STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Albert Whitted Airport– SPG
(Regional Reliever)
St. Petersburg, Florida
(District 7)

April 2012

TABLE OF CONTENTS

PAGE NO.

Executive Summary iii
1. Introduction 1
2. Network Definition and Pavement Inventory 10
3. Pavement Condition 15
4. Pavement Condition Prediction 21
5. Maintenance Policies and costs 22
6. Pavement Rehabilitation Needs Analysis 28
7. Maintenance and Rehabilitation Plan 34
8. Visual Aids 35
9. Recommendations 36

LIST OF FIGURES

Figure 1-1: Pavement Life Cycle 4
Figure 1-2: PCI Rating Scale 6
Figure 2-1: Pavement Area by Surface Type 12
Figure 3-1: Network PCI Distribution by Rating Category 17
Figure 3-1a: Condition Rating Summary 17
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use 19
Figure 4-1: Predicted PCI by Pavement Use 21
Figure 6-1: Budget Scenario Analysis 33

LIST OF TABLES

Table I: Condition Summary by Branch iv
Table II: Condition Summary by Pavement Use iv
Table III: Condition Summary by Pavement Rank iv
Table IV: Immediate Major M&R Needs v
Table V: 10-Year M&R Costs under Unlimited Funding Scenario vi
Table 1-1: Sampling Rate for FDOT Condition Surveys 5
Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity 11
Table 2-2: Pavement Area by Pavement Use 11
Table 2-3: Branch and Section Inventory 13
Table 2-3: Branch and Section Inventory (Continued) 14
Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces 15
Table 3-3: Condition by Pavement Use 18
Table 5-1: Routine Maintenance Activities for Airfield Pavements 23
Table 5-2: Critical PCI for Regional Reliever Airports 24
Table 5-3: FDOT Minimum Service Level PCI for Regional Reliever Airports 24
Table 5-4: M&R Activities for Regional Reliever Airports 25
Table 5-5: Maintenance Unit Costs for FDOT 26
Table 5-6: M&R Activities and Unit Costs by Condition for Regional Reliever Airports 27
Table 6-1: Summary of Immediate Major M&R Needs Option No. 1 28

TABLE OF CONTENTS

PAGE NO.

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1 (Continued).....29
Table 6-2: Summary of Immediate Major M&R Needs Option No. 2.....29
Table 6-2: Summary of Immediate Major M&R Needs Option No. 2 (Continued).....30
Table 6-3: Summary of Year 1 Maintenance Activities.....31
Table 6-3: Summary of Year 1 Maintenance Activities (Continued).....32
Table 7-1: M&R Costs under Unlimited Funding Scenario.....34

APPENDICES

Appendix A Network Definition Map
System Inventory Map
Pavement Inventory Table
Work History Report
Appendix B 2012 Condition Map
Pavement Condition Index Table
Appendix C Branch Condition Report
Section Condition Report
Appendix D Pavement Condition Prediction Table
Predicted PCI by Pavement Use Graph
Appendix E Year 1 Maintenance Activities Table
Appendix F Major M&R Plan by Year under Unlimited Funding Scenario Table
Appendix G 10-Year M&R Map
Appendix H Photographs
Appendix I PCI Re-inspection Report

EXECUTIVE SUMMARY

In 2010, the Florida Department of Transportation (FDOT) Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, AMEC and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal years 2011 and 2012.

The tasks required to achieve this objective at Albert Whitted Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at Albert Whitted Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During January 2012, the PCI survey was performed at Albert Whitted Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2012 is 70, representing a Fair overall network condition.

Table I below summarizes the overall condition summary by network branch.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Apron	70	57 - 93	Fair	65	65	X
Northwest Apron	96	95 - 100	Good	65	65	
West Apron	85	85	Satisfactory	65	65	
Runway 18-36	68	68 - 69	Fair	75	65	
Runway 7-25	66	27 - 100	Fair	75	65	X
Taxiway Alpha	54	49 - 59	Poor	65	65	X
Taxiway A-1	37	27 - 100	Very Poor	65	65	X
Taxiway Bravo	65	22 - 72	Fair	65	65	X
Taxiway Charlie	49	14 - 74	Poor	65	65	X
Taxiway West Connector	73	73	Satisfactory	65	65	
Taxiway Delta	93	82 - 100	Good	65	65	
North Taxiway	82	64 - 97	Satisfactory	65	65	X

Tables II and III below illustrate the area-weighted PCI computed individually for each pavement use and rank, respectively.

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	67	Fair
Taxiway	64	Fair
Apron	78	Satisfactory
All (Weighted)	**70**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	69	Fair
Tertiary	82	Satisfactory
All (Weighted)	**70**	**Fair**

*The pavement rank for the airport pavement network is listed on Table 2-3.

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Albert Whitted Airport, include: the southwestern Apron, Runway 7-25, Taxiways Alpha and A-1, the Taxiway Bravo connectors between Taxiway Bravo and the Runways, and Taxiway Charlie. Pavement conditions in these areas justify mill and overlay or full depth reconstruction activities. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4145	AC	14,186	$68,928.00	57	Mill and Overlay	100
Apron	4110	AC	128,902	$474,360.74	60	Mill and Overlay	100
Runway 7-25	6212	AC	4,117	$76,458.63	26	Reconstruction	100
Runway 7-25	6207	AC	22,950	$138,572.17	54	Mill and Overlay	100
Runway 7-25	6210	AC	167,790	$617,468.98	60	Mill and Overlay	100
Taxiway Alpha	105	AAC	20,000	$152,200.08	48	Mill and Overlay	100
Taxiway Alpha	115	AAC	63,617	$384,117.70	54	Mill and Overlay	100
Taxiway Alpha	110	AAC	16,000	$71,456.02	58	Mill and Overlay	100
Taxiway A-1	610	AAC	9,394	$174,444.15	29	Reconstruction	100
Taxiway A-1	605	AC	26,490	$491,923.35	26	Reconstruction	100
Taxiway A-1	609	AC	1,620	$12,324.93	43	Mill and Overlay	100
Taxiway Bravo	253	AAC	3,405	$63,239.95	21	Reconstruction	100
Taxiway Bravo	251	APC	3,287	$50,224.29	33	Reconstruction	100
Taxiway Bravo	252	AAC	6,613	$47,728.21	51	Mill and Overlay	100
Taxiway Bravo	250	AAC	2,578	$7,337.70	63	Mill and Overlay	100
Taxiway Bravo	210	AAC	17,315	$44,465.10	64	Mill and Overlay	100
Taxiway Bravo	215	AC	3,065	$30,039.71	38	Reconstruction	100
Taxiway Bravo	255	AC	1,557	$8,178.26	56	Mill and Overlay	100
Taxiway Bravo	254	AC	3,707	$18,014.51	57	Mill and Overlay	100
Taxiway Bravo	206	APC	2,000	$10,504.00	56	Mill and Overlay	100
Taxiway Charlie	315	AAC	3,800	$70,566.00	13	Reconstruction	100
Taxiway Charlie	301	AAC	3,886	$72,163.57	22	Reconstruction	100
Taxiway Charlie	310	AAC	23,994	$182,592.45	47	Mill and Overlay	100
Taxiway Charlie	305	AC	35,350	$656,449.46	23	Reconstruction	100
North Taxiway	720	AC	13,337	$34,248.85	64	Mill and Overlay	100
			Total	**$3,958,006.81**	**45**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

Table V: 10-Year M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$136,867.74	$3,958,006.82	$4,094,874.56
2013	$189,989.62	$0.00	$189,989.62
2014	$136,688.37	$780,265.58	$916,953.95
2015	$116,822.21	$401,836.77	$518,658.98
2016	$119,751.13	$213,060.61	$332,811.74
2017	$137,000.93	$99,389.75	$236,390.68
2018	$176,750.26	$0.00	$176,750.26
2019	$221,505.68	$23,711.75	$245,217.43
2020	$236,375.51	$290,381.30	$526,756.81
2021	$278,609.92	$69,625.96	$348,235.88
Total	**$1,750,361.37**	**$5,836,278.54**	**$7,586,639.91**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year Major M&R Plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 70 in 2012 to 78 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

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 Albert Whitted Airport pavements in 2021 may remain near 78. 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 Albert Whitted Airport 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. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports 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 based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, MACTEC Engineering and Consulting and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

This report discusses the work performed, a summary of the findings, results, and recommendations for M&R planning associated with the update to the SAPMP. It also describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented during the performance of the SAPMP.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the SAPMP and the roles and responsibilities of the program's participants;
- Provide background information on pavement management principles, objectives, and benefits to this airport;
- Outline the procedures used to collect, evaluate and report pavement inspection results at this airport;
- Present the findings from the pavement inspection;
- Analyze and discuss the needs for Maintenance and Rehabilitation (M&R) activities and associated costs for this airport.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, 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, AIRPAV, was implemented, and initial condition surveys were performed in 1992 and 1993. The SAPMP was updated with additional surveys in 1998 and 1999.

In 2004, the FDOT Aviation Office undertook a project to update the pavement management system software utilized for the SAPMP. This project involved a review of the AIRPAV software and other available pavement management system software. As a result of this review, MicroPAVER was selected as the software for the update project. Data from the 1998/1999 condition surveys were converted to the MicroPAVER system, and the inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999. The pavements were inspected between 2006 and 2008, and an updated M&R program was developed based on the new condition of the airfield pavements. As part of the update, procedures for the inspection and collection of pavement data were developed, and a website (www.floridaairportpavement.com) was created for the input of data under secure procedures.

Currently, airports using the AIP Grant Program are required by the Federal Aviation Administration (FAA) to develop a pavement maintenance program (FAA/AC 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements") using trained personnel to perform a detailed inspection of airfield pavements. The inspections are required to be performed at least once a year or every 3 years if pavement inspection is characterized in the form of a Pavement Condition Index (PCI) survey (such as ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys", (2004 edition)). The 2004 edition was utilized in lieu of the 2010 edition to maintain database integrity and benefit of pavement performance curves from the previous inspections.

In 2010, the FDOT Aviation Office selected a team consisting of the Consultant and their Subconsultants to provided services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

The Consultant (Kimley-Horn and Associates, Inc.) and their Subconsultants (AMEC Engineering and Consulting and All About Pavements, Inc.) provide technical and administrative assistance to the AO-PM during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the SAPMP based upon procedures outlined in FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

1.3.3 *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 AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

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 an asphalt concrete (AC) surface, and
- Rigid pavement composed of a 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 natural 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, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

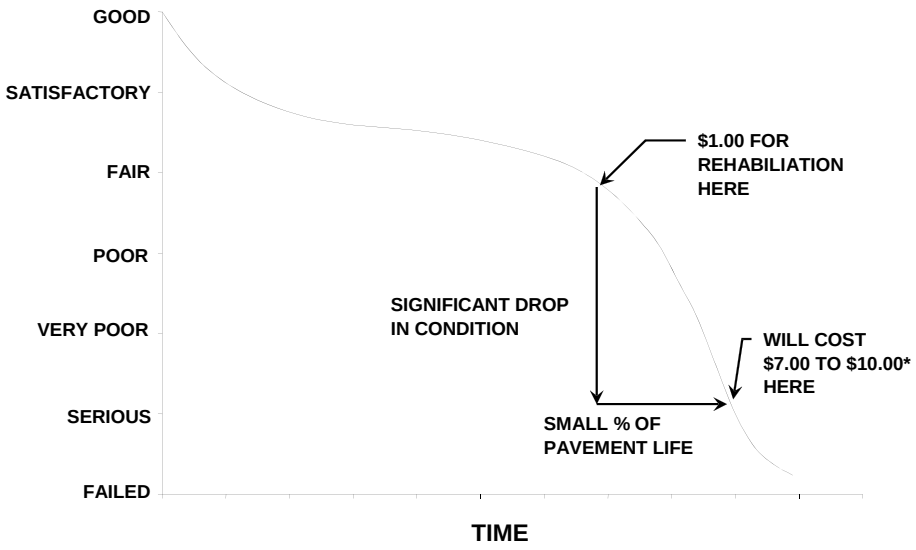
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the 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*

The SAPMP utilized a Pavement Management System (PMS) to develop the M&R recommendations discussed in this report. A 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 below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, 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 “good” condition depends on how well it is maintained. As 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.

Figure 1-1: Pavement Life Cycle



Source: FAA/AC 150/5380-7A "Airport Pavement Management Program"
**Modified to reflect current construction costs.*

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 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.

1.4.3 *Pavement Inspection Methodology for the SAPMP*

Pavement condition assessment is one of the primary decision variables in any airport PMS. 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.

For the Statewide Aviation Pavement Management Program update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine the appropriate rehabilitation methods during the design process.

In preparation of the PCI surveys, the airfield pavements are divided into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Further discussion of how the airport pavements are divided and subdivided into units by construction and use can be found in Section 2 "Network Definition and Pavement Inventory" of this report.

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting 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 the FDOT Statewide Airfield 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

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 nonrepresentive 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. As Figure 1-2 below indicates, MicroPAVER provides a rating scale that relates PCI to pavement condition. A PCI between 0 and 10 is considered 'Failed' pavement, and a PCI between 86 and 100 is considered 'Good' pavement, with five other conditions for PCI values between 11 and 85.

Figure 1-2: PCI Rating Scale

	PCI	Condition Rating
	86 – 100	Good
	71 – 85	Satisfactory
	56 – 70	Fair
	41 – 55	Poor
	26 – 40	Very Poor
	11 – 25	Serious
	0 – 10	Failed

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 Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

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 - A Branch designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron.

Branch ID - A short form identification for the pavement Branch. In this report, Branch 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 (certified under Part 139 requirements).

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.

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.

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.

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.

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 program requirements described by the 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.

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. 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 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 a specific point 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, 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 System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type - The surface of pavement is identified as one of four types:

- AC – for asphalt surface pavements;
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt pavement.

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 - 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.

Statewide Airfield Pavement Management Program (SAPMP) – The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities

necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory - A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection. The System Inventory for the airport is included in Appendix A.

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 AND PAVEMENT INVENTORY

Albert Whitted Airport (SPG) is owned and operated by the City of St. Petersburg. The Airport is served by two runways. Runway 7-25 is the primary runway and is 75-ft wide by 3,677-ft long. Runway 18-36 is 150-ft wide by 2,864-ft long. Runway 7-25 is served by parallel Taxiways Alpha and Delta. Runway 18-36 is served by parallel Taxiway Bravo. A new general aviation terminal and apron is located on the west side of the property. FBO aprons and t-hangar aprons are located in the center and south side of the property. This airport is designated as a Regional Reliever airport and is located in District 7 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric dimensions may vary slightly from the geometry used in the condition and M & R analysis based on field measurements.

Albert Whitted Airport was established in 1928 by the City of St. Petersburg. During 1934, the Public Works Administration constructed the Coast Guard Air Station St. Petersburg within the confines of the airport. During World War II, it was converted to military use as a primary flight naval training base. After the war, the airport returned to civilian use, and in 1976, the Coast Guard relocated its operations from the site.

2.1 Network Definition

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.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further 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. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

As discussed in Section 1.4.3 “Pavement Inspection Methodology for the SAPMP”, the sections are sub-divided into sample units, which are the smallest subdivision in a pavement network, only for the purpose of conducting the pavement condition survey.

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2012 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. 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 previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

Due to recent and anticipate construction history; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based on the ASTM 5340 criteria.

The updated System Inventory and Network Definition drawings for Albert Whitted Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity

Construction Year	Location	Work Type/Pavement Section
2007	Terminal Ramp	New Asphalt Pavement
2008	Approach Ends of Runway 7-25	Asphalt Pavement Rehabilitation / Runway Designation Change
2011	East of Terminal Ramp, West of Twy Bravo	Construction of Twy Delta / Expansion of Terminal Ramp & Twy A-1
2012	Between Twy's Alpha and Charlie	New Ramp and Reconstruction of Twy A-1
2014	Runway 7-25 West of Runway 18-36	Asphalt Pavement Rehabilitation

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 97 sample units.

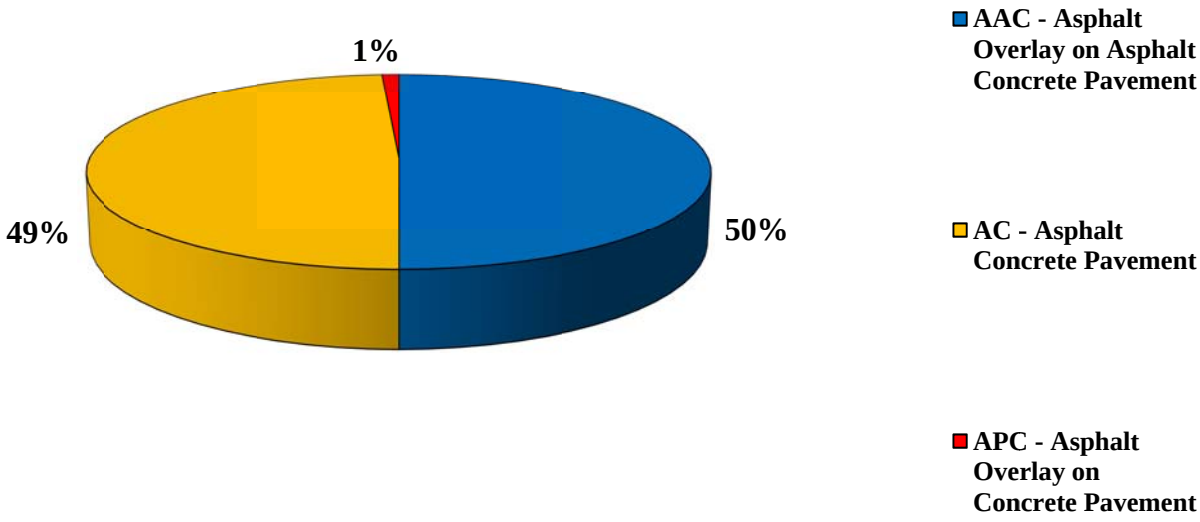
The total airfield pavement area in 2012 at Albert Whitted Airport is 1,855,735 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	694,857	37%
Taxiway	573,107	31%
Apron	587,771	32%
All (Weighted)	**1,855,735**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Albert Whitted Airport by surface type.

Figure 2-1: Pavement Area by Surface Type



Details of pavement Branch and Section information including Branch name (which indicates pavement use), Branch ID, Section ID, section area, rank, surface type, last construction date, number of samples inspected, and number of samples in each Section are given in Table 2-3 below. A more detailed Pavement Inventory Table may be found in Appendix A of this report.

