FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

PUNTA GORDA AIRPORT (PGD)

DISTRICT 1

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 March 2015, a PCI survey inspection was performed at Punta Gorda 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 71, representing a Satisfactory 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
MAIN APRON	84	65 - 90	SATISFACTORY	65	65	X
NORTH APRON	59	58 - 62	FAIR	65	65	X
SOUTH GA APRON	62	62	FAIR	65	65	X
RUNWAY 15-33	68	65 - 85	FAIR	75	65	X
RUNWAY 4-22	72	65 - 84	SATISFACTORY	75	65	X
RUNWAY 9-27	67	67	FAIR	75	65	X
TAXIWAY ALPHA	79	79	SATISFACTORY	70	65	
TAXIWAY A2	86	86	GOOD	70	65	
TAXIWAY CHARLIE	83	66 - 84	SATISFACTORY	70	65	X
TAXIWAY DELTA	58	50 - 83	FAIR	70	65	X
TAXIWAY ECHO	84	84 - 85	SATISFACTORY	70	65	
TAXIWAY E1	72	72	SATISFACTORY	70	65	
TAXIWAY FOXTROT	69	69	FAIR	70	65	X
TAXIWAY GOLF	62	62	FAIR	70	65	X
TAXIWAY TO NORTH T-HANGARS	34	21 - 70	VERY POOR	70	65	X
TAXIWAY TO T-HANGARS	68	63 - 70	FAIR	70	65	X

"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	70	FAIR
Taxiway	71	SATISFACTORY
Apron	72	SATISFACTORY

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 15-33 – Section 6210
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 4-22 – Section 6105
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway To T-Hangars – Sections 4420 and 4410
  - Mill and Overlay attributed to climate/age.
- North Apron – Sections 4320 and 4305
  - Mill and Overlay attributed to climate/age and construction quality.
- Main Apron – Section 4208
  - PCC Restoration attributed to construction quality.
- South Apron – Section 4105
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway To North T-Hangars – Section 210
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Taxiway D – Sections 172, 120, 115, and 102

- Mill and Overlay attributed to structural, climate/age, and construction quality.

- Taxiway G – Section 110
  - Mill and Overlay attributed to structural, climate/age, and construction quality.

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 Punta Gorda Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 15-33	6210	$ 8,894,286.00	65	Mill and Overlay	100
RW 4-22	6105	$ 9,360,000.00	65	Mill and Overlay	100
TW T-HANG	4420	$ 825,228.00	65	Mill and Overlay	100
TW T-HANG	4410	$ 281,322.00	63	Mill and Overlay	100
AP N	4320	$ 1,876,806.00	62	Mill and Overlay	100
AP N	4305	$ 4,093,974.00	58	Mill and Overlay	100
AP MAIN	4208	$ 191,250.00	65	PCC Restoration	100
AP S	4105	$ 3,456,270.00	62	Mill and Overlay	100
TW N T-HAN	210	$ 260,498.00	21	Reconstruction	100
TW D	172	$ 63,144.00	62	Mill and Overlay	100
TW D	120	$ 777,258.00	64	Mill and Overlay	100
TW D	115	$ 3,852,000.00	59	Mill and Overlay	100
TW G	110	$ 628,740.00	62	Mill and Overlay	100
TW D	102	$ 1,517,541.00	50	Mill and Overlay	100
	Total =	$ 36,078,317.00			

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

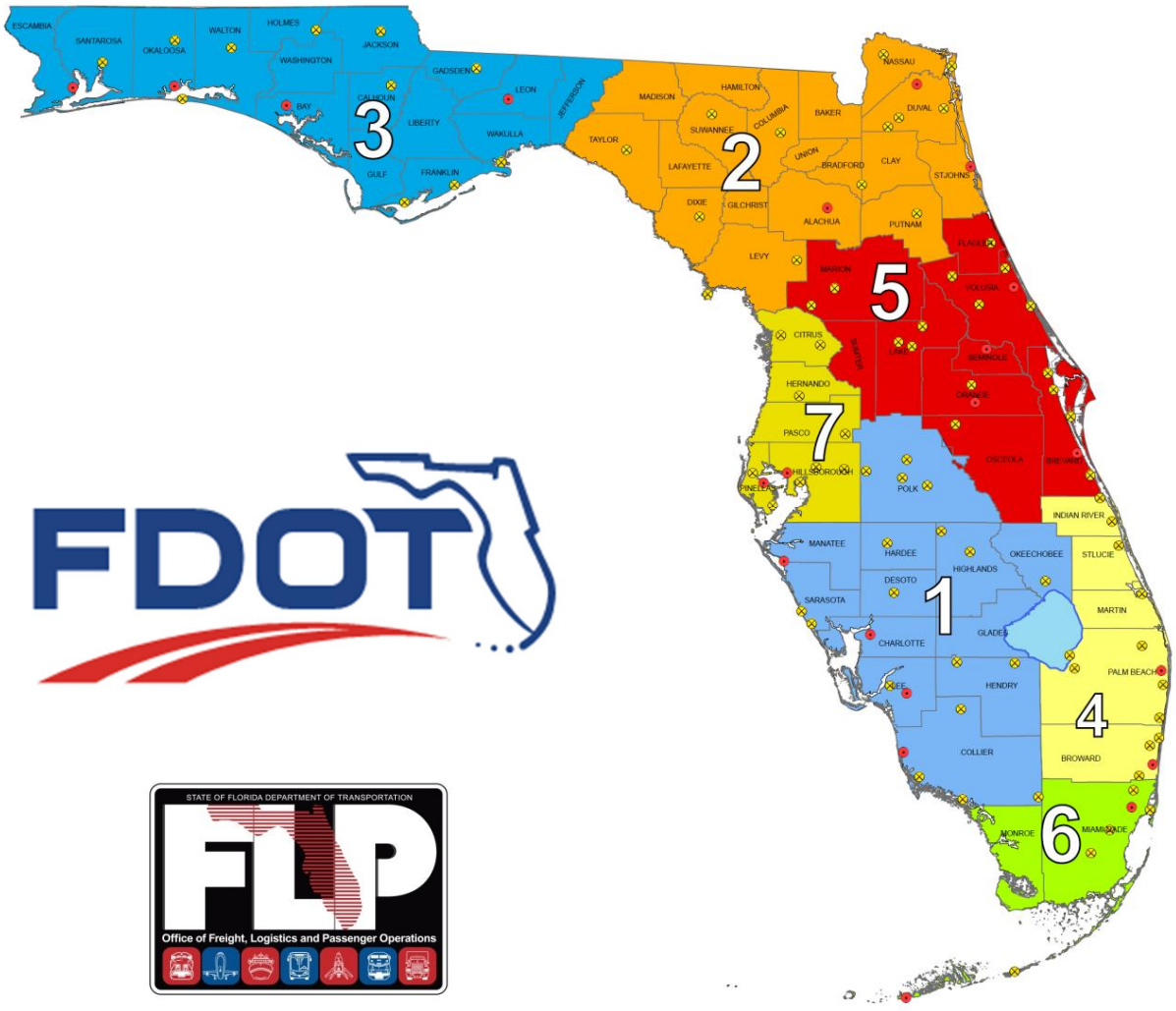
Year	Preventative	Major M&R	Total Year Cost
2015	$ 566,168.36	$ 36,078,318.24	$ 36,644,486.60
2016	$ 569,194.17	$ 3,490,655.75	$ 4,059,849.92
2017	$ 635,493.38	$ 79,172.85	$ 714,666.23
2018	$ 678,721.50	$ 990,161.51	$ 1,668,883.00
2019	$ 610,922.16	$ 6,526,447.73	$ 7,137,369.89
2020	$ 611,534.92	$ 3,412,328.04	$ 4,023,862.96
2021	$ 754,906.28	$ -	$ 754,906.28
2022	$ 893,256.93	$ 1,179,653.25	$ 2,072,910.18
2023	$ 1,050,077.79	$ 824,560.95	$ 1,874,638.75
2024	$ 1,227,796.44	$ -	$ 1,227,796.44
Total	$ 7,598,071.93	$ 52,581,298.32	$ 60,179,370.25

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

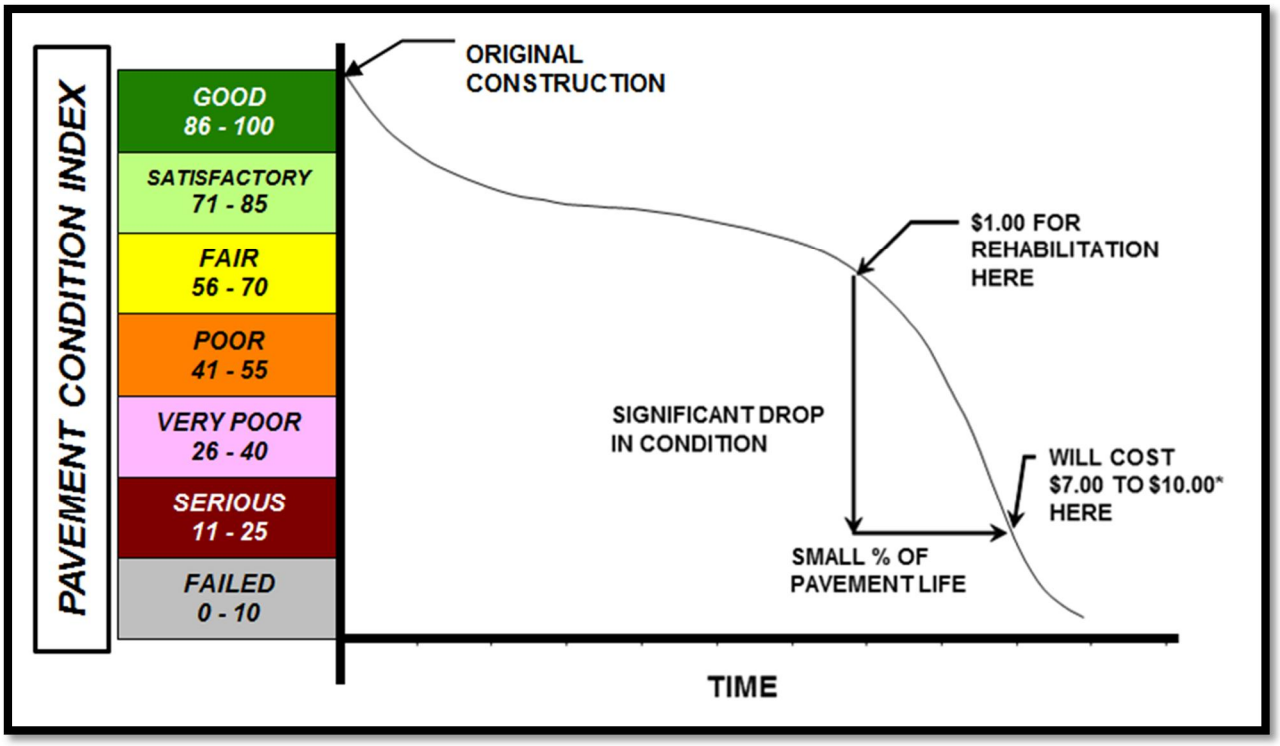
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

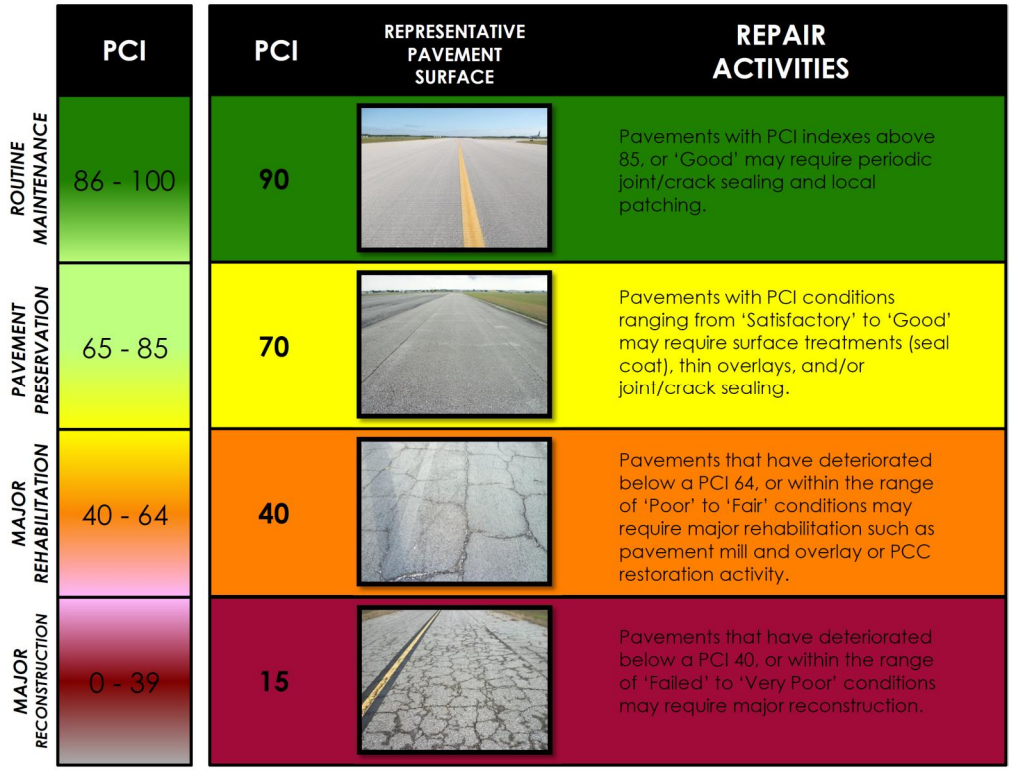
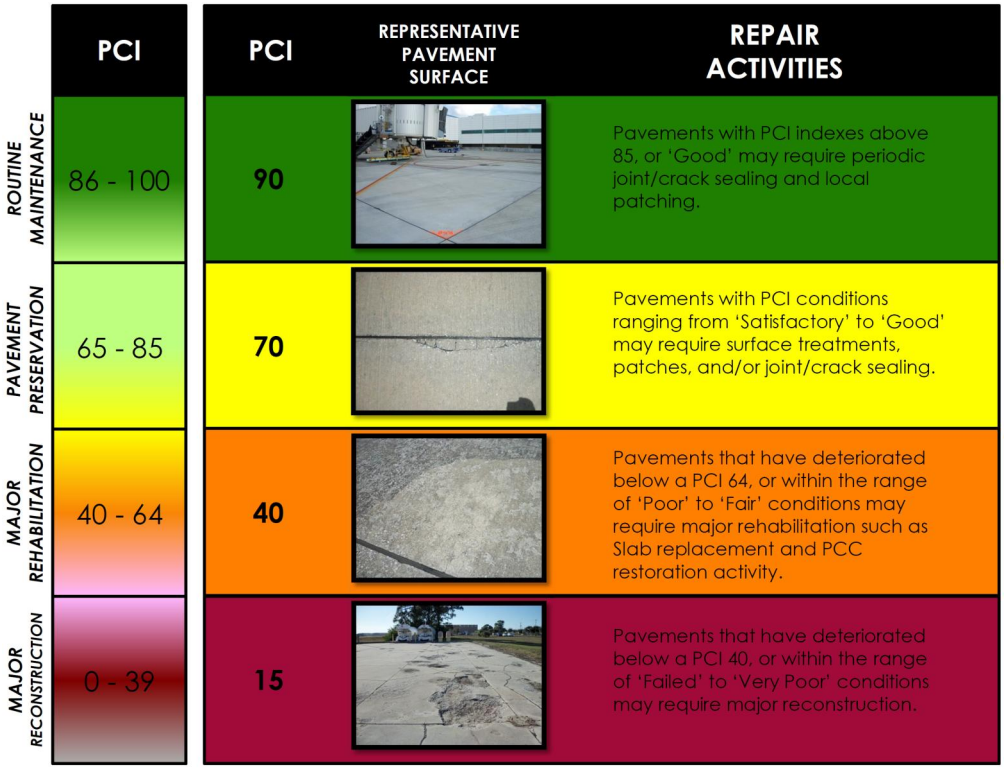


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

Punta Gorda Airport (PGD) consists of three runways, RW 15-33, which is 150-ft wide by 5,688-ft long, RW 4-22, which is 150-ft wide by 7,193-ft long, and RW 9-27, which is 60-ft wide by 2,636-ft long. Taxiways Alpha and Charlie serve RW 4-22, Taxiway Delta serves RW 15-33, and Taxiway Echo serves Runway 9-27. Currently the airport has hangar facilities and tie down spots located throughout the apron areas. The airport runways and taxiways are constructed of Asphalt Concrete pavement. The main apron section is composed of new Asphalt Concrete pavement and Portland Cement Concrete. The airport is designated as a Primary / Part 139 Airport and is located in District 1 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric 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.

In 1941, just prior to the beginning of World War II, the US Army Corps of Engineers constructed what was then known as the Punta Gorda Army Airfield which was used as a combat pilot training base for the US Army Air Forces Third Air Force. Following the war, the US Government issued a Deed of Release transferring the airfield over to the local jurisdiction of Charlotte County. In 2011, the Airport Authority changed the name of the Airport from the Charlotte County Airport to the Punta Gorda Airport. Currently, Punta Gorda Airport is owned and operated by the Charlotte County Airport Authority and is well known for being home to the Florida International Air Show.

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
2010	TAXIWAY E1	NEW ASPHALT CONSTRUCTION

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.

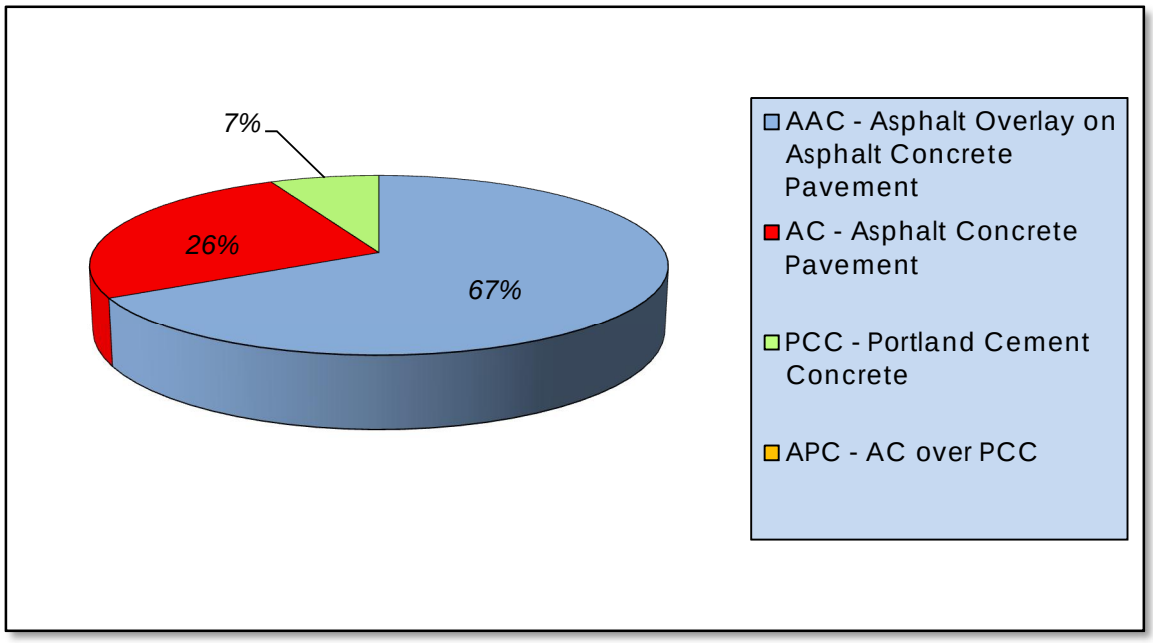
2.2 Pavement Inventory

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 Punta Gorda Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	16	
Number of Sections	47	
Sample Units	164	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	2,097,868	47%
Taxiway	1,235,010	28%
Apron	1,085,735	25%
Total =	4,418,613	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	159,524	26%
Asphalt Overlay (AAC)	2,970,289	67%
Portland Cement Concrete (PCC)	288,800	7%
AC over PCC (APC)		0%

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 9-27	RW 9-27	6305	184,602	T	AAC	1/1/2006	12	60
RUNWAY 15-33	RW 15-33	6225	26,644	P	AC	1/1/2002	2	6
RUNWAY 15-33	RW 15-33	6220	53,287	P	AC	1/1/2002	3	11
RUNWAY 15-33	RW 15-33	6215	253,378	P	AAC	1/1/2002	11	51
RUNWAY 15-33	RW 15-33	6210	494,127	P	AAC	1/1/2002	20	99
RUNWAY 15-33	RW 15-33	6205	6,580	P	AAC	1/1/2002	1	2
RUNWAY 4-22	RW 4-22	6130	25,150	P	AC	1/1/2007	2	6
RUNWAY 4-22	RW 4-22	6125	50,300	P	AC	1/1/2007	2	10
RUNWAY 4-22	RW 4-22	6120	72,100	P	AAC	1/1/2000	3	14
RUNWAY 4-22	RW 4-22	6115	149,200	P	AAC	1/1/2000	5	30
RUNWAY 4-22	RW 4-22	6110	262,500	P	AAC	1/1/2000	11	52
RUNWAY 4-22	RW 4-22	6105	520,000	T	AAC	1/1/2000	21	104
TAXIWAY TO T-HANGARS	TW T-HANG	4430	14,668	P	AC	1/1/2003	1	5
TAXIWAY TO T-HANGARS	TW T-HANG	4425	27,208	P	AC	1/1/1992	2	9
TAXIWAY TO T-HANGARS	TW T-HANG	4420	45,846	T	AC	1/1/1992	3	15

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY TO T-HANGARS	TW T-HANG	4415	6,968	P	AC	12/25/1999	1	2
TAXIWAY TO T-HANGARS	TW T-HANG	4410	15,629	P	AC	1/1/1990	1	3
TAXIWAY TO T-HANGARS	TW T-HANG	4405	22,407	P	AC	1/1/1992	1	3
NORTH APRON	AP N	4320	104,267	P	AC	12/25/1999	3	24
NORTH APRON	AP N	4305	227,443	P	AC	12/25/1999	6	47
MAIN APRON	AP MAIN	4220	31,145	P	AC	1/1/2009	1	8
MAIN APRON	AP MAIN	4215	32,858	P	AC	1/1/2007	1	9
MAIN APRON	AP MAIN	4210	14,657	P	AC	1/1/2007	1	4
MAIN APRON	AP MAIN	4208	10,625	P	PCC	12/25/1995	1	4
MAIN APRON	AP MAIN	4206	194,550	P	AAC	1/1/2009	5	40
MAIN APRON	AP MAIN	4205	278,175	P	PCC	1/1/2009	3	27
SOUTH GA APRON	AP S	4105	192,015	P	AC	1/1/1992	4	38
TAXIWAY F	TW F	1105	50,341	P	AC	12/25/1999	2	11
TAXIWAY E1	TW E1	450	7,748	P	AC	1/1/2010	1	2
TAXIWAY E	TW E	415	70,611	P	AC	1/1/2004	2	15
TAXIWAY E	TW E	410	19,242	P	AC	1/1/2006	1	4
TAXIWAY A2	TW A2	365	38,414	T	AAC	1/1/2009	1	8
TAXIWAY C	TW C	350	3,675	P	AAC	1/1/1993	1	1
TAXIWAY A	TW A	330	271,000	P	AAC	1/1/2009	5	37
TAXIWAY C	TW C	310	176,549	P	AAC	1/1/2009	4	32
TAXIWAY C	TW C	305	48,969	T	AAC	1/1/1993	2	11
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	215	4,487	P	AC	1/1/1989	1	1
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	11,326	P	AC	1/1/1975	1	2
TAXIWAY D	TW D	195	3,304	P	AC	1/1/1993	1	1
TAXIWAY D	TW D	180	10,800	P	AC	1/1/1993	1	2
TAXIWAY D	TW D	172	3,508	P	AC	1/1/1992	1	1
TAXIWAY D	TW D	160	2,534	P	AAC	1/1/1993	1	1
TAXIWAY D	TW D	155	4,146	P	AC	1/1/1993	1	1
TAXIWAY D	TW D	120	43,181	P	AAC	1/1/1993	2	8
TAXIWAY D	TW D	115	214,000	P	AAC	1/1/1993	5	43
TAXIWAY G	TW G	110	34,930	P	AAC	1/1/1993	2	5
TAXIWAY D	TW D	102	83,519	P	AC	1/1/2002	2	15

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 2015 at Punta Gorda Airport, the overall weighted average PCI value is 71 representing a condition rating of Satisfactory.

