

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AVIATION OFFICE

Statewide Airfield Pavement Management Program

Pensacola Gulf Coast Regional Airport– PNS (Primary Airport) Pensacola, Florida (District 3)



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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 Pensacola Gulf Coast Regional 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 Pensacola Gulf Coast Regional Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During April 2011, the PCI survey was performed at Pensacola Gulf Coast Regional 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 2011 is 79, representing a Satisfactory overall network condition.

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

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
East Apron	59	59	Fair	65	65	Х
General Aviation Apron	38	22 - 71	Very Poor	65	65	Х
South Apron	58	55 - 62	Fair	65	65	Х
Terminal Apron	78	21 - 89	Satisfactory	65	65	Х
West Apron	61	61	Fair	65	65	Х
Runway 17-35	88	87 - 100	Good	75	65	
Runway 8-26	84	81 - 94	Satisfactory	75	65	
Taxiway Alpha	85	83 - 89	Satisfactory	70	65	
Taxiway A1	79	79	Satisfactory	70	65	
Taxiway A2	79	69 - 86	Satisfactory	70	65	Х
Taxiway A3	84	84	Satisfactory	70	65	
Taxiway A4	100	100	Good	70	65	
Taxiway A5	93	93	Good	70	65	
Taxiway A7	64	64	Fair	70	65	Х
Taxiway Bravo	90	69 - 95	Good	70	65	Х
Taxiway B2	82	67 - 93	Satisfactory	70	65	Х
Taxiway B3	94	94	Good	70	65	
Taxiway B4	93	93	Good	70	65	
Taxiway B5	92	92	Good	70	65	
Taxiway B7	60	60	Fair	70	65	Х
Taxiway B8	64	64	Fair	70	65	Х
Taxiway Charlie	74	64 - 91	Satisfactory	70	65	Х
Taxiway C2	64	64	Fair	70	65	Х
Taxiway Delta	92	81 - 100	Good	70	65	
Taxiway D1	94	94	Good	70	65	
Taxiway D2	94	94	Good	70	65	
Taxiway D3	100	100	Good	70	65	

Table I: Condition Summary by Branch

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

Use	Average Area- Weighted PCI	Condition Rating
Runway	86	Good
Taxiway	86	Good
Apron	65	Fair
All (Weighted)	79	Satisfactory

Table II: Condition Summary by Pavement Use

Table III: Condition Summary by Pavement Rank

Rank*	Average Area- Weighted PCI	Condition Rating
Primary	82	Satisfactory
Tertiary	68	Fair
All (Weighted)	79	Satisfactory

*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 Pensacola Gulf Coast Regional Airport, include: the GA Apron and the Terminal Apron. The pavement distresses in these areas justify full pavement reconstruction. The immediate needs are summarized in Table IV below.

Branch NameSection IDSurface TypeSection Area (ft2)		Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R		
West Apron	4605	AC	219,370	\$1,022,702.17	59	Mill and Overlay	100
South Apron	4515	AC	219,095	\$1,021,420.12	59	Mill and Overlay	100
South Apron	4510	AC	338,265	\$2,453,773.33	53	Mill and Overlay	100
South Apron	4505	AC	112,540	\$476,043.81	60	Mill and Overlay	100
East Apron	4405	AC	255,240	\$1,410,455.34	57	Mill and Overlay	100
GA Apron	4325	AC	94,585	\$1,974,934.34	22	Reconstruction	100
GA Apron	4320	AAC	21,585	\$128,603.35	56	Mill and Overlay	100
GA Apron	4310	AC	28,960	\$89,718.04	64	Mill and Overlay	100
Terminal Apron	4230	AC	23,760	\$496,108.68	21	Reconstruction	100
Taxiway C2	515	AC	31,645	\$115,947.19	62	Mill and Overlay	100
Taxiway Charlie	510	AC	67,180	\$246,147.34	62	Mill and Overlay	100
Taxiway B8	280	AC	13,320	\$48,804.44	62	Mill and Overlay	100
Taxiway B7	270	AC	14,900	\$75,900.55	58	Mill and Overlay	100
Taxiway A7	215	AC	72,160	\$264,394.04	62	Mill and Overlay	100
			Total	\$9,824,952.74	54		100

Table IV: Immediate Major M&R Needs

* 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.

Year	Preventative	Major M&R	Total Year Cost
2012	\$153,364.91	\$9,824,952.74	\$9,978,317.65
2013	\$362,099.41	\$113,300.80	\$475,400.21
2014	\$410,549.10	\$159,386.91	\$569,936.01
2015	\$504,621.24	\$0.00	\$504,621.24
2016	\$576,323.91	\$0.00	\$576,323.91
2017	\$697,102.96	\$0.00	\$697,102.96
2018	\$836,055.73	\$36,621.81	\$872,677.54
2019	\$950,203.47	\$0.00	\$950,203.47
2020	\$1,111,886.58	\$186,019.03	\$1,297,905.61
2021	\$1,238,350.81	\$0.00	\$1,238,350.81
Total	\$6,840,558.12	\$10,320,281.29	\$17,160,839.41

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

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 only decrease from 79 in 2011 to 75 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 Pensacola Gulf Coast Regional Airport pavements in 2021 may remain near 75. 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 Pensacola Gulf Coast Regional 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 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.

	AC Pavemen	ts		PCC Paveme	ents	
NI	n		N	n		
IN	Runway	Others	IN	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	
<u>></u> 51	20% but <u><</u> 20	10% but <u><</u> 10	31-40	8	4	
			41-50	10	5	
			<u>></u> 51	20% but <u><</u> 20	10% but <u><</u> 10	

Table 1-1: Sampling Rate for FDOT Condition Surveys

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.

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

Figure 1-2: PCI Rating Scale

1.5 Definitions

<u>Aviation Office</u> - 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.

<u>Base Course</u> - 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.

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

<u>Branch ID</u> - A short form identification for the pavement Branch. In this report, Branch includes the common designation for the item e.g. RW 18-36.

<u>Category</u> - 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).

<u>Critical PCI</u> - 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.

<u>Distress Type</u> - 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.

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

<u>Global M&R</u> - 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.

<u>Major M&R (e.g. Rehabilitation)</u> - 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.

<u>MicroPAVER</u> - 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.

<u>Minimum Condition Level</u> - 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.

<u>Network Definition</u> - 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.

<u>Pavement Condition Index (PCI)</u> - 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.

<u>Pavement Evaluation</u> - 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.

<u>Pavement Management System (PMS)</u> - 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.

<u>Pavement Surface Type</u> - 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.

<u>Rank</u> - 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.

<u>Reconstruction</u> - 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.

<u>Rehabilitation</u> - 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.

<u>Sample Unit</u> - 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 $5,000 \pm 2,000$ square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

<u>Section</u> - 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.

<u>Section ID</u> - 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.

<u>Statewide Airfield Pavement Management Program (SAPMP)</u> – 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.

<u>System Inventory</u> - 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.

<u>Use</u> - 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

Pensacola Gulf Coast Regional Airport (PNS) consists of two runways, Runway 8-26 at 150-ft wide by 7,000-ft long, and Runway 17-35 at 150-ft wide by 7,000-ft long. Runway 8-26 is composed of Asphalt Concrete pavement and Runway 17-35 is composed of Portland Cement Concrete. The airport terminal is located in the North West side of the airfield with apron tie down spaces and hangar facilities located throughout. Runways 17-35 and 8-26 are served by parallel taxiways Alpha and Bravo, which are both 75-ft wide respectively. This airport is designated as a Primary / Part 139 airport and is located in District 3 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.

In 1933, Lee Conner Hagler and Harry Blanchard began construction of the airport facility which at the time consisted of two grass airstrips and a surplus Navy hangar. The City of Pensacola purchased the airfield in 1935, and with the help of the Works Progress Administration was able to develop Hagler Field into a permanent municipal airport. The Navy took over command of the airport in 1942-1945, although civilian air service continued. Hagler Field later became known as Pensacola Gulf Coast Airport.

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 2011 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 Pensacola Gulf Coast Regional 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 ConstructionActivity

Construction Year	Location	Work Type / Pavement Section
2005	Runway 8-28	Rehabilitation
2007	Runway 17-35	Rehabilitation
2010	Terminal Apron	Widening / Expansion

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 221 sample units.

The total airfield pavement area in 2011 at Pensacola Gulf Coast Regional Airport is 6,577,975 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
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Use	Area (ft ²)	% of Total Area
Runway	2,078,400	32%
Taxiway	2,308,200	35%
Apron	2,191,375	33%
All (Weighted)	6,577,975	100%

Figure 2-1 presents the breakdown of the pavement area at Pensacola Gulf Coast Regional 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.

Branch Name	Branch ID	Section ID	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
East Apron	AP E	4405	255,240	Р	AC	12/25/1999	7	69
GA Apron	AP GA	4325	94,585	Р	AC	1/1/1988	3	23
GA Apron	AP GA	4310	28,960	Р	AC	1/1/1990	2	10
GA Apron	AP GA	4315	9,900	Р	PCC	1/1/1990	1	1
GA Apron	AP GA	4320	21,585	Р	AAC	1/1/1990	1	6
South Apron	AP S	4505	112,540	Т	AC	1/1/1997	3	19
South Apron	AP S	4510	338,265	Т	AC	1/1/1997	8	74
South Apron	AP S	4515	219,095	Т	AC	1/1/1997	4	37
Terminal Apron	AP TERM	4210	274,110	Р	PCC	1/1/1977	7	57
Terminal Apron	AP TERM	4205	487,355	Т	AC	1/1/1988	10	152
Terminal Apron	AP TERM	4230	23,760	Р	AC	1/1/2001	1	5
Terminal Apron	AP TERM	4225	106,610	Р	PCC	1/1/2010	3	19
Apron West	AP W	4605	219,370	Р	AC	1/1/2002	4	42
Runway 17-35	RW 17-35	6115	52,500	Р	AC	11/1/2007	3	11
Runway 17-35	RW 17-35	6120	26,250	Р	AC	11/1/2007	2	6
Runway 17-35	RW 17-35	6105	333,180	Р	PCC	11/1/2007	12	49
Runway 17-35	RW 17-35	6110	110,820	Р	PCC	11/1/2007	6	26
Runway 17-35	RW 17-35	6125	396,210	Р	PCC	11/1/2007	15	58
Runway 17-35	RW 17-35	6130	131,790	Р	PCC	11/1/2007	9	30
Runway 8-26	RW 8-26	6205	130,000	Р	AC	1/1/2004	5	26
Runway 8-26	RW 8-26	6210	65,000	Р	AC	1/1/2004	3	14
Runway 8-26	RW 8-26	6215	95,000	Р	AC	1/1/2004	5	19
Runway 8-26	RW 8-26	6220	47,500	Р	AC	1/1/2004	3	14
Runway 8-26	RW 8-26	6225	90,000	Р	AC	1/1/2004	5	18
Runway 8-26	RW 8-26	6230	45,000	Р	AC	1/1/2004	3	12
Runway 8-26	RW 8-26	6235	170,000	Р	AC	1/1/2004	7	34
Runway 8-26	RW 8-26	6240	85,000	Р	AC	1/1/2004	5	18
Runway 8-26	RW 8-26	6245	40,000	Р	AC	1/1/2004	2	8
Runway 8-26	RW 8-26	6250	20,000	Р	AC	1/1/2004	1	4
Runway 8-26	RW 8-26	6255	60,000	Р	AC	1/1/2004	3	12
Runway 8-26	RW 8-26	6260	30,000	Р	AC	1/1/2004	2	6
Runway 8-26	RW 8-26	6265	100,100	Р	AC	1/1/2006	5	20

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
Runway 8-26	RW 8-26	6270	50,050	Р	AC	1/1/2006	2	10
Taxiway Alpha	TW A	105	286,015	Р	AC	1/1/2001	8	75
Taxiway Alpha	TW A	115	297,890	Р	AC	2/1/2001	7	74
Taxiway A1	TW A1	120	47,400	Р	AC	1/1/2001	1	9
Taxiway A2	TW A2	160	37,495	Р	AC	1/1/2000	1	7
Taxiway A2	TW A2	150	55,330	Р	AC	1/1/2006	1	9
Taxiway A3	TW A3	170	50,050	Т	AC	1/1/2006	1	9
Taxiway A4	TW A4	130	49,970	Р	AC	1/1/2001	1	9
Taxiway A5	TW A5	125	49,805	Р	AC	1/1/2001	1	9
Taxiway A7	TW A7	215	72,160	Р	AC	1/1/2002	3	17
Taxiway Bravo	TW B	205	213,855	Р	AC	1/1/2002	6	52
Taxiway Bravo	TW B	210	51,980	Р	AC	1/1/2002	1	7
Taxiway Bravo	TW B	217	11,000	Р	AC	1/1/2002	1	4
Taxiway Bravo	TW B	220	256,630	Р	AC	1/1/2002	7	68
Taxiway Bravo	TW B	252	16,450	Р	AAC	1/1/2002	1	3
Taxiway Bravo	TW B	230	124,670	Р	AC	1/1/2005	4	31
Taxiway B2	TW B2	213	10,740	Р	PCC	1/1/1988	1	4
Taxiway B2	TW B2	212	32,535	Р	AC	1/1/2002	1	8
Taxiway B2	TW B2	240	50,380	Р	AC	1/1/2002	1	8
Taxiway B3	TW B3	255	50,250	Р	AAC	1/1/2002	1	9
Taxiway B4	TW B4	260	50,115	Р	AC	1/1/2002	1	9
Taxiway B5	TW B5	265	48,320	Р	AC	1/1/2002	2	10
Taxiway B7	TW B7	270	14,900	Р	AC	1/1/2002	1	3
Taxiway B8	TW B8	280	13,320	Р	AC	1/1/2002	1	3
Taxiway Charlie	TW C	505	13,140	Р	AC	1/1/1997	1	5
Taxiway Charlie	TW C	510	67,180	Р	AC	1/1/1997	3	19
Taxiway Charlie	TW C	250	33,625	Р	AC	1/1/2004	1	6
Taxiway C2	TW C2	515	31,645	Р	AC	1/1/1997	1	9
Taxiway Delta	TW D	405	118,750	Р	AC	1/1/2000	4	33
Taxiway Delta	TW D	140	43,650	Р	AC	1/1/2001	2	9
Taxiway Delta	TW D	410	20,160	Р	AC	1/1/2005	1	4
Taxiway Delta	TW D	430	48,300	Р	AC	1/1/2005	3	16

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 D1	TW D1	415	13,135	Р	AC	1/1/2000	1	5
Taxiway D2	TW D2	420	13,135	Р	AC	1/1/2000	1	5
Taxiway D3	TW D3	425	14,220	Р	AC	1/1/2006	1	5

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. Tables 3-1 and 3-2 below list the pavement distress types and related causes for asphalt concrete (AC) and Portland Cement Concrete (PCC), respectively.

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 Inspecti	on Reference Manual

Code	Distress	Mechanism
61	Blow-up	Climate
62	Corner Break	Load
63	Linear Cracking	Load
64	Durability Cracking	Climate
65	Joint Seal Damage	Climate
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Climate
69	Pumping	Load
70	Scaling/Crazing	Construction Quality
71	Faulting	Subgrade Quality
72	Shattered Slab	Load
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load
75	Corner Spalling	Load
Source: U.S.	S. Army CERL, FDOT Airfield In	spection Reference Manual

Table 3-2: Pavement Distresses for Portland Cement Concrete Surfaces

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 Pensacola Gulf Coast Regional Airport were performed in April 2011. 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 2011 survey, the overall area-weighted PCI at Pensacola Gulf Coast Regional Airport is 79, representing a Satisfactory overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age. Asphalt Concrete pavement distresses include; weathering, raveling, block cracking, and longitudinal and transverse cracking. Portland Cement Concrete distresses include; longitudinal, transverse and diagonal cracking, joint seal damage, patching, map cracking, shrinkage cracking, corner and joint spalling.

Runway 8-26 exhibited low severity longitudinal and transverse cracking along with low severity weathering and raveling. These distresses were observed in low quantities due to the good overall condition of the runway pavement.

Runway 17-35 exhibited low severity patching, joint and corner spalling distresses. The runway was recently reconstructed and this was evident in the good overall condition of the Portland Cement Concrete pavement.

The taxiways and taxiway connectors exhibited very similar distresses to Runway 8-26, with low quantities of low severity longitudinal and transverse cracking along with low severity weathering and raveling.

The main terminal apron which is constructed of Portland Cement Concrete exhibited distresses such as longitudinal, transverse and diagonal cracking, joint seal damage, patching, map cracking, shrinkage cracking, and joint spalling. These distresses varied from mostly low and medium severities. The other Asphalt Concrete pavement aprons throughout the airport exhibited distresses such as joint reflection cracking, longitudinal and transverse cracking, patching, weathering and raveling, and swelling.

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 Pensacola Gulf Coast Regional Airport.



Figure 3-1: Network PCI Distribution by Rating Category

Condition Rating	Total Area (ft ²)	Percent
Good	3,070,745	47%
Satisfactory	1,913,595	29%
Fair	1,137,025	17%
Poor	338,265	5%
Very Poor	0	0%
Serious	118,345	2%
Failed	0	0%

Figure 3-1a: Condition Rating Summary

Approximately 76% of the network is in Good and Satisfactory condition while 2% of the network is in 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	86	Good
Taxiway	86	Good
Apron	65	Fair
All (Weighted)	79	Satisfactory

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

> 100% 69% 90% 80% 70% Area (Percent) 60% 50% 19% 40% 12% 30% 0% 0% 0% 0% 20% 10% 0% **Pavement Condition Rating** Good: 86-100 Poor: 41-55 Satisfactory: 71-85 Very Poor: 26-40 <mark>–</mark> Fair: 56-70 **Serious: 11-25** ■Failed: 0-10

(b) Taxiway

(c) Apron



■ Good: 86-100 ■ Satisfactory: 71-85 ■ Fair: 56-70 ■ Poor: 41-55 ■ Very Poor: 26-40 ■ Serious: 11-25 ■ Failed: 0-10

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 Pensacola Gulf Coast Regional 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 Primary / Part 139 (PR) 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 Primary / Part 139 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.

Surface	Distress	Severity*	Work Type	Code	Work Unit
	Alligator Crack	М, Н	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	N/A
	Block Crack	М, Н	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	М, Н	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	М, Н	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	М, Н	Crack Sealing – AC	CS-AC	Ft
۸C	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
AC	Patching	М, Н	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	N/A
	Pavaling /	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
	Weathering	М	Surface Seal - Coal Tar	SS-CT	SqFt
	weathering	Н	Microsurfacing	MI-AC	SqFt
	Rutting	М, Н	Patching - AC Deep	PA-AD	SqFt
	Shoving	М, Н	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	М, Н	Patching - AC Deep	PA-AD	SqFt
	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	М, Н	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	М, Н	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	Н	Slab Replacement – PCC	SL-PC	SqFt
		М	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	М, Н	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	М, Н	Patching - PCC Partial Depth	PA-PP	SqFt
PCC	Large Patch	М, Н	Patching - PCC Full Depth	PA-PF	SqFt
ice	Popouts	N/A	No Localized M&R	NONE	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	Scaling	Н	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	М, Н	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	М, Н	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	N/A
	Joint Spall	М, Н	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	М, Н	Patching - PCC Partial Depth	PA-PP	SqFt

Table 5-1: Routine Maintenance Activities for Airfield Pavements

L = Low, M = Medium, H = High

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

Table 5-2: Critical PCI for Primary / Part 139 Airports

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 Primary / Part 139 Airports.

Table 5-3: FDOT Minimum Service Level PCI for Primary / Part 139Airports

Minimum PCI			
Runway	Taxiway	Apron	
75	70	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 Primary / Part 139 Airports based on PCI value.

	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

Table 5-4: M&R Activities for Primary / Part 139 Airports

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.

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

Table 5-5: Maintenance Unit Costs for FDOT

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 forPrimary / Part 139 Airports

	Activity	PCI Trigger	Cost/SqFt
Maintananca	Creak Seeling and Full Depth Patching	90	\$0.20
Maintenance	Clack Seaming and Full-Deput Fatching	80	\$0.80
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	\$1.40
		60	\$4.23
Dahabilitation		50	\$8.55
Renabilitation		40	\$8.55
	Reconstruction	30	\$20.88
		20	\$20.88

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.

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
West Apron	4605	AC	219,370	\$1,022,702.17	59	Mill and Overlay	100
South Apron	4515	AC	219,095	\$1,021,420.12	59	Mill and Overlay	100
South Apron	4510	AC	338,265	\$2,453,773.33	53	Mill and Overlay	100
South Apron	4505	AC	112,540	\$476,043.81	60	Mill and Overlay	100
East Apron	4405	AC	255,240	\$1,410,455.34	57	Mill and Overlay	100
GA Apron	4325	AC	94,585	\$1,974,934.34	22	Reconstruction	100
GA Apron	4320	AAC	21,585	\$128,603.35	56	Mill and Overlay	100
GA Apron	4310	AC	28,960	\$89,718.04	64	Mill and Overlay	100
Terminal Apron	4230	AC	23,760	\$496,108.68	21	Reconstruction	100
Taxiway C2	515	AC	31,645	\$115,947.19	62	Mill and Overlay	100
Taxiway Charlie	510	AC	67,180	\$246,147.34	62	Mill and Overlay	100
Taxiway B8	280	AC	13,320	\$48,804.44	62	Mill and Overlay	100
Taxiway B7	270	AC	14,900	\$75,900.55	58	Mill and Overlay	100
Taxiway A7	215	AC	72,160	\$264,394.04	62	Mill and Overlay	100
			Total	\$9,824,952.74	54		100

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

* 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.

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
West Apron	4605	AC	219,370	\$142,590.50	59	Microsurfacing	100
South Apron	4515	AC	219,095	\$142,411.75	59	Microsurfacing	100
South Apron	4510	AC	338,265	\$219,872.25	53	Microsurfacing	100
South Apron	4505	AC	112,540	\$73,151.00	60	Microsurfacing	100
East Apron	4405	AC	255,240	\$165,906.00	57	Microsurfacing	100
GA Apron	4325	AC	94,585	\$1,974,934.34	22	Reconstruction	100
GA Apron	4320	AAC	21,585	\$14,030.25	56	Microsurfacing	100
GA Apron	4310	AC	28,960	\$18,824.00	64	Microsurfacing	100
Terminal Apron	4230	AC	23,760	\$496,108.68	21	Reconstruction	100
Taxiway C2	515	AC	31,645	\$20,569.25	62	Microsurfacing	100
Taxiway Charlie	510	AC	67,180	\$43,667.00	62	Microsurfacing	100
Taxiway B8	280	AC	13,320	\$8,658.00	62	Microsurfacing	100
Taxiway B7	270	AC	14,900	\$9,685.00	58	Microsurfacing	100
Taxiway A7	215	AC	72,160	\$46,904.00	62	Microsurfacing	100
			Total	\$3,377,312.02	54		100

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

* 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.

