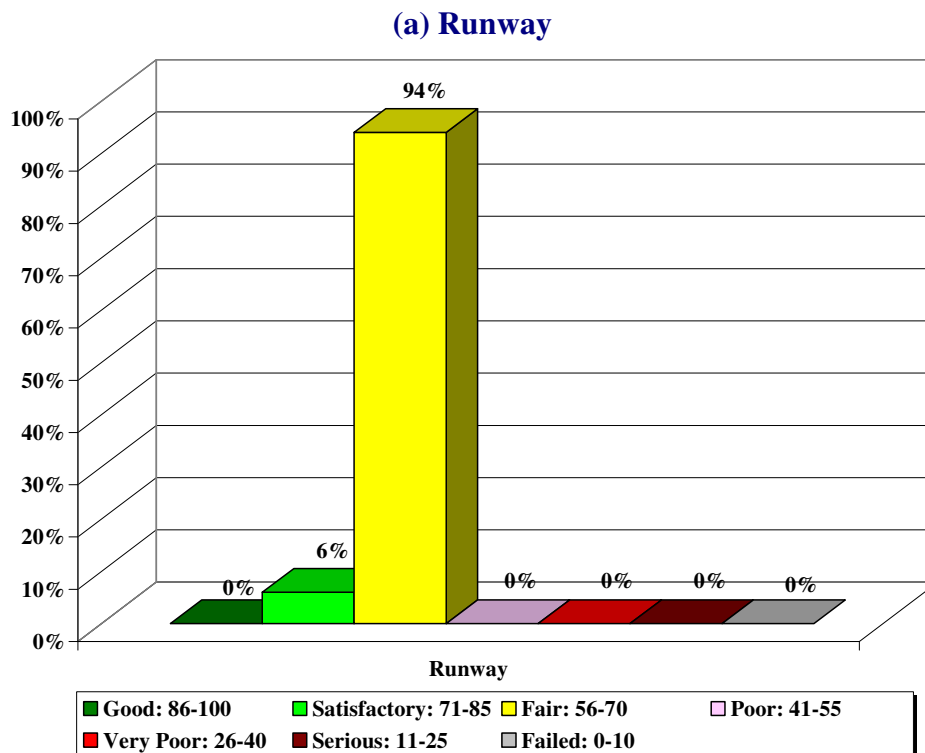
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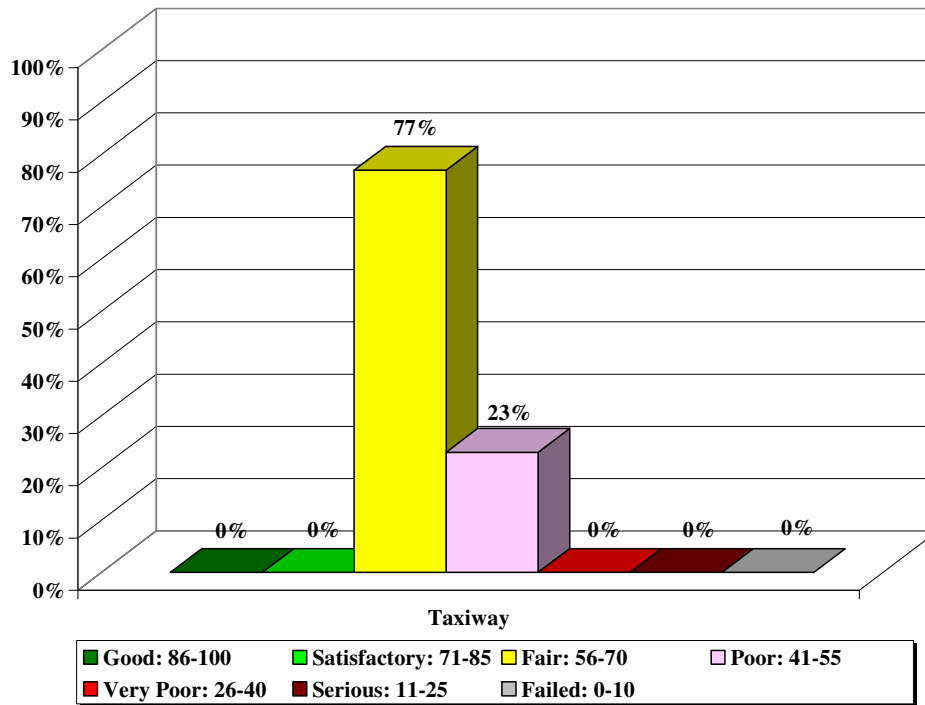
On average, the runways, taxiways, aprons are all in Fair condition.

Figure 4-2 presents the breakdown of PCI by range for each pavement use.

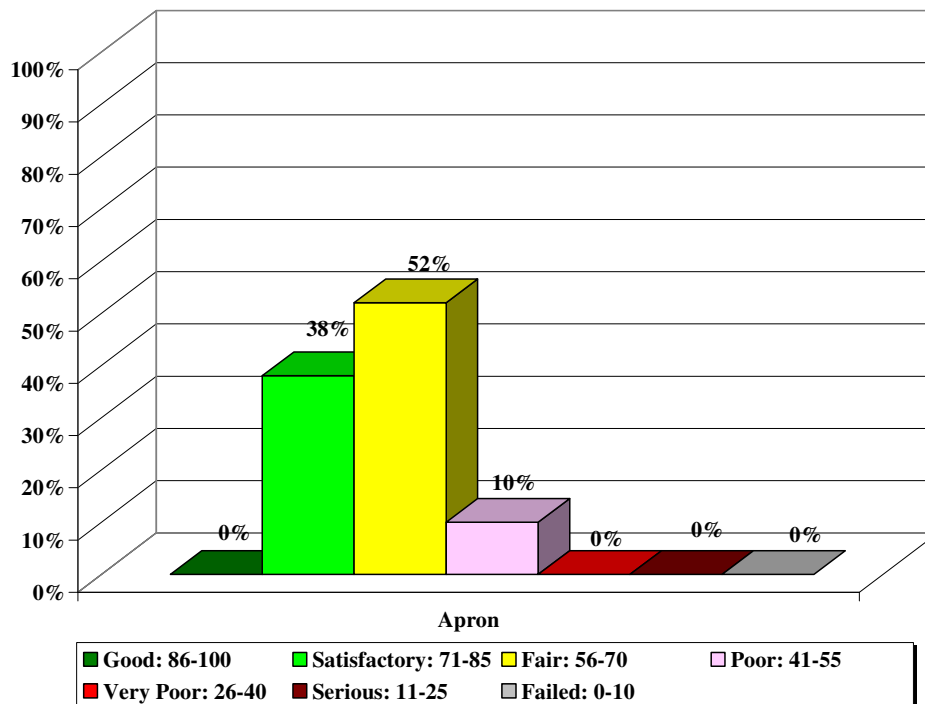
Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



(c) Apron



Prepared by BX

Checked by TH

5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Clearwater Air Park based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for Regional Reliever (RL) airports.

Figure 5-1: Predicted PCI by Pavement Use



Prepared by BX

Checked by TH

Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

Maintenance and rehabilitation (M&R) policies are sets of rules used to develop repair recommendations for distresses encountered during the visual inspections.

Maintenance refers to repair-type activities that are applied to specific distress types on the pavement. These activities are preventative and/or corrective in nature, and are recommended to help achieve the performance goal.