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Apron	AP	4105	44,489	T	AC	1/1/1991	1	10
Apron	AP	4110	128,902	P	AC	1/1/1993	3	25
Apron	AP	4120	73,716	P	AAC	1/1/2002	2	13
Apron	AP	4135	89,750	P	AAC	1/1/2002	4	38
Apron	AP	4140	21,255	T	AC	1/1/2006	1	5
Apron	AP	4145	14,186	P	AC	1/1/1965	1	4
Apron Northwest	AP NW	4310	108,495	P	AC	1/1/2006	3	24
Apron Northwest	AP NW	4315	32,357	P	AC	1/1/2011	1	8
West Apron	AP W	4210	74,621	T	AC	11/1/2002	3	27
Runway 18-36	RW 18-36	6105	286,400	P	AAC	1/1/1992	12	57
Runway 18-36	RW 18-36	6110	143,200	P	AAC	1/1/1992	5	28
Runway 7-25	RW 7-25	6205	18,750	P	AC	1/1/1991	2	5
Runway 7-25	RW 7-25	6207	22,950	P	AC	1/1/1965	2	6
Runway 7-25	RW 7-25	6208	21,525	P	AAC	1/1/2012	2	6
Runway 7-25	RW 7-25	6210	167,790	P	AC	1/1/1965	9	45
Runway 7-25	RW 7-25	6212	4,117	P	AC	1/1/1985	1	1
Runway 7-25	RW 7-25	6215	30,125	P	AC	1/1/1991	2	9
Taxiway Alpha	TW A	105	20,000	P	AAC	1/1/1987	1	5
Taxiway Alpha	TW A	110	16,000	P	AAC	1/1/1987	2	4
Taxiway Alpha	TW A	115	63,617	P	AAC	1/1/1987	3	16
Taxiway A-1	TW A1	605	26,490	P	AC	1/1/1960	2	6
Taxiway A-1	TW A1	609	1,620	P	AC	1/1/1965	1	1
Taxiway A-1	TW A1	610	9,394	P	AAC	1/1/1987	1	2
Taxiway A-1	TW A1	615	5,505	P	AC	1/1/2011	1	1
Taxiway Bravo	TW B	205	84,004	P	AAC	1/1/1988	3	22
Taxiway Bravo	TW B	206	2,000	P	APC	1/1/1989	1	1
Taxiway Bravo	TW B	210	17,315	P	AAC	1/1/1988	1	4
Taxiway Bravo	TW B	215	3,065	P	AC	1/1/1965	1	1
Taxiway Bravo	TW B	250	2,578	P	AAC	1/1/1984	1	1
Taxiway Bravo	TW B	251	3,286	P	APC	1/1/1989	1	1
Taxiway Bravo	TW B	252	6,613	P	AAC	1/1/1989	1	1
Taxiway Bravo	TW B	253	3,405	P	AAC	1/1/1987	1	1

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Taxiway Bravo	TW B	254	3,707	P	AC	1/1/1979	1	1
Taxiway Bravo	TW B	255	1,557	P	AC	1/1/1979	1	1
Taxiway Bravo	TW B	256	2,468	P	AAC	1/1/1989	1	1
Taxiway Charlie	TW C	301	3,886	P	AAC	1/1/1989	1	1
Taxiway Charlie	TW C	305	35,350	P	AC	1/1/1950	2	8
Taxiway Charlie	TW C	307	8,469	P	AAC	1/1/1991	1	3
Taxiway Charlie	TW C	308	44,775	P	AAC	1/1/1991	1	8
Taxiway Charlie	TW C	310	23,994	P	AAC	1/1/1987	2	5
Taxiway Charlie	TW C	315	3,800	P	AAC	1/1/1987	1	1
Taxiway West Connector	TW CONN W	410	5,039	P	AC	1/1/1991	1	1
Taxiway Delta	TW D	150	7,348	P	AC	1/1/1991	1	1
Taxiway Delta	TW D	155	7,304	P	AC	1/1/1991	1	3
Taxiway Delta	TW D	160	2,172	P	AC	1/1/1991	1	1
Taxiway Delta	TW D	505	8,729	P	AC	1/1/2011	1	3
Taxiway Delta	TW D	510	33,920	P	AC	1/1/2002	1	7
Taxiway Delta	TW D	515	23,102	P	AC	1/1/2011	1	5
North Taxiway	TW N	710	33,564	P	AC	1/1/2002	1	8
North Taxiway	TW N	720	13,337	P	AC	1/1/2002	1	5
North Taxiway	TW N	730	12,506	P	AC	1/1/2002	1	5
North Taxiway	TW N	740	33,186	P	AC	1/1/2002	1	6

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

Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "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).

3.1 Inspection Methodology

A PCI survey is performed by measuring the amount and severity of pavement distresses, which are caused by traffic load, climate, and other factors, observed within a sample unit. This data is imported into MicroPAVER, which calculates PCI values for the pavement sections. Table 3-1 below lists the pavement distress types and related causes for asphalt concrete (AC).

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

Code	Distress	Mechanism
41	Alligator Cracking	Load
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Load
52	Weathering/Raveling	Climate / Load
53	Rutting	Load
54	Shoving	Pavement Growth
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD 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 a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at Albert Whitted Airport were performed in January 2012. Data was recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Albert Whitted Airport is 70, representing a Fair overall network condition.

Overall, the Airport mostly exhibited pavement distresses associated with climate and age. Structural distresses, which are a result of repeat traffic loading or inadequate pavement strength, were noted in isolated locations. The Asphalt Concrete pavement distresses that were most commonly observed include weathering and raveling and longitudinal and transverse cracking. In several areas, block cracking, swelling, depressions, patching, and oil spillage distresses were found. Alligator cracking, a major structural distress, and joint reflection cracking, which is associated with a pavement structure comprised of Asphalt Concrete pavement over Portland Cement Concrete, were observed on the Airport in isolated areas.

Runway 7-25 is surfaced with Asphalt Concrete and exhibited typically low to medium severity weathering and raveling and longitudinal and transverse cracking. High severity weathering and raveling and low severity swelling and patching were also observed on the runway. Runway 7-25 has an average PCI of 66 with a condition rating of Fair. It is currently below the FDOT minimum PCI level and is only 1 PCI point above the FAA minimum PCI level. Two sections on the runway had PCI levels at or below a Poor condition rating.

Runway 18-36 is also surfaced with Asphalt Concrete and exhibited typically low to medium severity weathering and raveling and longitudinal and transverse cracking. Low severity depressions and block cracking were also observed. Runway 18-36 has an average PCI of 68 with a condition rating of Fair. It is currently below the FDOT minimum PCI level; however, neither of the two sections on Runway 18-36 were below the FAA minimum PCI level.

The taxiways are all surfaced with Asphalt Concrete pavement and exhibited very similar distresses. Weathering and raveling and longitudinal and transverse cracking were found on nearly all taxiway pavements and typically were low severity, although areas of medium to high severity weathering and raveling and medium severity longitudinal and transverse cracking were found on the taxiways. Low to medium severity depressions, block cracking and patching, low severity swelling, and oil spillage were also observed.

On Taxiways A-1 and Charlie, alligator cracking ranging from low to medium severity was observed. Joint reflection cracking, ranging from medium to high severity, was discovered on an

isolated area on Taxiway Bravo and on a taxiway connector between Taxiway Bravo and Runway 18-36. These Taxiway Bravo sections were the only areas on the airport that were comprised of Asphalt Concrete pavement over Portland Cement Concrete.

Similarly to the taxiways, the aprons are surfaced with Asphalt Concrete, and low severity weathering and raveling and longitudinal and transverse cracking were frequently observed. Medium to high severity weathering and raveling, medium severity longitudinal and transverse cracking and depressions, low severity swelling and patching, and oil spillage were also observed.

Appendix B contains a table and a Condition Map which depicts the PCI results by Section, and Appendix C contains a table of PCI results by Branch. Appendix I includes detailed distress data generated by MicroPAVER for each inspected sample unit.

Figure 3-1 provides the PCI distribution by rating category for Albert Whitted Airport.

Figure 3-1: Network PCI Distribution by Rating Category

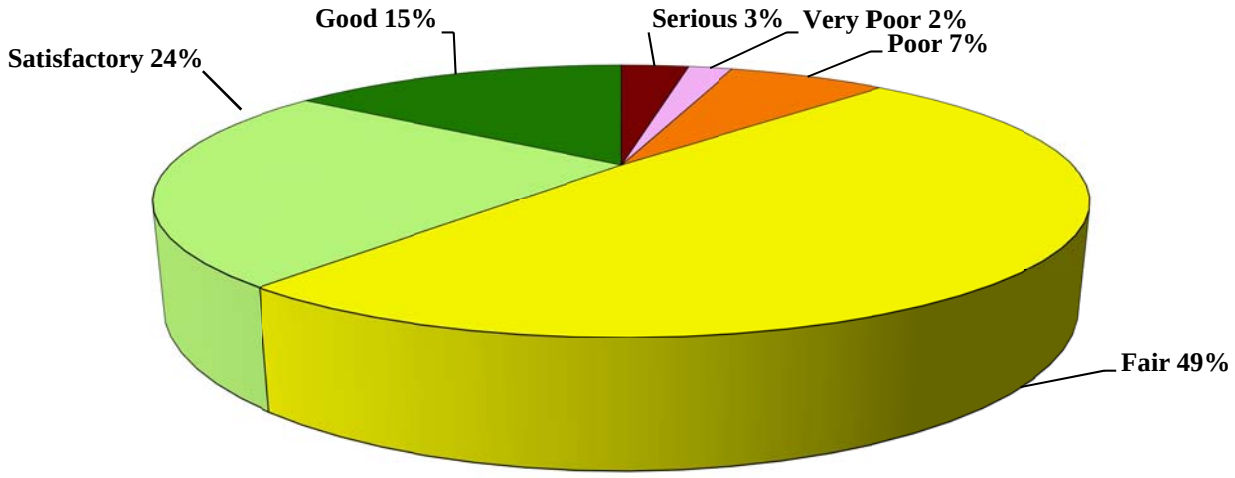


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	269,566	15%
Satisfactory	436,650	24%
Fair	917,931	49%
Poor	138,793	7%
Very Poor	46,352	2%
Serious	46,441	3%
Failed	0	0%

Approximately 39% of the network is in Good and Satisfactory condition while 5% of the network is in Very Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

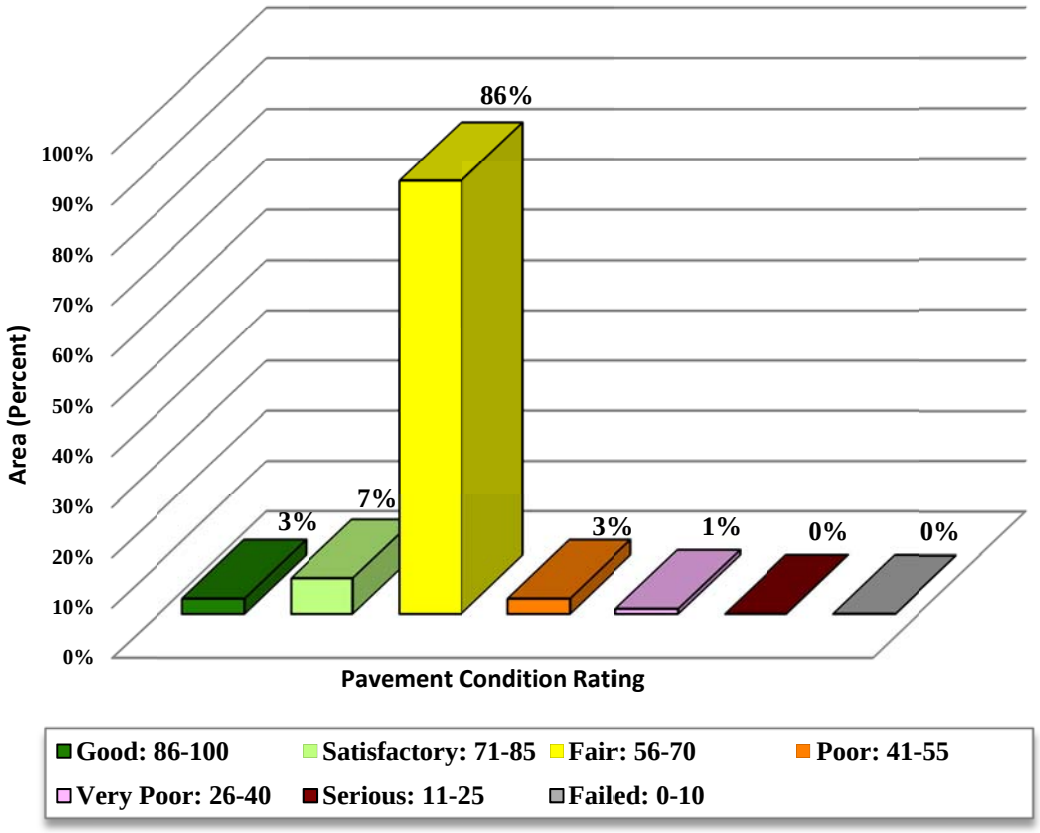
Table 3-3: Condition by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	67	Fair
Taxiway	64	Fair
Apron	78	Satisfactory
All (Weighted)	**70**	**Fair**

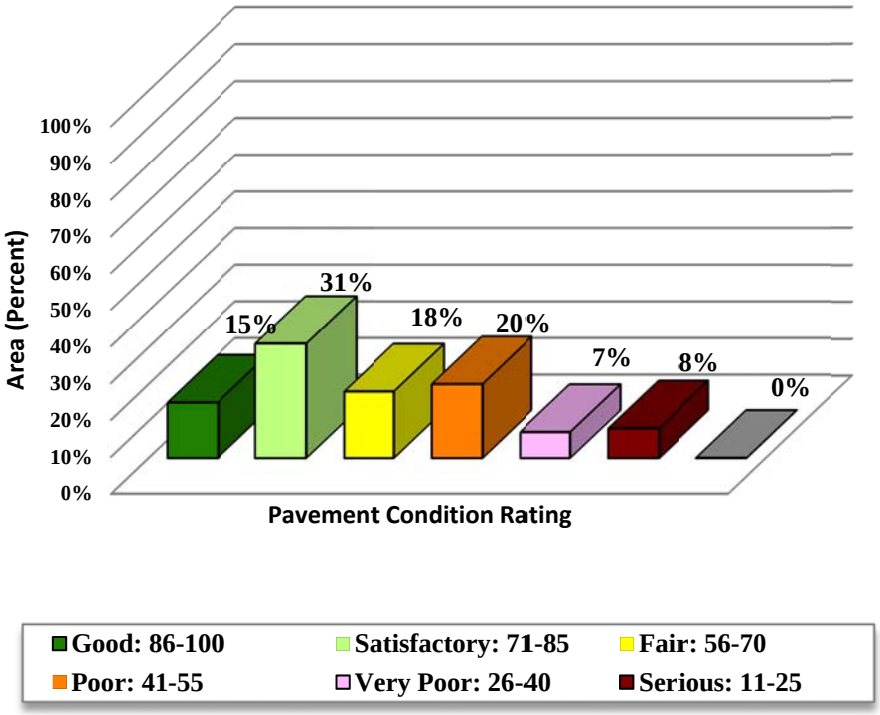
Figure 3-2 presents the breakdown of PCI by range for each pavement use.

Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use

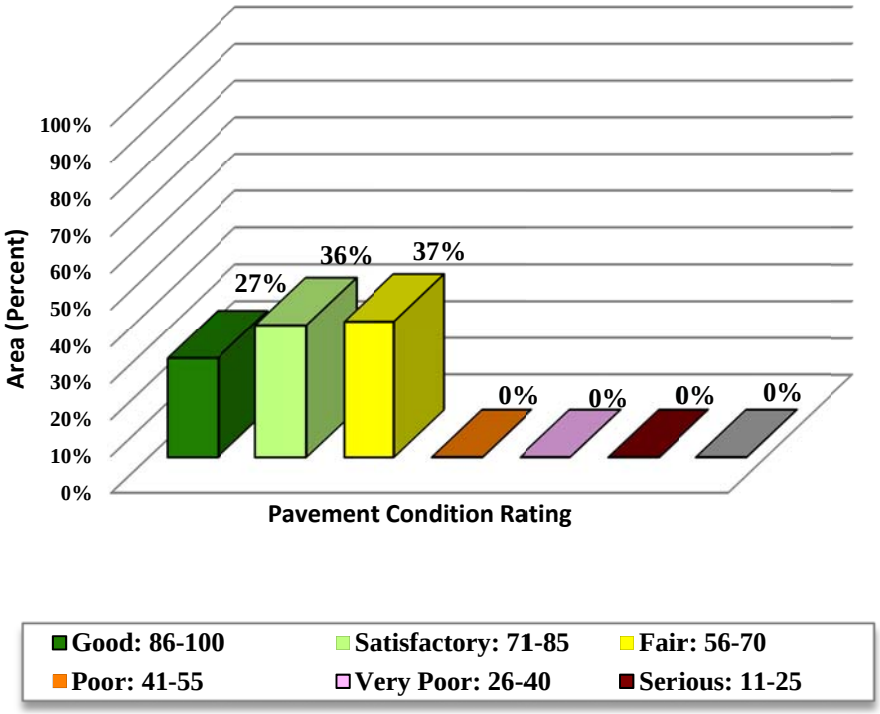
(a) Runway



(b) Taxiway



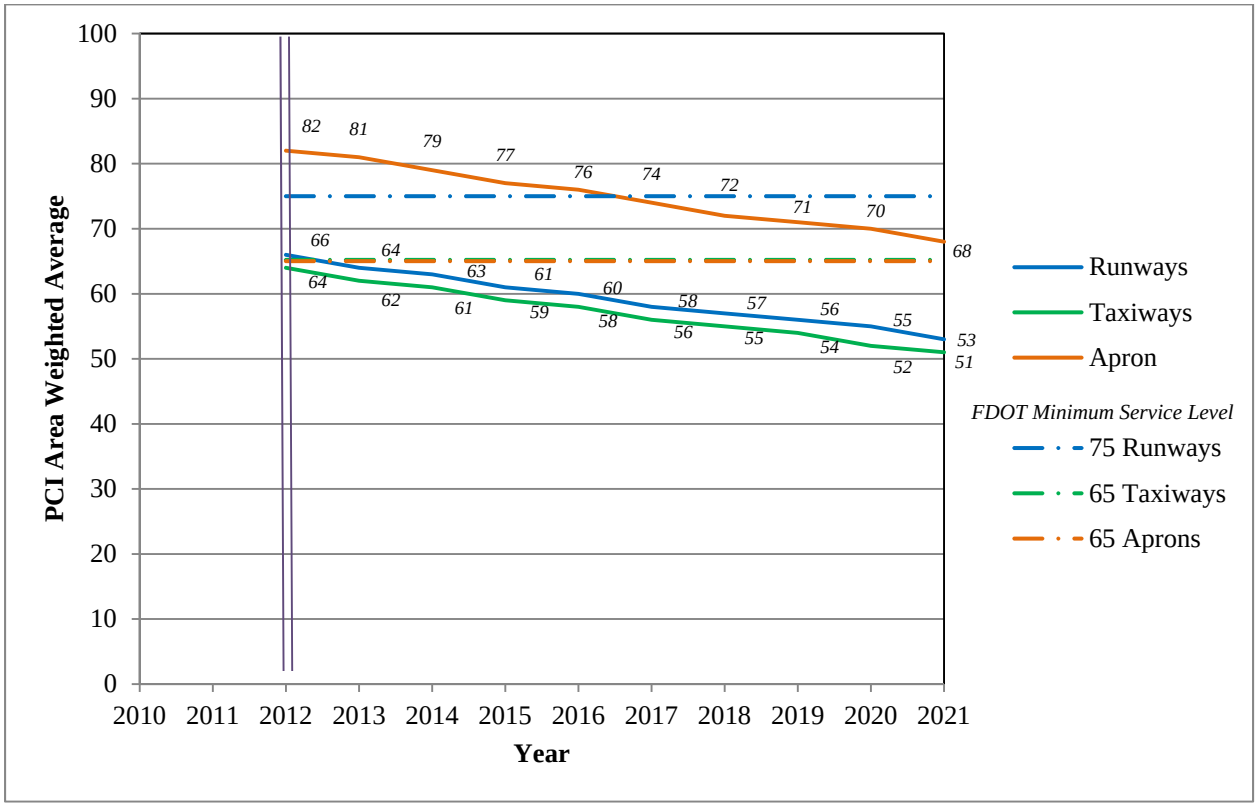
(c) Apron



4. 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 4-1 illustrates the predicted performance of pavements at Albert Whitted Airport 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 service level for Regional Reliever (RL) airports.