The airport's airfield pavements exhibited distresses typically associated with climate, age, subgrade quality, and loading based distresses. The predominant AC and AAC pavement distresses observed include: weathering, raveling, block cracking, swelling, and longitudinal/transverse cracking. Typical PCC pavement distresses observed include: linear cracking, shrinkage cracking, joint spalling, and scaling/crazing.

Runway 4-22 was in Fair to Satisfactory condition with PCI values ranging from 65-84. The pavements exhibited low severity longitudinal/transverse cracking, low to medium severity raveling, low severity weathering, low to medium severity patching, low to medium severity depressions, low severity alligator cracking, and low severity rutting. It was communicated from airport staff that there has been approximately an 80% increase in commercial traffic over the past 3 years and that there was more flights in January and February of 2015 than there was in all of 2012. Based on the structural distresses observed (Alligator Cracking, Rutting, Depressions), it is indicative that the pavement is experiencing much heavier or more frequent aircraft loading than what was originally anticipated based on design methodologies as prescribed by the FAA. The manifestation of structural distresses such as Alligator Cracking, Rutting, and Depressions are symptoms that the existing pavement structure is not adequate. Rutting and alligator cracking are both considered major structural distresses. A rut is a surface depression in the wheel path, and stems from a permanent deformation in any of the pavement layers or subgrade. It is usually caused by consolidation or lateral movement of the materials due to traffic loads. Alligator cracking appears as a series of interconnecting cracks and is caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. This report has identified this runway facility for major rehabilitation, classified as “mill and overlay”. It should be noted that this program level identification of major rehabilitation need is for planning purposes, based on the aforementioned distresses it is recommended that further evaluation and investigation is performed in order to identify if select reconstruction efforts would be of benefit in addressing the structural distresses.

Runway 15-33 was in Fair to Satisfactory condition and exhibited low to medium severity weathering, low to medium severity raveling, low to medium severity longitudinal/transverse cracking, and low severity swelling. These distresses are typically associated with climate, age, and subgrade quality. There were isolated instances along the runway where medium severity swelling and low severity block cracking were also observed. The amount and severity of swelling observed on the Runway could cause significant ride quallity issues and should be closely monitored.

Runway 9-27 exhibited low and medium severity longitudinal/transverse cracking, raveling, and weathering. Isolated instances of low severity patching and depressions were also observed. The Runway was in Fair condition with a PCI value of 67.

Taxiway Delta near the 4 end of Runway 4-22 had one of the lowest PCI values (50) with a condition rating of Poor. The pavement exhibited a significant amount of longitudinal/transverse cracking, alligator cracking, rutting, raveling, and weathering. This pavement also appears to be exposed to the increased commercial traffic and loading which seems to be exceeding the original design fleet mix.

Taxiway Alpha and Charlie exhibited low severity longitudinal/transverse cracking, weathering, and raveling. Isolated areas of low severity swelling were also observed throughout the pavement sections. Although these sections are currently in Satisfactory condition, they too are subject to the increased commercial traffic and loading and could possibly exhibit structural deformations in the near future.

The Aprons were in Fair to Good condition. The main apron constructed of PCC was in Good condition with minimal amounts of linear cracking, shrinkage cracking, joint spalling, and scaling/crazing being observed. The other Aprons constructed of AC exhibited low to medium severity longitudinal/transverse cracking, low to medium severity weathering, low severity raveling, low severity block cracking, low to medium severity patching, low severity swelling, low severity depressions, and oil spillage. These distresses are typically related to climate, age, and subgrade quality.

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 Punta Gorda 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

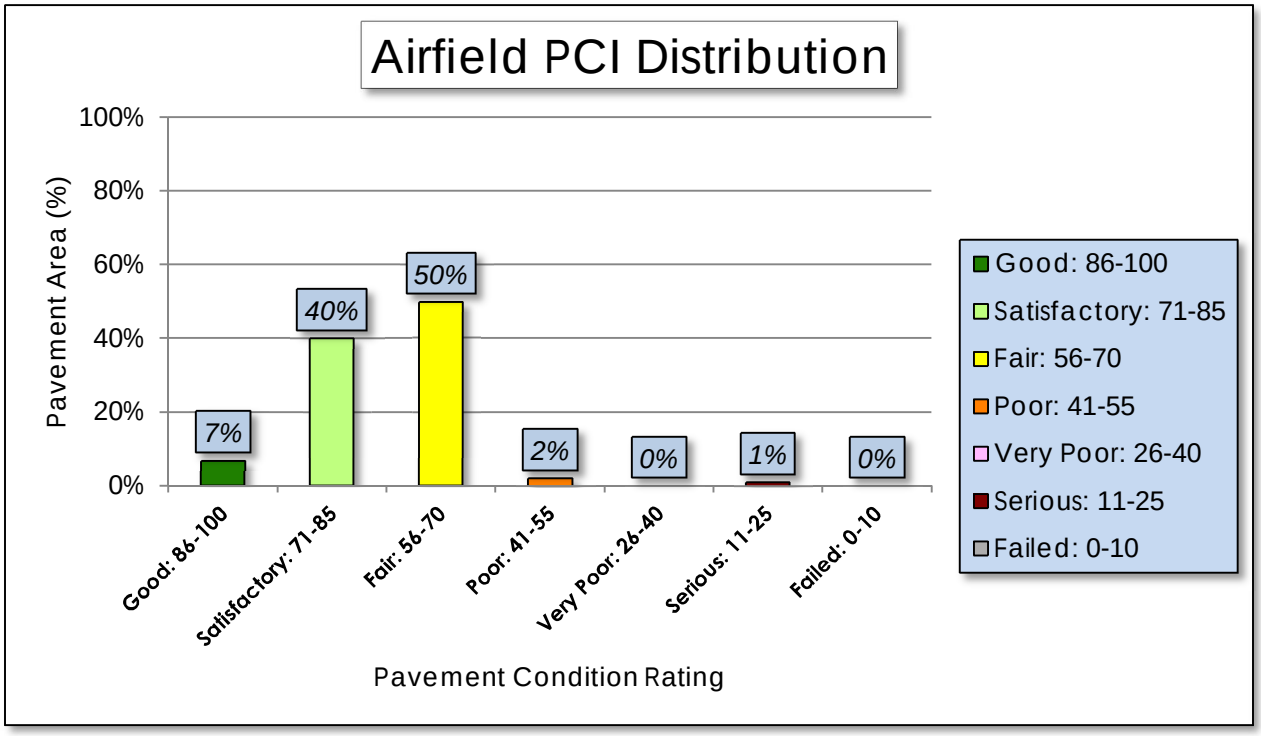


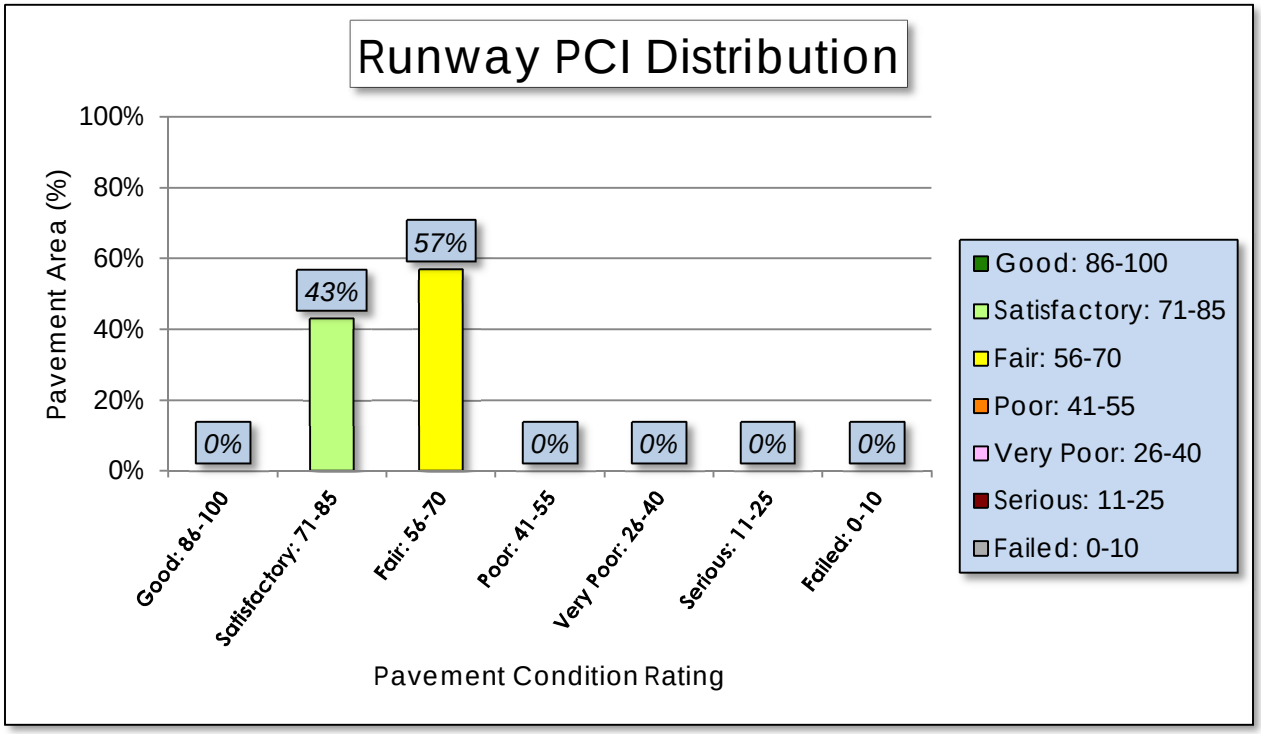
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	70	FAIR
Taxiway	71	SATISFACTORY
Apron	72	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	331,246	7%
Satisfactory	1,775,417	40%
Fair	2,217,105	50%
Poor	83,519	2%
Very Poor	-	0%
Serious	11,326	1%
Failed	-	0%

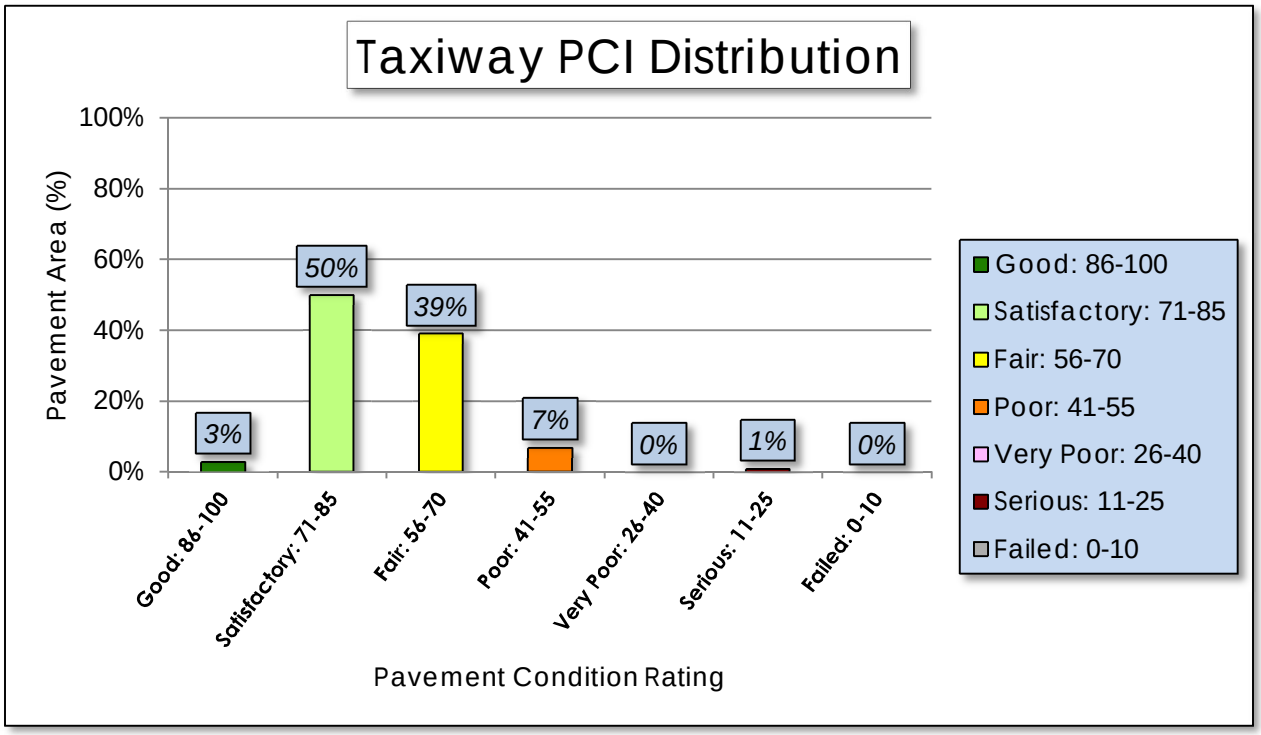
Approximately 47% of the airfield network is in Good and Satisfactory condition, while 3% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch 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

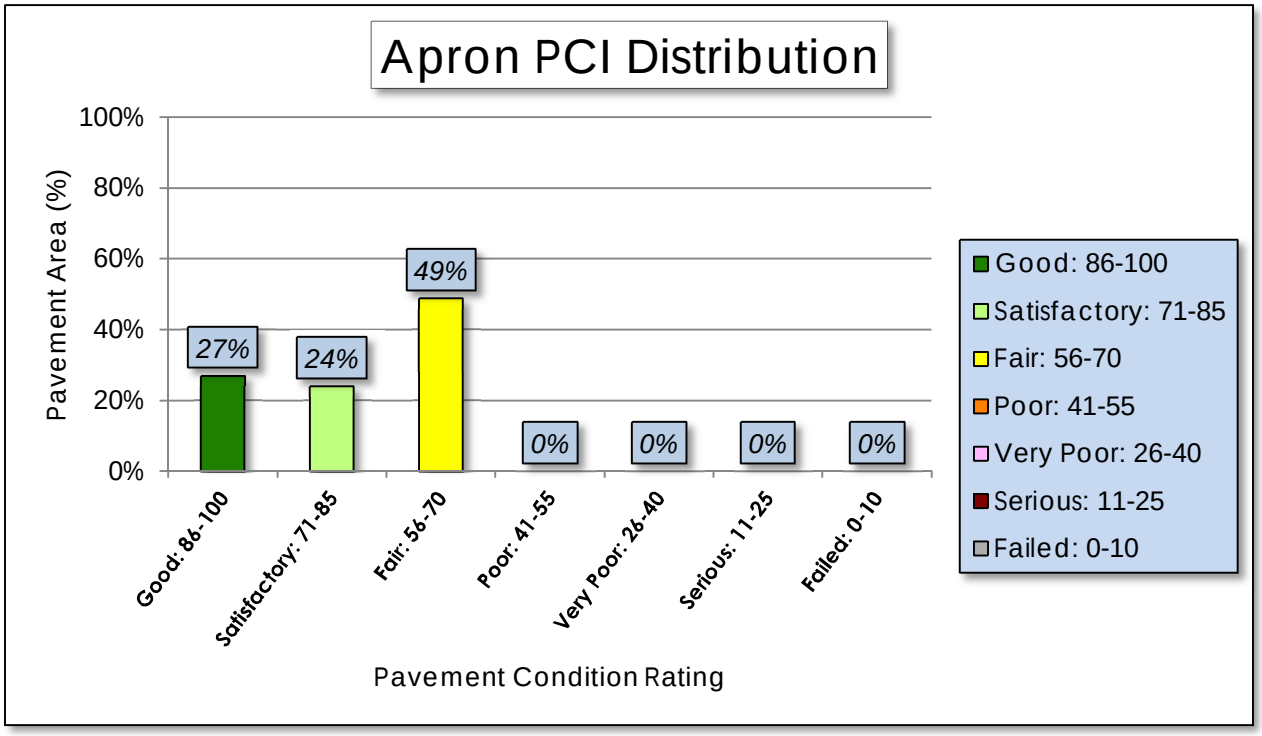
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
27%
24%
49%
0%
0%
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 Punta Gorda 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

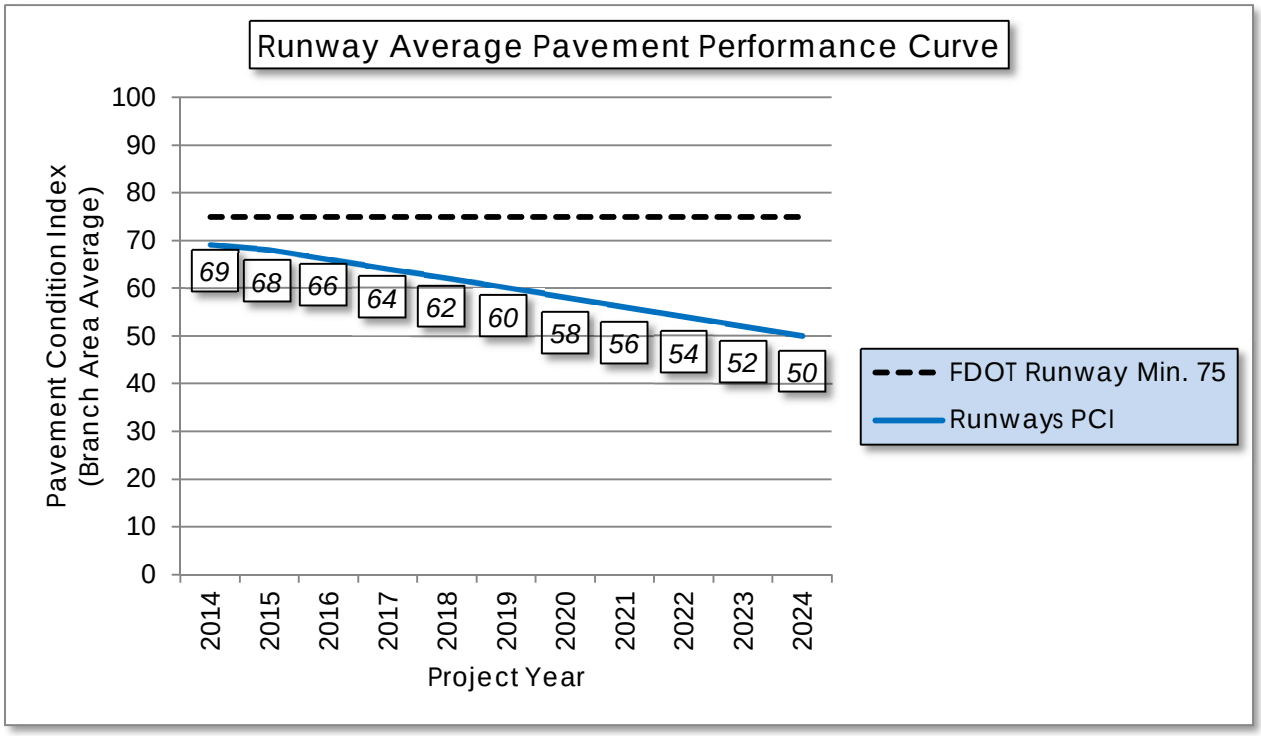


Figure 4-2: Taxiway Pavement Performance Prediction Summary

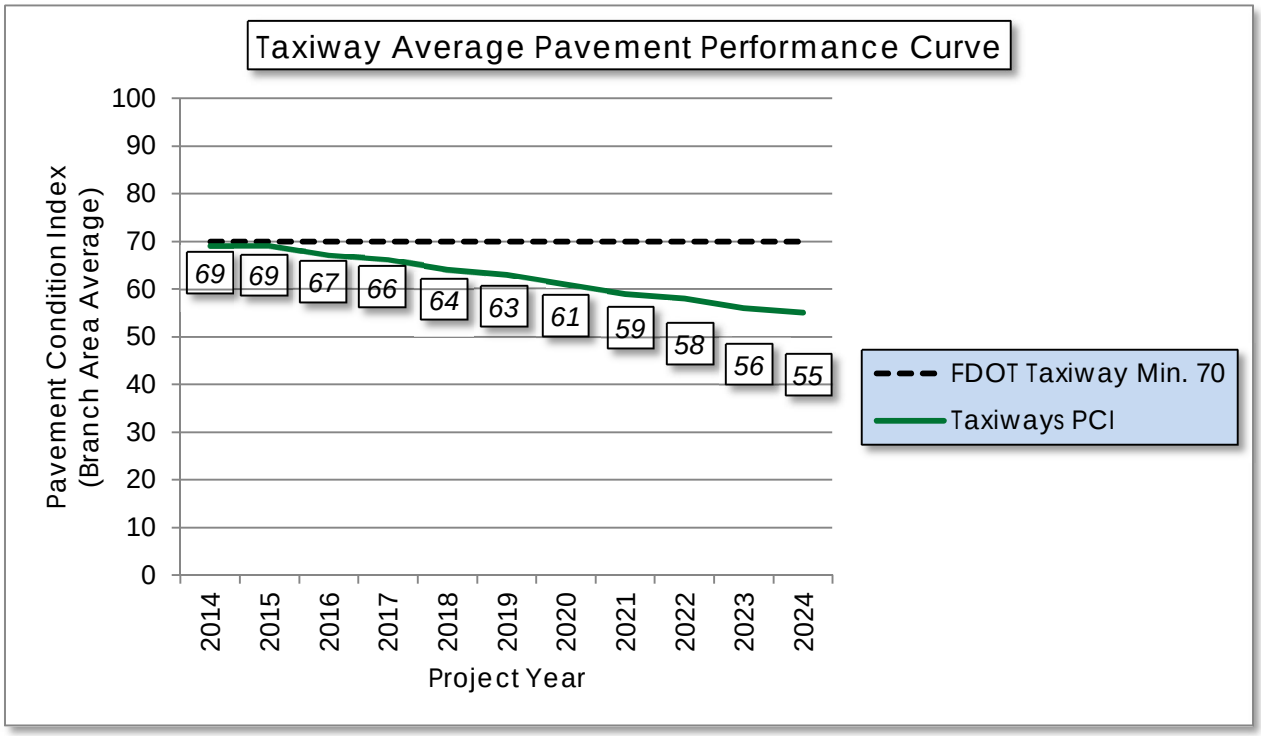
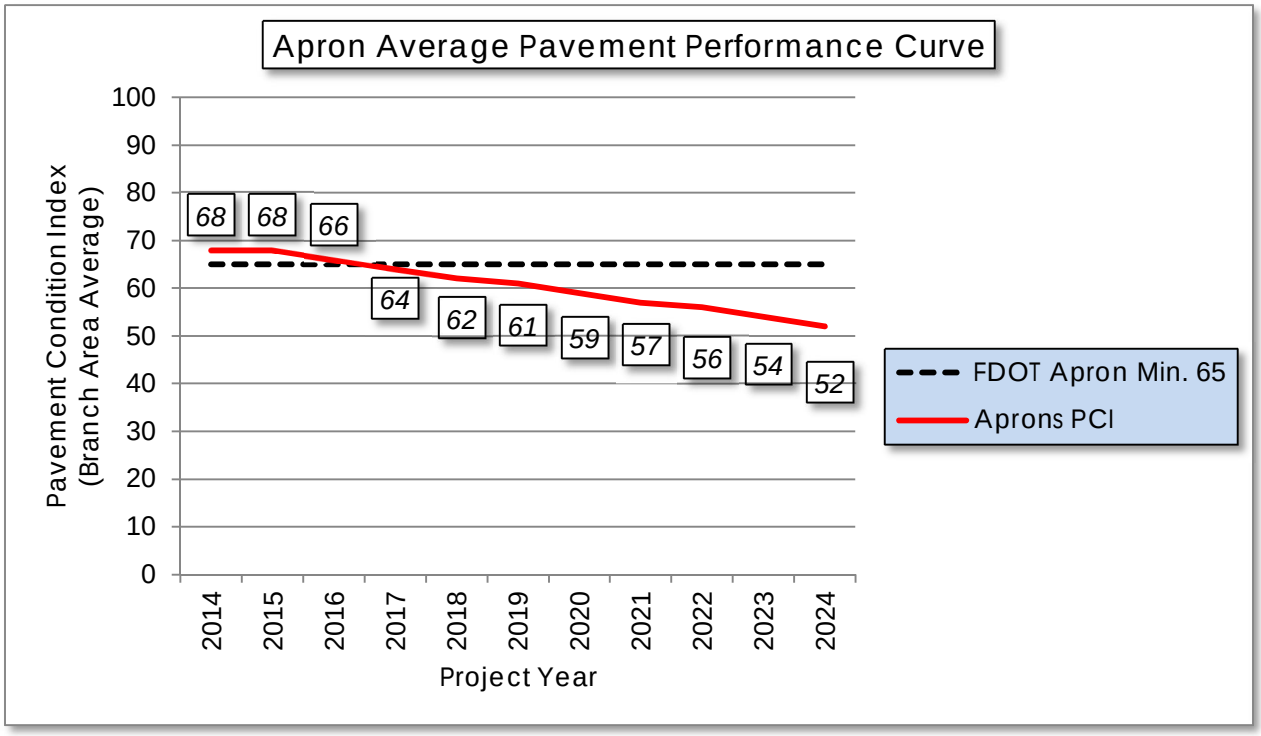