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 8-26	RW 8-26	6270	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,001.00	SqFt	\$0.40	\$400.40
Runway 8-26	RW 8-26	6265	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,806.70	SqFt	\$0.40	\$2,722.72
Runway 8-26	RW 8-26	6260	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,500.40	SqFt	\$0.40	\$600.16
Runway 8-26	RW 8-26	6255	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,799.90	SqFt	\$0.40	\$2,720.00
Runway 8-26	RW 8-26	6250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	400.00	SqFt	\$0.40	\$160.00
Runway 8-26	RW 8-26	6245	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,400.00	SqFt	\$0.40	\$1,760.00
Runway 8-26	RW 8-26	6240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,870.00	SqFt	\$0.40	\$748.00
Runway 8-26	RW 8-26	6235	L & T CR	М	Crack Sealing - AC	19.40	Ft	\$2.25	\$43.73
Runway 8-26	RW 8-26	6235	WEATH/RAVEL	L	Surface Seal - Rejuvenating	19,185.60	SqFt	\$0.40	\$7,674.29
Runway 8-26	RW 8-26	6230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,500.00	SqFt	\$0.40	\$600.00
Runway 8-26	RW 8-26	6225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,899.90	SqFt	\$0.40	\$3,960.00
Runway 8-26	RW 8-26	6220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,116.60	SqFt	\$0.40	\$1,646.67
Runway 8-26	RW 8-26	6215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,639.90	SqFt	\$0.40	\$4,256.00
Runway 8-26	RW 8-26	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,097.30	SqFt	\$0.40	\$838.93
Runway 8-26	RW 8-26	6205	L & T CR	М	Crack Sealing - AC	1,133.90	Ft	\$2.25	\$2,551.26
Runway 8-26	RW 8-26	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,839.90	SqFt	\$0.40	\$3,536.00
GA Apron	AP GA	4315	LINEAR CR	М	Crack Sealing - PCC	25.00	Ft	\$4.24	\$106.00
Terminal Apron	AP TERM	4210	JOINT SPALL	М	Patching - PCC Partial Depth	60.70	SqFt	\$19.06	\$1,156.22
Terminal Apron	AP TERM	4210	LARGE PATCH	М	Patching - PCC Full Depth	770.60	SqFt	\$38.11	\$29,366.25
Terminal Apron	AP TERM	4210	LARGE PATCH	Н	Patching - PCC Full Depth	770.60	SqFt	\$38.11	\$29,366.25
Terminal Apron	AP TERM	4210	SMALL PATCH	М	Patching - PCC Partial Depth	50.60	SqFt	\$19.06	\$963.52
Terminal Apron	AP TERM	4205	SMALL PATCH	М	Patching - PCC Partial Depth	44.60	SqFt	\$19.06	\$850.92
Terminal Apron	AP TERM	4205	JOINT SPALL	М	Patching - PCC Partial Depth	321.40	SqFt	\$19.06	\$6,126.65

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
Taxiway Charlie	TW C	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	100.20	SqFt	\$0.40	\$40.07
Taxiway D2	TW D2	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	86.10	SqFt	\$0.40	\$34.45
Taxiway D1	TW D1	415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	100.10	SqFt	\$0.40	\$40.03
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	155.40	SqFt	\$0.40	\$62.15
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	424.10	SqFt	\$0.40	\$169.64
Taxiway B5	TW B5	265	WEATH/RAVEL	L	Surface Seal - Rejuvenating	323.90	SqFt	\$0.40	\$129.57
Taxiway B4	TW B4	260	WEATH/RAVEL	L	Surface Seal - Rejuvenating	545.10	SqFt	\$0.40	\$218.04
Taxiway B3	TW B3	255	WEATH/RAVEL	L	Surface Seal - Rejuvenating	483.20	SqFt	\$0.40	\$193.27
Taxiway Bravo	TW B	252	WEATH/RAVEL	L	Surface Seal - Rejuvenating	287.90	SqFt	\$0.40	\$115.17
Taxiway Charlie	TW C	250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	312.50	SqFt	\$0.40	\$125.00
Taxiway B2	TW B2	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	484.40	SqFt	\$0.40	\$193.77
Taxiway Bravo	TW B	230	OIL SPILLAGE	Ν	Patching - AC Shallow	56.50	SqFt	\$2.90	\$163.78
Taxiway Bravo	TW B	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,273.60	SqFt	\$0.40	\$909.45
Taxiway Bravo	TW B	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,399.30	SqFt	\$0.40	\$1,759.75
Taxiway Bravo	TW B	217	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,599.90	SqFt	\$0.40	\$4,240.00
Taxiway Bravo	TW B	217	WEATH/RAVEL	М	Surface Seal - Coat Tar	400.00	SqFt	\$0.40	\$160.00
Taxiway B2	TW B2	212	WEATH/RAVEL	L	Surface Seal - Rejuvenating	32,534.70	SqFt	\$0.40	\$13,014.00
Taxiway Bravo	TW B	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	762.20	SqFt	\$0.40	\$304.87
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,348.50	SqFt	\$0.40	\$1,339.42
Taxiway A2	TW A2	160	WEATH/RAVEL	L	Surface Seal - Rejuvenating	37,494.70	SqFt	\$0.40	\$14,998.00
Taxiway A2	TW A2	150	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,818.10	SqFt	\$0.40	\$1,127.27
Taxiway Delta	TW D	140	L & T CR	М	Crack Sealing - AC	621.60	Ft	\$2.25	\$1,398.61
Taxiway Delta	TW D	140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	851.30	SqFt	\$0.40	\$340.52

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 Delta	TW D	140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	851.30	SqFt	\$0.40	\$340.52
Taxiway A5	TW A5	125	OIL SPILLAGE	Ν	Patching - AC Shallow	24.30	SqFt	\$2.90	\$70.49
Taxiway A5	TW A5	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	170.90	SqFt	\$0.40	\$68.34
Taxiway A1	TW A1	120	OIL SPILLAGE	Ν	Patching - AC Shallow	623.60	SqFt	\$2.90	\$1,808.35
Taxiway A1	TW A1	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	893.50	SqFt	\$0.40	\$357.40
Taxiway Alpha	TW A	115	L & T CR	М	Crack Sealing - AC	1,045.30	Ft	\$2.25	\$2,351.94
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,390.60	SqFt	\$0.40	\$2,956.28
Taxiway Alpha	TW A	105	OIL SPILLAGE	Ν	Patching - AC Shallow	52.30	SqFt	\$2.90	\$151.69
Taxiway Alpha	TW A	105	L & T CR	М	Crack Sealing - AC	454.90	Ft	\$2.25	\$1,023.57
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,365.10	SqFt	\$0.40	\$1,346.06
								Total =	\$153,364.92

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

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 77 in 2012 to an average of 66 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 75 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 75 with this scenario is 9 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about \$10.3 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.

Year	Preventative	Major M&R	Total Year Cost
2012	\$153,364.91	\$9,824,952.74	\$9,978,317.65
2013	\$362,099.41	\$113,300.80	\$475,400.21
2014	\$410,549.10	\$159,386.91	\$569,936.01
2015	\$504,621.24	\$0.00	\$504,621.24
2016	\$576,323.91	\$0.00	\$576,323.91
2017	\$697,102.96	\$0.00	\$697,102.96
2018	\$836,055.73	\$36,621.81	\$872,677.54
2019	\$950,203.47	\$0.00	\$950,203.47
2020	\$1,111,886.58	\$186,019.03	\$1,297,905.61
2021	\$1,238,350.81	\$0.00	\$1,238,350.81
Total	\$6,840,558.12	\$10,320,281.29	\$17,160,839.41

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

Note: Costs are adjusted for inflation.

Approximately 95% of the total Major M&R cost is required in the first year (2012). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- West Apron Mill and overlay
- **South Apron** Mill and overlay
- **East Apron** Mill and overlay
- GA Apron Mill and overlay or full pavement section reconstruction
- **Terminal Apron** Full pavement section reconstruction
- **Taxiways Charlie/C2/B8/B7/A7** Mill and overlay

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 Pensacola Gulf Coast Regional Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on the 2011 condition inspection and M&R analysis results:

- West Apron Mill and overlay
- **South Apron** Mill and overlay
- **East Apron** Mill and overlay
- GA Apron Mill and overlay or full pavement section reconstruction
- Terminal Apron Full pavement section reconstruction
- Taxiways Charlie/C2/B8/B7/A7 Mill and overlay

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









3

LEGEND

- TYPICAL TAXIWAY BRANCH ID

- TYPICAL APRON BRANCH ID

(RW 13-3)- TYPICAL RUNWAY BRANCH ID

TW A

AP S

Branch	Section	Sample	Latitude	Longitude		Branch	Section	Sample	Latitude	Longitude
RW 8-26	6270	232	30.47531795	-87.17517299		RW 8-26	6220	560	30.47293491	-87.18627151
RW 8-26	6270	624	30.47475431	-87.17633327		RW 8-26	6215	327	30.47212196	-87.19166974
RW 8-26	6265	423	30.47485139	-87.1767625		RW 8-26	6215	330	30.47220728	-87.1912039
RW 8-26	6265	426	30.47493665	-87.17629664		RW 8-26	6215	356	30.47294665	-87.1871666
RW 8-26	6265	428	30.4749935	-87.17598606		RW 8-26	6215	360	30.47306039	-87.18654547
RW 8-26	6265	432	30.47510718	-87.17536491		RW 8-26	6215	364	30.47317413	-87.18592434
RW 8-26	6265	437	30.47524929	-87.17458846		RW 8-26	6210	104	30.47167858	-87.19504927
RW 8-26	6260	212	30.47474949	-87.17827876		RW 8-26	6210	120	30.47213366	-87.19256482
RW 8-26	6260	608	30.47429953	-87.17881786		RW 8-26	6210	516	30.47168364	-87.19310384
RW 8-26	6255	409	30.47445345	-87.17893653		RW 8-26	6205	301	30.47138245	-87.19570697
RW 8-26	6255	413	30.47456715	-87.17831538		RW 8-26	6205	304	30.47146778	-87.19524114
RW 8-26	6255	418	30.47470927	-87.17753894		RW 8-26	6205	313	30.47172378	-87.19384364
RW 8-26	6250	204	30.47452209	-87.17952105		RW 8-26	6205	317	30.47183755	-87.19322253
RW 8-26	6245	401	30.47422604	-87.18017882		RW 8-26	6205	323	30.4720082	-87.19229085
RW 8-26	6245	407	30.4743966	-87.1792471		RW 17-35	6130	180	30.47601703	-87.18903241
RW 8-26	6240	168	30.47349864	-87.18511131		RW 17-35	6130	196	30.47858876	-87.18971869
RW 8-26	6240	180	30.47383981	-87.18324791		RW 17-35	6130	208	30.48051755	-87.19023342
RW 8-26	6240	188	30.47406725	-87.18200563		RW 17-35	6130	564	30.47368732	-87.18798303
RW 8-26	6240	576	30.47338983	-87.18378698		RW 17-35	6130	572	30.47481245	-87.18828325
RW 8-26	6240	596	30.47395842	-87.18068129		RW 17-35	6130	580	30.47609832	-87.18862638
RW 8-26	6235	366	30.47323099	-87.18561377		RW 17-35	6130	588	30.47738418	-87.18896951
RW 8-26	6235	370	30.47334472	-87.18499264		RW 17-35	6130	600	30.47931298	-87.18948422
RW 8-26	6235	376	30.47351532	-87.18406094		RW 17-35	6130	620	30.48258121	-87.19035642
RW 8-26	6235	381	30.47365747	-87.18328452		RW 17-35	6125	367	30.47372704	-87.18820748
RW 8-26	6235	386	30.47379962	-87.1825081		RW 17-35	6125	370	30.47420924	-87.18833615
RW 8-26	6235	392	30.47397019	-87.18157639		RW 17-35	6125	374	30.47485218	-87.18850771
RW 8-26	6235	397	30.47411233	-87.18079996		RW 17-35	6125	377	30.47533438	-87.18863638
RW 8-26	6230	144	30.4728162	-87.18883809		RW 17-35	6125	380	30.47581658	-87.18876505
RW 8-26	6230	536	30.47225245	-87.18999826		RW 17-35	6125	384	30.47645951	-87.18893662
RW 8-26	6230	544	30.47247995	-87.18875602		RW 17-35	6125	388	30.47710244	-87.18910819
RW 8-26	6225	336	30.47237792	-87.19027222		RW 17-35	6125	394	30.47806684	-87.18936554
RW 8-26	6225	339	30.47246323	-87.18980638		RW 17-35	6125	398	30.47870977	-87.18953711
RW 8-26	6225	342	30.47254854	-87.18934054		RW 17-35	6125	402	30.4793527	-87.18970869
RW 8-26	6225	348	30.47271917	-87.18840885		RW 17-35	6125	407	30.48015636	-87.18992316
RW 8-26	6225	354	30.47288978	-87.18747716		RW 17-35	6125	412	30.48096003	-87.19013763
RW 8-26	6220	128	30.47236119	-87.19132258		RW 17-35	6125	416	30.48160296	-87.19030922
RW 8-26	6220	156	30.47315743	-87.18697471	J	RW 17-35	6125	421	30.48240662	-87.1905237

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude	Branch	Section	Sample	Latitude	Longitude
RW 17-35	6125	423	30.48278166	-87.19062379	AP S	4505	202	30.47061863	-87.18266721
RW 17-35	6110	104	30.46507375	-87.18611254	AP S	4505	401	30.47050874	-87.18180633
RW 17-35	6110	120	30.4676455	-87.18679867	AP E	4405	108	30.47249042	-87.17883718
RW 17-35	6110	128	30.46893137	-87.18714174	AP E	4405	200	30.47222487	-87.18097856
RW 17-35	6110	512	30.4664409	-87.18604961	AP E	4405	203	30.47236985	-87.18018662
RW 17-35	6110	520	30.46772677	-87.18639267	AP E	4405	311	30.47292807	-87.17817341
RW 17-35	6110	548	30.47201301	-87.18753628	AP E	4405	405	30.47270861	-87.17971773
RW 17-35	6105	301	30.46439108	-87.18571658	AP E	4405	501	30.47263636	-87.18080319
RW 17-35	6105	307	30.46535549	-87.18597387	AP E	4405	607	30.47303392	-87.17924555
RW 17-35	6105	313	30.46631989	-87.18623116	AP GA	4325	303	30.47877633	-87.19322264
RW 17-35	6105	316	30.4668021	-87.18635981	AP GA	4325	355	30.47919766	-87.19278485
RW 17-35	6105	319	30.4672843	-87.18648846	AP GA	4325	454	30.4788259	-87.19265323
RW 17-35	6105	321	30.46760577	-87.18657423	AP GA	4320	502	30.47837043	-87.19275257
RW 17-35	6105	325	30.4682487	-87.18674576	AP GA	4315	100	30.47789846	-87.1925925
RW 17-35	6105	328	30.46873091	-87.18687442	AP GA	4310	650	30.47770966	-87.19261357
RW 17-35	6105	332	30.46937384	-87.18704596	AP GA	4310	750	30.47757905	-87.19235465
RW 17-35	6105	338	30.47033825	-87.18730327	AP TERM	4225	103	30.47778103	-87.19217477
RW 17-35	6105	342	30.47098118	-87.18747482	AP TERM	4225	300	30.47698527	-87.19143905
RW 17-35	6105	346	30.47162411	-87.18764636	AP TERM	4225	499	30.47680769	-87.19084925
AP W	4605	100	30.47351103	-87.19639865	AP TERM	4210	803	30.47473681	-87.19279055
AP W	4605	109	30.47376704	-87.19500112	AP TERM	4210	808	30.47549621	-87.19232574
AP W	4605	205	30.47392226	-87.19568792	AP TERM	4210	859	30.47547574	-87.19185865
AP W	4605	302	30.47411937	-87.19622273	AP TERM	4210	877	30.47432722	-87.19232262
AP W	4605	312	30.47440382	-87.19466992	AP TERM	4210	906	30.47484848	-87.19176368
AP S	4515	104	30.4685188	-87.18237257	AP TERM	4210	927	30.47415535	-87.19194867
AP S	4515	201	30.46922529	-87.18307251	AP TERM	4210	933	30.47506614	-87.19139072
AP S	4515	404	30.46984902	-87.18260688	AP TERM	4205	126	30.47491606	-87.19414779
AP S	4515	501	30.46732022	-87.18288849	AP TERM	4205	159	30.47610929	-87.19323717
AP S	4510	105	30.46797667	-87.18330464	AP TERM	4205	211	30.47628402	-87.19277077
AP S	4510	204	30.46898878	-87.18319673	AP TERM	4205	229	30.47515699	-87.19328151
AP S	4510	211	30.46805116	-87.18294661	AP TERM	4205	234	30.47591598	-87.19281655
AP S	4510	300	30.46960658	-87.18292989	AP TERM	4205	250	30.47448535	-87.19351326
AP S	4510	311	30.46813318	-87.18253684	AP TERM	4205	325	30.47429205	-87.19309265
AP S	4510	408	30.46871907	-87.18214745	AP TERM	4205	340	30.4765672	-87.19169738
AP S	4510	502	30.46958898	-87.18203092	AP TERM	4205	362	30.4760492	-87.19183655
AP S	4510	514	30.46798163	-87.18160215	AP TERM	4205	425	30.47403433	-87.19253189
AP S	4505	100	30.46995995	-87.18292896	TW C2	515	605	30.46698275	-87.18437192

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude	Branch	Section	Sample	Latitude	Longitude
TW C	510	505	30.47087837	-87.18438661	TW A7	215	400	30.474086	-87.19013581
TW C	510	511	30.46927102	-87.1839578	TW A7	215	402	30.47395657	-87.19074178
TW C	510	517	30.46766367	-87.183529	TW A7	215	601	30.47429972	-87.19047785
TW C	505	401	30.47254586	-87.18483155	TW B2	213	301	30.47392556	-87.19291323
TW D	430	103	30.47492294	-87.17415892	TW B2	212	510	30.47369744	-87.19311163
TW D	430	437	30.47390552	-87.17578878	TW B	210	105	30.47390653	-87.1893998
TW D	430	440	30.47407604	-87.17485706	TW B	205	205	30.47365201	-87.19079599
TW D3	425	102	30.47415099	-87.17721132	TW B	205	211	30.47348137	-87.19172769
TW D2	420	200	30.47316428	-87.18031719	TW B	205	217	30.47331072	-87.19265937
TW D1	415	302	30.47304661	-87.18324414	TW B	205	223	30.47314007	-87.19359106
TW D HOLD	410	601	30.47265971	-87.18419193	TW B	205	232	30.47288408	-87.19498858
TW D	405	406	30.47214203	-87.18542181	TW B	205	602	30.47194099	-87.19591797
TW D	405	413	30.47254008	-87.18324786	TW A3	170	103	30.4771432	-87.18993359
TW D	405	421	30.47299494	-87.18076333	TW A2	160	203	30.4794135	-87.19200565
TW D	405	429	30.47344976	-87.17827877	TW A2	150	207	30.4797196	-87.19018755
TW A3	325	101	30.47689445	-87.19202163	TW D	140	300	30.47148085	-87.18899712
TW B8	280	101	30.47328757	-87.19453041	TW D	140	306	30.47166276	-87.18821029
TW B7	270	101	30.47312761	-87.19532528	TW A4	130	404	30.47046575	-87.18821692
TW B5	265	103	30.47539601	-87.17762538	TW A5	125	502	30.46674623	-87.18755774
TW B5	265	106	30.47580777	-87.17767879	TW A1	120	102	30.48255342	-87.19170573
TW B4	260	206	30.47523116	-87.18094328	TW A	115	103	30.47320348	-87.18961043
TW B3	255	302	30.47416876	-87.18356178	TW A	115	113	30.47453736	-87.18998859
TW C	252	407	30.47451426	-87.18535856	TW A	115	123	30.47587369	-87.1903686
TW C	250	405	30.47426801	-87.18533786	TW A	115	133	30.47721313	-87.19072605
TW B2	240	502	30.47244729	-87.19315401	TW A	115	143	30.47855257	-87.19108352
TW B	230	105	30.47623289	-87.17458832	TW A	115	153	30.479892	-87.19144099
TW B	230	174	30.4761918	-87.17692405	TW A	115	163	30.48123143	-87.19179847
TW B	230	180	30.47636234	-87.17599231	TW A	115	172	30.48243692	-87.19212021
TW B	230	186	30.47653286	-87.17506056	TW A	105	106	30.46464988	-87.18737374
TW B	220	110	30.47437293	-87.18685933	TW A	105	115	30.46585538	-87.18769537
TW B	220	119	30.47462883	-87.18546176	TW A	105	124	30.46706089	-87.18801701
TW B	220	128	30.47488472	-87.18406419	TW A	105	133	30.46826639	-87.18833866
TW B	220	137	30.4751406	-87.18266662	TW A	105	142	30.46947189	-87.18866032
TW B	220	146	30.47539646	-87.18126903	TW A	105	151	30.47067739	-87.18898198
TW B	220	155	30.4756523	-87.17987144	TW A	105	160	30.47188289	-87.18930365
TW B	220	164	30.47590813	-87.17847384	TW A	105	603	30.46411903	-87.18653986
TWB	217	305	30 47364767	-87 19160606		100	000	50.10111905	0,110000,000

Sample Unit Centroid Coordinates





CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2005 2007	RUNWAY 8/28 RUNWAY 17/35	100' EXTENSION FULL DEPTH RECONSTRUCTION
2010	TERMINAL APRON	WIDENING/EXPANSION

 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						

Table A-1	: Pavement	Inventory
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Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
East Apron	AP E	APRON	4405	985	260	255,240	Р	AC	12/25/1999	4/18/2011	69
GA Apron	AP GA	APRON	4325	475	200	94,585	Р	AC	1/1/1988	4/18/2011	23
GA Apron	AP GA	APRON	4310	210	150	28,960	Р	AC	1/1/1990	4/18/2011	10
GA Apron	AP GA	APRON	4315	110	90	9,900	Р	PCC	1/1/1990	4/18/2011	1
GA Apron	AP GA	APRON	4320	275	78	21,585	Р	AAC	1/1/1990	4/18/2011	6
South Apron	AP S	APRON	4505	1680	70	112,540	Т	AC	1/1/1997	4/18/2011	19
South Apron	AP S	APRON	4510	3230	105	338,265	Т	AC	1/1/1997	4/18/2011	74
South Apron	AP S	APRON	4515	935	230	219,095	Т	AC	1/1/1997	4/18/2011	37
Terminal Apron	AP TERM	APRON	4210	600	500	274,110	Р	PCC	1/1/1977	4/18/2011	57
Terminal Apron	AP TERM	APRON	4205	800	600	487,355	Т	AC	1/1/1988	4/18/2011	152
Terminal Apron	AP TERM	APRON	4230	230	92	23,760	Р	AC	1/1/2001	4/18/2011	5
Terminal Apron	AP TERM	APRON	4225	710	150	106,610	Р	PCC	1/1/2010	4/18/2011	19
Apron West	AP W	APRON	4605	710	310	219,370	Р	AC	1/1/2002	4/18/2011	42
Runway 17-35	RW 17-35	RUNWAY	6115	525	100	52,500	Р	AC	11/1/2007	11/2/2007	11
Runway 17-35	RW 17-35	RUNWAY	6120	525	50	26,250	Р	AC	11/1/2007	11/2/2007	6
Runway 17-35	RW 17-35	RUNWAY	6105	2960	113	333,180	Р	PCC	11/1/2007	4/18/2011	49
Runway 17-35	RW 17-35	RUNWAY	6110	2960	38	110,820	Р	PCC	11/1/2007	4/18/2011	26
Runway 17-35	RW 17-35	RUNWAY	6125	3520	113	396,210	Р	PCC	11/1/2007	4/18/2011	58
Runway 17-35	RW 17-35	RUNWAY	6130	3520	38	131,790	Р	PCC	11/1/2007	4/18/2011	30
Runway 8-26	RW 8-26	RUNWAY	6205	1300	100	130,000	Р	AC	1/1/2004	4/18/2011	26
Runway 8-26	RW 8-26	RUNWAY	6210	1300	50	65,000	Р	AC	1/1/2004	4/18/2011	14

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Runway 8-26	RW 8-26	RUNWAY	6215	950	100	95,000	Р	AC	1/1/2004	4/18/2011	19
Runway 8-26	RW 8-26	RUNWAY	6220	950	50	47,500	Р	AC	1/1/2004	4/18/2011	14
Runway 8-26	RW 8-26	RUNWAY	6225	900	100	90,000	Р	AC	1/1/2004	4/18/2011	18
Runway 8-26	RW 8-26	RUNWAY	6230	900	50	45,000	Р	AC	1/1/2004	4/18/2011	12
Runway 8-26	RW 8-26	RUNWAY	6235	1700	100	170,000	Р	AC	1/1/2004	4/18/2011	34
Runway 8-26	RW 8-26	RUNWAY	6240	1700	50	85,000	Р	AC	1/1/2004	4/18/2011	18
Runway 8-26	RW 8-26	RUNWAY	6245	400	100	40,000	Р	AC	1/1/2004	4/18/2011	8
Runway 8-26	RW 8-26	RUNWAY	6250	400	50	20,000	Р	AC	1/1/2004	4/18/2011	4
Runway 8-26	RW 8-26	RUNWAY	6255	600	100	60,000	Р	AC	1/1/2004	4/18/2011	12
Runway 8-26	RW 8-26	RUNWAY	6260	600	50	30,000	Р	AC	1/1/2004	4/18/2011	6
Runway 8-26	RW 8-26	RUNWAY	6265	1001	100	100,100	Р	AC	1/1/2006	4/18/2011	20
Runway 8-26	RW 8-26	RUNWAY	6270	1001	50	50,050	Р	AC	1/1/2006	4/18/2011	10
Taxiway Alpha	TW A	TAXIWAY	105	3620	75	286,015	Р	AC	1/1/2001	4/18/2011	75
Taxiway Alpha	TW A	TAXIWAY	115	3690	75	297,890	Р	AC	2/1/2001	4/18/2011	74
Taxiway A1	TW A1	TAXIWAY	120	375	104	47,400	Р	AC	1/1/2001	4/18/2011	9
Taxiway A2	TW A2	TAXIWAY	160	340	100	37,495	Р	AC	1/1/2000	4/18/2011	7
Taxiway A2	TW A2	TAXIWAY	150	375	104	55,330	Р	AC	1/1/2006	4/18/2011	9
Taxiway A3	TW A3	TAXIWAY	170	375	103	50,050	Т	AC	1/1/2006	4/18/2011	9
Taxiway A4	TW A4	TAXIWAY	130	375	104	49,970	Р	AC	1/1/2001	4/18/2011	9
Taxiway A5	TW A5	TAXIWAY	125	375	104	49,805	Р	AC	1/1/2001	4/18/2011	9
Taxiway A7	TW A7	TAXIWAY	215	310	230	72,160	Р	AC	1/1/2002	4/18/2011	17

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway Bravo	TW B	TAXIWAY	205	2485	75	213,855	Р	AC	1/1/2002	4/18/2011	52
Taxiway Bravo	TW B	TAXIWAY	210	347	132	51,980	Р	AC	1/1/2002	4/18/2011	7
Taxiway Bravo	TW B	TAXIWAY	217	400	28	11,000	Р	AC	1/1/2002	4/18/2011	4
Taxiway Bravo	TW B	TAXIWAY	220	3367	75	256,630	Р	AC	1/1/2002	4/18/2011	68
Taxiway Bravo	TW B	TAXIWAY	252	200	75	16,450	Р	AAC	1/1/2002	4/18/2011	3
Taxiway Bravo	TW B	TAXIWAY	230	1450	75	124,670	Р	AC	1/1/2005	4/18/2011	31
Taxiway B2	TW B2	TAXIWAY	213	113	75	10,740	Р	PCC	1/1/1988	4/18/2011	4
Taxiway B2	TW B2	TAXIWAY	212	200	150	32,535	Р	AC	1/1/2002	4/18/2011	8
Taxiway B2	TW B2	TAXIWAY	240	375	104	50,380	Р	AC	1/1/2002	4/18/2011	8
Taxiway B3	TW B3	TAXIWAY	255	375	104	50,250	Р	AAC	1/1/2002	4/18/2011	9
Taxiway B4	TW B4	TAXIWAY	260	375	104	50,115	Р	AC	1/1/2002	4/18/2011	9
Taxiway B5	TW B5	TAXIWAY	265	375	104	48,320	Р	AC	1/1/2002	4/18/2011	10
Taxiway B7	TW B7	TAXIWAY	270	228	50	14,900	Р	AC	1/1/2002	4/18/2011	3
Taxiway B8	TW B8	TAXIWAY	280	228	50	13,320	Р	AC	1/1/2002	4/18/2011	3
Taxiway Charlie	TW C	TAXIWAY	505	308	35	13,140	Р	AC	1/1/1997	4/18/2011	5
Taxiway Charlie	TW C	TAXIWAY	510	1864	35	67,180	Р	AC	1/1/1997	4/18/2011	19
Taxiway Charlie	TW C	TAXIWAY	250	300	104	33,625	Р	AC	1/1/2004	4/18/2011	6
Taxiway C2	TW C2	TAXIWAY	515	882	35	31,645	Р	AC	1/1/1997	4/18/2011	9
Taxiway Delta	TW D	TAXIWAY	405	3352	35	118,750	Р	AC	1/1/2000	4/18/2011	33
Taxiway Delta	TW D	TAXIWAY	140	375	97	43,650	Р	AC	1/1/2001	4/18/2011	9
Taxiway Delta	TW D	TAXIWAY	410	132	154	20,160	Р	AC	1/1/2005	4/18/2011	4

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway Delta	TW D	TAXIWAY	430	1340	35	48,300	Р	AC	1/1/2005	4/18/2011	16
Taxiway D1	TW D1	TAXIWAY	415	308	35	13,135	Р	AC	1/1/2000	4/18/2011	5
Taxiway D2	TW D2	TAXIWAY	420	308	35	13,135	Р	AC	1/1/2000	4/18/2011	5
Taxiway D3	TW D3	TAXIWAY	425	308	40	14,220	Р	AC	1/1/2006	4/18/2011	5

Table A-1: Pavement Inventory (Continued)

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.

