FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

GAINESVILLE REGIONAL AIRPORT (GNV)

DISTRICT 2

PRIMARY AIRPORT

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

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EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by Kimley-Horn and Associates, Inc. and including their subconsultants Penuel Consulting and LLC, Roy D. McQueen & Associates, LTD, to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 through 2015.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport provided information.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

In November 2014, a PCI survey inspection was performed at Gainesville Regional Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 87, representing a Good overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
NORTH APRONS	90	73 - 80	GOOD	65	65	
RUN UP APRON AT RW 7	59	59	FAIR	65	65	X
RUN UP APRON AT RW 25	94	94	GOOD	65	65	
SOUTH APRONS	92	88 - 96	GOOD	65	65	
SOUTHWEST APRON	72	36 - 80	SATISFACTORY	65	65	X
RUNWAY 11-29	78	66 - 86	SATISFACTORY	75	65	X
RUNWAY 7-25	100	100	GOOD	75	65	
TAXIWAY ALPHA	73	36 - 95	SATISFACTORY	70	65	X
TAXIWAY A1	89	89	GOOD	70	65	
TAXIWAY BRAVO	93	84 - 94	GOOD	70	65	
TAXIWAY CHARLIE	89	84 - 92	GOOD	70	65	
CONNECTOR TAXIWAY FROM TW E TO S AP 'E'	98	94 - 100	GOOD	70	65	
CONNECTOR TAXIWAY FROM TW E TO S AP 'W'	100	100	GOOD	70	65	
TAXIWAY DELTA	82	92	SATISFACTORY	70	65	
TAXIWAY E - PARALLEL RW 11-29	100	100	GOOD	70	65	
TAXIWAY E1	92	87 - 100	GOOD	70	65	
TAXIWAY E2	92	86 - 100	GOOD	70	65	
TAXIWAY E3	91	86 - 100	GOOD	70	65	
TAXIWAY E4	81	70 - 100	SATISFACTORY	70	65	
TAXIWAY E5	93	90 - 100	GOOD	70	65	

"Action Required" in Table I is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in Table III when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also triggered in Table III when the section PCI is above critical and the section exhibits significant structural related distresses.

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. Table II provides the overall area weighted condition of the pavement based on facility branch use.

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	84	SATISFACTORY
Taxiway	89	GOOD
Apron	88	GOOD

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- Runway 11-29 – Section 6225
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron at RW 7 – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4320 and 4310
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- North Apron – Section 4220
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 147, 143, 140, 135, and 105
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.

The section level projects that were identified as Year-1 Major Rehabilitation Needs are in Table III.

Table III: Year-1 Major Rehabilitation Needs for Gainesville Regional Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 11-29	6225	$ 1,801,800.00	65	Mill and Overlay	100
AP RU RW 7	5205	$ 141,984.00	58	Mill and Overlay	100
AP SW	4320	$ 384,120.00	63	Mill and Overlay	100
AP SW	4310	$ 280,623.00	35	Reconstruction	100
AP N	4220	$ 752,248.00	78	Mill and Overlay	100
TW A	147	$ 71,046.00	63	Mill and Overlay	100
TW A	143	$ 110,385.00	46	Mill and Overlay	100
TW A	140	$ 742,969.00	38	Reconstruction	100
TW A	135	$ 364,644.00	63	Mill and Overlay	100
TW A	105	$ 2,158,297.00	35	Reconstruction	100
	Total =	$6,808,116.00			

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for a 10-year duration. Table IV provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values that may be less than the previous analysis. Please refer to Section 3 Airfield Pavement Condition Index for additional information.

Additionally, pavement repair and rehabilitation work reported by the airports are entered into the SAPMP which can improve PCI values.

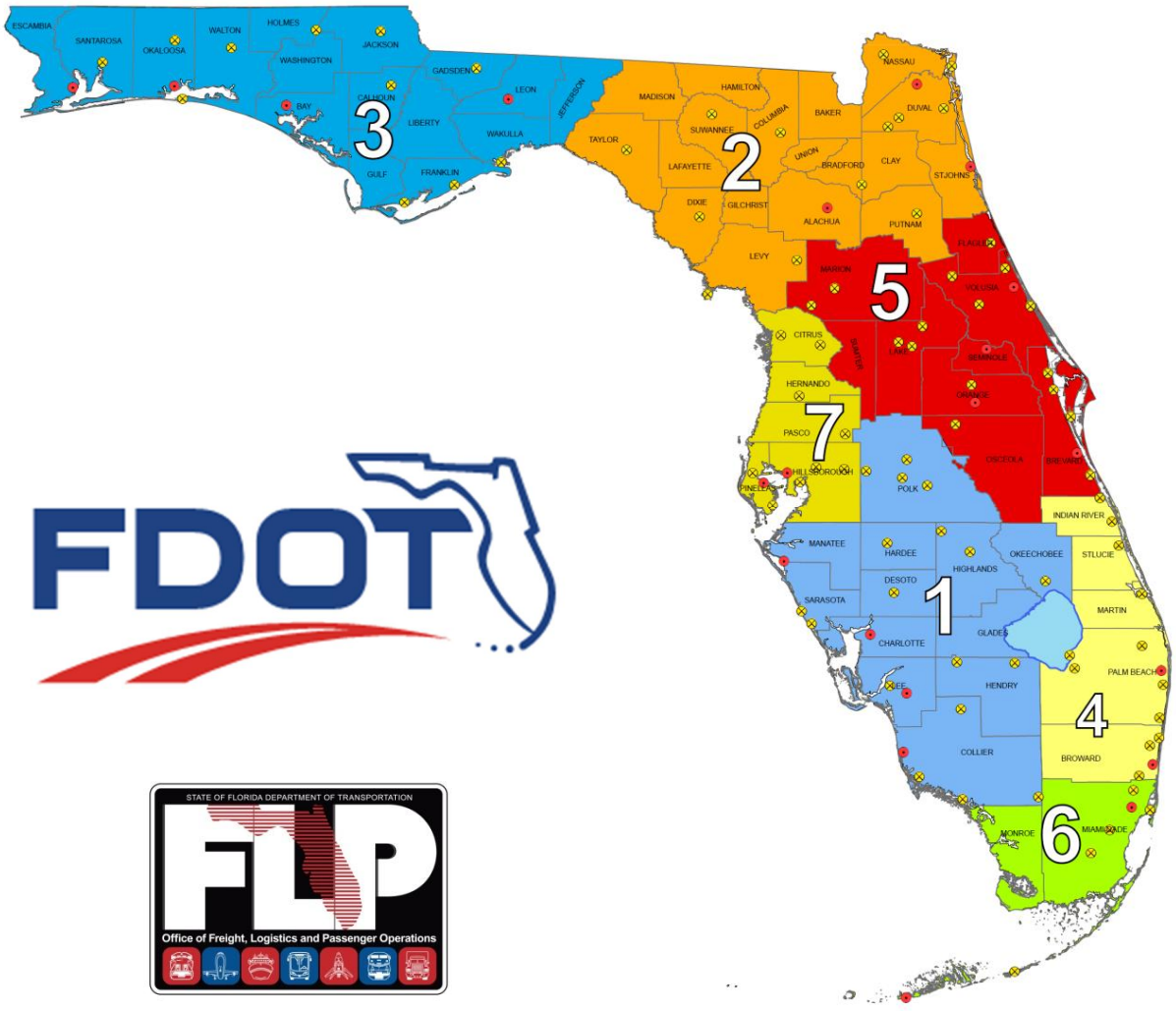
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 423,942.44	$ 6,808,115.98	$ 7,232,058.42
2016	$ 554,798.99	$ 210,985.21	$ 765,784.20
2017	$ 706,047.26	$ 807,425.57	$ 1,513,472.83
2018	$ 863,232.61	$ -	$ 863,232.61
2019	$ 994,972.76	$ 657,024.80	$ 1,651,997.57
2020	$ 1,082,333.80	$ 2,425,196.84	$ 3,507,530.64
2021	$ 1,255,535.20	$ -	$ 1,255,535.20
2022	$ 1,112,821.87	$ 13,953,411.61	$ 15,066,233.49
2023	$ 1,234,095.35	$ 1,893,649.08	$ 3,127,744.43
2024	$ 1,378,422.12	$ 846,338.56	$ 2,224,760.67
Total	$ 9,606,202.40	$ 27,602,147.65	$ 37,208,350.06

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport should experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.

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. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

The Florida Department of Transportation (FDOT) Central Aviation and Spaceport Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Central Aviation and Spaceport Office selected a team led by Kimley-Horn and Associates, Inc. and including Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, to provide services in support of the Central Aviation and Spaceport Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 through 2015.

This individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance repair and major rehabilitation planning associated with the SAPMP update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

- Briefly describe the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a technical explanation on pavement management principles, standard practices, objectives, and benefits of implementation.
- Outline procedures used to coordinate, collect, evaluate and report pavement inspection results at this airport.
- Analyze and utilize condition results for the development of maintenance, repair, and major rehabilitation based on pavement performance trends.

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 Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement

management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In 2006-2008, the SAPMP was updated again with continued use of the MicroPAVER system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (http://www.dot.state.fl.us/aviation/pavement.shtm) was established for input of data.

In 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

1.3 Organization

FDOT Central Aviation Office Program Manager

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

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

Consultant

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, provides technical and administrative assistance to the ASO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

Airport Role

The airports are the ultimate beneficiary for each condition survey inspection performed at their respective airfields as part of the SAPMP. The individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the ASO-PM. The airport should have provided a

current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was performed since the previous inspections.

FDOT District Offices

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are two primary types of pavements:

- Flexible Pavement, composed of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, composed of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and

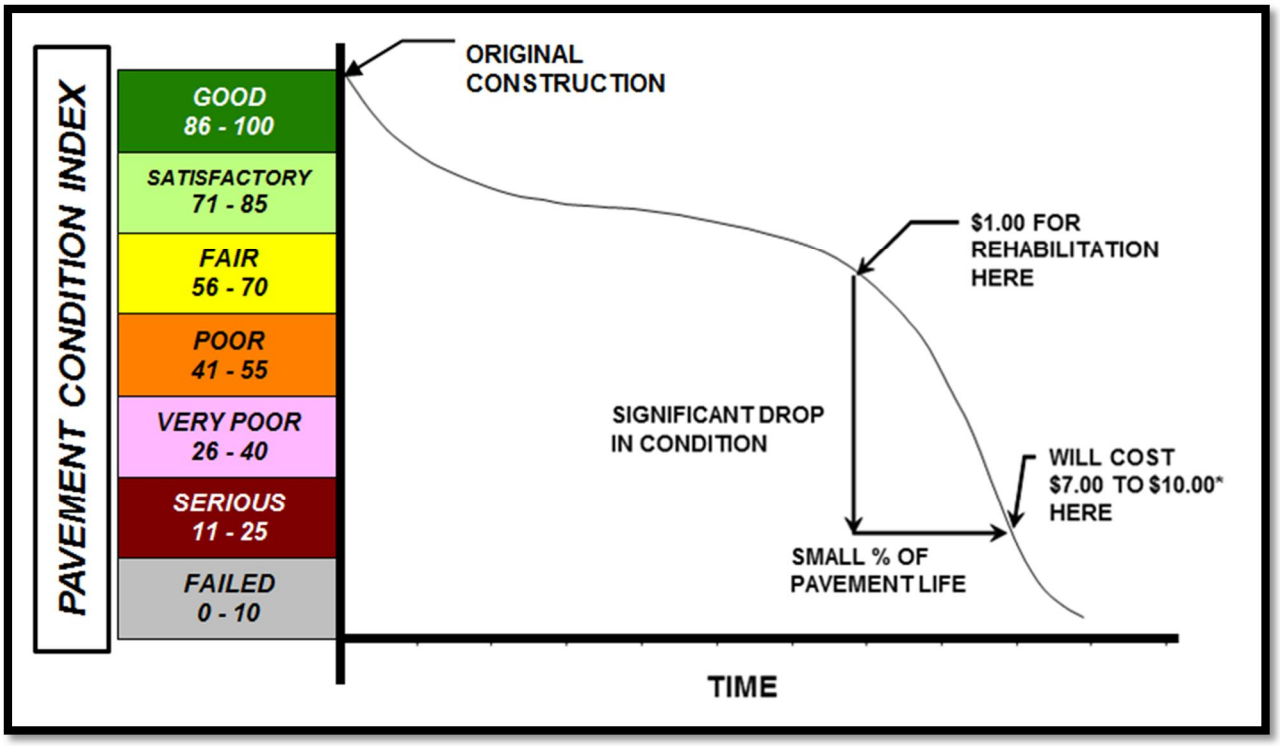
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports plan M&R and Rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1, which is based upon the FAA Advisory Circular 150 5380-7B *Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Life Cycle



Source: FAA Advisory Circular 150 5380-7B Airport Pavement Management Program

Note that during approximately the first 75% 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' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport managers, agencies, and engineers maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport owner, manager, and agency responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in ASTM D 5340-12. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-12. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. The structural condition and relative support of the pavement layers can be directly quantified

using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-6C and ASTM D 5340. Further discussion of the process of inventorying and categorizing pavement facilities by use, composition, and history can be found in SECTION 2 *AIRFIELD PAVEMENT NETWORK DEFINITION and PAVEMENT INVENTORY.*

Sample units are uniformly divided areas of pavement that are defined for inspection. Sample unit sizes are approximately 5,000 ± 2,000 square feet for flexible AC pavements and 20 ± 8 slabs for rigid PCC pavements. Prior to conducting the field condition survey inspections, the sampling plan was developed for the airfield pavements based on updates to the previous inspection sampling based on the available knowledge of construction updates. The sample rate adopted for the SAPMP is depicted on Table 1-1.

Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections

Flexible Pavements Asphalt Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
≥ 51	20% but ≤ 20	10% but ≤ 10

Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
≥ 51	20% but ≤ 20	10% but ≤ 10

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-12 and MicroPAVER (also known currently as PAVER) software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete

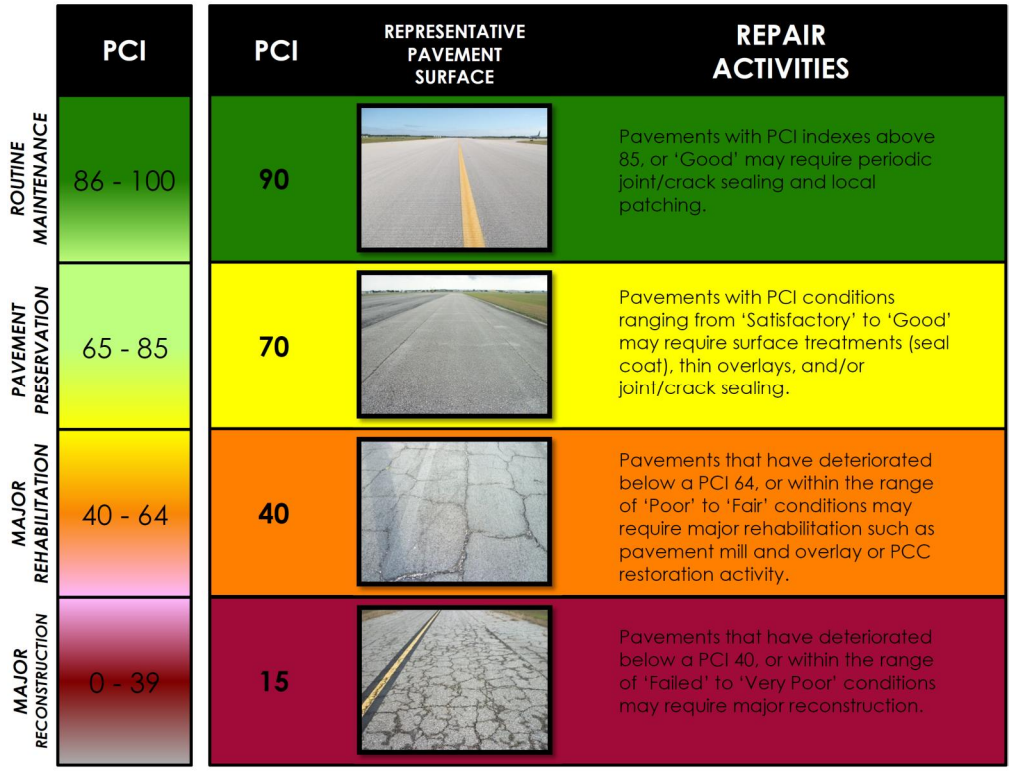
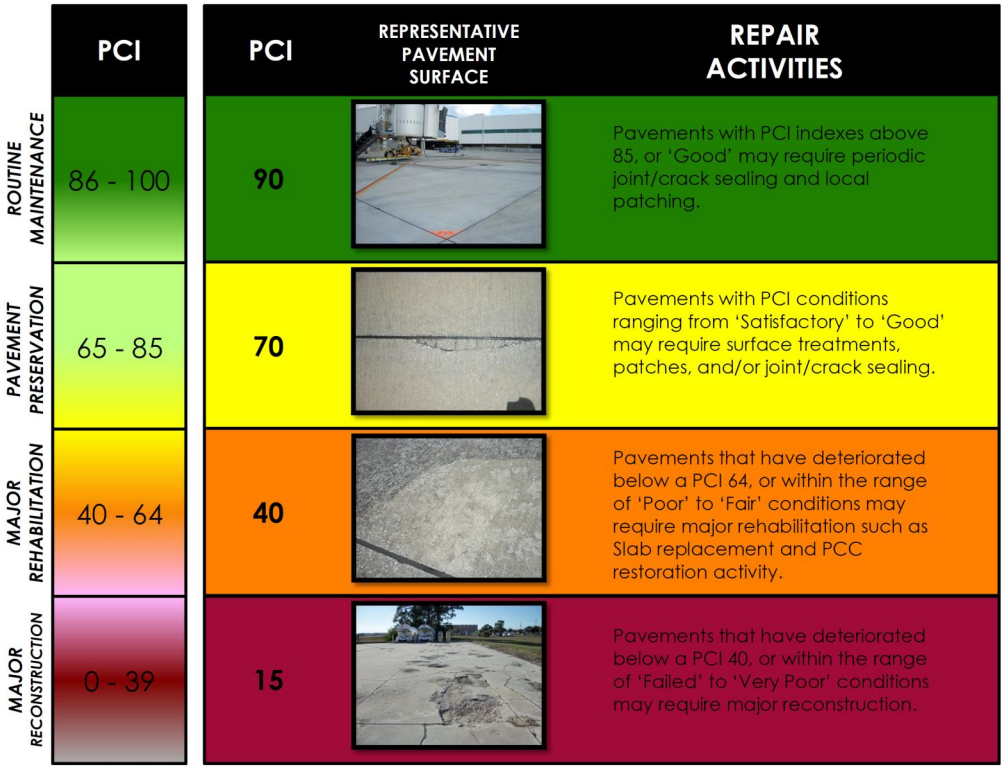


Figure 1-3: Rigid Pavement, Portland Cement Concrete



Using the ASTM D 5340-12 standard seven qualitative ranges, the SAPMP provides a PCI value and a standard qualitative condition rating for the pavement facilities inspected.

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Gainesville Regional Airport (GNV) is located approximately 3 mile northeast of Gainesville, Florida. Overseen by the Gainesville-Alachua County Regional Airport Authority (GACRAA), it is a commercial service airport focusing on attracting air service and business related activities. The Airport facility includes two runways. The primary runway is 11-29. It is 150-ft wide by 7,504-ft long. Runway 7-25 is 100-ft wide by 4,158-ft long. GNV is designated as a Primary / Part 139 airport and is located in District 2 of the Florida Department of Transportation. The runways are served by parallel Taxiways A and E. The commercial apron is located on the south side of the facility. General aviation aprons line the western side of the property.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric attributes may vary slightly from the geometry used in the condition exhibit in Appendix B and the major rehabilitation exhibit in Appendix F based on field measurements.

The Airport was built by the Works Progress Administration in 1941. The field was originally known as the Alachua Army Airfield. It was used by the Army Air Corps and Army Air Force. The Airport was deeded to the City of Gainesville in 1948. The passenger terminal was dedicated in 1979.

2.1 Network Definition

The airfield pavements within each airport network are separated into manageable units within the FDOT SAPMP MicroPAVER database system, organizing pavement data by similar use and constructive history.

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The

pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

The Airfield Pavement System Inventory and Airfield Pavement Network Definition Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history of which is factored in the performance and condition of the pavement section.

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately.

Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule. Table 2-1 summarizes the recent and anticipated airfield pavement construction efforts communicated by the airport.

Table 2-1: Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Section Location	Work Type/Pavement Section
2011	TAXIWAY C	REMOVE AVG. 3.5" EXISTING ASPHALT, REPLACE WITH 4" P-401
2012	TAXIWAY A	REMOVE EXISTING AVG. 4" ASPHALT, REPLACE WITH 4" P-401, EIXSTING LIMEROCK RESHAPED AND COMPACTED
2014	TAXIWAY E	REMOVE EXISTING ASPHALT, 4" P-401 ON EXISTING RE-COMPACTED LIMEROCK
2014	COMMERCIAL RAMP CONNECTOR	NEW PAVEMENT: 4" P-401, 12" P-211, 12" P-160, 12" EXISTING OR MATERIAL MEETING P-152 SPECIFICATION
2015	RUNWAY 7-25	0.5" - 1" MILL & 3" OVERLAY

Airfield Pavement Network Definition & Geographic Information System (GIS)

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography; digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with

field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data.

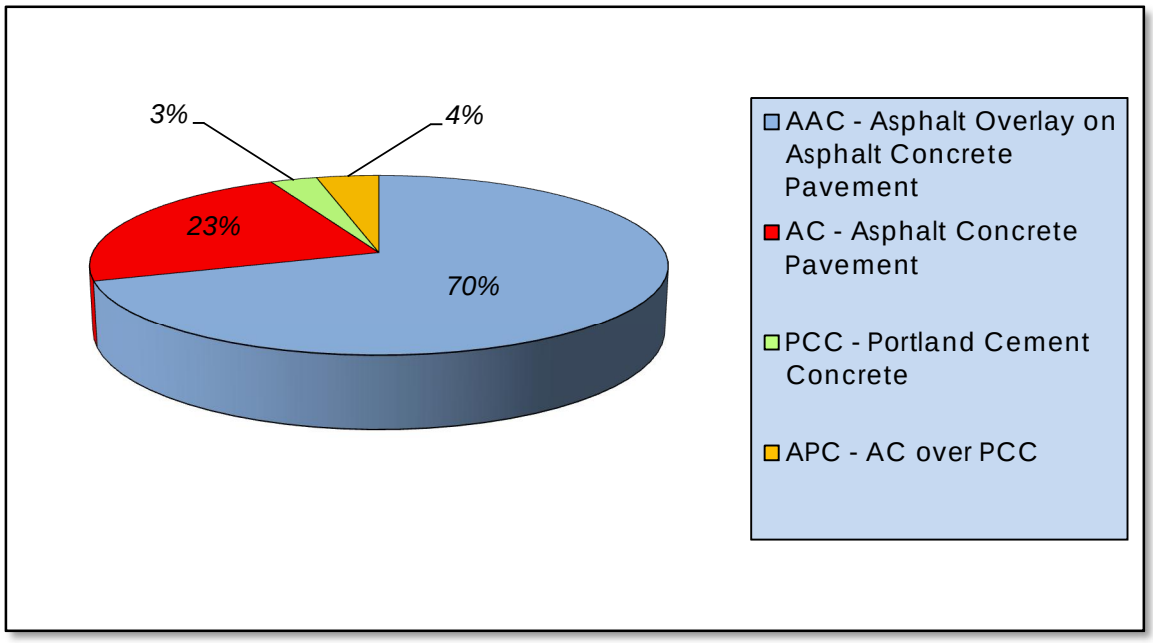
2.2 Pavement Inventory

The detailed pavement inventory database was updated to reflect the updates to the Airfield Pavement Network Definition Exhibit, in Appendix A, and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement inventory attributes at Gainesville Regional Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	20	
Number of Sections	76	
Sample Units	178	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,575,727	32%
Taxiway	1,710,781	35%
Apron	1,617,755	33%
Total =	4,904,263	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,151,733	23%
Asphalt Overlay (AAC)	3,411,819	70%
Portland Cement Concrete (PCC)	161,000	3%
AC over PCC (APC)	179,711	4%

Figure 2-1: Airfield Pavement Type



Specific details to each Branch and Section such as; name, geometry, age, rank, surface type, and construction history are provided in Table 2-3.