Figure 4-3: Apron Pavement Performance Prediction Summary



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

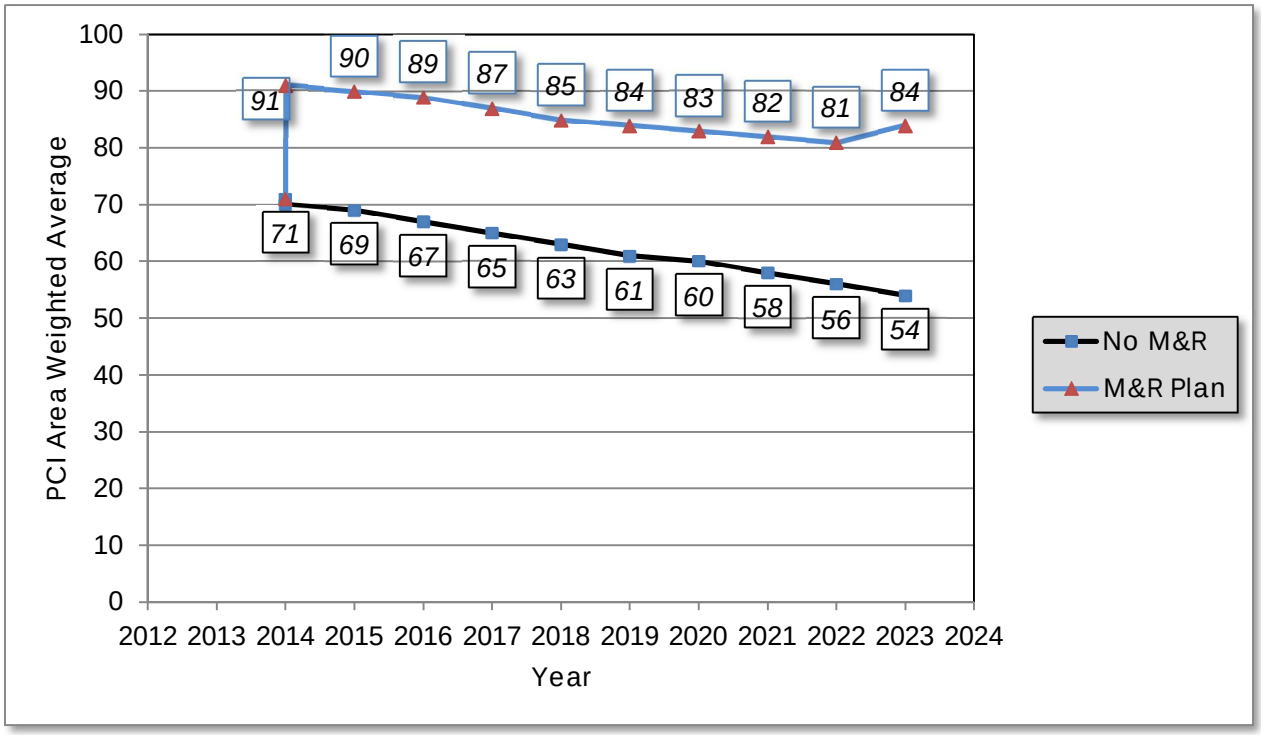
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP MAIN	4208	$ 191,250.00	65	PCC Restoration	100
2015	AP N	4305	$ 4,093,974.00	58	Mill and Overlay	100
2015	AP N	4320	$ 1,876,806.00	62	Mill and Overlay	100
2015	AP S	4105	$ 3,456,270.00	62	Mill and Overlay	100
2015	RW 15-33	6210	$ 8,894,286.00	65	Mill and Overlay	100
2015	RW 4-22	6105	$ 9,360,000.00	65	Mill and Overlay	100
2015	TW D	102	$ 1,517,541.00	50	Mill and Overlay	100
2015	TW D	115	$ 3,852,000.00	59	Mill and Overlay	100
2015	TW D	120	$ 777,258.00	64	Mill and Overlay	100
2015	TW D	172	$ 63,144.00	62	Mill and Overlay	100
2015	TW G	110	$ 628,740.00	62	Mill and Overlay	100
2015	TW N T-HAN	210	$ 260,498.00	21	Reconstruction	100
2015	TW T-HANG	4410	$ 281,322.00	63	Mill and Overlay	100
2015	TW T-HANG	4420	$ 825,228.00	65	Mill and Overlay	100
2016	RW 9-27	6305	$ 3,422,521.00	65	Mill and Overlay	100
2016	TW C	350	$ 68,135.00	65	Mill and Overlay	100
2017	TW D	155	$ 79,173.00	64	Mill and Overlay	100
2018	TW F	1105	$ 990,162.00	65	Mill and Overlay	100
2019	RW 15-33	6215	$ 5,133,225.00	64	Mill and Overlay	100
2019	TW N T-HAN	215	$ 90,903.00	64	Mill and Overlay	100
2019	TW T-HANG	4405	$ 453,947.00	64	Mill and Overlay	100
2019	TW T-HANG	4425	$ 551,211.00	64	Mill and Overlay	100
2019	TW T-HANG	4430	$ 297,161.00	64	Mill and Overlay	100
2020	RW 15-33	6205	$ 137,304.00	64	Mill and Overlay	100
2020	RW 4-22	6115	$ 3,113,347.00	64	Mill and Overlay	100
2020	TW E1	450	$ 161,677.00	65	Mill and Overlay	100
2022	RW 15-33	6220	$ 1,179,653.00	65	Mill and Overlay	100
2023	AP MAIN	4215	$ 749,224.00	64	Mill and Overlay	100
2023	TW D	195	$ 75,337.00	64	Mill and Overlay	100
		Total =	$ 52,581,297.00			

**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 30 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

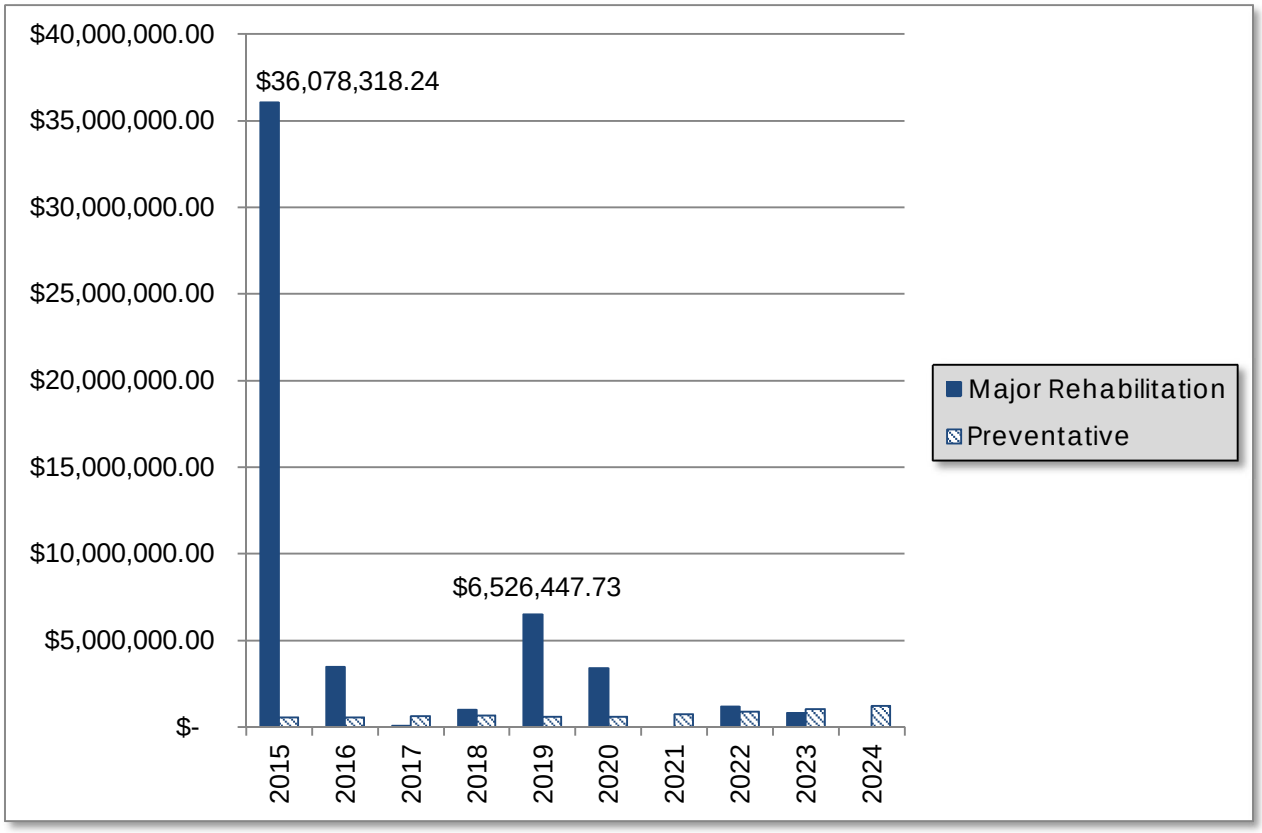
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 566,168.36	$ 36,078,318.24	$ 36,644,486.60
2016	$ 569,194.17	$ 3,490,655.75	$ 4,059,849.92
2017	$ 635,493.38	$ 79,172.85	$ 714,666.23
2018	$ 678,721.50	$ 990,161.51	$ 1,668,883.00
2019	$ 610,922.16	$ 6,526,447.73	$ 7,137,369.89
2020	$ 611,534.92	$ 3,412,328.04	$ 4,023,862.96
2021	$ 754,906.28	$ -	$ 754,906.28
2022	$ 893,256.93	$ 1,179,653.25	$ 2,072,910.18
2023	$ 1,050,077.79	$ 824,560.95	$ 1,874,638.75
2024	$ 1,227,796.44	$ -	$ 1,227,796.44
		Total =	$ 60,179,370.25

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 15-33 – Section 6210
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 4-22 – Section 6105
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway To T-Hangars – Sections 4420 and 4410
  - Mill and Overlay attributed to climate/age.
- North Apron – Sections 4320 and 4305
  - Mill and Overlay attributed to climate/age and construction quality.
- Main Apron – Section 4208
  - PCC Restoration attributed to construction quality.
- South Apron – Section 4105
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway To North T-Hangars – Section 210

    - Reconstruction attributed to structural, climate/age, and construction quality.
- Taxiway D – Sections 172, 120, 115, and 102
    - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway G – Section 110
    - Mill and Overlay attributed to structural, climate/age, and construction quality.

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 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

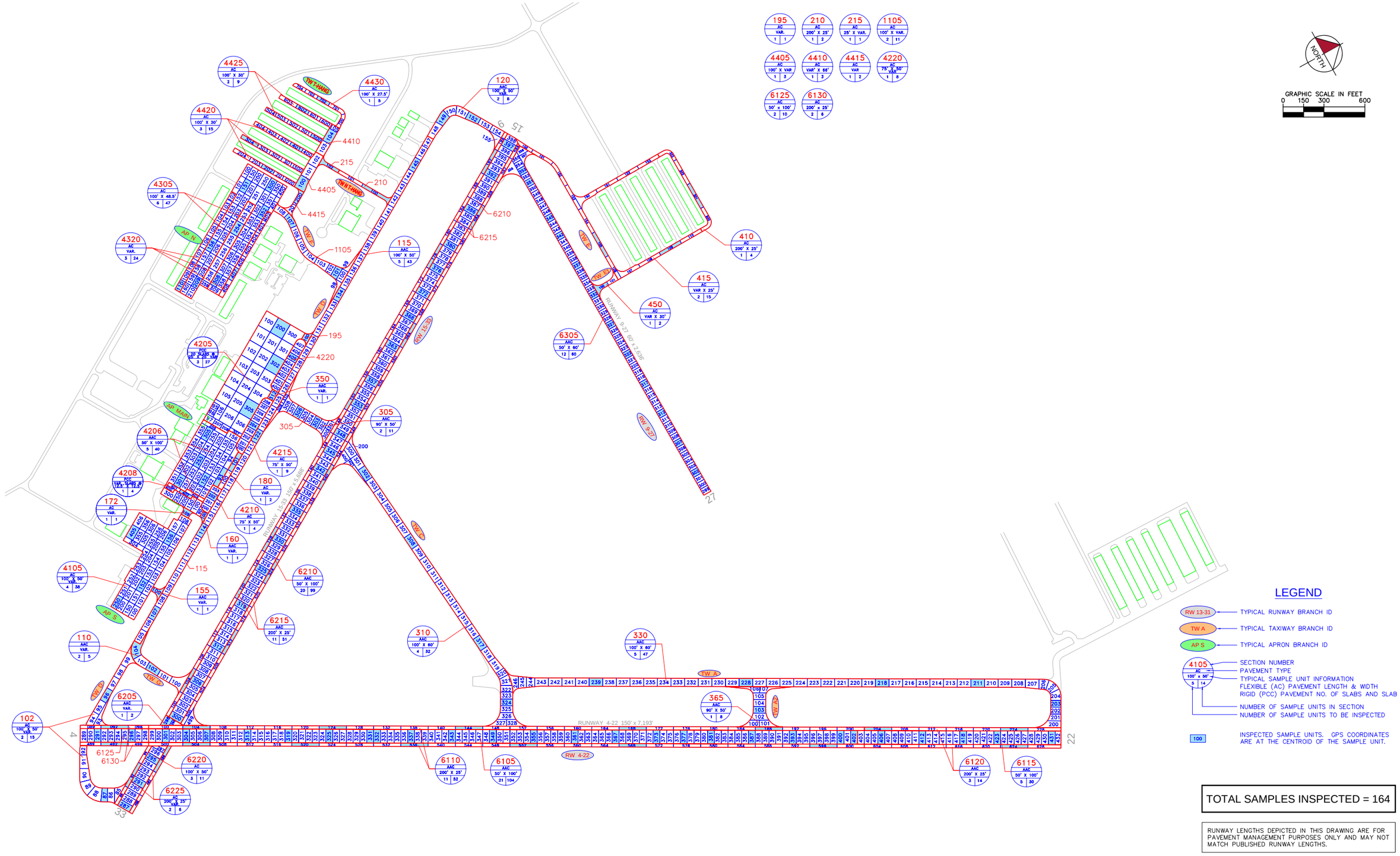
- Runway 15-33 – Section 6220, 6215, 6210, and 6205
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 4-22 – Sections 6115 and 6105
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway To T-Hangars – Sections 4430, 4425, 4420, 4410 and 4405
  - Mill and Overlay attributed to climate/age.
- North Apron – Sections 4320 and 4305
  - Mill and Overlay attributed to climate/age and construction quality.
- Main Apron – Section 4208
  - PCC Restoration attributed to construction quality.
- Main Apron – Section 4215
  - Mill and Overlay attributed to climate/age.
- South Apron – Section 4105
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway To North T-Hangars – Sections 215 and 210
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Taxiway D – Sections 195, 172, 155, 120, 115, and 102
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway G – Section 110
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Runway 9-27 – Section 6305
  - Mill and Overlay attributed to climate/age.
- Taxiway F – Section 1105
  - Mill and Overlay attributed to climate/age.
- Taxiway E1 – Section 450

- Mill and Overlay attributed to climate/age and construction quality.

- Taxiway C – Section 350
  - Mill and Overlay attributed to climate/age.

APPENDIX A

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



TOTAL SAMPLES INSPECTED = 164

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

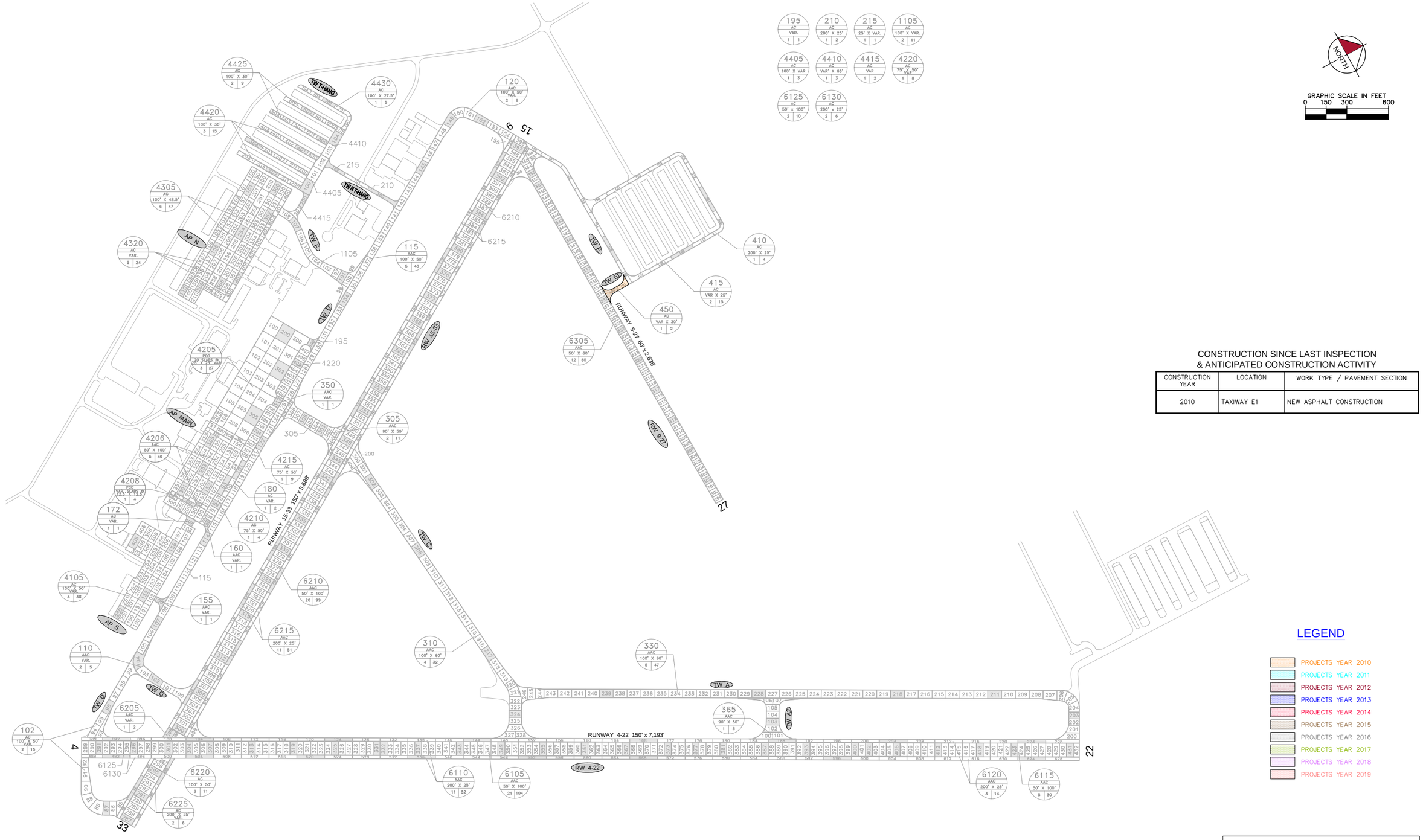
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

PUNTA GORDA AIRPORT
CHARLOTTE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PGD

FDOT DISTRICT: 1



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	TAXIWAY E1	NEW ASPHALT CONSTRUCTION

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.

NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

PUNTA GORDA AIRPORT
CHARLOTTE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PGD

FDOT DISTRICT: 1

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 9-27	RW 9-27	RUNWAY	6305	2,870	60	184,602	T	AAC	1/1/2006	3/9/2015	60
RUNWAY 15-33	RW 15-33	RUNWAY	6225	1,066	25	26,644	P	AC	1/1/2002	3/9/2015	6
RUNWAY 15-33	RW 15-33	RUNWAY	6220	530	100	53,287	P	AC	1/1/2002	3/9/2015	11
RUNWAY 15-33	RW 15-33	RUNWAY	6215	9,890	25	253,378	P	AAC	1/1/2002	3/9/2015	51
RUNWAY 15-33	RW 15-33	RUNWAY	6210	4,945	100	494,127	P	AAC	1/1/2002	3/9/2015	99
RUNWAY 15-33	RW 15-33	RUNWAY	6205	75	87	6,580	P	AAC	1/1/2002	3/9/2015	2
RUNWAY 4-22	RW 4-22	RUNWAY	6130	500	50	25,150	P	AC	1/1/2007	3/9/2015	6
RUNWAY 4-22	RW 4-22	RUNWAY	6125	500	100	50,300	P	AC	1/1/2007	3/9/2015	10
RUNWAY 4-22	RW 4-22	RUNWAY	6120	2,884	25	72,100	P	AAC	1/1/2000	3/9/2015	14
RUNWAY 4-22	RW 4-22	RUNWAY	6115	1,492	100	149,200	P	AAC	1/1/2000	3/9/2015	30
RUNWAY 4-22	RW 4-22	RUNWAY	6110	10,500	25	262,500	P	AAC	1/1/2000	3/9/2015	52
RUNWAY 4-22	RW 4-22	RUNWAY	6105	5,200	100	520,000	T	AAC	1/1/2000	3/9/2015	104
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4430	500	30	14,668	P	AC	1/1/2003	3/9/2015	5
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4425	475	30	27,208	P	AC	1/1/1992	3/9/2015	9
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4420	519	30	45,846	T	AC	1/1/1992	3/9/2015	15
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4415	185	30	6,968	P	AC	12/25/1999	3/9/2015	2
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4410	234	66	15,629	P	AC	1/1/1990	3/9/2015	3
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4405	300	75	22,407	P	AC	1/1/1992	3/9/2015	3
NORTH APRON	AP N	APRON	4320	830	140	104,267	P	AC	12/25/1999	3/9/2015	24
NORTH APRON	AP N	APRON	4305	1,065	200	227,443	P	AC	12/25/1999	3/9/2015	47
MAIN APRON	AP MAIN	APRON	4220	430	75	31,145	P	AC	1/1/2009	3/9/2015	8