Date:06/	27/2011	Work Hi Paven	story Re	port	1 of 10
Network: PI	NS Bra	anch:APE (EASTAF	PRON)	Width:	Section: 4405 Surface: AC
L.C.D.: 12/25	5/1999 Use: AP	PRON Rank PLength:	985.00 Ft		260.00 Ft True Area: 255,240.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True
Network: PI	NS Bra	anch: AP GA (GA APR)	ON)	Width:	Section: 4310 Surface: AC
L.C.D.: 01/01	1/1990 Use: AP	RON Rank P Length:	210.00 Ft		150.00 Ft True Area: 28.960.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1990	IMPORTED	BUILT		4.00	True 1990: 4" P-401 SURFACE ON 9" P-401 BASE
Network: PI	NS Bra	anch: AP GA (GA APR	ON)	Width:	Section: 4315 Surface: PCC
L.C.D.: 01/01	/1990 Use: AP	RON Rank P Length:	110.00 Ft		90.00 Ft True Area: 9,900.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1990	IMPORTED	BUILT			True EST 1990 PCC PAVEMENT SECTION JNKNOWN
Network: PI	NS Bra	anch: AP GA (GA APR	ON)	Width:	Section: 4320 Surface: AAC
L.C.D.: 01/01	/1990 Use: AP	RON Rank PLength:	275.00 Ft		78.00 Ft True Area: 21.585.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1990	IMPORTED	BUILT			True 1990: P-401 OVERLAY ON EX. FLXIBLE PAVEMENT
Network: PI	NS Bra	anch: AP GA (GA APR	ON)	Width:	Section: 4325 Surface: AC
L.C.D.: 01/01	/1988 Use: AP	PRON Rank PLength:	475.00 Ft		200.00 Ft True Area: 94.585.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1988	IMPORTED	BUILT		4.00	True 1988: P-609 ON 4" P-401 ON 8" P-304 (CEMENT TREATED BASE)
Network: PI	NS Bra	anch: APS (SOUTH)	APRON)	Width:	Section: 4505 Surface: AC
L.C.D.: 01/01	//1997 Use: AP	RON Rank TLength:	1,680.00 Ft		70.00 Ft True Area: 112,540.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1997	INITIAL	Initial Construction	\$0	2.00	True 2" P-401, 6" P-209, P-152
Network: PI	NS Bra	anch:APS (SOUTH)	APRON)	Width:	Section: 4510 Surface: AC
L.C.D.: 01/01	/1997 Use: AP	PRON Rank TLength:	3,230.00 Ft		105.00 Ft True Area: 338.265.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1997	INITIAL	Initial Construction	\$0	4.00	True 4" P-401, 6" P-209, P-152
Network: PI	NS Bra	anch: APS (SOUTH)	APRON)	Width:	Section: 4515 Surface: AC
L.C.D.: 01/01	//1997 Use: AP	RON Rank T Length:	935.00 Ft		230.00 Ft True Area:219,095.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1997	INITIAL	Initial Construction	\$0	4.00	True 4" P-401, 6" P-209, P-152
Network: PI	NS Bra	anch:APTERM (TERMIN.	AL APRON)	Width:	Section: 4205 Surface: AC
L.C.D.: 01/01	1/1988 Use: AP	PRON Rank TLength:	800.00 Ft		600.00 Ft True Area: 487.355.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments

Date:06/	27/2011	Work Hi	story Re	port	2 of 10
01/01/1988	IMPORTED	BUILT	ieni Dalabase.	0.50	True 1988: 17-1/2" PCC ON 6" SOIL-CEMENT BASE
Network: Pl	NS Bra	anch:APTERM (TERMIN/	AL APRON)	Width:	Section: 4210 Surface: PCC
L.C.D.: 01/07	1/1977 Use: AP	RON Rank PLength:	600.00 Ft		500.00 Ft True Area: 274.110.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1977	IMPORTED	BUILT			True EST 1977 PCC PAVEMENT SECTION UNKNOWN
Network: Pl	NS Bra	anch:APTERM (TERMIN)	AL APRON)	Width:	Section: 4225 Surface: PCC
L.C.D.: 01/01	I/2010 Use: AP	PRON Rank PLength:	710.00 Ft		150.00 Ft True Area: 106,610.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2010	INITIAL	Initial Construction	\$0	0.00	True
Network: Pl	NS Bra	anch:APTERM (TERMIN)	AL APRON)	Width:	Section: 4230 Surface: AC
L.C.D.: 01/01	1/2001 Use: AP	PRON Rank PLength:	230.00 Ft		92.50 Ft True Area: 23.760.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2001	INITIAL	Initial Construction	\$0	12.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152
Network: Pl	NS Bra	anch: APW (APRON)	WEST)	Width:	Section: 4605 Surface: AC
L.C.D.: 01/01	1/2002 Use: AP	PRON Rank P Length:	710.00 Ft		310.00 Ft True Area:219,370.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2002	NC-AC	New Construction - AC	\$0	0.00	True
Network: Pl	NS Bra	anch:RW17-35 (RUNWA`	Y 17-35)	Width:	Section: 6105 Surface: PCC
L.C.D.: 11/01	1/2007 Use: RU	INWAY RankPLength:	2,960.00 Ft		112.50 Ft True Area: 333.180.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
11/01/2007 01/01/1977	CR-PC IMPORTED	Complete Reconstruction - PC BUILT	\$0	0.00 0.50	True True 1977: 1-1/2" P-401 ON 1-1/2" MIN. P-201 ON EX. FLEX. PAVEMENT
Network: Pl	NS Bra	anch:RW17-35 (RUNWA)	Y 17-35)	Width:	Section: 6110 Surface: PCC
L.C.D.: 11/01	1/2007 Use: RU	JNWAY RankPLength:	2,960.00 Ft		38.00 Ft True Area:110,820.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
11/01/2007 01/01/1977	CR-PC NU-IN	Complete Reconstruction - PC New Construction - Initial	\$0 \$0	0.00 0.50	True True 1977: 1-1/2" P-401 ON 1-1/2" MIN. P-201 ON EX. FLEX. PAVEMENT
Network: Pl	NS Bra	anch:RW17-35 (RUNWA	Y 17-35)	Width:	Section: 6115 Surface: AC
L.C.D.: 11/0 ⁷	1/2007 Use: RU	JNWAY Rank PLength:	525.00 Ft		100.00 Ft True Area: 52,500.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
11/01/2007 01/01/1977 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	0.00 2.00 1.00	True 1977: 2" P-401 ON 4" MIN. P-201 True 1966: 1" P-401 ON 2" EX. BIT SURFACE ON 6" EX. SHELL BASE ON ORIG. FLE
Network: Pl	NS Bra	anch:RW17-35 (RUNWA	Y 17-35)	Width:	Section: 6120 Surface: AC
L.C.D.: 11/01	1/2007 Use: RU	JNWAY RankPLength:	525.00 Ft		50.00 Ft True Area: 26.250.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
11/01/2007	CR-AC	Complete Reconstruction - AC	\$0	0.00	True
01/01/1977	IMPORTED	OVERLAY		2.00	True 1977: 2" P-401 ON 4" MIN. P-201

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01/01/1977	IMPORTED	BUILT	ieni Dalabase.	1.00	True 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FLEX. PA
Network: Pl	NS Bra	anch:RW 17-35 (RUNWA)	Y 17-35)	Width:	Section: 6125 Surface: PCC
L.C.D.: 11/01	1/2007 Use: RL	JNWAY Rank PLength:	3,520.00 Ft		112.50 Ft True Area: 396,210.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
11/01/2007	CR-PC	Complete Reconstruction - PC	\$0	0.00	True
01/01/1977	IMPORTED	OVERLAY		2.00	True 1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		2.00	True 1966: 2" P-401 ON 7" P-212
Network: Pl	NS Bra	anch: RW 17-35 (RUNWA)	Y 17-35)	Width:	Section: 6130 Surface: PCC
L.C.D.: 11/01	1/2007 Use: RU	JNWAY Rank P Length:	3.520.00 Ft		38.00 Ft True Area: 131.790.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
11/01/2007	CR-PC	Complete Reconstruction - PC	\$0	0.00	True
01/01/1977	IMPORTED	OVERLAY		2.00	True 1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		2.00	True 1966: 2" P-401 ON 7" P-212
Network: Pl	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6205 Surface: AC
L.C.D.: 01/01	1/2004 Use: RL	JNWAY Rank P Length:	1,300.00 Ft		100.00 Ft True Area: 130.000.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2004 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1979: 2" P-401 ON 4" MIN. P-201 True 1966: 1" P-401 ON 2" EX. ASPHALT ON 5" EX. SHELL BASE ON ORIG. PAVEMEN PAVEMEN
Network: Pl	NS Bra	anch:RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6210 Surface: AC
L.C.D.: 01/01	1/2004 Use: RL	JNWAY Rank P Length:	1,300.00 Ft		50.00 Ft True Area: 65.000.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2004 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1979: 2" P-401 ON 4" MIN. P-201 True 1966: 1" P-401 ON 2" EX. ASPHALT ON 5" EX. SHELL BASE ON ORIG. PAVEMEN PAVEMEN
Network: Pl	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6215 Surface: AC
L.C.D.: 01/0 ⁻¹	1/2004 Use: RL	JNWAY Rank P Length:	950.00 Ft		100.00 Ft True Area: 95.000.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2004 01/01/1979 01/01/1977 01/01/1966	CR-AC IMPORTED IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY OVERLAY BUILT	\$0	4.00 2.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1979: 2" P-401 ON 4" MIN. P-201 True 1977: 2" P-401 ON 4" MIN. P-201 True 1966: 1" P-401 ON 2" BIT. SURFACE ON 6" SHELL BASE ON ORIG. FLEX. PAVE
Network: Pl	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6220 Surface: AC
L.C.D.: 01/01	1/2004 Use: RU	JNWAY Rank P Length:	950.00 Ft		50.00 Ft True Area: 47.500.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2004					

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Network: PI	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6225 Surface: AC					
L.C.D.: 01/01	1/2004 Use: RU	JNWAY Rank P Length:	900.00 Ft		100.00 Ft True Area: 90,000.00 SqF					
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1977 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1977: 2" P-401 ON 4" P-201 True 1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FL					
Network: PI	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6230 Surface: AC					
L.C.D.: 01/01	1/2004 Use: RU	JNWAY Rank P Length:	900.00 Ft		50.00 Ft True Area: 45.000.00 SqF					
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1977 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152Q True 1977: 2" P-401 ON 4" P-201 True 1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FL					
Network: PI L.C.D.: 01/01	Network: PNS Branch: RW 8-26 (RUNWAY 8-26) Section: 6235 Surface: AC L.C.D.: 01/01/2004 Use: RUNWAY Rank P Length: 1.700.00 Ft Width: 100.00 Ft True Area: 1700.00 SqF									
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1979: 2" P-401 ON 4" P-201 True 1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. BI					
Network: Pi	NS Bra	anch:RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6240 Surface: AC					
L.C.D.: 01/01	1/2004 Use: RU	JNWAY Rank PLength:	1,700.00 Ft		50.00 Ft True Area: 85,000.00 SqF					
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1979: 2" P-401 ON 4" P-201 True 1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. BI					
Network: PI	NS Bra	anch:RW8-26 (RUNWA	Y 8-26)	Width:	Section: 6245 Surface: AC					
L.C.D.: 01/01	1/2004 Use: RL	JNWAY RankPLength:	400.00 Ft		100.00 Ft True Area: 40.000.00 SqF					
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 3.00	True4" P-401, 8" P-401, 5" P-154, 12" P-152True1979: 2" P-401 ON 3" MIN. P-201True1966: 3" P-401 ON 11" P-212					
Network: PI	NS Bra	anch: RW 8-26 (RUNWA	Y 8-26)	Width:	Section: 6250 Surface: AC					
L.C.D.: 01/01	1/2004 Use: RL	JNWAY Rank PLength:	400.00 Ft		50.00 Ft True Area: 20.000.00 SqF					
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 3.00	True4" P-401, 8" P-401, 5" P-154, 12" P-152True1979: 2" P-401 ON 3" MIN. P-201True1966: 3" P-401 ON 11" P-212					
Network: PI	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6255 Surface: AC					
L.C.D.: 01/01	1/2004 Use: RL	JNWAY Rank P Length:	600.00 Ft		100.00 Ft True Area: 60,000.00 SqF					
Work	Work	Work	Cost	Thickness	Major					
Date	Code	Description		(in)	M&R Comments					
01/01/2004 01/01/1979	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True4" P-401, 8" P-401, 5" P-154, 12" P-152True1979: 2" P-401 ON 3" MIN. P-201					

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01/01/1979	IMPORTED	OVERLAY	eni Dalabase.	3.00	True 3" EX. P-401 ON 8" EX. P-212
Network: PI	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6260 Surface: AC
L.C.D.: 01/01	1/2004 Use: RU	INWAY Rank PLength:	600.00 Ft		50.00 Ft True Area: 30,000.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2004 01/01/1979 01/01/1979	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 3.00 2.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 3" EX. P-401 ON 8" EX. P-212 True 1979: 2" P-401 ON 3" MIN. P-201
Network: PI	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6265 Surface: AC
L.C.D.: 01/01	1/2006 Use: RU	INWAY Rank P Length:	1.001.00 Ft		100.00 Ft True Area:100.100.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True
01/01/2005	INITIAL	Initial Construction	\$0	0.00	True
Network: PI	NS Bra	anch: RW 8-26 (RUNWA)	Y 8-26)	Width:	Section: 6270 Surface: AC
L.C.D.: 01/01	1/2006 Use: RL	INWAY Rank P Length:	1,001.00 Ft		50.00 Ft True Area: 50.050.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True
01/01/2005	INITIAL	Initial Construction	\$0	0.00	True
Network: PI	NS Bra	anch: TWA (TAXIWA'	Y A)	Width:	Section: 105 Surface: AC
L.C.D.: 01/01	//2001 Use: TA	XIWAY Rank P Length:	3,620.00 Ft		75.00 Ft True Area:286,015.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2001 01/01/1977	CR-AC	Complete Reconstruction - AC BUILT	\$0	4.00 0.50	True 4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE True 1977: 1-1/2" P-401 ON 1-1/2" MIN. P-201 ON EX. FLEX. PAVEMENT
Network: PI	NS Bra	anch: TWA (TAXIWA	Y A)	Width:	Section: 115 Surface: AC
L.C.D.: 02/01	1/2001 Use: TA	XIWAY Rank PLength:	3,690.00 Ft		75.00 Ft True Area:297,890.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
02/01/2001 01/01/1977	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True 4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE True 1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE
Network: PI	NS Bra	anch: TW A1 (TAXIWA)	Y A1)	Width:	Section: 120 Surface: AC
L.C.D.: 01/01	1/2001 Use: TA	XIWAY Rank P Length:	375.00 Ft		104.00 Ft True Area: 47,400.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True 4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED. SAND-CLAY/SHELL BASE
01/01/1977 01/01/1966	IMPORTED IMPORTED	OVERLAY BUILT		2.00 3.00	True 1977: 2" P-401 ON 3"-4" P-201 True 1966: 3" P-401 ON 8" P-212 SHELL BASE
Network: PI	NS Bra	anch: TW A2 (TAXIWA'	Y A2)	Width:	Section: 150 Surface: AC
L.C.D.: 01/01	1/2006 Use: TA	XIWAY Rank P Length:	375.00 Ft		104.00 Ft True Area: 55.330.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2006 01/01/2001 01/01/1977	SR-AC CR-AC IMPORTED	Surface Reconstruction - AC Complete Reconstruction - AC OVERLAY	\$0 \$0	0.00 4.00 2.00	True True 4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE True 1977: 2" P-401 ON 3"-4" P-201

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01/01/1966	IMPORTED	BUILT	ieni Dalabase.	1.00	True 1966: 1" P-401 ON 2" EX. BIT SURFACE ON 6" EX. SHELL BASE ON ORIG. BIT				
Network: Pl L.C.D.: 01/01	NS Bra 1/2000 Use: TA	anch: TW A2 (TAXIWA XIWAY Rank PLength:	Y A2) 340.00 Ft	Width:	Section: 160 Surface: AC 100.00 Ft True Area: 37,495.00 SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2000	INITIAL	Initial Construction	\$0	0.00	True				
Network: Pl L.C.D.: 01/01	NS Bra 1/2006 Use: TA	anch:TWA3 (TAXIWA XIWAY Rank TLength:	Y A3) 375.00 Ft	Width:	Section: 170 Surface: AC 103.00 Ft True Area: 50.050.00 SaF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2006	NC-PC	New Construction - PCC	\$0	0.00	True				
Network: PI L.C.D.: 01/01	NS Bra 1/2001 Use: TA	anch: TW A4 (TAXIWA XIWAY Rank PLength:	Y A4) 375.00 Ft	Width:	Section: 130 Surface: AC 104.00 Ft True Area: 49,970.00 SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True 4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE				
01/01/1977 01/01/1966	IMPORTED IMPORTED	OVERLAY BUILT		2.00 1.00	True 1977: 2" P-401 ON 3"-4" P-201 True 1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FL				
Network: Pl L.C.D.: 01/07	NS Bra 1/2001 Use: TA	anch: TW A5 (TAXIWA XIWAY Rank PLength:	Y A5) 375.00 Ft	Width:	Section: 125 Surface: AC 104.00 Ft True Area: 49.805.00 SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True 4" P-401, 8" P-401, 12" RESCARIFY &				
01/01/1977	IMPORTED	BUILT		2.00	True 1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE				
Network: PI L.C.D.: 01/01	NS Bra 1/2002 Use: TA	anch: TW A7 (TAXIWA XIWAY Rank PLength:	Y A7) 310.00 Ft	Width:	Section: 215 Surface: AC 230.00 Ft True Area: 72,160.00 SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2002	CR-AC	Complete Reconstruction - AC	\$0	4.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152				
01/01/1977 01/01/1966	IMPORTED	OVERLAY BUILT		2.00 1.00	True 1977: 2" P-401 ON 3"-4" MIN. P-201 True 1966: 1" P-401 ON 2" FX. BIT. SURFACE				
	-				ON 6" EX. SHELL BASE ON ORIG. BI				
Network: Pl L.C.D.: 01/01	NS Bra 1/2002 Use: TA	anch: TW B (TAXIWA XIWAY Rank P Length:	Y B) 2.485.00 Ft	Width:	Section: 205 Surface: AC 75.00 Ft True Area: 213.855.00 SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2002	CR-AC	Complete Reconstruction - AC	\$0	4.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152				
01/01/1980	IMPORTED	OVERLAY BUILT		2.00 1.00	True 1980: 2" P-401 ON 3"-4" P-201 True 1966: 1" P-401 OVERIAY ON 2" FX. BIT.				
5., 61, 1000				1.00	SURFACE ON 6" EX. SHELL BASE ON				
Network: Pl L.C.D.: 01/01	NS Bra 1/2002 Use: TA	anch: TW B (TAXIWA XIWAY Rank P Length:	Y B) 347.00 Ft	Width:	Section: 210 Surface: AC 132.00 Ft True Area: 51,980.00 SqF				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments				
01/01/2002 01/01/1980	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE				

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Network: PI	NS Br	anch: TW B (TAXIWA)	Y B)	Width:	Section: 217 Surface: AC				
L.C.D.: 01/01	1/2002 Use: TA	XIWAY Rank P Length:	400.00 Ft		27.50 Ft True Area: 11,000.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2002 01/01/1980 01/01/1966	CR-AC IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY BUILT	\$0	4.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980 2" P401 AC ON 3 1/2" P201 AC True 1966 1" P401 AC ON 2" P201 AC BASE ON 6" P212 SUBBASE				
Network: PI	NS Br	anch: TW B (TAXIWA)	Y B)	Width:	Section: 220 Surface: AC				
L.C.D.: 01/01	1/2002 Use: TA	XIWAY Rank P Length:	3,367.00 Ft		75.00 Ft True Area:256.630.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2002 01/01/1977	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True4" P-401, 8" P-401, 5" P-154, 12" P-152True1977: 2" P-401 ON 7" P-201 ON 6" P-213				
Network: PI	NS Br	anch: TW B (TAXIWA	Y B)	Width:	Section: 230 Surface: AC				
L.C.D.: 01/01	1/2005 Use: TA	XIWAY Rank P Length:	1,450.00 Ft		75.00 Ft True Area: 124,670.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2005	CR-AC	Complete Reconstruction - AC	\$0	0.00	True				
01/01/1977	IMPORTED	BUILT		2.00	True 1977: 2" P-401 ON 7" P-201 ON 6" P-213				
Network: PI	NS Br	anch: TW B (TAXIWA	YB)	Width:	Section: 252 Surface: AAC				
L.C.D.: 01/01	1/2002 Use: TA	XIWAY Rank P Length:	200.00 Ft		75.00 Ft True Area: 16,450.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2002 01/01/1980	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE				
Network: PI	NS Br	anch: TW B2 (TAXIWA)	Y B2)	Width:	Section: 212 Surface: AC				
L.C.D.: 01/01	1/2002 Use: TA	XIWAY Rank P Length:	200.00 Ft		150.00 Ft True Area: 32,535.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2002 01/01/1980	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980: 2" P-401 ON 3"-4" P-201 ON EX. FLEX. PAVEMENT				
Network: Pi L.C.D.: 01/01	NS Br 1/1988 Use: TA	anch:TWB2 (TAXIWA) XIWAY Bank Plength:	Y B2) 112.50 Ft	Width	Section: 213 Surface: PCC				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1988	INITIAL	Initial Construction	\$0	0.00	True 17 1/2" PCC OVERLAY ON 6" SOIL-CEMENT BASE				
Network: PI	NS Br	anch: TW B2 (TAXIWA	Y B2)	Width:	Section: 240 Surface: AC				
L.C.D.: 01/01	1/2002 Use: TA	XIWAY Rank PLength:	375.00 Ft		104.00 Ft True Area: 50.380.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2002 01/01/1977	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE				
Network: PI	NS Br	anch: TW B3 (TAXIWA)	Y B3)	Width:	Section: 255 Surface: AAC				
L.C.D.: 01/01	1/2002 Use: TA	XIWAY Rank P Length:	375.00 Ft		104.00 Ft True Area: 50,250.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				