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2012 to 2021.

5. MAINTENANCE POLICIES AND COSTS

5.1 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 5-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules. These repairs are used only in the first year of an analysis.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the 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 the previous SAPMP update were used in this update for the 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 5-2 gives the critical PCI levels for Regional Reliever Airports.

The maintenance rehabilitation policy and activity costs have been updated based on the study of readily available construction cost data at the time of this study. The costs depicted in this report are intended for planning purposes.

Table 5-1: 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	N/A
	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	N/A
	Raveling / Weathering	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	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	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	N/A
	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

Table 5-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

Table 5-3: FDOT Minimum Service Level PCI for Regional Reliever Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	65

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 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.

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 5-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

Table 5-4: M&R Activities for Regional Reliever Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	40 to 79
	Reconstruction	39 and less

5.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were updated from the previous SAPMP study based on current construction cost trends in order to determine meaningful costs for the program. Table 5-5 presents the unit costs summary.

5.3 M&R Activities

FDOT recognizes that although Mill and Overlay work is recommended for asphalt pavements within a PCI range from 40 to 79, it is conceivable that airports may not have adequate funding to perform this type of rehabilitation. Microsurfacing treatment is a maintenance/rehabilitation measure that can be used in lieu of asphalt pavement mill and overlay; however it should be understood that this measure is intended for short term pavement life extension. While the cost of microsurfacing is significantly lower than that of pavement mill and overlay, it is not intended to be a full rehabilitative measure for long term benefit.

Table 5-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
GR-LL	Grinding (Localized for AC)	$2.10	SqFt
PA-AL	Patching – AC Leveling	$2.30	SqFt
PA-AS	Patching – AC Shallow	$2.90	SqFt
PA-PF	Patching – PCC Full Depth	$38.11	SqFt
PA-PP	Patching – PCC Partial Depth	$19.06	SqFt
SL-PC	Slab Replacement – PCC	$39.11	SqFt
CS-PC	Crack Sealing – PCC	$4.24	Ft
UN-PC	Undersealing – PCC	$3.40	Ft
CS-AC	Crack Sealing – AC	$2.25	Ft
GR-PP	Grinding (Localized for PCC)	$22.51	Ft
JS-LC	Joint Seal (Localized)	$2.00	Ft
SH-LE	Shoulder Leveling	$2.81	Ft
JS-SI	Joint Seal – Silicon	$2.81	Ft
PA-AD	Patching – AC Deep	$4.90	SqFt
OL-AT	Overlay – AC Thin	$2.80	SqFt
SS-CT	Surface Seal – Coal Tar	$0.40	SqFt
SS-FS	Surface Seal – Fog Seal	$0.40	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.40	SqFt
ST-SB	Surface Treatment – Single Bitum.	$0.30	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.55	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.28	SqFt
MI-AC	Microsurfacing - AC	$0.65	SqFt

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently 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 PCIs. 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 5-6. 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 5-6: 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	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$0.90
		60	$3.68
		50	$7.61
		40	$18.57
	Reconstruction	30	$18.57
		20	$18.57

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

6. 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, starting from 2012. 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 6-1 presents the M&R 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.

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4145	AC	14,186	$68,928.00	57	Mill and Overlay	100
Apron	4110	AC	128,902	$474,360.74	60	Mill and Overlay	100
Runway 7-25	6212	AC	4,117	$76,458.63	26	Reconstruction	100
Runway 7-25	6207	AC	22,950	$138,572.17	54	Mill and Overlay	100
Runway 7-25	6210	AC	167,790	$617,468.98	60	Mill and Overlay	100
Taxiway Alpha	105	AAC	20,000	$152,200.08	48	Mill and Overlay	100
Taxiway Alpha	115	AAC	63,617	$384,117.70	54	Mill and Overlay	100
Taxiway Alpha	110	AAC	16,000	$71,456.02	58	Mill and Overlay	100
Taxiway A-1	610	AAC	9,394	$174,444.15	29	Reconstruction	100
Taxiway A-1	605	AC	26,490	$491,923.35	26	Reconstruction	100
Taxiway A-1	609	AC	1,620	$12,324.93	43	Mill and Overlay	100
Taxiway Bravo	253	AAC	3,405	$63,239.95	21	Reconstruction	100
Taxiway Bravo	251	APC	3,287	$50,224.29	33	Reconstruction	100
Taxiway Bravo	252	AAC	6,613	$47,728.21	51	Mill and Overlay	100
Taxiway Bravo	250	AAC	2,578	$7,337.70	63	Mill and Overlay	100
Taxiway Bravo	210	AAC	17,315	$44,465.10	64	Mill and Overlay	100
Taxiway Bravo	215	AC	3,065	$30,039.71	38	Reconstruction	100
Taxiway Bravo	255	AC	1,557	$8,178.26	56	Mill and Overlay	100
Taxiway Bravo	254	AC	3,707	$18,014.51	57	Mill and Overlay	100
Taxiway Bravo	206	APC	2,000	$10,504.00	56	Mill and Overlay	100
Taxiway Charlie	315	AAC	3,800	$70,566.00	13	Reconstruction	100
Taxiway Charlie	301	AAC	3,886	$72,163.57	22	Reconstruction	100

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1 (Continued)

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Charlie	310	AAC	23,994	$182,592.45	47	Mill and Overlay	100
Taxiway Charlie	305	AC	35,350	$656,449.46	23	Reconstruction	100
North Taxiway	720	AC	13,337	$34,248.85	64	Mill and Overlay	100
			Total	**$3,958,006.81**	**45**		**100**

* Costs are adjusted for inflation.

FDOT recognizes that the costs attributed to the aforementioned 'Major Activity' of performing a pavement 'Mill and Overlay' may conflict with budgetary constraints. Table 6-2 presents an alternative minor rehabilitative activity to the mid-range performing pavements. The alternative activity is performing a 'Microsurfacing/Slurry Seal' to the pavement to retard the degradation of the facility until funding is available for a 'Mill and Overlay' activity.

Table 6-2: Summary of Immediate Major M&R Needs Option No. 2

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4145	AC	14,186	$9,220.66	57	Microsurfacing	100
Apron	4110	AC	128,902	$83,786.53	60	Microsurfacing	100
Runway 7-25	6212	AC	4,117	$76,458.63	26	Reconstruction	100
Runway 7-25	6207	AC	22,950	$14,917.50	54	Microsurfacing	100
Runway 7-25	6210	AC	167,790	$109,063.79	60	Microsurfacing	100
Taxiway Alpha	105	AAC	20,000	$13,000.00	48	Microsurfacing	100
Taxiway Alpha	115	AAC	63,617	$41,350.84	54	Microsurfacing	100
Taxiway Alpha	110	AAC	16,000	$10,400.00	58	Microsurfacing	100
Taxiway A-1	610	AAC	9,394	$174,444.15	29	Reconstruction	100
Taxiway A-1	605	AC	26,490	$491,923.35	26	Reconstruction	100
Taxiway A-1	609	AC	1,620	$1,052.72	43	Microsurfacing	100
Taxiway Bravo	253	AAC	3,405	$63,239.95	21	Reconstruction	100
Taxiway Bravo	251	APC	3,287	$50,224.29	33	Reconstruction	100
Taxiway Bravo	252	AAC	6,613	$4,298.65	51	Microsurfacing	100
Taxiway Bravo	250	AAC	2,578	$1,675.86	63	Microsurfacing	100
Taxiway Bravo	210	AAC	17,315	$11,254.80	64	Microsurfacing	100

Table 6-2: Summary of Immediate Major M&R Needs Option No. 2 (Continued)

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Taxiway Bravo	215	AC	3,065	$30,039.71	38	Reconstruction	100
Taxiway Bravo	255	AC	1,557	$1,012.16	56	Microsurfacing	100
Taxiway Bravo	254	AC	3,707	$2,409.84	57	Microsurfacing	100
Taxiway Bravo	206	APC	2,000	$1,300.00	56	Microsurfacing	100
Taxiway Charlie	315	AAC	3,800	$70,566.00	13	Reconstruction	100
Taxiway Charlie	301	AAC	3,886	$72,163.57	22	Reconstruction	100
Taxiway Charlie	310	AAC	23,994	$15,595.93	47	Microsurfacing	100
Taxiway Charlie	305	AC	35,350	$656,449.46	23	Reconstruction	100
North Taxiway	720	AC	13,337	$8,668.91	64	Microsurfacing	100
			Total	**$2,014,517.30**	**45**		**100**

* Costs are adjusted for inflation.

In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-3: Summary of Year 1 Maintenance Activities

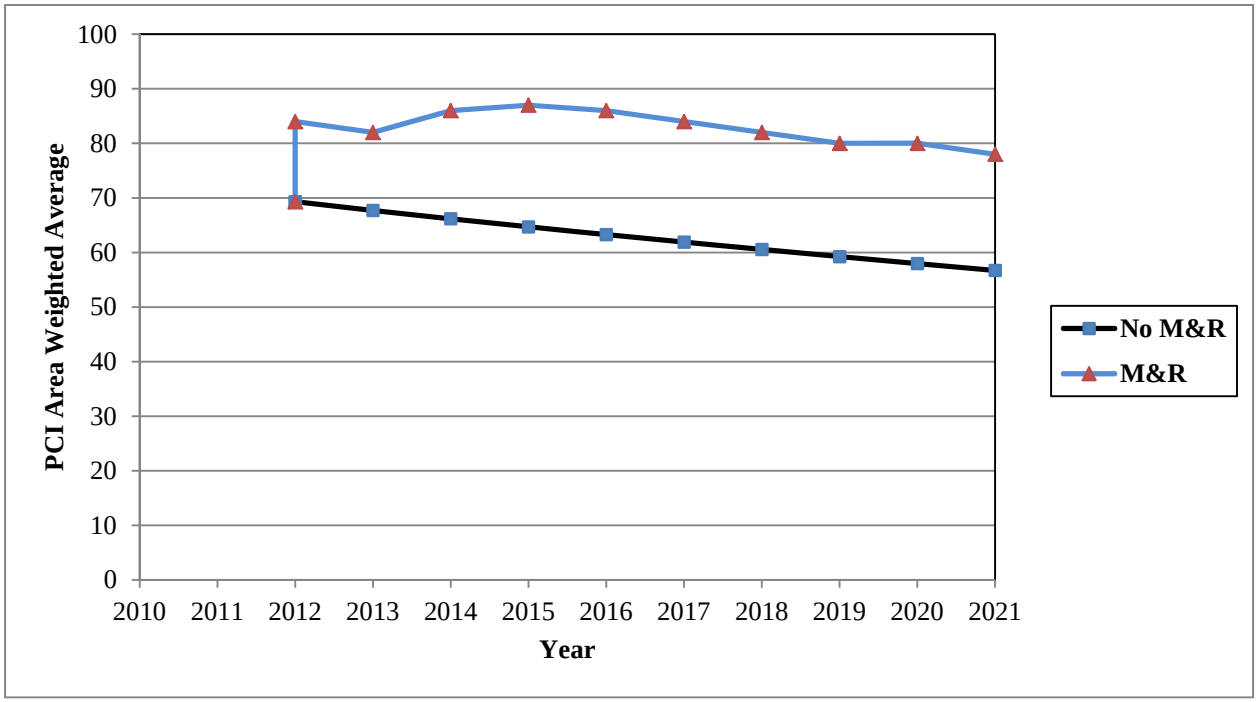
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Apron	AP	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,986.40	SqFt	$0.40	$5,194.61
Apron	AP	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	148.40	SqFt	$0.40	$59.37
Apron	AP	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	29,912.90	SqFt	$0.40	$11,965.25
Apron	AP	4120	WEATH/RAVEL	H	Microsurfacing - AC	185.10	SqFt	$0.65	$120.29
Apron	AP	4135	OIL SPILLAGE	N	Patching - AC Shallow	1,045.80	SqFt	$2.90	$3,032.71
Apron	AP	4135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,289.30	SqFt	$0.40	$8,915.78
Apron	AP	4140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27.40	SqFt	$0.40	$10.98
Apron Northwest	AP NW	4310	OIL SPILLAGE	N	Patching - AC Shallow	73.90	SqFt	$2.90	$214.35
Apron Northwest	AP NW	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	824.60	SqFt	$0.40	$329.82
West Apron	AP W	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,809.00	SqFt	$0.40	$723.60
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	M	Surface Seal - Coat Tar	3,828.20	SqFt	$0.40	$1,531.29
Runway 18-36	RW 18-36	6105	L & T CR	M	Crack Sealing - AC	1,761.80	Ft	$2.25	$3,964.08
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	98,640.10	SqFt	$0.40	$39,456.37
Runway 18-36	RW 18-36	6110	L & T CR	M	Crack Sealing - AC	193.90	Ft	$2.25	$436.17
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	41,452.30	SqFt	$0.40	$16,581.05
Runway 7-25	RW 7-25	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,000.00	SqFt	$0.40	$1,200.00
Runway 7-25	RW 7-25	6215	L & T CR	M	Crack Sealing - AC	20.10	Ft	$2.25	$45.20
Runway 7-25	RW 7-25	6215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,020.70	SqFt	$0.40	$2,008.30
Runway 7-25	RW 7-25	6215	WEATH/RAVEL	M	Surface Seal - Coat Tar	32.10	SqFt	$0.40	$12.85
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	84,003.30	SqFt	$0.40	$33,601.59
Taxiway Bravo	TW B	256	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,276.20	SqFt	$0.40	$910.50
Taxiway Bravo	TW B	256	WEATH/RAVEL	M	Surface Seal - Coat Tar	192.00	SqFt	$0.40	$76.80
Taxiway Charlie	TW C	307	WEATH/RAVEL	M	Surface Seal - Coat Tar	192.10	SqFt	$0.40	$76.82

Table 6-3: Summary of Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Charlie	TW C	307	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,496.80	SqFt	$0.40	$998.72
Taxiway Charlie	TW C	308	WEATH/RAVEL	M	Surface Seal - Coat Tar	322.40	SqFt	$0.40	$128.95
Taxiway Charlie	TW C	308	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,582.00	SqFt	$0.40	$1,432.80
Taxiway West Connector	TW CONN W	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,184.00	SqFt	$0.40	$473.60
Taxiway West Connector	TW CONN W	410	WEATH/RAVEL	M	Surface Seal - Coat Tar	87.00	SqFt	$0.40	$34.80
Taxiway Delta	TW D	150	WEATH/RAVEL	L	Surface Seal - Rejuvenating	345.00	SqFt	$0.40	$138.00
Taxiway Delta	TW D	155	WEATH/RAVEL	L	Surface Seal - Rejuvenating	864.60	SqFt	$0.40	$345.85
Taxiway Delta	TW D	160	WEATH/RAVEL	L	Surface Seal - Rejuvenating	117.00	SqFt	$0.40	$46.80
Taxiway Delta	TW D	510	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,127.40	SqFt	$0.40	$1,250.97
North Taxiway	TW N	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,678.20	SqFt	$0.40	$671.28
North Taxiway	TW N	730	WEATH/RAVEL	L	Surface Seal - Rejuvenating	187.60	SqFt	$0.40	$75.04
North Taxiway	TW N	740	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,007.80	SqFt	$0.40	$803.13
								Total =	$136,867.72

The 10 year forecast results are shown in Figure 6-1, 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.

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from an average of 70 in 2012 to an average of 57 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 78 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 78 with this scenario is 21 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $5.8 million.

7. 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 PCIs 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 7-1 provides the summary results under the critical PCI unlimited funding scenario.

Table 7-1: M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$136,867.74	$3,958,006.82	$4,094,874.56
2013	$189,989.62	$0.00	$189,989.62
2014	$136,688.37	$780,265.58	$916,953.95
2015	$116,822.21	$401,836.77	$518,658.98
2016	$119,751.13	$213,060.61	$332,811.74
2017	$137,000.93	$99,389.75	$236,390.68
2018	$176,750.26	$0.00	$176,750.26
2019	$221,505.68	$23,711.75	$245,217.43
2020	$236,375.51	$290,381.30	$526,756.81
2021	$278,609.92	$69,625.96	$348,235.88
Total	**$1,750,361.37**	**$5,836,278.54**	**$7,586,639.91**

Note: Costs are adjusted for inflation.

Approximately 68% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Apron** (Southwest) – Asphalt pavement mill and overlay
- **Runway 7-25** – Asphalt pavement mill and overlay or reconstruction
- **Taxiway Alpha/North Taxiway** – Asphalt pavement mill and overlay
- **Taxiway A-1/Bravo/Charlie** – Asphalt pavement mill and overlay or reconstruction

The unlimited budget scenario provides the basis for estimating the total repair cost.

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

The System Inventory and Network Definition CADD drawings, which show the airport pavement outline with Branch and Section boundaries and identify changes in the network pavement since the last inspection and the sampling plan, respectively, are included in Appendix A of this report.

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map 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.

8.3 10-Year M&R Map

A 10-Year M&R Map that shows the summary of the M&R plan is attached in Appendix G.

8.4 Photographs

Selected digital photographs taken during the pavement inspection are provided in Appendix H to provide visual support to special pavement conditions or distress observed during the inspection of the airport.

9. RECOMMENDATIONS

Pavement condition inspections were performed at Albert Whitted Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on the 2012 condition inspection and M&R analysis results:

- **Apron** (Southwest) – Asphalt pavement mill and overlay
- **Runway 7-25** – Asphalt pavement mill and overlay or reconstruction
- **Taxiway Alpha/North Taxiway** – Asphalt pavement mill and overlay
- **Taxiway A-1/Bravo/Charlie** – Asphalt pavement mill and overlay or reconstruction

Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets since these needs cannot be addressed with typical annual expenditures.