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called “Critical PCI.” The critical PCI levels for different pavement and branch types established in Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 6-2 gives the critical PCI levels for Regional Reliever Airports.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

Surface	Distress	Severity*	Work Type	Code	Work Unit
AC	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	SqFt
	Block Crack	M, H	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	M, H	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	SqFt
	Raveling	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	SqFt
	Pumping	N/A	No Localized M&R	NONE	SqFt
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	Ft
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

*L = Low, M = Medium, H = High

Prepared by BX

Checked by TH

Table 6-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

Table 6-3: Desired Minimum PCI for Regional Reliever Airports

Minimum PCI		
Runway	Taxiway	Apron
75	65	65

Prepared by BX

Checked by TH

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

Table 6-4: M&R Activities for Regional Reliever Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

Prepared by BX

Checked by TH

6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Management Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	\$2.00	SqFt
PA-AS	Patching – AC Shallow	\$4.00	SqFt
PA-PF	Patching – PCC Full Depth	\$50.00	SqFt
PA-PP	Patching – Partial Depth	\$35.00	SqFt
SL-PC	Slab Replacement	\$15.00	SqFt
CS-PC	Crack Sealing – PCC	\$2.00	Ft
UN-PC	Undersealing – PCC	\$3.00	Ft
CS-AC	Crack Sealing – AC	\$2.00	Ft
GR-PP	Grinding (Localized for PCC)	\$20.00	Ft
GR-LL	Grinding (Localized for AC)	\$6.00	SqFt
JS-LC	Joint Seal (Localized)	\$1.75	Ft
JS-SI	Joint Seal – Silicon	\$2.50	Ft
PA-AD	Patching – AC Deep	\$7.00	SqFt
OL-AT	Overlay – AC Thin	\$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	\$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	\$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	\$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	\$0.25	SqFt
MI-AC	Microsurfacing	\$0.90	SqFt

Prepared by BX

Checked by TH

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 6-6: M&R Activities and Unit Costs by Condition for Regional Reliever Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	\$0.10
		80	\$0.40
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	\$0.90
		60	\$3.68
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	\$7.61
		40	\$7.61
	Reconstruction	30	\$18.57
		20	\$18.57

Prepared by BX

Checked by TH

A 3% inflation rate per year was applied to the unit costs during the M&R analysis.

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

Maintenance and Rehabilitation (M&R) analyses were performed after the condition data were calculated and MicroPAVER was customized with the maintenance policies and cost settings described in the previous section.

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP CENTER	4405	18,500	\$140,785	48	Major M&R < Critical	100
AP CENTER	4410	15,625	\$44,469	63	Major M&R < Critical	100
AP RU RW33	5105	1,500	\$4,686	62	Major M&R < Critical	100
AP T-HAN 1	4305	32,000	\$82,176	64	Major M&R < Critical	100
AP T-HAN 1	4310	12,700	\$36,144	63	Major M&R < Critical	100
RW 16-34	6110	225,000	\$916,425	59	Major M&R < Critical	100
RW 16-34	6120	15,000	\$46,860	62	Major M&R < Critical	100
TW A	110	15,791	\$44,941	63	Major M&R < Critical	100
TW A	130	28,000	\$213,080	41	Major M&R < Critical	100
TW A	140	12,000	\$91,320	47	Major M&R < Critical	100
TW A-2	120	7,200	\$40,644	55	Major M&R < Critical	100
TW A-3	125	7,200	\$20,491	63	Major M&R < Critical	100
		Total	\$1,682,022	63*	← Network Avg. PCI →	89*

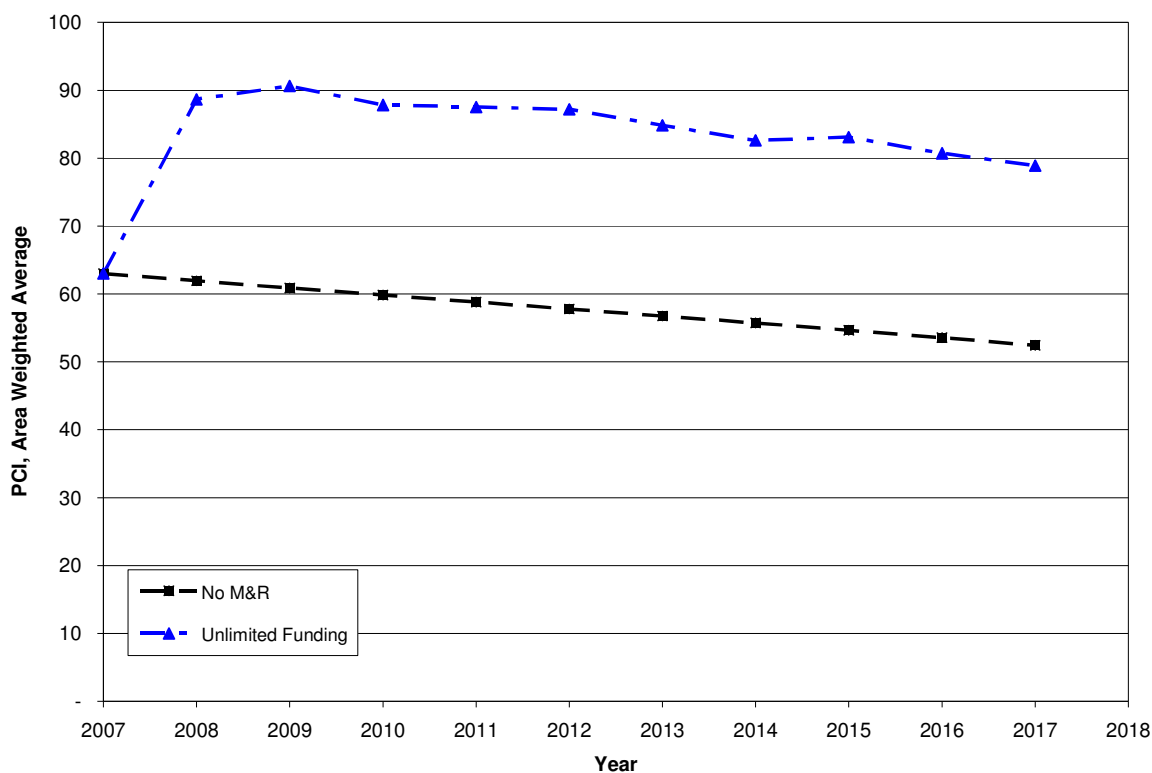
* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Clearwater Air Park, including those sections not shown in this table.

** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX

Checked by TH

Figure 7-1: Budget Scenario Analysis



Prepared by BX

Checked by TH

The following network level observations can be made from the figure above:

- The PCI will deteriorate from 63 to 52 in ten years if no M&R activities are performed.
- The PCI will remain at or above 79 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 79 with this scenario is 27 PCI points higher than a “No M&R” scenario. The total cost for Major M&R over this 10-year period is about \$2.2 million.

8. MAINTENANCE AND REHABILITATION PLAN

The M&R analysis results include activities that likely exceed a typical annual budget level. These activities would need to be evaluated for feasibility and desirability based on the airport's future plans. In an effort to identify appropriate budget levels the 10 year M&R analysis was evaluated to determine levels needed to address several specific areas: preventive maintenance, major activities for pavements in poor condition (Major M&R for PCI less than Critical), and activities that would be desirable to preserve good pavement conditions where they exist (Major M&R for PCI greater than or equal to Critical).