Date:06/	27/2011	Work Hi	story Re	port	8 of 10
01/01/2002	CR-AC	Complete Reconstruction - AC	<u>lent Database:</u>	4.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980: 2" P-401 ON 3"-4" P-201 ON EX. FLEX. PAVEMENT
01/01/1980	IMPORTED	BUILT	\$0	2.00	
Network: PI	NS Br	anch: TW B4 (TAXIWA	Y B4)	Width:	Section: 260 Surface: AC
L.C.D.: 01/01	1/2002 Use: TA	XXIWAY Rank PLength:	375.00 Ft		104.00 Ft True Area: 50.115.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2002 01/01/1980 01/01/1979 01/01/1966	CR-AC IMPORTED IMPORTED IMPORTED	Complete Reconstruction - AC OVERLAY OVERLAY BUILT	\$0	4.00 2.00 2.00 1.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980: 2" P-401 ON 3"-4" P-201 True 1979: 2" P-401 ON 4" P-201 True 1966: 1" P-401 ON 2" BIT. SURFACE ON 5" SHELL BASE ON ORIG. BIT. PAVEM
Network: Pi	NS Br	anch: TW B5 (TAXIWA	Y B5)	Width:	Section: 265 Surface: AC
L.C.D.: 01/01	/2002 Use: TA	XIWAY Rank P Length:	375.00 Ft		104.00 Ft True Area: 48.320.00 SaF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/2002	INITIAL	Initial Construction	\$0	4.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152
Network: Pi	NS Br	anch: TW B7 (TAXIWA	Y B7)	Width:	Section: 270 Surface: AC
L.C.D.: 01/01	/2002 Use: TA	XIWAY Rank PLength:	228.00 Ft		50.00 Ft True Area: 14.900.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2002	NC-AC	New Construction - AC	\$0	0.00	True
Network: Pl	NS Br	anch:TWB8 (TAXIWA	Y B8)	Width:	Section: 280 Surface: AC
L.C.D.: 01/01	/2002 Use: TA	XIWAY Rank PLength:	228.00 Ft		50.00 Ft True Area: 13,320.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2002	NC-AC	New Construction - AC	\$0	0.00	True
Network: Pi	NS Br	anch: TW C (TAXIWA	Y C)	Width:	Section: 250 Surface: AC
L.C.D.: 01/01	/2004 Use: TA	XIWAY Rank P Length:	300.00 Ft		104.00 Ft True Area: 33.625.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2004 01/01/1980	CR-AC IMPORTED	Complete Reconstruction - AC BUILT	\$0	4.00 2.00	True 4" P-401, 8" P-401, 5" P-154, 12" P-152 True 1980: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE
Network: Pi	NS Br	anch:TWC (TAXIWA	Y C)	Width:	Section: 505 Surface: AC
L.C.D.: 01/01	/1997 Use: TA	XIWAY Rank PLength:	308.00 Ft		35.00 Ft True Area: 13.140.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1997	INITIAL	Initial Construction	\$0	4.00	True 4" P-401, 6" P-209, P-152
Network: Pi	NS Br	anch: TW C (TAXIWA	Y C)	Width:	Section: 510 Surface: AC
L.C.D.: 01/01	/1997 Use: TA	XIWAY Rank P Length:	1,864.00 Ft		35.00 Ft True Area: 67,180.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1997	INITIAL	Initial Construction	\$0	4.00	True 4" P-401, 6" P-209, P-152
Network: Pl	NS Br	anch: TW C2 (TAXIWA	Y C2)	Width:	Section: 515 Surface: AC
L.C.D.: 01/01	/1997 Use: TA	XIWAY Rank P Length:	882.00 Ft		35.00 Ft True Area: 31,645.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1997	INITIAL	Initial Construction	\$0	4.00	True 4" P-401, 6" P-209, P-152

Date:06/	Date:06/27/2011 Work History Report 9 of 10 Pavement Database:										
Network: PI	NS Bra	anch:TWD (TAXIWA	Y D)	Width:	Section: 140 Surface: AC						
L.C.D.: 01/01	1/2001 Use: TA	XIWAY Rank PLength:	375.00 Ft		97.00 Ft True Area: 43,650.00 SqF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2001	CR-AC	Complete Reconstruction - AC	\$0	4.00	True 4" P-401, 8" P-401, 12" RESCARIFY &						
01/01/1977	IMPORTED	BUILT		2.00	COMPACTED, SAND-CLAY/SHELL BASE True 1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE						
Network: Pl	NS Bra	anch:TWD (TAXIWA	Y D)	Width:	Section: 405 Surface: AC						
L.C.D.: 01/01	1/2000 Use: TA	XIWAY Rank PLength:	3,352.00 Ft		35.00 Ft True Area:118,750.00 SqF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2000	INITIAL	Initial Construction	\$0	0.00	True						
Network: Pl	NS Bra	anch:TWD (TAXIWA	Y D)	Width:	Section: 410 Surface: AC						
L.C.D.: 01/01	1/2005 Use: TA	XIWAY Rank PLength:	132.00 Ft		154.00 Ft True Area: 20.160.00 SqF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2005	INITIAL	Initial Construction	\$0	0.00	True						
Network: Pl	NS Bra	anch:TWD (TAXIWA	Y D)	Width:	Section: 430 Surface: AC						
L.C.D.: 01/01	1/2005 Use: TA	XIWAY Rank PLength:	1.340.00 Ft		35.00 Ft True Area: 48.300.00 SqF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2005	INITIAL	Initial Construction	\$0	0.00	True						
Network: Pl	NS Bra	anch: TW D1 (TAXIWA	Y D1)	Width:	Section: 415 Surface: AC						
L.C.D.: 01/07	1/2000 Use: TA	XIWAY Rank P Length:	308.00 Ft		35.00 Ft True Area: 13,135.00 SqF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2000	INITIAL	Initial Construction	\$0	0.00	True						
Network: Pl	NS Bra	anch: TW D2 (TAXIWA	Y D2)	Width:	Section: 420 Surface: AC						
L.C.D.: 01/01	/2000 Use: TA	XIWAY Rank P Length:	308.00 Ft		35.00 Ft True Area: 13.135.00 SaF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2000	INITIAL	Initial Construction	\$0	0.00	True						
Network: Pl	NS Bra	anch: TW D3 (TAXIWA	Y D3)	Width:	Section: 425 Surface: AC						
L.C.D.: 01/01	1/2006 Use: TA	XIWAY Rank P Length:	308.00 Ft		40.00 Ft True Area: 14,220.00 SqF						
Work	Work	Work	Cost	Thickness	Major						
Date	Code	Description		(in)	M&R Comments						
01/01/2006	SR-AC	Surface Reconstruction - AC	\$0	0.00	True						
01/01/2000	INITIAL	Initial Construction	\$0	0.00							

Work History Report

Pavement Database:

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	42	4,527,635.00	1.65	.87
Complete Reconstruction - AC	33	2,749,960.00	3.64	1.17
Complete Reconstruction - PCC	4	972,000.00	.00	.00
Initial Construction	20	1,641,880.00	1.90	3.01
New Construction - AC	5	397,740.00	.00	.00
New Construction - Initial	1	110,820.00	.50	
New Construction - PCC	1	50,050.00	.00	
OVERLAY	26	2,176,695.00	2.08	.27
Surface Reconstruction - AC	2	69,550.00	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP PAVEMENT CONDITION INDEX TABLE







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

2012 CONDITION MAP PENSACOLA REGIONAL AIRPORT ESCAMBIA COUNTY, FLORIDA FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft ²)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
East Apron	AP E	APRON	4405	255,240	Р	AC	7	69	59	Fair
GA Apron	AP GA	APRON	4325	94,585	Р	AC	3	23	22	Serious
GA Apron	AP GA	APRON	4310	28,960	Р	AC	2	10	66	Fair
GA Apron	AP GA	APRON	4315	9,900	Р	PCC	1	1	71	Satisfactory
GA Apron	AP GA	APRON	4320	21,585	Р	AAC	1	6	59	Fair
South Apron	AP S	APRON	4505	112,540	Т	AC	3	19	62	Fair
South Apron	AP S	APRON	4510	338,265	Т	AC	8	74	55	Poor
South Apron	AP S	APRON	4515	219,095	Т	AC	4	37	61	Fair
Terminal Apron	AP TERM	APRON	4210	274,110	Р	PCC	7	57	74	Satisfactory
Terminal Apron	AP TERM	APRON	4205	487,355	Т	AC	10	152	82	Satisfactory
Terminal Apron	AP TERM	APRON	4230	23,760	Р	AC	1	5	21	Serious
Terminal Apron	AP TERM	APRON	4225	106,610	Р	PCC	3	19	89	Good
Apron West	AP W	APRON	4605	219,370	Р	AC	4	42	61	Fair
Runway 17-35	RW 17-35	RUNWAY	6115	52,500	Р	AC	3	11	100	Good
Runway 17-35	RW 17-35	RUNWAY	6120	26,250	Р	AC	2	6	100	Good
Runway 17-35	RW 17-35	RUNWAY	6105	333,180	Р	PCC	12	49	87	Good
Runway 17-35	RW 17-35	RUNWAY	6110	110,820	Р	PCC	6	26	91	Good
Runway 17-35	RW 17-35	RUNWAY	6125	396,210	Р	PCC	15	58	88	Good
Runway 17-35	RW 17-35	RUNWAY	6130	131,790	Р	PCC	9	30	87	Good
Runway 8-26	RW 8-26	RUNWAY	6205	130,000	Р	AC	5	26	81	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6210	65,000	Р	AC	3	14	82	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6215	95,000	Р	AC	5	19	84	Satisfactory

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
Runway 8-26	RW 8-26	RUNWAY	6220	47,500	Р	AC	3	14	81	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6225	90,000	Р	AC	5	18	86	Good
Runway 8-26	RW 8-26	RUNWAY	6230	45,000	Р	AC	3	12	90	Good
Runway 8-26	RW 8-26	RUNWAY	6235	170,000	Р	AC	7	34	82	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6240	85,000	Р	AC	5	18	84	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6245	40,000	Р	AC	2	8	84	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6250	20,000	Р	AC	1	4	92	Good
Runway 8-26	RW 8-26	RUNWAY	6255	60,000	Р	AC	3	12	85	Satisfactory
Runway 8-26	RW 8-26	RUNWAY	6260	30,000	Р	AC	2	6	89	Good
Runway 8-26	RW 8-26	RUNWAY	6265	100,100	Р	AC	5	20	88	Good
Runway 8-26	RW 8-26	RUNWAY	6270	50,050	Р	AC	2	10	94	Good
Taxiway Alpha	TW A	TAXIWAY	105	286,015	Р	AC	8	75	89	Good
Taxiway Alpha	TW A	TAXIWAY	115	297,890	Р	AC	7	74	83	Satisfactory
Taxiway A1	TW A1	TAXIWAY	120	47,400	Р	AC	1	9	79	Satisfactory
Taxiway A2	TW A2	TAXIWAY	160	37,495	Р	AC	1	7	69	Fair
Taxiway A2	TW A2	TAXIWAY	150	55,330	Р	AC	1	9	86	Good
Taxiway A3	TW A3	TAXIWAY	170	50,050	Т	AC	1	9	84	Satisfactory
Taxiway A4	TW A4	TAXIWAY	130	49,970	Р	AC	1	9	100	Good
Taxiway A5	TW A5	TAXIWAY	125	49,805	Р	AC	1	9	93	Good
Taxiway A7	TW A7	TAXIWAY	215	72,160	Р	AC	3	17	64	Fair
Taxiway Bravo	TW B	TAXIWAY	205	213,855	Р	AC	6	52	90	Good
Taxiway Bravo	TW B	TAXIWAY	210	51,980	Р	AC	1	7	87	Good

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 Bravo	TW B	TAXIWAY	217	11,000	Р	AC	1	4	69	Fair
Taxiway Bravo	TW B	TAXIWAY	220	256,630	Р	AC	7	68	90	Good
Taxiway Bravo	TW B	TAXIWAY	252	16,450	Р	AAC	1	3	91	Good
Taxiway Bravo	TW B	TAXIWAY	230	124,670	Р	AC	4	31	95	Good
Taxiway B2	TW B2	TAXIWAY	213	10,740	Р	PCC	1	4	82	Satisfactory
Taxiway B2	TW B2	TAXIWAY	212	32,535	Р	AC	1	8	67	Fair
Taxiway B2	TW B2	TAXIWAY	240	50,380	Р	AC	1	8	93	Good
Taxiway B3	TW B3	TAXIWAY	255	50,250	Р	AAC	1	9	94	Good
Taxiway B4	TW B4	TAXIWAY	260	50,115	Р	AC	1	9	93	Good
Taxiway B5	TW B5	TAXIWAY	265	48,320	Р	AC	2	10	92	Good
Taxiway B7	TW B7	TAXIWAY	270	14,900	Р	AC	1	3	60	Fair
Taxiway B8	TW B8	TAXIWAY	280	13,320	Р	AC	1	3	64	Fair
Taxiway Charlie	TW C	TAXIWAY	505	13,140	Р	AC	1	5	89	Good
Taxiway Charlie	TW C	TAXIWAY	510	67,180	Р	AC	3	19	64	Fair
Taxiway Charlie	TW C	TAXIWAY	250	33,625	Р	AC	1	6	91	Good
Taxiway C2	TW C2	TAXIWAY	515	31,645	Р	AC	1	9	64	Fair
Taxiway Delta	TW D	TAXIWAY	405	118,750	Р	AC	4	33	94	Good
Taxiway Delta	TW D	TAXIWAY	140	43,650	Р	AC	2	9	81	Satisfactory
Taxiway Delta	TW D	TAXIWAY	410	20,160	Р	AC	1	4	86	Good
Taxiway Delta	TW D	TAXIWAY	430	48,300	Р	AC	3	16	100	Good
Taxiway D1	TW D1	TAXIWAY	415	13,135	Р	AC	1	5	94	Good
Taxiway D2	TW D2	TAXIWAY	420	13,135	Р	AC	1	5	94	Good

Table B-1: Pavement Condition Index (Continued)

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 D3	TW D3	TAXIWAY	425	14,220	Р	AC	1	5	100	Good

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: 6	/27/2011
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Branch Condition Report

Pavement Database: NetworkID: PNS

1 of 3

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 E (EAST APRON)	1	985.00	260.00	255,240.00	APRON	59.00	0.00	59.00
AP GA (GA APRON)	4	1,070.00	129.50	155,030.00	APRON	54.50	19.24	38.50
AP S (SOUTH APRON)	3	5,845.00	135.00	669,900.00	APRON	59.33	3.09	58.14
AP TERM (TERMINAL APRON)	4	2,340.00	335.63	891,835.00	APRON	66.50	26.80	78.75
AP W (APRON WEST)	1	710.00	310.00	219,370.00	APRON	61.00	0.00	61.00
RW 17-35 (RUNWAY 17-35)	6	14,010.00	75.17	1,050,750.00	RUNWAY	92.17	5.70	88.77
RW 8-26 (RUNWAY 8-26)	14	13,702.00	75.00	1,027,650.00	RUNWAY	85.86	4.00	84.70
TW A (TAXIWAY A)	2	7,310.00	75.00	583,905.00	TAXIWAY	86.00	3.00	85.94
TW A1 (TAXIWAY A1)	1	375.00	104.00	47,400.00	TAXIWAY	79.00	0.00	79.00
TW A2 (TAXIWAY A2)	2	715.00	102.00	92,825.00	TAXIWAY	77.50	8.50	79.13
TW A3 (TAXIWAY A3)	1	375.00	103.00	50,050.00	TAXIWAY	84.00	0.00	84.00
TW A4 (TAXIWAY A4)	1	375.00	104.00	49,970.00	TAXIWAY	100.00	0.00	100.00
TW A5 (TAXIWAY A5)	1	375.00	104.00	49,805.00	TAXIWAY	93.00	0.00	93.00
TW A7 (TAXIWAY A7)	1	310.00	230.00	72,160.00	TAXIWAY	64.00	0.00	64.00
TW B (TAXIWAY B)	6	8,249.00	76.58	674,585.00	TAXIWAY	87.00	8.39	90.37
TW B2 (TAXIWAY B2)	3	687.50	109.67	93,655.00	TAXIWAY	80.67	10.66	82.71

Date: 6 /27/2011		Bra Paven		2 of 3				
Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW B3 (TAXIWAY B3)	1	375.00	104.00	50,250.00	TAXIWAY	94.00	0.00	94.00
TW B4 (TAXIWAY B4)	1	375.00	104.00	50,115.00	TAXIWAY	93.00	0.00	93.00
TW B5 (TAXIWAY B5)	1	375.00	104.00	48,320.00	TAXIWAY	92.00	0.00	92.00
TW B7 (TAXIWAY B7)	1	228.00	50.00	14,900.00	TAXIWAY	60.00	0.00	60.00
TW B8 (TAXIWAY B8)	1	228.00	50.00	13,320.00	TAXIWAY	64.00	0.00	64.00
TW C (TAXIWAY C)	3	2,472.00	58.00	113,945.00	TAXIWAY	81.33	12.28	74.85
TW C2 (TAXIWAY C2)	1	882.00	35.00	31,645.00	TAXIWAY	64.00	0.00	64.00
TW D (TAXIWAY D)	4	5,199.00	80.25	230,860.00	TAXIWAY	90.25	7.29	92.10
TW D1 (TAXIWAY D1)	1	308.00	35.00	13,135.00	TAXIWAY	94.00	0.00	94.00
TW D2 (TAXIWAY D2)	1	308.00	35.00	13,135.00	TAXIWAY	94.00	0.00	94.00
TW D3 (TAXIWAY D3)	1	308.00	40.00	14,220.00	TAXIWAY	100.00	0.00	100.00

Date: 6 /27/2011

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	13	2,191,375.00	60.15	18.96	65.53
RUNWAY	20	2,078,400.00	87.75	5.41	86.76
TAXIWAY	34	2,308,200.00	84.44	11.86	86.52
All	67	6,577,975.00	80.72	15.93	79.60

STD = Standard Deviation

3 of 3

Date: 6 /27/2011		S Paveme	Sectic ent Data	b n Conc	ditio letwor	n R kid: Pi	eport vs		1 of	4
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4405	12/25/1999	AC	APRON	Ρ	0	255,240.00	04/18/2011	12	59.00
AP GA (GA APRON)	4310	01/01/1990	AC	APRON	Ρ	0	28,960.00	04/18/2011	21	66.00
AP GA (GA APRON)	4315	01/01/1990	PCC	APRON	Ρ	0	9,900.00	04/18/2011	21	71.00
AP GA (GA APRON)	4320	01/01/1990	AAC	APRON	Ρ	0	21,585.00	04/18/2011	21	59.00
AP GA (GA APRON)	4325	01/01/1988	AC	APRON	Р	0	94,585.00	04/18/2011	23	22.00
AP S (SOUTH APRON)	4505	01/01/1997	AC	APRON	т	0	112,540.00	04/18/2011	14	62.00
AP S (SOUTH APRON)	4510	01/01/1997	AC	APRON	т	0	338,265.00	04/18/2011	14	55.00
AP S (SOUTH APRON)	4515	01/01/1997	AC	APRON	т	0	219,095.00	04/18/2011	14	61.00
AP TERM (TERMINAL APRON)	4205	01/01/1988	AC	APRON	т	0	487,355.00	04/18/2011	23	82.00
AP TERM (TERMINAL APRON)	4210	01/01/1977	PCC	APRON	Ρ	0	274,110.00	04/18/2011	34	74.00
AP TERM (TERMINAL APRON)	4225	01/01/2010	PCC	APRON	Ρ	0	106,610.00	04/18/2011	1	89.00
AP TERM (TERMINAL APRON)	4230	01/01/2001	AC	APRON	Р	0	23,760.00	04/18/2011	10	21.00
AP W (APRON WEST)	4605	01/01/2002	AC	APRON	Ρ	0	219,370.00	04/18/2011	9	61.00
RW 17-35 (RUNWAY 17-35)	6105	11/01/2007	PCC	RUNWAY	Ρ	0	333,180.00	04/18/2011	4	87.00
RW 17-35 (RUNWAY 17-35)	6110	11/01/2007	PCC	RUNWAY	Ρ	0	110,820.00	04/18/2011	4	91.00
RW 17-35 (RUNWAY 17-35)	6115	11/01/2007	AC	RUNWAY	Ρ	0	52,500.00	11/02/2007	0	100.00
RW 17-35 (RUNWAY 17-35)	6120	11/01/2007	AC	RUNWAY	Ρ	0	26,250.00	11/02/2007	0	100.00
RW 17-35 (RUNWAY 17-35)	6125	11/01/2007	PCC	RUNWAY	Ρ	0	396,210.00	04/18/2011	4	88.00
RW 17-35 (RUNWAY 17-35)	6130	11/01/2007	PCC	RUNWAY	Р	0	131,790.00	04/18/2011	4	87.00
RW 8-26 (RUNWAY 8-26)	6205	01/01/2004	AC	RUNWAY	Ρ	0	130,000.00	04/18/2011	7	81.00
RW 8-26 (RUNWAY 8-26)	6210	01/01/2004	AC	RUNWAY	Ρ	0	65,000.00	04/18/2011	7	82.00
RW 8-26 (RUNWAY 8-26)	6215	01/01/2004	AC	RUNWAY	Ρ	0	95,000.00	04/18/2011	7	84.00
RW 8-26 (RUNWAY 8-26)	6220	01/01/2004	AC	RUNWAY	Ρ	0	47,500.00	04/18/2011	7	81.00
RW 8-26 (RUNWAY 8-26)	6225	01/01/2004	AC	RUNWAY	Р	0	90,000.00	04/18/2011	7	86.00
RW 8-26 (RUNWAY 8-26)	6230	01/01/2004	AC	RUNWAY	Р	0	45,000.00	04/18/2011	7	90.00
RW 8-26 (RUNWAY 8-26)	6235	01/01/2004	AC	RUNWAY	Ρ	0	170,000.00	04/18/2011	7	82.00
RW 8-26 (RUNWAY 8-26)	6240	01/01/2004	AC	RUNWAY	Ρ	0	85,000.00	04/18/2011	7	84.00

Date: 6 /27/2011 Section Condition Report Pavement Database: NetworkID: PNS										
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 8-26 (RUNWAY 8-26)	6245	01/01/2004	AC	RUNWAY	Р	0	40,000.00	04/18/2011	7	84.00
RW 8-26 (RUNWAY 8-26)	6250	01/01/2004	AC	RUNWAY	Р	0	20,000.00	04/18/2011	7	92.00
RW 8-26 (RUNWAY 8-26)	6255	01/01/2004	AC	RUNWAY	Р	0	60,000.00	04/18/2011	7	85.00
RW 8-26 (RUNWAY 8-26)	6260	01/01/2004	AC	RUNWAY	Р	0	30,000.00	04/18/2011	7	89.00
RW 8-26 (RUNWAY 8-26)	6265	01/01/2006	AC	RUNWAY	Р	0	100,100.00	04/18/2011	5	88.00
RW 8-26 (RUNWAY 8-26)	6270	01/01/2006	AC	RUNWAY	Р	0	50,050.00	04/18/2011	5	94.00
TW A (TAXIWAY A)	105	01/01/2001	AC	TAXIWAY	Р	0	286,015.00	04/18/2011	10	89.00
TW A (TAXIWAY A)	115	02/01/2001	AC	TAXIWAY	Р	0	297,890.00	04/18/2011	10	83.00
TW A1 (TAXIWAY A1)	120	01/01/2001	AC	TAXIWAY	Р	0	47,400.00	04/18/2011	10	79.00
TW A2 (TAXIWAY A2)	150	01/01/2006	AC	TAXIWAY	Р	0	55,330.00	04/18/2011	5	86.00
TW A2 (TAXIWAY A2)	160	01/01/2000	AC	TAXIWAY	Р	0	37,495.00	04/18/2011	11	69.00
TW A3 (TAXIWAY A3)	170	01/01/2006	AC	TAXIWAY	т	0	50,050.00	04/18/2011	5	84.00
TW A4 (TAXIWAY A4)	130	01/01/2001	AC	TAXIWAY	Р	0	49,970.00	04/18/2011	10	100.00
TW A5 (TAXIWAY A5)	125	01/01/2001	AC	TAXIWAY	Р	0	49,805.00	04/18/2011	10	93.00
TW A7 (TAXIWAY A7)	215	01/01/2002	AC	TAXIWAY	Р	0	72,160.00	04/18/2011	9	64.00
TW B (TAXIWAY B)	205	01/01/2002	AC	TAXIWAY	Р	0	213,855.00	04/18/2011	9	90.00
TW B (TAXIWAY B)	210	01/01/2002	AC	TAXIWAY	Р	0	51,980.00	04/18/2011	9	87.00
TW B (TAXIWAY B)	217	01/01/2002	AC	TAXIWAY	Р	0	11,000.00	04/18/2011	9	69.00
TW B (TAXIWAY B)	220	01/01/2002	AC	TAXIWAY	Р	0	256,630.00	04/18/2011	9	90.00
TW B (TAXIWAY B)	230	01/01/2005	AC	TAXIWAY	Р	0	124,670.00	04/18/2011	6	95.00
TW B (TAXIWAY B)	252	01/01/2002	AAC	TAXIWAY	Р	0	16,450.00	04/18/2011	9	91.00
TW B2 (TAXIWAY B2)	212	01/01/2002	AC	TAXIWAY	Р	0	32,535.00	04/18/2011	9	67.00
TW B2 (TAXIWAY B2)	213	01/01/1988	PCC	TAXIWAY	Р	0	10,740.00	04/18/2011	23	82.00
TW B2 (TAXIWAY B2)	240	01/01/2002	AC	TAXIWAY	Р	0	50,380.00	04/18/2011	9	93.00
TW B3 (TAXIWAY B3)	255	01/01/2002	AAC	TAXIWAY	Р	0	50,250.00	04/18/2011	9	94.00
TW B4 (TAXIWAY B4)	260	01/01/2002	AC	TAXIWAY	Р	0	50,115.00	04/18/2011	9	93.00

Date: 6 /27/2011	ate: 6 /27/2011 Section Condition Report Pavement Database: NetworkID: PNS 3 of 4												
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI			
TW B5 (TAXIWAY B5)	265	01/01/2002	AC	TAXIWAY	Ρ	0	48,320.00	04/18/2011	9	92.00			
TW B7 (TAXIWAY B7)	270	01/01/2002	AC	TAXIWAY	Р	0	14,900.00	04/18/2011	9	60.00			
TW B8 (TAXIWAY B8)	280	01/01/2002	AC	TAXIWAY	Р	0	13,320.00	04/18/2011	9	64.00			
TW C (TAXIWAY C)	250	01/01/2004	AC	TAXIWAY	Р	0	33,625.00	04/18/2011	7	91.00			
TW C (TAXIWAY C)	505	01/01/1997	AC	TAXIWAY	Р	0	13,140.00	04/18/2011	14	89.00			
TW C (TAXIWAY C)	510	01/01/1997	AC	TAXIWAY	Р	0	67,180.00	04/18/2011	14	64.00			
TW C2 (TAXIWAY C2)	515	01/01/1997	AC	TAXIWAY	Р	0	31,645.00	04/18/2011	14	64.00			
TW D (TAXIWAY D)	140	01/01/2001	AC	TAXIWAY	Р	0	43,650.00	04/18/2011	10	81.00			
TW D (TAXIWAY D)	405	01/01/2000	AC	TAXIWAY	Р	0	118,750.00	04/18/2011	11	94.00			
TW D (TAXIWAY D)	410	01/01/2005	AC	TAXIWAY	Р	0	20,160.00	04/18/2011	6	86.00			
TW D (TAXIWAY D)	430	01/01/2005	AC	TAXIWAY	Р	0	48,300.00	04/18/2011	6	100.00			
TW D1 (TAXIWAY D1)	415	01/01/2000	AC	TAXIWAY	Ρ	0	13,135.00	04/18/2011	11	94.00			
TW D2 (TAXIWAY D2)	420	01/01/2000	AC	TAXIWAY	Р	0	13,135.00	04/18/2011	11	94.00			
TW D3 (TAXIWAY D3)	425	01/01/2006	AC	TAXIWAY	Ρ	0	14,220.00	04/18/2011	5	100.00			