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
MAIN APRON	AP MAIN	APRON	4215	440	75	32,858	P	AC	1/1/2007	3/9/2015	9
MAIN APRON	AP MAIN	APRON	4210	200	75	14,657	P	AC	1/1/2007	3/9/2015	4
MAIN APRON	AP MAIN	APRON	4208	300	30	10,625	P	PCC	12/25/1995	3/9/2015	4
MAIN APRON	AP MAIN	APRON	4206	950	300	194,550	P	AAC	1/1/2009	3/9/2015	40
MAIN APRON	AP MAIN	APRON	4205	600	300	278,175	P	PCC	1/1/2009	3/9/2015	27
SOUTH GA APRON	AP S	APRON	4105	845	200	192,015	P	AC	1/1/1992	3/9/2015	38
TAXIWAY F	TW F	TAXIWAY	1105	750	50	50,341	P	AC	12/25/1999	3/9/2015	11
TAXIWAY E1	TW E1	TAXIWAY	450	200	30	7,748	P	AC	1/1/2010	3/9/2015	2
TAXIWAY E	TW E	TAXIWAY	415	4,588	25	70,611	P	AC	1/1/2004	3/9/2015	15
TAXIWAY E	TW E	TAXIWAY	410	895	25	19,242	P	AC	1/1/2006	3/9/2015	4
TAXIWAY A2	TW A2	TAXIWAY	365	295	90	38,414	T	AAC	1/1/2009	3/9/2015	8
TAXIWAY C	TW C	TAXIWAY	350	60	25	3,675	P	AAC	1/1/1993	3/9/2015	1
TAXIWAY A	TW A	TAXIWAY	330	2,325	60	271,000	P	AAC	1/1/2009	3/9/2015	37
TAXIWAY C	TW C	TAXIWAY	310	2,405	60	176,549	P	AAC	1/1/2009	3/9/2015	32
TAXIWAY C	TW C	TAXIWAY	305	428	50	48,969	T	AAC	1/1/1993	3/9/2015	11
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	215	152	25	4,487	P	AC	1/1/1989	3/9/2015	1
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	210	400	25	11,326	P	AC	1/1/1975	3/9/2015	2
TAXIWAY D	TW D	TAXIWAY	195	52	25	3,304	P	AC	1/1/1993	3/9/2015	1
TAXIWAY D	TW D	TAXIWAY	180	300	25	10,800	P	AC	1/1/1993	3/9/2015	2
TAXIWAY D	TW D	TAXIWAY	172	55	60	3,508	P	AC	1/1/1992	3/9/2015	1
TAXIWAY D	TW D	TAXIWAY	160	65	27	2,534	P	AAC	1/1/1993	3/9/2015	1
TAXIWAY D	TW D	TAXIWAY	155	90	25	4,146	P	AC	1/1/1993	3/9/2015	1
TAXIWAY D	TW D	TAXIWAY	120	725	50	43,181	P	AAC	1/1/1993	3/9/2015	8
TAXIWAY D	TW D	TAXIWAY	115	4,280	50	214,000	P	AAC	1/1/1993	3/9/2015	43
TAXIWAY G	TW G	TAXIWAY	110	505	50	34,930	P	AAC	1/1/1993	3/9/2015	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 D	TW D	TAXIWAY	102	1,400	50	83,519	P	AC	1/1/2002	3/9/2015	15

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: PGD **Branch:** AP MAIN (MAIN APRON) **Section:** 4205 **Surface:** PCC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 300.00 Ft **True Area:** 278,175.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	SR-PC	Surface Reconstruction - PCC	$0	0.00	True	2009: PCC
01/01/1942	IMPORTED	BUILT		8.00	True	1942 6-8" PCC

Network: PGD **Branch:** AP MAIN (MAIN APRON) **Section:** 4206 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 950.00 Ft **Width:** 300.00 Ft **True Area:** 194,550.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	SR-AC	Surface Reconstruction - AC	$0	0.00	True	2009: AC
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: PGD **Branch:** AP MAIN (MAIN APRON) **Section:** 4208 **Surface:** PCC
L.C.D.: 12/25/1995 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 30.00 Ft **True Area:** 10,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1995	NU-IN	New Construction - Initial	$0	0.00	True	

Network: PGD **Branch:** AP MAIN (MAIN APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 14,657.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	observed jan 2008

Network: PGD **Branch:** AP MAIN (MAIN APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 440.00 Ft **Width:** 75.00 Ft **True Area:** 32,858.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	$0	0.00	True	observed Jan 2008

Network: PGD **Branch:** AP MAIN (MAIN APRON) **Section:** 4220 **Surface:** AC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 430.00 Ft **Width:** 75.00 Ft **True Area:** 31,145.00 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	

Network: PGD **Branch:** AP N (NORTH APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 1,065.00 Ft **Width:** 200.00 Ft **True Area:** 227,443.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: PGD **Branch:** AP N (NORTH APRON) **Section:** 4320 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 830.00 Ft **Width:** 140.00 Ft **True Area:** 104,267.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: PGD **Branch:** AP S (SOUTH GA APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** APRON **Rank** P **Length:** 845.00 Ft **Width:** 200.00 Ft **True Area:** 192,015.00 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 ON 8" P211

Network: PGD **Branch**: RW 15-33 (RUNWAY 15-33) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank** P **Length:** 75.00 Ft **Width:** 87.00 Ft **True Area:** 6,580.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	OVERLAY			True	1985 P-401 OL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 1.5-2" P-401 OL ON EXISTING

Network: PGD **Branch**: RW 15-33 (RUNWAY 15-33) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank** P **Length:** 4,945.00 Ft **Width:** 100.00 Ft **True Area:** 494,127.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" MIN P-401 ON EXISTING

Network: PGD **Branch**: RW 15-33 (RUNWAY 15-33) **Section:** 6215 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank** P **Length:** 9,890.00 Ft **Width:** 25.00 Ft **True Area:** 253,378.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" MIN P-401 OL ON EXISTING

Network: PGD **Branch**: RW 15-33 (RUNWAY 15-33) **Section:** 6220 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank** P **Length:** 530.00 Ft **Width:** 100.00 Ft **True Area:** 53,287.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	4.00	True	4" P-401, P-602, 6" P-211, P-152

Network: PGD **Branch**: RW 15-33 (RUNWAY 15-33) **Section:** 6225 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** RUNWAY **Rank** P **Length:** 1,066.00 Ft **Width:** 25.00 Ft **True Area:** 26,644.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	4.00	True	4" P-401, P-602, 6" P-211, P-152

Network: PGD **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2000 **Use:** RUNWAY **Rank** T **Length:** 5,200.00 Ft **Width:** 100.00 Ft **True Area:** 520,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	OVERLAY			True	1985 P-401 OL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 1.5-2" P-401 OL ON EXISTING

Network: PGD **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2000 **Use:** RUNWAY **Rank** P **Length:** 10,500.00 Ft **Width:** 25.00 Ft **True Area:** 262,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	OVERLAY			True	1985 P-401 OL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 1.5-2" P-401 OL ON EXISTING

Network: PGD **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/01/2000 **Use:** RUNWAY **Rank** P **Length:** 1,492.00 Ft **Width:** 100.00 Ft **True Area:** 149,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	BUILT		4.00	True	1985 4" P-401 12" P-211

Network: PGD **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6120 **Surface:** AAC
L.C.D.: 01/01/2000 **Use:** RUNWAY **Rank** P **Length:** 2,884.00 Ft **Width:** 25.00 Ft **True Area:** 72,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	BUILT		4.00	True	1985 4" P-401 12" P-211

Network: PGD **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6125 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 500.00 Ft **Width:** 100.00 Ft **True Area:** 50,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NU-IN	New Construction - Initial	$0	0.00	True	

Network: PGD **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6130 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** RUNWAY **Rank** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 25,150.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NU-IN	New Construction - Initial	$0	0.00	True	

Network: PGD **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6305 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** T **Length:** 2,870.00 Ft **Width:** 60.00 Ft **True Area:** 184,602.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	SR-AC	Surface Reconstruction - AC	$0	0.00	True	
01/01/1942	IMPORTED	BUILT		2.00	True	1942 2" BIT 6-8" LIMEROCK

Network: PGD **Branch**: TW A (TAXIWAY A) **Section:** 330 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 2,325.00 Ft **Width:** 60.00 Ft **True Area:** 271,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	2009: MILL AND OVERLAY
01/01/1984	IMPORTED	BUILT		2.00	True	1984 2" P-401 9" P-211 4" P-154

Network: PGD **Branch**: TW A2 (TAXIWAY A2) **Section:** 365 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** T **Length:** 295.00 Ft **Width:** 90.00 Ft **True Area:** 38,414.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	2009: MILL AND OVERLAY
01/01/2006	NC-AC	New Construction - AC	$0	0.00	True	

Network: PGD **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** T **Length:** 428.00 Ft **Width:** 50.00 Ft **True Area:** 48,969.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	OVERLAY		2.00	True	1993 2" P401
01/01/1983	IMPORTED	OVERLAY		2.50	True	1983 2.5" MINIMUM P401
01/01/1966	IMPORTED	BUILT		1.00	True	1966 1" AC ON 8" P211

Network: PGD **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 2,405.00 Ft **Width:** 60.00 Ft **True Area:** 176,549.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	2009: MILL AND OVERLAY
01/01/1977	IMPORTED	BUILT		2.00	True	1977 2"' P-401 9" P-211 4" LIMEROCK

Network: PGD **Branch**: TW C (TAXIWAY C) **Section:** 350 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 60.00 Ft **Width:** 25.00 Ft **True Area:** 3,675.00 SqF

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

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 102 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 1,400.00 Ft **Width:** 50.00 Ft **True Area:** 83,519.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/04/2011			$0	0.00	False	
01/01/2002	INITIAL	Initial Construction	$0	4.00	True	4" P-401, P-602, 6" P-211, P-152

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 4.280.00 Ft **Width:** 50.00 Ft **True Area:** 214.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	OVERLAY		1.00	True	MILL 1" AC SURFACE DURING 1993 OVERLAY
01/01/1993	IMPORTED	OVERLAY		3.00	True	1993 3" AC OVERLAY
01/01/1983	IMPORTED	BUILT		1.00	True	1983 MINIMUM 1" P401 ON 1.5" P401 LEVELING COURSE

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 725.00 Ft **Width:** 50.00 Ft **True Area:** 43,181.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	OVERLAY		2.50	True	1993 2.5" P401 OVERLAY
01/01/1983	IMPORTED	BUILT		2.50	True	1983 2.5" MINIMUM P401 ON EXISTING BIT PAVEMENT

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 155 **Surface:** AC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 90.00 Ft **Width:** 25.00 Ft **True Area:** 4,146.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	OVERLAY			True	1993 FEATHERED AC OVERLAY
01/01/1992	IMPORTED	BUILT		2.00	True	1992 AC PAVEMENT 2" P401 ON 8" P211

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 160 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 65.00 Ft **Width:** 27.00 Ft **True Area:** 2,534.00 SqF

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

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 172 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 55.00 Ft **Width:** 60.00 Ft **True Area:** 3,508.00 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 ON 8" P211

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 180 **Surface:** AC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 25.00 Ft **True Area:** 10,800.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	BUILT		4.00	True	1993 4" P401 ON 11" P211

Network: PGD **Branch**: TW D (TAXIWAY D) **Section:** 195 **Surface:** AC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 52.00 Ft **Width:** 25.00 Ft **True Area:** 3,304.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	BUILT		4.00	True	1993 4" P401 ON 11" P211

Network: PGD **Branch**: TW E (TAXIWAY E) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 895.00 Ft **Width:** 25.00 Ft **True Area:** 19,242.00 SqF

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

Network: PGD **Branch**: TW E (TAXIWAY E) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 4,588.00 Ft **Width:** 25.00 Ft **True Area:** 70,611.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	$0	0.00	True	

Network: PGD **Branch**: TW E1 (TAXIWAY E1) **Section:** 450 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 30.00 Ft **True Area:** 7,748.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NU-IN	New Construction - Initial	$0	0.00	True	

Network: PGD **Branch**: TW F (TAXIWAY F) **Section:** 1105 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 750.00 Ft **Width:** 50.00 Ft **True Area:** 50,341.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: PGD **Branch**: TW G (TAXIWAY G) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1993 **Use:** TAXIWAY **Rank** P **Length:** 505.00 Ft **Width:** 50.00 Ft **True Area:** 34,930.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	OVERLAY		3.00	True	1993 3" P401 OVERLAY
01/01/1993	IMPORTED	OVERLAY		1.00	True	MILL 1" AC SURFACE DURING 1993 OVERLAY
01/01/1988	IMPORTED	BUILT		2.00	True	1988 2" P401 ON 9" P211

Network: PGD **Branch**: TW N T-HAN (TAXIWAY TO NORTH T-HANGARS) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 11,326.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	BUILT			True	EST 1975 BIT SECTION UNKNOWN

Network: PGD **Branch**: TW N T-HAN (TAXIWAY TO NORTH T-HANGARS) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 152.00 Ft **Width:** 25.00 Ft **True Area:** 4,487.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		1.50	True	1989 1.5" TYPE 3 BIT 6" LIMEROCK

Network: PGD **Branch**: TW T-HANG (TAXIWAY TO T-HANGARS) **Section:** 4405 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 22,407.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	EST 1992 BIT SECTION UNKNOWN

Network: PGD **Branch**: TW T-HANG (TAXIWAY TO T-HANGARS) **Section:** 4410 **Surface:** AC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank** P **Length:** 234.00 Ft **Width:** 66.00 Ft **True Area:** 15,629.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	BUILT			True	EST 1990 BIT SECTION UNKNOWN

Network: PGD **Branch**: TW T-HANG (TAXIWAY TO T-HANGARS) **Section:** 4415 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 185.00 Ft **Width:** 30.00 Ft **True Area:** 6,968.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: PGD **Branch**: TW T-HANG (TAXIWAY TO T-HANGARS) **Section:** 4420 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** T **Length:** 519.00 Ft **Width:** 30.00 Ft **True Area:** 45,846.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	EST 1992 BIT SECTION UNKNOWN

Network: PGD **Branch**: TW T-HANG (TAXIWAY TO T-HANGARS) **Section:** 4425 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 475.00 Ft **Width:** 30.00 Ft **True Area:** 27,208.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT			True	EST 1992 BIT SECTION UNKNOWN

Network: PGD **Branch**: TW T-HANG (TAXIWAY TO T-HANGARS) **Section:** 4430 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 30.00 Ft **True Area:** 14,668.00 SqF

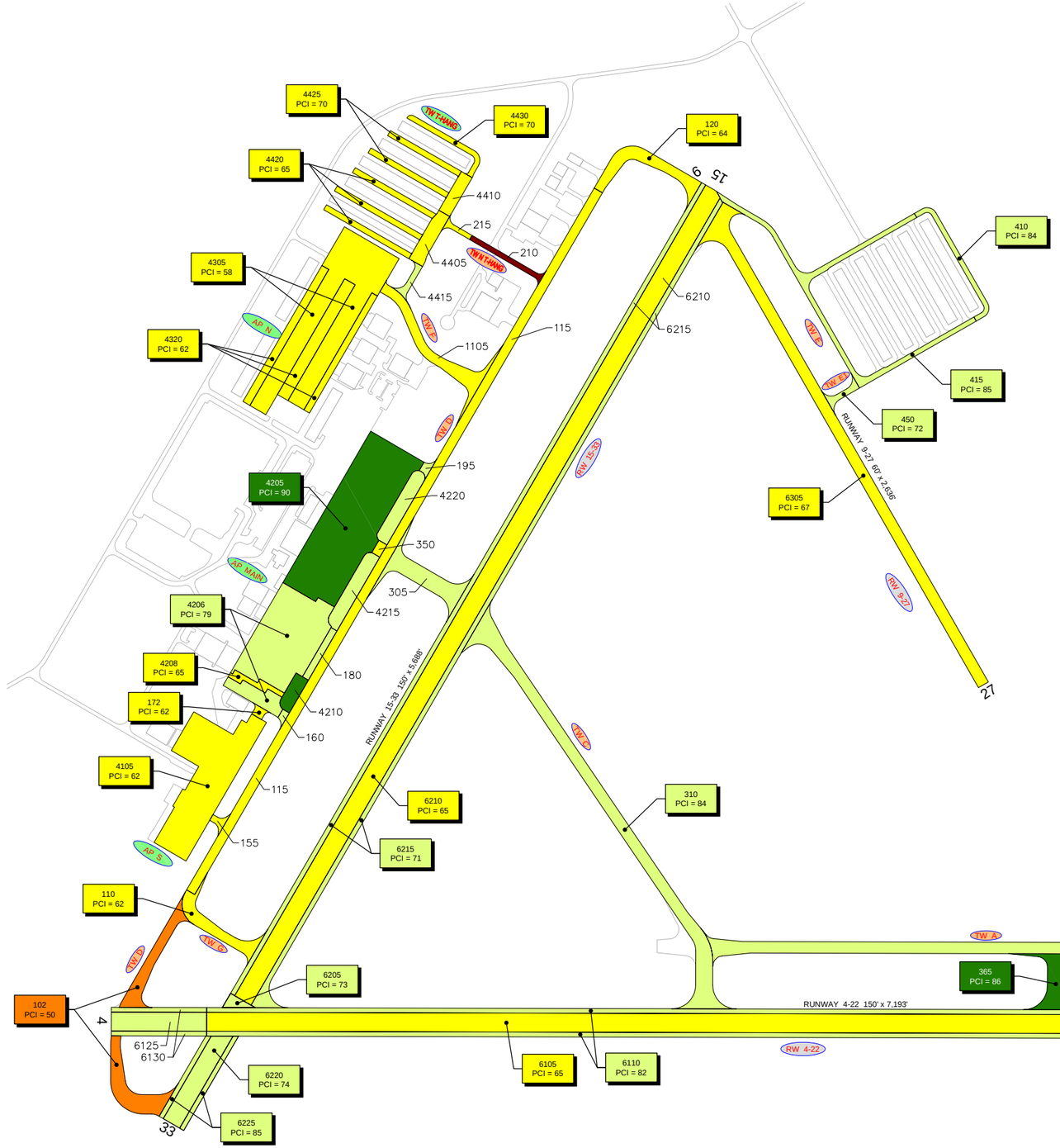
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	NC-AC	New Construction - AC	$0	0.00	True	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
	0	83,519.00	.00	
BUILT	28	3,356,176.00	2.57	1.54
Initial Construction	8	747,019.00	1.50	2.07
Mill and Overlay	10	2,243,848.00	.00	.00
New Construction - AC	6	190,450.00	.00	.00
New Construction - Initial	5	124,968.00	.00	.00
OVERLAY	13	1,438,414.00	2.14	.85
Surface Reconstruction - AC	2	379,152.00	.00	.00
Surface Reconstruction - PCC	1	278,175.00	.00	
Surface Treatment - Slurry Seal	1	104,267.00	.00	

APPENDIX B

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



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

RUNWAYS

6125 PCI = 80
6130 PCI = 84

TAXIWAYS

115 PCI = 59
155 PCI = 67
160 PCI = 80
180 PCI = 83
195 PCI = 75
210 PCI = 21
215 PCI = 70
305 PCI = 82
350 PCI = 66
1105 PCI = 69

OTHERS

4210 PCI = 90
4215 PCI = 78
4220 PCI = 82
4405 PCI = 70
4410 PCI = 63
4415 PCI = 85

LEGEND

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

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

"SECTION NO." "PCI NO."

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

K:\AVN_Aviation\14217002\CADD\PLANSHEETS\PGD – PUNTA GORDA AIRPORT\EXHIBITS\003-PGD-CONDITION.dwg PLOTTED: May 22, 2015 – 1:43 PM, BY: Howell, Jaimee

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PUNTA GORDA AIRPORT
CHARLOTTE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PGD
FDOT DISTRICT: 1

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 9-27	RW 9-27	RUNWAY	6305	184,602	T	AAC	67	Fair	12	60
RUNWAY 15-33	RW 15-33	RUNWAY	6225	26,644	P	AC	85	Satisfactory	2	6
RUNWAY 15-33	RW 15-33	RUNWAY	6220	53,287	P	AC	74	Satisfactory	3	11
RUNWAY 15-33	RW 15-33	RUNWAY	6215	253,378	P	AAC	71	Satisfactory	11	51
RUNWAY 15-33	RW 15-33	RUNWAY	6210	494,127	P	AAC	65	Fair	20	99
RUNWAY 15-33	RW 15-33	RUNWAY	6205	6,580	P	AAC	73	Satisfactory	1	2
RUNWAY 4-22	RW 4-22	RUNWAY	6130	25,150	P	AC	84	Satisfactory	2	6
RUNWAY 4-22	RW 4-22	RUNWAY	6125	50,300	P	AC	80	Satisfactory	2	10
RUNWAY 4-22	RW 4-22	RUNWAY	6120	72,100	P	AAC	82	Satisfactory	3	14
RUNWAY 4-22	RW 4-22	RUNWAY	6115	149,200	P	AAC	73	Satisfactory	5	30
RUNWAY 4-22	RW 4-22	RUNWAY	6110	262,500	P	AAC	82	Satisfactory	11	52
RUNWAY 4-22	RW 4-22	RUNWAY	6105	520,000	T	AAC	65	Fair	21	104
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4430	14,668	P	AC	70	Fair	1	5
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4425	27,208	P	AC	70	Fair	2	9
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4420	45,846	T	AC	65	Fair	3	15
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4415	6,968	P	AC	85	Satisfactory	1	2
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4410	15,629	P	AC	63	Fair	1	3
TAXIWAY TO T-HANGARS	TW T-HANG	TAXIWAY	4405	22,407	P	AC	70	Fair	1	3
NORTH APRON	AP N	APRON	4320	104,267	P	AC	62	Fair	3	24
NORTH APRON	AP N	APRON	4305	227,443	P	AC	58	Fair	6	47
MAIN APRON	AP MAIN	APRON	4220	31,145	P	AC	82	Satisfactory	1	8
MAIN APRON	AP MAIN	APRON	4215	32,858	P	AC	78	Satisfactory	1	9
MAIN APRON	AP MAIN	APRON	4210	14,657	P	AC	90	Good	1	4
MAIN APRON	AP MAIN	APRON	4208	10,625	P	PCC	65	Fair	1	4
MAIN APRON	AP MAIN	APRON	4206	194,550	P	AAC	79	Satisfactory	5	40
MAIN APRON	AP MAIN	APRON	4205	278,175	P	PCC	90	Good	3	27

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 GA APRON	AP S	APRON	4105	192,015	P	AC	62	Fair	4	38
TAXIWAY F	TW F	TAXIWAY	1105	50,341	P	AC	69	Fair	2	11
TAXIWAY E1	TW E1	TAXIWAY	450	7,748	P	AC	72	Satisfactory	1	2
TAXIWAY E	TW E	TAXIWAY	415	70,611	P	AC	85	Satisfactory	2	15
TAXIWAY E	TW E	TAXIWAY	410	19,242	P	AC	84	Satisfactory	1	4
TAXIWAY A2	TW A2	TAXIWAY	365	38,414	T	AAC	86	Good	1	8
TAXIWAY C	TW C	TAXIWAY	350	3,675	P	AAC	66	Fair	1	1
TAXIWAY A	TW A	TAXIWAY	330	271,000	P	AAC	79	Satisfactory	5	37
TAXIWAY C	TW C	TAXIWAY	310	176,549	P	AAC	84	Satisfactory	4	32
TAXIWAY C	TW C	TAXIWAY	305	48,969	T	AAC	82	Satisfactory	2	11
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	215	4,487	P	AC	70	Fair	1	1
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	TAXIWAY	210	11,326	P	AC	21	Serious	1	2
TAXIWAY D	TW D	TAXIWAY	195	3,304	P	AC	75	Satisfactory	1	1
TAXIWAY D	TW D	TAXIWAY	180	10,800	P	AC	83	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	172	3,508	P	AC	62	Fair	1	1
TAXIWAY D	TW D	TAXIWAY	160	2,534	P	AAC	80	Satisfactory	1	1
TAXIWAY D	TW D	TAXIWAY	155	4,146	P	AC	67	Fair	1	1
TAXIWAY D	TW D	TAXIWAY	120	43,181	P	AAC	64	Fair	2	8
TAXIWAY D	TW D	TAXIWAY	115	214,000	P	AAC	59	Fair	5	43
TAXIWAY G	TW G	TAXIWAY	110	34,930	P	AAC	62	Fair	2	5
TAXIWAY D	TW D	TAXIWAY	102	83,519	P	AC	50	Poor	2	15

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: 4 /24/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: PGD