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 11-29	RW 11-29	6230	50,050	P	AAC	2/1/2005	3	12
RUNWAY 11-29	RW 11-29	6225	100,100	P	AAC	2/1/2005	5	20
RUNWAY 11-29	RW 11-29	6210	315,150	P	AAC	2/1/2005	13	64
RUNWAY 11-29	RW 11-29	6207	22,045	P	AAC	2/1/2005	2	5
RUNWAY 11-29	RW 11-29	6205	630,300	P	AAC	2/1/2005	20	126
RUNWAY 11-29	RW 11-29	6202	42,282	P	AAC	2/1/2005	2	9
RUNWAY 7-25	RW 7-25	6105	415,800	S	AAC	12/1/2014	17	83
RUN UP APRON AT RW 7	AP RU RW 7	5205	7,888	P	AC	1/1/1980	1	2
RUN UP APRON AT RW 25	AP RU RW25	5105	9,793	P	AAC	7/1/2009	1	2
SOUTHWEST APRON	AP SW	4330	61,003	P	AC	1/1/2009	2	13
SOUTHWEST APRON	AP SW	4325	72,728	P	AC	7/1/2010	3	17
SOUTHWEST APRON	AP SW	4320	21,340	P	AAC	7/1/2010	1	5
SOUTHWEST APRON	AP SW	4315	23,585	P	AC	12/25/1999	1	4
SOUTHWEST APRON	AP SW	4310	12,201	P	AC	12/25/1999	1	3
SOUTHWEST APRON	AP SW	4305	32,431	P	AAC	1/1/2005	1	6
NORTH APRONS	AP N	4270	32,960	P	AC	7/1/2010	1	7

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
NORTH APRONS	AP N	4260	104,561	P	AAC	7/1/2010	3	22
NORTH APRONS	AP N	4255	125,665	P	AAC	7/1/2010	3	25
NORTH APRONS	AP N	4250	145,100	P	AAC	7/1/2010	3	29
NORTH APRONS	AP N	4245	15,617	P	AAC	7/1/2010	1	3
NORTH APRONS	AP N	4241	21,600	P	AAC	7/1/2010	1	5
NORTH APRONS	AP N	4240	130,329	P	AAC	7/1/2010	3	30
NORTH APRONS	AP N	4230	36,283	P	AAC	7/1/2010	1	9
NORTH APRONS	AP N	4228	14,420	P	AAC	7/1/2010	1	3
NORTH APRONS	AP N	4226	96,168	P	AAC	7/1/2010	3	21
NORTH APRONS	AP N	4222	13,199	P	AAC	7/1/2010	1	4
NORTH APRONS	AP N	4220	53,200	P	APC	7/1/2010	2	12
NORTH APRONS	AP N	4215	76,639	P	APC	7/1/2010	3	17
NORTH APRONS	AP N	4210	49,872	P	APC	7/1/2010	1	9
NORTH APRONS	AP N	4205	189,798	P	AAC	7/1/2010	5	41
SOUTH APRONS	AP S	4130	8,760	P	AAC	7/1/2009	1	2
SOUTH APRONS	AP S	4125	22,290	P	AAC	7/1/2009	1	5
SOUTH APRONS	AP S	4120	12,825	P	AAC	7/1/2009	1	2
SOUTH APRONS	AP S	4115	35,000	P	PCC	1/1/1978	1	8
SOUTH APRONS	AP S	4110	126,000	P	PCC	1/1/1978	2	15
SOUTH APRONS	AP S	4105	66,500	P	AAC	7/1/2009	2	14
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN W	715	65,848	P	AC	1/1/2014	2	14
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	610	8,448	P	AAC	7/1/2009	1	2
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	605	28,681	P	AC	1/1/2014	1	6
TAXIWAY E5	TW E5	552	9,790	P	AC	1/1/2014	1	2
TAXIWAY E5	TW E5	550	19,373	P	AAC	1/1/2005	1	5
TAXIWAY E4	TW E4	542	17,460	P	AC	1/1/2014	1	4
TAXIWAY E4	TW E4	540	29,074	P	AAC	1/1/2005	1	6
TAXIWAY E3	TW E3	532	20,583	P	AC	1/1/2014	1	4
TAXIWAY E3	TW E3	530	28,702	P	AAC	1/1/2005	1	6
TAXIWAY E2	TW E2	522	15,698	P	AC	1/1/2014	1	3
TAXIWAY E2	TW E2	520	19,417	P	AAC	1/1/2005	1	5
TAXIWAY E1	TW E1	517	15,325	P	AC	1/1/2014	1	3
TAXIWAY E1	TW E1	515	19,914	P	AAC	1/1/2005	1	5

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY E - PARALLEL RW 11-29	TW E	510	75,075	P	AC	1/1/2014	3	20
TAXIWAY E - PARALLEL RW 11-29	TW E	505	491,892	P	AC	1/1/2014	10	129
TAXIWAY D	TW D	405	23,039	P	AAC	7/1/2010	1	4
TAXIWAY C	TW C	315	22,886	P	AAC	7/1/2010	1	5
TAXIWAY C	TW C	307	44,526	P	AAC	7/1/2010	2	12
TAXIWAY C	TW C	305	127,581	P	AC	3/1/2011	3	26
TAXIWAY B	TW B	210	11,878	P	AAC	1/1/2005	1	2
TAXIWAY B	TW B	205	138,002	P	AAC	7/1/2009	3	28
TAXIWAY A	TW A	154	4,561	P	AAC	7/1/2009	1	1
TAXIWAY A	TW A	153	4,523	P	AAC	7/1/2009	1	1
TAXIWAY A	TW A	152	3,939	P	AAC	7/1/2009	1	1
TAXIWAY A	TW A	150	52,426	P	AAC	7/1/2009	3	11
TAXIWAY A	TW A	149	4,225	P	AAC	7/1/2009	1	1
TAXIWAY A	TW A	148	26,100	P	AAC	7/1/2009	1	6
TAXIWAY A	TW A	147	3,947	P	AC	1/1/1980	1	1
TAXIWAY A	TW A	143	5,547	P	AC	1/1/1992	1	1
TAXIWAY A	TW A	140	32,303	P	AC	1/1/1992	2	9
TAXIWAY A	TW A	135	20,258	P	AC	1/1/1980	1	5
TAXIWAY A	TW A	130	11,380	P	AC	1/1/1979	1	3
TAXIWAY A1	TW A1	125	20,831	P	AAC	7/1/2009	1	4
TAXIWAY A	TW A	120	98,695	P	AAC	1/1/2012	3	20
TAXIWAY A	TW A	119	6,187	P	AAC	7/1/2009	1	1
TAXIWAY A	TW A	117	9,679	P	AAC	7/1/2009	1	2
TAXIWAY A	TW A	115	22,645	P	AAC	7/1/2009	1	4
TAXIWAY A	TW A	110	50,240	P	AAC	1/1/2012	2	10
TAXIWAY A	TW A	108	6,264	P	AAC	1/1/2005	1	1
TAXIWAY A	TW A	105	93,839	P	AAC	1/1/1973	3	18

Note: If 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. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

3. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

The program has been updated from ASTM D 5340-04, released in 2004, to ASTM D 5340-12, released in 2013, for this SAPMP update. The primary updates include the separation of certain distress types and the addition of new types with corresponding changes to PCI calculation. These changes in distress classification may result in small variances in the PCI values from the previous inspection analysis.

Below is a brief description of the changes to the distresses presented in the ASTM D 5340 methodology and a table summarizing the deduction affected.

a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering". Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling", the PCI deduction is not as high as the former "Weathering and Raveling". Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling", may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction

contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

Distress Updates to Reflect ASTM 5340-12			
Use and Surface Type	Old 5340-04 Distress	New Distress	Deduct Curve
AC/AAC/APC Airfield	(52) Weathering & Raveling - Low	(52) Raveling - Low	No Change
	(52) Weathering & Raveling - Medium	(52) Raveling - Medium	No Change
	(52) Weathering & Raveling - High	(52) Raveling - High	No Change
	N/A	(57) Weathering - Low	New
	N/A	(57) Weathering - Medium	New
	N/A	(57) Weathering - High	New
PCC Airfield	(70) Scaling - Low	(70) Scaling - Low	New
	(70) Scaling - Medium	(70) Scaling - Medium	New
	(70) Scaling - High	(70) Scaling - High	New
	N/A	(76) Alkali Silica Reaction – Low	New
	N/A	(76) Alkali Silica Reaction – Medium	New
	N/A	(76) Alkali Silica Reaction – High	New

3.1 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER (also known as PAVER) is used to calculate PCI values using the methodology described in ASTM D 5340-12. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-1 and 3-2 describe the distresses as defined by the ASTM D 5340-12 and adopted for the SAPMP procedures.

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
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	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

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

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

Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction Quality
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Freeze-Thaw Cycling
69	Pumping	Load Repetition / Poor Joint Sealant
70	Scaling/Crazing	Construction Quality / Freeze-Thaw Cycling
71	Faulting	Load Repetition / Subgrade Quality
72	Shattered Slab	Overloading
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load Repetition / Infiltration of Incompressible Material
75	Corner Spalling	Load Repetition / Infiltration of Incompressible Material
76	Alkali-Silica Reaction	Construction Quality / Climate

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

3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2014 at Gainesville Regional Airport, the overall weighted average PCI value is 87 representing a condition rating of Good.

The airport's airfield pavements exhibited distresses typically associated with climate and age based distresses. The predominant AC and AAC pavement distresses observed include: longitudinal and transverse cracking, raveling, weathering, and swelling. The predominate PCC pavement distresses observed include: joint spalling, shrinkage cracking, and scaling.

The majority of the airfield is composed of asphalt concrete pavement with the exception of the South Apron, which is partially Portland cement concrete. Runway 7-25 is scheduled for rehabilitation and was not inspected. Rehabilitation of Taxiway E was recently completed and not inspected. Both are assumed to have a PCI of 100.

Runway 11-29 is paved with AAC pavement sections. The Runway PCI ranges from 66-86. Typical distresses include low severity longitudinal and transverse cracking, low and medium severity raveling, low and medium severity weathering, and low severity swelling. These are climate, age, and subgrade quality related distresses. The western end of the runway exhibited higher amounts of raveling and weathering.

Parallel Taxiway A PCI ranges from 36-95. The western and eastern sections were in the worst condition with PCI's in the 30s. Typical distresses observed include low and medium severity raveling, high severity weathering, low severity block cracking, and low severity longitudinal and transverse cracking. Typical distresses in the central sections include low severity longitudinal and transverse cracking, low to medium severity weathering, and low severity raveling. These are age and climate related distresses.

The South Apron was in Good condition. Typical AC pavement distresses include low severity weathering, and low severity longitudinal and transverse cracking. PCC pavement distresses were minimal.

The majority of the GA aprons adjacent to Taxiway A were recently rehabilitated with a slurry seal overlay. At the time of inspection, this seal was beginning to exhibit loss of surface fines and hairline cracking related to thermal expansion/contraction stresses. The aprons were observed to be in generally Satisfactory to Good condition, but close monitoring of the seal coat is encouraged as more rapid deterioration of the seal is anticipated in the coming years.

Appendix B contains Table B-1 which summarizes the Section Condition Values and an Airfield Pavement Condition Index Rating Exhibit, Figure B-1, which depicts the PCI results by Section. Appendix C contains MicroPAVER reports of PCI results by Branch and Section. Appendix H includes the most current detailed distress data generated by MicroPAVER for each inspected sample unit for this update.

The pavement condition at Gainesville Regional Airport is represented in Figure 3-1 in accordance with the condition categories and PCI scale referenced in ASTM

D 5340. Further detail is provided in Table 3-3 which describes the breakdown of the airport's airfield conditions according to area and use.

Figure 3-1: Airfield Pavement Condition Index Rating Summary

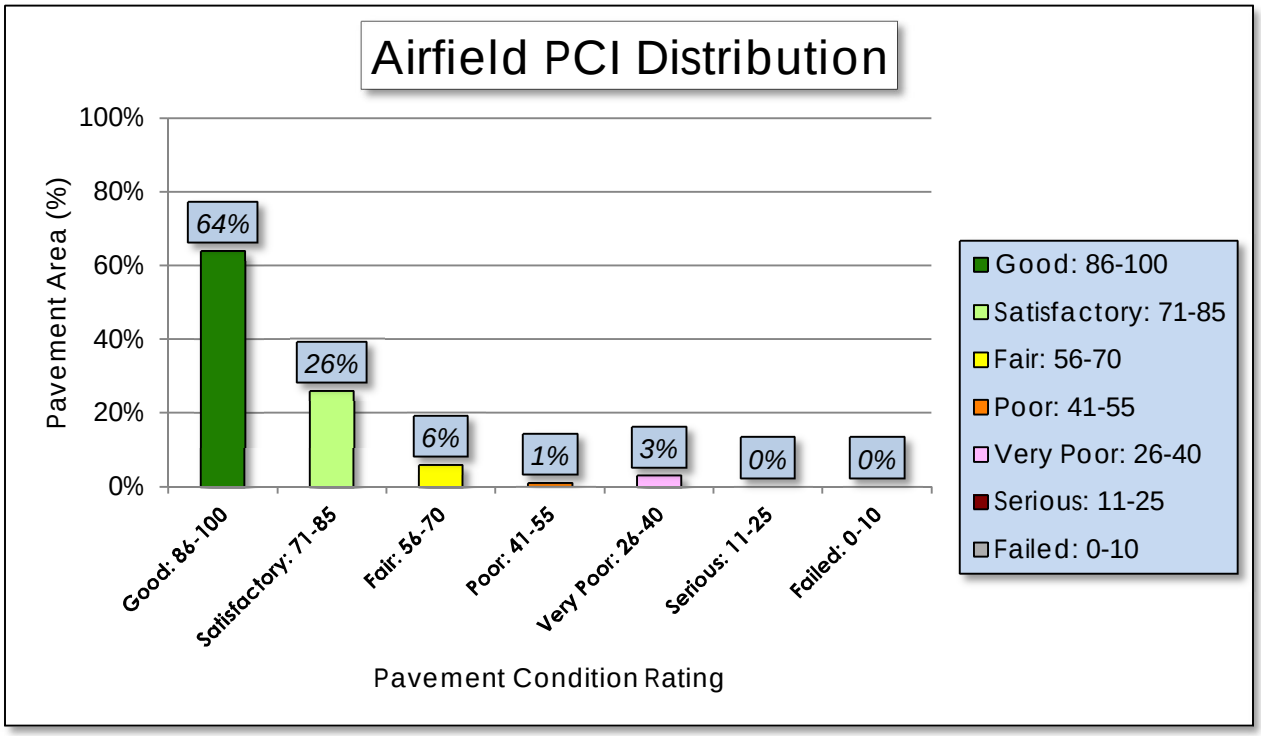


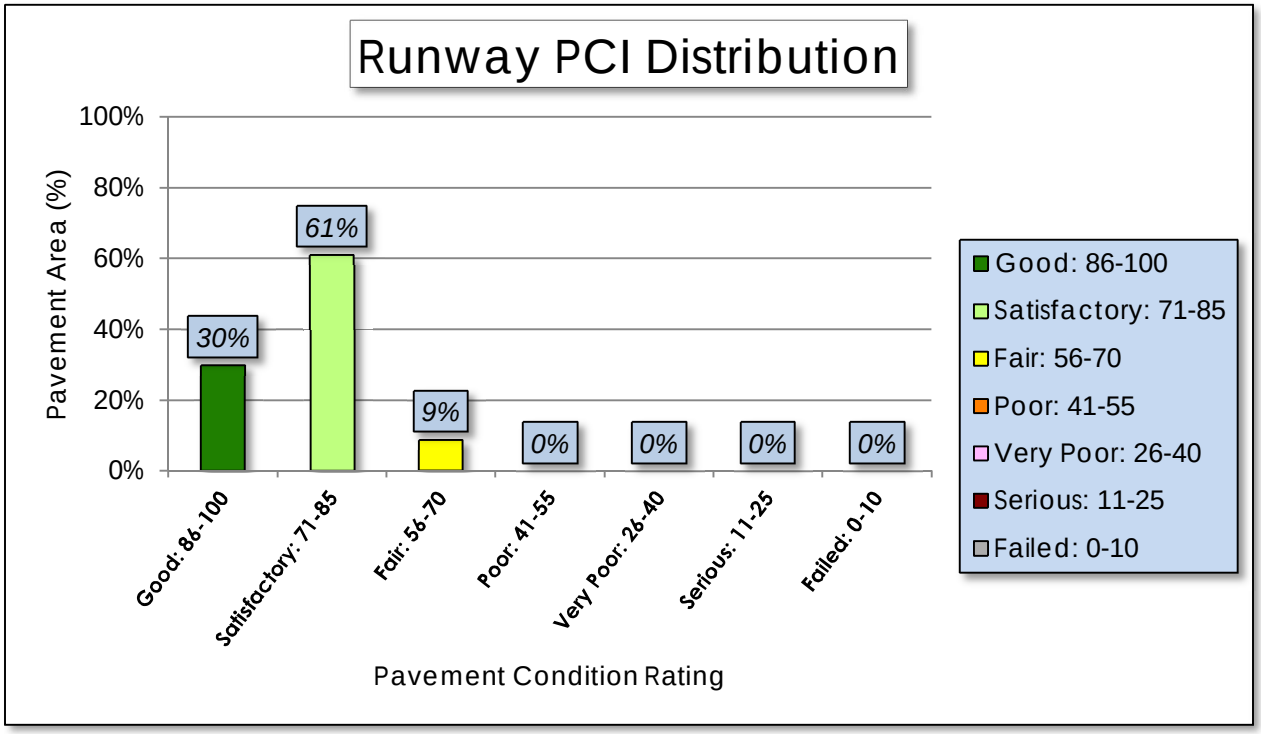
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	84	SATISFACTORY
Taxiway	89	GOOD
Apron	88	GOOD
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	3,180,478	64%
Satisfactory	1,296,775	26%
Fair	283,120	6%
Poor	5,547	1%
Very Poor	138,343	3%
Serious	-	
Failed	-	

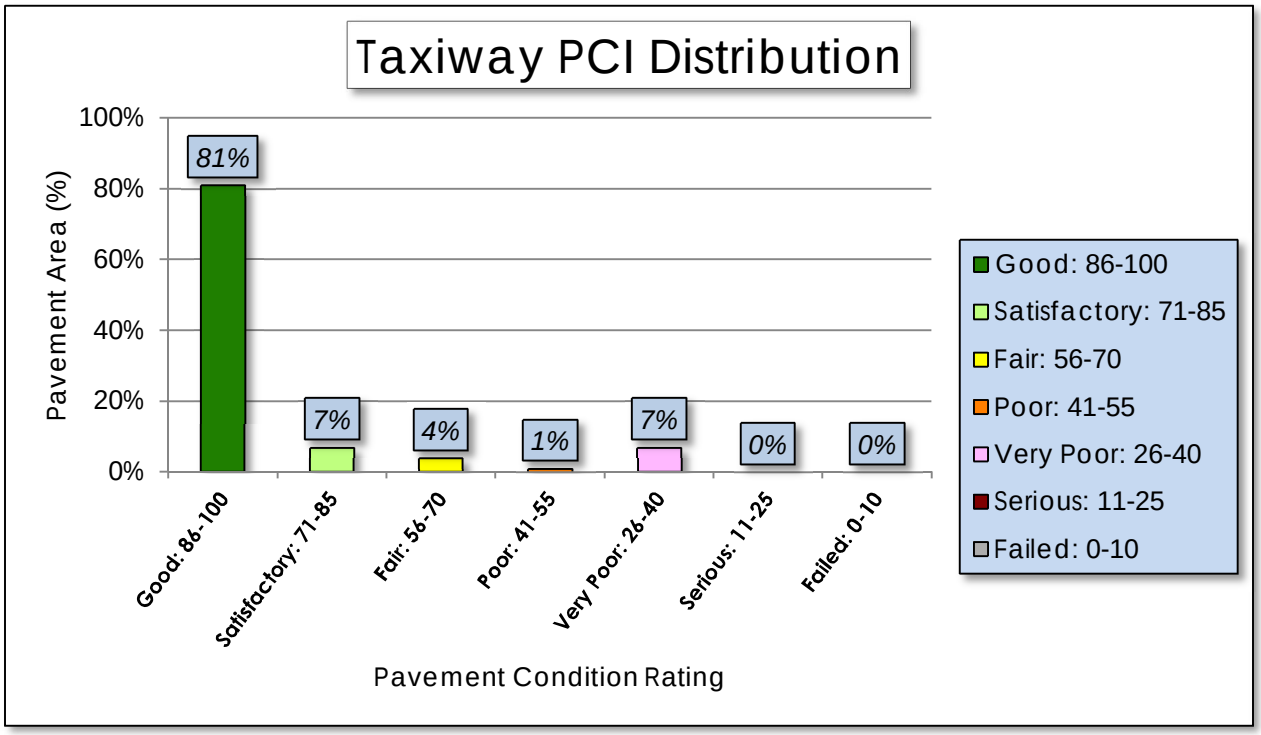
Approximately 90% of the airfield network is in Good and Satisfactory condition, while 4% of the network is in a Poor to Very Poor condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

Figure 3-2: Percentage of Pavement Area by Condition Rating by Use

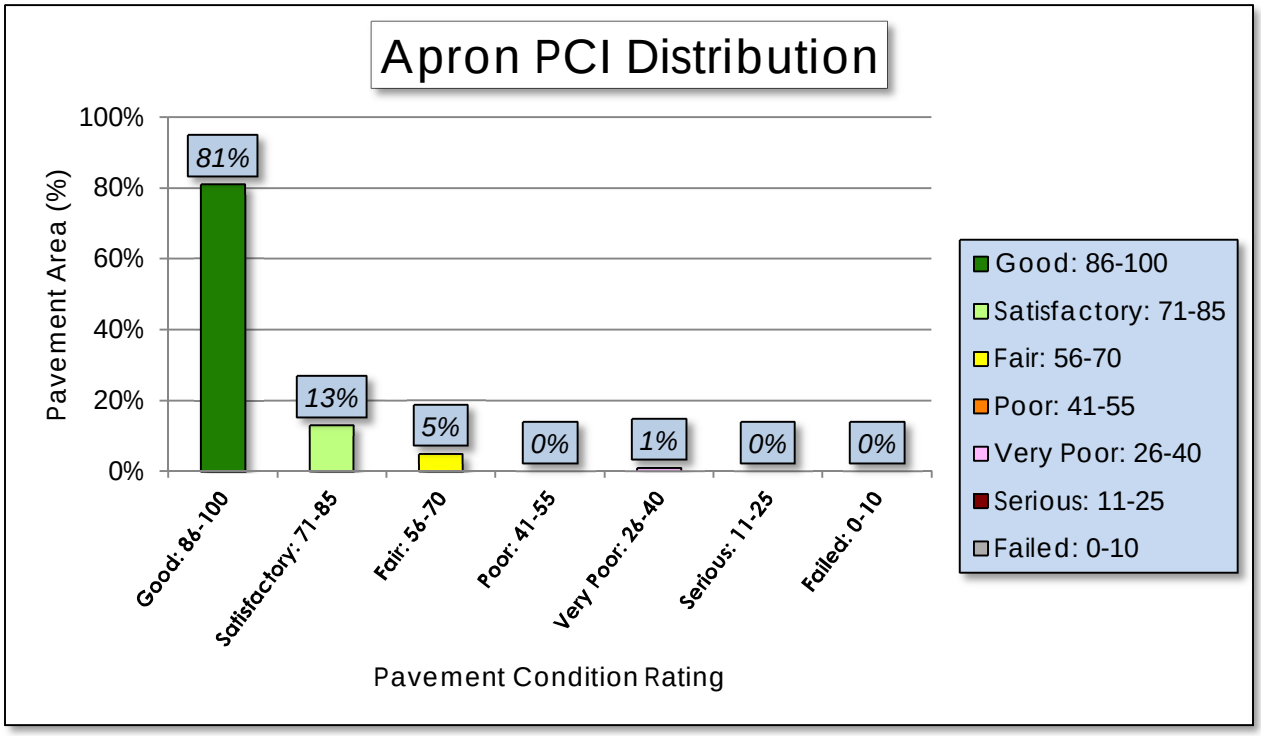
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
81%
13%
5%
0%
1%
0%
0%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

4. PAVEMENT PERFORMANCE

Pavement performance models are developed from the distress data collected for the SAPMP for the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

>FACILITY USE (Runway, Taxiway, or Apron)

>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2015. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Gainesville Regional Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each facility use.