Date: 6 /27/2011

Section Condition Report

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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	0.33	185,360.00	3	96.33	5.19	93.67
03-05	4.56	1,241,750.00	9	89.44	4.62	88.02
06-10	8.24	3,004,010.00	37	82.51	14.47	83.94
11-15	12.73	1,219,620.00	11	73.18	15.20	63.72
21-25	22.00	653,125.00	6	63.67	20.37	71.67
31-35	34.00	274,110.00	1	74.00	0.00	74.00
All	9.75	6,577,975.00	67	80.72	15.93	79.60

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE PREDICTED PCI BY PAVEMENT USE GRAPH

Duon ch Nome	Duonah ID	Section	Current					PCI Fo	recast				
Branch Name	Branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
East Apron	AP E	4405	59	57	56	54	53	52	51	49	48	47	46
GA Apron	AP GA	4310	66	64	62	61	59	58	56	55	54	52	51
GA Apron	AP GA	4315	71	70	69	68	67	66	65	64	64	63	62
GA Apron	AP GA	4320	59	56	53	51	48	46	43	41	38	36	33
GA Apron	AP GA	4325	22	22	22	22	22	22	21	21	21	21	21
South Apron	AP S	4505	62	60	59	57	56	54	53	52	50	49	48
South Apron	AP S	4510	55	53	52	51	50	49	47	46	45	44	44
South Apron	AP S	4515	61	59	58	56	55	53	52	51	50	49	47
Terminal Apron	AP TERM	4205	82	81	80	79	78	77	76	75	74	73	73
Terminal Apron	AP TERM	4210	74	73	72	71	70	69	68	67	67	66	65
Terminal Apron	AP TERM	4225	89	88	87	86	85	84	83	82	81	80	79
Terminal Apron	AP TERM	4230	21	21	21	21	21	21	20	20	20	20	20
Apron West	AP W	4605	61	59	58	56	55	53	52	51	50	49	47
Runway 17-35	RW 17-35	6105	87	86	85	84	83	82	81	80	79	78	77
Runway 17-35	RW 17-35	6110	91	90	89	88	87	86	85	84	83	82	81
Runway 17-35	RW 17-35	6115	100	94	92	91	90	88	87	85	84	83	81
Runway 17-35	RW 17-35	6120	100	94	92	91	90	88	87	85	84	83	81
Runway 17-35	RW 17-35	6125	88	87	86	85	84	83	82	81	80	79	78
Runway 17-35	RW 17-35	6130	87	86	85	84	83	82	81	80	79	78	77
Runway 8-26	RW 8-26	6205	81	79	78	77	75	74	73	71	70	68	67
Runway 8-26	RW 8-26	6210	82	80	79	78	76	75	74	72	71	69	68
Runway 8-26	RW 8-26	6215	84	82	81	80	78	77	76	74	73	71	70

Table D-1: Pavement Condition Prediction

Davan de Nierres	Dava al ID	Section	Current					PCI Fo	recast				
Branch Name	Branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Runway 8-26	RW 8-26	6220	81	79	78	77	75	74	73	71	70	68	67
Runway 8-26	RW 8-26	6225	86	84	83	82	80	79	78	76	75	73	72
Runway 8-26	RW 8-26	6230	90	88	87	86	84	83	82	80	79	77	76
Runway 8-26	RW 8-26	6235	82	80	79	78	76	75	74	72	71	69	68
Runway 8-26	RW 8-26	6240	84	82	81	80	78	77	76	74	73	71	70
Runway 8-26	RW 8-26	6245	84	82	81	80	78	77	76	74	73	71	70
Runway 8-26	RW 8-26	6250	92	90	89	88	86	85	84	82	81	79	78
Runway 8-26	RW 8-26	6255	85	83	82	81	79	78	77	75	74	72	71
Runway 8-26	RW 8-26	6260	89	87	86	85	83	82	81	79	78	76	75
Runway 8-26	RW 8-26	6265	88	86	85	84	82	81	80	78	77	75	74
Runway 8-26	RW 8-26	6270	94	92	91	90	88	87	86	84	83	81	80
Taxiway Alpha	TW A	105	89	87	85	84	82	81	79	77	76	74	73
Taxiway Alpha	TW A	115	83	81	79	78	76	75	73	71	70	68	67
Taxiway A1	TW A1	120	79	77	75	74	72	71	69	67	66	64	63
Taxiway A2	TW A2	150	86	84	82	81	79	78	76	74	73	71	70
Taxiway A2	TW A2	160	69	67	65	64	62	61	59	57	56	54	53
Taxiway A3	TW A3	170	84	83	82	81	80	79	78	77	76	75	75
Taxiway A4	TW A4	130	100	98	96	95	93	92	90	88	87	85	84
Taxiway A5	TW A5	125	93	91	89	88	86	85	83	81	80	78	77
Taxiway A7	TW A7	215	64	62	60	59	57	56	54	52	51	49	48
Taxiway Bravo	TW B	205	90	88	86	85	83	82	80	78	77	75	74
Taxiway Bravo	TW B	210	87	85	83	82	80	79	77	75	74	72	71

Table D-1: Pavement Condition Prediction (Continued)

Duou ah Nome	Duonah ID	Section	Current					PCI Fo	recast			_	
branch Name	branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Bravo	TW B	217	69	67	65	64	62	61	59	57	56	54	53
Taxiway Bravo	TW B	220	90	88	86	85	83	82	80	78	77	75	74
Taxiway Bravo	TW B	230	95	93	91	90	88	87	85	83	82	80	79
Taxiway Bravo	TW B	252	91	89	87	85	83	81	79	78	76	74	72
Taxiway B2	TW B2	212	67	65	63	62	60	59	57	55	54	52	51
Taxiway B2	TW B2	213	82	81	80	79	78	77	76	75	74	73	73
Taxiway B2	TW B2	240	93	91	89	88	86	85	83	81	80	78	77
Taxiway B3	TW B3	255	94	92	90	88	86	84	82	81	79	77	75
Taxiway B4	TW B4	260	93	91	89	88	86	85	83	81	80	78	77
Taxiway B5	TW B5	265	92	90	88	87	85	84	82	80	79	77	76
Taxiway B7	TW B7	270	60	58	56	55	53	52	50	48	47	45	44
Taxiway B8	TW B8	280	64	62	60	59	57	56	54	52	51	49	48
Taxiway Charlie	TW C	250	91	89	87	86	84	83	81	79	78	76	75
Taxiway Charlie	TW C	505	89	87	85	84	82	81	79	77	76	74	73
Taxiway Charlie	TW C	510	64	62	60	59	57	56	54	52	51	49	48
Taxiway C2	TW C2	515	64	62	60	59	57	56	54	52	51	49	48
Taxiway Delta	TW D	140	81	79	77	76	74	73	71	69	68	66	65

Table D-1: Pavement Condition Prediction (Continued)

Pronch Norma	Dranah ID	Section	Current					PCI Fo	recast				
branch Name	Draiicii ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Delta	TW D	405	94	92	90	89	87	86	84	82	81	79	78
Taxiway Delta	TW D	410	86	83	81	79	77	75	73	71	69	68	66
Taxiway Delta	TW D	430	100	98	96	95	93	92	90	88	87	85	84
Taxiway D1	TW D1	415	94	92	90	89	87	86	84	82	81	79	78
Taxiway D2	TW D2	420	94	92	90	89	87	86	84	82	81	79	78
Taxiway D3	TW D3	425	100	98	96	95	93	92	90	88	87	85	84

Table D-1: Pavement Condition Prediction

APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 8-26	RW 8-26	6270	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,001.00	SqFt	\$0.40	\$400.40
Runway 8-26	RW 8-26	6265	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,806.70	SqFt	\$0.40	\$2,722.72
Runway 8-26	RW 8-26	6260	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,500.40	SqFt	\$0.40	\$600.16
Runway 8-26	RW 8-26	6255	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,799.90	SqFt	\$0.40	\$2,720.00
Runway 8-26	RW 8-26	6250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	400.00	SqFt	\$0.40	\$160.00
Runway 8-26	RW 8-26	6245	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,400.00	SqFt	\$0.40	\$1,760.00
Runway 8-26	RW 8-26	6240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,870.00	SqFt	\$0.40	\$748.00
Runway 8-26	RW 8-26	6235	L & T CR	М	Crack Sealing - AC	19.40	Ft	\$2.25	\$43.73
Runway 8-26	RW 8-26	6235	WEATH/RAVEL	L	Surface Seal - Rejuvenating	19,185.60	SqFt	\$0.40	\$7,674.29
Runway 8-26	RW 8-26	6230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,500.00	SqFt	\$0.40	\$600.00
Runway 8-26	RW 8-26	6225	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,899.90	SqFt	\$0.40	\$3,960.00
Runway 8-26	RW 8-26	6220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,116.60	SqFt	\$0.40	\$1,646.67
Runway 8-26	RW 8-26	6215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,639.90	SqFt	\$0.40	\$4,256.00
Runway 8-26	RW 8-26	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,097.30	SqFt	\$0.40	\$838.93
Runway 8-26	RW 8-26	6205	L & T CR	М	Crack Sealing - AC	1,133.90	Ft	\$2.25	\$2,551.26
Runway 8-26	RW 8-26	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,839.90	SqFt	\$0.40	\$3,536.00
GA Apron	AP GA	4315	LINEAR CR	М	Crack Sealing - PCC	25.00	Ft	\$4.24	\$106.00
Terminal Apron	AP TERM	4210	JOINT SPALL	М	Patching - PCC Partial Depth	60.70	SqFt	\$19.06	\$1,156.22
Terminal Apron	AP TERM	4210	LARGE PATCH	М	Patching - PCC Full Depth	770.60	SqFt	\$38.11	\$29,366.25
Terminal Apron	AP TERM	4210	LARGE PATCH	Н	Patching - PCC Full Depth	770.60	SqFt	\$38.11	\$29,366.25
Terminal Apron	AP TERM	4210	SMALL PATCH	М	Patching - PCC Partial Depth	50.60	SqFt	\$19.06	\$963.52
Terminal Apron	AP TERM	4205	SMALL PATCH	М	Patching - PCC Partial Depth	44.60	SqFt	\$19.06	\$850.92
Terminal Apron	AP TERM	4205	JOINT SPALL	М	Patching - PCC Partial Depth	321.40	SqFt	\$19.06	\$6,126.65

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	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	100.20	SqFt	\$0.40	\$40.07
Taxiway D2	TW D2	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	86.10	SqFt	\$0.40	\$34.45
Taxiway D1	TW D1	415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	100.10	SqFt	\$0.40	\$40.03
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	155.40	SqFt	\$0.40	\$62.15
Taxiway Delta	TW D	405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	424.10	SqFt	\$0.40	\$169.64
Taxiway B5	TW B5	265	WEATH/RAVEL	L	Surface Seal - Rejuvenating	323.90	SqFt	\$0.40	\$129.57
Taxiway B4	TW B4	260	WEATH/RAVEL	L	Surface Seal - Rejuvenating	545.10	SqFt	\$0.40	\$218.04
Taxiway B3	TW B3	255	WEATH/RAVEL	L	Surface Seal - Rejuvenating	483.20	SqFt	\$0.40	\$193.27
Taxiway Bravo	TW B	252	WEATH/RAVEL	L	Surface Seal - Rejuvenating	287.90	SqFt	\$0.40	\$115.17
Taxiway Charlie	TW C	250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	312.50	SqFt	\$0.40	\$125.00
Taxiway B2	TW B2	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	484.40	SqFt	\$0.40	\$193.77
Taxiway Bravo	TW B	230	OIL SPILLAGE	Ν	Patching - AC Shallow	56.50	SqFt	\$2.90	\$163.78
Taxiway Bravo	TW B	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,273.60	SqFt	\$0.40	\$909.45
Taxiway Bravo	TW B	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,399.30	SqFt	\$0.40	\$1,759.75
Taxiway Bravo	TW B	217	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,599.90	SqFt	\$0.40	\$4,240.00
Taxiway Bravo	TW B	217	WEATH/RAVEL	М	Surface Seal - Coat Tar	400.00	SqFt	\$0.40	\$160.00
Taxiway B2	TW B2	212	WEATH/RAVEL	L	Surface Seal - Rejuvenating	32,534.70	SqFt	\$0.40	\$13,014.00
Taxiway Bravo	TW B	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	762.20	SqFt	\$0.40	\$304.87
Taxiway Bravo	TW B	205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,348.50	SqFt	\$0.40	\$1,339.42
Taxiway A2	TW A2	160	WEATH/RAVEL	L	Surface Seal - Rejuvenating	37,494.70	SqFt	\$0.40	\$14,998.00
Taxiway A2	TW A2	150	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,818.10	SqFt	\$0.40	\$1,127.27
Taxiway Delta	TW D	140	L & T CR	М	Crack Sealing - AC	621.60	Ft	\$2.25	\$1,398.61
Taxiway Delta	TW D	140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	851.30	SqFt	\$0.40	\$340.52

Table E-1: 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 A5	TW A5	125	OIL SPILLAGE	Ν	Patching - AC Shallow	24.30	SqFt	\$2.90	\$70.49
Taxiway A5	TW A5	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	170.90	SqFt	\$0.40	\$68.34
Taxiway A1	TW A1	120	OIL SPILLAGE	Ν	Patching - AC Shallow	623.60	SqFt	\$2.90	\$1,808.35
Taxiway A1	TW A1	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	893.50	SqFt	\$0.40	\$357.40
Taxiway Alpha	TW A	115	L & T CR	М	Crack Sealing - AC	1,045.30	Ft	\$2.25	\$2,351.94
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,390.60	SqFt	\$0.40	\$2,956.28
Taxiway Alpha	TW A	105	OIL SPILLAGE	Ν	Patching - AC Shallow	52.30	SqFt	\$2.90	\$151.69
Taxiway Alpha	TW A	105	L & T CR	М	Crack Sealing - AC	454.90	Ft	\$2.25	\$1,023.57
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,365.10	SqFt	\$0.40	\$1,346.06
								Total =	\$153,364.92

Table E-1: Year 1 Maintenance Activities (Continued)

APPENDIX F

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

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	West Apron	4605	AC	219,370	\$1,022,702.17	59	Mill and Overlay	100
2012	South Apron	4515	AC	219,095	\$1,021,420.12	59	Mill and Overlay	100
2012	South Apron	4510	AC	338,265	\$2,453,773.33	53	Mill and Overlay	100
2012	South Apron	4505	AC	112,540	\$476,043.81	60	Mill and Overlay	100
2012	East Apron	4405	AC	255,240	\$1,410,455.34	57	Mill and Overlay	100
2012	GA Apron	4325	AC	94,585	\$1,974,934.34	22	Reconstruction	100
2012	GA Apron	4320	AAC	21,585	\$128,603.35	56	Mill and Overlay	100
2012	GA Apron	4310	AC	28,960	\$89,718.04	64	Mill and Overlay	100
2012	Terminal Apron	4230	AC	23,760	\$496,108.68	21	Reconstruction	100
2012	Taxiway C2	515	AC	31,645	\$115,947.19	62	Mill and Overlay	100
2012	Taxiway Charlie	510	AC	67,180	\$246,147.34	62	Mill and Overlay	100
2012	Taxiway B8	280	AC	13,320	\$48,804.44	62	Mill and Overlay	100
2012	Taxiway B7	270	AC	14,900	\$75,900.55	58	Mill and Overlay	100
2012	Taxiway A7	215	AC	72,160	\$264,394.04	62	Mill and Overlay	100
2013	Taxiway B2	212	AC	32,535	\$113,300.80	63	Mill and Overlay	100
2014	Taxiway Bravo	217	AC	11,000	\$36,153.34	64	Mill and Overlay	100
2014	Taxiway A2	160	AC	37,495	\$123,233.57	64	Mill and Overlay	100
2018	GA Apron	4315	PCC	9,900	\$36,621.81	64	PCC Restoration	100
2020	Taxiway A1	120	AC	47,400	\$186,019.03	64	Mill and Overlay	100
				Total	\$10,320,281.29	57		100

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP





10-YEAR M&R MAP	
PENSACOLA REGIONAL AIRPORT ESCAMBIA COUNTY, FLORIDA	FDOT DISTRIC
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE	3

APPENDIX H

PHOTOGRAPHS



Runway 17-35, Section 6105, Sample Unit 313 – Low severity (74) Joint Spalling



Runway 17-35, Section 6105, Sample Unit 313 – Low severity (74) Joint Spalling



Runway 8-26, Section 6215, Sample Unit 336 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Runway 8-26, Section 6215, Sample Unit 336 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Taxiway Alpha, Section 115, Sample Unit 172 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Taxiway Alpha, Section 115, Sample Unit 172 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Taxiway Connector A1, Section 120, Sample Unit 102 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, low severity (52) Weathering and Raveling



Taxiway Connector A1, Section 120, Sample Unit 102 – Low severity (43) Block Cracking, low severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, low severity (52) Weathering and Raveling



Taxiway Connector A1, Section 120, Sample Unit 102 – Low and medium severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Terminal Apron, Section 4205, Sample Unit 325 - Low severity (70) Map Cracking, (73) Shrinkage Crack



Terminal Apron, Section 4210, Sample Unit 906 – High severity (66) Small Patch



Apron, Section 4325, Sample Unit 454 – High severity (48) Longitudinal and Transverse Cracking



Apron, Section 4310, Sample Unit 650 - High severity (47) Joint Reflection Cracking



Apron, Section 325, Sample Unit 101 – Medium severity (43) Block Cracking



Apron, Section 4510, Sample Unit 311 – Low severity (45) Depression



Apron, Section 4405, Sample Unit 311 - Low severity (52) Weathering and Raveling

APPENDIX I

PCI RE-INSPECTION REPORT

Network: PNS Name: PENSACOLA REGIONAL	AIRPOR	Г				
Branch: AP E Name: EAST APRON			Use: AP	RON	Area:	255,240.00SqFt
Section:4405of1From: -Surface:ACFamily:FDOT-PR-AP-ACArea:255,240.00SqFtLength:985.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Lanes:	Zone Widt	To: - Categ th: 260.00	gory: Ft	Rank: P	Last Const.: 12/25/199
Last Insp. Date4/18/2011 Total Samples: 69 Surv Conditions: PCI:59.00 Inspection Comments:	veyed: 7	7				
Sample Number: 108 Type: R	Area:		3,825.00SqFt		PCI = 60	
Sample Comments: 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING		H L L M	16.00 3,468.97 98.03 340.00	SqFt SqFt Ft SqFt	Comments Comments Comments Comments	:
Sample Number: 200 Type: R	Area:	2	3,825.00SqFt		PCI = 58	
Sample Comments: 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING		L M L M	3,384.97 440.00 179.05 89.02	SqFt SqFt Ft Ft	Comments Comments Comments Comments	:
Sample Number: 203 Type: R Sample Comments:	Area:	2	3,825.00SqFt		PCI = 57	
50 PATCHING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING		L L M M	0.25 3,569.97 153.04 255.00 17.00	SqFt SqFt Ft SqFt Ft	Comments Comments Comments Comments Comments	: : : :
Sample Number: 311 Type: R	Area:	2	4,500.00SqFt		PCI = 64	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING		L L M	363.09 4,339.96 160.00	Ft SqFt SqFt	Comments Comments Comments	:
Sample Number: 405 Type: R	Area:	3	3,825.00SqFt		PCI = 54	
50 PATCHING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 49 OIL SPILLAGE 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING		L L M N L M	0.25 144.04 26.01 16.00 3,569.97 255.00	SqFt Ft Ft SqFt SqFt SqFt	Comments Comments Comments Comments Comments	
Sample Number: 501 Type: R	Area:	3	3,825.00SqFt		PCI = 59	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 		M L L M	24.01 231.06 3,569.97 255.00	Ft Ft SqFt SqFt	Comments Comments Comments Comments	: : :

Sample Number: 607 Type: R	Area:	2,975.00SqFt	PCI = 62	
Sample Comments:				
48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.03 Ft	Comments:	
52 WEATHERING/RAVELING	\mathbf{L}	2,847.48 Sc	[Ft Comments:	
52 WEATHERING/RAVELING	М	127.50 Sc	Ft Comments:	
49 OIL SPILLAGE	N	1.50 Sc	Ft Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	L AIRPORT							
Branch: AP GA	Name: GA APRON		Use: APRON	N Area: 15	55,030.00SqFt				
Section: 4310 Surface: AC Area: 28,960.00SqFt Shoulder: Street Ty Section Comments:	of 4 From: - Family: FDOT-PR-AP-AC Length: 210.00Ft /pe: Grade: 0.00	Zon Wi Lanes: 0	To: - Category dth: 150.00Ft	r: Rank: P	Last Const.: 1/1/1990				
Last Insp. Date4/18/2011 Total Samples: 10 Surveyed: 2 Conditions: PCI:66.00 Inspection Comments:									
Sample Number: 650	Туре: к	Area:	1,856.00SqFt	PCI = 52					
47 JOINT REFLECTI 52 WEATHERING/RAV	ON CRACKING VELING	H H	72.02 Ft 12.00 Sq	Comments: Ft Comments:					
50 PATCHING 48 LONGITUDINAL/T	RANSVERSE CRACKING	L L	0.25 Sq 49.01 Ft	Ft Comments: Comments:					
Sample Number: 750	Туре: к	Area:	5,093.00SqFt	PCI = 71					
47 JOINT REFLECTI 48 LONGITUDINAL/T 56 SWELLING	ON CRACKING RANSVERSE CRACKING	L L L	115.03 Ft 468.12 Ft 13.00 Sq	Comments: Comments: Ft Comments:					

Network: PNS	Name: PENSACOLA REG	IONAL AIRPORT			
Branch: AP GA	Name: GA APRON		Use: APRON	Area:	155,030.00SqFt
Section: 4315 Surface: PCC Area: 9,900.00SqFt Shoulder: Street 7 Section Comments:	of 4 From: - Family: FDOT-PR-PCC Length: 110. Fype: Grade: 0.00	Zone: 00Ft Width Lanes: 0	To: - Category: : 90.00Ft	Rank: P	Last Const.: 1/1/1990
Last Insp. Date4/18/2011 Conditions: PCI:71.00 Inspection Comments:	Total Samples: 1	Surveyed: 1			
Sample Number: 100	Туре: к	Area:	16.00Slabs	PCI = 71	
70 SCALING/CRAZI	ING	L	16.00 Slabs	Comments	5:
65 JOINT SEAL DA	MAGE	${\tt L}$	16.00 Slabs	Comments	3:
74 JOINT SPALLIN	IG	L	1.00 Slabs	Comments	3:
63 LINEAR CRACKI	NG	М	1.00 Slabs	Comments	3:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: AP GA Name: GA APRON		Use: APRO	ON Area:	155,030.00SqFt
Section:4320of4From: -Surface:AACFamily:FDOT-PR-AP-AACArea:21,585.00SqFtLength:275.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zor Wi Lanes: 0	To: - categor idth: 78.00Ft	y: Rank: P	Last Const.: 1/1/1990
Last Insp. Date4/18/2011 Total Samples: 6 Sur Conditions: PCI:59.00 Inspection Comments:	rveyed: 1			
Sample Number: 502 Type: R Sample Comments:	Area:	3,900.00SqFt	PCI = 59	
52 WEATHERING/RAVELING	L	3,899.97 Sc	qFt Comment	s:
48 LONGITUDINAL/TRANSVERSE CRACKING	М	25.01 Fi	t Comment	s:
48 LONGITUDINAL/TRANSVERSE CRACKING	${\tt L}$	73.02 Ft	t Comment	s:
56 SWELLING	L	16.00 Sc	qFt Comment	s:
49 OIL SPILLAGE	N	32.00 Sc	qFt Comment	s:
FDOT				
------------------------	-----------			
Report Generated Date:	6/27/2011			
Site Name:				

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: AP GA Name: GA APRON		Use: APRON	Area: 155	,030.00SqFt
Section:4325of4From: -Surface:ACFamily:FDOT-PR-AP-ACArea:94,585.00SqFtLength:475.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zo W Lanes: 0	To: - ne: Category: idth: 200.00Ft	Rank: P	Last Const.: 1/1/1988
Last Insp. Date4/18/2011 Total Samples: 23 Sur Conditions: PCI:22.00 Inspection Comments:	rveyed: 3			
Sample Number: 303 Type: R	Area:	5,000.00SqFt	PCI = 24	
Sample Comments: 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 50 PATCHING 50 PATCHING 56 SWELLING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 50 PATCHING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING	M H L M L L Area:	4,888.96 SqFt 111.00 SqFt 7.00 SqFt 3.00 SqFt 49.00 SqFt 150.04 Ft 11.00 Ft 16.00 Ft 5,000.00SqFt 5,000.00SqFt 4,064.97 SqFt 71.02 Ft 88.02 Ft	Comments: Comments: Comments: Comments: Comments: Comments: Comments: PCI = 20 Comments: Comments: Comments: Comments: Comments: Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	H	65.02 Ft	Comments:	
Sample Number: 454 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 22	
 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 	M H M L	2,384.98 SqFt 325.00 SqFt 94.02 Ft 74.02 Ft 118.03 Ft	Comments: Comments: Comments: Comments: Comments:	
50 PATCHING 56 SWELLING	L L	2,289.98 SqFt 68.00 SqFt	Comments: Comments:	

FDOT	
Report Generated Date:	6/27/2011
Site Name:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT				
Branch: AP S Name: SOUTH APRON		Use: AF	PRON	Area: 66	59,900.00SqFt
Section:4505of3From:Surface:ACFamily:FDOT-PR-AP-ACArea:112,540.00SqFtLength:1,680.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zo: W Lanes: 0	To: ne: Categ fidth: 70.00	gory: IFt	Rank: T	Last Const.: 1/1/1997
Last Insp. Date4/18/2011 Total Samples: 19 Sur Conditions: PCI:62.00 Inspection Comments:	rveyed: 3				
Sample Number: 100 Type: R	Area:	4,970.00SqFt		PCI = 62	
Sample Comments:	N		0 - Th	Common to t	
52 WEATHERING/RAVELING	M T	280.00	Sqrt	Commonts.	
52 WEATHERING/RAVELING	ц Т	4,059.90	Sqrt	Commonta:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	264.07	Sqrt Ft	Comments:	
Sample Number: 202 Type: R Sample Comments:	Area:	7,800.00SqFt		PCI = 57	
52 WEATHERING/RAVELING	М	1,299.99	SqFt	Comments:	
52 WEATHERING/RAVELING	L	6,484.90	SqFt	Comments:	
50 PATCHING	L	15.00	SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	\mathbf{L}	271.14	Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	М	29.01	Ft	Comments:	
Sample Number: 401 Type: R Sample Comments:	Area:	8,000.00SqFt		PCI = 67	
50 PATCHING	\mathbf{L}	15.00	SqFt	Comments:	
52 WEATHERING/RAVELING	М	496.00	SqFt	Comments:	
52 WEATHERING/RAVELING	L	7,488.94	SqFt	Comments:	

Network: PNS Name: PENSACOLA REGIONAL	L AIRPORT					
Branch: AP S Name: SOUTH APRON			Use: AF	RON	Area:	669,900.00SqFt
Section:4510of3From:Surface:ACFamily:FDOT-PR-AP-ACArea:338,265.00SqFtLength:3,230.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Lanes:	Zone: Width: 0	To: Categ 105.00	gory: Ft	Rank: T	Last Const.: 1/1/1997
Last Insp. Date4/18/2011 Total Samples: 74 Sur Conditions: PCI:55.00 Inspection Comments:	veyed: 8					
Sample Number: 105 Type: R	Area:	2,7	00.00SqFt		PCI = 67	
52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING		L M L	2,399.98 300.00 2.50	SqFt SqFt Ft	Comment: Comment: Comment:	s: s: s:
Sample Number: 204 Type: R	Area:	3,2	50.00SqFt		PCI = 51	
 449 OIL SPILLAGE 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 		N L M L M	24.00 28.01 26.01 2,449.98 799.99	SqFt Ft Ft SqFt SqFt	Comment Comment Comment Comment Comment	s: s: s: s:
Sample Number: 211 Type: R	Area:	3,2	50.00SqFt		PCI = 53	
Sample Comments: 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 49 OIL SPILLAGE 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING		L M L N M H	2,696.98 550.00 6.00 22.00 50.01 3.00	SqFt SqFt Ft SqFt Ft SqFt	Comments Comments Comments Comments Comments	s: s: s: s: s:
Sample Number: 300 Type: R	Area:	5,0	00.00SqFt		PCI = 49	
 Sample Comments: 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 49 OIL SPILLAGE 		L M H L M N	4,810.96 112.00 77.00 179.05 30.01 240.00	SqFt SqFt SqFt Ft Ft SqFt	Comment: Comment: Comment: Comment: Comment:	s: s: s: s: s:
Sample Number: 311 Type: R	Area:	5,0	00.00SqFt		PCI = 54	
52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 45 DEPRESSION 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 49 OIL SPILLAGE		L M L M L N	4,859.96 140.00 21.00 34.01 143.04 1.50	SqFt SqFt SqFt Ft Ft SqFt	Comments Comments Comments Comments Comments	s: s: s: s: s:
Sample Number: 408 Type: R	Area:	5,3	50.00SqFt		PCI = 58	
52 WEATHERING/RAVELING		М	1,049.99	SqFt	Comment	s:

50 PATCHING	L	0.25	SqFt	Comments:	
52 WEATHERING/RAVELING	L	4,299.96	SqFt	Comments:	
49 OIL SPILLAGE	N	6.00	SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01	Ft	Comments:	
Sample Number: 502 Type: R	Area:	5,350.00SqFt		PCI = 58	
52 WEATHERING/RAVELING	М	1,319.99	SqFt	Comments:	
52 WEATHERING/RAVELING	L	4,029.97	SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.01	Ft	Comments:	
50 PATCHING	L	0.25	SqFt	Comments:	
Sample Number: 514 Type: R	Area:	5,350.00SqFt		PCI = 53	
Sample Comments:		-			
50 PATCHING	L	15.25	SqFt	Comments:	
52 WEATHERING/RAVELING	М	1,199.99	SqFt	Comments:	
52 WEATHERING/RAVELING	L	4,130.72	SqFt	Comments:	
52 WEATHERING/RAVELING	H	4.00	SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	96.02	Ft	Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPOR	Г				
Branch: AP S Name: SOUTH APRON			Use: APR	.ON	Area: 66	59,900.00SqFt
Section:4515of3From:Surface:ACFamily:FDOT-PR-AP-ACArea:219,095.00SqFtLength:935.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Lanes:	Zor W	To: ne: Catego idth: 230.00Ft	ory:	Rank: T	Last Const.: 1/1/1997
Last Insp. Date4/18/2011 Total Samples: 37 Sur Conditions: PCI:61.00 Inspection Comments:	rveyed: 4					
Sample Number: 104 Type: R	Area:		6,400.00SqFt		PCI = 65	
48 LONGITUDINAL/TRANSVERSE CRACKING		L	73.02 H	₹t	Comments:	
52 WEATHERING/RAVELING		L	5,799.95 \$	SqFt	Comments:	
52 WEATHERING/RAVELING		М	600.00 \$	SqFt	Comments:	
Sample Number: 201 Type: R Sample Comments:	Area:		5,000.00SqFt		PCI = 57	
50 PATCHING		L	0.25 \$	SqFt	Comments:	
52 WEATHERING/RAVELING		L	3,799.97 \$	SqFt	Comments:	
52 WEATHERING/RAVELING		М	1,199.99 \$	SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING		L	114.03 1	ft	Comments:	
Sample Number: 404 Type: R Sample Comments:	Area:		4,685.00SqFt		PCI = 64	
48 LONGITUDINAL/TRANSVERSE CRACKING		L	226.06 H		Comments:	
52 WEATHERING/RAVELING		L	4,623.14 \$	SqFt	Comments:	
52 WEATHERING/RAVELING		М	63.02 \$	SqFt	Comments:	
Sample Number: 501 Type: R Sample Comments:	Area:		6,443.00SqFt		PCI = 60	
52 WEATHERING/RAVELING		L	5,767.95 \$	SqFt	Comments:	
52 WEATHERING/RAVELING		М	674.99 \$	SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING		L	156.04 H	Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING		М	27.01 H	₹t	Comments:	

Network: PNS Nam	ne: PENSACOLA REGIONAI	L AIRPOR	Т				
Branch: AP TERM Nam	ne: TERMINAL APRON			Use: AF	RON	Area:	891,835.00SqFt
Section: 4205 of Surface: AC Fa Area: 487,355.00SqFt Shoulder: Street Type: Section Comments:	4 From: - mily: FDOT-PR-PCC Length: 800.00Ft Grade: 0.00	Lanes:	Zone: Width: 0	To: - Categ 600.00	gory: Ft	Rank: T	Last Const.: 1/1/1988
Last Insp. Date4/18/2011 Tot Conditions: PCI:82.00 Inspection Comments:	al Samples: 152 Sur	veyed: 1	10				
Sample Number: 126	Type: R	Area:		8.00Slabs		PCI = 76	
Sample Comments:			-	0 00	alaba	Common to	
65 JOINI SEAL DAMAGE			ц т	8.00	STabs	Comments	· ·
70 SCALING/CRAZING			ட -	3.00	Slabs	Comments	3
66 SMALL PATCH			L	1.00	Slabs	Comments	3:
66 SMALL PATCH			М	1.00	Slabs	Comments	3:
74 JOINT SPALLING			М	1.00	Slabs	Comments	3:
Sample Number: 159 Sample Comments:	Type: R	Area:		20.00Slabs		PCI = 77	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments	3:
70 SCALING/CRAZING			L	16.00	Slabs	Comments	3:
66 SMALL PATCH			L	1.00	Slabs	Comments	3:
74 JOINT SPALLING			M	2.00	Slabs	Comments	3:
Sample Number: 211 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 81	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments	3:
70 SCALING/CRAZING			L	20.00	Slabs	Comments	3:
66 SMALL PATCH			L	1.00	Slabs	Comments	3:
Sample Number: 229 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 82	
70 SCALING/CRAZING			L	16.00	Slabs	Comments	3:
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments	3:
66 SMALL PATCH			L	1.00	Slabs	Comments	3:
Sample Number: 234 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 84	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments	3:
70 SCALING/CRAZING			L	10.00	Slabs	Comments	3:
66 SMALL PATCH			L	1.00	Slabs	Comments	3:
73 SHRINKAGE CRACKING			Ν	1.00	Slabs	Comments	3:
Sample Number: 250 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 83	
<pre>65 JOINT SEAL DAMAGE 70 SCALING/CRAZING</pre>			L L	20.00 15.00	Slabs Slabs	Comments Comments	3: 3:
Sample Number: 325	Туре: к	Area:		20.00Slabs		PCI = 81	
Sample Comments:						_	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments	3:
70 SCALING/CRAZING			L	15.00	Slabs	Comments	3:
66 SMALL PATCH			L	2.00	Slabs	Comments	3:

73 SHRINKAGE CRACKIN	G		Ν	1.00	Slabs	Comments:	
Sample Number: 340 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 85	
70 SCALING/CRAZING			L	10.00	Slabs	Comments:	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments:	
66 SMALL PATCH			L	1.00	Slabs	Comments:	
Sample Number: 362 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 82	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments:	
70 SCALING/CRAZING			L	17.00	Slabs	Comments:	
Sample Number: 425 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 82	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comments:	
70 SCALING/CRAZING			L	14.00	Slabs	Comments:	
66 SMALL PATCH			L	3.00	Slabs	Comments:	

Network: PNS Nam	e: PENSACOLA REGIONAL	AIRPOR	Г				
Branch: AP TERM Nam	e: TERMINAL APRON			Use: AF	RON	Area:	891,835.00SqFt
Section: 4210 of Surface: PCC Fa Area: 274,110.00SqFt Shoulder: Street Type: Section Comments:	4 From: - mily: FDOT-PR-PCC Length: 600.00Ft Grade: 0.00	Lanes:	Zone: Width: 0	To: - Categ 500.00	gory: Ft	Rank: P	Last Const.: 1/1/1977
Last Insp. Date4/18/2011 Tota Conditions: PCI:74.00 Inspection Comments:	al Samples: 57 Surv	veyed: 7					
Sample Number: 803	Туре: к	Area:		20.00Slabs		PCI = 80	
Sample Comments:			т	20 00	Claba	Commont	- ·
70 SCALING/CDATING			т	20.00	Slabs	Commont	
70 SCALING/CRAZING 72 SUDINKACE CDACKING	r		ы м	20.00	Claba	Commont	
73 SHRINKAGE CRACKING	L		IN	1.00	STADS	Comment	5•
Sample Number: 808 Sample Comments:	Type: R	Area:	:	20.00Slabs		PCI = 73	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comment	s:
66 SMALL PATCH			L	1.00	Slabs	Comment	s:
66 SMALL PATCH			М	1.00	Slabs	Comment	s:
70 SCALING/CRAZING			L	19.00	Slabs	Comment	s:
70 SCALING/CRAZING			М	1.00	Slabs	Comment	s:
Sample Number: 859	Type: R	Area:	, ,	20.00Slabs		PCI = 77	
65 JOINT SEAL DAMAGE			т.	20 00	Glabe	Comment	a :
66 SMALL PATCH			т.	2 00	Slabs	Comment	s :
66 SMALL PATCH			M	1.00	Slabs	Comment	s:
70 SCALING/CRAZING			L	20.00	Slabs	Comment	s:
Sample Number: 877	Туре: R	Area:		20.00Slabs		PCI = 70	
65 JOINT SEAL DAMAGE			т.	20 00	Slabs	Comment	a :
70 SCALING/CRAZING			L L	19.00	Slabs	Comment	s:
70 SCALING/CRAZING			M	1.00	Slabs	Comment	~ s:
74 JOINT SPALLING			M	1.00	Slabs	Comment	s:
75 CORNER SPALLING			L	1.00	Slabs	Comment	s:
Sample Number: 906	Туре: R	Area:		20.00Slabs		PCI = 61	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comment	s:
70 SCALING/CRAZING			L	20.00	Slabs	Comment	s:
73 SHRINKAGE CRACKING	d d d d d d d d d d d d d d d d d d d		Ν	1.00	Slabs	Comment	s:
67 LARGE PATCH/UTILIT	ГҮ		L	1.00	Slabs	Comment	s:
67 LARGE PATCH/UTILIT	ГҮ		М	1.00	Slabs	Comment	s:
67 LARGE PATCH/UTILIT	ГҮ		Н	1.00	Slabs	Comment	s:
66 SMALL PATCH			L	1.00	Slabs	Comment	s:
Sample Number: 927 Sample Comments:	Туре: R	Area:	:	20.00Slabs		PCI = 78	
65 JOINT SEAL DAMAGE			L	20.00	Slabs	Comment	s:
70 SCALING/CRAZING			L	14.00	Slabs	Comment	s:
66 SMALL PATCH			L	10.00	Slabs	Comment	s:

Sample Number:933Type: RArea:20.00SlabsPCI = 79Sample Comments:
5. JOINT SEAL DAMAGE I. 20.00 Slabs Comments
73 SHRINKAGE CRACKING N 1.00 SIADS COmments
70 SCALING/CRAZING L 20.00 Slabs Comments
66 SMALL PATCH L 2.00 Slabs Comments

Network: PNS	Name: PENSACOLA REGIO	NAL AIRPORT			
Branch: AP TERM	Jame: TERMINAL APRON		Use: APRON	Area: 891	,835.00SqFt
Section: 4225 of Surface: PCC Area: 106,610.00SqFt Shoulder: Street Typ Section Comments:	f 4 From: - Family: FDOT-PR-PCC Length: 710.00 e: Grade: 0.00	Zone: Ft Width: Lanes: 0	To: - Category: 150.00Ft	Rank: P	Last Const.: 1/1/2010
Last Insp. Date4/18/2011 Conditions: PCI:89.00 Inspection Comments:	Total Samples: 19	Surveyed: 3			
Sample Number: 103	Type: R	Area:	20.00Slabs	PCI = 89	
Sample Comments: 65 JOINT SEAL DAMA	GE	L	20.00 Slabs	Comments:	
66 SMALL PATCH 70 SCALING/CRAZING		L L	1.00 Slabs 5.00 Slabs	Comments: Comments:	
Sample Number: 300	Type: R	Area:	24.00Slabs	PCI = 88	
65 JOINT SEAL DAMA	GE	L	24.00 Slabs	Comments:	
66 SMALL PATCH		\mathbf{L}	3.00 Slabs	Comments:	
70 SCALING/CRAZING		L	6.00 Slabs	Comments:	
Sample Number: 499 Sample Comments:	Туре: R	Area:	19.00Slabs	PCI = 89	
65 JOINT SEAL DAMA	GE	L	19.00 Slabs	Comments:	
70 SCALING/CRAZING		L	5.00 Slabs	Comments:	
66 SMALL PATCH		${ m L}$	1.00 Slabs	Comments:	

Network: PNS Name: PENSACOLA REGIONAL	AIRPORT			
Branch: AP TERM Name: TERMINAL APRON		Use: APRON	Area: 8	91,835.00SqFt
Section:4230of4From: -Surface:ACFamily:FDOT-PR-AP-ACArea:23,760.00SqFtLength:230.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width Lanes: 0	To: - Category: 92.50Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/18/2011 Total Samples: 5 Surve Conditions: PCI:21.00 Inspection Comments:	eyed: 1			
Sample Number: 101 Type: R	Area: 5,5	50.00SqFt	PCI = 21	
43 BLOCK CRACKING	М	2,891.98 SqFt	Comments	:
50 PATCHING	М	243.00 SqFt	Comments	:
52 WEATHERING/RAVELING	М	4,481.96 SqFt	Comments	:
45 DEPRESSION	L	72.00 SqFt	Comments	:
49 OIL SPILLAGE	N	30.00 SqFt	Comments	
53 RUTTING	L	350.00 SqFt	Comments	
52 WEATHERING/RAVELING	H	95.00 SqFt	Comments	
52 WEATHERING/RAVELING	Ц	129.99 SqFt	comments	•

Network: PNS Name: PENSACOLA REGIONAL	AIRPORT				
Branch: AP W Name: APRON WEST		Use: AF	PRON	Area:	219,370.00SqFt
Section:4605of1From: -Surface:ACFamily:FDOT-PR-AP-ACArea:219,370.00SqFtLength:710.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Z V Lanes: 0	To: - one: Categ Width: 310.00	gory: Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 42 Surve Conditions: PCI:61.00 Inspection Comments:	eyed: 5				
Sample Number: 100 Type: R Sample Comments:	Area:	5,000.00SqFt		PCI = 62	
52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 49 OIL SPILLAGE 52 WEATHERING/RAVELING	L M N H	4,829.96 169.00 8.00 1.00	SqFt SqFt SqFt SqFt	Comments Comments Comments Comments	: : :
Sample Number: 109 Type: R	Area:	5,000.00SqFt		PCI = 60	
52 WEATHERING/RAVELING 50 PATCHING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING	M L L L	280.00 162.00 4,557.96 64.02	SqFt SqFt SqFt Ft	Comments Comments Comments Comments	: : :
Sample Number: 205 Type: R	Area:	5,000.00SqFt		PCI = 68	
52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 50 PATCHING	L M L	4,524.46 475.00 0.50	SqFt SqFt SqFt	Comments Comments Comments	: : :
Sample Number: 302 Type: R	Area:	5,500.00SqFt		PCI = 60	
50 PATCHING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING	L H L M	324.25 15.00 5,010.71 150.00	SqFt SqFt SqFt SqFt	Comments Comments Comments Comments	: : :
Sample Number: 312 Type: R	Area:	5,500.00SqFt		PCI = 56	
52 WEATHERING/RAVELING 47 JOINT REFLECTION CRACKING 50 PATCHING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING	H L M T	19.00 62.02 216.00 160.00 5.104 96	SqFt Ft SqFt SqFt SqFt	Comments Comments Comments Comments	: : : :

Network: PNS Na	ame: PENSACOLA REGIONAI	AIRPOR	Т				
Branch: RW 17-35 Na	ame: RUNWAY 17-35			Use: RI	JNWAY	Area: 1,050,	750.00SqFt
Section: 6105 of Surface: PCC Area: 333,180.00SqFt Shoulder: Street Type: Section Comments:	6 From: - Family: FDOT-PR-PCC Length: 2,960.00Ft Grade: 0.00	Lanes	Zone: Width: 0	To: - Categ 112.50	gory: Ft	Rank: P	Last Const.: 11/1/2007
Last Insp. Date4/18/2011 T Conditions: PCI:87.00 Inspection Comments:	otal Samples: 49 Sur	veyed:	12				
Sample Number: 301 Sample Comments: 74 JOINT SPALLING	Туре: R	Area:	L	18.00Slabs 9.00	Slabs	PCI = 89 Comments:	
66 SMALL PATCH			L	1.00	Slabs	Comments:	
Sample Number: 307 Sample Comments: 74 JOINT SPALLING	Type: R	Area:	L	18.00Slabs 7 . 0 0	Slabs	PCI = 91	
Sample Number: 313 Sample Comments: 74 JOINT SPALLING	Туре: к	Area:	L	18.00Slabs 8.00	Slabs	PCI = 90 Comments:	
Sample Number: 316 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 89	
74 JOINT SPALLING 75 CORNER SPALLING			L L	7.00 1.00	Slabs Slabs	Comments: Comments:	
Sample Number: 319 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 90	
74 JOINT SPALLING			L	8.00	Slabs	Comments:	
Sample Number: 321 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 84	
74 JOINT SPALLING 75 CORNER SPALLING			L L	15.00 1.00	Slabs Slabs	Comments: Comments:	
Sample Number: 325 Sample Comments:	Type: R	Area:		18.00Slabs		PCI = 86	
74 JOINT SPALLING			L	15.00	Slabs	Comments:	
Sample Number: 328 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 88	
74 JOINT SPALLING			L	10.00	Slabs	Comments:	
Sample Number: 332 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 84	
74 JOINT SPALLING 75 CORNER SPALLING			L L	15.00 1.00	Slabs Slabs	Comments: Comments:	
Sample Number: 338 Sample Comments:	Туре: R	Area:		18.00Slabs		PCI = 84	
74 JOINT SPALLING 75 CORNER SPALLING			L L	14.00 1.00	Slabs Slabs	Comments: Comments:	

Sample Number: 342 Sample Comments:	Type: R	Area:	18.00Slabs	PCI = 86
74 JOINT SPALLING		\mathbf{L}	11.00 Slabs	Comments:
75 CORNER SPALLING		L	1.00 Slabs	Comments:
Sample Number: 346	Туре: к	Area:	18.00Slabs	PCI = 85
Sample Comments:				
74 JOINT SPALLING		\mathbf{L}	12.00 Slabs	Comments:
75 CORNER SPALLING		T,	1 00 Slabs	Comments:

Network: PNS	Name: PENSACOLA REGIONAL	AIRPOR	Г			
Branch: RW 17-35	Name: RUNWAY 17-35			Use: RUNWAY	Area: 1,050,7	750.00SqFt
Section: 6110 G Surface: PCC Area: 110,820.00SqFt Shoulder: Street Ty Section Comments:	of 6 From: - Family: FDOT-PR-PCC Length: 2,960.00Ft pe: Grade: 0.00	Lanes:	Zone: Width: 0	To: - Category: 38.00Ft	Rank: P	Last Const.: 11/1/2007
Last Insp. Date4/18/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 26 Surv	veyed: 6	i			
Sample Number: 104	Туре: R	Area:	12.0	0Slabs	PCI = 90	
74 JOINT SPALLING			L	5.00 Slabs	Comments:	
Sample Number: 120	Type: R	Area:	12.0	OSlabs	PCI = 91	
74 JOINT SPALLING			L	4.00 Slabs	Comments:	
Sample Number: 128	Type: R	Area:	12.0	0Slabs	PCI = 91	
74 JOINT SPALLING			L	4.00 Slabs	Comments:	
Sample Number: 512	Type: R	Area:	12.0	0Slabs	PCI = 88	
74 JOINT SPALLING			L	7.00 Slabs	Comments:	
Sample Number: 520	Туре: к	Area:	12.0	0Slabs	PCI = 93	
74 JOINT SPALLING			L	3.00 Slabs	Comments:	
Sample Number: 548 Sample Comments: 74 JOINT SPALLING	Туре: к	Area:	4.0 L	0Slabs 3.00 Slabs	PCI = 87 Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: RW 17-35	Name: RUNWAY 17-35		Use: RUNWAY	Area:	1,050,750.00SqFt
Section: 6115 Surface: AC Area: 52,500.00SqFt Shoulder: Street T Section Comments:	of 6 From: - Family: FDOT-PR-RW-AC Length: 525.00Ft Yype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 100.00Ft	Rank: P	Last Const.: 11/1/2007
Last Insp. Date11/2/2007 Conditions: PCI:100.00 Inspection Comments:	Total Samples: 11 Surv	veyed: 3			
Sample Number: 350 Sample Comments: <no distresses=""></no>	Туре: к	Area: 5,000.0	0SqFt	PCI = 100	
Sample Number: 354 Sample Comments: <no distresses=""></no>	Туре: к	Area: 5,000.0	0SqFt	PCI = 100	
Sample Number: 357 Sample Comments: <no distresses=""></no>	Туре: к	Area: 5,000.0	0SqFt	PCI = 100	

Network: PNS	Name: PENSACOLA REGIO	ONAL AIRPORT			
Branch: RW 17-3	5 Name: RUNWAY 17-35		Use: RUNWAY	Area:	1,050,750.00SqFt
Section: 6120 Surface: AC Area: 26,250.00S Shoulder: Str Section Comments:	of 6 From: - Family: FDOT-PR-RW-A qFt Length: 525.00 reet Type: Grade: 0.00	C Zone: DFt Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 11/1/2007
Last Insp. Date11/2/ Conditions: PCI:100 Inspection Comments:	2007 Total Samples: 6	Surveyed: 2			
Sample Number: Sample Comments: <no distresse<="" td=""><td>154 Type: R CS></td><td>Area: 5,00</td><td>0.00SqFt</td><td>PCI = 100</td><td></td></no>	154 Type: R CS>	Area: 5,00	0.00SqFt	PCI = 100	
Sample Number: Sample Comments: <no distresse<="" td=""><td>550 Type: R S></td><td>Area: 5,00</td><td>0.00SqFt</td><td>PCI = 100</td><td></td></no>	550 Type: R S>	Area: 5,00	0.00SqFt	PCI = 100	

Network: PNS Nam	e: PENSACOLA REGIONAL	AIRPORT	Г				
Branch: RW 17-35 Nam	e: RUNWAY 17-35			Use: RU	JNWAY	Area:	1,050,750.00SqFt
Section: 6125 of Surface: PCC Fa Area: 396,210.00SqFt Shoulder: Street Type: Section Comments:	6 From: - mily: FDOT-PR-PCC Length: 3,520.00Ft Grade: 0.00	Lanes:	Zone: Width: 0	To: - Categ 112.50	gory: Ft	Rank: P	Last Const.: 11/1/2007
Last Insp. Date4/18/2011 Tota Conditions: PCI:88.00 Inspection Comments:	al Samples: 58 Surv	eyed: 1	5				
Sample Number: 367 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING 66 SMALL PATCH	Туре: к	Area:	1 L L L	8.00Slabs 7.00 2.00 1.00	Slabs Slabs Slabs	PCI = 86 Comment Comment	s: s:
Sample Number: 370 Sample Comments: 74 JOINT SPALLING	Туре: к	Area:	1 1	8.00Slabs 9.00	Slabs	PCI = 89 Comment	.s:
Sample Number: 374 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: к	Area:	1 L L	8.00Slabs 7.00 3.00	Slabs Slabs	PCI = 86 Comment Comment	.s: .s:
Sample Number: 377 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: R	Area:	1 L L	8.00Slabs 9.00 1.00	Slabs Slabs	PCI = 87 Comment Comment	s: s:
Sample Number: 380 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: R	Area:	1 L L	8.00Slabs 9.00 1.00	Slabs Slabs	PCI = 87 Comment Comment	.s:
Sample Number: 384 Sample Comments: 74 JOINT SPALLING	Туре: к	Area:	1 L	8.00Slabs	Slabs	PCI = 88 Comment	.s:
Sample Number: 388 Sample Comments: 74 JOINT SPALLING 66 SMALL PATCH	Туре: к	Area:	l L L	8.00Slabs 11.00 3.00	Slabs Slabs	PCI = 86 Comment Comment	.s: .s:
Sample Number: 394 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: к	Area:	1 L L	8.00Slabs 12.00 2.00	Slabs Slabs	PCI = 83 Comment Comment	.s:
Sample Number: 398 Sample Comments: 74 JOINT SPALLING 73 SHRINKAGE CRACKING 66 SMALL PATCH	Туре: R	Area:	l L N L	8.00Slabs 13.00 1.00 1.00	Slabs Slabs Slabs	PCI = 83 Comment Comment	.s: .s:

75 CORNER SPALLING			L	1.00	Slabs	Comments:	
Sample Number: 402 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 84	
74 JOINT SPALLING			L	16.00	Slabs	Comments:	
66 SMALL PATCH			L	1.00	Slabs	Comments:	
73 SHRINKAGE CRACKI	NG		Ν	1.00	Slabs	Comments:	
Sample Number: 407 Sample Comments:	Туре: R	Area:		18.00Slabs		PCI = 96	
74 JOINT SPALLING			L	2.00	Slabs	Comments:	
Sample Number: 412 Sample Comments:	Туре: к	Area:		18.00Slabs		PCI = 94	
74 JOINT SPALLING			L	2.00	Slabs	Comments:	
75 CORNER SPALLING			L	1.00	Slabs	Comments:	
Sample Number: 416 Sample Comments:	Type: R	Area:		18.00Slabs		PCI = 93	
75 CORNER SPALLING			L	1.00	Slabs	Comments:	
74 JOINT SPALLING			L	2.00	Slabs	Comments:	
66 SMALL PATCH			L	2.00	Slabs	Comments:	
Sample Number: 421 Sample Comments: <no distresses=""></no>	Туре: R	Area:		18.00Slabs		PCI = 100	
Sample Number: 423 Sample Comments:	Туре: к	Area:		30.00Slabs		PCI = 84	
74 JOINT SPALLING			L	13.00	Slabs	Comments:	
66 SMALL PATCH			L	12.00	Slabs	Comments:	
75 CORNER SPALLING			L	1.00	Slabs	Comments:	

Network: PNS	ame: PENSACOLA REGIONAL	AIRPOR	Г				
Branch: RW 17-35 N	lame: RUNWAY 17-35			Use: RI	JNWAY	Area:	1,050,750.00SqFt
Section: 6130 of Surface: PCC Area: 131,790.00SqFt Shoulder: Street Type Section Comments:	6 From: - Family: FDOT-PR-PCC Length: 3,520.00Ft e: Grade: 0.00	Lanes:	Zone: Width: 0	To: - Categ 38.00	gory: Ft	Rank: P	Last Const.: 11/1/2007
Last Insp. Date4/18/2011 Conditions: PCI:87.00 Inspection Comments:	Fotal Samples: 30 Surv	veyed: 9)				
Sample Number: 180 Sample Comments:	Туре: к	Area:	1	2.00Slabs		PCI = 91	
74 JOINT SPALLING			L	4.00	Slabs	Commen	ts:
Sample Number: 196	Туре: к	Area:	1	2.00Slabs		PCI = 83	
Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING			L L	12.00 1.00	Slabs Slabs	Commen Commen	ts: ts:
Sample Number: 208 Sample Comments:	Type: R	Area:	1	2.00Slabs		PCI = 92	
74 JOINT SPALLING 66 SMALL PATCH			L L	3.00 1.00	Slabs Slabs	Commen Commen	ts: ts:
Sample Number: 564 Sample Comments:	Туре: к	Area:		6.00Slabs		PCI = 87	
74 JOINT SPALLING			L	4.00	Slabs	Commen	ts:
Sample Number: 572	Туре: к	Area:	1	2.00Slabs		PCI = 84	
74 JOINT SPALLING			L	10.00	Slabs	Commen	ts:
66 SMALL PATCH			L	2.00	Slabs	Commen	ts:
Sample Number: 580 Sample Comments:	Туре: к	Area:	1	2.00Slabs		PCI = 88	
74 JOINT SPALLING			L	7.00	Slabs	Commen	ts:
Sample Number: 588	Туре: к	Area:	1	2.00Slabs		PCI = 86	
74 JOINT SPALLING			L	10.00	Slabs	Commen	ts:
Sample Number: 600	Type: R	Area:	1	2.00Slabs		PCI = 83	
74 JOINT SPALLING 75 CORNER SPALLING			L L	12.00 1.00	Slabs Slabs	Commen Commen	ts: ts:
Sample Number: 620	Type: R	Area:	1	4.00Slabs		PCI = 89	
66 SMALL PATCH 74 JOINT SPALLING			L L	6.00 3.00	Slabs Slabs	Commen Commen	ts: ts:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,	650.00SqFt
Section:6205of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:130,000.00SqFtLength:1,300.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zo W Lanes: 0	To: - ne: Category: 'idth: 100.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 26 Sur Conditions: PCI:81.00 Inspection Comments:	rveyed: 5			
Sample Number: 301 Type: R	Area:	5,000.00SqFt	PCI = 76	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L M L	8.00 Ft 118.03 Ft 100.00 SqFt	Comments: Comments: Comments:	
Sample Number: 304 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 80	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L M L	50.01 Ft 50.01 Ft 100.00 SqFt	Comments: Comments: Comments:	
Sample Number: 313 Type: R	Area:	5,000.00SqFt	PCI = 79	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L M L	100.03 Ft 50.01 Ft 500.00 SqFt	Comments: Comments: Comments:	
Sample Number: 317 Type: R	Area:	5,000.00SqFt	PCI = 84	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	100.03 Ft 70.02 Ft 500.00 SqFt	Comments: Comments: Comments:	
Sample Number: 323 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	122.03 Ft 500.00 SqFt	Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONAL	L AIRPORT					
Branch: RW 8-26 Name: RUNWAY 8-26			Use: RI	JNWAY	Area:	1,027,650.00SqFt
Section:6210of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:65,000.00SqFtLength:1,300.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Z Lanes:	Zone: Width: 0	To: - Categ 50.00	gory: Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 14 Sur Conditions: PCI:82.00 Inspection Comments:	veyed: 3					
Sample Number: 104 Type: R	Area:	5,000.0	00SqFt		PCI = 83	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	I	J	179.05 179.00	Ft SqFt	Comment Comment	s: s:
Sample Number: 120 Type: R	Area:	5,000.0	00SqFt		PCI = 76	
48 LONGITUDINAL/TRANSVERSE CRACKING	I		180.05	Ft	Comment	s:
48 LONGITUDINAL/TRANSVERSE CRACKING	I	_	175.04	Ft	Comment	s:
52 WEATHERING/RAVELING	I	_	180.00	SqFt	Comment	s:
Sample Number: 516 Type: R Sample Comments:	Area:	5,000.0	00SqFt		PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING	I	_	25.01	Ft	Comment	s:
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	25.01	Ft	Comment	s:
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	110.03	Ft	Comment	s:
52 WEATHERING/RAVELING	I	J	125.00	SqFt	Comment	s:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027	,650.00SqFt
Section:6215of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:95,000.00SqFtLength:950.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments:	Zor Wi Lanes: 0	To: - category: dth: 100.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 19 Sur Conditions: PCI:84.00 Inspection Comments:	veyed: 5			
Sample Number: 327 Type: R	Area:	5,000.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	112.03 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 330 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING	L L	89.02 Ft 20.01 Ft	Comments: Comments:	
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	
Sample Number: 356 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	151.04 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 360 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 80	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	250.06 Ft 600.00 SqFt	Comments: Comments:	
Sample Number: 364 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 83	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	49.01 Ft 699.99 SqFt	Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT						
Branch: RW 8-26 Name: RUNWAY 8-26			Use: RI	JNWAY	Area:	1,027,650.00SqFt	
Section:6220of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:47,500.00SqFtLength:950.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Z Lanes:	Zone: Width: 0	To: - Categ 50.00	gory: Ft	Rank: P	Last Const	: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 14 Sur Conditions: PCI:81.00 Inspection Comments:	eveyed: 3						
Sample Number: 128 Type: R	Area:	5,000.0	00SqFt		PCI = 79		
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	175.04	Ft	Comment	s:	
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	75.02	Ft	Comment	s:	
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	39.01	Ft	Comment	:s:	
52 WEATHERING/RAVELING	I	_	999.99	SqFt	Comment	s:	
Sample Number: 156 Type: R Sample Comments:	Area:	5,000.0	00SqFt		PCI = 82		
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	126.03	Ft	Comment	:s:	
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	75.02	Ft	Comment	:s:	
52 WEATHERING/RAVELING	I	J	200.00	SqFt	Comment	s:	
Sample Number: 560 Type: R Sample Comments:	Area:	5,000.0	00SqFt		PCI = 81		
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	152.04	Ft	Comment	: S:	
48 LONGITUDINAL/TRANSVERSE CRACKING	I	J	100.03	Ft	Comment	s:	
52 WEATHERING/RAVELING	I	J	100.00	SqFt	Comment	:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,6	50.00SqFt
Section:6225of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:90,000.00SqFtLength:900.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone Wid Lanes: 0	To: - Category: Ith: 100.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 18 Sur Conditions: PCI:86.00 Inspection Comments:	rveyed: 5			
Sample Number: 336 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 82	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05 Ft	Comments:	
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	
Sample Number: 339 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 84	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	
Sample Number: 342 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 88	
52 WEATHERING/RAVELING	L	699.99 SqFt	Comments:	
Sample Number: 348 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 87	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	550.00 SqFt	Comments:	
Sample Number: 354 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 87	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	

Network: PNS Name: PENSACOLA REGIONAL	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RU	NWAY Area:	1,027,650.00SqFt
Section:6230of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:45,000.00SqFtLength:900.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zor Wi Lanes: 0	To: - ne: Categ idth: 50.001	gory: Rank: P Ft	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 12 Sur Conditions: PCI:90.00 Inspection Comments:	veyed: 3			
Sample Number: 144 Type: R	Area:	5,000.00SqFt	PCI = 89	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L L L	50.01 25.01 200.00	Ft Commer Ft Commer SqFt Commer	nts: nts: nts:
Sample Number: 536 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 91	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	50.01 100.00	Ft Commer SqFt Commer	nts: nts:
Sample Number: 544 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 89	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	50.01 25.01 200.00	Ft Commer Ft Commer SqFt Commer	nts: nts: nts:

Network: PNS Name: PENSACOLA REGIONA	AL AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,6	550.00SqFt
Section:6235of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:170,000.00SqFtLength:1,700.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Grade:0.00	Zone: Widt Lanes: 0	To: - Category: h: 100.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 34 Su Conditions: PCI:82.00 Inspection Comments:	rveyed: 7			
Sample Number: 366 Type: R	Area: 5	,000.00SqFt	PCI = 77	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L M L	225.06 Ft 4.00 Ft 500.00 SqFt	Comments: Comments: Comments:	
Sample Number: 370 Type: R Sample Comments:	Area: 5	,000.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	150.04 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 376 Type: R Sample Comments:	Area: 5	,000.00SqFt	PCI = 82	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	200.05 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 381 Type: R Sample Comments:	Area: 5	,000.00SqFt	PCI = 82	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	150.04 Ft 899.99 SqFt	Comments: Comments:	
Sample Number: 386 Type: R Sample Comments:	Area: 5	5,000.00SqFt	PCI = 82	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	200.05 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 392 Type: R	Area: 5	,000.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	100.03 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 397 Type: R Sample Comments:	Area: 5	,000.00SqFt	PCI = 81	
<pre>48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING</pre>	L L L	215.06 Ft 15.00 Ft 550.00 SqFt	Comments: Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,	,650.00SqFt
Section:6240of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:85,000.00SqFtLength:1,700.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zor W Lanes: 0	To: - ne: Category: idth: 50.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 18 Sur Conditions: PCI:84.00 Inspection Comments:	veyed: 5			
Sample Number: 168 Type: R	Area:	5,000.00SqFt	PCI = 82	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	190.05 Ft 43.01 Ft 100.00 SqFt	Comments: Comments: Comments:	
Sample Number: 180 Type: R	Area:	5,000.00SqFt	PCI = 94	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	20.01 Ft 50.00 SqFt	Comments: Comments:	
Sample Number: 188 Type: R	Area:	5,000.00SqFt	PCI = 85	
 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 	L L L	150.04 Ft 100.00 SqFt 28.01 Ft	Comments: Comments: Comments:	
Sample Number: 576 Type: R	Area:	5,000.00SqFt	PCI = 81	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L L L L	125.03 Ft 23.01 Ft 80.02 Ft 27.01 Ft 100.00 SqFt	Comments: Comments: Comments: Comments: Comments:	
Sample Number: 596 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 79	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 	L L L	72.02 Ft 25.01 Ft 200.00 SqFt 172 04 Ft	Comments: Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,	,650.00SqFt
Section:6245of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:40,000.00SqFtLength:400.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width: Lanes: 0	To: - Category: 100.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 8 Sur Conditions: PCI:84.00 Inspection Comments:	veyed: 2			
Sample Number: 401 Type: R	Area: 5,000.	00SqFt	PCI = 82	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.05 Ft	Comments:	
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:	
Sample Number: 407 Type: R Sample Comments:	Area: 5,000.	00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.03 Ft	Comments:	
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: RW 8-26	Name: RUNWAY 8-26		Use: RU	NWAY Area:	1,027,650.00SqFt
Section: 6250 Surface: AC Area: 20,000.00SqFt Shoulder: Street T Section Comments:	of 14 From: - Family: FDOT-PR-RW-AC Length: 400.00Ft ype: Grade: 0.00	Zon Wi Lanes: 0	To: - categ dth: 50.00	gory: Rank: P Ft	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Conditions: PCI:92.00 Inspection Comments:	Total Samples: 4 Surv	veyed: 1			
Sample Number: 204 Sample Comments: 48 LONGITUDINAL/7 52 WEATHERING/RAV	Type: R FRANSVERSE CRACKING /ELING	Area: L L	5,000.00SqFt 30.01 100.00	PCI = 92 Ft Comme SqFt Comme	ents: ents:

Network: PNS Name: PENSACOLA REGION	AL AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,6	50.00SqFt
Section:6255of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:60,000.00SqFtLength:600.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width: Lanes: 0	To: - Category: 100.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 12 Su Conditions: PCI:85.00 Inspection Comments:	irveyed: 3			
Sample Number: 409 Type: R	Area: 5,000	.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	75.02 Ft 500.00 SqFt	Comments: Comments:	
Sample Number: 413 Type: R Sample Comments:	Area: 5,000	.00SqFt	PCI = 84	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	81.02 Ft 600.00 SqFt	Comments: Comments:	
Sample Number: 418 Type: R Sample Comments:	Area: 5,000	.00SqFt	PCI = 84	
48 ¹ LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	150.04 Ft 600.00 SqFt	Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027	,650.00SqFt
Section:6260of14From: -Surface:ACFamily:FDOT-PR-RW-ACArea:30,000.00SqFtLength:600.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Total Samples: 6 Sur Conditions: PCI:89.00 Inspection Comments:	veyed: 2			
Sample Number: 212 Type: R	Area: 5,000).00SqFt	PCI = 84	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	171.04 Ft 500.13 SqFt	Comments: Comments:	
Sample Number: 608 Type: R Sample Comments:	Area: 5,000).00SqFt	PCI = 93	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING	L L	75.02 Ft 13.00 Ft	Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONAL	AIRPORT				
Branch: RW 8-26 Name: RUNWAY 8-26			Use: RUNW	VAY Area:	1,027,650.00SqFt
Section:6265of14From:Surface:ACFamily:FDOT-PR-RW-ACArea:100,100.00SqFtLength:1,001.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments:	Lanes:	Zone: Width: 0	To: Category 100.00Ft	y: Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/18/2011 Total Samples: 20 Surv Conditions: PCI:88.00 Inspection Comments:	veyed: 5				
Sample Number: 423 Type: R	Area:	5,000.0)0SqFt	PCI = 86	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING		L L	30.01 Ft 500.00 Sc	r Commen AFt Commen	ts: ts:
Sample Number: 426 Type: R Sample Comments:	Area:	5,000.0	00SqFt	PCI = 92	
52 WEATHERING/RAVELING		L	300.00 Sc	qFt Commen	ts:
Sample Number: 428 Type: R Sample Comments:	Area:	5,000.0	00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING		L L	81.02 Ft 500.00 Sc	r Commen AFt Commen	ts: ts:
Sample Number: 432 Type: R Sample Comments:	Area:	5,000.0	00SqFt	PCI = 87	
48 LONGITUDINAL/TRANSVERSE CRACKING		L	56.01 Ft	Commen	ts:
JZ WEATHERING/KAVELING		Ц	300.00 SC	Irc Coullien	13.
Sample Number: 437 Type: R Sample Comments:	Area:	5,000.0	00SqFt	PCI = 90	
<pre>48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING</pre>		L L	75.02 Ft 100.00 Sc	c Commen gFt Commen	ts: ts:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: RW 8-26 Name: RUNWAY 8-26		Use: RUNWAY	Area: 1,027,6	50.00SqFt
Section: 6270 of 14 From: Surface: AC Eamily: EDOT PR RW AC	Zone	To: Category:	Rank: D	Last Const.: 1/1/2006
Area: 50,050.00SqFt Length: 1,001.00Ft Shoulder: Street Type: Grade: 0.00 Section Comments:	Width: Lanes: 0	50.00Ft	Kalik. F	
Last Insp. Date4/18/2011 Total Samples: 10 Sur Conditions: PCI:94.00 Inspection Comments:	veyed: 2			
Sample Number: 232 Type: R Sample Comments:	Area: 5,000.	00SqFt	PCI = 93	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	11.00 Ft 100.00 SqFt	Comments: Comments:	
Sample Number: 624 Type: R Sample Comments:	Area: 5,000.	00SqFt	PCI = 96	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT				
Branch: TW A Name: TAXIWAY A		Use: TA	AXIWAY	Area:	583,905.00SqFt
Section:105of2From: -Surface:ACFamily:FDOT-PR-TW-ACArea:286,015.00SqFtLength:3,620.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Z V Lanes: 0	To: - one: Cate Vidth: 75.00	gory: DFt	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/18/2011 Total Samples: 75 Sur Conditions: PCI:89.00 Inspection Comments:	rveyed: 8				
Sample Number: 106 Type: R	Area:	3,750.00SqFt		PCI = 89	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L	75.02 50.00	Ft SqFt	Comments	3: 5:
Sample Number: 115 Type: R	Area:	3,750.00SqFt		PCI = 88	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	50.01 46.01 50.00	Ft Ft SqFt	Comments Comments Comments	5: 5: 5:
Sample Number: 124 Type: R	Area:	3,750.00SqFt		PCI = 89	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	50.01 31.01 50.00	Ft Ft SqFt	Comments Comments Comments	3: 5: 3:
Sample Number: 133 Type: R	Area:	3,750.00SqFt		PCI = 93	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	26.01 50.01	Ft SqFt	Comments Comments	3: 5:
Sample Number: 142 Type: R	Area:	3,750.00SqFt		PCI = 91	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	50.01 50.01	Ft SqFt	Comments	3: 3:
Sample Number: 151 Type: R	Area:	3,750.00SqFt		PCI = 91	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	60.02 50.01	Ft SqFt	Comments Comments	3: 3:
Sample Number: 160 Type: R	Area:	3,750.00SqFt		PCI = 79	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L M L	81.02 50.02 50.00	Ft Ft SqFt	Comments Comments Comments	3: 3: 3:
Sample Number: 603 Type: R	Area:	5,200.00SqFt		PCI = 94	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 49 OIL SPILLAGE	L L N	4.00 20.00 3.00	Ft SqFt SqFt	Comments Comments Comments	5: 5: 5:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW A Name: TAXIWAY A		Use: TAXIWA	Y Area:	583,905.00SqFt
Section:115of2From: -Surface:ACFamily:FDOT-PR-TW-ACArea:297,890.00SqFtLength:3,690.00FtShoulder:Street Type:Grade:0.00Section Comments:Street Type:Street Type:	Zo V Lanes: 0	To: - one: Category: Vidth: 75.00Ft	Rank: P	Last Const.: 2/1/2001
Last Insp. Date4/18/2011 Total Samples: 74 Sur Conditions: PCI:83.00 Inspection Comments:	rveyed: 7			
Sample Number: 103 Type: R	Area:	5,150.00SqFt	PCI = 76	
 Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	M L M L	30.01 Ft 104.03 Ft 24.01 Ft 23.01 Ft 200.00 SqF	Comments Comments Comments Comments t Comments	s : s : s : s :
Sample Number: 123 Type: R	Area:	3,750.00SqFt	PCI = 87	
Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	110.03 Ft 50.00 SqF	Comments t Comments	;: ;:
Sample Number: 133 Type: R	Area:	3,750.00SqFt	PCI = 81	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L L L L	21.01 Ft 50.01 Ft 50.01 Ft 60.02 Ft 100.00 SqF	Comments Comments Comments Comments t Comments	s : s : s : s :
Sample Number: 143 Type: R	Area:	3,750.00SqFt	PCI = 86	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING	L L L	34.01 Ft 61.02 Ft 136.00 SqF 50.00 SqF	Comments Comments t Comments t Comments	5 : 5 : 5 :
Sample Number: 153 Type: R	Area:	3,750.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	94.02 Ft 50.01 Ft 50.00 SqF	Comments Comments t Comments	; : ; : ; :
Sample Number: 163 Type: R	Area:	3,750.00SqFt	PCI = 83	
 Sample Comments: 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 	L M L L	25.01 Ft 20.01 Ft 14.00 Ft 15.00 Ft 50.00 SqF	Comments Comments Comments Comments t Comments	s : s : s : s :
Sample Number: 172 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 83	
48 LONGITUDINAL/TRANSVERSE CRACKING	G L	50.01	Ft	Comments:
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48 LONGITUDINAL/TRANSVERSE CRACKING	G L	117.03	Ft	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:

Network: PNS Name: PENSACOLA REGIONAL	L AIRPORT				
Branch: TW A1 Name: TAXIWAY A1		Use: T	AXIWAY	Area:	47,400.00SqFt
Section:120of1From: -Surface:ACFamily:FDOT-PR-TW-ACArea:47,400.00SqFtLength:375.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Z V Lanes: 0	To: one: Cate Width: 104.0	- gory: 0Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/18/2011 Total Samples: 9 Sur Conditions: PCI:79.00 Inspection Comments:	eveyed: 1				
Sample Number: 102 Type: R Sample Comments:	Area:	5,305.00SqFt		PCI = 79	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments	:
43 BLOCK CRACKING	L	105.00	SqFt	Comments	:
49 OIL SPILLAGE	N	8.00	SqFt	Comments	;:
49 OIL SPILLAGE	N	51.00	SqFt	Comments	:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments	:

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW A2	Name: TAXIWAY A2		Use: TAXIWAY	Area:	92,825.00SqFt
Section: 150 Surface: AC Area: 55,330.00SqFt Shoulder: Street T Section Comments:	of 2 From: - Family: FDOT-PR-TW-AC Length: 375.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/18/2011 Conditions: PCI:86.00 Inspection Comments:	Total Samples: 9 Surv	veyed: 1			
Sample Number: 207 Sample Comments: 48 LONGITUDINAL/ 52 WEATHERING/RA	Type: R TRANSVERSE CRACKING VELING	Area: 5,89 L L	0.00SqFt 157.04 Ft 300.00 SqFt	PCI = 86 Comments Comments	:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW A2 Name: TAXIWAY A2		Use: TAXIWAY	Area:	92,825.00SqFt
Section:160of2From:Surface:ACFamily:FDOT-PR-TW-ACArea:37,495.00SqFtLength:340.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width: Lanes: 0	To: Category: 100.00Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/18/2011 Total Samples: 7 Sur Conditions: PCI:69.00 Inspection Comments:	veyed: 1			
Sample Number: 203 Type: R	Area: 5,000.0)0SqFt	PCI = 69	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING	L L 4, L	97.02 Ft 574.96 SqFt 425.00 SqFt	Comments Comments Comments	: : :