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R ≥ Critical	Major M&R < Critical	Total
2008	\$30,206	\$0	\$1,682,022	\$1,712,228
2009	\$30,616	\$0	\$208,297	\$238,913
2010	\$34,471	\$0	\$0	\$34,471
2011	\$30,627	\$0	\$101,020	\$131,647
2012	\$30,586	\$0	\$115,315	\$145,901
2013	\$44,206	\$0	\$0	\$44,206
2014	\$59,638	\$0	\$0	\$59,638
2015	\$61,072	\$0	\$134,860	\$195,932
2016	\$77,786	\$0	\$0	\$77,786
2017	\$92,220	\$0	\$0	\$92,220
Total	\$491,428	\$0	\$2,241,514	\$2,732,942

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX

Checked by TH

Approximately 75% of the total Major M&R cost is required in the first year (2008). This is a consequence of part of Runway 16-34 and several areas of the aprons and taxiways such as Center Apron and Taxiway A being below Critical PCI.

Runway 16-34 is currently in Fair to Poor condition with an average PCI value of 61. Part of this runway has immediate need for repair. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

Appendix E provides details of M&R plan by year under the unlimited funding scenario and the map of the 10-year M&R plan was provided in Appendix F. It is important to understand that a PMS is a network level tool and the M&R costs provided in this report are only for planning purposes.

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

Pavement condition inspections were performed at Clearwater Air Park and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 16-34 is in Fair to Poor condition and some immediate repair is needed.
- Several areas of the aprons and taxiways such as Center Apron and Taxiway A were identified that will require funding to improve them above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans.

APPENDIX A

**NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE**

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
CLEARWATER AIR PARK	CLW	CENTER APRON	AP CENTER	4405	120	100	18,500	P	AC	12/25/1999	7/25/2007
CLEARWATER AIR PARK	CLW	CENTER APRON	AP CENTER	4410	625	25	15,625	P	AC	12/15/1999	7/25/2007
CLEARWATER AIR PARK	CLW	NORTH APRON	AP N	4505	200	100	36,200	P	AC	1/1/2003	7/25/2007
CLEARWATER AIR PARK	CLW	RUN-UP APRON AT RW 33	AP RU RW33	5105	50	30	1,500	P	AC	1/1/1991	7/25/2007
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 1	AP T-HAN 1	4305	1,500	20	32,000	P	AC	12/25/1999	7/25/2007
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 1	AP T-HAN 1	4310	200	50	12,700	P	AC	12/25/1999	7/25/2007
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 2	AP T-HAN 2	4105	1,800	20	36,000	P	AC	1/1/1996	7/25/2007
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 3	AP T-HAN 3	4205	1,200	30	36,000	P	AC	1/1/1996	7/25/2007
CLEARWATER AIR PARK	CLW	RUNWAY 16-34	RW 16-34	6105	200	75	15,000	P	AC	1/1/2002	7/25/2007
CLEARWATER AIR PARK	CLW	RUNWAY 16-34	RW 16-34	6110	3,000	75	225,000	P	AAC	1/1/1991	7/25/2007
CLEARWATER AIR PARK	CLW	RUNWAY 16-34	RW 16-34	6120	300	50	15,000	P	AC	1/1/1992	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	105	2,625	30	78,750	P	AAC	1/1/1991	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	110	525	30	15,791	P	AC	1/1/1992	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	130	900	30	28,000	P	AC	1/1/1996	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	135	700	30	21,000	P	AC	1/1/1998	7/25/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	140	400	30	12,000	P	AC	1/1/2002	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A-1	TW A-1	115	100	50	6,700	P	AAC	1/1/1991	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A-2	TW A-2	120	100	50	7,200	P	AAC	1/1/1991	7/25/2007
CLEARWATER AIR PARK	CLW	TAXIWAY A-3	TW A-3	125	100	50	7,200	P	AAC	1/1/1991	7/25/2007

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 34,125.00 SqFt

Section: 4405 of 2 From: - To: - Last Const.: 12/25/199

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 18,500.00 SqFt Length: 120.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:49.00 I

Inspection Comments:

Sample Number: 501 Type: R Area: 5,000.00 SqFt PCI = 49

Sample Comments:

43 M 45 L 48 L 52 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 34,125.00 SqFt

Section: 4410 of 2 From: - To: - Last Const.: 12/15/199

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 15,625.00 SqFt Length: 625.00 Ft Width: 25.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:64.00 I

Inspection Comments:

Sample Number: 304 Type: R Area: 2,000.00 SqFt PCI = 64

Sample Comments:

43 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP N Name: NORTH APRON Use: APRON Area: 36,200.00 SqFt

Section: 4505 of 1 From: - To: - Last Const.: 1/1/2003

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 36,200.00 SqFt Length: 200.00 Ft Width: 100.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:80.00 I

Inspection Comments:

Sample Number: 400 Type: R Area: 4,950.00 SqFt PCI = 80

Sample Comments:

52 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP RU RW33 Name: RUN-UP APRON AT RW 33 Use: APRON Area: 1,500.00 SqFt

Section: 5105 of 1 From: - To: - Last Const.: 1/1/1991

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 1,500.00 SqFt Length: 50.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 9 Surveyed: 1

Date:

Conditions: PCI:63.00 I

Inspection Comments:

Sample Number: 102 Type: R Area: 1,500.00 SqFt PCI = 63

Sample Comments:

45 L 52 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP T-HAN 1 Name: APRON AT T-HANGARS 1 Use: APRON Area: 44,700.00 SqFt

Section: 4305 of 2 From: - To: - Last Const.: 12/25/199

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 32,000.00 SqFt Length: 1,500.00 Ft Width: 20.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 3

Date:

Conditions: PCI:65.00 I

Inspection Comments:

Sample Number: 600 Type: R Area: 2,100.00 SqFt PCI = 62

Sample Comments:

50 L 48 L 52 L 48 M

Sample Number: 701 Type: R Area: 2,000.00 SqFt PCI = 70

Sample Comments:

48 L 52 L

Sample Number: 902 Type: R Area: 2,000.00 SqFt PCI = 64

Sample Comments:

53 L 48 L 52 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP T-HAN 1 Name: APRON AT T-HANGARS 1 Use: APRON Area: 44,700.00 SqFt

Section: 4310 of 2 From: - To: - Last Const.: 12/25/199

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 12,700.00 SqFt Length: 200.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:64.00 I

Inspection Comments:

Sample Number: 100 Type: R Area: 2,000.00 SqFt PCI = 64

Sample Comments:

52 L 50 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP T-HAN 2 Name: APRON AT T-HANGARS 2 Use: APRON Area: 36,000.00 SqFt

Section: 4105 of 1 From: - To: - Last Const.: 1/1/1996

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 36,000.00 SqFt Length: 1,800.00 Ft Width: 20.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 8 Surveyed: 3

Date:

Conditions: PCI:68.00 I

Inspection Comments:

Sample Number: 201 Type: R Area: 2,000.00 SqFt PCI = 71

Sample Comments:

48 L 52 L

Sample Number: 400 Type: R Area: 2,000.00 SqFt PCI = 74

Sample Comments:

52 L

Sample Number: 503 Type: R Area: 2,000.00 SqFt PCI = 60

Sample Comments:

52 L 53 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: AP T-HAN 3 Name: APRON AT T-HANGARS 3 Use: APRON Area: 36,000.00 SqFt

Section: 4205 of 1 From: - To: - Last Const.: 1/1/1996

Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P

Area: 36,000.00 SqFt Length: 1,200.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 6 Surveyed: 3

Date:

Conditions: PCI:73.00 I

Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00 SqFt PCI = 72

Sample Comments:

53 L 52 L

Sample Number: 400 Type: R Area: 3,000.00 SqFt PCI = 77

Sample Comments:

52 L

Sample Number: 502 Type: R Area: 2,000.00 SqFt PCI = 67

Sample Comments:

52 L 53 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: RW 16-34 Name: RUNWAY 16-34 Use: RUNWAY Area: 255,000.00 SqFt

Section: 6105 of 3 From: - To: - Last Const.: 1/1/2002

Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P

Area: 15,000.00 SqFt Length: 200.00 Ft Width: 75.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:73.00 I

Inspection Comments:

Sample Number: 97 Type: R Area: 3,750.00 SqFt PCI = 73

Sample Comments:

45 L 52 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: RW 16-34 Name: RUNWAY 16-34 Use: RUNWAY Area: 255,000.00 SqFt

Section: 6110 of 3 From: - To: - Last Const.: 1/1/1991

Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P

Area: 225,000.00 SqFt Length: 3,000.00 Ft Width: 75.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 56 Surveyed: 11

Date:

Conditions: PCI:60.00 I

Inspection Comments:

Sample Number: 105 Type: R Area: 3,750.00 SqFt PCI = 62

Sample Comments:

48 M 50 L 52 L 48 L

Sample Number: 110 Type: R Area: 3,750.00 SqFt PCI = 49

Sample Comments:

52 M 48 L 52 L 48 M 56 L

Sample Number: 115 Type: R Area: 3,750.00 SqFt PCI = 69

Sample Comments:

48 L 52 L

Sample Number: 120 Type: R Area: 3,750.00 SqFt PCI = 64

Sample Comments:

52 L 48 L 48 M

Sample Number: 125 Type: R Area: 3,750.00 SqFt PCI = 59

Sample Comments:

53 L 52 L 48 M 48 L

Sample Number: 135 Type: R Area: 3,750.00 SqFt PCI = 39

Sample Comments:

52 L 48 L 48 M 45 L

Sample Number: 140 Type: R Area: 3,750.00 SqFt PCI = 64

Sample Comments:

48 M 48 L 52 L

Sample Number: 145 Type: R Area: 3,750.00 SqFt PCI = 64

Sample Comments:

48 M 48 L 52 L

Sample Number: 150 Type: R Area: 3,750.00 SqFt PCI = 69

Sample Comments:

48 L 52 L

Sample Number: 155 Type: R Area: 3,750.00 SqFt PCI = 59

Sample Comments:

48 M 48 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/14/2008
Site Name:

Sample Number:	158	Type:	R	Area:	3,750.00	SqFt	PCI = 69
Sample Comments:							
48 L	52 L						

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: RW 16-34 Name: RUNWAY 16-34 Use: RUNWAY Area: 255,000.00 SqFt

Section: 6120 of 3 From: - To: - Last Const.: 1/1/1992

Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P

Area: 15,000.00 SqFt Length: 300.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 4 Surveyed: 1

Date:

Conditions: PCI:64.00 I

Inspection Comments:

Sample Number: 160 Type: R Area: 5,000.00 SqFt PCI = 64

Sample Comments:

52 L 50 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 155,541.00 SqFt

Section: 105 of 5 From: - To: - Last Const.: 1/1/1991

Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P

Area: 78,750.00 SqFt Length: 2,625.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 24 Surveyed: 5

Date:

Conditions: PCI:65.00 I

Inspection Comments:

Sample Number: 102 Type: R Area: 3,000.00 SqFt PCI = 64

Sample Comments:

48 M 52 L 48 L

Sample Number: 106 Type: R Area: 3,000.00 SqFt PCI = 67

Sample Comments:

52 L 50 L 48 L

Sample Number: 114 Type: R Area: 3,000.00 SqFt PCI = 59

Sample Comments:

48 L 53 L 52 L 43 L

Sample Number: 122 Type: R Area: 3,000.00 SqFt PCI = 64

Sample Comments:

45 L 48 L 52 L

Sample Number: 124 Type: R Area: 3,000.00 SqFt PCI = 69

Sample Comments:

48 L 52 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 155,541.00 SqFt

Section: 110 of 5 From: - To: - Last Const.: 1/1/1992

Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P

Area: 15,791.00 SqFt Length: 525.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 4 Surveyed: 1

Date:

Conditions: PCI:64.00 I

Inspection Comments:

Sample Number: 102 Type: R Area: 3,000.00 SqFt PCI = 64

Sample Comments:

52 L 50 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 155,541.00 SqFt

Section: 130 of 5 From: - To: - Last Const.: 1/1/1996

Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P

Area: 28,000.00 SqFt Length: 900.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 5 Surveyed: 1

Date:

Conditions: PCI:42.00 I

Inspection Comments:

Sample Number: 105 Type: R Area: 2,000.00 SqFt PCI = 42

Sample Comments:

48 L 53 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 155,541.00 SqFt

Section: 135 of 5 From: - To: - Last Const.: 1/1/1998

Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P

Area: 21,000.00 SqFt Length: 700.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 5 Surveyed: 2

Date:

Conditions: PCI:69.00 I

Inspection Comments:

Sample Number: 128 Type: R Area: 3,000.00 SqFt PCI = 69

Sample Comments:

52 L 48 L

Sample Number: 130 Type: R Area: 3,000.00 SqFt PCI = 69

Sample Comments:

52 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 155,541.00 SqFt

Section: 140 of 5 From: - To: - Last Const.: 1/1/2002

Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P

Area: 12,000.00 SqFt Length: 400.00 Ft Width: 30.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:48.00 I

Inspection Comments:

Sample Number: 401 Type: R Area: 3,000.00 SqFt PCI = 48

Sample Comments:

45 M 45 L 52 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A-1 Name: TAXIWAY A-1 Use: TAXIWAY Area: 6,700.00 SqFt

Section: 115 of 1 From: - To: - Last Const.: 1/1/1991

Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P

Area: 6,700.00 SqFt Length: 100.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 1 Surveyed: 1

Date:

Conditions: PCI:69.00 I

Inspection Comments:

Sample Number: 101 Type: R Area: 2,500.00 SqFt PCI = 69

Sample Comments:

52 L 48 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A-2 Name: TAXIWAY A-2 Use: TAXIWAY Area: 7,200.00 SqFt

Section: 120 of 1 From: - To: - Last Const.: 1/1/1991

Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P

Area: 7,200.00 SqFt Length: 100.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 2 Surveyed: 1

Date:

Conditions: PCI:56.00 I

Inspection Comments:

Sample Number: 200 Type: R Area: 3,000.00 SqFt PCI = 56

Sample Comments:

45 L 48 L 52 L 43 L

Re-inspection Report

FDOT

Report Generated Date: 2/14/2008

Site Name:

Network: CLW Name: CLEARWATER AIR PARK

Branch: TW A-3 Name: TAXIWAY A-3 Use: TAXIWAY Area: 7,200.00 SqFt

Section: 125 of 1 From: - To: - Last Const.: 1/1/1991

Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P

Area: 7,200.00 SqFt Length: 100.00 Ft Width: 50.00 Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. 7/25/2007 Total Samples: 2 Surveyed: 1