Figure 4-1: Runway Pavement Performance Prediction Summary

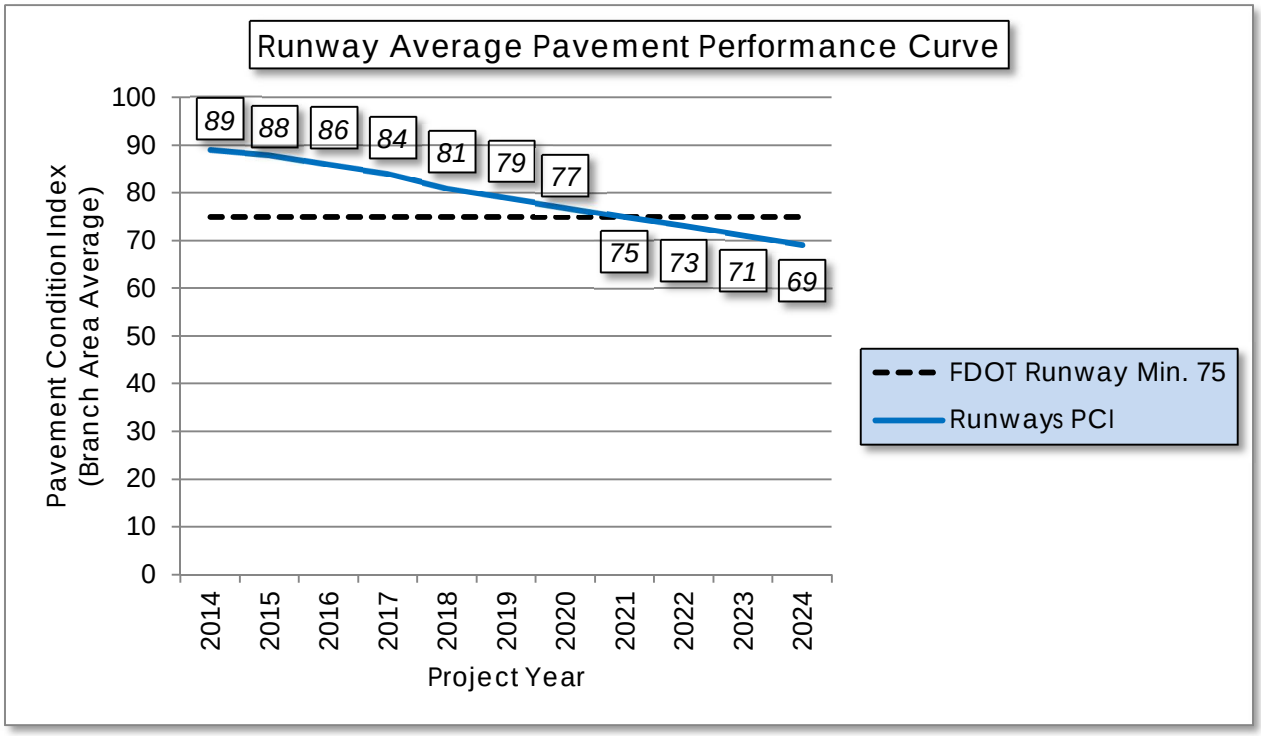


Figure 4-2: Taxiway Pavement Performance Prediction Summary

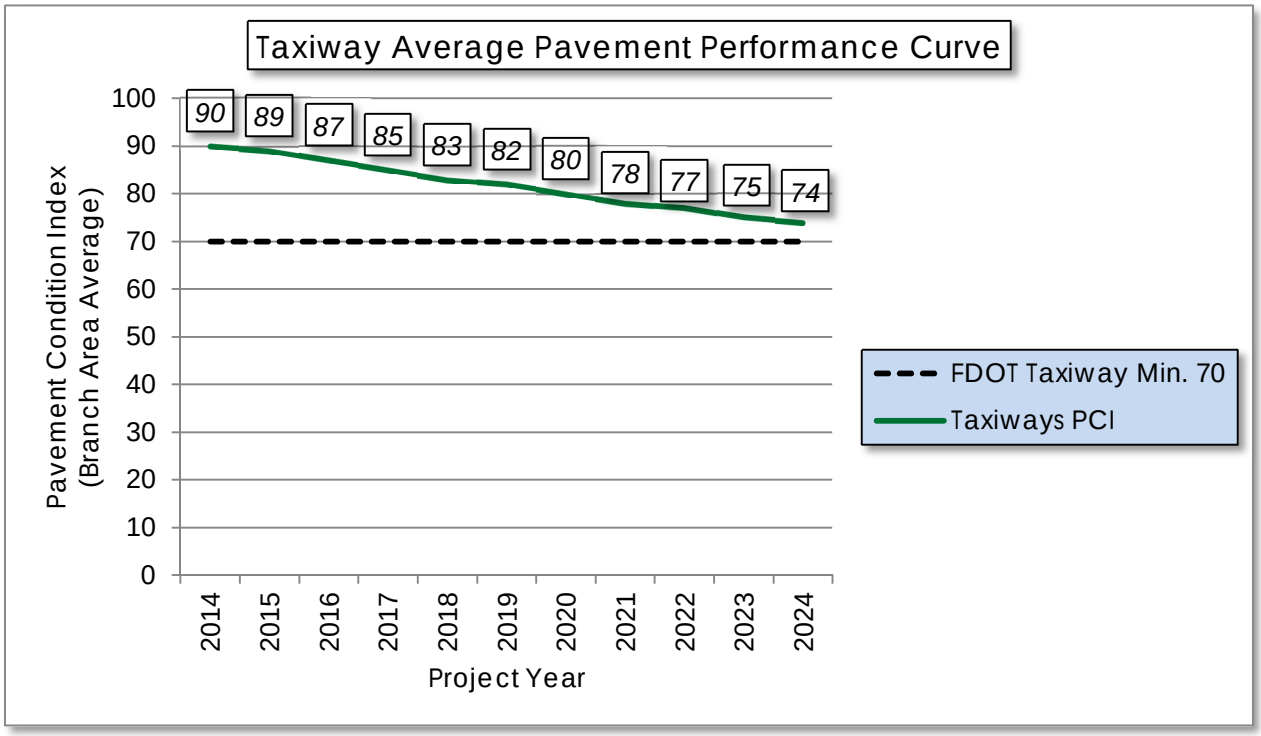
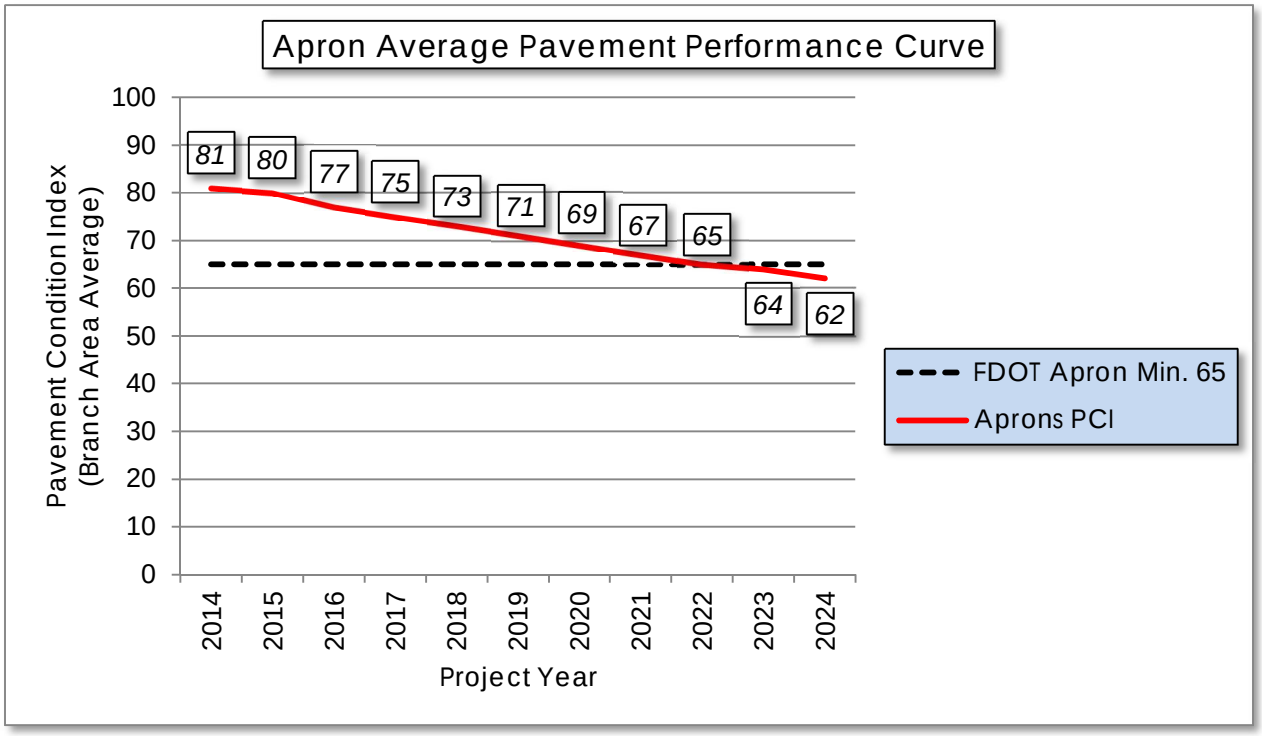


Figure 4-3: Apron Pavement Performance Prediction Summary



Pavement performance modeling to predict the future PCI is primarily done to predict PCI at the Section level for the purpose of planning Major Rehabilitation work. In Appendix D, Table D-1 represents the predicted area-weighted PCI by Section for the airport's airfield pavement infrastructure.

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	56	Swelling	M, H	Full Depth Pavement Patch	Square Feet
	57	Weathering	M, H	Seal Coat Treatment	Square Feet

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI would benefit more from major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the Section's Current PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of

pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

Table 5-3: Critical and Minimum Service Level PCI for Primary Airports

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	70	65
Apron	65	65

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC)	75 - 90
Rehabilitation	▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC)	40 - 74
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement

reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; per the treatments described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports, as a maintenance rehabilitation activity, can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: AC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	$5.00	Square Feet
	Partial Depth Pavement Patch	$3.00	Square Feet
	Seal Coat Treatment	$0.55	Square Feet
	Crack Sealing	$2.75	Linear Feet
	Slurry Seal Coat Treatment	$0.55	Square Feet
	Grinding / Removal	$2.10	Square Feet

Table 5-6: PCC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	$45.00	Square Feet
	Partial Patch - PCC	$19.10	Square Feet
	Crack Sealing - PCC	$4.25	Linear Feet
	Joint Seal Repair (Local)	$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	$45.00	Square Feet
	Micro-mill and Seal - PCC	$1.00	Square Feet
	Seal Coat Treatment	$1.00	Square Feet

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to plan

future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for Primary Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00
	▪ Concrete Pavement Restoration (PCC)		$18.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%. In Appendix E, Table E-1 summarizes the Year-1 maintenance and repair recommendations based on the most recent inspection. The summary in Table E-1 does not take into account any rehabilitation activities, but rather summarizes preventative activities for all PCI ranges, including below critical PCI sections.

6. MAJOR PAVEMENT REHABILITATION NEEDS

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit.

The objective of the major pavement rehabilitation needs analysis is to provide planning level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

Airports should consider the major rehabilitation work types of mill and overlay, PCC restoration, and reconstruction planning level classifications only. Additional design level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it.

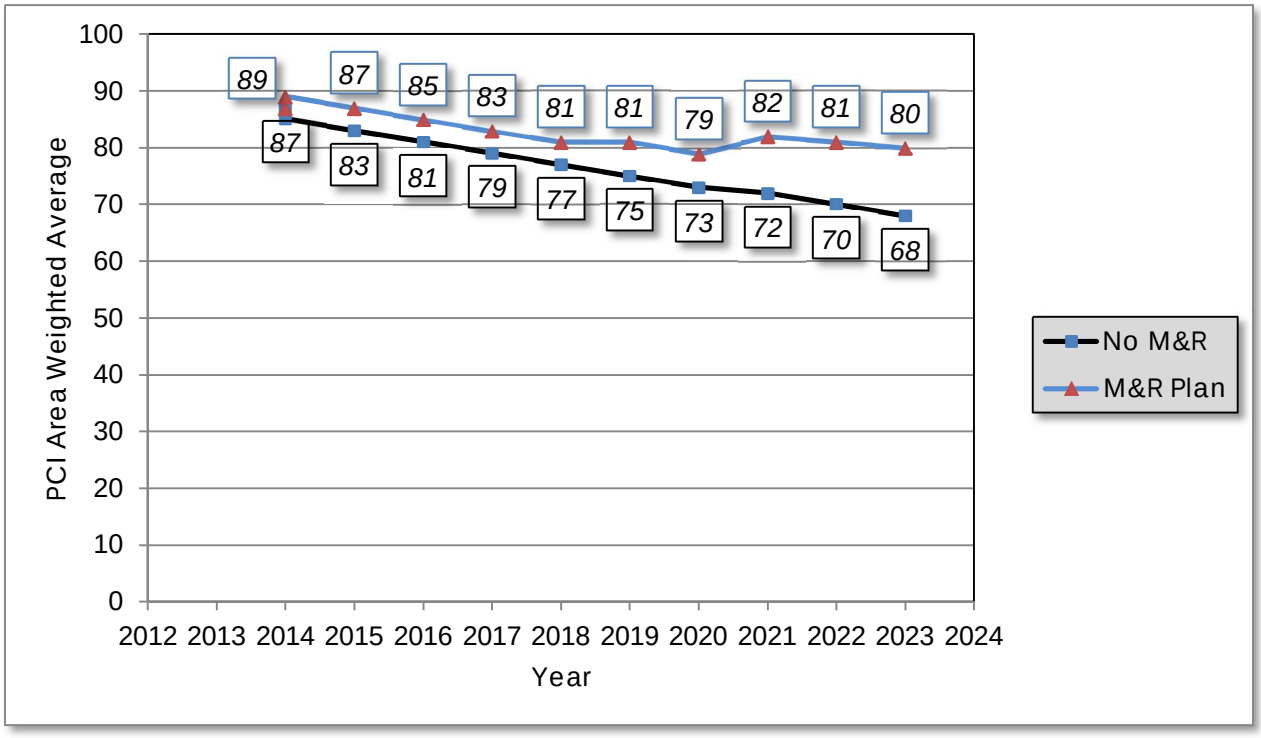
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 752,248.00	78	Mill and Overlay	100
2015	AP RU RW 7	5205	$ 141,984.00	58	Mill and Overlay	100
2015	AP SW	4310	$ 280,623.00	35	Reconstruction	100
2015	AP SW	4320	$ 384,120.00	63	Mill and Overlay	100
2015	RW 11-29	6225	$ 1,801,800.00	65	Mill and Overlay	100
2015	TW A	105	$ 2,158,297.00	35	Reconstruction	100
2015	TW A	135	$ 364,644.00	63	Mill and Overlay	100
2015	TW A	140	$ 742,969.00	38	Reconstruction	100
2015	TW A	143	$ 110,385.00	46	Mill and Overlay	100
2015	TW A	147	$ 71,046.00	63	Mill and Overlay	100
2016	TW A	130	$ 210,985.00	65	Mill and Overlay	100
2017	RW 11-29	6202	$ 807,426.00	63	Mill and Overlay	100
2019	AP SW	4305	$ 657,025.00	65	Mill and Overlay	100
2020	AP N	4228	$ 300,901.00	65	Mill and Overlay	100
2020	AP SW	4325	$ 1,517,610.00	64	Mill and Overlay	100
2020	TW E4	540	$ 606,685.00	64	Mill and Overlay	100
2022	RW 11-29	6205	$ 13,953,412.00	64	Mill and Overlay	100
2023	AP SW	4330	$ 1,390,982.00	65	Mill and Overlay	100
2023	RW 11-29	6207	$ 502,667.00	64	Mill and Overlay	100
2024	AP SW	4315	$ 553,915.00	64	Mill and Overlay	100
2024	TW A	108	$ 147,116.00	64	Mill and Overlay	100
2024	TW A	119	$ 145,307.00	65	Mill and Overlay	100
		Total =	$ 27,602,147.00			

**Costs are adjusted for inflation at 3%.*

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or "unlimited budget" Major Rehabilitation Program is compared to a "No Major Rehabilitation Program" scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 12 points less than a plan that provides timely repairs to the airfield pavements.

Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

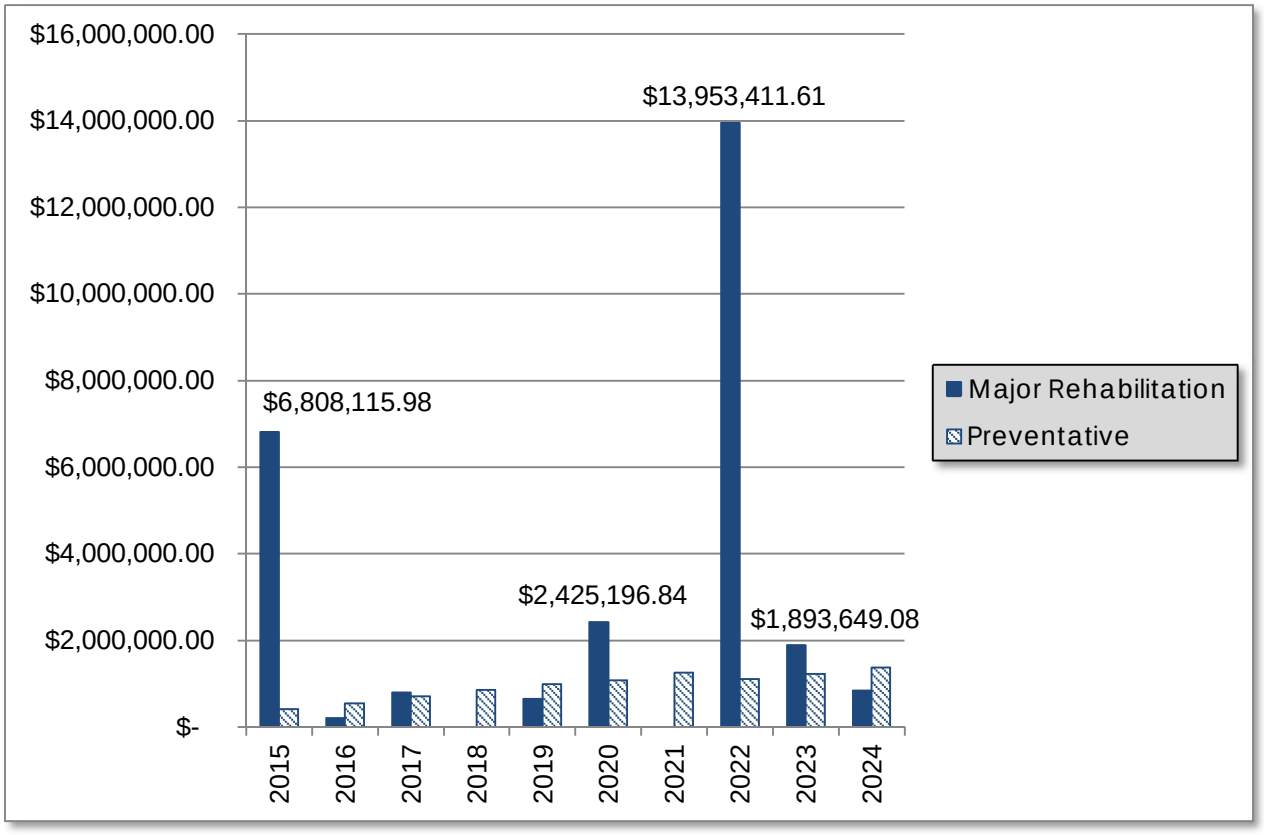
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each airport further evaluate each project's feasibility and desirability based on the airport's future development plans and budgeting scenarios.

In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1 provides a summary of the expected preventative and major rehabilitation for each program year.

Table 7-1: 10-Year Preventative and Major Rehabilitation Summary

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2015	$ 423,942.44	$ 6,808,115.98	$ 7,232,058.42
2016	$ 554,798.99	$ 210,985.21	$ 765,784.20
2017	$ 706,047.26	$ 807,425.57	$ 1,513,472.83
2018	$ 863,232.61	$ -	$ 863,232.61
2019	$ 994,972.76	$ 657,024.80	$ 1,651,997.57
2020	$ 1,082,333.80	$ 2,425,196.84	$ 3,507,530.64
2021	$ 1,255,535.20	$ -	$ 1,255,535.20
2022	$ 1,112,821.87	$ 13,953,411.61	$ 15,066,233.49
2023	$ 1,234,095.35	$ 1,893,649.08	$ 3,127,744.43
2024	$ 1,378,422.12	$ 846,338.56	$ 2,224,760.67
		Total =	$ 37,208,350.06

Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary



According to the most recent inspections at the time of this update; the following pavement sections were identified as a Year-1 need for major rehabilitation:

- Runway 11-29 – Section 6225
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron at RW 7 – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4320 and 4310
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- North Apron – Section 4220
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 147, 143, 140, 135, and 105
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.

Appendix E summarizes the preventative repair recommendations for Year-1 and Appendix F provides an exhibit, Airfield Pavement Major Rehabilitation that depicts the recommended major rehabilitation on the airfield pavement network according to work type and year.

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-12. The exhibits are prepared and updated with information provided by the airport and from aerial imagery from the FDOT Surveying and Mapping publications.

8.2 Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in Appendix A depicts any recent airfield pavement construction activity reported by the airport. The exhibit is intended to identify pavement sections that may have changed in geometry and pavement composition that would affect the section delineation. The information provided in the Airport Response Form was used as the basis of the changes and confirmed with the airport personnel at the time of inspection.

8.3 Airfield Pavement Condition Index Rating Exhibit

The Airfield Pavement Condition Index Rating Exhibit in Appendix B has been prepared based on the section condition analysis of the distress data collected during the recent condition index rating survey. The exhibit graphically depicts the inventory with associated condition rating colors and PCI values.

8.4 Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit in Appendix F has been prepared based on the section pavement performance model and major rehabilitation analysis. The exhibit graphically depicts the inventory with associated rehabilitation activity, program year, and the planning level costs.

8.5 Airfield Pavement Condition Survey Inspection Photographs

During the field condition survey inspection; inspectors photographed representative distress types observed. Select photographs are provided in Appendix G to provide visual support to special pavement conditions or distresses observed.

9. RECOMMENDATIONS

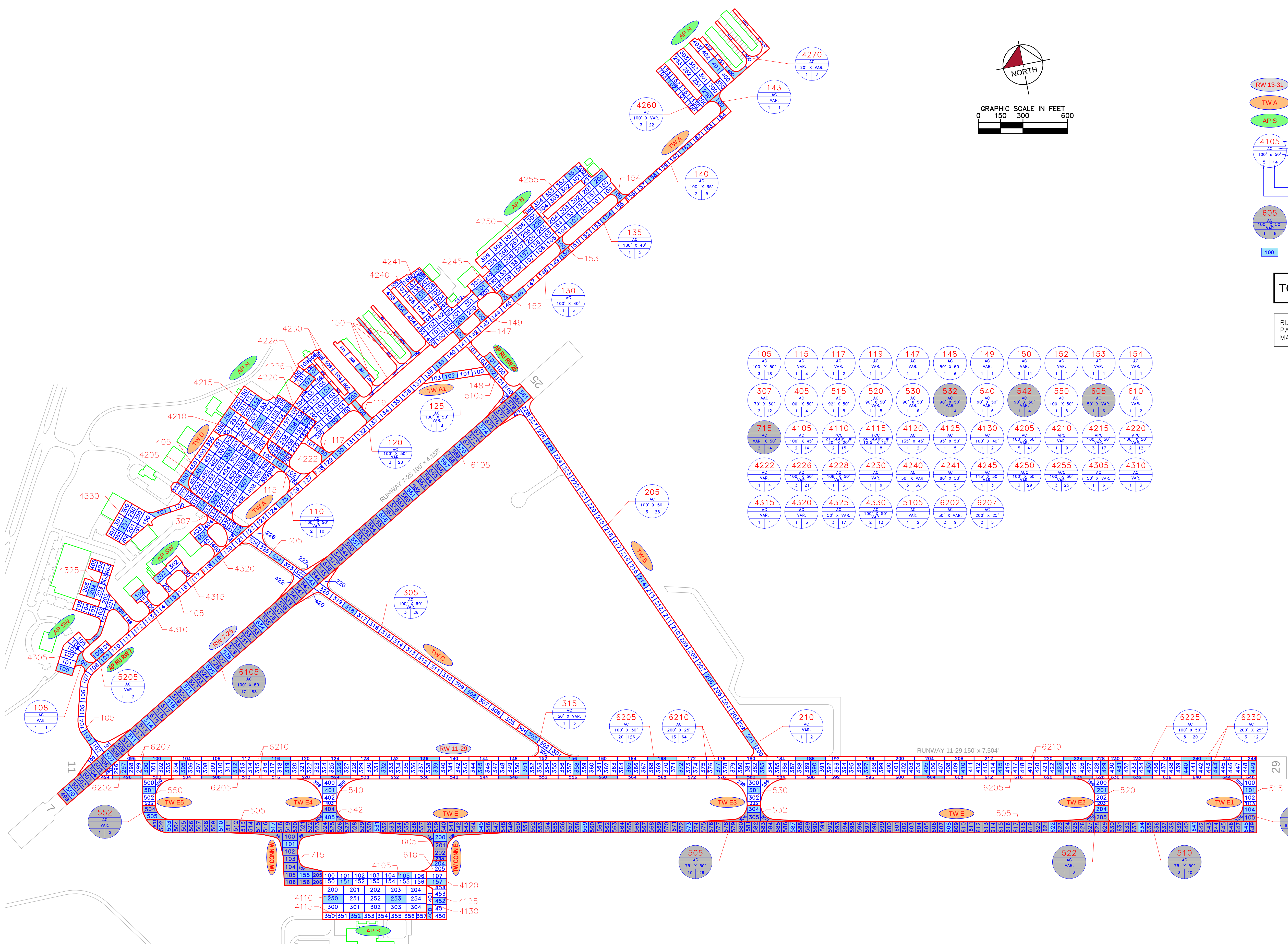
The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

The following recommendations were made based on the 2014 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 11-29 – Section 6225, 6207, 6205, and 6202
  - Mill and Overlay attributed to climate and age of pavement.
- Run-Up Apron at RW 7 – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4330, 4325, 4320, 4315, 4310, and 4305
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- North Apron – Sections 4228 and 4220
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 147, 143, 140, 135, 130, 119, 108, and 105
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway E4 – Section 540
  - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

- AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
- AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
- PAVEMENT GEOMETRY INVENTORY
- WORK HISTORY REPORT



LEGEND

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

TOTAL SAMPLES INSPECTED = 178

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

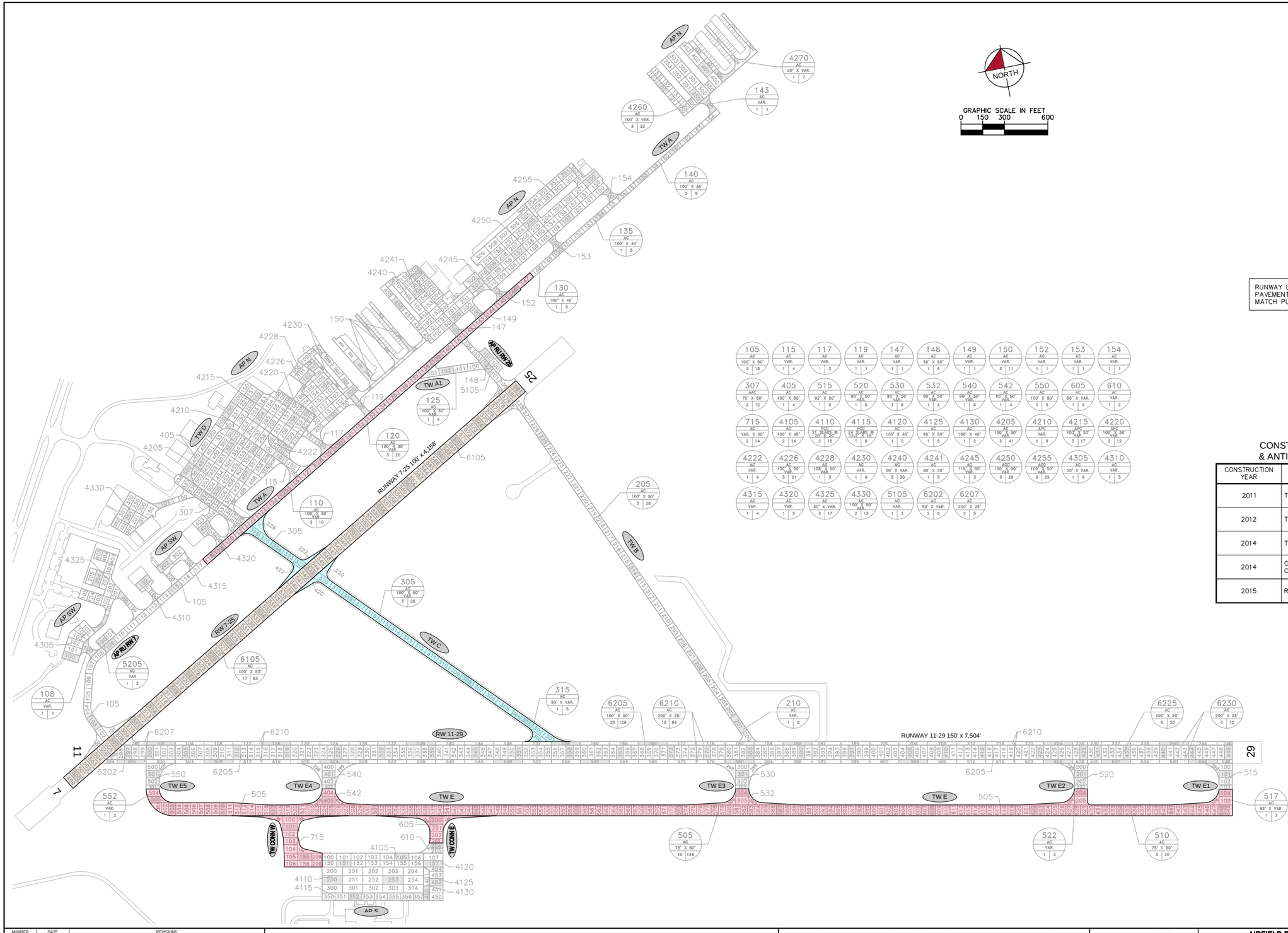
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

GAINESVILLE REGIONAL AIRPORT
ALACHUA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: GNV

FDOT DISTRICT: 2



LEGEND

- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019

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

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	TAXIWAY C	REMOVE AVG. 3.5" EXISTING ASPHALT, REPLACE WITH 4" P-401
2012	TAXIWAY A	REMOVE EXISTING AVG. 4" ASPHALT, REPLACE WITH 4" P-401, EXISTING LIMEROCK RESHAPED AND COMPACTED
2014	TAXIWAY E	REMOVE EXISTING ASPHALT, 4" P-401 ON EXISTING RE-COMPACTED LIMEROCK
2014	COMMERCIAL RAMP CONNECTOR	NEW PAVEMENT: 4" P-401, 12" P-211, 12" P-160, 12" EXISTING OR MATERIAL MEETING P-152 SPECIFICATION
2015	RUNWAY 7-25	0.5"-1" MILL & 3" OVERLAY