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 MAIN (MAIN APRON)	6	2,920.00	142.50	562,010.00	APRON	80.67	8.48	84.57
AP N (NORTH APRON)	2	1,895.00	170.00	331,710.00	APRON	60.00	2.00	59.26
AP S (SOUTH GA APRON)	1	845.00	200.00	192,015.00	APRON	62.00	0.00	62.00
RW 15-33 (RUNWAY 15-33)	5	16,506.00	67.40	834,016.00	RUNWAY	73.60	6.50	68.10
RW 4-22 (RUNWAY 4-22)	6	21,076.00	66.67	1,079,250.00	RUNWAY	77.67	6.65	72.52
RW 9-27 (RUNWAY 9-27)	1	2,870.00	60.00	184,602.00	RUNWAY	67.00	0.00	67.00
TW A (TAXIWAY A)	1	2,325.00	60.00	271,000.00	TAXIWAY	79.00	0.00	79.00
TW A2 (TAXIWAY A2)	1	295.00	90.00	38,414.00	TAXIWAY	86.00	0.00	86.00
TW C (TAXIWAY C)	3	2,893.00	45.00	229,193.00	TAXIWAY	77.33	8.06	83.28
TW D (TAXIWAY D)	8	6,967.00	39.00	364,992.00	TAXIWAY	67.50	10.45	58.65
TW E (TAXIWAY E)	2	5,483.00	25.00	89,853.00	TAXIWAY	84.50	0.50	84.79
TW E1 (TAXIWAY E1)	1	200.00	30.00	7,748.00	TAXIWAY	72.00	0.00	72.00
TW F (TAXIWAY F)	1	750.00	50.00	50,341.00	TAXIWAY	69.00	0.00	69.00
TW G (TAXIWAY G)	1	505.00	50.00	34,930.00	TAXIWAY	62.00	0.00	62.00
TW N T-HAN (TAXIWAY TO NORTH T-HANGARS)	2	552.00	25.00	15,813.00	TAXIWAY	45.50	24.50	34.90
TW T-HANG (TAXIWAY TO T-HANGARS)	6	2,213.00	43.50	132,726.00	TAXIWAY	70.50	7.04	68.24

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	9	1,085,735.00	74.00	11.75	72.85
RUNWAY	12	2,097,868.00	75.08	7.03	70.28
TAXIWAY	26	1,235,010.00	70.12	13.60	71.77
All	47	4,418,613.00	72.13	12.10	71.32

Date: 4 /24/2015

Section Condition Report

Pavement Database: FDOT NetworkID: PGD

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP MAIN (MAIN APRON)	4205	01/01/2009	PCC	APRON	P	0	278,175.00	03/09/2015	6	90.00
AP MAIN (MAIN APRON)	4206	01/01/2009	AAC	APRON	P	0	194,550.00	03/09/2015	6	79.00
AP MAIN (MAIN APRON)	4208	12/25/1995	PCC	APRON	P	0	10,625.00	03/09/2015	20	65.00
AP MAIN (MAIN APRON)	4210	01/01/2007	AC	APRON	P	0	14,657.00	03/09/2015	8	90.00
AP MAIN (MAIN APRON)	4215	01/01/2007	AC	APRON	P	0	32,858.00	03/09/2015	8	78.00
AP MAIN (MAIN APRON)	4220	01/01/2009	AC	APRON	P	0	31,145.00	03/09/2015	6	82.00
AP N (NORTH APRON)	4305	12/25/1999	AC	APRON	P	0	227,443.00	03/09/2015	16	58.00
AP N (NORTH APRON)	4320	12/25/1999	AC	APRON	P	0	104,267.00	03/09/2015	16	62.00
AP S (SOUTH GA APRON)	4105	01/01/1992	AC	APRON	P	0	192,015.00	03/09/2015	23	62.00
RW 15-33 (RUNWAY 15-33)	6205	01/01/2002	AAC	RUNWAY	P	0	6,580.00	03/09/2015	13	73.00
RW 15-33 (RUNWAY 15-33)	6210	01/01/2002	AAC	RUNWAY	P	0	494,127.00	03/09/2015	13	65.00
RW 15-33 (RUNWAY 15-33)	6215	01/01/2002	AAC	RUNWAY	P	0	253,378.00	03/09/2015	13	71.00
RW 15-33 (RUNWAY 15-33)	6220	01/01/2002	AC	RUNWAY	P	0	53,287.00	03/09/2015	13	74.00
RW 15-33 (RUNWAY 15-33)	6225	01/01/2002	AC	RUNWAY	P	0	26,644.00	03/09/2015	13	85.00
RW 4-22 (RUNWAY 4-22)	6105	01/01/2000	AAC	RUNWAY	T	0	520,000.00	03/09/2015	15	65.00
RW 4-22 (RUNWAY 4-22)	6110	01/01/2000	AAC	RUNWAY	P	0	262,500.00	03/09/2015	15	82.00
RW 4-22 (RUNWAY 4-22)	6115	01/01/2000	AAC	RUNWAY	P	0	149,200.00	03/09/2015	15	73.00
RW 4-22 (RUNWAY 4-22)	6120	01/01/2000	AAC	RUNWAY	P	0	72,100.00	03/09/2015	15	82.00
RW 4-22 (RUNWAY 4-22)	6125	01/01/2007	AC	RUNWAY	P	0	50,300.00	03/09/2015	8	80.00
RW 4-22 (RUNWAY 4-22)	6130	01/01/2007	AC	RUNWAY	P	0	25,150.00	03/09/2015	8	84.00
RW 9-27 (RUNWAY 9-27)	6305	01/01/2006	AAC	RUNWAY	T	0	184,602.00	03/09/2015	9	67.00
TW A (TAXIWAY A)	330	01/01/2009	AAC	TAXIWAY	P	0	271,000.00	03/09/2015	6	79.00
TW A2 (TAXIWAY A2)	365	01/01/2009	AAC	TAXIWAY	T	0	38,414.00	03/09/2015	6	86.00
TW C (TAXIWAY C)	305	01/01/1993	AAC	TAXIWAY	T	0	48,969.00	03/09/2015	22	82.00
TW C (TAXIWAY C)	310	01/01/2009	AAC	TAXIWAY	P	0	176,549.00	03/09/2015	6	84.00
TW C (TAXIWAY C)	350	01/01/1993	AAC	TAXIWAY	P	0	3,675.00	03/09/2015	22	66.00

Section Condition Report

Pavement Database: FDOT NetworkID: PGD

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	102	01/01/2002	AC	TAXIWAY	P	0	83,519.00	03/09/2015	13	50.00
TW D (TAXIWAY D)	115	01/01/1993	AAC	TAXIWAY	P	0	214,000.00	03/09/2015	22	59.00
TW D (TAXIWAY D)	120	01/01/1993	AAC	TAXIWAY	P	0	43,181.00	03/09/2015	22	64.00
TW D (TAXIWAY D)	155	01/01/1993	AC	TAXIWAY	P	0	4,146.00	03/09/2015	22	67.00
TW D (TAXIWAY D)	160	01/01/1993	AAC	TAXIWAY	P	0	2,534.00	03/09/2015	22	80.00
TW D (TAXIWAY D)	172	01/01/1992	AC	TAXIWAY	P	0	3,508.00	03/09/2015	23	62.00
TW D (TAXIWAY D)	180	01/01/1993	AC	TAXIWAY	P	0	10,800.00	03/09/2015	22	83.00
TW D (TAXIWAY D)	195	01/01/1993	AC	TAXIWAY	P	0	3,304.00	03/09/2015	22	75.00
TW E (TAXIWAY E)	410	01/01/2006	AC	TAXIWAY	P	0	19,242.00	03/09/2015	9	84.00
TW E (TAXIWAY E)	415	01/01/2004	AC	TAXIWAY	P	0	70,611.00	03/09/2015	11	85.00
TW E1 (TAXIWAY E1)	450	01/01/2010	AC	TAXIWAY	P	0	7,748.00	03/09/2015	5	72.00
TW F (TAXIWAY F)	1105	12/25/1999	AC	TAXIWAY	P	0	50,341.00	03/09/2015	16	69.00
TW G (TAXIWAY G)	110	01/01/1993	AAC	TAXIWAY	P	0	34,930.00	03/09/2015	22	62.00
TW N T-HAN (TAXIWAY TO NORTH T-HANGARS)	210	01/01/1975	AC	TAXIWAY	P	0	11,326.00	03/09/2015	40	21.00
TW N T-HAN (TAXIWAY TO NORTH T-HANGARS)	215	01/01/1989	AC	TAXIWAY	P	0	4,487.00	03/09/2015	26	70.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4405	01/01/1992	AC	TAXIWAY	P	0	22,407.00	03/09/2015	23	70.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4410	01/01/1990	AC	TAXIWAY	P	0	15,629.00	03/09/2015	25	63.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4415	12/25/1999	AC	TAXIWAY	P	0	6,968.00	03/09/2015	16	85.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4420	01/01/1992	AC	TAXIWAY	T	0	45,846.00	03/09/2015	23	65.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4425	01/01/1992	AC	TAXIWAY	P	0	27,208.00	03/09/2015	23	70.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4430	01/01/2003	AC	TAXIWAY	P	0	14,668.00	03/09/2015	12	70.00

Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
03-05	**5.00**	**7,748.00**	**1**	**72.00**	**0.00**	**72.00**
06-10	**7.17**	**1,316,642.00**	**12**	**81.92**	**6.17**	**80.89**
11-15	**13.42**	**2,006,614.00**	**12**	**72.92**	**10.09**	**69.83**
16-20	**16.80**	**399,644.00**	**5**	**67.80**	**10.43**	**61.09**
21-25	**22.53**	**672,152.00**	**15**	**68.67**	**7.83**	**63.97**
26-30	**26.00**	**4,487.00**	**1**	**70.00**	**0.00**	**70.00**
36-40	**40.00**	**11,326.00**	**1**	**21.00**	**0.00**	**21.00**
All	**15.74**	**4,418,613.00**	**47**	**72.13**	**12.23**	**71.32**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

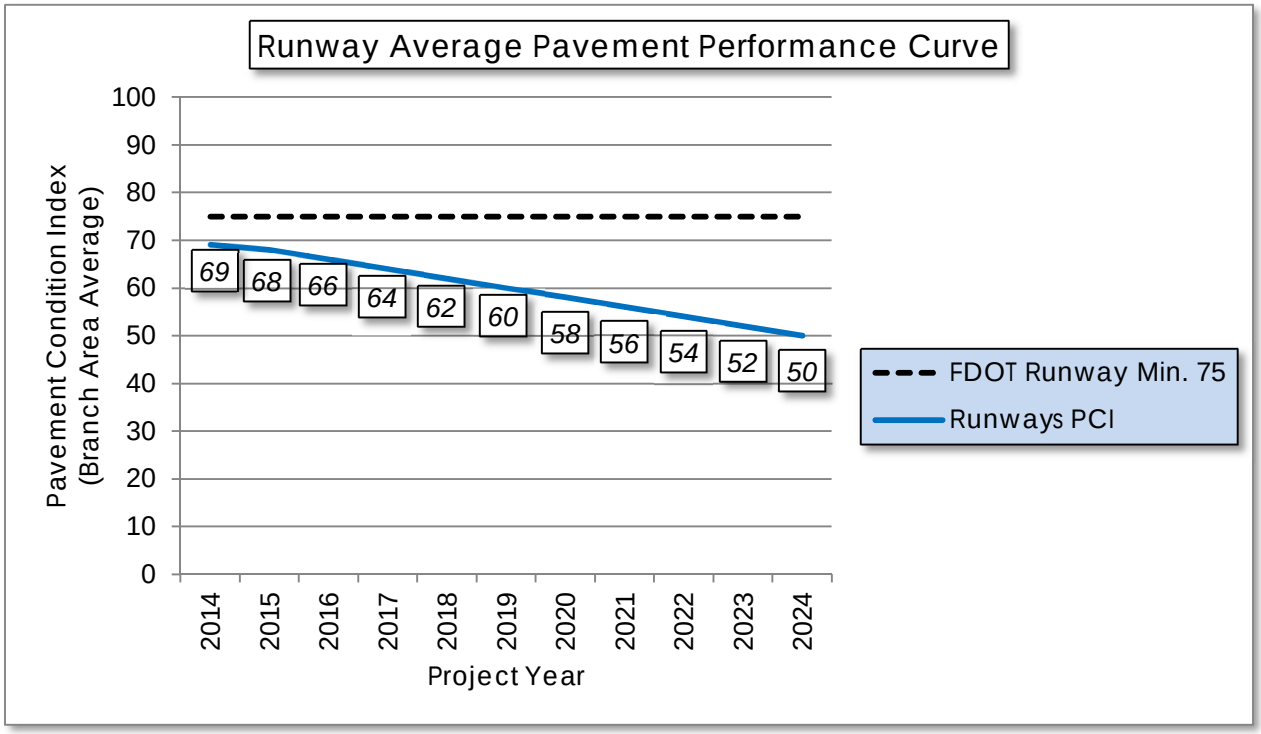
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP MAIN	4205	90	90	89	87	86	85	84	83	82	80	79
AP MAIN	4206	79	78	76	74	72	71	70	68	67	66	65
AP MAIN	4208	65	65	64	62	61	60	59	58	57	55	54
AP MAIN	4210	90	90	88	86	84	82	80	78	76	74	73
AP MAIN	4215	78	78	76	74	72	70	68	66	64	62	61
AP MAIN	4220	82	82	80	78	76	74	72	70	68	66	65
AP N	4305	58	58	56	54	52	50	48	46	44	42	41
AP N	4320	62	62	60	58	56	54	52	50	48	46	45
AP S	4105	62	62	60	58	56	54	52	50	48	46	45
RW 15-33	6205	73	73	70	68	66	64	62	60	58	56	54
RW 15-33	6210	65	65	62	60	58	56	54	52	50	48	46
RW 15-33	6215	71	71	68	66	64	62	60	58	56	54	52
RW 15-33	6220	74	74	72	71	69	68	66	65	64	62	61
RW 15-33	6225	85	85	83	82	80	79	77	76	75	73	72
RW 4-22	6105	65	65	62	60	58	56	54	52	50	48	46
RW 4-22	6110	82	82	79	77	75	73	71	69	67	65	63
RW 4-22	6115	73	73	70	68	66	64	62	60	58	56	54
RW 4-22	6120	82	82	79	77	75	73	71	69	67	65	63
RW 4-22	6125	80	80	78	77	75	74	72	71	70	68	67
RW 4-22	6130	84	84	82	81	79	78	76	75	74	72	71
RW 9-27	6305	67	67	64	62	60	58	56	54	52	50	48
TW A	330	79	79	77	75	74	72	71	69	68	67	66
TW A2	365	86	85	83	81	79	78	76	74	73	71	70
TW C	305	82	82	80	78	76	74	73	71	70	69	68
TW C	310	84	84	82	80	78	76	74	73	71	70	69
TW C	350	66	66	65	64	63	62	60	59	58	56	54
TW D	102	50	50	48	47	45	44	42	41	39	38	36
TW D	115	59	59	57	55	54	52	49	47	45	43	41

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW D	120	64	64	63	62	61	59	58	56	54	52	50
TW D	155	67	67	65	64	62	61	59	58	56	55	53
TW D	160	80	80	78	76	74	73	71	70	69	68	67
TW D	172	62	62	60	59	57	56	54	53	51	50	48
TW D	180	83	83	81	80	78	77	75	74	72	71	69
TW D	195	75	75	73	72	70	69	67	66	64	63	61
TW E	410	84	84	82	81	79	78	76	75	73	72	70
TW E	415	85	85	83	82	80	79	77	76	74	73	71
TW E1	450	72	72	70	69	67	66	64	63	61	60	58
TW F	1105	69	69	67	66	64	63	61	60	58	57	55
TW G	110	62	62	61	59	58	56	54	52	50	48	46
TW N T-HAN	210	21	21	19	18	16	15	13	12	10	9	7
TW N T-HAN	215	70	70	68	67	65	64	62	61	59	58	56
TW T-HANG	4405	70	70	68	67	65	64	62	61	59	58	56
TW T-HANG	4410	63	63	61	60	58	57	55	54	52	51	49
TW T-HANG	4415	85	85	83	82	80	79	77	76	74	73	71
TW T-HANG	4420	65	65	63	62	60	59	57	56	54	53	51
TW T-HANG	4425	70	70	68	67	65	64	62	61	59	58	56
TW T-HANG	4430	70	70	68	67	65	64	62	61	59	58	56

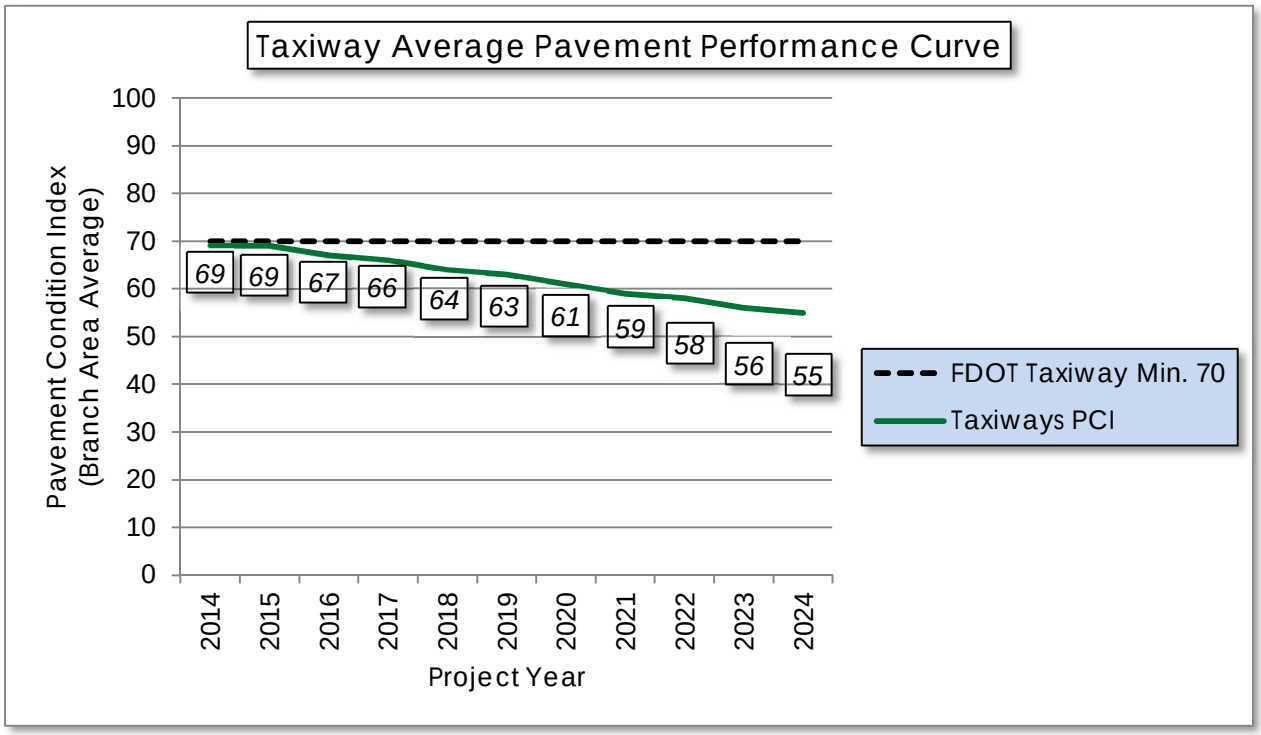
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may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

Figure D-1: Pavement Performance by Pavement Use

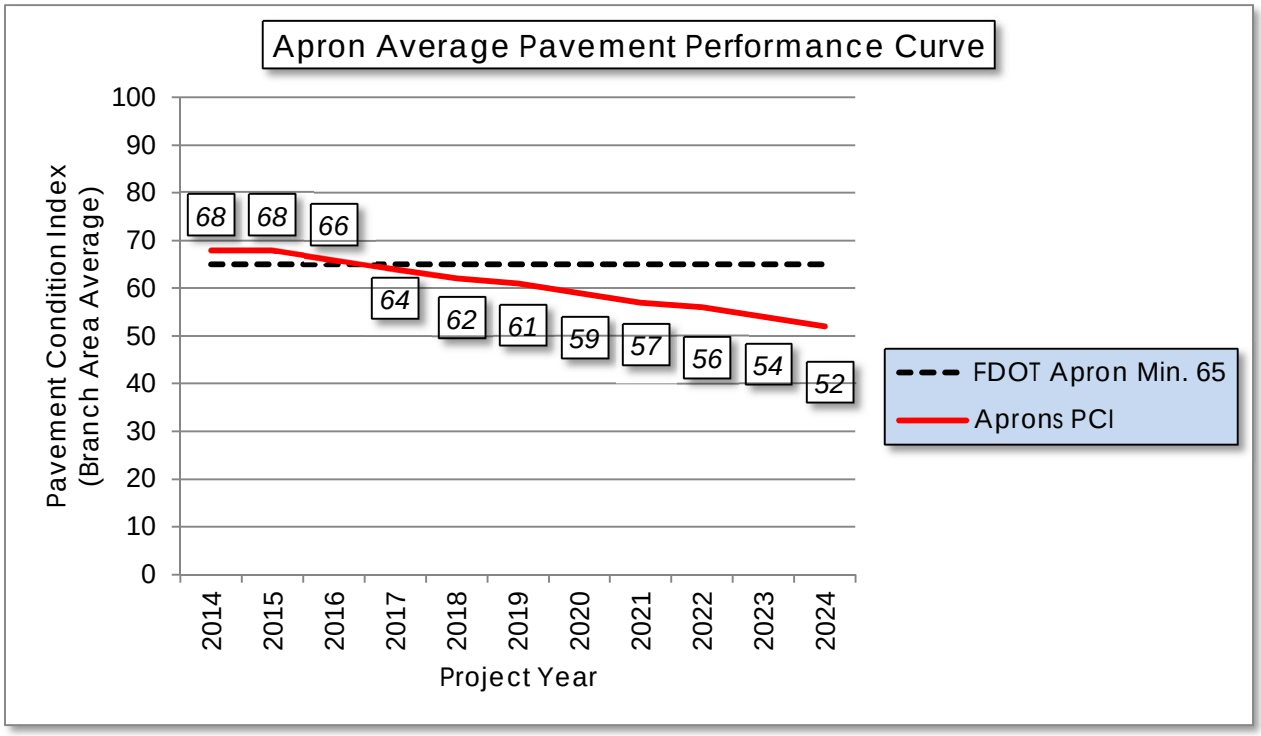
(a) Runway



(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
68
68
66
64
62
61
59
57
56
54
52
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
MAIN APRON	AP MAIN	4205	SCALING	L	Patching - PCC Partial Depth	12,036.60	SqFt	$19.10	$ 229,898.72
MAIN APRON	AP MAIN	4205	SHRINKAGE CR	N	Crack Sealing - PCC	674.00	Ft	$4.25	$ 2,864.71
MAIN APRON	AP MAIN	4205	JOINT SPALL	L	Patching - PCC Partial Depth	131.60	SqFt	$19.10	$ 2,514.20
MAIN APRON	AP MAIN	4206	L & T CR	L	Crack Sealing - AC	1,769.70	Ft	$2.75	$ 4,866.58
MAIN APRON	AP MAIN	4206	OIL SPILLAGE	N	Surface Seal	204.80	SqFt	$0.55	$ 112.62
MAIN APRON	AP MAIN	4206	RAVELING	L	Surface Seal	16,902.60	SqFt	$0.55	$ 9,296.50
MAIN APRON	AP MAIN	4206	WEATHERING	M	Surface Seal	35,922.70	SqFt	$0.55	$ 19,757.67
MAIN APRON	AP MAIN	4208	SCALING	L	Patching - PCC Partial Depth	1,672.50	SqFt	$19.10	$ 31,943.98
MAIN APRON	AP MAIN	4208	SHRINKAGE CR	N	Crack Sealing - PCC	35.70	Ft	$4.25	$ 151.64
MAIN APRON	AP MAIN	4208	JOINT SPALL	L	Patching - PCC Partial Depth	107.30	SqFt	$19.10	$ 2,049.48
MAIN APRON	AP MAIN	4208	JOINT SPALL	M	Patching - PCC Partial Depth	93.60	SqFt	$19.10	$ 1,788.64
MAIN APRON	AP MAIN	4208	CORNER SPALL	M	Patching - PCC Partial Depth	29.30	SqFt	$19.10	$ 558.95
MAIN APRON	AP MAIN	4210	RAVELING	L	Surface Seal	293.10	SqFt	$0.55	$ 161.23
MAIN APRON	AP MAIN	4215	L & T CR	L	Crack Sealing - AC	630.90	Ft	$2.75	$ 1,734.90
MAIN APRON	AP MAIN	4215	RAVELING	L	Surface Seal	1,226.70	SqFt	$0.55	$ 674.69