Network: PNS	Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW A3	Name: TAXIWAY A3		Use: TAXIWAY	Area:	50,050.00SqFt
Section: 170 Surface: AC Area: 50,050.00SqFt Shoulder: Street Ty Section Comments:	of 1 From: - Family: FDOT-PR-PCC Length: 375.00Ft /pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 103.00Ft	Rank: T	Last Const.: 1/1/2006
Last Insp. Date4/18/2011 Conditions: PCI:84.00 Inspection Comments:	Total Samples: 9 Sur	veyed: 1			
Sample Number: 103 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLIN	Type: R IG	Area: 18 L L	.00Slabs 14.00 Slabs 1.00 Slabs	PCI = 84 Comments: Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW A4	Name: TAXIWAY A4		Use: TAXIWAY	Area:	49,970.00SqFt
Section: 130 Surface: AC Area: 49,970.00SqFt Shoulder: Street T Section Comments:	of 1 From: - Family: FDOT-PR-TW-AC Length: 375.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/18/2011 Conditions: PCI:100.00 Inspection Comments:	Total Samples: 9 Surv	veyed: 1			
Sample Number: 404 Sample Comments: <no distresses=""></no>	Туре: к	Area: 5,200.00)SqFt	PCI = 100	

Network: PNS Name: PENSACOLA REGIONAL	L AIRPORT			
Branch: TW A5 Name: TAXIWAY A5		Use: TAXIWAY	Area:	49,805.00SqFt
Section:125of1From: -Surface:ACFamily:FDOT-PR-TW-ACArea:49,805.00SqFtLength:375.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/18/2011 Total Samples: 9 Sur Conditions: PCI:93.00 Inspection Comments:	veyed: 1			
Sample Number: 502 Type: R Sample Comments:	Area: 5,83	0.00SqFt	PCI = 93	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments	:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments	:
49 OIL SPILLAGE	Ν	1.00 SqFt	Comments	:

FDOT	
Report Generated Date:	6/27/2011
Site Name:	

Network: PNS Name: PENSACOLA RE	GIONAL AIRPORT			
Branch: TW A7 Name: TAXIWAY A7		Use: TAXIWAY	Area: 72,	160.00SqFt
Section:215of1From: -Surface:ACFamily:FDOT-PR-TWArea:72,160.00SqFtLength:31Shoulder:Street Type:Grade:0.00Section Comments:Comments:Comments	7-AC Zone: 0.00Ft Widt 0 Lanes: 0	To: - Category: th: 230.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 17 Conditions: PCI:64.00 Inspection Comments:	Surveyed: 3			
Sample Number: 400 Type: R	Area:	3,750.00SqFt	PCI = 58	
42 BLEEDING	N	14 00 Saft	Comments:	
52 WEATHERING/RAVELING	T,	3.199.97 SaFt	Comments:	
52 WEATHERING/RAVELING	M	350.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKI	ING L	69.02 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKI	ING M	7.00 Ft	Comments:	
Sample Number: 402 Type: R Sample Comments:	Area:	5,461.00SqFt	PCI = 66	
52 WEATHERING/RAVELING	L	5,167.96 SqFt	Comments:	
52 WEATHERING/RAVELING	М	293.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKI	ING L	17.00 Ft	Comments:	
Sample Number: 601 Type: R Sample Comments:	Area:	5,000.00SqFt	PCI = 67	
52 WEATHERING/RAVELING	${ m L}$	4,905.96 SqFt	Comments:	
52 WEATHERING/RAVELING	М	94.00 SqFt	Comments:	
42 BLEEDING	N	15.00 SqFt	Comments:	

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW B Name: TAXIWAY B		Use: TAXIWAY	Area: 674,5	i85.00SqFt
Section:205of6From: -Surface:ACFamily:FDOT-PR-TW-ACArea:213,855.00SqFtLength:2,485.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 52 Su: Conditions: PCI:90.00 Inspection Comments:	rveyed: 6			
Sample Number: 205 Type: R	Area: 3,75	0.00SqFt	PCI = 94	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	5.00 Ft 50.00 SqFt	Comments: Comments:	
Sample Number: 211 Type: R	Area: 3,75	0.00SqFt	PCI = 91	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	59.02 Ft 50.00 SqFt	Comments: Comments:	
Sample Number: 217 Type: R	Area: 3,75	0.00SqFt	PCI = 90	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	50.01 Ft 18.00 Ft 50.00 SqFt	Comments: Comments: Comments:	
Sample Number: 223 Type: R	Area: 3,75	0.00SqFt	PCI = 86	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	118.03 Ft 50.01 SqFt	Comments: Comments:	
Sample Number: 232 Type: R	Area: 3,75	0.00SqFt	PCI = 87	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	98.03 Ft 75.00 SqFt	Comments: Comments:	
Sample Number: 602 Type: R Sample Comments:	Area: 5,20	0.00SqFt	PCI = 90	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	50.01 Ft 30.01 Ft 100.00 SqFt	Comments: Comments: Comments:	

Network: PNS Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B Name: TAXIWAY B		Use: TAXIWAY	Area:	674,585.00SqFt
Section:210of6From: -Surface:ACFamily:FDOT-PR-TW-ACArea:51,980.00SqFtLength:347.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 132.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 7 Surv Conditions: PCI:87.00 Inspection Comments:	veyed: 1			
Sample Number: 105 Type: R Sample Comments:	Area: 6,820.0	00SqFt	PCI = 87	
48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L L	56.01 Ft 132.03 Ft 100.00 SqFt	Comments Comments Comments	::

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B	Name: TAXIWAY B		Use: TAXIWAY	Area:	674,585.00SqFt
Section: 217 Surface: AC Area: 11,000.00SqFt Shoulder: Street 7 Section Comments:	of 6 From: - Family: FDOT-PR-TW-AC Length: 400.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 27.50Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:69.00 Inspection Comments:	Total Samples: 4 Sur	veyed: 1			
Sample Number: 305 Sample Comments: 52 WEATHERING/RA 52 WEATHERING/RA	Type: R VELING VELING	Area: 2,75 M L 2	0.00SqFt 100.00 SqFt 2,649.98 SqFt	PCI = 69 Comments Comments	:

Network: PNS Name: PENSACOLA REGIO	NAL AIRPORT			
Branch: TW B Name: TAXIWAY B		Use: TAXIWAY	Area: 674	4,585.00SqFt
Section: 220 of 6 From: - Surface: AC Family: FDOT-PR-TW-AC Area: 256,630.00SqFt Length: 3,367.00F Shoulder: Street Type: Grade: 0.00 Section Comments:	Zon ⁵ t Wi Lanes: 0	To: - e: Category: dth: 75.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 68 S Conditions: PCI:90.00 Inspection Comments:	Surveyed: 7			
Sample Number: 110 Type: R	Area:	3,750.00SqFt	PCI = 93	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	10.00 Ft 50.00 SqFt	Comments: Comments:	
Sample Number: 119 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 89	
48 LONGITUDINAL/TRANSVERSE CRACKING	\mathbf{L}	75.02 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:	
Sample Number: 128 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.03 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	13.00 Ft 50.00 SqFt	Comments: Comments:	
Sample Number: 137 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 93	
48 LONGITUDINAL/TRANSVERSE CRACKING	\mathbf{L}	18.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:	
Sample Number: 146 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 91	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.02 Ft	Comments:	
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:	
Sample Number: 155 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 90	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	46.01 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	
Sample Number: 164 Type: R Sample Comments:	Area:	3,750.00SqFt	PCI = 88	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L -	50.01 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B	Name: TAXIWAY B		Use: TAXIWAY	Area: 674,5	85.00SqFt
Section: 230 Surface: AC Area: 124,670.00SqFt Shoulder: Street T Section Comments:	of 6 From: - Family: FDOT-PR-TW-AC Length: 1,450.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/2005
Last Insp. Date4/18/2011 Conditions: PCI:95.00 Inspection Comments:	Total Samples: 31 Surv	veyed: 4			
Sample Number: 105 Sample Comments: 49 OIL SPILLAGE 52 WEATHERING/RAY	Type: R VELING	Area: 5,20 N L	00.00SqFt 4.00 SqFt 100.00 SqFt	PCI = 94 Comments: Comments:	
Sample Number: 174 Sample Comments: <no distresses=""></no>	Туре: к	Area: 3,75	50.00SqFt	PCI = 100	
Sample Number: 180 Sample Comments: <no distresses=""></no>	Type: R	Area: 3,75	50.00SqFt	PCI = 100	
Sample Number: 186 Sample Comments: 48 LONGITUDINAL/ 52 WEATHERING/RAV	Type: R FRANSVERSE CRACKING /ELING	Area: 3,75	50.00SqFt 50.01 Ft 200.00 SqFt	PCI = 88 Comments: Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B	Name: TAXIWAY B		Use: TAXIWAY	Area:	674,585.00SqFt
Section: 252 Surface: AAC Area: 16,450.00SqFt Shoulder: Street T Section Comments:	of 6 From: - Family: FDOT-PR-TW-AAC Length: 200.00Ft Type: Grade: 0.00	Zono Wio Lanes: 0	To: - e: Category: dth: 75.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 3 Surv	veyed: 1			
Sample Number: 407 Sample Comments: 48 LONGITUDINAL/ 52 WEATHERING/RA	Type: R TRANSVERSE CRACKING VELING	Area: L	5,715.00SqFt 62.02 Ft 100.03 SqFt	PCI = 91 Comments Comments	3: 3:

Network: PNS Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B2 Name: TAXIWAY B2		Use: TAXIWAY	Area:	93,655.00SqFt
Section:212of3From: -Surface:ACFamily:FDOT-PR-TW-ACArea:32,535.00SqFtLength:200.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 150.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 8 Surv Conditions: PCI:67.00 Inspection Comments:	veyed: 1			
Sample Number: 510 Type: R	Area: 4,369.0	0SqFt	PCI = 67	
48 LONGITUDINAL/TRANSVERSE CRACKING 50 PATCHING 52 WEATHERING/RAVELING	L L L 4,	37.01 Ft 0.25 SqFt 368.96 SqFt	Comments: Comments: Comments:	

Network: PNS	Name: PENSACOLA REGION	AL AIRPORT			
Branch: TW B2	Name: TAXIWAY B2		Use: TAXIWAY	Area:	93,655.00SqFt
Section: 213 Surface: PCC Area: 10,740.00SqFt Shoulder: Street T Section Comments:	of 3 From: - Family: FDOT-PR-PCC Length: 112.50Ft 'ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1988
Last Insp. Date4/18/2011 Conditions: PCI:82.00 Inspection Comments:	Total Samples: 4 Su	ırveyed: 1			
Sample Number: 301 Sample Comments: 65 JOINT SEAL DA 70 SCALING/CRAZI:	Type: r MAGE NG	Area: 24 L L	.00Slabs 24.00 Slabs 21.00 Slabs	PCI = 82 Comments: Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B2	Name: TAXIWAY B2		Use: TAXIWAY	Area:	93,655.00SqFt
Section: 240 Surface: AC Area: 50,380.00SqFt Shoulder: Street T Section Comments:	of 3 From: - Family: FDOT-PR-TW-AC Length: 375.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:93.00 Inspection Comments:	Total Samples: 8 Sur	veyed: 1			
Sample Number: 502 Sample Comments: 48 LONGITUDINAL/	Type: R TRANSVERSE CRACKING	Area: 5,200.	00SqFt 38.01 Ft	PCI = 93 Comments	:

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B3	Name: TAXIWAY B3		Use: TAXIWAY	Area:	50,250.00SqFt
Section: 255 Surface: AAC Area: 50,250.00SqFt Shoulder: Street T Section Comments:	of 1 From: - Family: FDOT-PR-TW-AAC Length: 375.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:94.00 Inspection Comments:	Total Samples: 9 Surv	veyed: 1			
Sample Number: 302 Sample Comments:	Туре: к	Area: 5,200	0.00SqFt	PCI = 94	
<pre>48 LONGITUDINAL/ 52 WEATHERING/RA</pre>	TRANSVERSE CRACKING VELING	L L	10.00 Ft 50.00 SqFt	Comments Comments	:

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW B4	Name: TAXIWAY B4		Use: TAXIWAY	Area:	50,115.00SqFt
Section: 260 Surface: AC Area: 50,115.00SqFt Shoulder: Street Ty Section Comments:	of 1 From: - Family: FDOT-PR-TW-AC Length: 375.00Ft 7pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:93.00 Inspection Comments:	Total Samples: 9 Surv	veyed: 1			
Sample Number: 206 Sample Comments:	Туре: к	Area: 7,35	5.00SqFt	PCI = 93	
48 LONGLTUDINAL/T 52 WEATHERING/RAV	RANSVERSE CRACKING ELING	L L	64.02 Ft 80.00 SqFt	Comments	:

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW B5 Name: TAXIWAY B5		Use: TAXIWAY	Area:	48,320.00SqFt
Section:265of1From:Surface:ACFamily:FDOT-PR-TW-ACArea:48,320.00SqFtLength:375.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width: Lanes: 0	To: Category: 104.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Total Samples: 10 Sur Conditions: PCI:92.00 Inspection Comments:	eveyed: 2			
Sample Number: 103 Type: R	Area: 5,200	0.00SqFt	PCI = 94	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	35.01 Ft 20.00 SqFt	Comments: Comments:	:
Sample Number: 106 Type: R Sample Comments:	Area: 3,750	.00SqFt	PCI = 89	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	90.02 Ft 40.00 SqFt	Comments: Comments:	:

Network: PNS	Name: PENSACOLA REGIONAL	LAIRPORT			
Branch: TW B7	Name: TAXIWAY B7		Use: TAX	IWAY Area:	14,900.00SqFt
Section: 270 Surface: AC Area: 14,900.00SqFt Shoulder: Street Ty Section Comments:	of 1 From: - Family: FDOT-PR-TW-AC Length: 228.00Ft ype: Grade: 0.00	Zon W Lanes: 0	To: - ne: Categor idth: 50.00Ft	ry: Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:60.00 Inspection Comments:	Total Samples: 3 Surv	veyed: 1			
Sample Number: 101 Sample Comments:	Туре: к	Area:	5,715.00SqFt	PCI = 60	
50 PATCHING52 WEATHERING/RAX52 WEATHERING/RAX48 LONGITUDINAL/7	/ELING /ELING TRANSVERSE CRACKING	L L M L	150.00 S 5,484.90 S 80.00 S 37.01 F	GqFt Comment GqFt Comment GqFt Comment 't Comment	s: s: s:

Network: PNS	Name: PENSACOLA REGIONAL	LAIRPORT			
Branch: TW B8	Name: TAXIWAY B8		Use: TAXIWAY	Area: 1	3,320.00SqFt
Section: 280 Surface: AC Area: 13,320.00SqFt Shoulder: Street Section Comments:	of 1 From: - Family: FDOT-PR-TW-AC Length: 228.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/2002
Last Insp. Date4/18/2011 Conditions: PCI:64.00 Inspection Comments:	Total Samples: 3 Sur	veyed: 1			
Sample Number: 101 Sample Comments: 50 PATCHING 52 WEATHERING/R. 52 WEATHERING/R.	Type: R AVELING AVELING	Area: 5,040.0 L L L 4, M	DSqFt 150.25 SqFt 749.71 SqFt 140.00 SqFt	PCI = 64 Comments: Comments: Comments:	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW C	Name: TAXIWAY C		Use: TAXIWAY	Area:	113,945.00SqFt
Section: 250 Surface: AC Area: 33,625.00SqFt Shoulder: Street Ty Section Comments:	of 3 From: - Family: FDOT-PR-TW-AC Length: 300.00Ft rpe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 104.00Ft	Rank: P	Last Const.: 1/1/2004
Last Insp. Date4/18/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 6 Sur	veyed: 1			
Sample Number: 405 Sample Comments:	Type: R	Area: 5,38	80.00SqFt	PCI = 91	
48 LONGITUDINAL/T 52 WEATHERING/RAV	RANSVERSE CRACKING ELING	L L	87.02 Ft 50.00 SqFt	Comments Comments	3 : 3 :

Network: PNS	Name: PENSACOLA REGIONAI	L AIRPORT			
Branch: TW C	Name: TAXIWAY C		Use: TAXIWAY	Area:	113,945.00SqFt
Section: 505 Surface: AC Area: 13,140.00SqFt Shoulder: Street Section Comments:	of 3 From: Family: FDOT-PR-TW-AC Length: 308.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: Category: 35.00Ft	Rank: P	Last Const.: 1/1/1997
Last Insp. Date4/18/2011 Conditions: PCI:89.00 Inspection Comments:	1 Total Samples: 5 Sur	veyed: 1			
Sample Number: 401 Sample Comments: 48 LONGITUDINAL 52 WEATHERING/R	Type: R /TRANSVERSE CRACKING AVELING	Area: 2,62 L L	5.00SqFt 63.02 Ft 20.01 SqFt	PCI = 89 Comments Comments	s : s :

Network: PNS Name: PENSACOLA REGION	IAL AIRPORT				
Branch: TW C Name: TAXIWAY C		Use: TA	XIWAY	Area:	113,945.00SqFt
Section:510of3From:Surface:ACFamily:FDOT-PR-TW-ACArea:67,180.00SqFtLength:1,864.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zo V Lanes: 0	To: one: Categ Vidth: 35.00	gory: Ft	Rank: P	Last Const.: 1/1/1997
Last Insp. Date4/18/2011 Total Samples: 19 St Conditions: PCI:64.00 Inspection Comments:	urveyed: 3				
Sample Number: 505 Type: R	Area:	3,500.00SqFt		PCI = 64	
52 WEATHERING/RAVELING	L	3,274.97	SaFt	Comments	:
52 WEATHERING/RAVELING	М	225.00	SqFt	Comments	:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01	Ft	Comments	:
Sample Number: 511 Type: R Sample Comments:	Area:	3,500.00SqFt		PCI = 64	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.03	Ft	Comments	:
52 WEATHERING/RAVELING	L	3,300.82	SqFt	Comments	:
52 WEATHERING/RAVELING	М	200.00	SqFt	Comments	:
Sample Number: 517 Type: R Sample Comments:	Area:	3,500.00SqFt		PCI = 64	
52 WEATHERING/RAVELING	L	3,199.97	SqFt	Comments	:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.02	Ft	Comments	:
52 WEATHERING/RAVELING	М	300.00	SqFt	Comments	:

Network: PNS	Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW C2	Name: TAXIWAY C2		Use: TAXIWAY	Area:	31,645.00SqFt
Section: 515 Surface: AC Area: 31,645.00SqFt Shoulder: Street T Section Comments:	of 1 From: - Family: FDOT-PR-TW-AC Length: 882.00Ft ype: Grade: 0.00	Zon Wi Lanes: 0	To: - e: Category: dth: 35.00Ft	Rank: P	Last Const.: 1/1/1997
Last Insp. Date4/18/2011 Conditions: PCI:64.00 Inspection Comments:	Total Samples: 9 Sur	veyed: 1			
Sample Number: 605	Туре: R	Area:	3,500.00SqFt	PCI = 64	
52 WEATHERING/RAV	VELING	L	2,231.98 SqFt	Comments	
48 LONGITUDINAL/	TRANSVERSE CRACKING	${}^{ m L}$	107.03 Ft	Comments	
52 WEATHERING/RAV	VELING	L	979.99 SqFt	Comments	
52 WEATHERING/RAV	VELING	288.00 SqFt	Comments		

Network: PNS Name: PENSACOLA REGIONA	L AIRPORT			
Branch: TW D Name: TAXIWAY D		Use: TAXIWAY	Area: 2	230,860.00SqFt
Section:140of4From: -Surface:ACFamily:FDOT-PR-TW-ACArea:43,650.00SqFtLength:375.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Widt Lanes: 0	To: - Category: h: 97.00Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/18/2011 Total Samples: 9 Sur Conditions: PCI:81.00 Inspection Comments:	veyed: 2			
Sample Number: 300 Type: R	Area: 5	,400.00SqFt	PCI = 77	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.01 Ft	Comments	:
48 LONGITUDINAL/TRANSVERSE CRACKING	М	100.03 Ft	Comments	:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments	:
Sample Number: 306 Type: R Sample Comments:	Area: 4	.,855.00SqFt	PCI = 85	
48 LONGITUDINAL/TRANSVERSE CRACKING	М	46.01 Ft	Comments	:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments	:

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT				
Branch: TW D	Name: TAXIWAY D			Use: TAXIWAY	Area: 2	230,860.00SqFt
Section: 405 Surface: AC Area: 118,750.00SqFt Shoulder: Street Ty Section Comments:	of 4 From: Family: FDOT-PR-TW-AC Length: 3,352.00Ft /pe: Grade: 0.00	Zo V Lanes: 0	one: Width:	To: Category: 35.00Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/18/2011 Conditions: PCI:94.00 Inspection Comments:	Total Samples: 33 Surv	veyed: 4				
Sample Number: 406 Sample Comments:	Type: R	Area:	3,500.00	SqFt	PCI = 96	
48 LONGITUDINAL/T	RANSVERSE CRACKING	L		19.00 Ft	Comments	:
Sample Number: 413 Sample Comments:	Туре: к	Area:	3,500.00	SqFt	PCI = 85	
48 LONGITUDINAL/T	RANSVERSE CRACKING	\mathbf{L}		52.01 Ft	Comments	:
48 LONGITUDINAL/T	RANSVERSE CRACKING	L		73.02 Ft	Comments	:
52 WEATHERING/RAV	ELING	L		50.00 SqFt	Comments	:
Sample Number: 421	Type: R	Area:	3,500.00	SqFt	PCI = 95	
48 LONGITUDINAL/T	RANSVERSE CRACKING	L		27.01 Ft	Comments	:
Sample Number: 429 Sample Comments: <no distresses=""></no>	Туре: к	Area:	3,500.00	SqFt	PCI = 100	

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW D	Name: TAXIWAY D		Use: TAXIWAY	Area:	230,860.00SqFt
Section: 410 Surface: AC Area: 20,160.00SqFt Shoulder: Street Section Comments:	of 4 From: - Family: FDOT-PR-AP-AC Length: 132.00Ft Type: Grade: 0.00	Zone: Widtl Lanes: 0	To: - Category: h: 154.00Ft	Rank: P	Last Const.: 1/1/2005
Last Insp. Date4/18/2011 Conditions: PCI:86.00 Inspection Comments:	Total Samples: 4 Surv	veyed: 1			
Sample Number: 601 Sample Comments: 48 LONGITUDINAL/	Type: r TRANSVERSE CRACKING	Area: 5, L	,190.00SqFt 191.05 Ft	PCI = 86 Comments	3:

Network: PNS	Name: PENSACOLA REGIONAL	AIRPORT			
Branch: TW D	Name: TAXIWAY D		Use: TAXIWAY	Area:	230,860.00SqFt
Section: 430 Surface: AC Area: 48,300.00SqFt Shoulder: Street T Section Comments:	of 4 From: Family: FDOT-PR-TW-AC Length: 1,340.00Ft 'ype: Grade: 0.00	Zone: Width: Lanes: 0	To: Category: 35.00Ft	Rank: P	Last Const.: 1/1/2005
Last Insp. Date4/18/2011 Conditions: PCI:100.00 Inspection Comments:	Total Samples: 16 Surv	veyed: 3			
Sample Number: 103 Sample Comments: <no distresses=""></no>	Туре: к	Area: 2,660.0	0SqFt	PCI = 100	
Sample Number: 437 Sample Comments: <no distresses=""></no>	Туре: R	Area: 3,500.0	0SqFt	PCI = 100	
Sample Number: 440 Sample Comments: <no distresses=""></no>	Туре: к	Area: 3,500.0	0SqFt	PCI = 100	

WAY Area: y: Rank: P	13,135.00SqFt Last Const.: 1/1/2000
y: Rank: P	Last Const.: 1/1/2000
PCI = 94	3:
	PCI = 94 Comments

Network: PNS	Name: PENSACOLA REGIONAL	L AIRPORT			
Branch: TW D2	Name: TAXIWAY D2		Use: TAXIWAY	Area:	13,135.00SqFt
Section: 420 Surface: AC Area: 13,135.00SqFt Shoulder: Street 7 Section Comments:	of 1 From: Family: FDOT-PR-TW-AC Length: 308.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: Category: 35.00Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/18/2011 Conditions: PCI:94.00 Inspection Comments:	Total Samples: 5 Sur	veyed: 1			
Sample Number: 200 Sample Comments: 48 LONGITUDINAL/ 52 WEATHERING/RA	Type: r TRANSVERSE CRACKING VELING	Area: 3,05	50.00SqFt 14.00 Ft 20.00 SgFt	PCI = 94 Comments Comments	:

Network: PNS	Name: PENSACOLA REGIONAL	L AIRPORT			
Branch: TW D3	Name: TAXIWAY D3		Use: TAXIWAY	Area:	14,220.00SqFt
Section: 425 Surface: AC Area: 14,220.00SqFt Shoulder: Street T Section Comments:	of 1 From: Family: FDOT-PR-TW-AC Length: 308.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: Category: 40.00Ft	Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/18/2011 Conditions: PCI:100.00 Inspection Comments:	Total Samples: 5 Sur	veyed: 1			
Sample Number: 102 Sample Comments: <no distresses=""></no>	Туре: к	Area: 3,000.00)SqFt	PCI = 100	