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

GAINESVILLE REGIONAL AIRPORT
ALACHUA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: GNV
FDOT DISTRICT: 2

Table A-1: Pavement Geometry Inventory

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	Total Samples
RUNWAY 11-29	RW 11-29	RUNWAY	6230	2,000	25	50,050	P	AAC	2/1/2005	11/17/2014	12
RUNWAY 11-29	RW 11-29	RUNWAY	6225	1,000	100	100,100	P	AAC	2/1/2005	11/17/2014	20
RUNWAY 11-29	RW 11-29	RUNWAY	6210	8,200	25	315,150	P	AAC	2/1/2005	11/17/2014	64
RUNWAY 11-29	RW 11-29	RUNWAY	6207	700	25	22,045	P	AAC	2/1/2005	11/17/2014	5
RUNWAY 11-29	RW 11-29	RUNWAY	6205	4,470	100	630,300	P	AAC	2/1/2005	11/17/2014	126
RUNWAY 11-29	RW 11-29	RUNWAY	6202	400	100	42,282	P	AAC	2/1/2005	11/17/2014	9
RUNWAY 7-25	RW 7-25	RUNWAY	6105	4,000	80	415,800	S	AAC	12/1/2014	12/1/2014	83
RUN UP APRON AT RW 7	AP RU RW 7	APRON	5205	140	60	7,888	P	AC	1/1/1980	11/17/2014	2
RUN UP APRON AT RW 25	AP RU RW25	APRON	5105	175	50	9,793	P	AAC	7/1/2009	11/17/2014	2
SOUTHWEST APRON	AP SW	APRON	4330	300	150	61,003	P	AC	1/1/2009	11/17/2014	13
SOUTHWEST APRON	AP SW	APRON	4325	1,250	50	72,728	P	AC	7/1/2010	11/17/2014	17
SOUTHWEST APRON	AP SW	APRON	4320	100	100	21,340	P	AAC	7/1/2010	11/17/2014	5
SOUTHWEST APRON	AP SW	APRON	4315	210	70	23,585	P	AC	12/25/1999	11/17/2014	4
SOUTHWEST APRON	AP SW	APRON	4310	100	70	12,201	P	AC	12/25/1999	11/17/2014	3
SOUTHWEST APRON	AP SW	APRON	4305	250	125	32,431	P	AAC	1/1/2005	11/17/2014	6

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	Total Samples
NORTH APRONS	AP N	APRON	4270	1,500	35	32,960	P	AC	7/1/2010	11/17/2014	7
NORTH APRONS	AP N	APRON	4260	400	250	104,561	P	AAC	7/1/2010	11/17/2014	22
NORTH APRONS	AP N	APRON	4255	545	200	125,665	P	AAC	7/1/2010	11/17/2014	25
NORTH APRONS	AP N	APRON	4250	702	200	145,100	P	AAC	7/1/2010	11/17/2014	29
NORTH APRONS	AP N	APRON	4245	150	100	15,617	P	AAC	7/1/2010	11/17/2014	3
NORTH APRONS	AP N	APRON	4241	400	60	21,600	P	AAC	7/1/2010	11/17/2014	5
NORTH APRONS	AP N	APRON	4240	650	200	130,329	P	AAC	7/1/2010	11/17/2014	30
NORTH APRONS	AP N	APRON	4230	403	100	36,283	P	AAC	7/1/2010	11/17/2014	9
NORTH APRONS	AP N	APRON	4228	120	100	14,420	P	AAC	7/1/2010	11/17/2014	3
NORTH APRONS	AP N	APRON	4226	120	100	96,168	P	AAC	7/1/2010	11/17/2014	21
NORTH APRONS	AP N	APRON	4222	175	100	13,199	P	AAC	7/1/2010	11/17/2014	4
NORTH APRONS	AP N	APRON	4220	249	200	53,200	P	APC	7/1/2010	11/17/2014	12
NORTH APRONS	AP N	APRON	4215	300	200	76,639	P	APC	7/1/2010	11/17/2014	17
NORTH APRONS	AP N	APRON	4210	335	130	49,872	P	APC	7/1/2010	11/17/2014	9
NORTH APRONS	AP N	APRON	4205	500	350	189,798	P	AAC	7/1/2010	11/17/2014	41
SOUTH APRONS	AP S	APRON	4130	220	40	8,760	P	AAC	7/1/2009	11/17/2014	2
SOUTH APRONS	AP S	APRON	4125	230	95	22,290	P	AAC	7/1/2009	11/17/2014	5

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	Total Samples
SOUTH APRONS	AP S	APRON	4120	135	90	12,825	P	AAC	7/1/2009	11/17/2014	2
SOUTH APRONS	AP S	APRON	4115	700	50	35,000	P	PCC	1/1/1978	11/17/2014	8
SOUTH APRONS	AP S	APRON	4110	700	180	126,000	P	PCC	1/1/1978	11/17/2014	15
SOUTH APRONS	AP S	APRON	4105	630	100	66,500	P	AAC	7/1/2009	11/17/2014	14
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN W	TAXIWAY	715	300	205	65,848	P	AC	1/1/2014	1/1/2014	14
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	610	200	100	8,448	P	AAC	7/1/2009	11/17/2014	2
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	605	200	100	28,681	P	AC	1/1/2014	1/1/2014	6
TAXIWAY E5	TW E5	TAXIWAY	552	140	70	9,790	P	AC	1/1/2014	1/1/2014	2
TAXIWAY E5	TW E5	TAXIWAY	550	150	75	19,373	P	AAC	1/1/2005	11/17/2014	5
TAXIWAY E4	TW E4	TAXIWAY	542	87	113	17,460	P	AC	1/1/2014	1/1/2014	4
TAXIWAY E4	TW E4	TAXIWAY	540	200	155	29,074	P	AAC	1/1/2005	11/17/2014	6
TAXIWAY E3	TW E3	TAXIWAY	532	100	137	20,583	P	AC	1/1/2014	1/1/2014	4
TAXIWAY E3	TW E3	TAXIWAY	530	150	175	28,702	P	AAC	1/1/2005	11/17/2014	6
TAXIWAY E2	TW E2	TAXIWAY	522	110	87	15,698	P	AC	1/1/2014	1/1/2014	3
TAXIWAY E2	TW E2	TAXIWAY	520	195	125	19,417	P	AAC	1/1/2005	11/17/2014	5

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	Total Samples
TAXIWAY E1	TW E1	TAXIWAY	517	100	87	15,325	P	AC	1/1/2014	1/1/2014	3
TAXIWAY E1	TW E1	TAXIWAY	515	200	105	19,914	P	AAC	1/1/2005	11/17/2014	5
TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	510	1,000	75	75,075	P	AC	1/1/2014	1/1/2014	20
TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	505	6,475	75	491,892	P	AC	1/1/2014	1/1/2014	129
TAXIWAY D	TW D	TAXIWAY	405	350	50	23,039	P	AAC	7/1/2010	11/17/2014	4
TAXIWAY C	TW C	TAXIWAY	315	275	70	22,886	P	AAC	7/1/2010	11/17/2014	5
TAXIWAY C	TW C	TAXIWAY	307	275	70	44,526	P	AAC	7/1/2010	11/17/2014	12
TAXIWAY C	TW C	TAXIWAY	305	2,675	50	127,581	P	AC	3/1/2011	11/17/2014	26
TAXIWAY B	TW B	TAXIWAY	210	50	50	11,878	P	AAC	1/1/2005	11/17/2014	2
TAXIWAY B	TW B	TAXIWAY	205	2,746	50	138,002	P	AAC	7/1/2009	11/17/2014	28
TAXIWAY A	TW A	TAXIWAY	154	65	50	4,561	P	AAC	7/1/2009	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	153	65	50	4,523	P	AAC	7/1/2009	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	152	65	50	3,939	P	AAC	7/1/2009	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	150	1,800	20	52,426	P	AAC	7/1/2009	11/17/2014	11
TAXIWAY A	TW A	TAXIWAY	149	109	40	4,225	P	AAC	7/1/2009	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	148	140	50	26,100	P	AAC	7/1/2009	11/17/2014	6

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	Total Samples
TAXIWAY A	TW A	TAXIWAY	147	99	40	3,947	P	AC	1/1/1980	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	143	100	35	5,547	P	AC	1/1/1992	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	140	925	35	32,303	P	AC	1/1/1992	11/17/2014	9
TAXIWAY A	TW A	TAXIWAY	135	500	40	20,258	P	AC	1/1/1980	11/17/2014	5
TAXIWAY A	TW A	TAXIWAY	130	380	40	11,380	P	AC	1/1/1979	11/17/2014	3
TAXIWAY A1	TW A1	TAXIWAY	125	358	50	20,831	P	AAC	7/1/2009	11/17/2014	4
TAXIWAY A	TW A	TAXIWAY	120	1,880	50	98,695	P	AAC	1/1/2012	11/17/2014	20
TAXIWAY A	TW A	TAXIWAY	119	170	35	6,187	P	AAC	7/1/2009	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	117	202	50	9,679	P	AAC	7/1/2009	11/17/2014	2
TAXIWAY A	TW A	TAXIWAY	115	370	50	22,645	P	AAC	7/1/2009	11/17/2014	4
TAXIWAY A	TW A	TAXIWAY	110	430	50	50,240	P	AAC	1/1/2012	11/17/2014	10
TAXIWAY A	TW A	TAXIWAY	108	100	50	6,264	P	AAC	1/1/2005	11/17/2014	1
TAXIWAY A	TW A	TAXIWAY	105	1,780	50	93,839	P	AAC	1/1/1973	11/17/2014	18

Note: If 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. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4205 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 350.00 Ft **True Area:** 189,798.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/1981	IMPORTED	BUILT		2.00	True	1981 2" P-401 8" P-211

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4210 **Surface:** APC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 335.00 Ft **Width:** 130.00 Ft **True Area:** 49,872.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	ML-OL	Mill and Overlay	$0	4.00	True	
01/01/1973	IMPORTED	OVERLAY		5.00	True	1973 5" P-401 OL
01/01/1973	IMPORTED	BUILT		6.00	True	194- 6" PCC

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4215 **Surface:** APC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 200.00 Ft **True Area:** 76,639.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	LC-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/2002	JS-SI	Joint Seal - Silicon	$0	0.00	False	
01/01/2002	SL-PC	Slab Replacement - PCC	$0	0.00	False	
01/01/1942	NU-IN	New Construction - Initial	$0	0.00	True	1942 6" PCC

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4220 **Surface:** APC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 249.37 Ft **Width:** 200.00 Ft **True Area:** 53,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/1972	IMPORTED	BUILT			True	EST 1972 BIT ON PCC

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4222 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 175.00 Ft **Width:** 100.00 Ft **True Area:** 13,199.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/1981	IMPORTED	BUILT		2.00	True	1981 2" P-401 8" P-211

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4226 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 120.00 Ft **Width:** 100.00 Ft **True Area:** 96,168.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	3.00	True	
01/01/1960	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4228 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 120.00 Ft **Width:** 100.00 Ft **True Area:** 14,420.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	3.00	True	
01/01/1960	NU-IN	New Construction - Initial	$0	0.00	True	

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4230 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 402.50 Ft **Width:** 100.00 Ft **True Area:** 36,283.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4240 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 650.00 Ft **Width:** 200.00 Ft **True Area:** 130,329.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4241 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 60.00 Ft **True Area:** 21,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1980	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4245 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 15,617.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	3.00	True	
01/01/1960	IMPORTED	BUILT			True	EST 1960 BIT

Network: GNV **Branch**: AP N (NORTH APRONS) **Section:** 4250 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 702.00 Ft **Width:** 200.00 Ft **True Area:** 145,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	SS-CT	Surface Seal - Coal Tar	$0	0.00	False	
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" P-401 6" P-211 4" P-152

Network: GNV **Branch:** AP N (NORTH APRONS) **Section:** 4255 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 545.00 Ft **Width:** 200.00 Ft **True Area:** 125,665.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/02/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/1985	IMPORTED	BUILT			True	EST 1985 BIT OL

Network: GNV **Branch:** AP N (NORTH APRONS) **Section:** 4260 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 250.00 Ft **True Area:** 104,561.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1992	IMPORTED	BUILT		2.00	True	1992 2" P401 AC SURFACE ON 8" P211 BASE ON 12" P152 SUBBASE

Network: GNV **Branch:** AP N (NORTH APRONS) **Section:** 4270 **Surface:** AC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 1,500.00 Ft **Width:** 35.00 Ft **True Area:** 32,960.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
07/01/2010	NC-AC	New Construction - AC	$0	0.00	True	
01/01/1992	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch:** AP RU RW 7 (RUN UP APRON AT RW 7) **Section:** 5205 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** APRON **Rank** P **Length:** 140.00 Ft **Width:** 60.00 Ft **True Area:** 7,888.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT

Network: GNV **Branch:** AP RU RW25 (RUN UP APRON AT RW 25) **Section:** 5105 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** APRON **Rank** P **Length:** 175.00 Ft **Width:** 50.00 Ft **True Area:** 9,793.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1981	IMPORTED	BUILT		1.50	True	1981 1.5" P-401 6" P-211 12" SUBGRADE

Network: GNV **Branch:** AP S (SOUTH APRONS) **Section:** 4105 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** APRON **Rank** P **Length:** 630.00 Ft **Width:** 100.00 Ft **True Area:** 66,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		5.00	True	1978 5" P-401 11" P-211 6" P-154

Network: GNV **Branch:** AP S (SOUTH APRONS) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1978 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 180.00 Ft **True Area:** 126,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	JS-SI	Joint Seal - Silicon	$0	0.00	False	
01/01/1978	IMPORTED	BUILT		12.00	True	1978 12" P-501 11" P-211 12" SUBGRADE

Network: GNV **Branch:** AP S (SOUTH APRONS) **Section:** 4115 **Surface:** PCC
L.C.D.: 01/01/1978 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 50.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	JS-SI	Joint Seal - Silicon	$0	0.00	False	
01/01/1978	IMPORTED	BUILT		8.00	True	1978 8" P-501 11" P-211 12" SUBGRADE

Network: GNV **Branch:** AP S (SOUTH APRONS) **Section:** 4120 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** APRON **Rank** P **Length:** 135.00 Ft **Width:** 90.00 Ft **True Area:** 12,825.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		2.00	True	1978 2" P-401 8" P-211 6" P-154

Network: GNV **Branch:** AP S (SOUTH APRONS) **Section:** 4125 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** APRON **Rank** P **Length:** 230.00 Ft **Width:** 95.00 Ft **True Area:** 22,290.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1988	IMPORTED	REPAIR			False	1988 SEAL COAT
01/01/1981	IMPORTED	OVERLAY		4.00	True	1981 4" P-401 OL
01/01/1978	IMPORTED	BUILT		2.00	True	1978 2" P-401 11" P-211 12" SUBGRADE

Network: GNV **Branch:** AP S (SOUTH APRONS) **Section:** 4130 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** APRON **Rank** P **Length:** 220.00 Ft **Width:** 40.00 Ft **True Area:** 8,760.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1988	IMPORTED	REPAIR			False	1988 SEAL COAT
01/01/1978	IMPORTED	BUILT		2.00	True	1978 2" P-401 11" P-211 12" SUBGRADE

Network: GNV **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4305 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 125.00 Ft **True Area:** 32,431.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		2.00	True	1991 2" P-401 8" P-211 12" P-152

Network: GNV **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 100.00 Ft **Width:** 70.00 Ft **True Area:** 12,201.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	LC-DB	Surface Treatment - Double Bi	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4315 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 210.00 Ft **Width:** 70.00 Ft **True Area:** 23,585.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	LC-DB	Surface Treatment - Double Bi	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4320 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 21,340.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	

12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: AP SW (SOUTHWEST APRON) **Section:** 4325 **Surface:** AC
L.C.D.: 07/01/2010 **Use:** APRON **Rank** P **Length:** 1,250.00 Ft **Width:** 50.00 Ft **True Area:** 72,728.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	NC-AC	New Construction - AC	$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: AP SW (SOUTHWEST APRON) **Section:** 4330 **Surface:** AC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 150.00 Ft **True Area:** 61,003.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	NU-IN	New Construction - Initial	$0	0.00	True	EST 2009 CONSTRUCTION

Network: GNV **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6202 **Surface:** AAC
L.C.D.: 02/01/2005 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 42,282.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	PA-AD	Patching - AC Deep	$0	0.00	False	
01/01/1973	IMPORTED	BUILT			True	EST 1973 BIT OL

Network: GNV **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6205 **Surface:** AAC
L.C.D.: 02/01/2005 **Use:** RUNWAY **Rank** P **Length:** 4,470.00 Ft **Width:** 100.00 Ft **True Area:** 630,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	PA-AD	Patching - AC Deep	$0	0.00	False	
01/01/1973	IMPORTED	OVERLAY		2.00	True	2" P-401 8" P-211 6" STAB BASE
01/01/1973	IMPORTED	BUILT		3.00	True	1973 3" P-401 OL

Network: GNV **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6207 **Surface:** AAC
L.C.D.: 02/01/2005 **Use:** RUNWAY **Rank** P **Length:** 700.00 Ft **Width:** 25.00 Ft **True Area:** 22,045.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	PA-AD	Patching - AC Deep	$0	0.00	False	
01/01/1973	IMPORTED	BUILT			True	EST 1973 BIT OL

Network: GNV **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6210 **Surface:** AAC
L.C.D.: 02/01/2005 **Use:** RUNWAY **Rank** P **Length:** 8,200.00 Ft **Width:** 25.00 Ft **True Area:** 315,150.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	PA-AD	Patching - AC Deep	$0	0.00	False	
01/01/1973	IMPORTED	BUILT		2.00	True	1973 1-2" P-401 OL
01/01/1973	IMPORTED	OVERLAY		2.00	True	2" P-401 8" P-211 6" STAB BASE

Network: GNV **Branch**: RW 11-29 (RUNWAY 11-29) **Section:** 6225 **Surface:** AAC
L.C.D.: 02/01/2005 **Use:** RUNWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 100.00 Ft **True Area:** 100,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	PA-AD	Patching - AC Deep	$0	0.00	False	
01/01/1998	IMPORTED	OVERLAY			True	1998 MILL EXISTING AND RESURFACE WITH P401 AC

01/01/1983	IMPORTED	BUILT		4.00	True	1983 4" P401 AC SURFACE ON 13" P211 BASE ON 51" P152 SUBBASE

Network: GNV **Branch**: RW 11-29 **(**RUNWAY 11-29**)** **Section:** 6230 **Surface:** AAC
L.C.D.: 02/01/2005 **Use:** RUNWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 25.00 Ft **True Area:** 50,050.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2005	PA-AD	Patching - AC Deep	$0	0.00	False	
01/01/1998	IMPORTED	OVERLAY			True	1998 MILL AND RESURFACE WITH P401 AC
01/01/1983	IMPORTED	BUILT		4.00	True	1983 4" P401 AC SURFACE ON 13" P211 BASE ON 51" P152 SUBBASE

Network: GNV **Branch**: RW 7-25 **(**RUNWAY 7-25**)** **Section:** 6105 **Surface:** AAC
L.C.D.: 12/01/2014 **Use:** RUNWAY **Rank** S **Length:** 4,000.00 Ft **Width:** 80.00 Ft **True Area:** 415,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	0.5"-1.0" MILL 3" P-401 OVERLAY
01/01/1972	IMPORTED	BUILT		1.50	True	1972 1.5" P-401 OL

Network: GNV **Branch**: TW A **(**TAXIWAY A**)** **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1973 **Use:** TAXIWAY **Rank** P **Length:** 1,780.00 Ft **Width:** 50.00 Ft **True Area:** 93,839.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2011	CS-AC	Crack Sealing - AC	$0	0.00	False	
01/01/1973	IMPORTED	OVERLAY		2.00	True	1973 2" P-401 OL
01/01/1968	IMPORTED	BUILT		2.00	True	1968 2" P-401 8" P-211 6" SUBGRADE

Network: GNV **Branch**: TW A **(**TAXIWAY A**)** **Section:** 108 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 6,264.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		2.00	True	1991 2" P-401 8" P-211 12" P-154

Network: GNV **Branch**: TW A **(**TAXIWAY A**)** **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 430.00 Ft **Width:** 50.00 Ft **True Area:** 50,240.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	M&O, 4" P-401 OVER MIN. 6" LIMEROCK
01/01/1973	IMPORTED	OVERLAY		2.00	True	1973 2" P-401 OL
01/01/1968	IMPORTED	BUILT		2.00	True	1968 2" P-401 8" P-211 6" SUBGRADE

Network: GNV **Branch**: TW A **(**TAXIWAY A**)** **Section:** 115 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 370.00 Ft **Width:** 50.00 Ft **True Area:** 22,645.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/1973	IMPORTED	BUILT		4.00	True	1973 4" P-401 8" P-211 2" SUBBASE 6" STAB BASE

Network: GNV **Branch**: TW A **(**TAXIWAY A**)** **Section:** 117 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 202.00 Ft **Width:** 50.00 Ft **True Area:** 9,679.00 SqF

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

07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/1973	IMPORTED	BUILT			True	EST 1973 BIT SECTION UNKNOWN

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 119 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 170.00 Ft **Width:** 35.00 Ft **True Area:** 6,187.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1972	IMPORTED	BUILT		0.50	True	1972 1 1/2" P401 AC PAVEMENT ON UNKNOWN BASE

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 1,880.00 Ft **Width:** 50.00 Ft **True Area:** 98,695.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	Mill and Overlay	$0	0.00	True	M&O, 4" P-401 OVER MIN. 6" LIMEROCK
01/01/1972	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 130 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** TAXIWAY **Rank** P **Length:** 380.00 Ft **Width:** 40.00 Ft **True Area:** 11,380.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2011	ST-SC	Surface Treatment - Seal Coat	$0	0.00	False	
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" P-401 6" P-211 4" P-154

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 135 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 20,258.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2011	ST-SC	Surface Treatment - Seal Coat	$0	0.00	False	
01/01/1980	NU-IN	New Construction - Initial			True	EST 1980 BIT SECTION UNKNOWN

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 140 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 925.00 Ft **Width:** 35.00 Ft **True Area:** 32,303.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT		2.00	True	1992 2" P401 SURFACE ON 8' P211 BASE ON 12" P154 SUBBASE

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 143 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 35.00 Ft **True Area:** 5,547.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT		2.00	True	1992 2" P401 AC SURFACE ON 8' P211 BASE ON 12" P152 SUBBASE

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 147 **Surface:** AC
L.C.D.: 01/01/1980 **Use:** TAXIWAY **Rank** P **Length:** 99.25 Ft **Width:** 40.00 Ft **True Area:** 3,947.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
01/01/1980	IMPORTED	BUILT			True	EST 1980 AC SECTION UNKNOWN

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 148 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 140.00 Ft **Width:** 50.00 Ft **True Area:** 26,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		2.00	True	1996 2" P401 RESURFACE
01/01/1996	IMPORTED	OVERLAY			True	UNKNOWN ORIGINAL PAVEMENT
01/01/1972	IMPORTED	BUILT		0.50	True	1972 1 1/2" AC SURFACE MILLED OFF

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 149 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 109.25 Ft **Width:** 40.00 Ft **True Area:** 4,225.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1980	IMPORTED	BUILT			True	EST 1980 BIT

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 150 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 1,800.00 Ft **Width:** 20.00 Ft **True Area:** 52,426.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT			True	EST 1991 BIT

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 152 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 65.00 Ft **Width:** 50.00 Ft **True Area:** 3,939.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" P-401 6" P-211 4" P-152

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 153 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 65.00 Ft **Width:** 50.00 Ft **True Area:** 4,523.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	IMPORTED	BUILT		1.50	True	1979 1.5" P-401 6" P-211 4" P-152

Network: GNV **Branch:** TW A (TAXIWAY A) **Section:** 154 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 65.00 Ft **Width:** 50.00 Ft **True Area:** 4,561.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2009	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	IMPORTED	BUILT			True	EST 1979 BIT SECTION UNKNOWN

Network: GNV **Branch:** TW A1 (TAXIWAY A1) **Section:** 125 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 358.00 Ft **Width:** 50.00 Ft **True Area:** 20,831.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1972	IMPORTED	BUILT		1.50	True	1972 1.5" P-401 OL

Network: GNV **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 2,746.00 Ft **Width:** 50.00 Ft **True Area:** 138,002.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1972	IMPORTED	BUILT		1.50	True	1972 1.5" P-401 OL

Network: GNV **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 50.00 Ft **True Area:** 11,878.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1973	IMPORTED	BUILT		2.00	True	1973 1-2" P-401 OL

Network: GNV **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AC
L.C.D.: 03/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 2,675.00 Ft **Width:** 50.00 Ft **True Area:** 127,581.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2011	CR-AC	Complete Reconstruction - AC	$0	0.00	True	4" P-401 OVER APPROX 11-12" LIMEROCK
01/01/1976	IMPORTED	BUILT		3.00	True	1976 3" P-401 9" P-211 6" STAB BASE

Network: GNV **Branch**: TW C (TAXIWAY C) **Section:** 307 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 275.00 Ft **Width:** 70.00 Ft **True Area:** 44,526.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	LC-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1976	NU-IN	New Construction - Initial	$0	0.00	True	1976 3" P-401 9" P-211 6" STAB BASE

Network: GNV **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 275.00 Ft **Width:** 70.00 Ft **True Area:** 22,886.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1976	IMPORTED	BUILT		3.00	True	1976 3" P-401 9" P-211 6" STAB BASE

Network: GNV **Branch**: TW CONN E (CONNECTOR TAXIWAY FROM TW E TO SAP) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 28,681.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	4" P-401, 11" (AVG DEPTH) P-211 RECOMPACTED EXISTING LIMEROCK
01/01/1981	IMPORTED	BUILT		4.00	True	1981 4" P-401 12" P-211 12" SUBGRADE

Network: GNV **Branch**: TW CONN E (CONNECTOR TAXIWAY FROM TW E TO SAP) **Section:** 610 **Surface:** AAC
L.C.D.: 07/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 8,448.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1981	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: TW CONN W (CONNECTOR TAXIWAY FROM TW E TO SAP) **Section:** 715 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 205.00 Ft **True Area:** 65,848.00 SqF

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

01/01/2014	NU-IN	New Construction - Initial	$0	0.00	True	4" P-401, 12" P-211, 12" P-160, 12" EXIST. SUB

Network: GNV **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 07/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 350.00 Ft **Width:** 50.00 Ft **True Area:** 23,039.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/02/2010	SU-DB	Surface Treatment - Double Bi	$0	0.00	False	
07/01/2010	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2002	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2002	MI-CO	Cold Milling	$0	1.50	False	
01/01/1972	IMPORTED	BUILT		3.00	True	1972 3" P-401 OL