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
MAIN APRON	AP MAIN	4220	L & T CR	L	Crack Sealing - AC	83.10	Ft	$2.75	$ 228.40
MAIN APRON	AP MAIN	4220	RAVELING	L	Surface Seal	3,114.50	SqFt	$0.55	$ 1,712.99
NORTH APRON	AP N	4305	BLOCK CR	L	Surface Seal	13,785.20	SqFt	$0.55	$ 7,581.90
NORTH APRON	AP N	4305	DEPRESSION	L	Patching - AC Full Depth	399.80	SqFt	$5.00	$ 1,998.94
NORTH APRON	AP N	4305	L & T CR	M	Crack Sealing - AC	1,059.20	Ft	$2.75	$ 2,912.67
NORTH APRON	AP N	4305	L & T CR	L	Crack Sealing - AC	21,902.60	Ft	$2.75	$ 60,232.19
NORTH APRON	AP N	4305	PATCHING	M	Patching - AC Full Depth	36.40	SqFt	$5.00	$ 181.78
NORTH APRON	AP N	4305	RAVELING	L	Surface Seal	40,183.10	SqFt	$0.55	$ 22,100.91
NORTH APRON	AP N	4305	WEATHERING	M	Surface Seal	187,243.70	SqFt	$0.55	$ 102,984.89
NORTH APRON	AP N	4320	BLOCK CR	L	Surface Seal	54,176.30	SqFt	$0.55	$ 29,797.19
NORTH APRON	AP N	4320	L & T CR	L	Crack Sealing - AC	5,032.60	Ft	$2.75	$ 13,839.51
NORTH APRON	AP N	4320	L & T CR	M	Crack Sealing - AC	782.70	Ft	$2.75	$ 2,152.33
NORTH APRON	AP N	4320	OIL SPILLAGE	N	Surface Seal	220.00	SqFt	$0.55	$ 120.98
NORTH APRON	AP N	4320	WEATHERING	M	Surface Seal	104,267.00	SqFt	$0.55	$ 57,347.33
SOUTH APRON	AP S	4105	BLOCK CR	L	Surface Seal	37,250.90	SqFt	$0.55	$ 20,488.17
SOUTH APRON	AP S	4105	L & T CR	L	Crack Sealing - AC	13,853.20	Ft	$2.75	$ 38,096.20

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRON	AP S	4105	OIL SPILLAGE	N	Surface Seal	25.70	SqFt	$0.55	$ 14.13
SOUTH APRON	AP S	4105	RAVELING	L	Surface Seal	468.30	SqFt	$0.55	$ 257.58
SOUTH APRON	AP S	4105	WEATHERING	M	Surface Seal	37,466.30	SqFt	$0.55	$ 20,606.66
RUNWAY 15-33	RW 15-33	6205	L & T CR	L	Crack Sealing - AC	28.20	Ft	$2.75	$ 77.68
RUNWAY 15-33	RW 15-33	6205	RAVELING	L	Surface Seal	2,631.70	SqFt	$0.55	$ 1,447.44
RUNWAY 15-33	RW 15-33	6205	WEATHERING	M	Surface Seal	3,948.30	SqFt	$0.55	$ 2,171.59
RUNWAY 15-33	RW 15-33	6210	BLOCK CR	L	Surface Seal	1,185.90	SqFt	$0.55	$ 652.25
RUNWAY 15-33	RW 15-33	6210	L & T CR	L	Crack Sealing - AC	32,399.90	Ft	$2.75	$ 89,099.65
RUNWAY 15-33	RW 15-33	6210	L & T CR	M	Crack Sealing - AC	222.40	Ft	$2.75	$ 611.48
RUNWAY 15-33	RW 15-33	6210	RAVELING	L	Surface Seal	152,952.10	SqFt	$0.55	$ 84,124.34
RUNWAY 15-33	RW 15-33	6210	RAVELING	M	Surface Seal	340.90	SqFt	$0.55	$ 187.52
RUNWAY 15-33	RW 15-33	6210	SWELLING	M	Patching - AC Full Depth	229.90	SqFt	$5.00	$ 1,149.38
RUNWAY 15-33	RW 15-33	6210	WEATHERING	M	Surface Seal	258,517.40	SqFt	$0.55	$ 142,185.73
RUNWAY 15-33	RW 15-33	6215	DEPRESSION	L	Patching - AC Full Depth	17.20	SqFt	$5.00	$ 86.23
RUNWAY 15-33	RW 15-33	6215	L & T CR	M	Crack Sealing - AC	36.90	Ft	$2.75	$ 101.35
RUNWAY 15-33	RW 15-33	6215	L & T CR	L	Crack Sealing - AC	8,582.60	Ft	$2.75	$ 23,602.14

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 15-33	RW 15-33	6215	RAVELING	L	Surface Seal	63,390.60	SqFt	$0.55	$ 34,865.10
RUNWAY 15-33	RW 15-33	6215	RAVELING	M	Surface Seal	580.50	SqFt	$0.55	$ 319.26
RUNWAY 15-33	RW 15-33	6215	WEATHERING	M	Surface Seal	67,108.30	SqFt	$0.55	$ 36,909.88
RUNWAY 15-33	RW 15-33	6220	L & T CR	L	Crack Sealing - AC	1,286.00	Ft	$2.75	$ 3,536.48
RUNWAY 15-33	RW 15-33	6220	RAVELING	M	Surface Seal	2,984.10	SqFt	$0.55	$ 1,641.25
RUNWAY 15-33	RW 15-33	6220	RAVELING	L	Surface Seal	6,529.40	SqFt	$0.55	$ 3,591.22
RUNWAY 15-33	RW 15-33	6225	L & T CR	L	Crack Sealing - AC	17.80	Ft	$2.75	$ 48.96
RUNWAY 15-33	RW 15-33	6225	RAVELING	L	Surface Seal	2,029.80	SqFt	$0.55	$ 1,116.39
RUNWAY 4-22	RW 4-22	6105	ALLIGATOR CR	L	Patching - AC Full Depth	290.50	SqFt	$5.00	$ 1,452.26
RUNWAY 4-22	RW 4-22	6105	L & T CR	L	Crack Sealing - AC	14,856.40	Ft	$2.75	$ 40,855.06
RUNWAY 4-22	RW 4-22	6105	L & T CR	M	Crack Sealing - AC	10.30	Ft	$2.75	$ 28.33
RUNWAY 4-22	RW 4-22	6105	PATCHING	M	Patching - AC Full Depth	62.70	SqFt	$5.00	$ 313.39
RUNWAY 4-22	RW 4-22	6105	RAVELING	L	Surface Seal	100,305.30	SqFt	$0.55	$ 55,168.35
RUNWAY 4-22	RW 4-22	6105	RAVELING	M	Surface Seal	510.40	SqFt	$0.55	$ 280.69
RUNWAY 4-22	RW 4-22	6105	RUTTING	L	Patching - AC Full Depth	23,157.00	SqFt	$5.00	$ 115,785.10
RUNWAY 4-22	RW 4-22	6110	L & T CR	L	Crack Sealing - AC	3,899.30	Ft	$2.75	$ 10,723.11

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 4-22	RW 4-22	6110	PATCHING	M	Patching - AC Full Depth	63.90	SqFt	$5.00	$ 319.38
RUNWAY 4-22	RW 4-22	6110	RAVELING	L	Surface Seal	24,479.30	SqFt	$0.55	$ 13,463.74
RUNWAY 4-22	RW 4-22	6115	L & T CR	L	Crack Sealing - AC	5,269.70	Ft	$2.75	$ 14,491.78
RUNWAY 4-22	RW 4-22	6115	RAVELING	M	Surface Seal	1,450.20	SqFt	$0.55	$ 797.63
RUNWAY 4-22	RW 4-22	6115	RAVELING	L	Surface Seal	43,733.50	SqFt	$0.55	$ 24,053.63
RUNWAY 4-22	RW 4-22	6120	L & T CR	L	Crack Sealing - AC	1,518.90	Ft	$2.75	$ 4,176.99
RUNWAY 4-22	RW 4-22	6120	RAVELING	L	Surface Seal	3,605.00	SqFt	$0.55	$ 1,982.77
RUNWAY 4-22	RW 4-22	6125	DEPRESSION	L	Patching - AC Full Depth	204.30	SqFt	$5.00	$ 1,021.71
RUNWAY 4-22	RW 4-22	6125	DEPRESSION	M	Patching - AC Full Depth	192.60	SqFt	$5.00	$ 963.03
RUNWAY 4-22	RW 4-22	6125	L & T CR	L	Crack Sealing - AC	648.90	Ft	$2.75	$ 1,784.39
RUNWAY 4-22	RW 4-22	6125	RAVELING	L	Surface Seal	553.30	SqFt	$0.55	$ 304.32
RUNWAY 4-22	RW 4-22	6130	DEPRESSION	L	Patching - AC Full Depth	218.90	SqFt	$5.00	$ 1,094.68
RUNWAY 4-22	RW 4-22	6130	L & T CR	L	Crack Sealing - AC	5.00	Ft	$2.75	$ 13.83
RUNWAY 4-22	RW 4-22	6130	RAVELING	L	Surface Seal	1,131.80	SqFt	$0.55	$ 622.47
RUNWAY 9-27	RW 9-27	6305	DEPRESSION	L	Patching - AC Full Depth	97.10	SqFt	$5.00	$ 485.53
RUNWAY 9-27	RW 9-27	6305	L & T CR	L	Crack Sealing - AC	7,922.50	Ft	$2.75	$ 21,786.86

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9-27	RW 9-27	6305	L & T CR	M	Crack Sealing - AC	210.20	Ft	$2.75	$ 578.16
RUNWAY 9-27	RW 9-27	6305	RAVELING	M	Surface Seal	7,963.50	SqFt	$0.55	$ 4,379.98
RUNWAY 9-27	RW 9-27	6305	RAVELING	L	Surface Seal	90,260.10	SqFt	$0.55	$ 49,643.48
RUNWAY 9-27	RW 9-27	6305	WEATHERING	M	Surface Seal	51,945.00	SqFt	$0.55	$ 28,569.96
TAXIWAY A	TW A	330	L & T CR	L	Crack Sealing - AC	5,771.60	Ft	$2.75	$ 15,871.79
TAXIWAY A	TW A	330	RAVELING	L	Surface Seal	33,545.40	SqFt	$0.55	$ 18,450.13
TAXIWAY A2	TW A2	365	RAVELING	L	Surface Seal	3,383.00	SqFt	$0.55	$ 1,860.67
TAXIWAY C	TW C	305	L & T CR	L	Crack Sealing - AC	1,175.30	Ft	$2.75	$ 3,231.95
TAXIWAY C	TW C	305	RAVELING	L	Surface Seal	1,735.70	SqFt	$0.55	$ 954.63
TAXIWAY C	TW C	310	L & T CR	L	Crack Sealing - AC	455.10	Ft	$2.75	$ 1,251.53
TAXIWAY C	TW C	310	RAVELING	L	Surface Seal	11,377.60	SqFt	$0.55	$ 6,257.73
TAXIWAY C	TW C	350	L & T CR	L	Crack Sealing - AC	272.00	Ft	$2.75	$ 748.00
TAXIWAY C	TW C	350	RAVELING	L	Surface Seal	353.00	SqFt	$0.55	$ 194.15
TAXIWAY D	TW D	102	ALLIGATOR CR	L	Patching - AC Full Depth	3,012.40	SqFt	$5.00	$ 15,062.15
TAXIWAY D	TW D	102	L & T CR	L	Crack Sealing - AC	6,229.00	Ft	$2.75	$ 17,129.68
TAXIWAY D	TW D	102	RAVELING	L	Surface Seal	8,351.90	SqFt	$0.55	$ 4,593.58

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY D	TW D	102	RUTTING	L	Patching - AC Full Depth	11,357.20	SqFt	$5.00	$ 56,785.98
TAXIWAY D	TW D	115	L & T CR	M	Crack Sealing - AC	1,712.00	Ft	$2.75	$ 4,707.99
TAXIWAY D	TW D	115	L & T CR	L	Crack Sealing - AC	17,111.40	Ft	$2.75	$ 47,056.41
TAXIWAY D	TW D	115	RAVELING	L	Surface Seal	10,700.00	SqFt	$0.55	$ 5,885.05
TAXIWAY D	TW D	115	RUTTING	L	Patching - AC Full Depth	14,552.00	SqFt	$5.00	$ 72,760.06
TAXIWAY D	TW D	120	L & T CR	M	Crack Sealing - AC	295.80	Ft	$2.75	$ 813.41
TAXIWAY D	TW D	120	L & T CR	L	Crack Sealing - AC	3,172.30	Ft	$2.75	$ 8,723.82
TAXIWAY D	TW D	120	RAVELING	L	Surface Seal	2,917.20	SqFt	$0.55	$ 1,604.47
TAXIWAY D	TW D	120	WEATHERING	M	Surface Seal	20,065.40	SqFt	$0.55	$ 11,036.04
TAXIWAY D	TW D	155	BLOCK CR	L	Surface Seal	30.00	SqFt	$0.55	$ 16.50
TAXIWAY D	TW D	155	L & T CR	L	Crack Sealing - AC	294.00	Ft	$2.75	$ 808.50
TAXIWAY D	TW D	155	RAVELING	L	Surface Seal	100.00	SqFt	$0.55	$ 55.00
TAXIWAY D	TW D	160	L & T CR	L	Crack Sealing - AC	80.00	Ft	$2.75	$ 220.00
TAXIWAY D	TW D	160	RAVELING	L	Surface Seal	250.00	SqFt	$0.55	$ 137.50
TAXIWAY D	TW D	172	BLOCK CR	L	Surface Seal	322.00	SqFt	$0.55	$ 177.10
TAXIWAY D	TW D	172	L & T CR	L	Crack Sealing - AC	363.00	Ft	$2.75	$ 998.25

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY D	TW D	172	RAVELING	L	Surface Seal	70.00	SqFt	$0.55	$ 38.50
TAXIWAY D	TW D	180	L & T CR	L	Crack Sealing - AC	174.00	Ft	$2.75	$ 478.50
TAXIWAY D	TW D	180	RAVELING	L	Surface Seal	540.00	SqFt	$0.55	$ 297.00
TAXIWAY D	TW D	195	L & T CR	L	Crack Sealing - AC	98.00	Ft	$2.75	$ 269.50
TAXIWAY D	TW D	195	RAVELING	L	Surface Seal	190.00	SqFt	$0.55	$ 104.50
TAXIWAY D	TW D	195	SHOVING	M	Grinding (Localized)	4.30	Ft	$2.10	$ 8.94
TAXIWAY E	TW E	410	L & T CR	L	Crack Sealing - AC	661.90	Ft	$2.75	$ 1,820.29
TAXIWAY E	TW E	415	L & T CR	L	Crack Sealing - AC	828.50	Ft	$2.75	$ 2,278.38
TAXIWAY E	TW E	415	RAVELING	L	Surface Seal	1,506.40	SqFt	$0.55	$ 828.51
TAXIWAY E1	TW E1	450	L & T CR	L	Crack Sealing - AC	29.00	Ft	$2.75	$ 79.70
TAXIWAY E1	TW E1	450	RAVELING	L	Surface Seal	3,099.20	SqFt	$0.55	$ 1,704.57
TAXIWAY E1	TW E1	450	WEATHERING	M	Surface Seal	4,648.80	SqFt	$0.55	$ 2,556.86
TAXIWAY F	TW F	1105	L & T CR	L	Crack Sealing - AC	4,376.30	Ft	$2.75	$ 12,034.87
TAXIWAY F	TW F	1105	RAVELING	L	Surface Seal	3,694.00	SqFt	$0.55	$ 2,031.73
TAXIWAY F	TW F	1105	WEATHERING	M	Surface Seal	21,167.30	SqFt	$0.55	$ 11,642.12
TAXIWAY G	TW G	110	L & T CR	L	Crack Sealing - AC	1,459.80	Ft	$2.75	$ 4,014.32

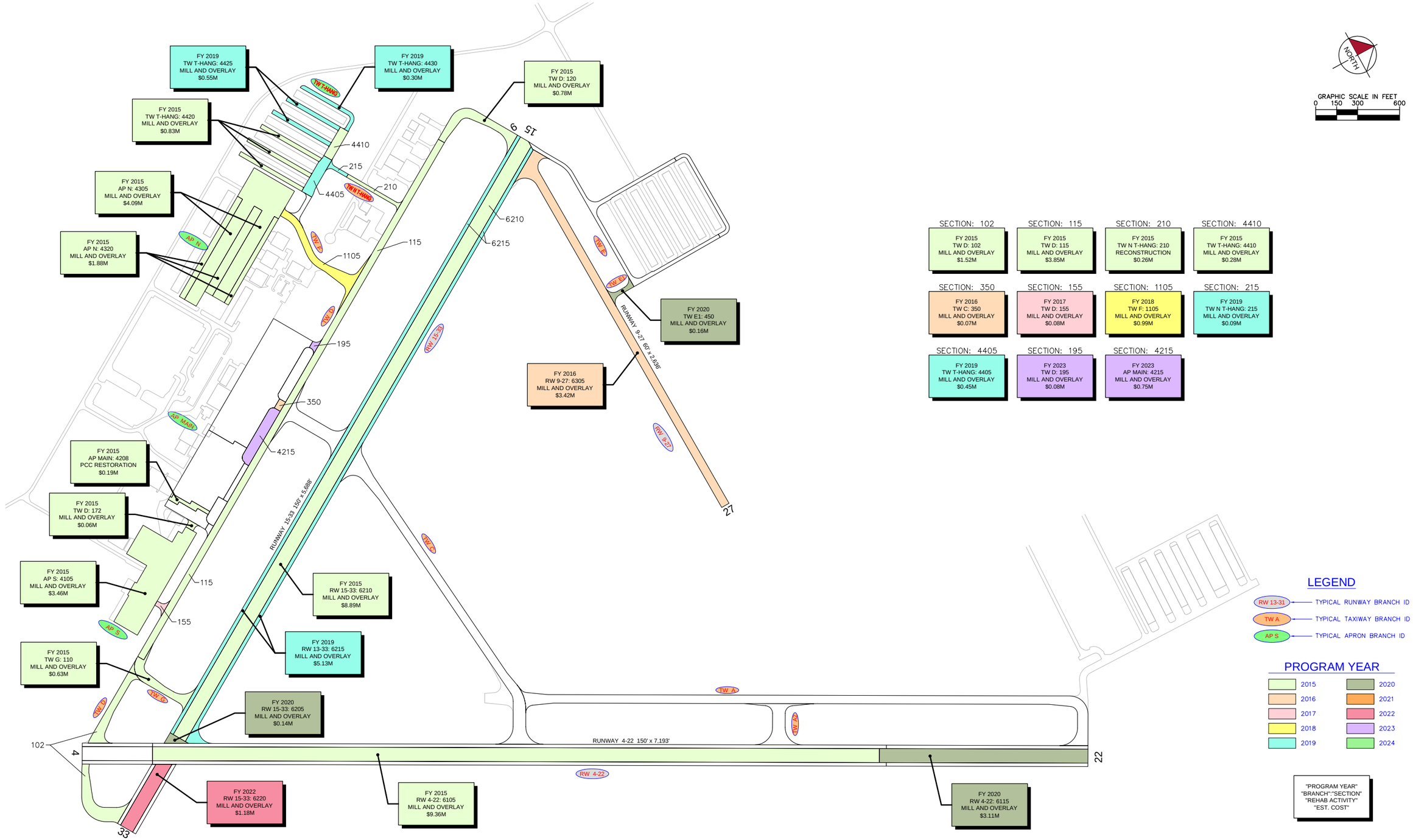
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY G	TW G	110	RAVELING	L	Surface Seal	4,771.40	SqFt	$0.55	$ 2,624.31
TAXIWAY G	TW G	110	RUTTING	L	Patching - AC Full Depth	2,215.00	SqFt	$5.00	$ 11,075.26
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	ALLIGATOR CR	L	Patching - AC Full Depth	286.00	SqFt	$5.00	$ 1,429.90
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	ALLIGATOR CR	M	Patching - AC Full Depth	178.60	SqFt	$5.00	$ 893.03
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	BLOCK CR	L	Surface Seal	8,339.60	SqFt	$0.55	$ 4,586.84
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	DEPRESSION	L	Patching - AC Full Depth	109.70	SqFt	$5.00	$ 548.38
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	DEPRESSION	M	Patching - AC Full Depth	422.40	SqFt	$5.00	$ 2,111.90
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	DEPRESSION	H	Patching - AC Full Depth	277.80	SqFt	$5.00	$ 1,389.21
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	L & T CR	L	Crack Sealing - AC	100.30	Ft	$2.75	$ 275.72
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	210	RAVELING	L	Surface Seal	8,823.00	SqFt	$0.55	$ 4,852.71
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	215	L & T CR	L	Crack Sealing - AC	174.00	Ft	$2.75	$ 478.50
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	215	RAVELING	L	Surface Seal	278.00	SqFt	$0.55	$ 152.90
TAXIWAY TO NORTH T-HANGARS	TW N T-HAN	215	WEATHERING	M	Surface Seal	4,209.00	SqFt	$0.55	$ 2,314.97
TAXIWAY TO T-HANGARS	TW T-HANG	4405	L & T CR	L	Crack Sealing - AC	1,713.20	Ft	$2.75	$ 4,711.36
TAXIWAY TO T-HANGARS	TW T-HANG	4405	RAVELING	L	Surface Seal	2,874.50	SqFt	$0.55	$ 1,581.01
TAXIWAY TO T-HANGARS	TW T-HANG	4405	WEATHERING	M	Surface Seal	19,532.50	SqFt	$0.55	$ 10,742.95

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY TO T-HANGARS	TW T-HANG	4410	L & T CR	L	Crack Sealing - AC	1,210.10	Ft	$2.75	$ 3,327.67
TAXIWAY TO T-HANGARS	TW T-HANG	4410	PATCHING	M	Patching - AC Full Depth	259.70	SqFt	$5.00	$ 1,298.40
TAXIWAY TO T-HANGARS	TW T-HANG	4410	RAVELING	L	Surface Seal	3,852.80	SqFt	$0.55	$ 2,119.05
TAXIWAY TO T-HANGARS	TW T-HANG	4410	WEATHERING	M	Surface Seal	11,556.00	SqFt	$0.55	$ 6,355.85
TAXIWAY TO T-HANGARS	TW T-HANG	4415	L & T CR	L	Crack Sealing - AC	81.10	Ft	$2.75	$ 222.95
TAXIWAY TO T-HANGARS	TW T-HANG	4415	RAVELING	L	Surface Seal	138.70	SqFt	$0.55	$ 76.27
TAXIWAY TO T-HANGARS	TW T-HANG	4420	L & T CR	L	Crack Sealing - AC	2,745.00	Ft	$2.75	$ 7,548.66
TAXIWAY TO T-HANGARS	TW T-HANG	4420	L & T CR	H	Crack Sealing - AC	27.10	Ft	$2.75	$ 74.62
TAXIWAY TO T-HANGARS	TW T-HANG	4420	PATCHING	M	Patching - AC Full Depth	942.50	SqFt	$5.00	$ 4,712.55
TAXIWAY TO T-HANGARS	TW T-HANG	4420	RAVELING	L	Surface Seal	4,743.80	SqFt	$0.55	$ 2,609.10
TAXIWAY TO T-HANGARS	TW T-HANG	4420	WEATHERING	M	Surface Seal	40,279.20	SqFt	$0.55	$ 22,153.73
TAXIWAY TO T-HANGARS	TW T-HANG	4425	L & T CR	L	Crack Sealing - AC	1,700.80	Ft	$2.75	$ 4,677.19
TAXIWAY TO T-HANGARS	TW T-HANG	4425	PATCHING	M	Patching - AC Full Depth	304.30	SqFt	$5.00	$ 1,521.64
TAXIWAY TO T-HANGARS	TW T-HANG	4425	RAVELING	L	Surface Seal	5,240.60	SqFt	$0.55	$ 2,882.33
TAXIWAY TO T-HANGARS	TW T-HANG	4425	WEATHERING	M	Surface Seal	8,866.10	SqFt	$0.55	$ 4,876.38
TAXIWAY TO T-HANGARS	TW T-HANG	4430	L & T CR	L	Crack Sealing - AC	314.70	Ft	$2.75	$ 865.41

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY TO T-HANGARS	TW T-HANG	4430	RAVELING	L	Surface Seal	7,472.70	SqFt	$0.55	$ 4,110.01
								Total =	$1,970,476.31

APPENDIX F

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



SECTION: 102
FY 2015
TW D: 102
MILL AND OVERLAY
$1.52M

SECTION: 115
FY 2015
TW D: 115
MILL AND OVERLAY
$3.85M

SECTION: 210
FY 2015
TW N T-HANG: 210
RECONSTRUCTION
$0.26M

SECTION: 4410
FY 2015
TW T-HANG: 4410
MILL AND OVERLAY
$0.28M

SECTION: 350
FY 2016
TW C: 350
MILL AND OVERLAY
$0.07M

SECTION: 155
FY 2017
TW D: 155
MILL AND OVERLAY
$0.08M

SECTION: 1105
FY 2018
TW F: 1105
MILL AND OVERLAY
$0.99M

SECTION: 215
FY 2019
TW N T-HANG: 215
MILL AND OVERLAY
$0.09M

SECTION: 4405
FY 2019
TW T-HANG: 4405
MILL AND OVERLAY
$0.45M

SECTION: 195
FY 2023
TW D: 195
MILL AND OVERLAY
$0.08M

SECTION: 4215
FY 2023
AP MAIN: 4215
MILL AND OVERLAY
$0.75M

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.