Date:

Conditions: PCI:64.00 I

Inspection Comments:

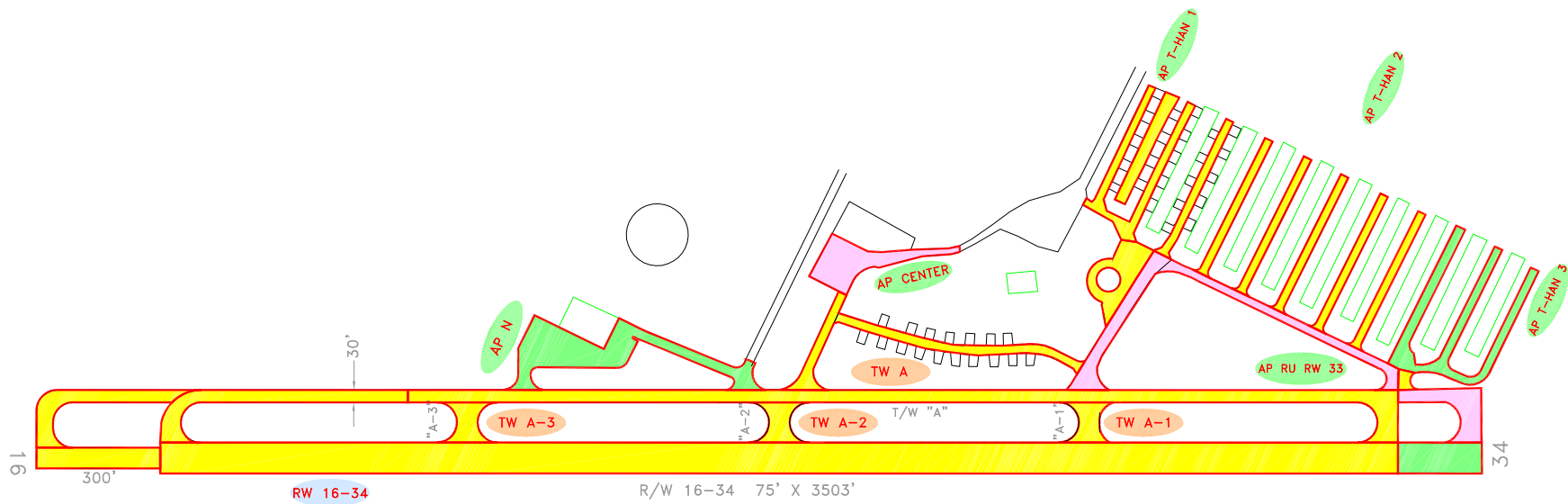
Sample Number: 301 Type: R Area: 2,500.00 SqFt PCI = 64

Sample Comments:

48 L 52 L 48 M

APPENDIX C

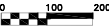
2007 CONDITION MAP AND TABLES



LEGEND

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

- Good
- Satisfactory
- Fair
- Poor
- Very Poor
- Serious
- Failed



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

NUMBER	DATE	REVISIONS
2	Feb-14	Draft Report
1	May-06	Revised per FDOT comments
0	Feb-06	Initial Submittal
DESIGNED:	FL	DRAWN: BB CHECKED: DATE: 2-16-2006



2007 Condition Map

CLEARWATER AIRPARK
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER

CLW

FDOT DISTRICT

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Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
CLEARWATER AIR PARK	CLW	CENTER APRON	AP CENTER	4405	120	100	18,500	P	AC	12/25/1999	7/25/2007	49
CLEARWATER AIR PARK	CLW	CENTER APRON	AP CENTER	4410	625	25	15,625	P	AC	12/15/1999	7/25/2007	64
CLEARWATER AIR PARK	CLW	NORTH APRON	AP N	4505	200	100	36,200	P	AC	1/1/2003	7/25/2007	80
CLEARWATER AIR PARK	CLW	RUN-UP APRON AT RW 33	AP RU RW33	5105	50	30	1,500	P	AC	1/1/1991	7/25/2007	63
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 1	AP T-HAN 1	4305	1,500	20	32,000	P	AC	12/25/1999	7/25/2007	65
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 1	AP T-HAN 1	4310	200	50	12,700	P	AC	12/25/1999	7/25/2007	64
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 2	AP T-HAN 2	4105	1,800	20	36,000	P	AC	1/1/1996	7/25/2007	68
CLEARWATER AIR PARK	CLW	APRON AT T-HANGARS 3	AP T-HAN 3	4205	1,200	30	36,000	P	AC	1/1/1996	7/25/2007	73
CLEARWATER AIR PARK	CLW	RUNWAY 16-34	RW 16-34	6105	200	75	15,000	P	AC	1/1/2002	7/25/2007	73
CLEARWATER AIR PARK	CLW	RUNWAY 16-34	RW 16-34	6110	3,000	75	225,000	P	AAC	1/1/1991	7/25/2007	60
CLEARWATER AIR PARK	CLW	RUNWAY 16-34	RW 16-34	6120	300	50	15,000	P	AC	1/1/1992	7/25/2007	64
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	105	2,625	30	78,750	P	AAC	1/1/1991	7/25/2007	65
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	110	525	30	15,791	P	AC	1/1/1992	7/25/2007	64
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	130	900	30	28,000	P	AC	1/1/1996	7/25/2007	42
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	135	700	30	21,000	P	AC	1/1/1998	7/25/2007	69

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
CLEARWATER AIR PARK	CLW	TAXIWAY A	TW A	140	400	30	12,000	P	AC	1/1/2002	7/25/2007	48
CLEARWATER AIR PARK	CLW	TAXIWAY A-1	TW A-1	115	100	50	6,700	P	AAC	1/1/1991	7/25/2007	69
CLEARWATER AIR PARK	CLW	TAXIWAY A-2	TW A-2	120	100	50	7,200	P	AAC	1/1/1991	7/25/2007	56
CLEARWATER AIR PARK	CLW	TAXIWAY A-3	TW A-3	125	100	50	7,200	P	AAC	1/1/1991	7/25/2007	64

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
CLW	AP CENTER	4405	49	48	46	45	43	42	40	39	37	35	33
CLW	AP CENTER	4410	64	63	62	61	60	59	58	56	55	54	53
CLW	AP N	4505	80	78	77	75	74	73	71	70	69	68	66
CLW	AP RU RW33	5105	63	62	61	60	59	58	57	55	54	53	52
CLW	AP T-HAN 1	4305	65	64	63	62	61	60	59	57	56	55	54
CLW	AP T-HAN 1	4310	64	63	62	61	60	59	58	56	55	54	53
CLW	AP T-HAN 2	4105	68	67	66	65	63	62	61	60	59	58	57
CLW	AP T-HAN 3	4205	73	72	70	69	68	67	66	65	63	62	61
CLW	RW 16-34	6105	73	71	69	67	65	63	61	59	58	56	55
CLW	RW 16-34	6110	60	59	58	57	57	56	55	54	53	52	51
CLW	RW 16-34	6120	64	62	60	59	57	55	54	52	51	50	48
CLW	TW A	105	65	64	64	63	62	62	61	60	59	58	56
CLW	TW A	110	64	63	62	61	60	59	58	57	56	55	54
CLW	TW A	130	42	41	39	38	37	35	34	32	31	29	28
CLW	TW A	135	69	68	67	66	64	63	62	61	60	59	58
CLW	TW A	140	48	47	46	45	43	42	41	40	38	37	36
CLW	TW A-1	115	69	68	68	67	66	66	65	65	64	63	63
CLW	TW A-2	120	56	54	53	51	49	47	46	44	42	40	39
CLW	TW A-3	125	64	63	63	62	61	60	59	58	57	55	54

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

APPENDIX D

**AREA-WEIGHTED PCI RESULTS
BY BRANCH**

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
CLEARWATER AIR PARK	CENTER APRON	56
CLEARWATER AIR PARK	NORTH APRON	80
CLEARWATER AIR PARK	RUN-UP APRON AT RW 33	63
CLEARWATER AIR PARK	APRON AT T-HANGARS 1	65
CLEARWATER AIR PARK	APRON AT T-HANGARS 2	68
CLEARWATER AIR PARK	APRON AT T-HANGARS 3	73
CLEARWATER AIR PARK	RUNWAY 16-34	61
CLEARWATER AIR PARK	TAXIWAY A	60
CLEARWATER AIR PARK	TAXIWAY A-1	69
CLEARWATER AIR PARK	TAXIWAY A-2	56
CLEARWATER AIR PARK	TAXIWAY A-3	64

APPENDIX E

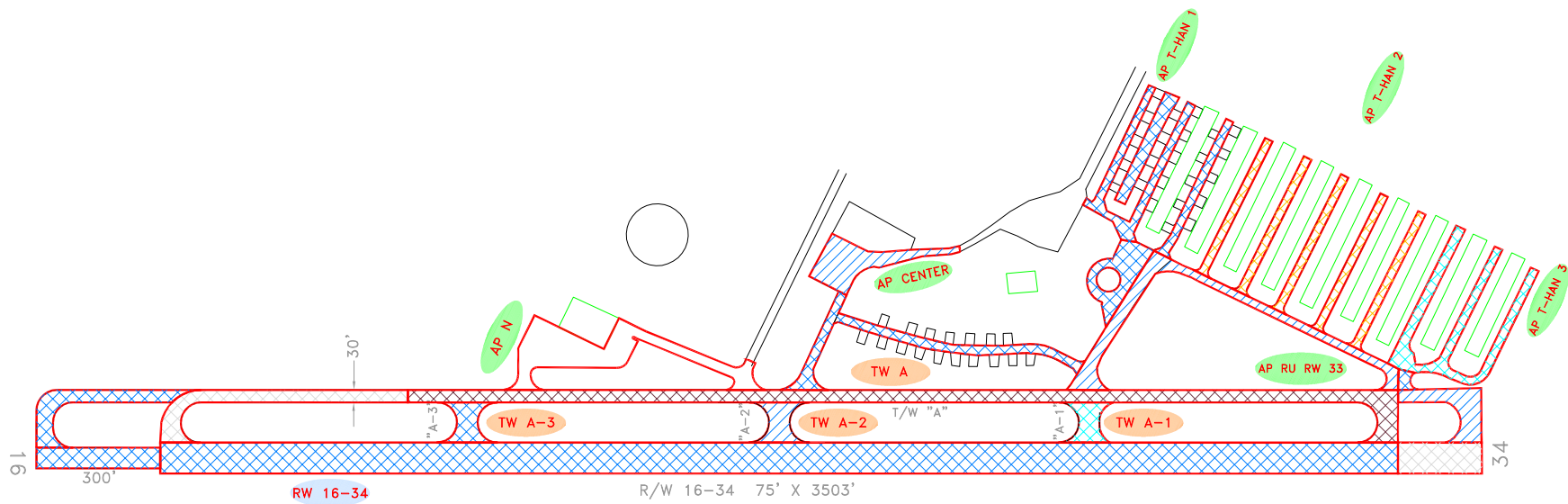
MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
CLW	APRON	AP CENTER	4405	AC	18,500	2008	48	Mill & Overlay	100	\$140,785
CLW	APRON	AP CENTER	4410	AC	15,625	2008	63	Microsurfacing	100	\$44,469
CLW	APRON	AP RU RW33	5105	AC	1,500	2008	62	Microsurfacing	100	\$4,686
CLW	APRON	AP T-HAN 1	4305	AC	32,000	2008	64	Microsurfacing	100	\$82,176
CLW	APRON	AP T-HAN 1	4310	AC	12,700	2008	63	Microsurfacing	100	\$36,144
CLW	RUNWAY	RW 16-34	6110	AAC	225,000	2008	59	Microsurfacing	100	\$916,425
CLW	RUNWAY	RW 16-34	6120	AC	15,000	2008	62	Microsurfacing	100	\$46,860
CLW	TAXIWAY	TW A	110	AC	15,791	2008	63	Microsurfacing	100	\$44,941
CLW	TAXIWAY	TW A	130	AC	28,000	2008	41	Mill & Overlay	100	\$213,080
CLW	TAXIWAY	TW A	140	AC	12,000	2008	47	Mill & Overlay	100	\$91,320
CLW	TAXIWAY	TW A-2	120	AAC	7,200	2008	55	Mill & Overlay	100	\$40,644
CLW	TAXIWAY	TW A-3	125	AAC	7,200	2008	63	Microsurfacing	100	\$20,491
CLW	TAXIWAY	TW A	105	AAC	78,750	2009	64	Microsurfacing	100	\$208,297
CLW	APRON	AP T-HAN 2	4105	AC	36,000	2011	64	Microsurfacing	100	\$101,020
CLW	RUNWAY	RW 16-34	6105	AC	15,000	2012	63	Microsurfacing	100	\$48,048
CLW	TAXIWAY	TW A	135	AC	21,000	2012	63	Microsurfacing	100	\$67,267
CLW	APRON	AP T-HAN 3	4205	AC	36,000	2015	64	Microsurfacing	100	\$113,699
CLW	TAXIWAY	TW A-1	115	AAC	6,700	2015	64	Microsurfacing	100	\$21,161

APPENDIX F

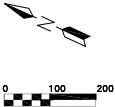
10-YEAR M&R MAP



LEGEND

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

Year	Activity
2008	Microsurfacing
2009	Mill & Overlay
2010	Reconstruction
2011	Concrete Pavement Restoration
2012	
2013	
2014	
2015	
2016	
2017	



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

NUMBER	DATE	REVISIONS
2	Feb-14	Draft Report
1	May-06	Revised per FDOT comments
0	Feb-06	Initial Submittal
DESIGNED:	FL	DRAWN: BB CHECKED: DATE: 2-16-2006



10-Year M&R Map

CLEARWATER AIRPARK
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

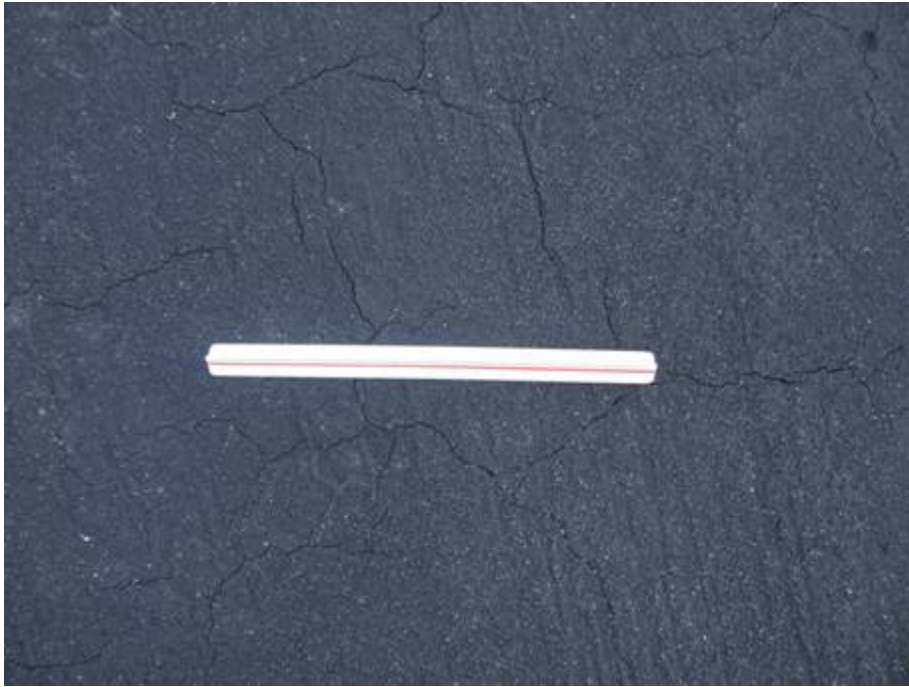
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CLW

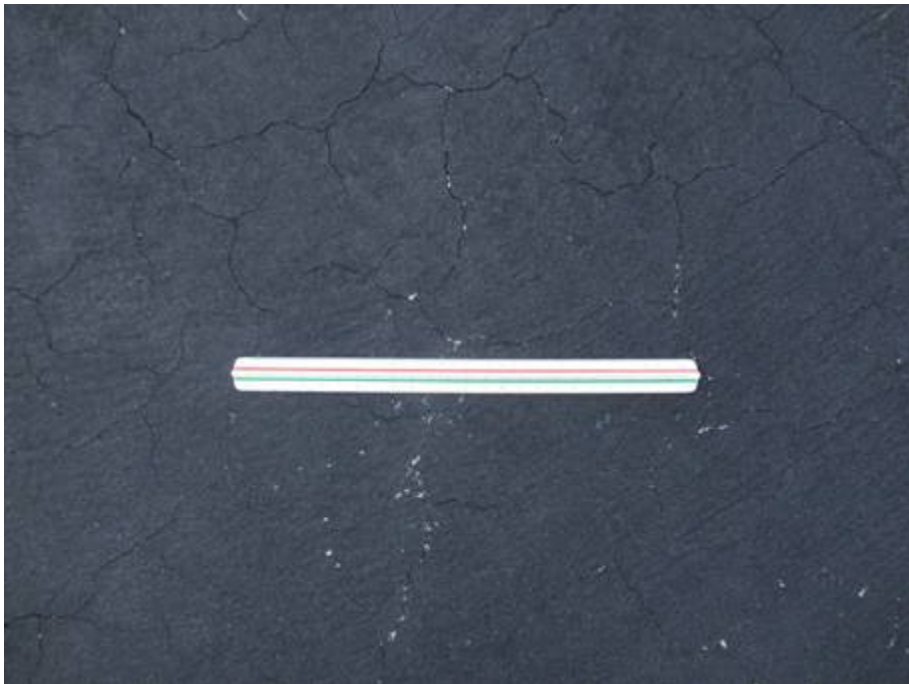
FDOT DISTRICT

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APPENDIX G
PHOTOGRAPHS



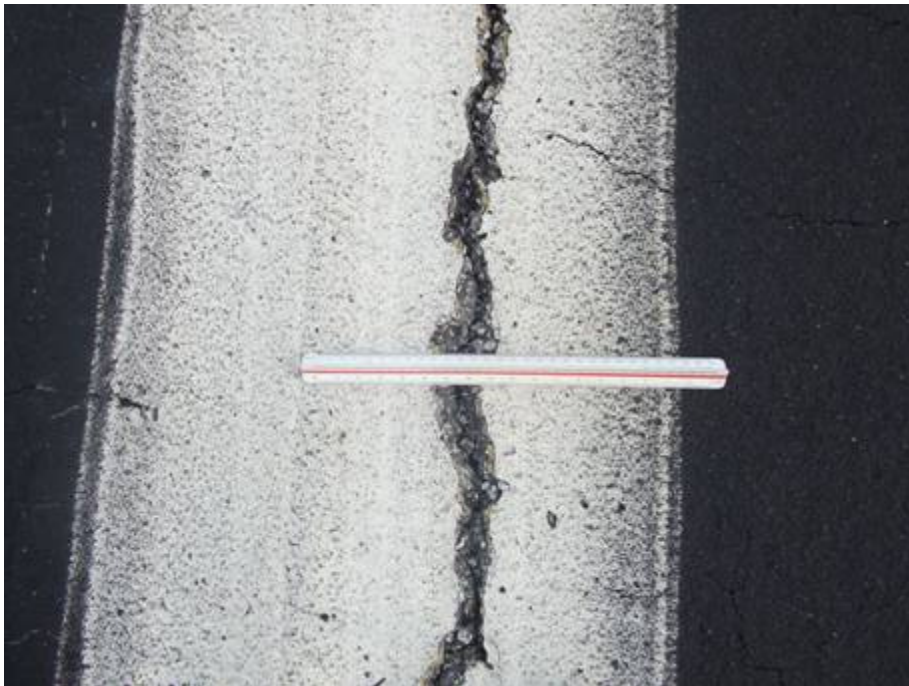
RW 16-34 Section 6105 SU 97: Low Severity Weathering (July 25, 2007)



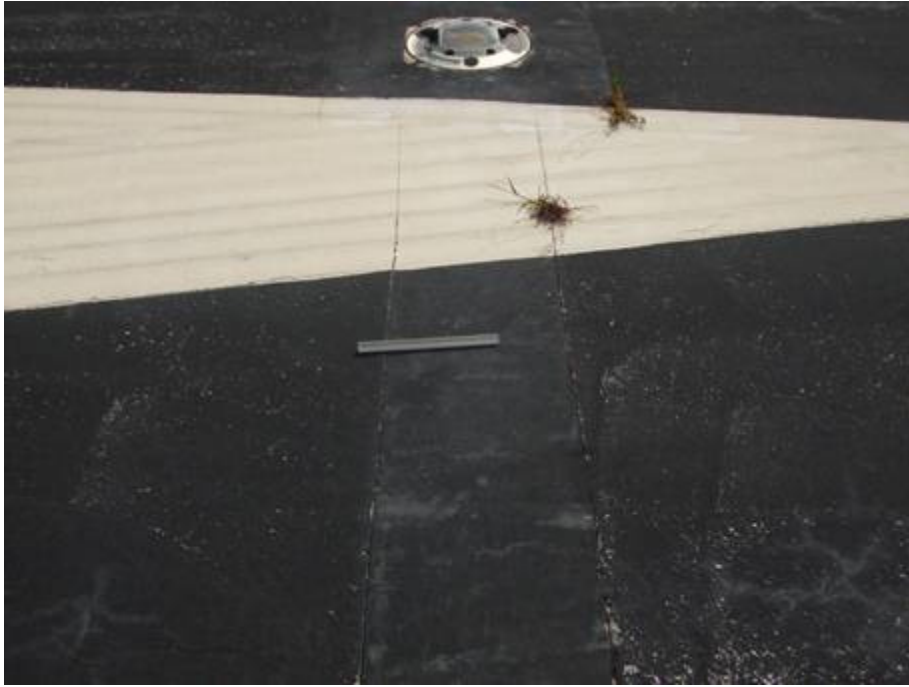
TW A Section 140 SU 401: Low Severity Weathering (July 25, 2007)