Network: GNV **Branch**: TW E (TAXIWAY E - PARALLEL RW 11-29) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 6,475.00 Ft **Width:** 75.00 Ft **True Area:** 491,892.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 11" P-211 6" P-154

Network: GNV **Branch**: TW E (TAXIWAY E - PARALLEL RW 11-29) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 75.00 Ft **True Area:** 75,075.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/1998	IMPORTED	OVERLAY			True	1998 MILL EXISTING AND OVERLAY WITH P401 AC SURFACE COURSE
01/01/1983	IMPORTED	BUILT		4.00	True	1983 4" P401 AC SURFACE ON 13" P211 BASE

Network: GNV **Branch**: TW E1 (TAXIWAY E1) **Section:** 515 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 105.00 Ft **True Area:** 19,914.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1998	IMPORTED	OVERLAY			True	1998 MILL EXISTING AND RESURFACE WITH P401 AC
01/01/1983	IMPORTED	BUILT		4.00	True	1983 4" P401 AC SURFACE ON 13" P211 BASE

Network: GNV **Branch**: TW E1 (TAXIWAY E1) **Section:** 517 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 87.00 Ft **True Area:** 15,325.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/1978	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: TW E2 (TAXIWAY E2) **Section:** 520 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 195.00 Ft **Width:** 125.00 Ft **True Area:** 19,417.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 11" P-211 6" P-154

Network: GNV **Branch**: TW E2 (TAXIWAY E2) **Section:** 522 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 110.00 Ft **Width:** 87.00 Ft **True Area:** 15,698.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/1978	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: TW E3 (TAXIWAY E3) **Section:** 530 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 175.00 Ft **True Area:** 28,702.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 11" P-211 6" P-154

Network: GNV **Branch**: TW E3 (TAXIWAY E3) **Section:** 532 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 137.00 Ft **True Area:** 20,583.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/2005	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/1978	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: TW E4 (TAXIWAY E4) **Section:** 540 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 155.00 Ft **True Area:** 29,074.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 11" P-211 6" P-154

Network: GNV **Branch**: TW E4 (TAXIWAY E4) **Section:** 542 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 87.00 Ft **Width:** 113.00 Ft **True Area:** 17,460.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/2005	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/1978	INITIAL	Initial Construction	$0	0.00	True	

Network: GNV **Branch**: TW E5 (TAXIWAY E5) **Section:** 550 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 75.00 Ft **True Area:** 19,373.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 11" P-211 6" P-154

Network: GNV **Branch**: TW E5 (TAXIWAY E5) **Section:** 552 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 140.00 Ft **Width:** 70.00 Ft **True Area:** 9,790.00 SqF

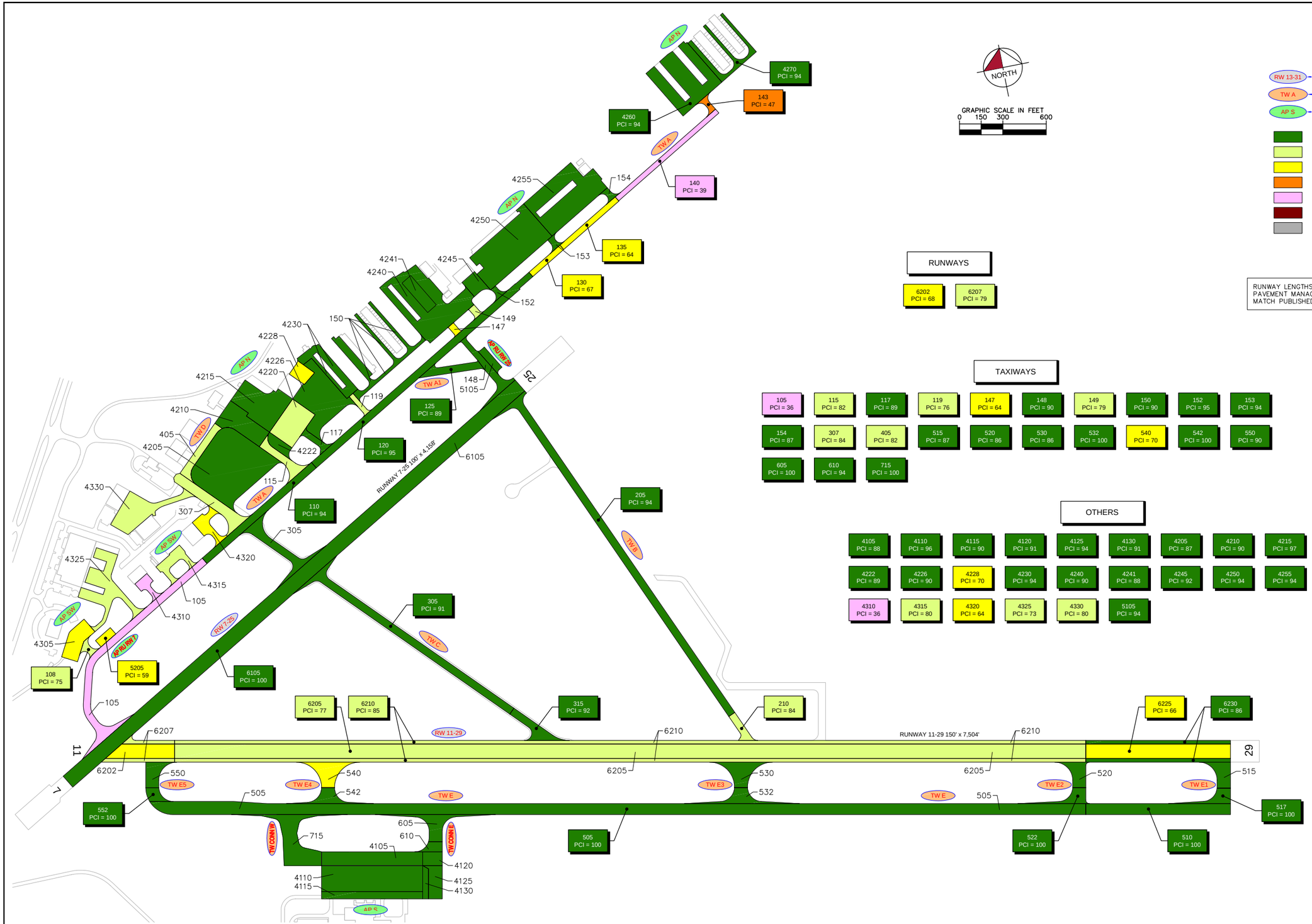
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	2014: 4" P401 11" (AVG. DEPTH) P211 RE-COMPACTED EXISTING LIMEROCK
01/01/2005	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/1978	INITIAL	Initial Construction	$0	0.00	True	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	56	4,154,988.00	2.86	2.00
Cold Milling	8	567,554.00	1.50	.00
Complete Reconstruction - AC	12	928,290.00	.75	1.36
Crack Sealing - AC	1	93,839.00	.00	
Initial Construction	14	466,581.00	.00	.00
Joint Seal - Silicon	3	237,639.00	.00	.00
Mill and Overlay	55	3,605,446.00	.07	.54
New Construction - AC	2	105,688.00	.00	.00
New Construction - Initial	6	282,694.00	.00	.00
OVERLAY	12	1,459,030.00	2.71	1.25
Overlay - AC Structural	8	567,554.00	1.50	.00
Patching - AC Deep	6	1,159,927.00	.00	.00
REPAIR	2	31,050.00		
Slab Replacement - PCC	1	76,639.00	.00	
Surface Seal - Coal Tar	1	145,100.00	.00	
Surface Treatment - Double Bitum.	28	1,369,128.00	.00	.00
Surface Treatment - Seal Coat	2	31,638.00	.00	.00
Surface Treatment - Slurry Seal	1	32,960.00	.00	
Unknown Major - construction	3	47,833.00	.00	.00

APPENDIX B

- AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- PAVEMENT CONDITION INDEX INVENTORY



NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2015

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

GAINESVILLE REGIONAL AIRPORT
ALACHUA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: GNV
FDOT DISTRICT: 2

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 11-29	RW 11-29	RUNWAY	6230	50,050	P	AAC	86	Good	3	12
RUNWAY 11-29	RW 11-29	RUNWAY	6225	100,100	P	AAC	66	Fair	5	20
RUNWAY 11-29	RW 11-29	RUNWAY	6210	315,150	P	AAC	85	Satisfactory	13	64
RUNWAY 11-29	RW 11-29	RUNWAY	6207	22,045	P	AAC	79	Satisfactory	2	5
RUNWAY 11-29	RW 11-29	RUNWAY	6205	630,300	P	AAC	77	Satisfactory	20	126
RUNWAY 11-29	RW 11-29	RUNWAY	6202	42,282	P	AAC	68	Fair	2	9
RUNWAY 7-25	RW 7-25	RUNWAY	6105	415,800	S	AAC	100	Good	17	83
RUN UP APRON AT RW 7	AP RU RW 7	APRON	5205	7,888	P	AC	59	Fair	1	2
RUN UP APRON AT RW 25	AP RU RW25	APRON	5105	9,793	P	AAC	94	Good	1	2
SOUTHWEST APRON	AP SW	APRON	4330	61,003	P	AC	80	Satisfactory	2	13
SOUTHWEST APRON	AP SW	APRON	4325	72,728	P	AC	73	Satisfactory	3	17
SOUTHWEST APRON	AP SW	APRON	4320	21,340	P	AAC	64	Fair	1	5
SOUTHWEST APRON	AP SW	APRON	4315	23,585	P	AC	80	Satisfactory	1	4
SOUTHWEST APRON	AP SW	APRON	4310	12,201	P	AC	36	Very Poor	1	3
SOUTHWEST APRON	AP SW	APRON	4305	32,431	P	AAC	69	Fair	1	6
NORTH APRONS	AP N	APRON	4270	32,960	P	AC	94	Good	1	7

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
NORTH APRONS	AP N	APRON	4260	104,561	P	AAC	94	Good	3	22
NORTH APRONS	AP N	APRON	4255	125,665	P	AAC	94	Good	3	25
NORTH APRONS	AP N	APRON	4250	145,100	P	AAC	94	Good	3	29
NORTH APRONS	AP N	APRON	4245	15,617	P	AAC	92	Good	1	3
NORTH APRONS	AP N	APRON	4241	21,600	P	AAC	88	Good	1	5
NORTH APRONS	AP N	APRON	4240	130,329	P	AAC	90	Good	3	30
NORTH APRONS	AP N	APRON	4230	36,283	P	AAC	94	Good	1	9
NORTH APRONS	AP N	APRON	4228	14,420	P	AAC	70	Fair	1	3
NORTH APRONS	AP N	APRON	4226	96,168	P	AAC	90	Good	3	21
NORTH APRONS	AP N	APRON	4222	13,199	P	AAC	89	Good	1	4
NORTH APRONS	AP N	APRON	4220	53,200	P	APC	79	Satisfactory	2	12
NORTH APRONS	AP N	APRON	4215	76,639	P	APC	97	Good	3	17
NORTH APRONS	AP N	APRON	4210	49,872	P	APC	90	Good	1	9
NORTH APRONS	AP N	APRON	4205	189,798	P	AAC	87	Good	5	41
SOUTH APRONS	AP S	APRON	4130	8,760	P	AAC	91	Good	1	2
SOUTH APRONS	AP S	APRON	4125	22,290	P	AAC	94	Good	1	5
SOUTH APRONS	AP S	APRON	4120	12,825	P	AAC	91	Good	1	2

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
SOUTH APRONS	AP S	APRON	4115	35,000	P	PCC	90	Good	1	8
SOUTH APRONS	AP S	APRON	4110	126,000	P	PCC	96	Good	2	15
SOUTH APRONS	AP S	APRON	4105	66,500	P	AAC	88	Good	2	14
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN W	TAXIWAY	715	65,848	P	AC	100	Good	2	14
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	610	8,448	P	AAC	94	Good	1	2
CONNECTOR TAXIWAY FROM TW E TO S AP	TW CONN E	TAXIWAY	605	28,681	P	AC	100	Good	1	6
TAXIWAY E5	TW E5	TAXIWAY	552	9,790	P	AC	100	Good	1	2
TAXIWAY E5	TW E5	TAXIWAY	550	19,373	P	AAC	90	Good	1	5
TAXIWAY E4	TW E4	TAXIWAY	542	17,460	P	AC	100	Good	1	4
TAXIWAY E4	TW E4	TAXIWAY	540	29,074	P	AAC	70	Fair	1	6
TAXIWAY E3	TW E3	TAXIWAY	532	20,583	P	AC	100	Good	1	4
TAXIWAY E3	TW E3	TAXIWAY	530	28,702	P	AAC	86	Good	1	6
TAXIWAY E2	TW E2	TAXIWAY	522	15,698	P	AC	100	Good	1	3
TAXIWAY E2	TW E2	TAXIWAY	520	19,417	P	AAC	86	Good	1	5
TAXIWAY E1	TW E1	TAXIWAY	517	15,325	P	AC	100	Good	1	3
TAXIWAY E1	TW E1	TAXIWAY	515	19,914	P	AAC	87	Good	1	5

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	510	75,075	P	AC	100	Good	3	20
TAXIWAY E - PARALLEL RW 11-29	TW E	TAXIWAY	505	491,892	P	AC	100	Good	10	129
TAXIWAY D	TW D	TAXIWAY	405	23,039	P	AAC	82	Satisfactory	1	4
TAXIWAY C	TW C	TAXIWAY	315	22,886	P	AAC	92	Good	1	5
TAXIWAY C	TW C	TAXIWAY	307	44,526	P	AAC	84	Satisfactory	2	12
TAXIWAY C	TW C	TAXIWAY	305	127,581	P	AC	91	Good	3	26
TAXIWAY B	TW B	TAXIWAY	210	11,878	P	AAC	84	Satisfactory	1	2
TAXIWAY B	TW B	TAXIWAY	205	138,002	P	AAC	94	Good	3	28
TAXIWAY A	TW A	TAXIWAY	154	4,561	P	AAC	87	Good	1	1
TAXIWAY A	TW A	TAXIWAY	153	4,523	P	AAC	94	Good	1	1
TAXIWAY A	TW A	TAXIWAY	152	3,939	P	AAC	95	Good	1	1
TAXIWAY A	TW A	TAXIWAY	150	52,426	P	AAC	90	Good	3	11
TAXIWAY A	TW A	TAXIWAY	149	4,225	P	AAC	79	Satisfactory	1	1
TAXIWAY A	TW A	TAXIWAY	148	26,100	P	AAC	90	Good	1	6
TAXIWAY A	TW A	TAXIWAY	147	3,947	P	AC	64	Fair	1	1
TAXIWAY A	TW A	TAXIWAY	143	5,547	P	AC	47	Poor	1	1

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY A	TW A	TAXIWAY	140	32,303	P	AC	39	Very Poor	2	9
TAXIWAY A	TW A	TAXIWAY	135	20,258	P	AC	64	Fair	1	5
TAXIWAY A	TW A	TAXIWAY	130	11,380	P	AC	67	Fair	1	3
TAXIWAY A1	TW A1	TAXIWAY	125	20,831	P	AAC	89	Good	1	4
TAXIWAY A	TW A	TAXIWAY	120	98,695	P	AAC	95	Good	3	20
TAXIWAY A	TW A	TAXIWAY	119	6,187	P	AAC	76	Satisfactory	1	1
TAXIWAY A	TW A	TAXIWAY	117	9,679	P	AAC	89	Good	1	2
TAXIWAY A	TW A	TAXIWAY	115	22,645	P	AAC	82	Satisfactory	1	4
TAXIWAY A	TW A	TAXIWAY	110	50,240	P	AAC	94	Good	2	10
TAXIWAY A	TW A	TAXIWAY	108	6,264	P	AAC	75	Satisfactory	1	1
TAXIWAY A	TW A	TAXIWAY	105	93,839	P	AAC	36	Very Poor	3	18

Note: If 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. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /2/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: GNV

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 N (NORTH APRONS)	15	6,548.87	155.00	1,105,411.00	APRON	89.47	6.65	90.77
AP RU RW 7 (RUN UP APRON AT RW 7)	1	140.00	60.00	7,888.00	APRON	59.00	0.00	59.00
AP RU RW25 (RUN UP APRON AT RW 25)	1	175.00	50.00	9,793.00	APRON	94.00	0.00	94.00
AP S (SOUTH APRONS)	6	2,615.00	92.50	271,375.00	APRON	91.67	2.62	92.70
AP SW (SOUTHWEST APRON)	6	2,210.00	94.17	223,288.00	APRON	67.00	14.99	72.19
RW 11-29 (RUNWAY 11-29)	6	16,770.00	62.50	1,159,927.00	RUNWAY	76.83	7.65	78.32
RW 7-25 (RUNWAY 7-25)	1	4,000.00	80.00	415,800.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY A)	18	9,180.50	43.61	456,758.00	TAXIWAY	75.72	18.67	73.48
TW A1 (TAXIWAY A1)	1	358.00	50.00	20,831.00	TAXIWAY	89.00	0.00	89.00
TW B (TAXIWAY B)	2	2,796.00	50.00	149,880.00	TAXIWAY	89.00	5.00	93.21
TW C (TAXIWAY C)	3	3,225.00	63.33	194,993.00	TAXIWAY	89.00	3.56	89.52
TW CONN E (CONNECTOR TAXIWAY FROM TW E TO S AP)	2	400.00	100.00	37,129.00	TAXIWAY	97.00	3.00	98.63
TW CONN W (CONNECTOR TAXIWAY FROM TW E TO S AP)	1	300.00	205.00	65,848.00	TAXIWAY	100.00	0.00	100.00
TW D (TAXIWAY D)	1	350.00	50.00	23,039.00	TAXIWAY	82.00	0.00	82.00
TW E (TAXIWAY E - PARALLEL RW 11-29)	2	7,475.00	75.00	566,967.00	TAXIWAY	100.00	0.00	100.00
TW E1 (TAXIWAY E1)	2	300.00	96.00	35,239.00	TAXIWAY	93.50	6.50	92.65

Branch Condition Report

Pavement Database: FDOT NetworkID: GNV

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 E2 (TAXIWAY E2)	2	305.00	106.00	35,115.00	TAXIWAY	93.00	7.00	92.26
TW E3 (TAXIWAY E3)	2	250.00	156.00	49,285.00	TAXIWAY	93.00	7.00	91.85
TW E4 (TAXIWAY E4)	2	287.00	134.00	46,534.00	TAXIWAY	85.00	15.00	81.26
TW E5 (TAXIWAY E5)	2	290.00	72.50	29,163.00	TAXIWAY	95.00	5.00	93.36

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	29	1,617,755.00	84.38	13.53	88.39
RUNWAY	7	1,575,727.00	80.14	10.76	84.04
TAXIWAY	40	1,710,781.00	84.80	16.11	89.56
All	76	4,904,263.00	84.21	14.79	87.40

Date: 5 /2/2015

Section Condition Report

Pavement Database: FDOT NetworkID: GNV

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRONS)	4205	07/01/2010	AAC	APRON	P	0	189,798.00	11/17/2014	4	87.00
AP N (NORTH APRONS)	4210	07/01/2010	APC	APRON	P	0	49,872.00	11/17/2014	4	90.00
AP N (NORTH APRONS)	4215	07/01/2010	APC	APRON	P	0	76,639.00	11/17/2014	4	97.00
AP N (NORTH APRONS)	4220	07/01/2010	APC	APRON	P	0	53,200.00	11/17/2014	4	79.00
AP N (NORTH APRONS)	4222	07/01/2010	AAC	APRON	P	0	13,199.00	11/17/2014	4	89.00
AP N (NORTH APRONS)	4226	07/01/2010	AAC	APRON	P	0	96,168.00	11/17/2014	4	90.00
AP N (NORTH APRONS)	4228	07/01/2010	AAC	APRON	P	0	14,420.00	11/17/2014	4	70.00
AP N (NORTH APRONS)	4230	07/01/2010	AAC	APRON	P	0	36,283.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4240	07/01/2010	AAC	APRON	P	0	130,329.00	11/17/2014	4	90.00
AP N (NORTH APRONS)	4241	07/01/2010	AAC	APRON	P	0	21,600.00	11/17/2014	4	88.00
AP N (NORTH APRONS)	4245	07/01/2010	AAC	APRON	P	0	15,617.00	11/17/2014	4	92.00
AP N (NORTH APRONS)	4250	07/01/2010	AAC	APRON	P	0	145,100.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4255	07/01/2010	AAC	APRON	P	0	125,665.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4260	07/01/2010	AAC	APRON	P	0	104,561.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4270	07/01/2010	AC	APRON	P	0	32,960.00	11/17/2014	4	94.00
AP RU RW 7 (RUN UP APRON AT RW 7)	5205	01/01/1980	AC	APRON	P	0	7,888.00	11/17/2014	34	59.00
AP RU RW25 (RUN UP APRON AT RW 25)	5105	07/01/2009	AAC	APRON	P	0	9,793.00	11/17/2014	5	94.00
AP S (SOUTH APRONS)	4105	07/01/2009	AAC	APRON	P	0	66,500.00	11/17/2014	5	88.00
AP S (SOUTH APRONS)	4110	01/01/1978	PCC	APRON	P	0	126,000.00	11/17/2014	36	96.00
AP S (SOUTH APRONS)	4115	01/01/1978	PCC	APRON	P	0	35,000.00	11/17/2014	36	90.00
AP S (SOUTH APRONS)	4120	07/01/2009	AAC	APRON	P	0	12,825.00	11/17/2014	5	91.00
AP S (SOUTH APRONS)	4125	07/01/2009	AAC	APRON	P	0	22,290.00	11/17/2014	5	94.00
AP S (SOUTH APRONS)	4130	07/01/2009	AAC	APRON	P	0	8,760.00	11/17/2014	5	91.00
AP SW (SOUTHWEST APRON)	4305	01/01/2005	AAC	APRON	P	0	32,431.00	11/17/2014	9	69.00
AP SW (SOUTHWEST APRON)	4310	12/25/1999	AC	APRON	P	0	12,201.00	11/17/2014	15	36.00
AP SW (SOUTHWEST APRON)	4315	12/25/1999	AC	APRON	P	0	23,585.00	11/17/2014	15	80.00
AP SW (SOUTHWEST APRON)	4320	07/01/2010	AAC	APRON	P	0	21,340.00	11/17/2014	4	64.00

Section Condition Report

Pavement Database: FDOT NetworkID: GNV

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP SW (SOUTHWEST APRON)	4325	07/01/2010	AC	APRON	P	0	72,728.00	11/17/2014	4	73.00
AP SW (SOUTHWEST APRON)	4330	01/01/2009	AC	APRON	P	0	61,003.00	11/17/2014	5	80.00
RW 11-29 (RUNWAY 11-29)	6202	02/01/2005	AAC	RUNWAY	P	0	42,282.00	11/17/2014	9	68.00
RW 11-29 (RUNWAY 11-29)	6205	02/01/2005	AAC	RUNWAY	P	0	630,300.00	11/17/2014	9	77.00
RW 11-29 (RUNWAY 11-29)	6207	02/01/2005	AAC	RUNWAY	P	0	22,045.00	11/17/2014	9	79.00
RW 11-29 (RUNWAY 11-29)	6210	02/01/2005	AAC	RUNWAY	P	0	315,150.00	11/17/2014	9	85.00
RW 11-29 (RUNWAY 11-29)	6225	02/01/2005	AAC	RUNWAY	P	0	100,100.00	11/17/2014	9	66.00
RW 11-29 (RUNWAY 11-29)	6230	02/01/2005	AAC	RUNWAY	P	0	50,050.00	11/17/2014	9	86.00
RW 7-25 (RUNWAY 7-25)	6105	12/01/2014	AAC	RUNWAY	S	0	415,800.00	12/01/2014	0	100.00
TW A (TAXIWAY A)	105	01/01/1973	AAC	TAXIWAY	P	0	93,839.00	11/17/2014	41	36.00
TW A (TAXIWAY A)	108	01/01/2005	AAC	TAXIWAY	P	0	6,264.00	11/17/2014	9	75.00
TW A (TAXIWAY A)	110	01/01/2012	AAC	TAXIWAY	P	0	50,240.00	11/17/2014	2	94.00
TW A (TAXIWAY A)	115	07/01/2009	AAC	TAXIWAY	P	0	22,645.00	11/17/2014	5	82.00
TW A (TAXIWAY A)	117	07/01/2009	AAC	TAXIWAY	P	0	9,679.00	11/17/2014	5	89.00
TW A (TAXIWAY A)	119	07/01/2009	AAC	TAXIWAY	P	0	6,187.00	11/17/2014	5	76.00
TW A (TAXIWAY A)	120	01/01/2012	AAC	TAXIWAY	P	0	98,695.00	11/17/2014	2	95.00
TW A (TAXIWAY A)	130	01/01/1979	AC	TAXIWAY	P	0	11,380.00	11/17/2014	35	67.00
TW A (TAXIWAY A)	135	01/01/1980	AC	TAXIWAY	P	0	20,258.00	11/17/2014	34	64.00
TW A (TAXIWAY A)	140	01/01/1992	AC	TAXIWAY	P	0	32,303.00	11/17/2014	22	39.00
TW A (TAXIWAY A)	143	01/01/1992	AC	TAXIWAY	P	0	5,547.00	11/17/2014	22	47.00
TW A (TAXIWAY A)	147	01/01/1980	AC	TAXIWAY	P	0	3,947.00	11/17/2014	34	64.00
TW A (TAXIWAY A)	148	07/01/2009	AAC	TAXIWAY	P	0	26,100.00	11/17/2014	5	90.00
TW A (TAXIWAY A)	149	07/01/2009	AAC	TAXIWAY	P	0	4,225.00	11/17/2014	5	79.00
TW A (TAXIWAY A)	150	07/01/2009	AAC	TAXIWAY	P	0	52,426.00	11/17/2014	5	90.00
TW A (TAXIWAY A)	152	07/01/2009	AAC	TAXIWAY	P	0	3,939.00	11/17/2014	5	95.00
TW A (TAXIWAY A)	153	07/01/2009	AAC	TAXIWAY	P	0	4,523.00	11/17/2014	5	94.00
TW A (TAXIWAY A)	154	07/01/2009	AAC	TAXIWAY	P	0	4,561.00	11/17/2014	5	87.00