NUMBER	DATE	REVISIONS

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

K:\APB_Aviation\14217602\CADD\PLANSHEETS\PGD - PUNTA GORDA AIRPORT\EXHIBIT\004-PGD-REHAB.dwg PLOTTED: May 22, 2015 - 1:36 PM, BY: Howell, James

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PUNTA GORDA AIRPORT
CHARLOTTE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PGD
FDOT DISTRICT: 1

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 MAIN	4208	$ 191,250.00	65	PCC Restoration	100
2015	AP N	4305	$ 4,093,974.00	58	Mill and Overlay	100
2015	AP N	4320	$ 1,876,806.00	62	Mill and Overlay	100
2015	AP S	4105	$ 3,456,270.00	62	Mill and Overlay	100
2015	RW 15-33	6210	$ 8,894,286.00	65	Mill and Overlay	100
2015	RW 4-22	6105	$ 9,360,000.00	65	Mill and Overlay	100
2015	TW D	102	$ 1,517,541.00	50	Mill and Overlay	100
2015	TW D	115	$ 3,852,000.00	59	Mill and Overlay	100
2015	TW D	120	$ 777,258.00	64	Mill and Overlay	100
2015	TW D	172	$ 63,144.00	62	Mill and Overlay	100
2015	TW G	110	$ 628,740.00	62	Mill and Overlay	100
2015	TW N T-HAN	210	$ 260,498.00	21	Reconstruction	100
2015	TW T-HANG	4410	$ 281,322.00	63	Mill and Overlay	100
2015	TW T-HANG	4420	$ 825,228.00	65	Mill and Overlay	100
2016	RW 9-27	6305	$ 3,422,521.00	65	Mill and Overlay	100
2016	TW C	350	$ 68,135.00	65	Mill and Overlay	100
2017	TW D	155	$ 79,173.00	64	Mill and Overlay	100
2018	TW F	1105	$ 990,162.00	65	Mill and Overlay	100
2019	RW 15-33	6215	$ 5,133,225.00	64	Mill and Overlay	100
2019	TW N T-HAN	215	$ 90,903.00	64	Mill and Overlay	100
2019	TW T-HANG	4405	$ 453,947.00	64	Mill and Overlay	100
2019	TW T-HANG	4425	$ 551,211.00	64	Mill and Overlay	100
2019	TW T-HANG	4430	$ 297,161.00	64	Mill and Overlay	100
2020	RW 15-33	6205	$ 137,304.00	64	Mill and Overlay	100
2020	RW 4-22	6115	$ 3,113,347.00	64	Mill and Overlay	100
2020	TW E1	450	$ 161,677.00	65	Mill and Overlay	100
2022	RW 15-33	6220	$ 1,179,653.00	65	Mill and Overlay	100
2023	AP MAIN	4215	$ 749,224.00	64	Mill and Overlay	100
2023	TW D	195	$ 75,337.00	64	Mill and Overlay	100
		Total =	$ 52,581,297.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 4-22, Section 6105, Sample Unit 377 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Runway 4-22, Section 6105, Sample Unit 355 – Low Severity (48) Longitudinal and Transverse Cracking, Medium Severity (50) Patching, Low Severity (52) Raveling, Medium Severity (52) Raveling, Low Severity (53) Rutting

Runway 15-33, Section 6210, Sample Unit 372 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Runway 15-33, Section 6210, Sample Unit 306 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Runway 9-27, Section 6305, Sample Unit 312 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (57) Weathering

Taxiway Delta, Section 115, Sample Unit 134 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Taxiway Delta, Section 102, Sample Unit 96 – Low Severity (41) Alligator Cracking, Low Severity (52) Raveling, Low Severity (53) Rutting, Low Severity (57) Weathering

Taxiway Alpha, Section 330, Sample Unit 218 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway Charlie, Section 310, Sample Unit 308 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway Foxtrot, Section 1105, Sample Unit 107 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Apron South, Section 4105, Sample Unit 152 – Low Severity (43) Block Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering

Apron Main, Section 4205, Sample Unit 200 – Low Severity (63) Longitudinal, Transverse, and Diagonal Cracking, (73) Shrinkage Cracks

Apron North, Section 4305, Sample Unit 151 – Low Severity (43) Block Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (57) Weathering

Apron Main, Section 4206, Sample Unit 93 – Low Severity (52) Raveling, Low Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 562,010.00SqFt

Section: 4205 of 6 From: - To: - Last Const.: 01/01/2009
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 278,175.00SqFt Length: 600.00Ft Width: 300.00Ft
Slabs: 587 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 20,700.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: INCLUDES PRIOR SECITONS 360/198

Last Insp. Date: 03/09/2015 Total Samples: 27 Surveyed: 3
Conditions: PCI : 90
Inspection Comments:

Sample Number: 200 Type: R Area: 20.00Slabs PCI = 91
Sample Comments:

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

Sample Number: 302 Type: R Area: 20.00Slabs PCI = 87
Sample Comments:

70 SCALING/CRAZING	L	11.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	8.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 305 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 562,010.00SqFt

Section: 4206 of 6 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 194,550.00SqFt Length: 950.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 40 Surveyed: 5
Conditions: PCI : 79
Inspection Comments:

Sample Number: 93 Type: R Area: 5,850.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	184.00 Ft	Comments:
52	RAVELING	L	585.00 SqFt	Comments:
57	WEATHERING	L	5,265.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

52	RAVELING	L	400.00 SqFt	Comments:
49	OIL SPILLAGE	N	20.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
57	WEATHERING	L	4,600.00 SqFt	Comments:

Sample Number: 253 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 4,875.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	37.00 Ft	Comments:
52	RAVELING	L	750.00 SqFt	Comments:
57	WEATHERING	L	4,125.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	M	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 562,010.00SqFt

Section: 4208 of 6 From: - To: - Last Const.: 12/25/1995
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 10,625.00SqFt Length: 300.00Ft Width: 30.00Ft
Slabs: 58 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 1,110.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 65
Inspection Comments:

Sample Number: 402 Type: R Area: 16.00Slabs PCI = 65
Sample Comments:

70 SCALING/CRAZING	L	9.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:
74 JOINT SPALLING	L	11.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 562,010.00SqFt

Section: 4210 of 6 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 14,657.00SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 202 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

52 RAVELING	L	75.00 SqFt	Comments:
57 WEATHERING	L	3,675.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 562,010.00SqFt

Section: 4215 of 6 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 32,858.00SqFt Length: 440.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 204 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	72.00 Ft	Comments:
50	PATCHING	L	100.00 SqFt	Comments:
52	RAVELING	L	40.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,510.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 562,010.00SqFt

Section: 4220 of 6 From: - To: - Last Const.: 01/01/2009
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 31,145.00SqFt Length: 430.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 405 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
52	RAVELING	L	375.00 SqFt	Comments:
57	WEATHERING	L	3,375.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 331,710.00SqFt

Section: 4305 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 227,443.00SqFt Length: 1,065.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 47 Surveyed: 6
Conditions: PCI : 58
Inspection Comments:

Sample Number: 151 Type: R Area: 4,850.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	720.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	12.00 Ft	Comments:
43	BLOCK CRACKING	L	165.00 SqFt	Comments:
50	PATCHING	M	2.00 SqFt	Comments:
56	SWELLING	L	78.00 SqFt	Comments:
52	RAVELING	L	1,454.00 SqFt	Comments:
57	WEATHERING	M	3,394.00 SqFt	Comments:

Sample Number: 156 Type: R Area: 4,847.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	343.00 Ft	Comments:
45	DEPRESSION	L	24.00 SqFt	Comments:
45	DEPRESSION	L	16.00 SqFt	Comments:
52	RAVELING	L	969.00 SqFt	Comments:
57	WEATHERING	M	3,878.00 SqFt	Comments:

Sample Number: 209 Type: R Area: 3,929.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	211.00 Ft	Comments:
52	RAVELING	L	589.00 SqFt	Comments:
57	WEATHERING	M	3,340.00 SqFt	Comments:

Sample Number: 300 Type: R Area: 4,850.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	69.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	242.00 Ft	Comments:
43	BLOCK CRACKING	L	1,540.00 SqFt	Comments:
56	SWELLING	L	262.00 SqFt	Comments:
52	RAVELING	L	28.00 SqFt	Comments:
52	RAVELING	L	964.00 SqFt	Comments:
57	WEATHERING	M	3,858.00 SqFt	Comments:

Sample Number: 308 Type: R Area: 4,805.00SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	628.00 Ft	Comments:
52	RAVELING	L	481.00 SqFt	Comments:
57	WEATHERING	M	4,324.00 SqFt	Comments:

Sample Number: 352 Type: R Area: 4,850.00SqFt PCI = 63
Sample Comments:

Re-inspection Report

FDOT

Report Generated Date: April 24, 2015

48	LONGITUDINAL/TRANSVERSE CRACKING	L	565.00	Ft	Comments:
56	SWELLING	L	27.00	SqFt	Comments:
52	RAVELING	L	485.00	SqFt	Comments:
57	WEATHERING	M	4,365.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 331,710.00SqFt

Section: 4320 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 104,267.00SqFt Length: 830.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 24 Surveyed: 3
Conditions: PCI : 62
Inspection Comments:

Sample Number: 110 Type: R Area: 3,525.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	3,525.00 SqFt	Comments:
57 WEATHERING	M	3,525.00 SqFt	Comments:

Sample Number: 254 Type: R Area: 6,400.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	643.00 Ft	Comments:
57 WEATHERING	M	6,400.00 SqFt	Comments:

Sample Number: 407 Type: R Area: 3,397.00SqFt PCI = 56
Sample Comments:

43 BLOCK CRACKING	L	3,397.00 SqFt	Comments:
57 WEATHERING	M	3,397.00 SqFt	Comments:
49 OIL SPILLAGE	N	8.00 SqFt	Comments:
49 OIL SPILLAGE	N	4.00 SqFt	Comments:
49 OIL SPILLAGE	N	9.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: AP S Name: SOUTH GA APRON Use: APRON Area: 192,015.00SqFt

Section: 4105 of 1 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 192,015.00SqFt Length: 845.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 38 Surveyed: 4
Conditions: PCI : 62
Inspection Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	414.00 Ft	Comments:
57	WEATHERING	L	4,100.00 SqFt	Comments:
43	BLOCK CRACKING	L	900.00 SqFt	Comments:
57	WEATHERING	M	900.00 SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	209.00 Ft	Comments:
43	BLOCK CRACKING	L	100.00 SqFt	Comments:
56	SWELLING	L	6.00 SqFt	Comments:
57	WEATHERING	M	100.00 SqFt	Comments:
57	WEATHERING	M	300.00 SqFt	Comments:
57	WEATHERING	L	4,600.00 SqFt	Comments:

Sample Number: 250 Type: R Area: 4,500.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	437.00 Ft	Comments:
43	BLOCK CRACKING	L	95.00 SqFt	Comments:
56	SWELLING	L	18.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 405 Type: R Area: 6,000.00SqFt PCI = 51
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	419.00 Ft	Comments:
43	BLOCK CRACKING	L	26.00 SqFt	Comments:
43	BLOCK CRACKING	L	156.00 SqFt	Comments:
50	PATCHING	L	8.00 SqFt	Comments:
49	OIL SPILLAGE	N	1.00 SqFt	Comments:
43	BLOCK CRACKING	L	2,700.00 SqFt	Comments:
57	WEATHERING	M	2,700.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	3,242.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 834,016.00SqFt

Section: 6205 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 6,580.00SqFt Length: 75.00Ft Width: 87.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 73
Inspection Comments:

Sample Number: 298 Type: R Area: 4,193.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:
52 RAVELING	L	1,677.00 SqFt	Comments:
57 WEATHERING	M	2,516.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 834,016.00SqFt

Section: 6210 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 494,127.00SqFt Length: 4,945.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 99 Surveyed: 20
Conditions: PCI : 65
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	173.00 Ft	Comments:
56	SWELLING	L	6.00 SqFt	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:
57	WEATHERING	M	3,000.00 SqFt	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	203.00 Ft	Comments:
52	RAVELING	L	2,490.00 SqFt	Comments:
57	WEATHERING	L	1,660.00 SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	269.00 Ft	Comments:
56	SWELLING	L	173.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	M	3,500.00 SqFt	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	263.00 Ft	Comments:
56	SWELLING	L	214.00 SqFt	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	M	4,000.00 SqFt	Comments:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52	RAVELING	M	24.00 SqFt	Comments:
52	RAVELING	L	1,493.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	245.00 Ft	Comments:
56	SWELLING	L	127.00 SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	327.00 Ft	Comments:
56	SWELLING	L	99.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	M	3,500.00 SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

48 LONGITUDINAL/TRANSVERSE CRACKING	L	322.00	Ft	Comments:
56 SWELLING	L	150.00	SqFt	Comments:
56 SWELLING	L	71.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	M	3,500.00	SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	309.00	Ft	Comments:
56 SWELLING	L	134.00	SqFt	Comments:
56 SWELLING	L	100.00	SqFt	Comments:
52 RAVELING	M	24.00	SqFt	Comments:
52 RAVELING	L	1,493.00	SqFt	Comments:

Sample Number: 345 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	452.00	Ft	Comments:
56 SWELLING	L	92.00	SqFt	Comments:
56 SWELLING	L	100.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	M	3,500.00	SqFt	Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	367.00	Ft	Comments:
43 BLOCK CRACKING	L	240.00	SqFt	Comments:
56 SWELLING	L	92.00	SqFt	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	M	3,000.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	289.00	Ft	Comments:
56 SWELLING	L	40.00	SqFt	Comments:
56 SWELLING	L	150.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	M	3,500.00	SqFt	Comments:

Sample Number: 357 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	431.00	Ft	Comments:
56 SWELLING	L	115.00	SqFt	Comments:
56 SWELLING	L	150.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	M	3,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 RAVELING	L	60.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	284.00	Ft	Comments:
56 SWELLING	L	194.00	SqFt	Comments:
52 RAVELING	L	1,482.00	SqFt	Comments:
57 WEATHERING	M	3,458.00	SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	447.00	Ft	Comments:
56 SWELLING	L	79.00	SqFt	Comments:

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56 SWELLING		L	250.00	SqFt	Comments:
52 RAVELING		L	1,500.00	SqFt	Comments:
57 WEATHERING		M	3,500.00	SqFt	Comments:

Sample Number: 372 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	370.00	Ft	Comments:
56 SWELLING		L	82.00	SqFt	Comments:
56 SWELLING		L	200.00	SqFt	Comments:
52 RAVELING		L	1,440.00	SqFt	Comments:
57 WEATHERING		M	3,360.00	SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	283.00	Ft	Comments:
56 SWELLING		L	74.00	SqFt	Comments:
52 RAVELING		L	1,500.00	SqFt	Comments:
57 WEATHERING		M	3,500.00	SqFt	Comments:

Sample Number: 380 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	391.00	Ft	Comments:
56 SWELLING		L	88.00	SqFt	Comments:
56 SWELLING		L	150.00	SqFt	Comments:
52 RAVELING		L	2,000.00	SqFt	Comments:
57 WEATHERING		L	3,000.00	SqFt	Comments:

Sample Number: 386 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	267.00	Ft	Comments:
56 SWELLING		L	103.00	SqFt	Comments:
52 RAVELING		M	21.00	SqFt	Comments:
52 RAVELING		L	996.00	SqFt	Comments:

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		M	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING		L	348.00	Ft	Comments:
56 SWELLING		L	150.00	SqFt	Comments:
52 RAVELING		L	1,000.00	SqFt	Comments:
57 WEATHERING		M	4,000.00	SqFt	Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	517.00	Ft	Comments:
56 SWELLING		L	39.00	SqFt	Comments:
56 SWELLING		L	100.00	SqFt	Comments:
56 SWELLING		M	35.00	SqFt	Comments:
52 RAVELING		L	1,500.00	SqFt	Comments:
57 WEATHERING		M	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 834,016.00SqFt

Section: 6215 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 253,378.00SqFt Length: 9,890.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 51 Surveyed: 11
Conditions: PCI : 71
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	95.00 Ft	Comments:
52	RAVELING	L	1,143.00 SqFt	Comments:
52	RAVELING	L	1,715.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	184.00 Ft	Comments:
56	SWELLING	L	35.00 SqFt	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00 Ft	Comments:
56	SWELLING	L	79.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	247.00 Ft	Comments:
56	SWELLING	L	300.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	M	3,500.00 SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	139.00 Ft	Comments:
56	SWELLING	L	34.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	M	3,500.00 SqFt	Comments:

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	253.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	8.00 Ft	Comments:
56	SWELLING	L	27.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	M	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Sample Number: 512 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	124.00	Ft	Comments:
56	SWELLING	L	95.00	SqFt	Comments:
52	RAVELING	L	750.00	SqFt	Comments:
57	WEATHERING	L	4,250.00	SqFt	Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	119.00	Ft	Comments:
56	SWELLING	L	65.00	SqFt	Comments:
52	RAVELING	L	1,000.00	SqFt	Comments:
57	WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 540 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft	Comments:
56	SWELLING	L	117.00	SqFt	Comments:
45	DEPRESSION	L	1.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	M	2,000.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 564 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft	Comments:
56	SWELLING	L	59.00	SqFt	Comments:
52	RAVELING	L	517.00	SqFt	Comments:
52	RAVELING	L	160.00	SqFt	Comments:
57	WEATHERING	M	2,067.00	SqFt	Comments:

Sample Number: 584 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	183.00	Ft	Comments:
52	RAVELING	M	126.00	SqFt	Comments:
52	RAVELING	L	975.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 834,016.00SqFt

Section: 6220 of 5 From: To: Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 53,287.00SqFt Length: 530.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 11 Surveyed: 3
Conditions: PCI : 74
Inspection Comments:

Sample Number: 287 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	77.00	Ft	Comments:
52 RAVELING	L	36.00	SqFt	Comments:
52 RAVELING	L	4.00	SqFt	Comments:
52 RAVELING	L	174.00	SqFt	Comments:
57 WEATHERING	L	3,298.00	SqFt	Comments:

Sample Number: 291 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft	Comments:
52 RAVELING	M	840.00	SqFt	Comments:
52 RAVELING	L	624.00	SqFt	Comments:

Sample Number: 295 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft	Comments:
56 SWELLING	L	17.00	SqFt	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 15-33 Name: RUNWAY 15-33 Use: RUNWAY Area: 834,016.00SqFt

Section: 6225 of 5 From: To: Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 26,644.00SqFt Length: 1,066.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 85
Inspection Comments:

Sample Number: 92 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
56	SWELLING	L	1.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 496 Type: R Area: 5,475.00SqFt PCI = 85
Sample Comments:

52	RAVELING	L	548.00 SqFt	Comments:
57	WEATHERING	L	4,927.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 1,079,250.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: T
Area: 520,000.00SqFt Length: 5,200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 104 Surveyed: 21
Conditions: PCI : 65
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
52	RAVELING	L	2,100.00 SqFt	Comments:
52	RAVELING	L	450.00 SqFt	Comments:
56	SWELLING	L	23.00 SqFt	Comments:
53	RUTTING	L	80.00 SqFt	Comments:
57	WEATHERING	L	2,450.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	156.00 Ft	Comments:
53	RUTTING	L	400.00 SqFt	Comments:
52	RAVELING	L	3,700.00 SqFt	Comments:
57	WEATHERING	L	1,300.00 SqFt	Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00 Ft	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
52	RAVELING	L	243.00 SqFt	Comments:
53	RUTTING	L	200.00 SqFt	Comments:
57	WEATHERING	L	4,607.00 SqFt	Comments:

Sample Number: 313 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	149.00 Ft	Comments:
53	RUTTING	L	400.00 SqFt	Comments:
52	RAVELING	L	135.00 SqFt	Comments:
52	RAVELING	L	450.00 SqFt	Comments:
50	PATCHING	M	4.00 SqFt	Comments:
52	RAVELING	L	221.00 SqFt	Comments:
57	WEATHERING	L	4,190.00 SqFt	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	188.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	8.00 SqFt	Comments:
52	RAVELING	L	800.00 SqFt	Comments:
53	RUTTING	L	400.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	3,950.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00 Ft	Comments:
52	RAVELING	L	700.00 SqFt	Comments:
53	RUTTING	L	300.00 SqFt	Comments:
52	RAVELING	L	215.00 SqFt	Comments:
57	WEATHERING	L	4,085.00 SqFt	Comments:

Sample Number: 331 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	141.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
53	RUTTING	L	400.00 SqFt	Comments:
52	RAVELING	M	9.00 SqFt	Comments:
52	RAVELING	L	225.00 SqFt	Comments:

Sample Number: 332 Type: A Area: 5,000.00SqFt PCI = 45
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	148.00 Ft	Comments:
53	RUTTING	L	600.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	45.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	11.00 SqFt	Comments:
50	PATCHING	M	4.00 SqFt	Comments:
52	RAVELING	M	52.00 SqFt	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
52	RAVELING	L	227.00 SqFt	Comments:

Sample Number: 337 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.00 Ft	Comments:
53	RUTTING	L	400.00 SqFt	Comments:
52	RAVELING	L	350.00 SqFt	Comments:
52	RAVELING	L	233.00 SqFt	Comments:
57	WEATHERING	L	4,417.00 SqFt	Comments:

Sample Number: 343 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
53	RUTTING	L	400.00 SqFt	Comments:
52	RAVELING	L	350.00 SqFt	Comments:
52	RAVELING	L	140.00 SqFt	Comments:
57	WEATHERING	L	4,510.00 SqFt	Comments:

Sample Number: 349 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00 Ft	Comments:
53	RUTTING	L	500.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
52	RAVELING	L	238.00 SqFt	Comments:
57	WEATHERING	L	4,512.00 SqFt	Comments:

Sample Number: 355 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	18.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	7.00 SqFt	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
50	PATCHING	M	2.00 SqFt	Comments:

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52 RAVELING	M	24.00 SqFt	Comments:	
52 RAVELING	L	241.00 SqFt	Comments:	
53 RUTTING	L	250.00 SqFt	Comments:	
53 RUTTING	L	200.00 SqFt	Comments:	

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	137.00 Ft	Comments:	
52 RAVELING	L	550.00 SqFt	Comments:	
53 RUTTING	L	300.00 SqFt	Comments:	
53 RUTTING	L	150.00 SqFt	Comments:	
52 RAVELING	M	21.00 SqFt	Comments:	
52 RAVELING	L	221.00 SqFt	Comments:	

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	105.00 Ft	Comments:	
52 RAVELING	L	350.00 SqFt	Comments:	
52 RAVELING	L	233.00 SqFt	Comments:	
57 WEATHERING	L	4,417.00 SqFt	Comments:	

Sample Number: 373 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.00 Ft	Comments:	
52 RAVELING	L	750.00 SqFt	Comments:	
52 RAVELING	L	213.00 SqFt	Comments:	
57 WEATHERING	L	4,037.00 SqFt	Comments:	

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:	
52 RAVELING	L	1,050.00 SqFt	Comments:	
52 RAVELING	L	198.00 SqFt	Comments:	
57 WEATHERING	L	3,752.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	M	2.00 Ft	Comments:	

Sample Number: 381 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	211.00 Ft	Comments:	
52 RAVELING	M	35.00 SqFt	Comments:	
52 RAVELING	L	250.00 SqFt	Comments:	

Sample Number: 387 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	209.00 Ft	Comments:	
52 RAVELING	L	700.00 SqFt	Comments:	
52 RAVELING	L	430.00 SqFt	Comments:	
57 WEATHERING	L	3,870.00 SqFt	Comments:	

Sample Number: 393 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	180.00 Ft	Comments:	
52 RAVELING	L	250.00 SqFt	Comments:	
52 RAVELING	L	238.00 SqFt	Comments:	
57 WEATHERING	L	4,512.00 SqFt	Comments:	

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.00 Ft	Comments:	

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52 RAVELING	L	350.00	SqFt	Comments:
52 RAVELING	L	233.00	SqFt	Comments:
57 WEATHERING	L	4,417.00	SqFt	Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	108.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:
52 RAVELING	L	198.00	SqFt	Comments:
57 WEATHERING	L	3,752.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 1,079,250.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 262,500.00SqFt Length: 10,500.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 52 Surveyed: 11
Conditions: PCI : 82
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	189.00 Ft	Comments:
52	RAVELING	L	561.00 SqFt	Comments:
57	WEATHERING	L	4,439.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

50	PATCHING	L	2.00 SqFt	Comments:
52	RAVELING	L	585.00 SqFt	Comments:
57	WEATHERING	L	4,413.00 SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	4,900.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

50	PATCHING	M	7.50 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00 Ft	Comments:
52	RAVELING	L	108.00 SqFt	Comments:
52	RAVELING	L	15.00 SqFt	Comments:
52	RAVELING	L	108.00 SqFt	Comments:
57	WEATHERING	L	4,762.00 SqFt	Comments:

Sample Number: 188 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	352.00 Ft	Comments:
52	RAVELING	L	80.00 SqFt	Comments:
52	RAVELING	L	246.00 SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

52	RAVELING	L	627.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	47.00 Ft	Comments:
52	RAVELING	L	219.00 SqFt	Comments:
57	WEATHERING	L	4,154.00 SqFt	Comments:

Sample Number: 520 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft	Comments:
52	RAVELING	L	2,080.00 SqFt	Comments:

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57 WEATHERING	L	2,920.00	SqFt	Comments:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	4,950.00	SqFt	Comments:

Sample Number: 552 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	64.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	4,900.00	SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	4,900.00	SqFt	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 1,079,250.00SqFt

Section: 6115 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 149,200.00SqFt Length: 1,492.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 30 Surveyed: 5
Conditions: PCI : 73
Inspection Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	95.00	Ft	Comments:
52 RAVELING	L	1,400.00	SqFt	Comments:
52 RAVELING	L	288.00	SqFt	Comments:
57 WEATHERING	L	3,312.00	SqFt	Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	244.00	Ft	Comments:
52 RAVELING	L	1,150.00	SqFt	Comments:
52 RAVELING	M	33.00	SqFt	Comments:
52 RAVELING	L	191.00	SqFt	Comments:

Sample Number: 418 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
57 WEATHERING	L	3,800.00	SqFt	Comments:

Sample Number: 423 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	Comments:
52 RAVELING	M	210.00	SqFt	Comments:
52 RAVELING	L	220.00	SqFt	Comments:
52 RAVELING	L	229.00	SqFt	Comments:

Sample Number: 431 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	409.00	Ft	Comments:
52 RAVELING	L	2,650.00	SqFt	Comments:
57 WEATHERING	L	2,350.00	SqFt	Comments:
56 SWELLING	L	7.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 1,079,250.00SqFt

Section: 6120 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 72,100.00SqFt Length: 2,884.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 14 Surveyed: 3
Conditions: PCI : 82
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	119.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 224 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	136.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 624 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

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Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 1,079,250.00SqFt

Section: 6125 of 6 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 50,300.00SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 80
Inspection Comments:

Sample Number: 291 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

45 DEPRESSION	M	28.00	SqFt	Comments:
45 DEPRESSION	L	30.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.00	Ft	Comments:
52 RAVELING	L	60.00	SqFt	Comments:
57 WEATHERING	L	4,940.00	SqFt	Comments:

Sample Number: 296 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	4,950.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 1,079,250.00SqFt

Section: 6130 of 6 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 25,150.00SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 84
Inspection Comments:

Sample Number: 92 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 RAVELING	L	225.00 SqFt	Comments:
57 WEATHERING	L	4,775.00 SqFt	Comments:

Sample Number: 492 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

52 RAVELING	L	225.00 SqFt	Comments:
45 DEPRESSION	L	65.00 SqFt	Comments:
57 WEATHERING	L	4,775.00 SqFt	Comments:

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Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 184,602.00SqFt

Section: 6305 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: T
Area: 184,602.00SqFt Length: 2,870.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 60 Surveyed: 12
Conditions: PCI : 67
Inspection Comments:

Sample Number: 302 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	157.00	Ft	Comments:
52 RAVELING	L	1,800.00	SqFt	Comments:
57 WEATHERING	M	1,200.00	SqFt	Comments:

Sample Number: 307 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	159.00	Ft	Comments:
52 RAVELING	L	1,800.00	SqFt	Comments:
57 WEATHERING	M	1,200.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.00	Ft	Comments:
52 RAVELING	L	1,800.00	SqFt	Comments:
57 WEATHERING	M	1,200.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 3,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	163.00	Ft	Comments:
52 RAVELING	L	1,800.00	SqFt	Comments:
57 WEATHERING	M	1,200.00	SqFt	Comments:

Sample Number: 322 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft	Comments:
52 RAVELING	L	1,800.00	SqFt	Comments:
57 WEATHERING	M	1,200.00	SqFt	Comments:

Sample Number: 327 Type: R Area: 3,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	21.00	Ft	Comments:
52 RAVELING	L	2,100.00	SqFt	Comments:
57 WEATHERING	M	900.00	SqFt	Comments:

Sample Number: 332 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft	Comments:
52 RAVELING	M	24.00	SqFt	Comments:
52 RAVELING	M	9.00	SqFt	Comments:

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52 RAVELING	L	1,780.00	SqFt	Comments:

Sample Number: 337 Type: R Area: 3,000.00SqFt PCI = 67
Sample Comments:

52 RAVELING	L	2,100.00	SqFt	Comments:
57 WEATHERING	M	900.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	243.00	Ft	Comments:

Sample Number: 342 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft	Comments:
52 RAVELING	M	80.00	SqFt	Comments:
52 RAVELING	L	1,752.00	SqFt	Comments:

Sample Number: 345 Type: R Area: 3,000.00SqFt PCI = 44
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft	Comments:
50 PATCHING	L	550.00	SqFt	Comments:
45 DEPRESSION	L	12.00	SqFt	Comments:
52 RAVELING	M	1,440.00	SqFt	Comments:
57 WEATHERING	M	50.00	SqFt	Comments:

Sample Number: 351 Type: R Area: 3,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft	Comments:
52 RAVELING	L	600.00	SqFt	Comments:
52 RAVELING	L	120.00	SqFt	Comments:
57 WEATHERING	M	2,280.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 3,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	2,850.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 271,000.00SqFt

Section: 330 of 1 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 271,000.00SqFt Length: 2,325.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 37 Surveyed: 5
Conditions: PCI : 79
Inspection Comments:

Sample Number: 203 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	114.00 Ft	Comments:
56	SWELLING	L	21.00 SqFt	Comments:
52	RAVELING	L	375.00 SqFt	Comments:
57	WEATHERING	L	3,375.00 SqFt	Comments:

Sample Number: 211 Type: R Area: 6,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00 Ft	Comments:
52	RAVELING	L	600.00 SqFt	Comments:
57	WEATHERING	L	5,400.00 SqFt	Comments:

Sample Number: 218 Type: R Area: 6,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	213.00 Ft	Comments:
52	RAVELING	L	540.00 SqFt	Comments:
57	WEATHERING	L	4,860.00 SqFt	Comments:

Sample Number: 228 Type: R Area: 6,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
52	RAVELING	L	560.00 SqFt	Comments:
57	WEATHERING	L	5,040.00 SqFt	Comments:

Sample Number: 239 Type: R Area: 6,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00 Ft	Comments:
52	RAVELING	L	400.00 SqFt	Comments:
52	RAVELING	L	560.00 SqFt	Comments:
57	WEATHERING	L	5,040.00 SqFt	Comments:

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FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 38,414.00SqFt

Section: 365 of 1 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: T
Area: 38,414.00SqFt Length: 295.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 103 Type: R Area: 4,542.00SqFt PCI = 86
Sample Comments:

52 RAVELING	L	400.00 SqFt	Comments:
57 WEATHERING	L	4,142.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 229,193.00SqFt

Section: 305 of 3 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: T
Area: 48,969.00SqFt Length: 428.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 82
Inspection Comments:

Sample Number: 303 Type: R Area: 4,500.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00 Ft	Comments:
52	RAVELING	L	44.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	4,406.00 SqFt	Comments:

Sample Number: 306 Type: R Area: 4,500.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00 Ft	Comments:
52	RAVELING	L	225.00 SqFt	Comments:
57	WEATHERING	L	4,275.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 229,193.00SqFt

Section: 310 of 3 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 176,549.00SqFt Length: 2,405.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 32 Surveyed: 4
Conditions: PCI : 84
Inspection Comments:

Sample Number: 302 Type: R Area: 6,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:
52 RAVELING	L	300.00	SqFt	Comments:
57 WEATHERING	L	5,700.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 6,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft	Comments:
52 RAVELING	L	105.00	SqFt	Comments:
57 WEATHERING	L	5,600.00	SqFt	Comments:
52 RAVELING	L	295.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 6,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	17.00	Ft	Comments:
52 RAVELING	L	300.00	SqFt	Comments:
57 WEATHERING	L	5,700.00	SqFt	Comments:

Sample Number: 324 Type: R Area: 4,500.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft	Comments:
52 RAVELING	L	450.00	SqFt	Comments:
57 WEATHERING	L	4,050.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 229,193.00SqFt

Section: 350 of 3 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 3,675.00SqFt Length: 60.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 312 Type: R Area: 3,675.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	272.00 Ft	Comments:
50	PATCHING	L	146.00 SqFt	Comments:
52	RAVELING	L	353.00 SqFt	Comments:
57	WEATHERING	L	3,176.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 102 of 8 From: To: Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 83,519.00SqFt Length: 1,400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 15 Surveyed: 2
Conditions: PCI : 50
Inspection Comments:

Sample Number: 87 Type: R Area: 4,560.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	378.00 Ft	Comments:
52	RAVELING	L	456.00 SqFt	Comments:
57	WEATHERING	L	4,104.00 SqFt	Comments:
56	SWELLING	L	40.00 SqFt	Comments:

Sample Number: 96 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	335.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	88.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	1.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	99.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	76.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	56.00 SqFt	Comments:
56	SWELLING	L	36.00 SqFt	Comments:
53	RUTTING	L	700.00 SqFt	Comments:
53	RUTTING	L	600.00 SqFt	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 115 of 8 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 214,000.00SqFt Length: 4,280.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 43 Surveyed: 5
Conditions: PCI : 59
Inspection Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	265.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
53 RUTTING	L	300.00	SqFt	Comments:
53 RUTTING	L	400.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	501.00	Ft	Comments:
53 RUTTING	L	1,000.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 134 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

56 SWELLING	L	56.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	420.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	370.00	Ft	Comments:
56 SWELLING	L	54.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 120 of 8 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 43,181.00SqFt Length: 725.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 64
Inspection Comments:

Sample Number: 149 Type: R Area: 6,028.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	307.00 Ft	Comments:
56	SWELLING	L	16.00 SqFt	Comments:
52	RAVELING	L	301.00 SqFt	Comments:
57	WEATHERING	M	5,427.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,651.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	551.00 Ft	Comments:
56	SWELLING	L	59.00 SqFt	Comments:
52	RAVELING	L	216.00 SqFt	Comments:
52	RAVELING	L	272.00 SqFt	Comments:
57	WEATHERING	L	5,163.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 155 of 8 From: - To: - Last Const.: 01/01/1993
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 4,146.00SqFt Length: 90.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 67
Inspection Comments:

Sample Number: 100 Type: R Area: 4,146.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	294.00 Ft	Comments:
43	BLOCK CRACKING	L	30.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	4,046.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 160 of 8 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 2,534.00SqFt Length: 65.00Ft Width: 27.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 100 Type: R Area: 2,534.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	2,284.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 172 of 8 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 3,508.00SqFt Length: 55.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 62
Inspection Comments:

Sample Number: 109 Type: R Area: 3,508.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	363.00 Ft	Comments:
43	BLOCK CRACKING	L	322.00 SqFt	Comments:
52	RAVELING	L	70.00 SqFt	Comments:
57	WEATHERING	L	3,438.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 180 of 8 From: - To: - Last Const.: 01/01/1993
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 10,800.00SqFt Length: 300.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 101 Type: R Area: 5,400.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft	Comments:
52 RAVELING	L	270.00 SqFt	Comments:
57 WEATHERING	L	5,130.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 364,992.00SqFt

Section: 195 of 8 From: - To: - Last Const.: 01/01/1993
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 3,304.00SqFt Length: 52.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 100 Type: R Area: 3,304.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	98.00 Ft	Comments:
54	SHOVING	M	3.00 SqFt	Comments:
52	RAVELING	L	26.00 SqFt	Comments:
52	RAVELING	L	164.00 SqFt	Comments:
57	WEATHERING	L	3,114.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 89,853.00SqFt

Section: 410 of 2 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 19,242.00SqFt Length: 895.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	172.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 89,853.00SqFt

Section: 415 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 70,611.00SqFt Length: 4,588.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 15 Surveyed: 2
Conditions: PCI : 85
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00 Ft	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
57	WEATHERING	L	4,850.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 4,375.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	4,325.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 7,748.00SqFt

Section: 450 of 1 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 7,748.00SqFt Length: 200.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 100 Type: R Area: 4,545.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft	Comments:
56	SWELLING	L	4.00 SqFt	Comments:
52	RAVELING	L	1,818.00 SqFt	Comments:
57	WEATHERING	M	2,727.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 50,341.00SqFt

Section: 1105 of 1 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 50,341.00SqFt Length: 750.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 69
Inspection Comments:

Sample Number: 101 Type: R Area: 4,412.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	311.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
52	RAVELING	L	441.00 SqFt	Comments:
57	WEATHERING	M	3,971.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,032.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	470.00 Ft	Comments:
52	RAVELING	L	252.00 SqFt	Comments:
57	WEATHERING	L	4,780.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 34,930.00SqFt

Section: 110 of 1 From: - To: - Last Const.: 01/01/1993
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 34,930.00SqFt Length: 505.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 5 Surveyed: 2
Conditions: PCI : 62
Inspection Comments:

Sample Number: 102 Type: R Area: 5,651.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00 Ft	Comments:
56	SWELLING	L	44.00 SqFt	Comments:
52	RAVELING	L	283.00 SqFt	Comments:
57	WEATHERING	L	5,368.00 SqFt	Comments:

Sample Number: 104 Type: R Area: 8,778.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	374.00 Ft	Comments:
53	RUTTING	L	315.00 SqFt	Comments:
53	RUTTING	L	600.00 SqFt	Comments:
56	SWELLING	L	105.00 SqFt	Comments:
52	RAVELING	L	900.00 SqFt	Comments:
52	RAVELING	L	788.00 SqFt	Comments:
57	WEATHERING	L	7,090.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW N T-HAN Name: TAXIWAY TO NORTH T-HANGAR Use: TAXIWAY Area: 15,813.00SqFt

Section: 210 of 2 From: - To: - Last Const.: 01/01/1975
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 11,326.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 21
Inspection Comments:

Sample Number: 100 Type: R Area: 6,326.00SqFt PCI = 21
Sample Comments:

43	BLOCK CRACKING	L	4,658.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00 Ft	Comments:
52	RAVELING	L	74.00 SqFt	Comments:
57	WEATHERING	L	1,398.00 SqFt	Comments:
45	DEPRESSION	M	72.00 SqFt	Comments:
45	DEPRESSION	L	40.00 SqFt	Comments:
45	DEPRESSION	M	96.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	64.00 SqFt	Comments:
45	DEPRESSION	M	24.00 SqFt	Comments:
45	DEPRESSION	H	120.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	60.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	72.00 SqFt	Comments:
52	RAVELING	L	4,854.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW N T-HAN Name: TAXIWAY TO NORTH T-HANGAR Use: TAXIWAY Area: 15,813.00SqFt

Section: 215 of 2 From: - To: - Last Const.: 01/01/1989
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 4,487.00SqFt Length: 152.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 102 Type: R Area: 4,487.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:
52	RAVELING	L	56.00 SqFt	Comments:
52	RAVELING	L	222.00 SqFt	Comments:
57	WEATHERING	M	4,209.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW T-HANG Name: TAXIWAY TO T-HANGARS Use: TAXIWAY Area: 132,726.00SqFt

Section: 4405 of 6 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 22,407.00SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 100 Type: R Area: 7,795.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	596.00 Ft	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	M	6,795.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW T-HANG Name: TAXIWAY TO T-HANGARS Use: TAXIWAY Area: 132,726.00SqFt

Section: 4410 of 6 From: - To: - Last Const.: 01/01/1990
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 15,629.00SqFt Length: 234.00Ft Width: 66.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 104 Type: R Area: 6,600.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	511.00 Ft	Comments:
52	RAVELING	L	1,627.00 SqFt	Comments:
57	WEATHERING	M	4,880.00 SqFt	Comments:
50	PATCHING	M	84.00 SqFt	Comments:
50	PATCHING	L	9.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW T-HANG Name: TAXIWAY TO T-HANGARS Use: TAXIWAY Area: 132,726.00SqFt

Section: 4415 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 6,968.00SqFt Length: 185.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 200 Type: R Area: 3,266.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.00 Ft	Comments:
52 RAVELING	L	65.00 SqFt	Comments:
57 WEATHERING	L	3,201.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW T-HANG Name: TAXIWAY TO T-HANGARS Use: TAXIWAY Area: 132,726.00SqFt

Section: 4420 of 6 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: T
Area: 45,846.00SqFt Length: 519.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 15 Surveyed: 3
Conditions: PCI : 65
Inspection Comments:

Sample Number: 202 Type: R Area: 3,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	226.00 Ft	Comments:
50	PATCHING	M	182.00 SqFt	Comments:
52	RAVELING	L	300.00 SqFt	Comments:
57	WEATHERING	M	2,518.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 4,138.00SqFt PCI = 70
Sample Comments:

52	RAVELING	L	413.00 SqFt	Comments:
57	WEATHERING	M	3,725.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	71.00 Ft	Comments:

Sample Number: 401 Type: R Area: 3,000.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	310.00 Ft	Comments:
52	RAVELING	L	36.00 SqFt	Comments:
52	RAVELING	L	300.00 SqFt	Comments:
57	WEATHERING	M	2,664.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	6.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW T-HANG Name: TAXIWAY TO T-HANGARS Use: TAXIWAY Area: 132,726.00SqFt

Section: 4425 of 6 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 27,208.00SqFt Length: 475.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 70
Inspection Comments:

Sample Number: 500 Type: R Area: 2,711.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00 Ft	Comments:
50	PATCHING	M	50.00 SqFt	Comments:
52	RAVELING	L	800.00 SqFt	Comments:
57	WEATHERING	M	1,861.00 SqFt	Comments:

Sample Number: 602 Type: R Area: 3,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	163.00 Ft	Comments:
52	RAVELING	L	300.00 SqFt	Comments:
57	WEATHERING	L	2,700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 24, 2015

Network: PGD Name: PUNTA GORDA AIRPORT

Branch: TW T-HANG Name: TAXIWAY TO T-HANGARS Use: TAXIWAY Area: 132,726.00SqFt

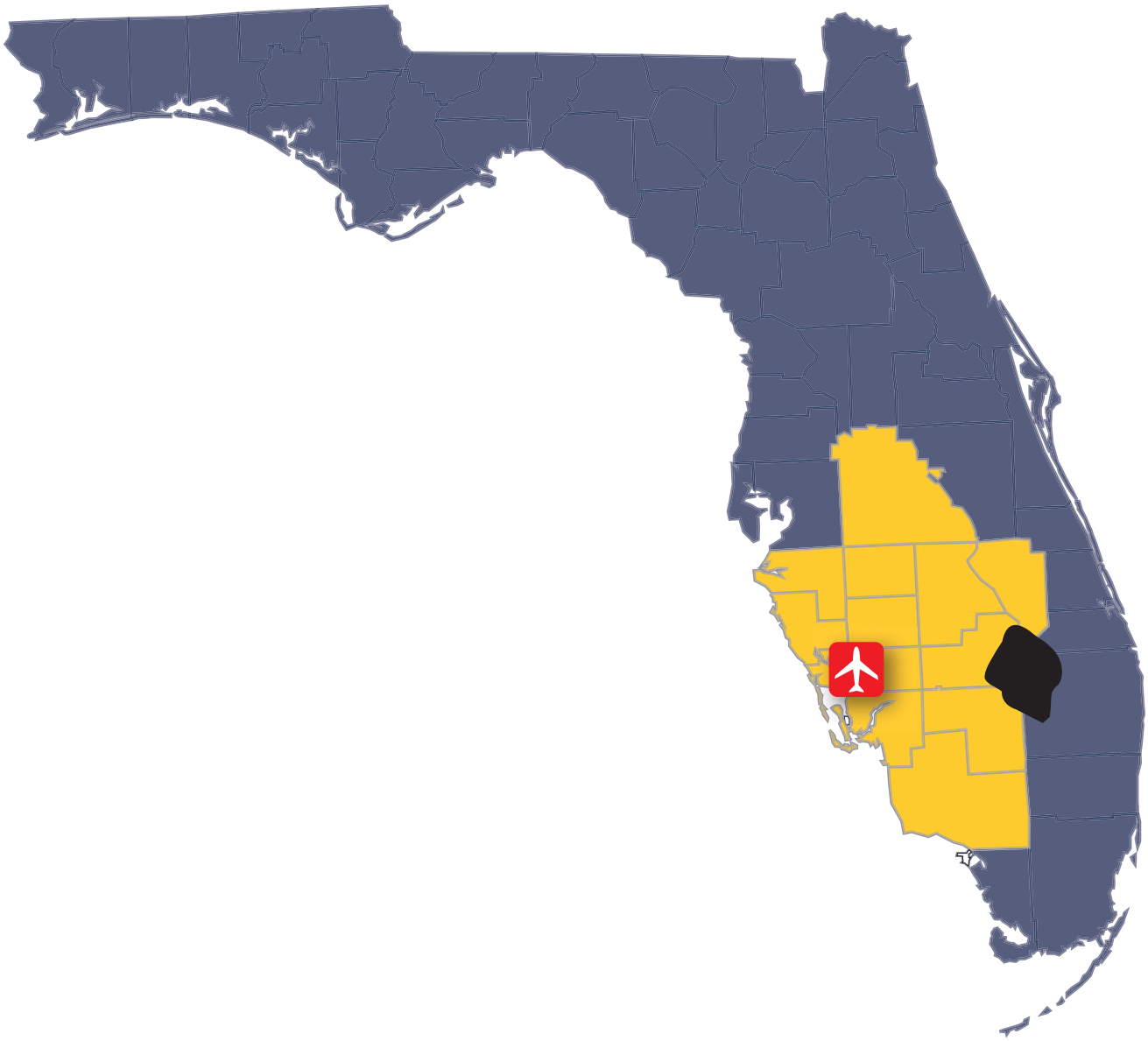
Section: 4430 of 6 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 14,668.00SqFt Length: 500.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/09/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 702 Type: R Area: 2,750.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	Comments:
52 RAVELING	L	38.00	SqFt	Comments:
57 WEATHERING	L	2,576.00	SqFt	Comments:
52 RAVELING	L	1,363.00	SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

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