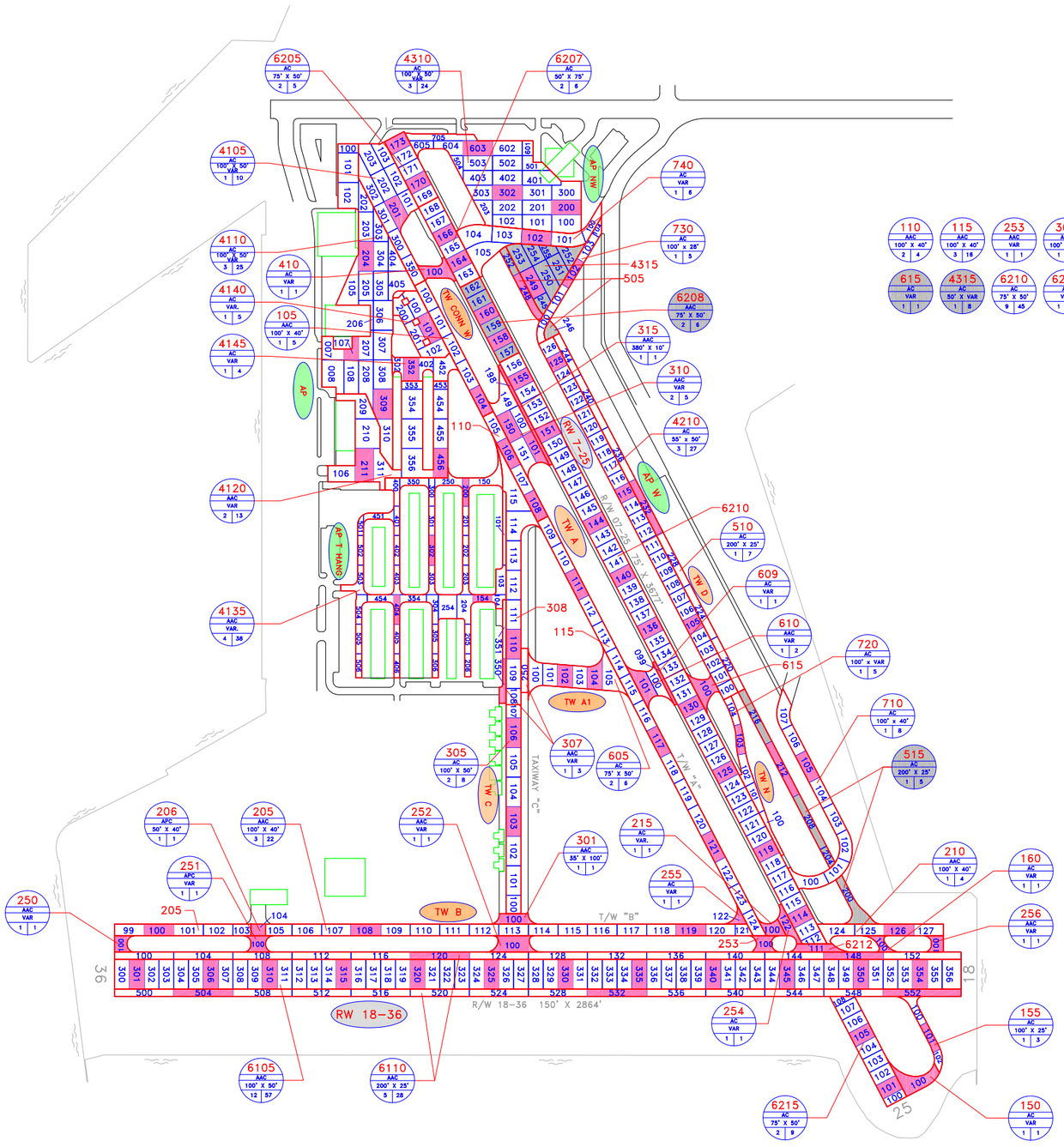
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 (AC, 100' X 50', 5 | 14) — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION; FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 (AC, 100' X 50', VAR | 1 8) — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 97

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

NUMBER	DATE	REVISIONS

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

K:\SPG_Aviation\42179007\CAD\PLANSHEETS\SPG\EXHIBITS\05-SPG-DEFINITION.dwg PLOTTED: April 8, 2012 - 3:27 PM, BY: Landon, Brent

NETWORK DEFINITION MAP

ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: SPG

FDOT DISTRICT: 7

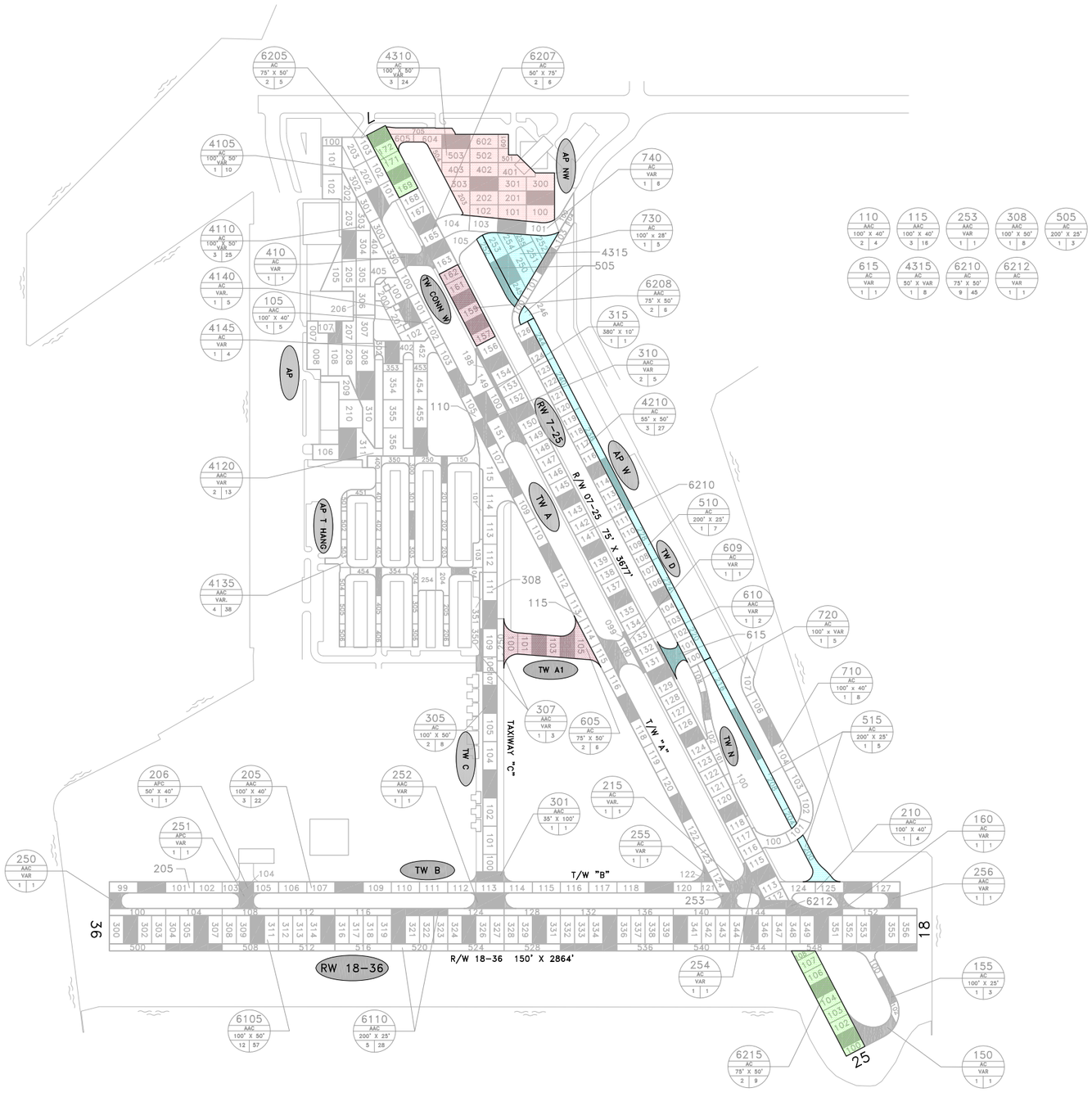
Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
RW 7-25	6215	101	27.7678405	-82.6237316
RW 7-25	6215	105	27.7675833	-82.6242783
RW 7-25	6212	111	27.7671836	-82.6251716
RW 7-25	6210	119	27.7666806	-82.6261972
RW 7-25	6210	114	27.7670021	-82.6255138
RW 7-25	6210	130	27.7659733	-82.6277006
RW 7-25	6210	125	27.7662948	-82.6270172
RW 7-25	6210	140	27.7653303	-82.6290672
RW 7-25	6210	136	27.7655875	-82.6285206
RW 7-25	6210	144	27.7650731	-82.6296139
RW 7-25	6210	160	27.7640442	-82.6318005
RW 7-25	6210	155	27.7643658	-82.6311172
RW 7-25	6210	151	27.7646230	-82.6305706
RW 7-25	6207	166	27.7636584	-82.6326205
RW 7-25	6207	164	27.7637870	-82.6323472
RW 7-25	6205	173	27.7632083	-82.6335772
RW 7-25	6205	170	27.7634012	-82.6331672
RW 18-36	6110	532	27.7653007	-82.6247030
RW 18-36	6110	148	27.7674990	-82.6251051
RW 18-36	6110	552	27.7681393	-82.6247231
RW 18-36	6110	120	27.7636483	-82.6250779
RW 18-36	6110	504	27.7614500	-82.6246758
RW 18-36	6105	325	27.7641307	-82.6248880
RW 18-36	6105	330	27.7648183	-82.6248929
RW 18-36	6105	335	27.7655060	-82.6248978
RW 18-36	6105	340	27.7661936	-82.6249026
RW 18-36	6105	345	27.7668812	-82.6249075
RW 18-36	6105	350	27.7675688	-82.6249124
RW 18-36	6105	354	27.7681189	-82.6249162
RW 18-36	6105	320	27.7634431	-82.6248832
RW 18-36	6105	301	27.7608301	-82.6248647
RW 18-36	6105	306	27.7615177	-82.6248695
RW 18-36	6105	310	27.7620678	-82.6248734
RW 18-36	6105	315	27.7627555	-82.6248783
AP W	4310	603	27.7639550	-82.6335301
AP W	4310	302	27.7642327	-82.6330683
AP W	4310	200	27.7647836	-82.6329176

Branch	Section	Sample	Latitude	Longitude
AP W	4210	125	27.7647032	-82.6312996
AP W	4210	105	27.7659892	-82.6285662
AP W	4210	115	27.7653462	-82.6299329
AP	4145	352	27.7633470	-82.6312121
AP	4140	101	27.7635041	-82.6316395
AP T-HANG	4135	302	27.7635502	-82.6293196
AP T-HANG	4135	200	27.7638631	-82.6299325
AP T-HANG	4135	154	27.7640211	-82.6288190
AP T-HANG	4135	404	27.7632291	-82.6286989
AP W	4120	211	27.7629174	-82.6302072
AP W	4120	456	27.7636276	-82.6302323
AP	4110	204	27.7629209	-82.6323918
AP	4110	107	27.7628012	-82.6314162
AP	4110	309	27.7630907	-82.6308511
AP	4105	201	27.7632089	-82.6328372
TW N	740	102	27.7645045	-82.6325995
TW N	730	102	27.7648466	-82.6322281
TW N	720	103	27.7664282	-82.6273578
TW N	710	105	27.7670595	-82.6270815
TW CONN C	610	101	27.7655143	-82.6279183
TW CONN C	609	99	27.7657269	-82.6279432
TW CONN C	605	102	27.7647981	-82.6280136
TW CONN C	605	104	27.7650824	-82.6280200
TW F	515	212	27.7668259	-82.6270523
TW F	510	232	27.7655399	-82.6297857
TW F	505	248	27.7644318	-82.6319765
TW N	410	100	27.7635802	-82.6322434
TW C	315	198	27.7644103	-82.6307414
TW C	310	150	27.7642664	-82.6306209
TW C	310	101	27.7645159	-82.6303822
TW CONN C	307	350	27.7642272	-82.6279466
TW C	305	103	27.7643280	-82.6264881
TW C	305	106	27.7643228	-82.6274157
TW C	305	109	27.7643176	-82.6283433
TW C	301	100	27.7643393	-82.6254555
TW B-5	256	100	27.7682496	-82.6252341
TW B	255	122	27.7664053	-82.6254983

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
TW B	254	122	27.7668928	-82.6254147
TW B-3	253	100	27.7666740	-82.6252259
TW C	252	100	27.7643353	-82.6251941
TW B-2	251	100	27.7619588	-82.6251896
TW CONN B	250	100	27.7607100	-82.6251808
TW B	215	100	27.7667323	-82.6253946
TW B	210	126	27.7679210	-82.6253787
TW B	206	104	27.7619580	-82.6253365
TW B	205	100	27.7610338	-82.6253299
TW B	205	108	27.7629591	-82.6253436
TW B	205	119	27.7659847	-82.6253650
TW A	160	100	27.7677591	-82.6252307
TW B1	155	101	27.7682176	-82.6242538
TW B1	150	100	27.7680497	-82.6238497
TW A	115	111	27.7649023	-82.6289715
TW A	115	117	27.7656739	-82.6273315
TW A	115	121	27.7661883	-82.6262382
TW A	110	106	27.7642593	-82.6303382
TW A	110	108	27.7645165	-82.6297915
TW A	105	104	27.7640021	-82.6308849



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2007	TERMINAL RAMP	NEW ASPHALT PAVEMENT
2008	APPROACH ENDS OF RUNWAY 7-25	ASPHALT PAVEMENT REHABILITATION/ RUNWAY DESIGNATION CHANGE
2011	EAST OF TERMINAL RAMP, WEST OF TAXIWAY B	CONSTRUCTION OF TAXIWAY D AND EXPANSION OF TERMINAL RAMP AND TAXIWAY A-1
2012	BETWEEN TAXIWAYS A AND C	NEW RAMP AND RECONSTRUCTION OF TAXIWAY A-1
2012	RUNWAY 7-25	ISOLATED ASPHALT PAVEMENT REHABILITATION
2014	RUNWAY 7-25 WEST OF RUNWAY 18-36	ASPHALT PAVEMENT REHABILITATION

LEGEND

- PROJECTS YEAR 2006
- PROJECTS YEAR 2007
- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017

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

NUMBER	DATE	REVISIONS

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

K:\SPG_Aviation\42179001\CAD\PLANSHEETS\SPGFIGURE7.DGN PLOTTED: April 8, 2012 - 2:29 PM, BY: Larsen, Brent

SYSTEM INVENTORY MAP

ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: SPG
FDOT DISTRICT: 7

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Apron	AP	APRON	4105	200	200	44,489	T	AC	1/1/1991	1/19/2012	10
Apron	AP	APRON	4110	600	200	128,902	P	AC	1/1/1993	1/19/2012	25
Apron	AP	APRON	4120	350	200	73,716	P	AAC	1/1/2002	1/19/2012	13
Apron	AP	APRON	4135	4,000	20	89,750	P	AAC	1/1/2002	1/19/2012	38
Apron	AP	APRON	4140	300	70	21,255	T	AC	1/1/2006	1/19/2012	5
Apron	AP	APRON	4145	200	70	14,186	P	AC	1/1/1965	1/19/2012	4
Apron Northwest	AP NW	APRON	4310	350	300	108,495	P	AC	1/1/2006	1/19/2012	24
Apron Northwest	AP NW	APRON	4315	215	150	32,357	P	AC	1/1/2011	1/1/2011	8
West Apron	AP W	APRON	4210	1,300	55	74,621	T	AC	11/1/2002	1/19/2012	27
Runway 18-36	RW 18-36	RUNWAY	6105	2,864	100	286,400	P	AAC	1/1/1992	1/19/2012	57
Runway 18-36	RW 18-36	RUNWAY	6110	5,728	25	143,200	P	AAC	1/1/1992	1/19/2012	28
Runway 7-25	RW 7-25	RUNWAY	6205	250	75	18,750	P	AC	1/1/1991	1/19/2012	5
Runway 7-25	RW 7-25	RUNWAY	6207	300	75	22,950	P	AC	1/1/1965	1/19/2012	6
Runway 7-25	RW 7-25	RUNWAY	6208	287	75	21,525	P	AAC	1/1/2012	1/1/2012	6
Runway 7-25	RW 7-25	RUNWAY	6210	2,200	75	167,790	P	AC	1/1/1965	1/19/2012	45
Runway 7-25	RW 7-25	RUNWAY	6212	30	135	4,117	P	AC	1/1/1985	1/19/2012	1
Runway 7-25	RW 7-25	RUNWAY	6215	400	75	30,125	P	AC	1/1/1991	1/19/2012	9
Taxiway Alpha	TW A	TAXIWAY	105	500	40	20,000	P	AAC	1/1/1987	1/19/2012	5
Taxiway Alpha	TW A	TAXIWAY	110	400	40	16,000	P	AAC	1/1/1987	1/19/2012	4
Taxiway Alpha	TW A	TAXIWAY	115	1,550	40	63,617	P	AAC	1/1/1987	1/19/2012	16
Taxiway A-1	TW A1	TAXIWAY	605	340	75	26,490	P	AC	1/1/1960	1/19/2012	6
Taxiway A-1	TW A1	TAXIWAY	609	160	10	1,620	P	AC	1/1/1965	1/19/2012	1

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway A-1	TW A1	TAXIWAY	610	100	80	9,394	P	AAC	1/1/1987	1/19/2012	2
Taxiway A-1	TW A1	TAXIWAY	615	75	70	5,505	P	AC	1/1/2011	1/1/2011	1
Taxiway Bravo	TW B	TAXIWAY	205	2,100	40	84,004	P	AAC	1/1/1988	1/19/2012	22
Taxiway Bravo	TW B	TAXIWAY	206	50	40	2,000	P	APC	1/1/1989	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	210	425	40	17,315	P	AAC	1/1/1988	1/19/2012	4
Taxiway Bravo	TW B	TAXIWAY	215	50	60	3,065	P	AC	1/1/1965	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	250	50	40	2,578	P	AAC	1/1/1984	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	251	60	50	3,286	P	APC	1/1/1989	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	252	100	60	6,613	P	AAC	1/1/1989	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	253	60	50	3,405	P	AAC	1/1/1987	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	254	100	30	3,707	P	AC	1/1/1979	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	255	38	40	1,557	P	AC	1/1/1979	1/19/2012	1
Taxiway Bravo	TW B	TAXIWAY	256	50	40	2,468	P	AAC	1/1/1989	1/19/2012	1
Taxiway Charlie	TW C	TAXIWAY	301	100	30	3,886	P	AAC	1/1/1989	1/19/2012	1
Taxiway Charlie	TW C	TAXIWAY	305	700	50	35,350	P	AC	1/1/1950	1/19/2012	8
Taxiway Charlie	TW C	TAXIWAY	307	300	25	8,469	P	AAC	1/1/1991	1/19/2012	3
Taxiway Charlie	TW C	TAXIWAY	308	800	50	44,775	P	AAC	1/1/1991	1/19/2012	8
Taxiway Charlie	TW C	TAXIWAY	310	250	80	23,994	P	AAC	1/1/1987	1/19/2012	5
Taxiway Charlie	TW C	TAXIWAY	315	380	10	3,800	P	AAC	1/1/1987	1/19/2012	1
Taxiway West Connector	TW CONN W	TAXIWAY	410	100	50	5,039	P	AC	1/1/1991	1/19/2012	1
Taxiway Delta	TW D	TAXIWAY	150	175	40	7,348	P	AC	1/1/1991	1/19/2012	1
Taxiway Delta	TW D	TAXIWAY	155	230	30	7,304	P	AC	1/1/1991	1/19/2012	3

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway Delta	TW D	TAXIWAY	160	80	25	2,172	P	AC	1/1/1991	1/19/2012	1
Taxiway Delta	TW D	TAXIWAY	505	349	25	8,729	P	AC	1/1/2011	1/1/2011	3
Taxiway Delta	TW D	TAXIWAY	510	1,356	25	33,920	P	AC	1/1/2002	1/19/2012	7
Taxiway Delta	TW D	TAXIWAY	515	920	25	23,102	P	AC	1/1/2011	1/1/2011	5
North Taxiway	TW N	TAXIWAY	710	650	50	33,564	P	AC	1/1/2002	1/19/2012	8
North Taxiway	TW N	TAXIWAY	720	450	30	13,337	P	AC	1/1/2002	1/19/2012	5
North Taxiway	TW N	TAXIWAY	730	400	30	12,506	P	AC	1/1/2002	1/19/2012	5
North Taxiway	TW N	TAXIWAY	740	550	60	33,186	P	AC	1/1/2002	1/19/2012	6

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

Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

Network: SPG **Branch:** AP (APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** T **Length:** 200.00 Ft **Width:** 200.00 Ft **True Area:** 44,489.04 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1991	IMPORTED	BUILT		2.50	True	1991: 2.5" P-401 ON 5.5" P-211 ON 6" P-154

Network: SPG **Branch:** AP (APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1993 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 200.00 Ft **True Area:** 128,902.35 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1993	IMPORTED	BUILT			True	1993 AC PAVEMENT

Network: SPG **Branch:** AP (APRON) **Section:** 4120 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 200.00 Ft **True Area:** 73,715.58 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT			True	1965 AC PAVEMENT

Network: SPG **Branch:** AP (APRON) **Section:** 4135 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 4,000.00 Ft **Width:** 20.00 Ft **True Area:** 89,750.48 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: SPG **Branch:** AP (APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** APRON **Rank** T **Length:** 300.00 Ft **Width:** 70.00 Ft **True Area:** 21,254.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	NC-AC	New Construction - AC	$0	0.00	True	

Network: SPG **Branch:** AP (APRON) **Section:** 4145 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 70.00 Ft **True Area:** 14,185.63 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	

Network: SPG **Branch:** AP NW (APRON NORTHWEST) **Section:** 4310 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 300.00 Ft **True Area:** 108,494.77 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	INITIAL	Initial Construction	$0	0.00	True	

Network: SPG **Branch:** AP NW (APRON NORTHWEST) **Section:** 4315 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** APRON **Rank** P **Length:** 215.00 Ft **Width:** 150.00 Ft **True Area:** 32,357.38 SqF

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

Network: SPG **Branch:** AP W (WEST APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 11/01/2002 **Use:** APRON **Rank** T **Length:** 1,300.00 Ft **Width:** 55.00 Ft **True Area:** 74,621.08 SqF

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

11/01/2002	INITIAL	Initial Construction	$0	1.50	True	1.5" AC/6" Limerock/9" Stab Subbase

Network: SPG **Branch**: RW 18-36 **(**RUNWAY 18-36**)** **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** P **Length:** 2,864.00 Ft **Width:** 100.00 Ft **True Area:**286,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY		1.00	True	1992: 1"-2" P-401
01/01/1992	IMPORTED	OVERLAY			True	EXISTING AC ON EXISTING LIMEROCK
01/01/1988	IMPORTED	BUILT		1.50	True	1988: 1.5" P-401 ON P-609 ON P-401 LEVELING COURSE

Network: SPG **Branch**: RW 18-36 **(**RUNWAY 18-36**)** **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** P **Length:** 5,728.00 Ft **Width:** 25.00 Ft **True Area:**143,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	REPAIR		1.50	False	1998: 1.5" P-401 ON P-609 ON P-401 LEVELING COURSE
01/01/1992	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1992	IMPORTED	BUILT		1.00	True	1992: 1"-2" P-401
01/01/1992	IMPORTED	OVERLAY			True	EXISTING AC ON EXISTING LIMEROCK

Network: SPG **Branch**: RW 7-25 **(**RUNWAY 7-25**)** **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank** P **Length:** 250.00 Ft **Width:** 75.00 Ft **True Area:** 18,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		2.50	True	1991: 2.5" P-401 ON 5.5" P-211 ON 6" P-154
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP

Network: SPG **Branch**: RW 7-25 **(**RUNWAY 7-25**)** **Section:** 6207 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 22,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	IMPORTED	BUILT			True	1965 AC PAVEMENT

Network: SPG **Branch**: RW 7-25 **(**RUNWAY 7-25**)** **Section:** 6208 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 287.00 Ft **Width:** 75.00 Ft **True Area:** 21,525.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	1965 AC Pavement

Network: SPG **Branch**: RW 7-25 **(**RUNWAY 7-25**)** **Section:** 6210 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** RUNWAY **Rank** P **Length:** 2,200.00 Ft **Width:** 75.00 Ft **True Area:**167,790.45 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	IMPORTED	BUILT			True	1965 AC PAVEMENT
01/01/1965	IMPORTED	OVERLAY			True	SOIL: SP

Network: SPG **Branch**: RW 7-25 **(**RUNWAY 7-25**)** **Section:** 6212 **Surface:** AC
L.C.D.: 01/01/1985 **Use:** RUNWAY **Rank** P **Length:** 30.00 Ft **Width:** 135.00 Ft **True Area:** 4,117.32 SqF

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

Network: SPG **Branch**: RW 7-25 (RUNWAY 7-25) **Section:** 6215 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 30,124.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" P-401 ON 6" P-211 ON 6" P-154

Network: SPG **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	1987 AC OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1961	IMPORTED	BUILT		1.00	True	1961: 1" AC ON 6" LIME ROCK BASE

Network: SPG **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 40.00 Ft **True Area:** 16,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	1987: AC OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1961	IMPORTED	OVERLAY		1.00	True	ASSUME: 1961 1" AC ON 6" LIME ROCK BASE

Network: SPG **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 1,550.00 Ft **Width:** 40.00 Ft **True Area:** 63,616.68 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	OVERLAY			True	1987 AC OVERLAY
01/01/1987	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1965	IMPORTED	BUILT		1.00	True	1965: 1" AC ON 6" LIME ROCK BASE

Network: SPG **Branch**: TW A1 (TAXIWAY ALPHA 1) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** TAXIWAY **Rank** P **Length:** 340.00 Ft **Width:** 75.00 Ft **True Area:** 26,490.22 SqF

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

Network: SPG **Branch**: TW A1 (TAXIWAY ALPHA 1) **Section:** 609 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 160.00 Ft **Width:** 10.00 Ft **True Area:** 1,619.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	IMPORTED	BUILT			True	1965 AC PAVEMENT

Network: SPG **Branch**: TW A1 (TAXIWAY ALPHA 1) **Section:** 610 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 80.00 Ft **True Area:** 9,393.87 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	1987 AC OVERLAY ON EXISTING AC

Network: SPG **Branch**: TW A1 (TAXIWAY ALPHA 1) **Section:** 615 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 75.00 Ft **Width:** 70.00 Ft **True Area:** 5,505.23 SqF

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

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 2,100.00 Ft **Width:** 40.00 Ft **True Area:** 84,003.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	OVERLAY		1.50	True	1988: 1.5" P-401 ON P-609 SURFACE TREATEMENT ON P-401 LEVELLING COURSE
01/01/1988	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1961	IMPORTED	BUILT		1.00	True	1961: 1" AC ON 6" LIME ROCK BASE

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 206 **Surface:** APC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 40.00 Ft **True Area:** 2,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	1989 AC OVERLAY
01/01/1989	IMPORTED	OVERLAY			True	EXISTING PORTLAND CEMENT CONCRETE

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 425.00 Ft **Width:** 40.00 Ft **True Area:** 17,315.07 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1988	IMPORTED	OVERLAY		1.50	True	1988: 1.5" P-401 ON P-609 SURFACE TREATMENT ON P-401 LEVELING COURSE
01/01/1965	IMPORTED	BUILT		1.00	True	1965: 1" AC ON 6" LIME ROCK BASE

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 60.00 Ft **True Area:** 3,064.65 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1965	IMPORTED	BUILT		1.00	True	1965: 1" P-401 ON 6" P-211

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 250 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 40.00 Ft **True Area:** 2,578.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	1984 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 251 **Surface:** APC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 60.00 Ft **Width:** 50.00 Ft **True Area:** 3,286.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	1989 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 252 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 60.00 Ft **True Area:** 6,613.30 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	1989 C OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 253 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 60.00 Ft **Width:** 50.00 Ft **True Area:** 3,405.49 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	1987 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 254 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 30.00 Ft **True Area:** 3,707.45 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1979	IMPORTED	BUILT			True	1979 AC PAVEMENT

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 255 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** TAXIWAY **Rank** P **Length:** 37.50 Ft **Width:** 40.00 Ft **True Area:** 1,557.17 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1979	IMPORTED	BUILT			True	1979 AC PAVEMENT

Network: SPG **Branch:** TW B (TAXIWAY B) **Section:** 256 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 40.00 Ft **True Area:** 2,468.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	1989 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW C (TAXIWAY C) **Section:** 301 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 30.00 Ft **True Area:** 3,886.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT			True	1989 AC TAPERING OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 01/01/1950 **Use:** TAXIWAY **Rank** P **Length:** 700.00 Ft **Width:** 50.00 Ft **True Area:** 35,350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1950	IMPORTED	BUILT			True	1950 AC PAVEMENT

Network: SPG **Branch:** TW C (TAXIWAY C) **Section:** 307 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 25.00 Ft **True Area:** 8,469.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	1991 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW C (TAXIWAY C) **Section:** 308 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 50.00 Ft **True Area:** 44,774.86 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1950	INITIAL	Initial Construction	$0	0.00	True	1950 AC PAVEMENT

Network: SPG **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 80.00 Ft **True Area:** 23,993.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	1987 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 380.00 Ft **Width:** 10.00 Ft **True Area:** 3,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	1987 AC OVERLAY ON EXISTING AC

Network: SPG **Branch:** TW CONN W (TAXIWAY WEST CONNECTOR) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5,039.47 SqF

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

Network: SPG **Branch:** TW D (TAXIWAY DELTA) **Section:** 150 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 175.00 Ft **Width:** 40.00 Ft **True Area:** 7,347.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" P-401 ON 6" P-211 ON 6" P-154
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP

Network: SPG **Branch:** TW D (TAXIWAY DELTA) **Section:** 155 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 230.00 Ft **Width:** 30.00 Ft **True Area:** 7,303.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY			True	SOIL: SP
01/01/1991	IMPORTED	BUILT		2.00	True	1991: 2" P-401 ON 6" P-211 ON 6" P-154

Network: SPG **Branch:** TW D (TAXIWAY DELTA) **Section:** 160 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 25.00 Ft **True Area:** 2,171.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	INITIAL	Initial Construction	$0	2.00	True	1991: 2" P-401 ON 6" P-211 ON 6" P-154

Network: SPG **Branch:** TW D (TAXIWAY DELTA) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 349.00 Ft **Width:** 25.00 Ft **True Area:** 8,728.78 SqF

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

Network: SPG **Branch:** TW D (TAXIWAY DELTA) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,356.00 Ft **Width:** 25.00 Ft **True Area:** 33,920.07 SqF

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

Network: SPG **Branch:** TW D (TAXIWAY DELTA) **Section:** 515 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 920.00 Ft **Width:** 25.00 Ft **True Area:** 23,102.19 SqF

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

Network: SPG **Branch:** TW N (NORTH TAXIWAY) **Section:** 710 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 650.00 Ft **Width:** 50.00 Ft **True Area:** 33,564.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	1.50	True	1.5" AC/ 6" Limerock/9"Stab Subbase

Network: SPG **Branch:** TW N (NORTH TAXIWAY) **Section:** 720 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 30.00 Ft **True Area:** 13,336.78 SqF

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

Network: SPG **Branch**: TW N (NORTH TAXIWAY) **Section:** 730 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 30.00 Ft **True Area:** 12,506.24 SqF

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

Network: SPG **Branch**: TW N (NORTH TAXIWAY) **Section:** 740 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 550.00 Ft **Width:** 60.00 Ft **True Area:** 33,186.37 SqF

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

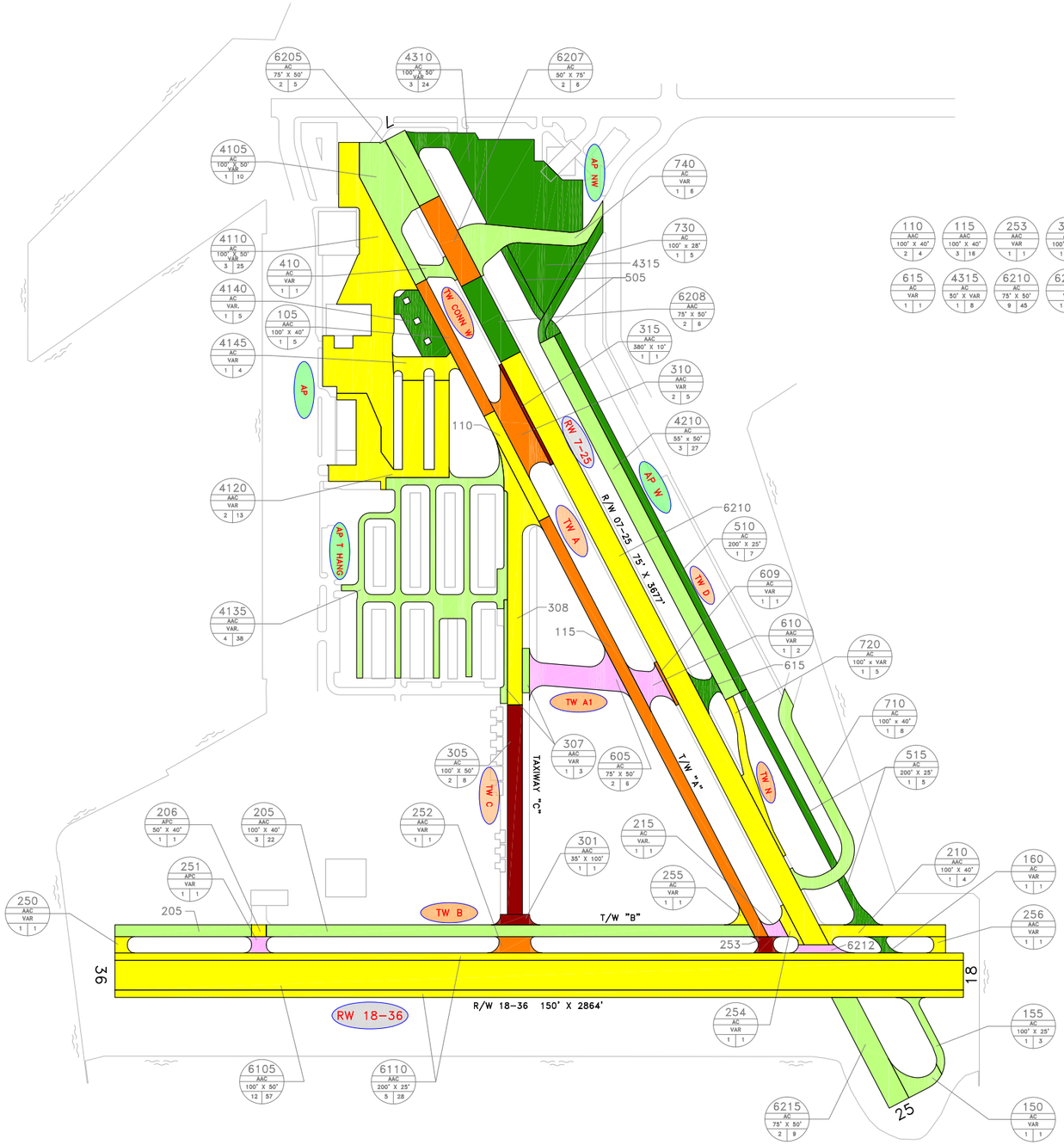
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	35	1,282,750.00	1.54	.62
Initial Construction	16	551,730.50	.31	.68
Mill and Overlay	4	229,765.92	.00	.00
New Construction - AC	1	21,254.96	.00	
OVERLAY	23	1,670,844.06	1.25	.29
REPAIR	1	143,200.00	1.50	

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

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

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

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

NUMBER	DATE	REVISIONS

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

K:\SPG_Aviation\Jobs\42179007\CADD\PLANSHEETS\SPG\EXHIBITS\003-SPG-CONDITION.dwg PLOTTED: April 10, 2012 - 8:13 AM, BY: Larsen, Brent

2012 CONDITION MAP

ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
SPG
FDOT DISTRICT
7

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Apron	AP	APRON	4105	44,489	T	AC	1	10	74	Satisfactory
Apron	AP	APRON	4110	128,902	P	AC	3	25	60	Fair
Apron	AP	APRON	4120	73,716	P	AAC	2	13	70	Fair
Apron	AP	APRON	4135	89,750	P	AAC	4	38	80	Satisfactory
Apron	AP	APRON	4140	21,255	T	AC	1	5	93	Good
Apron	AP	APRON	4145	14,186	P	AC	1	4	57	Fair
Apron Northwest	AP NW	APRON	4310	108,495	P	AC	3	24	95	Good
Apron Northwest	AP NW	APRON	4315	32,357	P	AC	1	8	100	Good
West Apron	AP W	APRON	4210	74,621	T	AC	3	27	85	Satisfactory
Runway 18-36	RW 18-36	RUNWAY	6105	286,400	P	AAC	12	57	68	Fair
Runway 18-36	RW 18-36	RUNWAY	6110	143,200	P	AAC	5	28	69	Fair
Runway 7-25	RW 7-25	RUNWAY	6205	18,750	P	AC	2	5	83	Satisfactory
Runway 7-25	RW 7-25	RUNWAY	6207	22,950	P	AC	2	6	55	Poor
Runway 7-25	RW 7-25	RUNWAY	6208	21,525	P	AAC	2	6	100	Good
Runway 7-25	RW 7-25	RUNWAY	6210	167,790	P	AC	9	45	61	Fair
Runway 7-25	RW 7-25	RUNWAY	6212	4,117	P	AC	1	1	27	Very Poor
Runway 7-25	RW 7-25	RUNWAY	6215	30,125	P	AC	2	9	74	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	105	20,000	P	AAC	1	5	49	Poor
Taxiway Alpha	TW A	TAXIWAY	110	16,000	P	AAC	2	4	59	Fair
Taxiway Alpha	TW A	TAXIWAY	115	63,617	P	AAC	3	16	55	Poor
Taxiway A-1	TW A1	TAXIWAY	605	26,490	P	AC	2	6	27	Very Poor
Taxiway A-1	TW A1	TAXIWAY	609	1,620	P	AC	1	1	44	Poor

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway A-1	TW A1	TAXIWAY	610	9,394	P	AAC	1	2	30	Very Poor
Taxiway A-1	TW A1	TAXIWAY	615	5,505	P	AC	1	1	100	Good
Taxiway Bravo	TW B	TAXIWAY	205	84,004	P	AAC	3	22	72	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	206	2,000	P	APC	1	1	57	Fair
Taxiway Bravo	TW B	TAXIWAY	210	17,315	P	AAC	1	4	64	Fair
Taxiway Bravo	TW B	TAXIWAY	215	3,065	P	AC	1	1	39	Very Poor
Taxiway Bravo	TW B	TAXIWAY	250	2,578	P	AAC	1	1	63	Fair
Taxiway Bravo	TW B	TAXIWAY	251	3,286	P	APC	1	1	34	Very Poor
Taxiway Bravo	TW B	TAXIWAY	252	6,613	P	AAC	1	1	52	Poor
Taxiway Bravo	TW B	TAXIWAY	253	3,405	P	AAC	1	1	22	Serious
Taxiway Bravo	TW B	TAXIWAY	254	3,707	P	AC	1	1	57	Fair
Taxiway Bravo	TW B	TAXIWAY	255	1,557	P	AC	1	1	56	Fair
Taxiway Bravo	TW B	TAXIWAY	256	2,468	P	AAC	1	1	69	Fair
Taxiway Charlie	TW C	TAXIWAY	301	3,886	P	AAC	1	1	23	Serious
Taxiway Charlie	TW C	TAXIWAY	305	35,350	P	AC	2	8	24	Serious
Taxiway Charlie	TW C	TAXIWAY	307	8,469	P	AAC	1	3	74	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	308	44,775	P	AAC	1	8	70	Fair
Taxiway Charlie	TW C	TAXIWAY	310	23,994	P	AAC	2	5	48	Poor
Taxiway Charlie	TW C	TAXIWAY	315	3,800	P	AAC	1	1	14	Serious
Taxiway West Connector	TW CONN W	TAXIWAY	410	5,039	P	AC	1	1	73	Satisfactory
Taxiway Delta	TW D	TAXIWAY	150	7,348	P	AC	1	1	82	Satisfactory
Taxiway Delta	TW D	TAXIWAY	155	7,304	P	AC	1	3	84	Satisfactory

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Delta	TW D	TAXIWAY	160	2,172	P	AC	1	1	93	Good
Taxiway Delta	TW D	TAXIWAY	505	8,729	P	AC	1	3	100	Good
Taxiway Delta	TW D	TAXIWAY	510	33,920	P	AC	1	7	91	Good
Taxiway Delta	TW D	TAXIWAY	515	23,102	P	AC	1	5	100	Good
North Taxiway	TW N	TAXIWAY	710	33,564	P	AC	1	8	83	Satisfactory
North Taxiway	TW N	TAXIWAY	720	13,337	P	AC	1	5	64	Fair
North Taxiway	TW N	TAXIWAY	730	12,506	P	AC	1	5	97	Good
North Taxiway	TW N	TAXIWAY	740	33,186	P	AC	1	6	84	Satisfactory

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

Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 4 /6/2012

Branch Condition Report

Pavement Database: NetworkID: SPG

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	6	5,650.00	126.67	372,298.04	APRON	72.33	12.12	70.24
AP NW (APRON NORTHWEST)	2	565.00	225.00	140,852.15	APRON	97.50	2.50	96.15
AP W (WEST APRON)	1	1,300.00	55.00	74,621.08	APRON	85.00	0.00	85.00
RW 18-36 (RUNWAY 18-36)	2	8,592.00	62.50	429,600.00	RUNWAY	68.50	0.50	68.33
RW 7-25 (RUNWAY 7-25)	6	3,467.00	85.00	265,257.32	RUNWAY	66.67	23.00	66.15
TW A (TAXIWAY A)	3	2,450.00	40.00	99,616.68	TAXIWAY	54.33	4.11	54.44
TW A1 (TAXIWAY ALPHA 1)	4	675.00	58.75	43,008.89	TAXIWAY	50.25	29.43	37.64
TW B (TAXIWAY B)	11	3,082.50	44.55	130,000.11	TAXIWAY	53.18	14.76	65.78
TW C (TAXIWAY C)	6	2,530.00	40.83	120,274.09	TAXIWAY	42.17	23.50	49.09
TW CONN W (TAXIWAY WEST CONNECTOR)	1	100.00	50.00	5,039.47	TAXIWAY	73.00	0.00	73.00
TW D (TAXIWAY DELTA)	6	3,110.00	28.33	82,574.10	TAXIWAY	91.67	6.99	93.10
TW N (NORTH TAXIWAY)	4	2,050.00	42.50	92,593.53	TAXIWAY	82.00	11.77	82.51

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	9	587,771.27	79.33	14.45	78.33
RUNWAY	8	694,857.32	67.13	19.93	67.50
TAXIWAY	35	573,106.87	61.51	24.50	64.90
All	52	1,855,735.46	65.46	23.36	70.12

STD = Standard Deviation

Date: 4 /6/2012

Section Condition Report

Pavement Database: *NetworkID: SPG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1991	AC	APRON	T	0	44,489.04	01/19/2012	21	74.00
AP (APRON)	4110	01/01/1993	AC	APRON	P	0	128,902.35	01/19/2012	19	60.00
AP (APRON)	4120	01/01/2002	AAC	APRON	P	0	73,715.58	01/19/2012	10	70.00
AP (APRON)	4135	01/01/2002	AAC	APRON	P	0	89,750.48	01/19/2012	10	80.00
AP (APRON)	4140	01/01/2006	AC	APRON	T	0	21,254.96	01/19/2012	6	93.00
AP (APRON)	4145	01/01/1965	AC	APRON	P	0	14,185.63	01/19/2012	47	57.00
AP NW (APRON NORTHWEST)	4310	01/01/2006	AC	APRON	P	0	108,494.77	01/19/2012	6	95.00
AP NW (APRON NORTHWEST)	4315	01/01/2011	AC	APRON	P	0	32,357.38	01/01/2011	0	100.00
AP W (WEST APRON)	4210	11/01/2002	AC	APRON	T	0	74,621.08	01/19/2012	10	85.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1992	AAC	RUNWAY	P	0	286,400.00	01/19/2012	20	68.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/1992	AAC	RUNWAY	P	0	143,200.00	01/19/2012	20	69.00
RW 7-25 (RUNWAY 7-25)	6205	01/01/1991	AC	RUNWAY	P	0	18,750.00	01/19/2012	21	83.00
RW 7-25 (RUNWAY 7-25)	6207	01/01/1965	AC	RUNWAY	P	0	22,950.00	01/19/2012	47	55.00
RW 7-25 (RUNWAY 7-25)	6208	01/01/2012	AAC	RUNWAY	P	0	21,525.00	01/01/2012	0	100.00
RW 7-25 (RUNWAY 7-25)	6210	01/01/1965	AC	RUNWAY	P	0	167,790.45	01/19/2012	47	61.00
RW 7-25 (RUNWAY 7-25)	6212	01/01/1985	AC	RUNWAY	P	0	4,117.32	01/19/2012	27	27.00
RW 7-25 (RUNWAY 7-25)	6215	01/01/1991	AC	RUNWAY	P	0	30,124.55	01/19/2012	21	74.00
TW A (TAXIWAY A)	105	01/01/1987	AAC	TAXIWAY	P	0	20,000.00	01/19/2012	25	49.00
TW A (TAXIWAY A)	110	01/01/1987	AAC	TAXIWAY	P	0	16,000.00	01/19/2012	25	59.00
TW A (TAXIWAY A)	115	01/01/1987	AAC	TAXIWAY	P	0	63,616.68	01/19/2012	25	55.00
TW A1 (TAXIWAY ALPHA 1)	605	01/01/1960	AC	TAXIWAY	P	0	26,490.22	01/19/2012	52	27.00
TW A1 (TAXIWAY ALPHA 1)	609	01/01/1965	AC	TAXIWAY	P	0	1,619.57	01/19/2012	47	44.00
TW A1 (TAXIWAY ALPHA 1)	610	01/01/1987	AAC	TAXIWAY	P	0	9,393.87	01/19/2012	25	30.00
TW A1 (TAXIWAY ALPHA 1)	615	01/01/2011	AC	TAXIWAY	P	0	5,505.23	01/01/2011	0	100.00
TW B (TAXIWAY B)	205	01/01/1988	AAC	TAXIWAY	P	0	84,003.98	01/19/2012	24	72.00
TW B (TAXIWAY B)	206	01/01/1989	APC	TAXIWAY	P	0	2,000.00	01/19/2012	23	57.00
TW B (TAXIWAY B)	210	01/01/1988	AAC	TAXIWAY	P	0	17,315.07	01/19/2012	24	64.00

Section Condition Report

Pavement Database: *NetworkID: SPG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	215	01/01/1965	AC	TAXIWAY	P	0	3,064.65	01/19/2012	47	39.00
TW B (TAXIWAY B)	250	01/01/1984	AAC	TAXIWAY	P	0	2,578.25	01/19/2012	28	63.00
TW B (TAXIWAY B)	251	01/01/1989	APC	TAXIWAY	P	0	3,286.50	01/19/2012	23	34.00
TW B (TAXIWAY B)	252	01/01/1989	AAC	TAXIWAY	P	0	6,613.30	01/19/2012	23	52.00
TW B (TAXIWAY B)	253	01/01/1987	AAC	TAXIWAY	P	0	3,405.49	01/19/2012	25	22.00
TW B (TAXIWAY B)	254	01/01/1979	AC	TAXIWAY	P	0	3,707.45	01/19/2012	33	57.00
TW B (TAXIWAY B)	255	01/01/1979	AC	TAXIWAY	P	0	1,557.17	01/19/2012	33	56.00
TW B (TAXIWAY B)	256	01/01/1989	AAC	TAXIWAY	P	0	2,468.25	01/19/2012	23	69.00
TW C (TAXIWAY C)	301	01/01/1989	AAC	TAXIWAY	P	0	3,886.03	01/19/2012	23	23.00
TW C (TAXIWAY C)	305	01/01/1950	AC	TAXIWAY	P	0	35,350.00	01/19/2012	62	24.00
TW C (TAXIWAY C)	307	01/01/1991	AAC	TAXIWAY	P	0	8,469.46	01/19/2012	21	74.00
TW C (TAXIWAY C)	308	01/01/1991	AAC	TAXIWAY	P	0	44,774.86	01/19/2012	21	70.00
TW C (TAXIWAY C)	310	01/01/1987	AAC	TAXIWAY	P	0	23,993.74	01/19/2012	25	48.00
TW C (TAXIWAY C)	315	01/01/1987	AAC	TAXIWAY	P	0	3,800.00	01/19/2012	25	14.00
TW CONN W (TAXIWAY WEST CONNECTOR)	410	01/01/1991	AC	TAXIWAY	P	0	5,039.47	01/19/2012	21	73.00
TW D (TAXIWAY DELTA)	150	01/01/1991	AC	TAXIWAY	P	0	7,347.96	01/19/2012	21	82.00
TW D (TAXIWAY DELTA)	155	01/01/1991	AC	TAXIWAY	P	0	7,303.60	01/19/2012	21	84.00
TW D (TAXIWAY DELTA)	160	01/01/1991	AC	TAXIWAY	P	0	2,171.50	01/19/2012	21	93.00
TW D (TAXIWAY DELTA)	505	01/01/2011	AC	TAXIWAY	P	0	8,728.78	01/01/2011	0	100.00
TW D (TAXIWAY DELTA)	510	01/01/2002	AC	TAXIWAY	P	0	33,920.07	01/19/2012	10	91.00
TW D (TAXIWAY DELTA)	515	01/01/2011	AC	TAXIWAY	P	0	23,102.19	01/01/2011	0	100.00
TW N (NORTH TAXIWAY)	710	01/01/2002	AC	TAXIWAY	P	0	33,564.14	01/19/2012	10	83.00
TW N (NORTH TAXIWAY)	720	01/01/2002	AC	TAXIWAY	P	0	13,336.78	01/19/2012	10	64.00
TW N (NORTH TAXIWAY)	730	01/01/2002	AC	TAXIWAY	P	0	12,506.24	01/19/2012	10	97.00
TW N (NORTH TAXIWAY)	740	01/01/2002	AC	TAXIWAY	P	0	33,186.37	01/19/2012	10	84.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**91,218.58**	**5**	**100.00**	**0.00**	**100.00**
06-10	**9.20**	**494,350.47**	**10**	**84.20**	**10.17**	**84.34**
16-20	**19.67**	**558,502.35**	**3**	**65.67**	**4.03**	**66.41**
21-25	**22.91**	**428,253.35**	**23**	**58.91**	**21.49**	**64.44**
26-30	**27.50**	**6,695.57**	**2**	**45.00**	**18.00**	**40.86**
31-35	**33.00**	**5,264.62**	**2**	**56.50**	**0.50**	**56.70**
over 40	**49.86**	**271,450.52**	**7**	**43.86**	**13.59**	**51.80**
All	**22.08**	**1,855,735.46**	**52**	**65.46**	**23.36**	**70.12**

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Apron	AP	4105	74	73	72	71	69	68	67	66	65	64	63
Apron	AP	4110	60	60	58	57	56	55	54	53	52	51	49
Apron	AP	4120	70	69	68	67	65	64	62	61	59	57	55
Apron	AP	4135	80	79	78	77	76	75	73	72	71	70	68
Apron	AP	4140	93	92	90	88	86	84	82	80	79	77	76
Apron	AP	4145	57	57	55	54	53	52	51	50	48	47	46
Apron Northwest	AP NW	4310	95	94	92	90	88	86	84	82	80	79	77
Apron Northwest	AP NW	4315	100	96	94	92	90	88	86	84	82	80	79
West Apron	AP W	4210	85	84	82	81	79	77	76	75	73	72	70
Runway 18-36	RW 18-36	6105	68	67	66	64	63	62	61	60	59	58	57
Runway 18-36	RW 18-36	6110	69	68	67	65	64	63	62	61	60	59	58
Runway 7-25	RW 7-25	6205	83	82	80	78	76	73	71	69	67	65	63
Runway 7-25	RW 7-25	6207	55	54	53	51	50	49	48	47	45	44	44
Runway 7-25	RW 7-25	6208	100	98	94	91	87	84	81	79	76	74	72
Runway 7-25	RW 7-25	6210	61	60	58	57	55	54	52	51	50	48	47
Runway 7-25	RW 7-25	6212	27	26	25	23	20	18	15	13	10	7	4
Runway 7-25	RW 7-25	6215	74	73	71	69	67	65	63	61	60	58	56
Taxiway Alpha	TW A	105	49	48	46	45	43	41	39	38	36	34	32
Taxiway Alpha	TW A	110	59	58	57	56	54	53	51	49	47	45	44
Taxiway Alpha	TW A	115	55	54	53	51	49	47	45	44	42	40	38
Taxiway A-1	TW A1	605	27	26	24	23	21	19	17	15	13	11	10
Taxiway A-1	TW A1	609	44	43	42	41	40	38	37	36	34	33	31

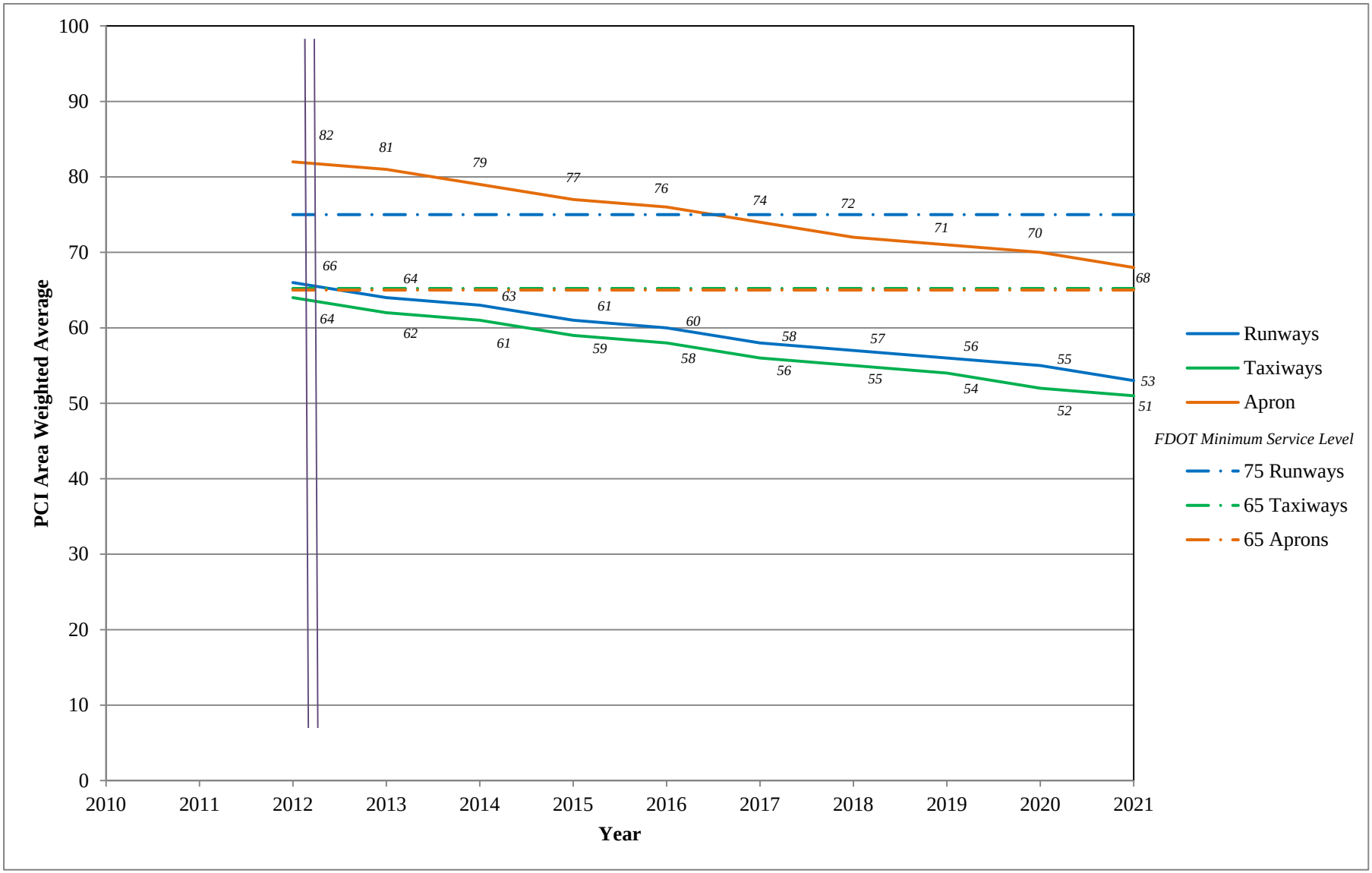
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway A-1	TW A1	610	30	29	27	26	24	22	20	19	17	15	13
Taxiway A-1	TW A1	615	100	97	95	92	91	89	87	85	83	82	80
Taxiway Bravo	TW B	205	72	72	71	70	69	68	67	67	66	66	65
Taxiway Bravo	TW B	206	57	56	55	53	52	50	48	46	44	43	41
Taxiway Bravo	TW B	210	64	64	63	62	62	61	60	59	57	56	55
Taxiway Bravo	TW B	215	39	38	37	36	34	33	31	30	28	26	24
Taxiway Bravo	TW B	250	63	63	62	61	60	59	58	57	55	54	52
Taxiway Bravo	TW B	251	34	33	31	30	28	26	24	23	21	19	17
Taxiway Bravo	TW B	252	52	51	49	47	46	44	42	40	39	37	35
Taxiway Bravo	TW B	253	22	21	19	18	16	14	12	11	9	7	5
Taxiway Bravo	TW B	254	57	57	56	55	54	53	51	50	49	48	47
Taxiway Bravo	TW B	255	56	56	55	54	53	51	50	49	48	47	46
Taxiway Bravo	TW B	256	69	69	68	67	67	66	65	65	64	64	63
Taxiway Charlie	TW C	301	23	22	20	19	17	15	13	12	10	8	6
Taxiway Charlie	TW C	305	24	23	21	19	18	16	14	12	10	8	6
Taxiway Charlie	TW C	307	74	73	72	71	70	69	69	68	67	67	66
Taxiway Charlie	TW C	308	70	70	69	68	67	67	66	66	65	64	64
Taxiway Charlie	TW C	310	48	47	45	44	42	40	38	37	35	33	31
Taxiway Charlie	TW C	315	14	13	11	10	8	6	4	3	1	0	0
Taxiway West Connector	TW CONN W	410	73	72	71	70	69	67	66	65	64	63	62
Taxiway Delta	TW D	150	82	81	80	78	77	75	74	73	71	70	69
Taxiway Delta	TW D	155	84	83	82	80	78	77	76	74	73	72	70

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Delta	TW D	160	93	92	90	88	86	85	83	81	80	78	77
Taxiway Delta	TW D	505	100	97	95	92	91	89	87	85	83	82	80
Taxiway Delta	TW D	510	91	90	88	86	85	83	81	80	78	77	75
Taxiway Delta	TW D	515	100	97	95	92	91	89	87	85	83	82	80
North Taxiway	TW N	710	83	82	81	79	78	76	75	73	72	71	70
North Taxiway	TW N	720	64	64	62	61	60	59	58	57	56	55	54
North Taxiway	TW N	730	97	96	94	92	90	88	86	84	83	81	80
North Taxiway	TW N	740	84	83	82	80	78	77	76	74	73	72	70

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Apron	AP	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,986.40	SqFt	$0.40	$5,194.61
Apron	AP	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	148.40	SqFt	$0.40	$59.37
Apron	AP	4120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	29,912.90	SqFt	$0.40	$11,965.25
Apron	AP	4120	WEATH/RAVEL	H	Microsurfacing - AC	185.10	SqFt	$0.65	$120.29
Apron	AP	4135	OIL SPILLAGE	N	Patching - AC Shallow	1,045.80	SqFt	$2.90	$3,032.71
Apron	AP	4135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	22,289.30	SqFt	$0.40	$8,915.78
Apron	AP	4140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27.40	SqFt	$0.40	$10.98
Apron Northwest	AP NW	4310	OIL SPILLAGE	N	Patching - AC Shallow	73.90	SqFt	$2.90	$214.35
Apron Northwest	AP NW	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	824.60	SqFt	$0.40	$329.82
West Apron	AP W	4210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,809.00	SqFt	$0.40	$723.60
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	M	Surface Seal - Coat Tar	3,828.20	SqFt	$0.40	$1,531.29
Runway 18-36	RW 18-36	6105	L & T CR	M	Crack Sealing - AC	1,761.80	Ft	$2.25	$3,964.08
Runway 18-36	RW 18-36	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	98,640.10	SqFt	$0.40	$39,456.37
Runway 18-36	RW 18-36	6110	L & T CR	M	Crack Sealing - AC	193.90	Ft	$2.25	$436.17
Runway 18-36	RW 18-36	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	41,452.30	SqFt	$0.40	$16,581.05
Runway 7-25	RW 7-25	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,000.00	SqFt	$0.40	$1,200.00
Runway 7-25	RW 7-25	6215	L & T CR	M	Crack Sealing - AC	20.10	Ft	$2.25	$45.20
Runway 7-25	RW 7-25	6215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,020.70	SqFt	$0.40	$2,008.30
Runway 7-25	RW 7-25	6215	WEATH/RAVEL	M	Surface Seal - Coat Tar	32.10	SqFt	$0.40	$12.85
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	84,003.30	SqFt	$0.40	$33,601.59
Taxiway Bravo	TW B	256	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,276.20	SqFt	$0.40	$910.50
Taxiway Bravo	TW B	256	WEATH/RAVEL	M	Surface Seal - Coat Tar	192.00	SqFt	$0.40	$76.80
Taxiway Charlie	TW C	307	WEATH/RAVEL	M	Surface Seal - Coat Tar	192.10	SqFt	$0.40	$76.82

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Charlie	TW C	307	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,496.80	SqFt	$0.40	$998.72
Taxiway Charlie	TW C	308	WEATH/RAVEL	M	Surface Seal - Coat Tar	322.40	SqFt	$0.40	$128.95
Taxiway Charlie	TW C	308	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,582.00	SqFt	$0.40	$1,432.80
Taxiway West Connector	TW CONN W	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,184.00	SqFt	$0.40	$473.60
Taxiway West Connector	TW CONN W	410	WEATH/RAVEL	M	Surface Seal - Coat Tar	87.00	SqFt	$0.40	$34.80
Taxiway Delta	TW D	150	WEATH/RAVEL	L	Surface Seal - Rejuvenating	345.00	SqFt	$0.40	$138.00
Taxiway Delta	TW D	155	WEATH/RAVEL	L	Surface Seal - Rejuvenating	864.60	SqFt	$0.40	$345.85
Taxiway Delta	TW D	160	WEATH/RAVEL	L	Surface Seal - Rejuvenating	117.00	SqFt	$0.40	$46.80
Taxiway Delta	TW D	510	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,127.40	SqFt	$0.40	$1,250.97
North Taxiway	TW N	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,678.20	SqFt	$0.40	$671.28
North Taxiway	TW N	730	WEATH/RAVEL	L	Surface Seal - Rejuvenating	187.60	SqFt	$0.40	$75.04
North Taxiway	TW N	740	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,007.80	SqFt	$0.40	$803.13
								Total =	$136,867.72

APPENDIX F

MAJOR M&R PLAN BY YEAR UNDER UNLIMITED FUNDING SCENARIO TABLE

Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Apron	4145	AC	14,186	$68,928.00	57	Mill and Overlay	100
2012	Apron	4110	AC	128,902	$474,360.74	60	Mill and Overlay	100
2012	Runway 7-25	6212	AC	4,117	$76,458.63	26	Reconstruction	100
2012	Runway 7-25	6207	AC	22,950	$138,572.17	54	Mill and Overlay	100
2012	Runway 7-25	6210	AC	167,790	$617,468.98	60	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	20,000	$152,200.08	48	Mill and Overlay	100
2012	Taxiway Alpha	115	AAC	63,617	$384,117.70	54	Mill and Overlay	100
2012	Taxiway Alpha	110	AAC	16,000	$71,456.02	58	Mill and Overlay	100
2012	Taxiway A-1	610	AAC	9,394	$174,444.15	29	Reconstruction	100
2012	Taxiway A-1	605	AC	26,490	$491,923.35	26	Reconstruction	100
2012	Taxiway A-1	609	AC	1,620	$12,324.93	43	Mill and Overlay	100
2012	Taxiway Bravo	253	AAC	3,405	$63,239.95	21	Reconstruction	100
2012	Taxiway Bravo	251	APC	3,287	$50,224.29	33	Reconstruction	100
2012	Taxiway Bravo	252	AAC	6,613	$47,728.21	51	Mill and Overlay	100
2012	Taxiway Bravo	250	AAC	2,578	$7,337.70	63	Mill and Overlay	100
2012	Taxiway Bravo	210	AAC	17,315	$44,465.10	64	Mill and Overlay	100
2012	Taxiway Bravo	215	AC	3,065	$30,039.71	38	Reconstruction	100
2012	Taxiway Bravo	255	AC	1,557	$8,178.26	56	Mill and Overlay	100
2012	Taxiway Bravo	254	AC	3,707	$18,014.51	57	Mill and Overlay	100
2012	Taxiway Bravo	206	APC	2,000	$10,504.00	56	Mill and Overlay	100
2012	Taxiway Charlie	315	AAC	3,800	$70,566.00	13	Reconstruction	100
2012	Taxiway Charlie	301	AAC	3,886	$72,163.57	22	Reconstruction	100

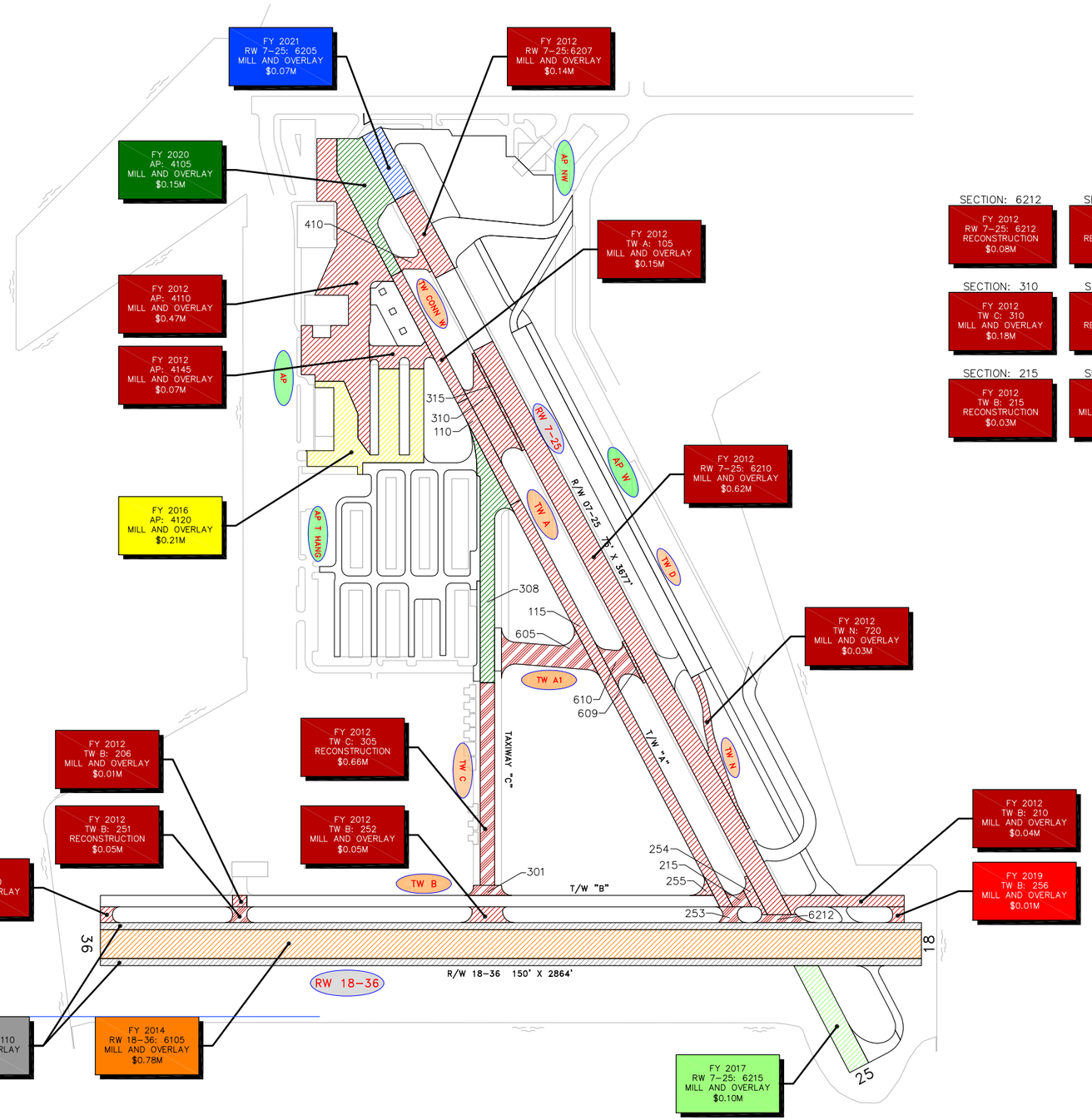
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway Charlie	310	AAC	23,994	$182,592.45	47	Mill and Overlay	100
2012	Taxiway Charlie	305	AC	35,350	$656,449.46	23	Reconstruction	100
2012	North Taxiway	720	AC	13,337	$34,248.85	64	Mill and Overlay	100
2014	Runway 18-36	6105	AAC	286,400	$780,265.58	64	Mill and Overlay	100
2015	Runway 18-36	6110	AAC	143,200	$401,836.77	64	Mill and Overlay	100
2016	Apron	4120	AAC	73,716	$213,060.61	64	Mill and Overlay	100
2017	Runway 7-25	6215	AC	30,125	$99,389.75	63	Mill and Overlay	100
2019	Taxiway Bravo	256	AAC	2,468	$7,795.51	64	Mill and Overlay	100
2019	Taxiway West Connector	410	AC	5,039	$15,916.24	64	Mill and Overlay	100
2020	Apron	4105	AC	44,489	$144,725.75	64	Mill and Overlay	100
2020	Taxiway Charlie	308	AAC	44,775	$145,655.54	64	Mill and Overlay	100
2021	Runway 7-25	6205	AC	18,750	$69,625.96	63	Mill and Overlay	100
				Total	**$5,836,278.52**	**50**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

SECTION: 6212
FY 2012
RW 7-25: 6212
RECONSTRUCTION
$0.08M

SECTION: 610
FY 2012
TW A1: 610
RECONSTRUCTION
$0.17M

SECTION: 609
FY 2012
TW A1: 609
MILL AND OVERLAY
$0.01M

SECTION: 605
FY 2012
TW A1: 605
RECONSTRUCTION
$0.49M

SECTION: 315
FY 2012
TW C: 315
RECONSTRUCTION
$0.07M

SECTION: 310
FY 2012
TW C: 310
MILL AND OVERLAY
$0.18M

SECTION: 301
FY 2012
TW C: 301
RECONSTRUCTION
$0.07M

SECTION: 255
FY 2012
TW B: 255
MILL AND OVERLAY
$0.01M

SECTION: 254
FY 2012
TW B: 254
MILL AND OVERLAY
$0.02M

SECTION: 253
FY 2012
TW B: 253
RECONSTRUCTION
$0.06M

SECTION: 215
FY 2012
TW B: 215
RECONSTRUCTION
$0.03M

SECTION: 115
FY 2012
TW A: 115
MILL AND OVERLAY
$0.38M

SECTION: 110
FY 2012
TW A: 110
MILL AND OVERLAY
$0.07M

SECTION: 410
FY 2019
TW CONN W: 410
MILL AND OVERLAY
$0.02M

SECTION: 308
FY 2020
TW C: 308
MILL AND OVERLAY
$0.15M

LEGEND

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

YEAR

2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

ACTIVITY

MICROSURFACING
MILL AND OVERLAY
RECONSTRUCTION
CONCRETE PAVEMENT RESTORATION

"PLAN YEAR"
"BRANCH": "SECTION"
"M AND R ACTIVITY"
"EST. COST"

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

NUMBER	DATE	REVISIONS

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

K:\SPG_Aviation\ACIP\2021\CAD\PLANSHEETS\SPG\EXHIBIT2\004-SPG-MAINTENANCE.dwg PLOTTED: April 10, 2012 - 8:14 AM, BY: Lemon, Brent

10-YEAR M&R MAP

ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
SPG
FDOT DISTRICT
7

APPENDIX H

PHOTOGRAPHS

Taxiway Charlie, Section 305, Sample Unit 106 – Low severity (43) Block Cracking, medium severity (41) Alligator Cracking, low, medium and high severity (52) Weathering and Raveling

T-Hangars Apron, Section 4135, Sample Unit 154 – Low severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, low severity (52) Weathering and Raveling

Southwest Apron, Section 4120, Sample Unit 211 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 18-36, Section 6110, Sample Unit 552 – Low severity (48) Longitudinal and Transverse Cracking, low severity (43) Block Cracking, low severity (52) Weathering and Raveling

Runway 18-36, Section 6105, Sample Unit 335 – Low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Bravo, Section 250, Sample Unit 100 – Low and medium severity (52) Weathering and Raveling

Taxiway Charlie, Section 301, Sample Unit 100 – Low and medium severity (48) Longitudinal and Transverse Cracking; low, medium and high severity (52) Weathering and Raveling

West Apron, Section 4210, Sample Unit 115 – Low severity (48) Longitudinal and Transverse Cracking

Taxiway Delta, Section 510, Sample Unit 232 – Low severity (52) Weathering and Raveling

Runway 7-25, Section 6215, Sample Unit 101 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 7-25, Section 6210, Sample Unit 114 – Low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 7-25, Section 6210, Sample Unit 155 – Low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway Alpha, Section 310, Section 150 – Low and medium severity (48) Longitudinal and Transverse Cracking, medium severity (50) Patch, low severity (52) Weathering and Raveling

Taxiway A1, Section 609, Sample Unit 99 – Low severity (48) Longitudinal and Transverse Cracking, medium severity (45) Depression, low severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 372,298.04SqFt

Section: 4105 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 44,489.04SqFt Length: 200.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 10 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,796.10SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	81.02 Ft	Comments:	
52 WEATHERING/RAVELING	L	1,399.99 SqFt	Comments:	
52 WEATHERING/RAVELING	M	16.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 372,298.04SqFt