Section Condition Report

Pavement Database: FDOT NetworkID: GNV

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A1 (TAXIWAY A1)	125	07/01/2009	AAC	TAXIWAY	P	0	20,831.00	11/17/2014	5	89.00
TW B (TAXIWAY B)	205	07/01/2009	AAC	TAXIWAY	P	0	138,002.00	11/17/2014	5	94.00
TW B (TAXIWAY B)	210	01/01/2005	AAC	TAXIWAY	P	0	11,878.00	11/17/2014	9	84.00
TW C (TAXIWAY C)	305	03/01/2011	AC	TAXIWAY	P	0	127,581.00	11/17/2014	3	91.00
TW C (TAXIWAY C)	307	07/01/2010	AAC	TAXIWAY	P	0	44,526.00	11/17/2014	4	84.00
TW C (TAXIWAY C)	315	07/01/2010	AAC	TAXIWAY	P	0	22,886.00	11/17/2014	4	92.00
TW CONN E (CONNECTOR TAXIWAY FROM TW E TO S AP)	605	01/01/2014	AC	TAXIWAY	P	0	28,681.00	01/01/2014	0	100.00
TW CONN E (CONNECTOR TAXIWAY FROM TW E TO S AP)	610	07/01/2009	AAC	TAXIWAY	P	0	8,448.00	11/17/2014	5	94.00
TW CONN W (CONNECTOR TAXIWAY FROM TW E TO S AP)	715	01/01/2014	AC	TAXIWAY	P	0	65,848.00	01/01/2014	0	100.00
TW D (TAXIWAY D)	405	07/01/2010	AAC	TAXIWAY	P	0	23,039.00	11/17/2014	4	82.00
TW E (TAXIWAY E - PARALLEL RW 11-29)	505	01/01/2014	AC	TAXIWAY	P	0	491,892.00	01/01/2014	0	100.00
TW E (TAXIWAY E - PARALLEL RW 11-29)	510	01/01/2014	AC	TAXIWAY	P	0	75,075.00	01/01/2014	0	100.00
TW E1 (TAXIWAY E1)	515	01/01/2005	AAC	TAXIWAY	P	0	19,914.00	11/17/2014	9	87.00
TW E1 (TAXIWAY E1)	517	01/01/2014	AC	TAXIWAY	P	0	15,325.00	01/01/2014	0	100.00
TW E2 (TAXIWAY E2)	520	01/01/2005	AAC	TAXIWAY	P	0	19,417.00	11/17/2014	9	86.00
TW E2 (TAXIWAY E2)	522	01/01/2014	AC	TAXIWAY	P	0	15,698.00	01/01/2014	0	100.00
TW E3 (TAXIWAY E3)	530	01/01/2005	AAC	TAXIWAY	P	0	28,702.00	11/17/2014	9	86.00
TW E3 (TAXIWAY E3)	532	01/01/2014	AC	TAXIWAY	P	0	20,583.00	01/01/2014	0	100.00
TW E4 (TAXIWAY E4)	540	01/01/2005	AAC	TAXIWAY	P	0	29,074.00	11/17/2014	9	70.00
TW E4 (TAXIWAY E4)	542	01/01/2014	AC	TAXIWAY	P	0	17,460.00	01/01/2014	0	100.00
TW E5 (TAXIWAY E5)	550	01/01/2005	AAC	TAXIWAY	P	0	19,373.00	11/17/2014	9	90.00
TW E5 (TAXIWAY E5)	552	01/01/2014	AC	TAXIWAY	P	0	9,790.00	01/01/2014	0	100.00

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**	**1,305,087.00**	**12**	**99.08**	**2.15**	**99.39**
03-05	**4.44**	**1,900,248.00**	**39**	**87.82**	**7.53**	**89.18**
06-10	**9.00**	**1,326,980.00**	**14**	**79.14**	**8.24**	**78.53**
11-15	**15.00**	**35,786.00**	**2**	**58.00**	**31.11**	**65.00**
21-25	**22.00**	**37,850.00**	**2**	**43.00**	**5.66**	**40.17**
31-35	**34.25**	**43,473.00**	**4**	**63.50**	**3.32**	**63.88**
36-40	**36.00**	**161,000.00**	**2**	**93.00**	**4.24**	**94.70**
over 40	**41.00**	**93,839.00**	**1**	**36.00**	**0.00**	**36.00**
All	**8.25**	**4,904,263.00**	**76**	**84.21**	**14.89**	**87.40**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP N	4205	87	85	82	79	77	75	73	72	70	69	68
AP N	4210	90	88	85	82	79	77	75	73	71	70	69
AP N	4215	97	95	91	87	84	81	78	76	74	72	71
AP N	4220	79	78	76	74	72	71	69	68	67	66	65
AP N	4222	89	87	84	81	78	76	74	72	71	70	68
AP N	4226	90	88	85	82	79	77	75	73	71	70	69
AP N	4228	70	69	68	67	66	65	64	63	62	61	60
AP N	4230	94	92	88	85	82	79	77	75	73	71	70
AP N	4240	90	88	85	82	79	77	75	73	71	70	69
AP N	4241	88	86	83	80	78	76	74	72	71	69	68
AP N	4245	92	90	86	83	80	78	76	74	72	71	69
AP N	4250	94	92	88	85	82	79	77	75	73	71	70
AP N	4255	94	92	88	85	82	79	77	75	73	71	70
AP N	4260	94	92	88	85	82	79	77	75	73	71	70
AP N	4270	94	93	91	89	87	85	84	82	80	78	76
AP RU RW 7	5205	59	58	56	54	52	50	49	47	45	43	41
AP RU RW25	5105	94	92	88	85	82	79	77	75	73	71	70
AP S	4105	88	86	83	80	78	76	74	72	71	69	68
AP S	4110	96	95	94	93	92	91	90	88	87	86	85
AP S	4115	90	89	88	87	86	85	84	82	81	80	79
AP S	4120	91	89	86	82	80	77	75	73	72	70	69
AP S	4125	94	92	88	85	82	79	77	75	73	71	70
AP S	4130	91	89	86	82	80	77	75	73	72	70	69
AP SW	4305	69	68	67	66	65	64	63	62	61	60	59

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP SW	4310	36	35	33	31	29	27	26	24	22	20	18
AP SW	4315	80	79	77	75	73	71	70	68	66	64	62
AP SW	4320	64	63	62	61	60	59	57	56	54	52	49
AP SW	4325	73	72	70	68	66	64	63	61	59	57	55
AP SW	4330	80	79	77	75	73	71	70	68	66	64	62
RW 11-29	6202	68	67	65	63	61	59	57	55	53	51	49
RW 11-29	6205	77	76	74	72	70	68	66	64	62	60	58
RW 11-29	6207	79	78	76	74	72	70	68	66	64	62	60
RW 11-29	6210	85	84	82	80	78	76	74	72	70	68	66
RW 11-29	6225	66	65	63	61	59	57	55	53	51	49	47
RW 11-29	6230	86	85	83	81	79	77	75	73	71	69	67
RW 7-25	6105	100	99	97	95	93	91	89	87	85	83	81
TW A	105	36	35	34	33	32	30	29	28	27	26	24
TW A	108	75	74	73	71	70	69	67	66	65	64	63
TW A	110	94	92	90	87	85	83	81	79	77	75	74
TW A	115	82	81	79	77	76	74	72	71	70	68	67
TW A	117	89	88	85	83	81	79	78	76	74	73	71
TW A	119	76	75	74	72	71	69	68	67	66	65	64
TW A	120	95	93	90	88	86	83	81	80	78	76	74
TW A	130	67	66	65	63	62	60	59	57	56	54	53
TW A	135	64	63	62	60	59	57	56	54	53	51	50
TW A	140	39	38	37	35	34	32	31	29	28	26	25
TW A	143	47	46	45	43	42	40	39	37	36	34	33
TW A	147	64	63	62	60	59	57	56	54	53	51	50
TW A	148	90	89	86	84	82	80	78	77	75	73	72
TW A	149	79	78	76	75	73	72	70	69	68	67	66

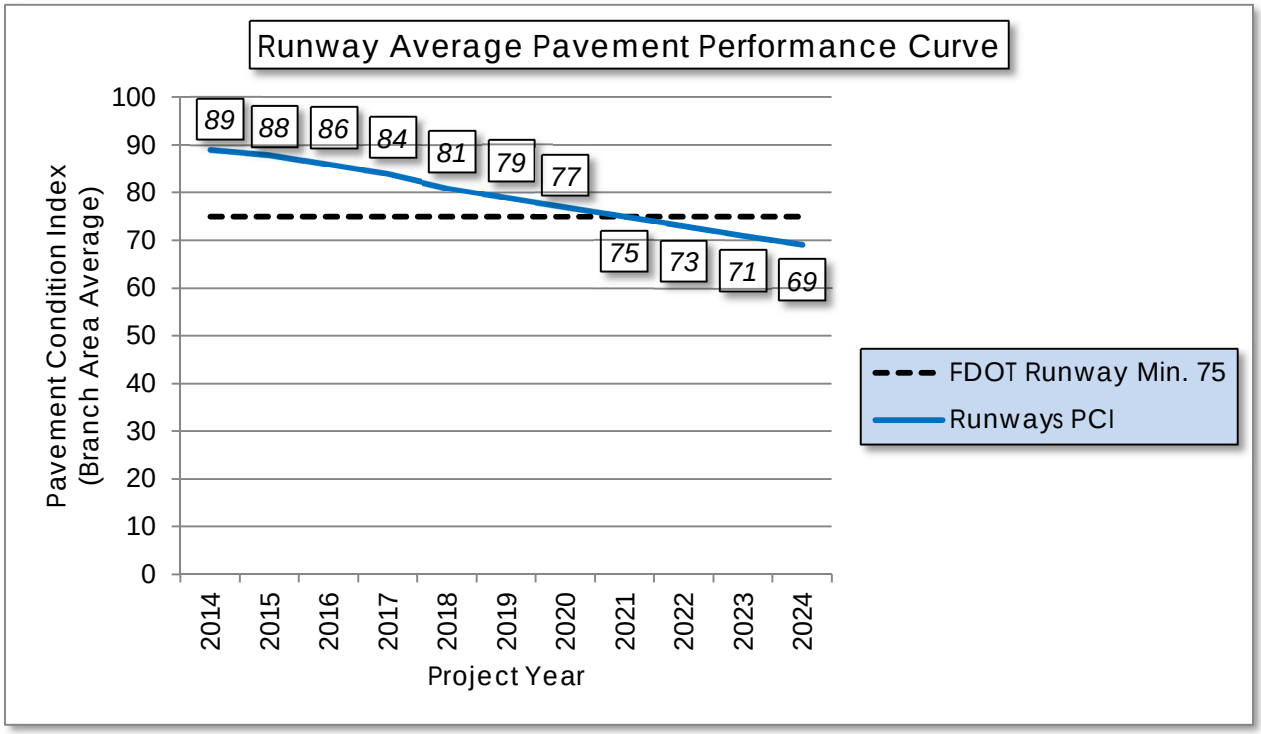
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW A	150	90	89	86	84	82	80	78	77	75	73	72
TW A	152	95	93	90	88	86	83	81	80	78	76	74
TW A	153	94	92	90	87	85	83	81	79	77	75	74
TW A	154	87	86	84	82	80	78	76	75	73	71	70
TW A1	125	89	88	85	83	81	79	78	76	74	73	71
TW B	205	94	92	90	87	85	83	81	79	77	75	74
TW B	210	84	83	81	79	77	76	74	72	71	70	68
TW C	305	91	90	89	87	86	84	83	81	80	78	77
TW C	307	84	83	81	79	77	76	74	72	71	70	68
TW C	315	92	90	88	86	83	81	80	78	76	74	73
TW CONN E	605	100	98	96	95	93	92	90	89	87	86	85
TW CONN E	610	94	92	90	87	85	83	81	79	77	75	74
TW CONN W	715	100	98	96	95	93	92	90	89	87	86	85
TW D	405	82	81	79	77	76	74	72	71	70	68	67
TW E	505	100	98	96	95	93	92	90	89	87	86	85
TW E	510	100	98	96	95	93	92	90	89	87	86	85
TW E1	515	87	86	84	82	80	78	76	75	73	71	70
TW E1	517	100	98	96	95	93	92	90	89	87	86	85
TW E2	520	86	85	83	81	79	77	75	74	72	71	70
TW E2	522	100	98	96	95	93	92	90	89	87	86	85
TW E3	530	86	85	83	81	79	77	75	74	72	71	70
TW E3	532	100	98	96	95	93	92	90	89	87	86	85
TW E4	540	70	69	68	67	66	65	64	63	62	61	59
TW E4	542	100	98	96	95	93	92	90	89	87	86	85
TW E5	550	90	89	86	84	82	80	78	77	75	73	72

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW E5	552	100	98	96	95	93	92	90	89	87	86	85

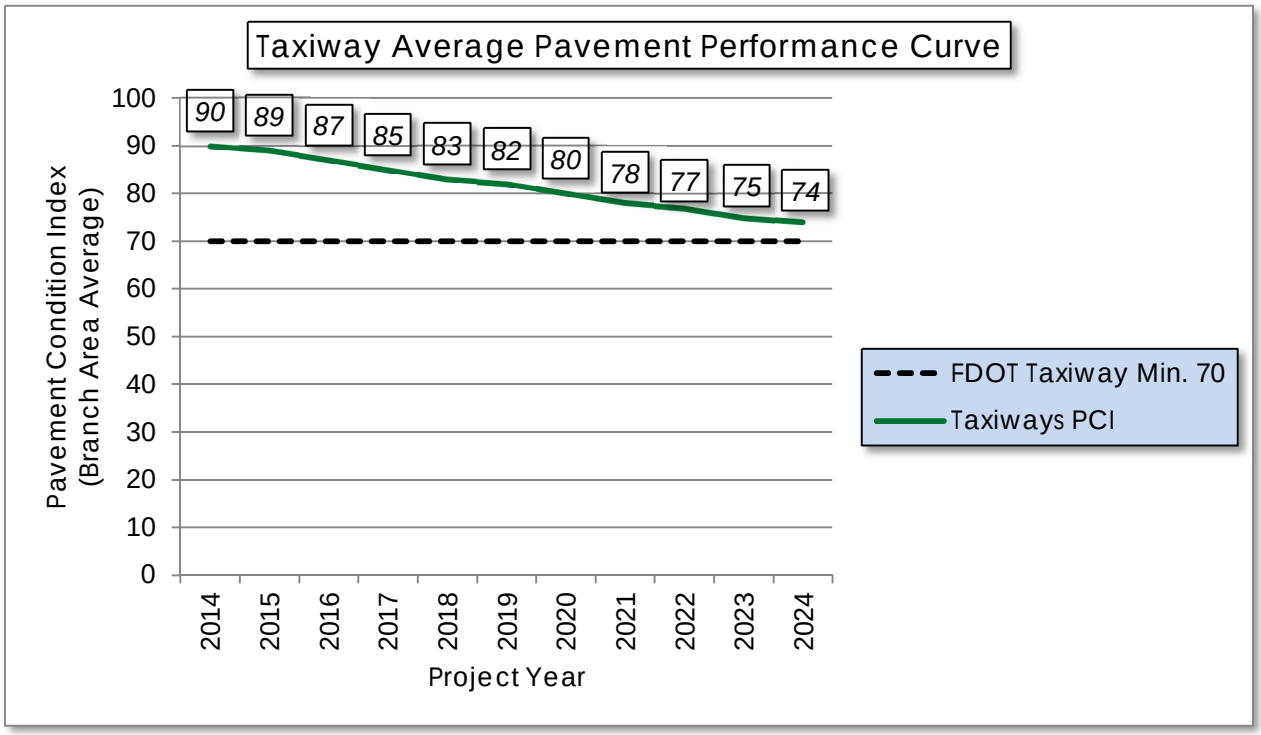
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Figure D-1: Pavement Performance by Pavement Use

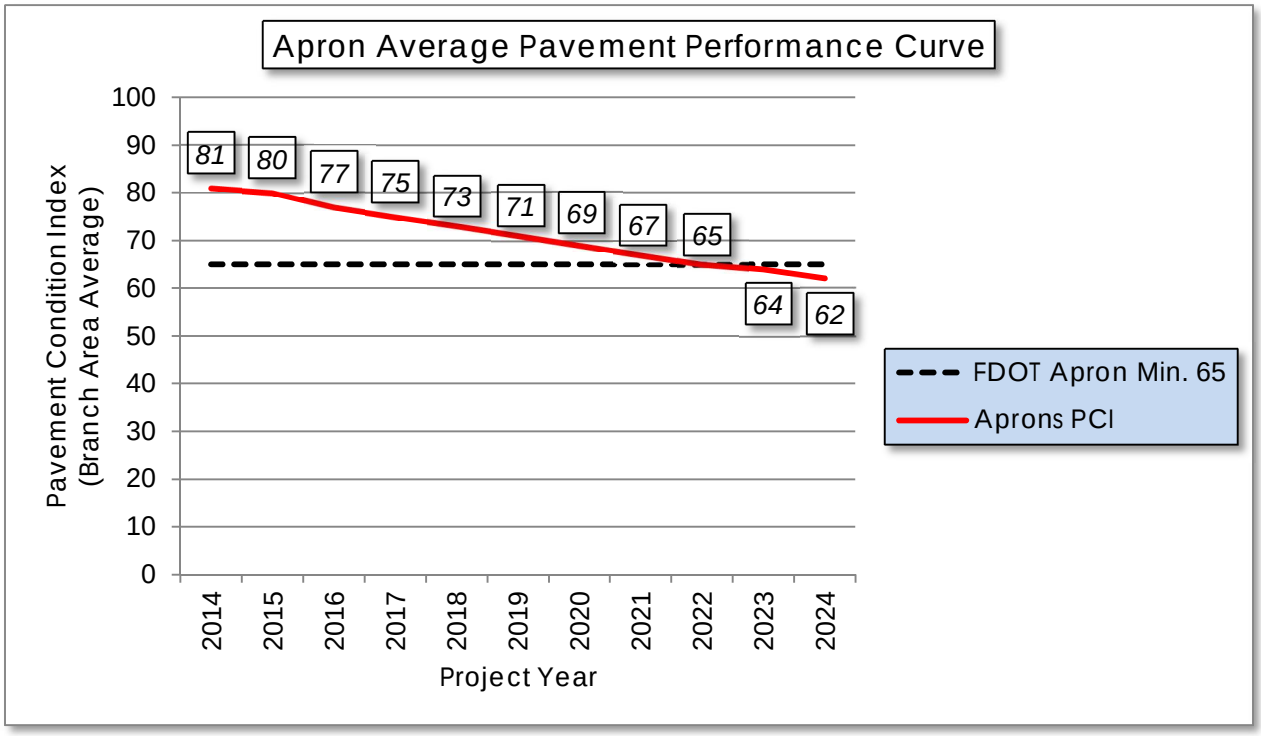
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
81
80
77
75
73
71
69
67
65
64
62
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Project Year
FDOT Apron Min. 65
Aprons PCI

APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRONS	AP N	4205	L & T CR	L	Crack Sealing - AC	4,057.20	Ft	$2.75	$ 11,157.25
NORTH APRONS	AP N	4210	L & T CR	L	Crack Sealing - AC	203.00	Ft	$2.75	$ 558.30
NORTH APRONS	AP N	4215	OIL SPILLAGE	N	Surface Seal	418.60	SqFt	$0.55	$ 230.24
NORTH APRONS	AP N	4220	ALLIGATOR CR	L	Patching - AC Full Depth	545.90	SqFt	$5.00	$ 2,729.75
NORTH APRONS	AP N	4220	L & T CR	L	Crack Sealing - AC	63.30	Ft	$2.75	$ 174.17
NORTH APRONS	AP N	4222	L & T CR	L	Crack Sealing - AC	159.10	Ft	$2.75	$ 437.56
NORTH APRONS	AP N	4226	L & T CR	L	Crack Sealing - AC	375.80	Ft	$2.75	$ 1,033.32
NORTH APRONS	AP N	4226	RAVELING	L	Surface Seal	1,837.00	SqFt	$0.55	$ 1,010.37
NORTH APRONS	AP N	4228	L & T CR	L	Crack Sealing - AC	179.30	Ft	$2.75	$ 493.02
NORTH APRONS	AP N	4228	WEATHERING	M	Surface Seal	14,152.40	SqFt	$0.55	$ 7,783.89
NORTH APRONS	AP N	4240	L & T CR	L	Crack Sealing - AC	1,602.40	Ft	$2.75	$ 4,406.61
NORTH APRONS	AP N	4241	L & T CR	L	Crack Sealing - AC	421.20	Ft	$2.75	$ 1,158.30
NORTH APRONS	AP N	4245	L & T CR	L	Crack Sealing - AC	16.30	Ft	$2.75	$ 44.81
RUN UP APRON AT RW 7	AP RU RW 7	5205	BLOCK CR	L	Surface Seal	7,888.00	SqFt	$0.55	$ 4,338.44
RUN UP APRON AT RW 7	AP RU RW 7	5205	RAVELING	L	Surface Seal	7,888.00	SqFt	$0.55	$ 4,338.44

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRONS	AP S	4105	JT REF. CR	L	Crack Sealing - AC	1,316.00	Ft	$2.75	$ 3,619.00
SOUTH APRONS	AP S	4105	L & T CR	L	Crack Sealing - AC	630.00	Ft	$2.75	$ 1,732.50
SOUTH APRONS	AP S	4110	SHRINKAGE CR	N	Crack Sealing - PCC	110.70	Ft	$4.25	$ 470.60
SOUTH APRONS	AP S	4110	JOINT SPALL	M	Patching - PCC Partial Depth	48.40	SqFt	$19.10	$ 925.16
SOUTH APRONS	AP S	4110	JOINT SPALL	L	Patching - PCC Partial Depth	20.20	SqFt	$19.10	$ 385.48
SOUTH APRONS	AP S	4115	SCALING	L	Patching - PCC Partial Depth	10,065.50	SqFt	$19.10	$ 192,251.33
SOUTH APRONS	AP S	4115	JOINT SPALL	M	Patching - PCC Partial Depth	50.30	SqFt	$19.10	$ 961.14
SOUTH APRONS	AP S	4120	L & T CR	L	Crack Sealing - AC	27.40	Ft	$2.75	$ 75.47
SOUTH APRONS	AP S	4130	OIL SPILLAGE	N	Surface Seal	118.60	SqFt	$0.55	$ 65.22
SOUTHWEST APRON	AP SW	4305	L & T CR	L	Crack Sealing - AC	1,443.90	Ft	$2.75	$ 3,970.68
SOUTHWEST APRON	AP SW	4305	RAVELING	L	Surface Seal	32,431.00	SqFt	$0.55	$ 17,837.20
SOUTHWEST APRON	AP SW	4310	BLOCK CR	L	Surface Seal	12,201.00	SqFt	$0.55	$ 6,710.61
SOUTHWEST APRON	AP SW	4310	RAVELING	M	Surface Seal	12,201.00	SqFt	$0.55	$ 6,710.61
SOUTHWEST APRON	AP SW	4315	L & T CR	L	Crack Sealing - AC	1,184.20	Ft	$2.75	$ 3,256.50
SOUTHWEST APRON	AP SW	4320	L & T CR	L	Crack Sealing - AC	554.90	Ft	$2.75	$ 1,525.99
SOUTHWEST APRON	AP SW	4320	RAVELING	L	Surface Seal	21,340.00	SqFt	$0.55	$ 11,737.10

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHWEST APRON	AP SW	4325	L & T CR	L	Crack Sealing - AC	153.00	Ft	$2.75	$ 420.74
SOUTHWEST APRON	AP SW	4325	SHOVING	L	Grinding (Localized)	57.20	Ft	$2.10	$ 120.11
SOUTHWEST APRON	AP SW	4325	WEATHERING	M	Surface Seal	72,728.00	SqFt	$0.55	$ 40,000.73
SOUTHWEST APRON	AP SW	4330	WEATHERING	M	Surface Seal	61,003.00	SqFt	$0.55	$ 33,551.93
RUNWAY 11-29	RW 11-29	6202	L & T CR	L	Crack Sealing - AC	1,107.80	Ft	$2.75	$ 3,046.41
RUNWAY 11-29	RW 11-29	6202	RAVELING	M	Surface Seal	8,490.20	SqFt	$0.55	$ 4,669.66
RUNWAY 11-29	RW 11-29	6205	L & T CR	L	Crack Sealing - AC	7,409.00	Ft	$2.75	$ 20,374.76
RUNWAY 11-29	RW 11-29	6205	RAVELING	L	Surface Seal	128,510.80	SqFt	$0.55	$ 70,681.54
RUNWAY 11-29	RW 11-29	6205	RUTTING	L	Patching - AC Full Depth	1,382.50	SqFt	$5.00	$ 6,912.57
RUNWAY 11-29	RW 11-29	6207	L & T CR	L	Crack Sealing - AC	438.70	Ft	$2.75	$ 1,206.41
RUNWAY 11-29	RW 11-29	6207	RAVELING	L	Surface Seal	3,968.10	SqFt	$0.55	$ 2,182.47
RUNWAY 11-29	RW 11-29	6210	L & T CR	L	Crack Sealing - AC	7,558.80	Ft	$2.75	$ 20,786.54
RUNWAY 11-29	RW 11-29	6210	WEATHERING	M	Surface Seal	12,567.20	SqFt	$0.55	$ 6,912.02
RUNWAY 11-29	RW 11-29	6225	L & T CR	L	Crack Sealing - AC	863.10	Ft	$2.75	$ 2,373.43
RUNWAY 11-29	RW 11-29	6225	RAVELING	L	Surface Seal	70,724.20	SqFt	$0.55	$ 38,898.63
RUNWAY 11-29	RW 11-29	6225	RAVELING	M	Surface Seal	11,247.50	SqFt	$0.55	$ 6,186.15