RW 16-34 Section 6110 SU 105: Low Severity L/T Cracking (July 25, 2007)



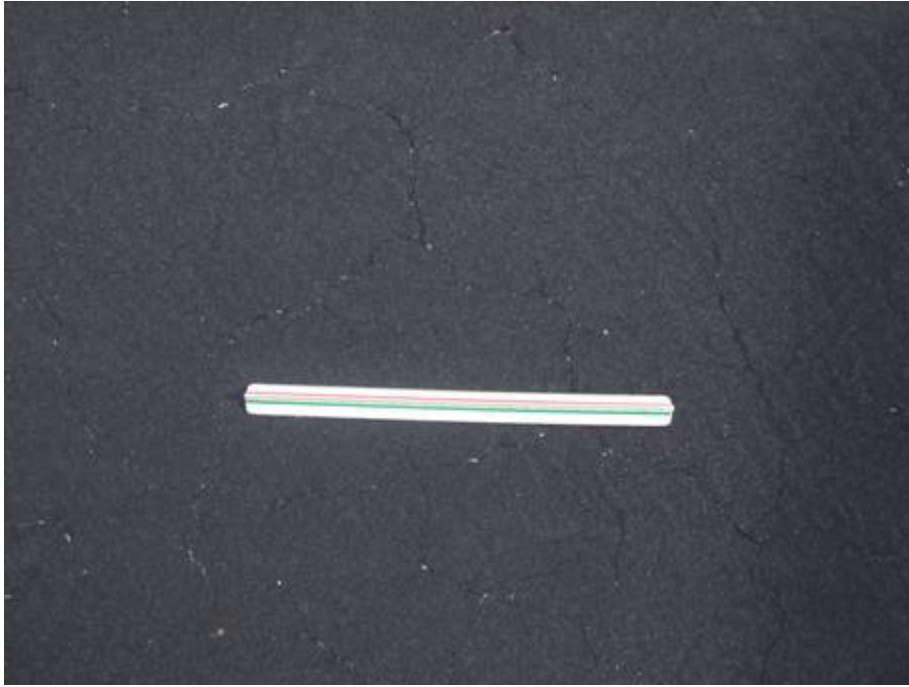
RW 16-34 Section 6110 SU 105: Medium Severity L/T Cracking (July 25, 2007)



RW 16-34 Section 6120 SU 160: Low Severity Patch (July 25, 2007)



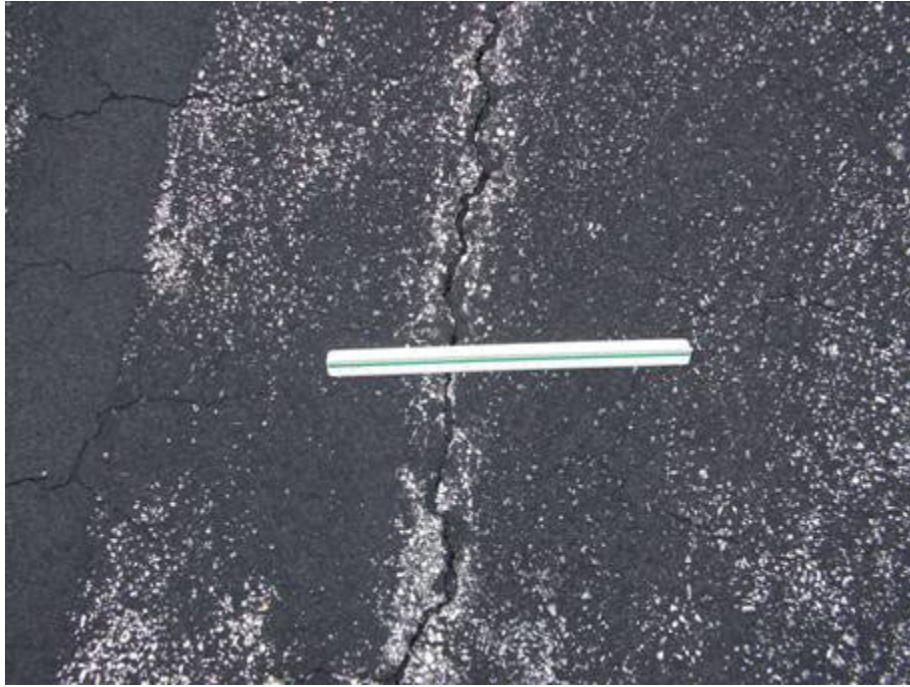
TW A-3 Section 125 SU 301: Low Severity Weathering (July 25, 2007)



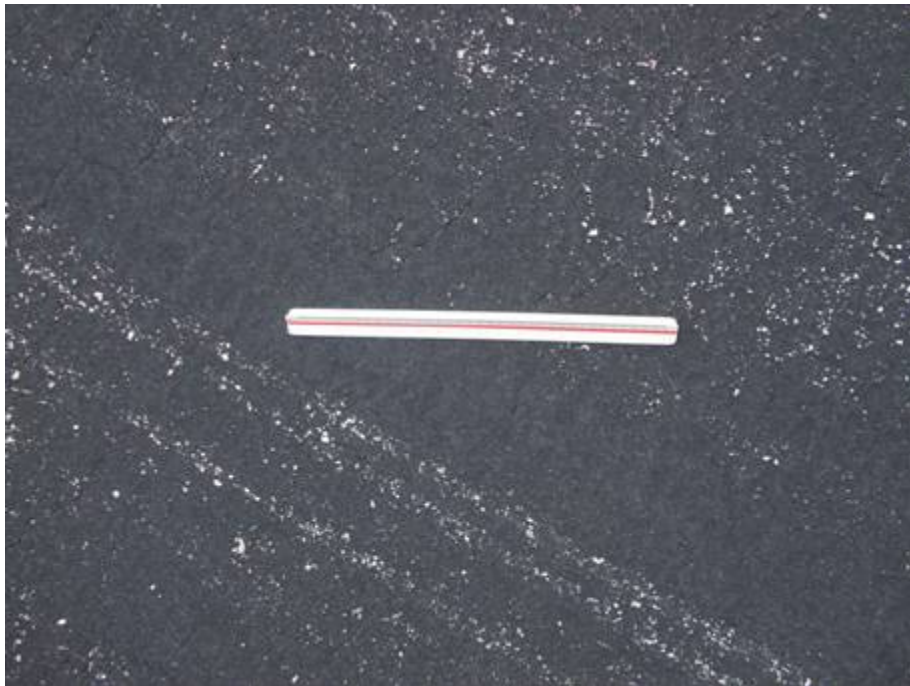
AP N Section 4505 SU 400: Low Severity Weathering (July 25, 2007)



TW A-2 Section 120 SU 200: Low Severity Weathering (July 25, 2007)



TW A Section 130 SU 105: Low Severity L/T Cracking (July 25, 2007)



AP T-HAN 1 Section 4305 SU 902: Low Severity Weathering (July 25, 2007)