Section: 4110 of 6 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 128,902.35SqFt Length: 600.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 25 Surveyed: 3
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 2,770.00SqFt PCI = 61
Sample Comments:

49	OIL SPILLAGE	N	3.00	SqFt	Comments:
49	OIL SPILLAGE	N	2.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.01	Ft	Comments:
52	WEATHERING/RAVELING	L	2,769.98	SqFt	Comments:
56	SWELLING	L	208.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	190.05	Ft	Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.03	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	249.06	Ft	Comments:
49	OIL SPILLAGE	N	32.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	3,499.97	SqFt	Comments:
49	OIL SPILLAGE	N	18.00	SqFt	Comments:

Sample Number: 309 Type: R Area: 6,378.37SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	398.10	Ft	Comments:
52	WEATHERING/RAVELING	L	6,358.32	SqFt	Comments:
52	WEATHERING/RAVELING	M	20.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	4.00	Ft	Comments:
49	OIL SPILLAGE	N	4.00	SqFt	Comments:
56	SWELLING	L	480.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 372,298.04SqFt

Section: 4120 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 73,715.58SqFt Length: 350.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 211 Type: R Area: 6,949.50SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	402.10	Ft	Comments:
52 WEATHERING/RAVELING	H	30.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,389.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	76.00	SqFt	Comments:

Sample Number: 456 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

50 PATCHING	L	100.00	SqFt	Comments:
50 PATCHING	L	849.99	SqFt	Comments:
50 PATCHING	L	624.99	SqFt	Comments:
50 PATCHING	L	42.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.01	Ft	Comments:
52 WEATHERING/RAVELING	L	3,382.97	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 372,298.04SqFt

Section: 4135 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 89,750.48SqFt Length: 4,000.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 38 Surveyed: 4
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 154 Type: R Area: 1,565.30SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.02 Ft	Comments:
49 OIL SPILLAGE	N	76.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	54.00 SqFt	Comments:

Sample Number: 200 Type: R Area: 1,900.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	81.02 Ft	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Sample Number: 302 Type: R Area: 2,000.00SqFt PCI = 88
Sample Comments:

49 OIL SPILLAGE	N	0.50 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 2,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.02 Ft	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 372,298.04SqFt

Section: 4140 of 6 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 21,254.96SqFt Length: 300.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,646.61SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.01 Ft	Comments:
52 WEATHERING/RAVELING	L	6.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 372,298.04SqFt

Section: 4145 of 6 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 14,185.63SqFt Length: 200.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 352 Type: R Area: 4,000.00SqFt PCI = 57
Sample Comments:

49	OIL SPILLAGE	N	3.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	141.04	Ft	Comments:
45	DEPRESSION	M	32.00	SqFt	Comments:
52	WEATHERING/RAVELING	M	18.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	3,981.97	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP NW Name: APRON NORTHWEST Use: APRON Area: 140,852.15SqFt

Section: 4310 of 2 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 108,494.77SqFt Length: 350.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 24 Surveyed: 3
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

50 PATCHING	L	1.00 SqFt	Comments:
49 OIL SPILLAGE	N	2.00 SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

52 WEATHERING/RAVELING	L	64.00 SqFt	Comments:
49 OIL SPILLAGE	N	4.00 SqFt	Comments:
50 PATCHING	L	4.00 SqFt	Comments:

Sample Number: 603 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

50 PATCHING	L	3.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP NW Name: APRON NORTHWEST Use: APRON Area: 140,852.15SqFt

Section: 4315 of 2 From: - To: - Last Const.: 1/1/2011
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 32,357.38SqFt Length: 215.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2011 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 74,621.08SqFt

Section: 4210 of 1 From: To: Last Const.: 11/1/2002
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 74,621.08SqFt Length: 1,300.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 27 Surveyed: 3
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 2,750.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.03 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 2,750.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.02 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 2,750.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 429,600.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 286,400.00SqFt Length: 2,864.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 57 Surveyed: 12
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	M	120.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	77.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.04	Ft	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.03	Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	171.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	9.00	Ft	Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

43 BLOCK CRACKING	L	250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.03	Ft	Comments:
52 WEATHERING/RAVELING	L	2,499.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	151.04	Ft	Comments:

Sample Number: 315 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	109.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	11.00	Ft	Comments:
52 WEATHERING/RAVELING	L	1,749.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.04	Ft	Comments:

Sample Number: 320 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.04	Ft	Comments:
52 WEATHERING/RAVELING	M	6.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.01	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	172.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.01	Ft	Comments:
52 WEATHERING/RAVELING	L	165.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	307.08	Ft	Comments:
52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	50.00	SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

43 BLOCK CRACKING	L	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	38.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	154.04	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
43 BLOCK CRACKING	L	699.99	SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	92.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	247.06	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 340 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	62.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	70.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	354.09	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:

Sample Number: 345 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.08	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.05	Ft	Comments:
52 WEATHERING/RAVELING	M	350.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,499.99	SqFt	Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	22.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.04	Ft	Comments:
52 WEATHERING/RAVELING	L	1,749.99	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	M	243.00	SqFt	Comments:
43 BLOCK CRACKING	L	64.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	33.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	384.10	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 429,600.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 143,200.00SqFt Length: 5,728.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 28 Surveyed: 5
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	36.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	610.16	Ft	Comments:
52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	641.16	Ft	Comments:
52 WEATHERING/RAVELING	L	1,599.99	SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	201.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01	Ft	Comments:
52 WEATHERING/RAVELING	L	999.99	SqFt	Comments:

Sample Number: 532 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04	Ft	Comments:
43 BLOCK CRACKING	L	1,024.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	799.99	SqFt	Comments:

Sample Number: 552 Type: R Area: 6,600.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	414.11	Ft	Comments:
43 BLOCK CRACKING	L	689.99	SqFt	Comments:
43 BLOCK CRACKING	L	799.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,299.97	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 265,257.32SqFt

Section: 6205 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 18,750.00SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 170 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.02 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Sample Number: 173 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.02 Ft	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 265,257.32SqFt

Section: 6207 of 6 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 22,950.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 164 Type: R Area: 3,750.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	379.10 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	29.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	178.05 Ft	Comments:
52	WEATHERING/RAVELING	M	150.00 SqFt	Comments:
52	WEATHERING/RAVELING	M	24.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,575.97 SqFt	Comments:

Sample Number: 166 Type: R Area: 3,750.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	445.11 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	185.05 Ft	Comments:
52	WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:
56	SWELLING	L	11.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 265,257.32SqFt

Section: 6208 of 6 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 21,525.00SqFt Length: 287.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 265,257.32SqFt

Section: 6210 of 6 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 167,790.45SqFt Length: 2,200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 45 Surveyed: 9
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 3,750.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	411.11 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	242.06 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:

Sample Number: 119 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	173.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:
50 PATCHING	L	2.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	172.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03 Ft	Comments:
50 PATCHING	L	1.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:

Sample Number: 130 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	260.07 Ft	Comments:
52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:

Sample Number: 136 Type: R Area: 3,750.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	183.05 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	70.02 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.03 Ft	Comments:
52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:

Sample Number: 140 Type: R Area: 3,750.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	271.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.03 Ft	Comments:
52 WEATHERING/RAVELING	M	60.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,689.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Sample Number: 144 Type: R Area: 3,750.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	301.08 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	11.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	99.03 Ft	Comments:
52	WEATHERING/RAVELING	M	30.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,719.97 SqFt	Comments:

Sample Number: 151 Type: R Area: 3,750.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	276.07 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	18.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	109.03 Ft	Comments:
52	WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:

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

48	LONGITUDINAL/TRANSVERSE CRACKING	L	207.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	168.04 Ft	Comments:
52	WEATHERING/RAVELING	M	14.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,735.97 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	31.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 265,257.32SqFt

Section: 6212 of 6 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 4,117.32SqFt Length: 30.00Ft Width: 135.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 4,117.32SqFt PCI = 27
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	52.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	443.11 Ft	Comments:
52	WEATHERING/RAVELING	M	1,235.19 SqFt	Comments:
52	WEATHERING/RAVELING	H	411.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	2,471.11 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 265,257.32SqFt

Section: 6215 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 30,124.55SqFt Length: 400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 9 Surveyed: 2
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.04	Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99	SqFt	Comments:
52 WEATHERING/RAVELING	M	8.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

50 PATCHING	L	450.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 99,616.68SqFt

Section: 105 of 3 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 4,000.00SqFt PCI = 49
Sample Comments:

52 WEATHERING/RAVELING	L	3,366.97	SqFt	Comments:
50 PATCHING	M	480.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	246.06	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	103.03	Ft	Comments:
52 WEATHERING/RAVELING	M	153.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 99,616.68SqFt

Section: 110 of 3 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 16,000.00SqFt Length: 400.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 4 Surveyed: 2
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	112.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	220.06 Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
45 DEPRESSION	L	120.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	M	88.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	119.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	26.01 Ft	Comments:
52 WEATHERING/RAVELING	M	117.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,794.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	46.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.03 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 99,616.68SqFt

Section: 115 of 3 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 63,616.68SqFt Length: 1,550.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 4,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	124.03 Ft	Comments:
52 WEATHERING/RAVELING	M	400.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,599.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	38.01 Ft	Comments:

Sample Number: 117 Type: R Area: 4,000.00SqFt PCI = 48
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	195.05 Ft	Comments:
52 WEATHERING/RAVELING	H	108.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	444.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,447.97 SqFt	Comments:

Sample Number: 121 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	34.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.02 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:
52 WEATHERING/RAVELING	M	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,899.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A1 Name: TAXIWAY ALPHA 1 Use: TAXIWAY Area: 43,008.89SqFt

Section: 605 of 4 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 26,490.22SqFt Length: 340.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:27.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,762.08SqFt PCI = 24
Sample Comments:

50 PATCHING	M	4.00	SqFt	Comments:
49 OIL SPILLAGE	N	45.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	350.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	32.00	SqFt	Comments:
43 BLOCK CRACKING	L	3,380.05	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,762.05	SqFt	Comments:
45 DEPRESSION	L	14.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 4,217.86SqFt PCI = 29
Sample Comments:

41 ALLIGATOR CRACKING	L	93.00	SqFt	Comments:
45 DEPRESSION	L	70.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,124.83	SqFt	Comments:
50 PATCHING	L	1,694.99	SqFt	Comments:
50 PATCHING	M	120.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	48.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,169.83	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A1 Name: TAXIWAY ALPHA 1 Use: TAXIWAY Area: 43,008.89SqFt

Section: 609 of 4 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 1,619.57SqFt Length: 160.00Ft Width: 10.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 99 Type: R Area: 1,619.57SqFt PCI = 44
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	264.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	37.01 Ft	Comments:
45 DEPRESSION	M	69.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,619.56 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A1 Name: TAXIWAY ALPHA 1 Use: TAXIWAY Area: 43,008.89SqFt

Section: 610 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 9,393.87SqFt Length: 100.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:30.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,728.32SqFt PCI = 30
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	176.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	284.07 Ft	Comments:
43	BLOCK CRACKING	M	280.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.01 Ft	Comments:
52	WEATHERING/RAVELING	M	2,004.89 SqFt	Comments:
52	WEATHERING/RAVELING	H	126.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,597.38 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	22.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A1 Name: TAXIWAY ALPHA 1 Use: TAXIWAY Area: 43,008.89SqFt

Section: 615 of 4 From: - To: - Last Const.: 1/1/2011
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 5,505.23SqFt Length: 75.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2011 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 205 of 11 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 84,003.98SqFt Length: 2,100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 22 Surveyed: 3
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Sample Number: 108 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Sample Number: 119 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 206 of 11 From: - To: - Last Const.: 1/1/1989
Surface: APC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,000.00SqFt Length: 50.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 2,000.00SqFt PCI = 57
Sample Comments:

47 JOINT REFLECTION CRACKING	M	115.03 Ft	Comments:
47 JOINT REFLECTION CRACKING	M	79.02 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 210 of 11 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 17,315.07SqFt Length: 425.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 126 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01	Ft	Comments:
52 WEATHERING/RAVELING	L	3,799.97	SqFt	Comments:
50 PATCHING	L	200.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 215 of 11 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,064.65SqFt Length: 50.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,064.65SqFt PCI = 39
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.03 Ft	Comments:
52 WEATHERING/RAVELING	H	54.00 SqFt	Comments:
50 PATCHING	M	570.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	376.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,634.63 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 250 of 11 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,578.25SqFt Length: 50.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,578.25SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	2.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	2,062.58 SqFt	Comments:	
52 WEATHERING/RAVELING	M	515.65 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 251 of 11 From: - To: - Last Const.: 1/1/1989
Surface: APC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,286.50SqFt Length: 60.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,286.50SqFt PCI = 34
Sample Comments:

47 JOINT REFLECTION CRACKING	H	265.07 Ft	Comments:
47 JOINT REFLECTION CRACKING	H	114.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,286.47 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 252 of 11 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 6,613.30SqFt Length: 100.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,613.30SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.02 Ft	Comments:
52	WEATHERING/RAVELING	M	2,645.30 SqFt	Comments:
52	WEATHERING/RAVELING	L	3,967.95 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 253 of 11 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,405.49SqFt Length: 60.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:22.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,405.49SqFt PCI = 22
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.04	Ft	Comments:
52	WEATHERING/RAVELING	M	120.00	SqFt	Comments:
52	WEATHERING/RAVELING	H	90.00	SqFt	Comments:
52	WEATHERING/RAVELING	H	480.00	SqFt	Comments:
52	WEATHERING/RAVELING	H	4.00	SqFt	Comments:
52	WEATHERING/RAVELING	L	2,711.47	SqFt	Comments:
45	DEPRESSION	L	28.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 254 of 11 From: - To: - Last Const.: 1/1/1979
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,707.45SqFt Length: 100.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 122 Type: R Area: 3,707.45SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	204.05 Ft	Comments:
52 WEATHERING/RAVELING	M	90.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	60.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,557.42 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 255 of 11 From: - To: - Last Const.: 1/1/1979
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 1,557.17SqFt Length: 37.50Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 122 Type: R Area: 1,557.17SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:	
52 WEATHERING/RAVELING	M	467.15 SqFt	Comments:	
52 WEATHERING/RAVELING	L	1,090.01 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 130,000.11SqFt

Section: 256 of 11 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,468.25SqFt Length: 50.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,468.25SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	M	39.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	153.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	2,276.23 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 120,274.09SqFt

Section: 301 of 6 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,886.03SqFt Length: 100.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,886.03SqFt PCI = 23
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	210.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.08 Ft	Comments:
52	WEATHERING/RAVELING	H	388.60 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,554.40 SqFt	Comments:
52	WEATHERING/RAVELING	L	1,943.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 120,274.09SqFt

Section: 305 of 6 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 35,350.00SqFt Length: 700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 8 Surveyed: 2
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,999.97 SqFt	Comments:
52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 11
Sample Comments:

52 WEATHERING/RAVELING	H	999.99 SqFt	Comments:
45 DEPRESSION	M	12.00 SqFt	Comments:
45 DEPRESSION	M	36.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	120.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	36.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	126.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,837.96 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,499.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 120,274.09SqFt

Section: 307 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 8,469.46SqFt Length: 300.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 350 Type: R Area: 2,469.46SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.03 Ft	Comments:	
52 WEATHERING/RAVELING	L	727.99 SqFt	Comments:	
52 WEATHERING/RAVELING	M	56.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 120,274.09SqFt

Section: 308 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 44,774.86SqFt Length: 800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	266.07 Ft	Comments:
52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	36.00 SqFt	Comments:
56 SWELLING	L	150.00 SqFt	Comments:
56 SWELLING	L	136.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 120,274.09SqFt

Section: 310 of 6 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 23,993.74SqFt Length: 250.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:48.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,855.63SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	286.07 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	41.01 Ft	Comments:
52	WEATHERING/RAVELING	L	2,313.36 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	151.04 Ft	Comments:
52	WEATHERING/RAVELING	M	1,542.24 SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	264.07 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	76.02 Ft	Comments:
50	PATCHING	M	540.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	22.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
52	WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 120,274.09SqFt

Section: 315 of 6 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,800.00SqFt Length: 380.00Ft Width: 10.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:14.00 |
Inspection Comments:

Sample Number: 198 Type: R Area: 3,800.00SqFt PCI = 14
Sample Comments:

45 DEPRESSION	L	312.00 SqFt	Comments:
43 BLOCK CRACKING	L	3,039.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.03 Ft	Comments:
52 WEATHERING/RAVELING	L	759.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,279.98 SqFt	Comments:
52 WEATHERING/RAVELING	H	759.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW CONN W Name: TAXIWAY WEST CONNECTOR Use: TAXIWAY Area: 5,039.47SqFt

Section: 410 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 5,039.47SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,039.47SqFt PCI = 73
Sample Comments:

43 BLOCK CRACKING	L	544.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	544.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	40.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	8.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	15.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	639.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	24.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW D Name: TAXIWAY DELTA Use: TAXIWAY Area: 82,574.10SqFt

Section: 150 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 7,347.96SqFt Length: 175.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 7,347.96SqFt PCI = 82
Sample Comments:

45 DEPRESSION	L	88.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00	Ft	Comments:
52 WEATHERING/RAVELING	L	345.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.01	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW D Name: TAXIWAY DELTA Use: TAXIWAY Area: 82,574.10SqFt

Section: 155 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 7,303.60SqFt Length: 230.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,534.12SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.01 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW D Name: TAXIWAY DELTA Use: TAXIWAY Area: 82,574.10SqFt

Section: 160 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 2,171.50SqFt Length: 80.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,171.50SqFt PCI = 93
Sample Comments:

52 WEATHERING/RAVELING	L	24.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	93.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW D Name: TAXIWAY DELTA Use: TAXIWAY Area: 82,574.10SqFt

Section: 505 of 6 From: - To: - Last Const.: 1/1/2011
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,728.78SqFt Length: 349.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2011 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW D Name: TAXIWAY DELTA Use: TAXIWAY Area: 82,574.10SqFt

Section: 510 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 33,920.07SqFt Length: 1,356.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 232 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	35.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	26.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW D Name: TAXIWAY DELTA Use: TAXIWAY Area: 82,574.10SqFt

Section: 515 of 6 From: - To: - Last Const.: 1/1/2011
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 23,102.19SqFt Length: 920.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2011 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 92,593.53SqFt

Section: 710 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 33,564.14SqFt Length: 650.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 4,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.04 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 92,593.53SqFt

Section: 720 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 13,336.78SqFt Length: 450.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 2,567.28SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.01 Ft	Comments:
50 PATCHING	L	680.99 SqFt	Comments:
50 PATCHING	L	608.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 92,593.53SqFt

Section: 730 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 12,506.24SqFt Length: 400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 2,800.00SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	42.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/6/2012
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 92,593.53SqFt

Section: 740 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 33,186.37SqFt Length: 550.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/19/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,958.56SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.04 Ft	Comments:	
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:	
56 SWELLING	L	6.00 SqFt	Comments:	