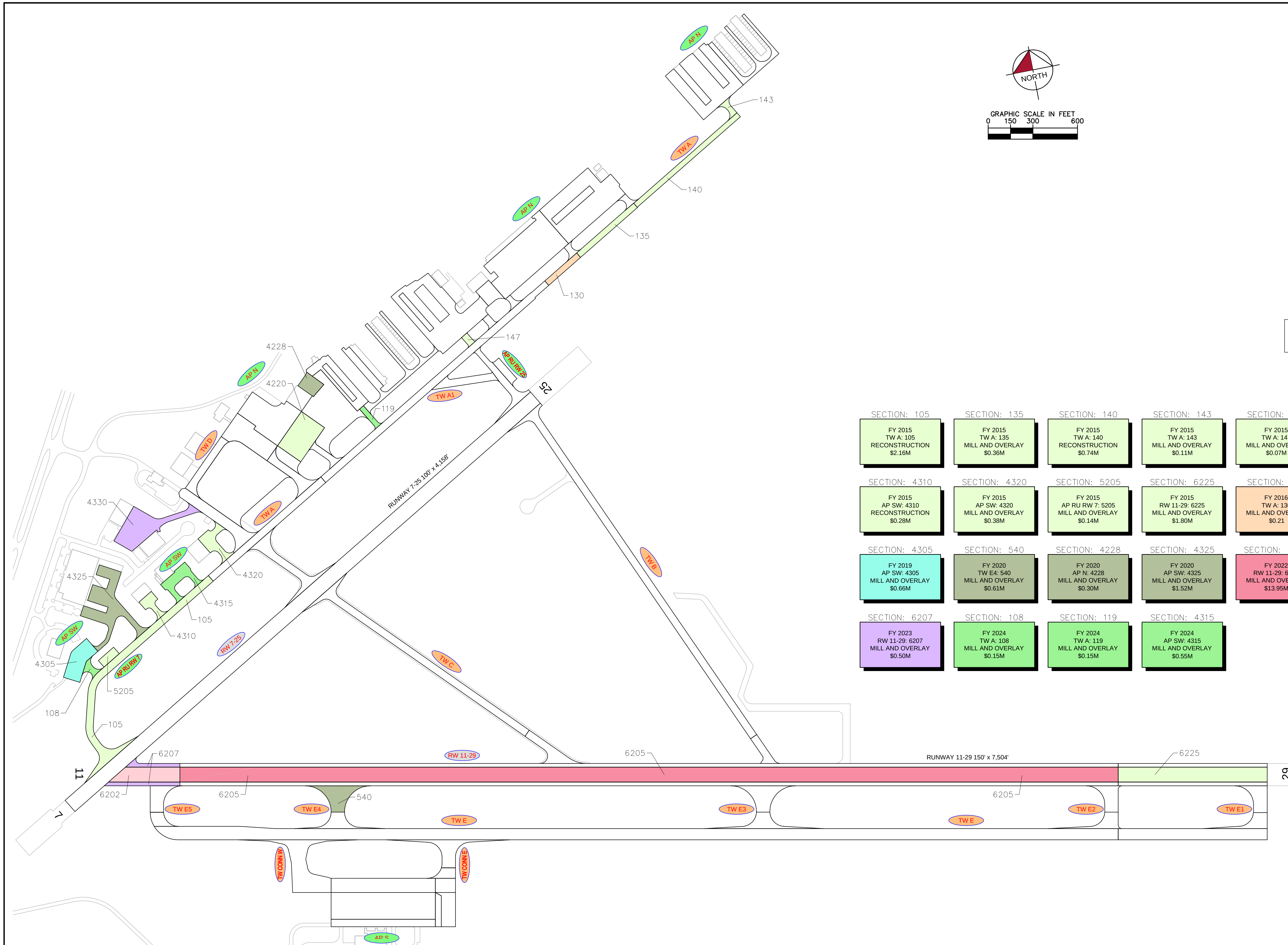
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 11-29	RW 11-29	6230	L & T CR	L	Crack Sealing - AC	847.50	Ft	$2.75	$ 2,330.66
RUNWAY 11-29	RW 11-29	6230	WEATHERING	M	Surface Seal	3,123.10	SqFt	$0.55	$ 1,717.73
TAXIWAY ALPHA	TW A	105	BLEEDING	N	Patching - AC Partial Depth	212.70	SqFt	$3.00	$ 637.98
TAXIWAY ALPHA	TW A	105	BLOCK CR	L	Surface Seal	5,804.30	SqFt	$0.55	$ 3,192.42
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	9,263.20	Ft	$2.75	$ 25,473.73
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	18,770.30	SqFt	$0.55	$ 10,323.75
TAXIWAY ALPHA	TW A	105	RAVELING	M	Surface Seal	75,068.70	SqFt	$0.55	$ 41,288.13
TAXIWAY ALPHA	TW A	108	L & T CR	L	Crack Sealing - AC	98.00	Ft	$2.75	$ 269.50
TAXIWAY ALPHA	TW A	108	WEATHERING	M	Surface Seal	6,264.00	SqFt	$0.55	$ 3,445.23
TAXIWAY ALPHA	TW A	115	L & T CR	L	Crack Sealing - AC	618.60	Ft	$2.75	$ 1,701.20
TAXIWAY ALPHA	TW A	117	L & T CR	L	Crack Sealing - AC	87.60	Ft	$2.75	$ 241.04
TAXIWAY ALPHA	TW A	119	BLOCK CR	L	Surface Seal	350.00	SqFt	$0.55	$ 192.50
TAXIWAY ALPHA	TW A	119	L & T CR	L	Crack Sealing - AC	77.00	Ft	$2.75	$ 211.75
TAXIWAY ALPHA	TW A	130	L & T CR	L	Crack Sealing - AC	1,505.00	Ft	$2.75	$ 4,138.71
TAXIWAY ALPHA	TW A	135	L & T CR	L	Crack Sealing - AC	1,554.80	Ft	$2.75	$ 4,275.70
TAXIWAY ALPHA	TW A	135	RAVELING	L	Surface Seal	19,467.90	SqFt	$0.55	$ 10,707.46

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	135	RAVELING	M	Surface Seal	790.10	SqFt	$0.55	$ 434.54
TAXIWAY ALPHA	TW A	140	L & T CR	L	Crack Sealing - AC	60.00	Ft	$2.75	$ 164.98
TAXIWAY ALPHA	TW A	140	RAVELING	L	Surface Seal	738.40	SqFt	$0.55	$ 406.10
TAXIWAY ALPHA	TW A	140	WEATHERING	H	Surface Seal	31,564.60	SqFt	$0.55	$ 17,360.70
TAXIWAY ALPHA	TW A	143	L & T CR	L	Crack Sealing - AC	123.00	Ft	$2.75	$ 338.25
TAXIWAY ALPHA	TW A	143	RAVELING	L	Surface Seal	2,774.00	SqFt	$0.55	$ 1,525.71
TAXIWAY ALPHA	TW A	143	WEATHERING	H	Surface Seal	2,773.00	SqFt	$0.55	$ 1,525.16
TAXIWAY ALPHA	TW A	147	BLOCK CR	L	Surface Seal	3,947.00	SqFt	$0.55	$ 2,170.87
TAXIWAY ALPHA	TW A	148	L & T CR	L	Crack Sealing - AC	36.40	Ft	$2.75	$ 99.99
TAXIWAY ALPHA	TW A	148	WEATHERING	M	Surface Seal	60.60	SqFt	$0.55	$ 33.33
TAXIWAY ALPHA	TW A	149	L & T CR	M	Crack Sealing - AC	24.00	Ft	$2.75	$ 66.00
TAXIWAY ALPHA	TW A	149	L & T CR	L	Crack Sealing - AC	233.00	Ft	$2.75	$ 640.75
TAXIWAY ALPHA	TW A	150	L & T CR	L	Crack Sealing - AC	583.10	Ft	$2.75	$ 1,603.48
TAXIWAY ALPHA	TW A	150	WEATHERING	M	Surface Seal	834.00	SqFt	$0.55	$ 458.72
TAXIWAY ALPHA	TW A	154	L & T CR	L	Crack Sealing - AC	107.00	Ft	$2.75	$ 294.25
TAXIWAY A1	TW A1	125	L & T CR	L	Crack Sealing - AC	266.60	Ft	$2.75	$ 733.25

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	210	L & T CR	L	Crack Sealing - AC	262.20	Ft	$2.75	$ 721.04
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	552.90	Ft	$2.75	$ 1,520.34
TAXIWAY CHARLIE	TW C	307	L & T CR	L	Crack Sealing - AC	1,157.20	Ft	$2.75	$ 3,182.28
TAXIWAY CHARLIE	TW C	315	L & T CR	L	Crack Sealing - AC	13.70	Ft	$2.75	$ 37.76
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	1,008.70	Ft	$2.75	$ 2,773.87
TAXIWAY E1	TW E1	515	L & T CR	L	Crack Sealing - AC	216.50	Ft	$2.75	$ 595.25
TAXIWAY E1	TW E1	515	RAVELING	L	Surface Seal	86.60	SqFt	$0.55	$ 47.62
TAXIWAY E2	TW E2	520	L & T CR	L	Crack Sealing - AC	233.00	Ft	$2.75	$ 640.76
TAXIWAY E3	TW E3	530	L & T CR	L	Crack Sealing - AC	255.10	Ft	$2.75	$ 701.60
TAXIWAY E4	TW E4	540	L & T CR	L	Crack Sealing - AC	284.30	Ft	$2.75	$ 781.77
TAXIWAY E4	TW E4	540	RAVELING	L	Surface Seal	9,691.30	SqFt	$0.55	$ 5,330.28
TAXIWAY E5	TW E5	550	L & T CR	L	Crack Sealing - AC	64.60	Ft	$2.75	$ 177.59
								Total =	$ 704,966.89

APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION TABLE



LEGEND

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

PROGRAM YEAR

2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024

"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

Section	Program Year	Branch:Section	Rehab Activity	Est. Cost
SECTION: 105	FY 2015	TW A: 105	RECONSTRUCTION	$2.16M
SECTION: 135	FY 2015	TW A: 135	MILL AND OVERLAY	$0.36M
SECTION: 140	FY 2015	TW A: 140	RECONSTRUCTION	$0.74M
SECTION: 143	FY 2015	TW A: 143	MILL AND OVERLAY	$0.11M
SECTION: 147	FY 2015	TW A: 147	MILL AND OVERLAY	$0.07M
SECTION: 4220	FY 2015	AP N: 4220	MILL AND OVERLAY	$0.75M
SECTION: 4310	FY 2015	AP SW: 4310	RECONSTRUCTION	$0.28M
SECTION: 4320	FY 2015	AP SW: 4320	MILL AND OVERLAY	$0.38M
SECTION: 5205	FY 2015	AP RU RW 7: 5205	MILL AND OVERLAY	$0.14M
SECTION: 6225	FY 2015	RW 11-29: 6225	MILL AND OVERLAY	$1.80M
SECTION: 130	FY 2016	TW A: 130	MILL AND OVERLAY	$0.21
SECTION: 6202	FY 2017	RW 11-29: 6202	MILL AND OVERLAY	$0.81M
SECTION: 4305	FY 2019	AP SW: 4305	MILL AND OVERLAY	$0.66M
SECTION: 540	FY 2020	TW E4: 540	MILL AND OVERLAY	$0.61M
SECTION: 4228	FY 2020	AP N: 4228	MILL AND OVERLAY	$0.30M
SECTION: 4325	FY 2020	AP SW: 4325	MILL AND OVERLAY	$1.52M
SECTION: 6205	FY 2022	RW 11-29: 6205	MILL AND OVERLAY	$13.95M
SECTION: 4330	FY 2023	AP SW: 4330	MILL AND OVERLAY	$1.39M
SECTION: 6207	FY 2023	RW 11-29: 6207	MILL AND OVERLAY	$0.50M
SECTION: 108	FY 2024	TW A: 108	MILL AND OVERLAY	$0.15M
SECTION: 119	FY 2024	TW A: 119	MILL AND OVERLAY	$0.15M
SECTION: 4315	FY 2024	AP SW: 4315	MILL AND OVERLAY	$0.55M

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

GAINESVILLE REGIONAL AIRPORT
ALACHUA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: GNV
FDOT DISTRICT: 2

Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 752,248.00	78	Mill and Overlay	100
2015	AP RU RW 7	5205	$ 141,984.00	58	Mill and Overlay	100
2015	AP SW	4310	$ 280,623.00	35	Reconstruction	100
2015	AP SW	4320	$ 384,120.00	63	Mill and Overlay	100
2015	RW 11-29	6225	$ 1,801,800.00	65	Mill and Overlay	100
2015	TW A	105	$ 2,158,297.00	35	Reconstruction	100
2015	TW A	135	$ 364,644.00	63	Mill and Overlay	100
2015	TW A	140	$ 742,969.00	38	Reconstruction	100
2015	TW A	143	$ 110,385.00	46	Mill and Overlay	100
2015	TW A	147	$ 71,046.00	63	Mill and Overlay	100
2016	TW A	130	$ 210,985.00	65	Mill and Overlay	100
2017	RW 11-29	6202	$ 807,426.00	63	Mill and Overlay	100
2019	AP SW	4305	$ 657,025.00	65	Mill and Overlay	100
2020	AP N	4228	$ 300,901.00	65	Mill and Overlay	100
2020	AP SW	4325	$ 1,517,610.00	64	Mill and Overlay	100
2020	TW E4	540	$ 606,685.00	64	Mill and Overlay	100
2022	RW 11-29	6205	$ 13,953,412.00	64	Mill and Overlay	100
2023	AP SW	4330	$ 1,390,982.00	65	Mill and Overlay	100
2023	RW 11-29	6207	$ 502,667.00	64	Mill and Overlay	100
2024	AP SW	4315	$ 553,915.00	64	Mill and Overlay	100
2024	TW A	108	$ 147,116.00	64	Mill and Overlay	100
2024	TW A	119	$ 145,307.00	65	Mill and Overlay	100
		Total =	$ 27,602,147.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 11-29, Section 6205, Sample Unit 365 – Low Severity (52) Raveling, Low Severity (57) Weathering

Runway 11-29, Section 6202, Sample Unit 300 – Low Severity (48) Longitudinal and Transverse Cracking, Medium Severity (52) Raveling, Low Severity (56) Swelling

Taxiway E5, Section 550, Sample Unit 501 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Apron 4105, Section 4105, Sample Unit 105 – Low Severity (57) Weathering

Apron South, Section 4115, Sample Unit 352 – Low Severity (70) Scaling, Map Cracking, Crazing, Medium Severity (74) Joint Spalling

Taxiway Alpha, Section 105, Sample Unit 109 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (43) Block Cracking, Medium Severity (52) Raveling

Apron Run-Up RW 7, Section 5205, Sample Unit 100 – Low Severity (43) Block Cracking, Low Severity (52) Raveling

Apron SW, Section 4310, Sample Unit 102 – Low Severity (43) Block Cracking, Medium Severity (52) Raveling

Apron SW, Section 4325, Sample Unit 204 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (54) Shoving, Medium Severity (57) Weathering

Taxiway E1, Section 515, Sample Unit 102 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway Bravo, Section 210, Sample Unit 206 – Low Severity (57) Weathering

Taxiway E4, Section 540, Sample Unit 401 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4205 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 189,798.00SqFt Length: 500.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 41 Surveyed: 5
Conditions: PCI : 87
Inspection Comments:

Sample Number: 306 Type: R Area: 3,250.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft	Comments:
57 WEATHERING	L	3,250.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 407 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 451 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	118.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 505 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4210 of 15 From: - To: - Last Const.: 07/01/2010
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 49,872.00SqFt Length: 335.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 9 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 250 Type: R Area: 5,650.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:
57	WEATHERING	L	5,650.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4215 of 15 From: - To: - Last Const.: 07/01/2010
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 76,639.00SqFt Length: 300.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 17 Surveyed: 3
Conditions: PCI : 97
Inspection Comments:

Sample Number: 106 Type: R Area: 3,060.00SqFt PCI = 94
Sample Comments:

57 WEATHERING		L	3,060.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 4,400.00SqFt PCI = 96
Sample Comments:

49 OIL SPILLAGE		N	48.00 SqFt	Comments:
49 OIL SPILLAGE		N	10.00 SqFt	Comments:

Sample Number: 204 Type: R Area: 5,600.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4220 of 15 From: - To: - Last Const.: 07/01/2010
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 53,200.00SqFt Length: 249.37Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 79
Inspection Comments:

Sample Number: 109 Type: R Area: 3,400.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
57 WEATHERING	L	3,400.00 SqFt	Comments:

Sample Number: 158 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

41 ALLIGATOR CRACKING	L	72.00 SqFt	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4222 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 13,199.00SqFt Length: 175.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 259 Type: R Area: 3,650.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00 Ft	Comments:
57	WEATHERING	L	3,650.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4226 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 96,168.00SqFt Length: 120.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 21 Surveyed: 3
Conditions: PCI : 90
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 3,017.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,017.00 SqFt	Comments:

Sample Number: 150 Type: R Area: 3,500.00SqFt PCI = 87
Sample Comments:

57 WEATHERING	L	3,280.00 SqFt	Comments:
52 RAVELING	L	220.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4228 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 14,420.00SqFt Length: 120.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 102 Type: R Area: 5,389.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
50 PATCHING	L	100.00 SqFt	Comments:
57 WEATHERING	M	5,289.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4230 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 36,283.00SqFt Length: 402.50Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 9 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4240 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 130,329.00SqFt Length: 650.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 30 Surveyed: 3
Conditions: PCI : 90
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 208 Type: R Area: 3,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
57 WEATHERING	L	3,000.00 SqFt	Comments:

Sample Number: 456 Type: R Area: 4,200.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4241 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 21,600.00SqFt Length: 400.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 155 Type: R Area: 4,000.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00 Ft	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4245 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 15,617.00SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 92
Inspection Comments:

Sample Number: 301 Type: R Area: 5,750.00SqFt PCI = 92
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
57	WEATHERING	L	5,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4250 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 145,100.00SqFt Length: 702.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 29 Surveyed: 3
Conditions: PCI : 94
Inspection Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 255 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4255 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 125,665.00SqFt Length: 545.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 25 Surveyed: 3
Conditions: PCI : 94
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 200 Type: R Area: 6,050.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 6,050.00 SqFt Comments:

Sample Number: 351 Type: R Area: 4,800.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 4,800.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4260 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 104,561.00SqFt Length: 400.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 22 Surveyed: 3
Conditions: PCI : 94
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 250 Type: R Area: 5,700.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,700.00 SqFt Comments:

Sample Number: 401 Type: R Area: 6,300.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 6,300.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP N Name: NORTH APRONS Use: APRON Area: 1,105,411.00SqFt

Section: 4270 of 15 From: - To: - Last Const.: 07/01/2010
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 32,960.00SqFt Length: 1,500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 7 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 450 Type: R Area: 5,279.00SqFt PCI = 94
Sample Comments:

57	WEATHERING	L	5,279.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP RU RW 7 Name: RUN UP APRON AT RW 7 Use: APRON Area: 7,888.00SqFt

Section: 5205 of 1 From: - To: - Last Const.: 01/01/1980
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 7,888.00SqFt Length: 140.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 100 Type: R Area: 4,060.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,060.00 SqFt	Comments:
52 RAVELING	L	4,060.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP RU RW25 Name: RUN UP APRON AT RW 25 Use: APRON Area: 9,793.00SqFt

Section: 5105 of 1 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 9,793.00SqFt Length: 175.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 101 Type: R Area: 4,979.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,979.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRONS Use: APRON Area: 271,375.00SqFt

Section: 4105 of 6 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 66,500.00SqFt Length: 630.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 14 Surveyed: 2
Conditions: PCI : 88
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 151 Type: R Area: 4,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	L	188.00 Ft	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRONS Use: APRON Area: 271,375.00SqFt

Section: 4110 of 6 From: - To: - Last Const.: 01/01/1978
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 126,000.00SqFt Length: 700.00Ft Width: 180.00Ft
Slabs: 315 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 11,720.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 15 Surveyed: 2
Conditions: PCI : 96
Inspection Comments:

Sample Number: 250 Type: R Area: 21.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 253 Type: R Area: 21.00Slabs PCI = 92
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRONS Use: APRON Area: 271,375.00SqFt

Section: 4115 of 6 From: - To: - Last Const.: 01/01/1978
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 700.00Ft Width: 50.00Ft
Slabs: 187 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 4,383.33Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 8 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 352 Type: R Area: 24.00Slabs PCI = 90
Sample Comments:

70 SCALING/CRAZING	L	21.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRONS Use: APRON Area: 271,375.00SqFt

Section: 4120 of 6 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 12,825.00SqFt Length: 135.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 107 Type: R Area: 6,075.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
57	WEATHERING	L	6,075.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRONS Use: APRON Area: 271,375.00SqFt

Section: 4125 of 6 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 22,290.00SqFt Length: 230.00Ft Width: 95.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 452 Type: R Area: 4,750.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRONS Use: APRON Area: 271,375.00SqFt

Section: 4130 of 6 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 8,760.00SqFt Length: 220.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 400 Type: R Area: 4,000.00SqFt PCI = 91
Sample Comments:

49 OIL SPILLAGE	N	36.00 SqFt	Comments:
57 WEATHERING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 223,288.00SqFt

Section: 4305 of 6 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 32,431.00SqFt Length: 250.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 100 Type: R Area: 5,750.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	256.00 Ft	Comments:
52	RAVELING	L	5,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 223,288.00SqFt

Section: 4310 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 12,201.00SqFt Length: 100.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 36
Inspection Comments:

Sample Number: 102 Type: R Area: 5,500.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	5,500.00 SqFt	Comments:
52 RAVELING	M	5,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 223,288.00SqFt

Section: 4315 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 23,585.00SqFt Length: 210.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 202 Type: R Area: 5,497.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	276.00 Ft	Comments:
57	WEATHERING	L	5,497.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 223,288.00SqFt

Section: 4320 of 6 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 21,340.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 402 Type: R Area: 4,461.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	116.00 Ft	Comments:
52	RAVELING	L	4,461.00 SqFt	Comments:
56	SWELLING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 223,288.00SqFt

Section: 4325 of 6 From: - To: - Last Const.: 07/01/2010
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 72,728.00SqFt Length: 1,250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 17 Surveyed: 3
Conditions: PCI : 73
Inspection Comments:

Sample Number: 100 Type: R Area: 3,906.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	3,906.00	SqFt	Comments:

Sample Number: 200 Type: R Area: 3,804.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
57 WEATHERING	M	3,804.00	SqFt	Comments:

Sample Number: 204 Type: R Area: 5,600.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.00	Ft	Comments:
56 SWELLING	L	500.00	SqFt	Comments:
54 SHOVING	L	25.00	SqFt	Comments:
57 WEATHERING	M	5,600.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 223,288.00SqFt

Section: 4330 of 6 From: - To: - Last Const.: 01/01/2009
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 61,003.00SqFt Length: 300.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 13 Surveyed: 2
Conditions: PCI : 80
Inspection Comments:

Sample Number: 101 Type: R Area: 4,599.00SqFt PCI = 80
Sample Comments:
57 WEATHERING M 4,599.00 SqFt Comments:

Sample Number: 251 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 1,159,927.00SqFt

Section: 6202 of 6 From: - To: - Last Const.: 02/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 42,282.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 9 Surveyed: 2
Conditions: PCI : 68
Inspection Comments:

Sample Number: 297 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	184.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00 Ft	Comments:
52	RAVELING	M	1,008.00 SqFt	Comments:
52	RAVELING	M	1,000.00 SqFt	Comments:
56	SWELLING	L	75.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 1,159,927.00SqFt

Section: 6205 of 6 From: - To: - Last Const.: 02/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 630,300.00SqFt Length: 4,470.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 126 Surveyed: 20
Conditions: PCI : 77
Inspection Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft	Comments:
52 RAVELING	L	600.00	SqFt	Comments:
57 WEATHERING	L	4,400.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	127.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 332 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	37.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 339 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 345 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Sample Number: 351 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
52	RAVELING	L	1,250.00 SqFt	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 358 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
52	RAVELING	L	1,150.00 SqFt	Comments:
57	WEATHERING	L	3,850.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	63.00 Ft	Comments:
52	RAVELING	L	1,150.00 SqFt	Comments:
57	WEATHERING	L	3,850.00 SqFt	Comments:

Sample Number: 372 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	42.00 Ft	Comments:
52	RAVELING	L	1,150.00 SqFt	Comments:
57	WEATHERING	L	3,850.00 SqFt	Comments:

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00 Ft	Comments:
52	RAVELING	L	1,150.00 SqFt	Comments:
57	WEATHERING	L	3,850.00 SqFt	Comments:

Sample Number: 383 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:
53	RUTTING	L	220.00 SqFt	Comments:

Sample Number: 390 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
57	WEATHERING	L	4,600.00 SqFt	Comments:

Sample Number: 405 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00 Ft	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
57	WEATHERING	L	4,600.00 SqFt	Comments:

Sample Number: 410 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	51.00 Ft	Comments:

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52 RAVELING	L	400.00	SqFt	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Sample Number: 415 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00	Ft	Comments:
52 RAVELING	L	400.00	SqFt	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Sample Number: 423 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	Comments:
52 RAVELING	L	400.00	SqFt	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Sample Number: 429 Type: R Area: 5,300.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	3,300.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 1,159,927.00SqFt

Section: 6207 of 6 From: - To: - Last Const.: 02/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 22,045.00SqFt Length: 700.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 2
Conditions: PCI : 79
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00 Ft	Comments:
52 RAVELING	L	1,800.00 SqFt	Comments:
57 WEATHERING	L	3,200.00 SqFt	Comments:

Sample Number: 496 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

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Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 1,159,927.00SqFt

Section: 6210 of 6 From: - To: - Last Const.: 02/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 315,150.00SqFt Length: 8,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 64 Surveyed: 13
Conditions: PCI : 85
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	
56 SWELLING	L	5.00 SqFt	Comments:	

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	
56 SWELLING	L	20.00 SqFt	Comments:	

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	168.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

Sample Number: 188 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	252.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

Sample Number: 224 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:	
57 WEATHERING	M	1,296.00 SqFt	Comments:	
57 WEATHERING	L	3,704.00 SqFt	Comments:	

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	117.00 Ft	Comments:	
56 SWELLING	L	10.00 SqFt	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

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Sample Number: 548 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00 Ft	Comments:
56	SWELLING	L	28.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 580 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	223.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 604 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 624 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00 Ft	Comments:
57	WEATHERING	M	1,296.00 SqFt	Comments:
57	WEATHERING	L	3,704.00 SqFt	Comments:

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FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 1,159,927.00SqFt

Section: 6225 of 6 From: - To: - Last Const.: 02/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 100,100.00SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 20 Surveyed: 5
Conditions: PCI : 66
Inspection Comments:

Sample Number: 431 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:
52 RAVELING	M	400.00	SqFt	Comments:

Sample Number: 435 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.00	Ft	Comments:
52 RAVELING	M	350.00	SqFt	Comments:
52 RAVELING	L	4,650.00	SqFt	Comments:

Sample Number: 440 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
52 RAVELING	M	500.00	SqFt	Comments:
52 RAVELING	L	4,500.00	SqFt	Comments:

Sample Number: 444 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft	Comments:
52 RAVELING	M	500.00	SqFt	Comments:
52 RAVELING	L	4,500.00	SqFt	Comments:

Sample Number: 449 Type: R Area: 5,400.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.00	Ft	Comments:
52 RAVELING	M	1,104.00	SqFt	Comments:
52 RAVELING	L	4,296.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 1,159,927.00SqFt

Section: 6230 of 6 From: - To: - Last Const.: 02/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 50,050.00SqFt Length: 2,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 12 Surveyed: 3
Conditions: PCI : 86
Inspection Comments:

Sample Number: 240 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

Sample Number: 632 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.00 Ft	Comments:	
57 WEATHERING	L	5,000.00 SqFt	Comments:	

Sample Number: 644 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.00 Ft	Comments:	
57 WEATHERING	M	936.00 SqFt	Comments:	
57 WEATHERING	L	4,064.00 SqFt	Comments:	

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Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 415,800.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 12/01/2014
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 415,800.00SqFt Length: 4,000.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 81 Surveyed: 17
Conditions: PCI : 44
Inspection Comments:

Sample Number: 500 Type: R Area: 4,000.00SqFt PCI = 28
Sample Comments:

52 RAVELING	M	900.00	SqFt	Comments:
48 L & T CR	M	117.00	Ft	Comments:
52 RAVELING	H	250.00	SqFt	Comments:
52 RAVELING	L	2,850.00	SqFt	Comments:
48 L & T CR	L	445.00	Ft	Comments:
48 L & T CR	H	5.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:

Sample Number: 504 Type: R Area: 4,000.00SqFt PCI = 47
Sample Comments:

48 L & T CR	L	225.00	Ft	Comments:
51 POLISHED AG	L	250.00	SqFt	Comments:
48 L & T CR	M	75.00	Ft	Comments:
52 RAVELING	L	2,999.98	SqFt	Comments:
50 PATCHING	L	1.00	SqFt	Comments:
52 RAVELING	M	999.99	SqFt	Comments:

Sample Number: 507 Type: R Area: 4,000.00SqFt PCI = 49
Sample Comments:

48 L & T CR	L	250.00	Ft	Comments:
52 RAVELING	L	3,400.00	SqFt	Comments:
48 L & T CR	M	225.00	Ft	Comments:
52 RAVELING	M	600.00	SqFt	Comments:

Sample Number: 511 Type: R Area: 4,000.00SqFt PCI = 50
Sample Comments:

48 L & T CR	M	50.00	Ft	Comments:
52 RAVELING	M	999.99	SqFt	Comments:
45 DEPRESSION	L	5.00	SqFt	Comments:
48 L & T CR	L	320.00	Ft	Comments:
42 BLEEDING	L	1.00	SqFt	Comments:
52 RAVELING	L	2,999.98	SqFt	Comments:

Sample Number: 514 Type: R Area: 4,000.00SqFt PCI = 40
Sample Comments:

48 L & T CR	H	20.00	Ft	Comments:
52 RAVELING	M	999.99	SqFt	Comments:
48 L & T CR	M	203.00	Ft	Comments:
48 L & T CR	L	263.00	Ft	Comments:
52 RAVELING	L	2,999.98	SqFt	Comments:

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50 PATCHING		L	0.25	SqFt	Comments:

Sample Number: 518 Type: R Area: 4,000.00SqFt PCI = 49
Sample Comments:

48 L & T CR		L	320.00	Ft	Comments:
52 RAVELING		M	1,000.00	SqFt	Comments:
52 RAVELING		L	3,000.00	SqFt	Comments:
48 L & T CR		M	150.00	Ft	Comments:
42 BLEEDING		L	0.50	SqFt	Comments:

Sample Number: 521 Type: R Area: 4,000.00SqFt PCI = 53
Sample Comments:

48 L & T CR		L	274.00	Ft	Comments:
52 RAVELING		L	3,249.97	SqFt	Comments:
48 L & T CR		M	80.00	Ft	Comments:
52 RAVELING		M	749.99	SqFt	Comments:

Sample Number: 525 Type: R Area: 4,000.00SqFt PCI = 47
Sample Comments:

42 BLEEDING		L	0.25	SqFt	Comments:
48 L & T CR		L	425.00	Ft	Comments:
48 L & T CR		M	28.00	Ft	Comments:
52 RAVELING		L	2,999.98	SqFt	Comments:
52 RAVELING		M	999.99	SqFt	Comments:

Sample Number: 528 Type: R Area: 4,000.00SqFt PCI = 43
Sample Comments:

52 RAVELING		L	2,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING		L	450.12	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING		M	53.01	Ft	Comments:
52 RAVELING		M	999.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING		H	30.01	Ft	Comments:

Sample Number: 534 Type: R Area: 4,000.00SqFt PCI = 54
Sample Comments:

48 L & T CR		L	354.00	Ft	Comments:
48 L & T CR		H	28.00	Ft	Comments:
52 RAVELING		L	2,999.98	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING		M	148.04	Ft	Comments:
42 BLEEDING		L	0.25	SqFt	Comments:
52 RAVELING		L	999.98	SqFt	Comments:

Sample Number: 543 Type: R Area: 4,000.00SqFt PCI = 47
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	451.12	Ft	Comments:
52 RAVELING		M	999.99	SqFt	Comments:
42 BLEEDING		L	5.00	SqFt	Comments:
52 RAVELING		L	2,999.98	SqFt	Comments:
48 L & T CR		M	43.00	Ft	Comments:

Sample Number: 551 Type: R Area: 4,000.00SqFt PCI = 43
Sample Comments:

48 L & T CR		M	100.00	Ft	Comments:
56 SWELLING		L	50.00	SqFt	Comments:
52 RAVELING		L	3,099.97	SqFt	Comments:
42 BLEEDING		L	0.50	SqFt	Comments:
52 RAVELING		M	900.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING		L	551.14	Ft	Comments:

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Sample Number: 556 Type: R Area: 4,000.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	481.12 Ft	Comments:
56	SWELLING	M	20.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
56	SWELLING	L	40.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	111.03 Ft	Comments:

Sample Number: 561 Type: R Area: 4,000.00SqFt PCI = 36
Sample Comments:

52	RAVELING	L	2,999.98 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	233.06 Ft	Comments:
56	SWELLING	L	50.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	241.06 Ft	Comments:
56	SWELLING	M	90.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	77.04 Ft	Comments:
52	RAVELING	M	999.99 SqFt	Comments:

Sample Number: 567 Type: R Area: 4,000.00SqFt PCI = 27
Sample Comments:

53	RUTTING	M	144.00 SqFt	Comments:
52	RAVELING	L	2,999.98 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	410.10 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	257.07 Ft	Comments:
52	RAVELING	M	999.99 SqFt	Comments:
56	SWELLING	L	280.00 SqFt	Comments:

Sample Number: 574 Type: R Area: 4,000.00SqFt PCI = 33
Sample Comments:

56	SWELLING	L	95.00 SqFt	Comments:
48	L & T CR	L	440.00 Ft	Comments:
48	L & T CR	M	260.00 Ft	Comments:
52	RAVELING	L	2,999.98 SqFt	Comments:
56	SWELLING	M	100.00 SqFt	Comments:
52	RAVELING	M	999.99 SqFt	Comments:

Sample Number: 581 Type: R Area: 4,000.00SqFt PCI = 43
Sample Comments:

56	SWELLING	L	120.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	451.12 Ft	Comments:
52	RAVELING	L	2,999.98 SqFt	Comments:
52	RAVELING	M	999.99 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	154.04 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 105 of 18 From: - To: - Last Const.: 01/01/1973
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 93,839.00SqFt Length: 1,780.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 18 Surveyed: 3
Conditions: PCI : 36
Inspection Comments:

Sample Number: 103 Type: R Area: 5,003.00SqFt PCI = 37
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	369.00 Ft	Comments:
42	BLEEDING	N	34.00 SqFt	Comments:
52	RAVELING	L	1,501.00 SqFt	Comments:
52	RAVELING	M	3,502.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	648.00 Ft	Comments:
43	BLOCK CRACKING	L	128.00 SqFt	Comments:
52	RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	464.00 Ft	Comments:
43	BLOCK CRACKING	L	800.00 SqFt	Comments:
52	RAVELING	M	3,500.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:

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FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 108 of 18 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 6,264.00SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 100 Type: R Area: 6,264.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.00 Ft	Comments:
57 WEATHERING	M	6,264.00 SqFt	Comments:

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FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 110 of 18 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 50,240.00SqFt Length: 430.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 10 Surveyed: 2
Conditions: PCI : 94
Inspection Comments:

Sample Number: 119 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 115 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 22,645.00SqFt Length: 370.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 101 Type: R Area: 5,015.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	137.00 Ft	Comments:
56	SWELLING	L	65.00 SqFt	Comments:
57	WEATHERING	L	5,015.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 117 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 9,679.00SqFt Length: 202.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 100 Type: R Area: 5,411.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00 Ft	Comments:
57	WEATHERING	L	5,411.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 119 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 6,187.00SqFt Length: 170.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 100 Type: R Area: 6,187.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	77.00 Ft	Comments:
57 WEATHERING	L	6,187.00 SqFt	Comments:
43 BLOCK CRACKING	L	350.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 120 of 18 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 98,695.00SqFt Length: 1,880.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 20 Surveyed: 3
Conditions: PCI : 95
Inspection Comments:

Sample Number: 130 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 139 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 146 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:
57 WEATHERING L 1,250.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 130 of 18 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 11,380.00SqFt Length: 380.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 3 Surveyed: 1
Conditions: PCI : 67
Inspection Comments:

Sample Number: 150 Type: R Area: 3,380.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	447.00 Ft	Comments:
57	WEATHERING	L	3,380.00 SqFt	Comments:
56	SWELLING	L	3.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 135 of 18 From: - To: - Last Const.: 01/01/1980
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 20,258.00SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 154 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	307.00 Ft	Comments:
52	RAVELING	M	156.00 SqFt	Comments:
52	RAVELING	L	3,844.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 140 of 18 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 32,303.00SqFt Length: 925.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 9 Surveyed: 2
Conditions: PCI : 39
Inspection Comments:

Sample Number: 158 Type: R Area: 3,500.00SqFt PCI = 39
Sample Comments:

52 RAVELING	L	160.00 SqFt	Comments:
57 WEATHERING	H	3,340.00 SqFt	Comments:

Sample Number: 161 Type: R Area: 3,500.00SqFt PCI = 40
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
57 WEATHERING	H	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 143 of 18 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 5,547.00SqFt Length: 100.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 47
Inspection Comments:

Sample Number: 100 Type: R Area: 5,547.00SqFt PCI = 47
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	123.00 Ft	Comments:
52	RAVELING	L	2,774.00 SqFt	Comments:
57	WEATHERING	H	2,773.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 147 of 18 From: - To: - Last Const.: 01/01/1980
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 3,947.00SqFt Length: 99.25Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 100 Type: R Area: 3,947.00SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	3,947.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 148 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 26,100.00SqFt Length: 140.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 102 Type: R Area: 4,307.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
57	WEATHERING	M	10.00 SqFt	Comments:
57	WEATHERING	L	4,297.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 149 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 4,225.00SqFt Length: 109.25Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 100 Type: R Area: 4,225.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	233.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	24.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 150 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 52,426.00SqFt Length: 1,800.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 11 Surveyed: 3
Conditions: PCI : 90
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:

Sample Number: 302 Type: R Area: 4,680.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00 Ft	Comments:
57 WEATHERING	L	4,680.00 SqFt	Comments:

Sample Number: 400 Type: R Area: 4,526.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.00 Ft	Comments:
57 WEATHERING	L	4,300.00 SqFt	Comments:
57 WEATHERING	M	226.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 152 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 3,939.00SqFt Length: 65.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 95
Inspection Comments:

Sample Number: 100 Type: R Area: 3,939.00SqFt PCI = 95
Sample Comments:

57 WEATHERING	L	1,970.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 153 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 4,523.00SqFt Length: 65.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 100 Type: R Area: 4,523.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,523.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 456,758.00SqFt

Section: 154 of 18 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 4,561.00SqFt Length: 65.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 1 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 100 Type: R Area: 4,561.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.00 Ft	Comments:
57 WEATHERING	L	4,561.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 20,831.00SqFt

Section: 125 of 1 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 20,831.00SqFt Length: 358.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	64.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 149,880.00SqFt

Section: 205 of 2 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 138,002.00SqFt Length: 2,746.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 28 Surveyed: 3
Conditions: PCI : 94
Inspection Comments:

Sample Number: 206 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 214 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 225 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 149,880.00SqFt

Section: 210 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 11,878.00SqFt Length: 50.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 201 Type: R Area: 6,750.00SqFt PCI = 84
Sample Comments:

56 SWELLING	L	61.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
57 WEATHERING	L	6,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 194,993.00SqFt

Section: 305 of 3 From: - To: - Last Const.: 03/01/2011
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 127,581.00SqFt Length: 2,675.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 26 Surveyed: 3
Conditions: PCI : 91
Inspection Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 194,993.00SqFt

Section: 307 of 3 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 44,526.00SqFt Length: 275.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 12 Surveyed: 2
Conditions: PCI : 84
Inspection Comments:

Sample Number: 328 Type: R Area: 4,234.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
56	SWELLING	L	39.00 SqFt	Comments:
57	WEATHERING	L	4,234.00 SqFt	Comments:

Sample Number: 334 Type: R Area: 3,500.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	101.00 Ft	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 194,993.00SqFt

Section: 315 of 3 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 22,886.00SqFt Length: 275.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 92
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW CONN E Name: CONNECTOR TAXIWAY FROM TW Use: TAXIWAY Area: 37,129.00SqFt

Section: 605 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 28,681.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 50
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

43 BLOCK CR	L	2,430.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
48 L & T CR	M	27.00 Ft	Comments:
48 L & T CR	L	400.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW CONN E Name: CONNECTOR TAXIWAY FROM TW Use: TAXIWAY Area: 37,129.00SqFt

Section: 610 of 2 From: - To: - Last Const.: 07/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 8,448.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 2 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 204 Type: R Area: 3,587.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,587.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW CONN W Name: CONNECTOR TAXIWAY FROM TW Use: TAXIWAY Area: 65,848.00SqFt

Section: 715 of 1 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 65,848.00SqFt Length: 300.00Ft Width: 205.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 23,039.00SqFt

Section: 405 of 1 From: - To: - Last Const.: 07/01/2010
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 23,039.00SqFt Length: 350.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 4 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 500 Type: R Area: 6,738.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.00 Ft	Comments:
57	WEATHERING	L	6,738.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E - PARALLEL RW 1 Use: TAXIWAY Area: 566,967.00SqFt

Section: 505 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 491,892.00SqFt Length: 6,475.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 130 Surveyed: 10
Conditions: PCI : 40
Inspection Comments:

Sample Number: 503 Type: R Area: 3,750.00SqFt PCI = 38
Sample Comments:

52 RAVELING	M	1,250.00 SqFt	Comments:
48 L & T CR	L	131.00 Ft	Comments:
43 BLOCK CR	L	250.00 SqFt	Comments:
48 L & T CR	M	120.00 Ft	Comments:
43 BLOCK CR	M	250.00 SqFt	Comments:
52 RAVELING	L	2,250.00 SqFt	Comments:

Sample Number: 510 Type: R Area: 3,750.00SqFt PCI = 37
Sample Comments:

48 L & T CR	H	7.00 Ft	Comments:
48 L & T CR	L	220.00 Ft	Comments:
48 L & T CR	M	238.00 Ft	Comments:
52 RAVELING	M	50.00 SqFt	Comments:
52 RAVELING	L	3,700.00 SqFt	Comments:
43 BLOCK CR	M	870.00 SqFt	Comments:

Sample Number: 517 Type: R Area: 3,750.00SqFt PCI = 39
Sample Comments:

43 BLOCK CR	M	600.00 SqFt	Comments:
52 RAVELING	L	2,500.00 SqFt	Comments:
52 RAVELING	M	1,000.00 SqFt	Comments:
48 L & T CR	L	225.00 Ft	Comments:
48 L & T CR	M	122.00 Ft	Comments:

Sample Number: 531 Type: R Area: 3,750.00SqFt PCI = 39
Sample Comments:

48 L & T CR	L	90.00 Ft	Comments:
52 RAVELING	M	1,000.00 SqFt	Comments:
52 RAVELING	L	2,500.00 SqFt	Comments:
48 L & T CR	M	80.00 Ft	Comments:
42 BLEEDING	L	4.00 SqFt	Comments:
43 BLOCK CR	M	300.00 SqFt	Comments:
43 BLOCK CR	L	580.00 SqFt	Comments:

Sample Number: 545 Type: R Area: 3,750.00SqFt PCI = 46
Sample Comments:

48 L & T CR	M	157.00 Ft	Comments:
52 RAVELING	M	50.00 SqFt	Comments:
48 L & T CR	L	457.00 Ft	Comments:
41 ALLIGATOR CR	L	30.00 SqFt	Comments:

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52 RAVELING	L	3,700.00 SqFt	Comments:	

Sample Number: 559 Type: R Area: 3,750.00SqFt PCI = 37
Sample Comments:

52 RAVELING	M	1,500.00 SqFt	Comments:	
41 ALLIGATOR CR	L	10.00 SqFt	Comments:	
43 BLOCK CR	L	550.00 SqFt	Comments:	
48 L & T CR	M	50.00 Ft	Comments:	
52 RAVELING	L	2,000.00 SqFt	Comments:	
48 L & T CR	L	150.00 Ft	Comments:	

Sample Number: 573 Type: R Area: 3,750.00SqFt PCI = 54
Sample Comments:

48 L & T CR	L	425.00 Ft	Comments:	
52 RAVELING	L	3,750.00 SqFt	Comments:	
43 BLOCK CR	L	275.00 SqFt	Comments:	
48 L & T CR	M	100.00 Ft	Comments:	

Sample Number: 587 Type: R Area: 3,750.00SqFt PCI = 35
Sample Comments:

43 BLOCK CR	L	1,500.00 SqFt	Comments:	
48 L & T CR	L	26.00 Ft	Comments:	
52 RAVELING	M	1,750.00 SqFt	Comments:	
48 L & T CR	M	90.00 Ft	Comments:	
41 ALLIGATOR CR	L	31.00 SqFt	Comments:	
52 RAVELING	L	2,000.00 SqFt	Comments:	

Sample Number: 608 Type: R Area: 3,750.00SqFt PCI = 36
Sample Comments:

43 BLOCK CR	M	300.00 SqFt	Comments:	
43 BLOCK CR	L	300.00 SqFt	Comments:	
48 L & T CR	L	102.00 Ft	Comments:	
52 RAVELING	L	2,500.00 SqFt	Comments:	
48 L & T CR	M	155.00 Ft	Comments:	
52 RAVELING	M	1,250.00 SqFt	Comments:	

Sample Number: 622 Type: R Area: 3,750.00SqFt PCI = 42
Sample Comments:

43 BLOCK CR	M	1,050.00 SqFt	Comments:	
48 L & T CR	H	4.00 Ft	Comments:	
52 RAVELING	L	3,750.00 SqFt	Comments:	
48 L & T CR	L	118.00 Ft	Comments:	
48 L & T CR	M	146.00 Ft	Comments:	

Re-inspection Report

FDOT
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Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E - PARALLEL RW 1 Use: TAXIWAY Area: 566,967.00SqFt

Section: 510 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 75,075.00SqFt Length: 1,000.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 20 Surveyed: 3
Conditions: PCI : 65
Inspection Comments:

Sample Number: 634 Type: R Area: 3,750.00SqFt PCI = 67
Sample Comments:

52 RAVELING	L	3,750.00	SqFt	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
48 L & T CR	L	164.00	Ft	Comments:

Sample Number: 641 Type: R Area: 3,750.00SqFt PCI = 66
Sample Comments:

52 RAVELING	L	1,500.00	SqFt	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
48 L & T CR	L	124.00	Ft	Comments:
52 RAVELING	M	450.00	SqFt	Comments:

Sample Number: 648 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

52 RAVELING	L	3,600.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
52 RAVELING	M	150.00	SqFt	Comments:
48 L & T CR	L	150.00	Ft	Comments:

Re-inspection Report

FDOT
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Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 35,239.00SqFt

Section: 515 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 19,914.00SqFt Length: 200.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 101 Type: R Area: 4,600.00SqFt PCI = 87
Sample Comments:

57 WEATHERING	L	4,580.00 SqFt	Comments:
52 RAVELING	L	20.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 35,239.00SqFt

Section: 517 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 15,325.00SqFt Length: 100.00Ft Width: 87.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 03/02/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI : 55
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

52 RAVELING	H	20.00 SqFt	Comments:
48 L & T CR	L	183.00 Ft	Comments:
52 RAVELING	M	980.00 SqFt	Comments:
56 SWELLING	L	23.00 SqFt	Comments:
52 RAVELING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 35,115.00SqFt

Section: 520 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 19,417.00SqFt Length: 195.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 201 Type: R Area: 4,500.00SqFt PCI = 86
Sample Comments:

57	WEATHERING	L	4,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00 Ft	Comments:
56	SWELLING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 35,115.00SqFt

Section: 522 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 15,698.00SqFt Length: 110.00Ft Width: 87.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI : 35
Inspection Comments:

Sample Number: 204 Type: R Area: 4,500.00SqFt PCI = 35
Sample Comments:

50 PATCHING	M	0.50	SqFt	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:
52 RAVELING	M	2,000.00	SqFt	Comments:
48 L & T CR	L	140.00	Ft	Comments:
48 L & T CR	M	150.00	Ft	Comments:
50 PATCHING	L	810.00	SqFt	Comments:

Re-inspection Report

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Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 49,285.00SqFt

Section: 530 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 28,702.00SqFt Length: 150.00Ft Width: 175.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 301 Type: R Area: 4,500.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
56	SWELLING	L	50.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 49,285.00SqFt

Section: 532 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 20,583.00SqFt Length: 100.00Ft Width: 137.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 44
Inspection Comments:

Sample Number: 305 Type: R Area: 4,000.00SqFt PCI = 44
Sample Comments:

50 PATCHING	L	600.00 SqFt	Comments:
52 RAVELING	L	4,000.00 SqFt	Comments:
48 L & T CR	M	160.00 Ft	Comments:
48 L & T CR	H	15.00 Ft	Comments:
48 L & T CR	L	550.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 46,534.00SqFt

Section: 540 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 29,074.00SqFt Length: 200.00Ft Width: 155.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 6 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 401 Type: R Area: 4,500.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00 Ft	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:
56	SWELLING	L	50.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 46,534.00SqFt

Section: 542 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 17,460.00SqFt Length: 87.00Ft Width: 113.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 03/02/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI : 44
Inspection Comments:

Sample Number: 407 Type: R Area: 4,800.00SqFt PCI = 44
Sample Comments:

52 RAVELING	M	1,000.00 SqFt	Comments:
52 RAVELING	L	3,800.00 SqFt	Comments:
48 L & T CR	L	40.00 Ft	Comments:
43 BLOCK CR	M	700.00 SqFt	Comments:
43 BLOCK CR	L	800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 29,163.00SqFt

Section: 550 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 19,373.00SqFt Length: 150.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 11/17/2014 Total Samples: 5 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 501 Type: R Area: 4,500.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 02, 2015

Network: GNV Name: GAINESVILLE REGIONAL AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 29,163.00SqFt

Section: 552 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 9,790.00SqFt Length: 140.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

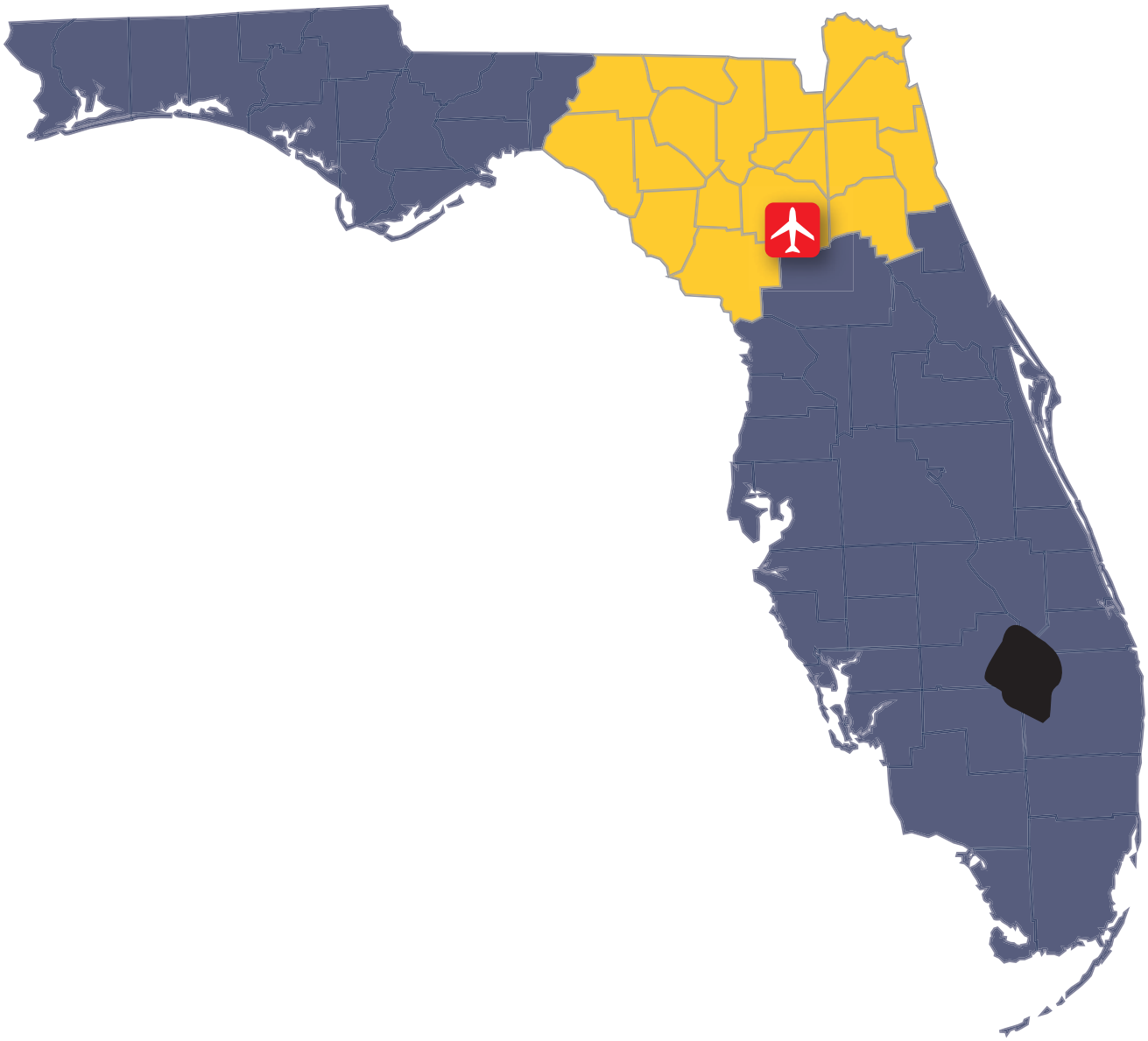
Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 03/02/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI : 28
Inspection Comments:

Sample Number: 504 Type: R Area: 3,900.00SqFt PCI = 28
Sample Comments:

48 L & T CR	L	45.00 Ft	Comments:
52 RAVELING	M	3,900.00 SqFt	Comments:
43 BLOCK CR	M	250.00 SqFt	Comments:
43 BLOCK CR	L	850.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT