FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT (PIE)

DISTRICT 7

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 January 2015, a PCI survey inspection was performed at St Petersburg-Clearwater International 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 70, representing a Fair 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
HOLDING APRON AT TWS M & F	41	41	POOR	65	65	X
APRON	63	3 - 100	FAIR	65	65	X
RUN-UP APRON AT RW 22	37	37	VERY POOR	65	65	X
FBO CONNECTOR	100	100	GOOD	65	65	
RUNWAY 18L-36R	68	52 - 100	FAIR	75	65	X
RUNWAY 4-22	96	23 - 100	GOOD	75	65	X
RUNWAY 9-27	44	32 - 65	POOR	75	65	X
TAXIWAY ALPHA	88	33 - 100	GOOD	70	65	X
TAXIWAY A2	100	100	GOOD	70	65	
TAXIWAY A3	100	100	GOOD	70	65	
TAXIWAY A4	100	100	GOOD	70	65	
TAXIWAY A5	100	100	GOOD	70	65	
TAXIWAY A6	100	100	GOOD	70	65	
TAXIWAY BRAVO	50	28 - 100	POOR	70	65	X
TAXIWAY CHARLIE	36	36	VERY POOR	70	65	X
TAXIWAY DELTA	49	46 - 52	POOR	70	65	X
TAXIWAY FOXTROT	76	37 - 100	SATISFACTORY	70	65	X
TAXIWAY HOTEL	50	6 - 100	POOR	70	65	X
TAXIWAY JULIET	68	46 - 100	FAIR	70	65	X
TAXIWAY KILO	72	42 - 78	SATISFACTORY	70	65	X
TAXIWAY LIMA	85	32 - 100	SATISFACTORY	70	65	X
TAXIWAY MIKE	44	33 - 100	POOR	70	65	X
TAXIWAY PAPA	100	100	GOOD	70	65	
APRON TAXIWAY SOUTH OF MAIN APRON	22	22	SERIOUS	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	71	SATISFACTORY
Taxiway	73	SATISFACTORY
Apron	63	FAIR

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:

- Holding Apron – Section 4205
  - Reconstruction attributed to load, climate, and age of pavement.
- Apron – Sections 4105, 4123, and 4155
  - Mill and Overlay attributed to climate and age of pavement.
- Apron – Sections 4175, 4176, 4180, 4190, and 4195
  - Reconstruction attributed to load, climate, and age of pavement.
- Apron – Section 4199
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Run-Up Apron – Section 4305
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 18L-36R – Sections 6155, 6175, 6185, and 6197
  - Mill and Overlay attributed to climate and age of pavement.

- Runway 4-22 – Section 6230
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 9-27 – Sections 6315, 6320, 6325, 6335, 6340, 6345, 6350, 6355, 6360, 6365, and 6370
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway A – Sections 114, 117, 119, and 160
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway B – Sections 205, 210, and 220
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway C – Section 305
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway D – Sections 405, 407, and 410
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway F – Sections 605, 610, and 615
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway H – Section 810
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway J – Section 1005
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway K – Sections 1120, 1125, and 1130
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway L – Section 1245
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway M – Sections 1325 and 1330
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway T – Section 2050
  - Reconstruction attributed to load, climate, and age of pavement.

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

Table III: Year-1 Major Rehabilitation Needs for St Petersburg-Clearwater International Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP HOLD	4205	$ 360,919.00	40	Reconstruction	100
AP MAIN	4105	$ 7,132,212.00	54	Mill and Overlay	100
AP MAIN	4123	$ 787,302.00	52	Mill and Overlay	100
AP MAIN	4155	$ 1,456,992.00	62	Mill and Overlay	100
AP MAIN	4175	$ 713,138.00	3	Reconstruction	100
AP MAIN	4176	$ 252,195.00	3	Reconstruction	100
AP MAIN	4180	$ 2,913,985.00	24	Reconstruction	100
AP MAIN	4190	$ 428,950.00	28	Reconstruction	100
AP MAIN	4195	$ 258,750.00	12	Reconstruction	100
AP MAIN	4199	$ 1,418,022.00	51	PCC Restoration	100
AP RU RW22	4305	$ 332,545.00	36	Reconstruction	100
RW 18L-36R	6155	$ 3,240,000.00	62	Mill and Overlay	100
RW 18L-36R	6175	$ 5,220,000.00	64	Mill and Overlay	100
RW 18L-36R	6185	$ 3,780,000.00	53	Mill and Overlay	100
RW 18L-36R	6197	$ 1,672,200.00	52	Mill and Overlay	100
RW 4-22	6230	$ 463,450.00	23	Reconstruction	100
RW 9-27	6315	$ 4,730,340.00	41	Mill and Overlay	100
RW 9-27	6320	$ 2,312,244.00	42	Mill and Overlay	100
RW 9-27	6325	$ 641,408.00	48	Mill and Overlay	100
RW 9-27	6335	$ 746,900.00	43	Mill and Overlay	100
RW 9-27	6340	$ 402,500.00	31	Reconstruction	100
RW 9-27	6345	$ 1,035,000.00	39	Reconstruction	100
RW 9-27	6350	$ 446,400.00	46	Mill and Overlay	100
RW 9-27	6355	$ 1,840,000.00	36	Reconstruction	100
RW 9-27	6360	$ 720,000.00	64	Mill and Overlay	100
RW 9-27	6365	$ 1,047,510.00	45	Mill and Overlay	100
RW 9-27	6370	$ 463,500.00	58	Mill and Overlay	100
TW A	114	$ 54,297.00	33	Reconstruction	100
TW A	117	$ 57,112.00	49	Mill and Overlay	100
TW A	119	$ 78,749.00	33	Reconstruction	100
TW A	160	$ 3,515,273.00	39	Reconstruction	100
TW B	205	$ 251,100.00	56	Mill and Overlay	100
TW B	210	$ 114,357.00	64	Mill and Overlay	100
TW B	220	$ 935,088.00	28	Reconstruction	100
TW C	305	$ 982,233.00	36	Reconstruction	100
TW D	405	$ 94,500.00	51	Mill and Overlay	100
TW D	407	$ 464,695.00	51	Mill and Overlay	100
TW D	410	$ 329,751.00	45	Mill and Overlay	100
TW F	605	$ 294,354.00	37	Reconstruction	100
TW F	610	$ 173,468.00	41	Mill and Overlay	100

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
TW F	615	$ 450,000.00	55	Mill and Overlay	100
TW H	810	$ 1,483,178.00	6	Reconstruction	100
TW J	1005	$ 235,710.00	46	Mill and Overlay	100
TW K	1120	$ 35,448.00	55	Mill and Overlay	100
TW K	1125	$ 38,457.00	58	Mill and Overlay	100
TW K	1130	$ 50,468.00	42	Mill and Overlay	100
TW L	1245	$ 429,617.00	32	Reconstruction	100
TW M	1325	$ 4,744,768.00	42	Mill and Overlay	100
TW M	1330	$ 187,082.00	33	Reconstruction	100
TW T	2050	$ 4,031,945.00	22	Reconstruction	100
	Total =	$ 63,848,112.00			

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.

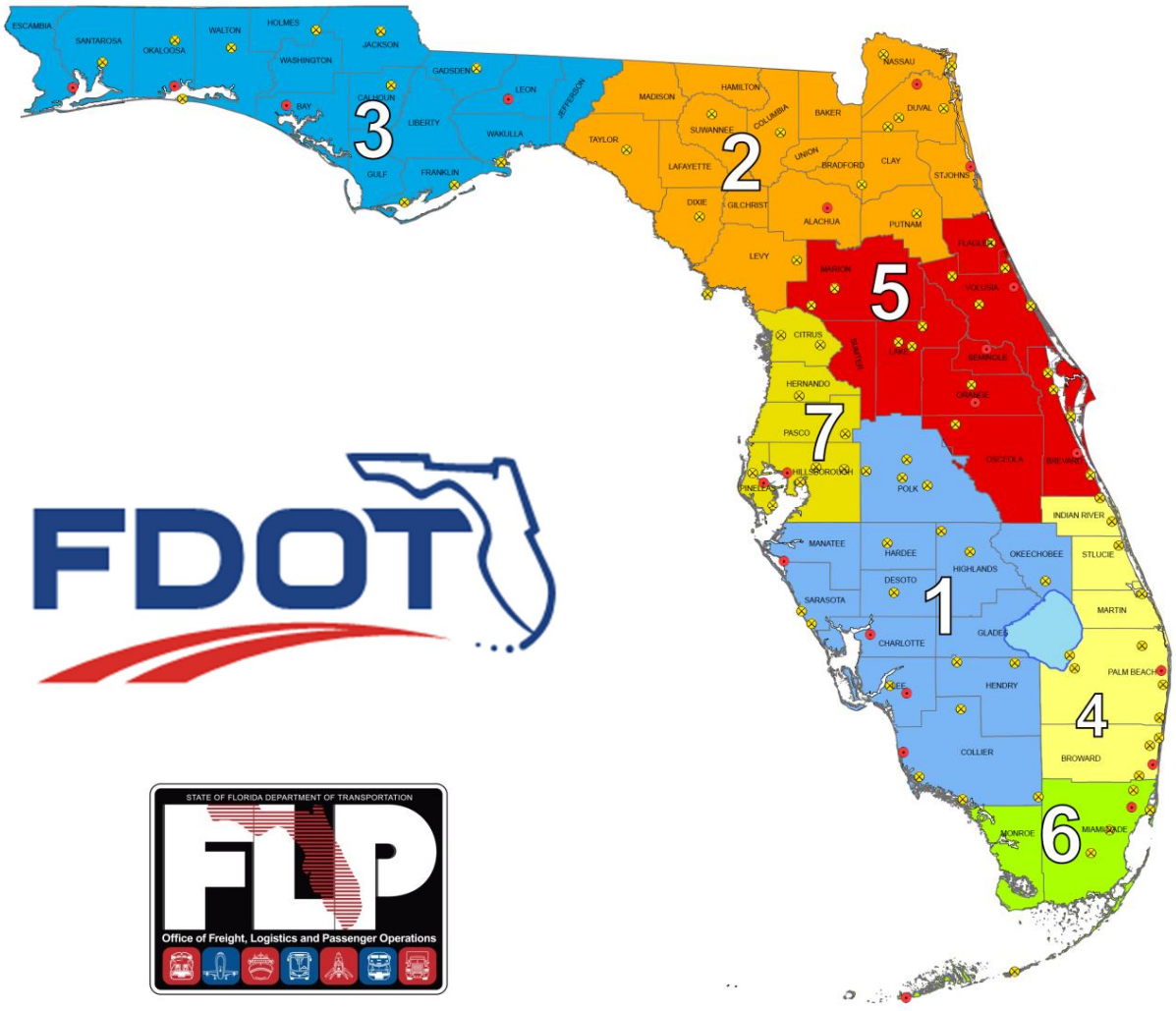
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 225,991.68	$ 63,848,112.82	$ 64,074,104.50
2016	$ 261,696.33	$ 66,423.26	$ 328,119.59
2017	$ 287,816.35	$ 769,576.90	$ 1,057,393.25
2018	$ 391,600.93	$ -	$ 391,600.93
2019	$ 490,618.72	$ 3,038,873.93	$ 3,529,492.65
2020	$ 654,667.01	$ 1,502,899.21	$ 2,157,566.22
2021	$ 854,765.76	$ 2,719,290.29	$ 3,574,056.05
2022	$ 1,105,805.69	$ 221,377.31	$ 1,327,183.00
2023	$ 1,302,931.09	$ 3,876,316.63	$ 5,179,247.72
2024	$ 1,570,669.84	$ -	$ 1,570,669.84
Total	$ 7,146,563.40	$ 76,042,870.35	$ 83,189,433.75

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

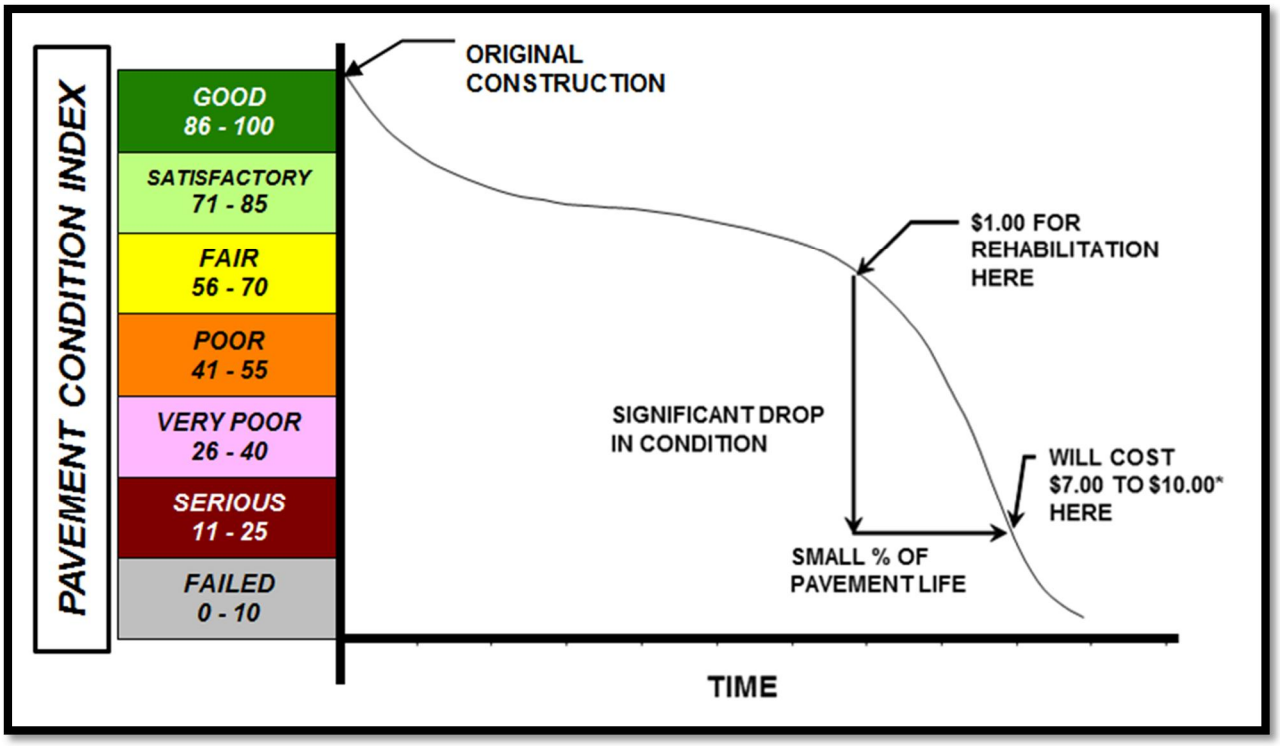
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

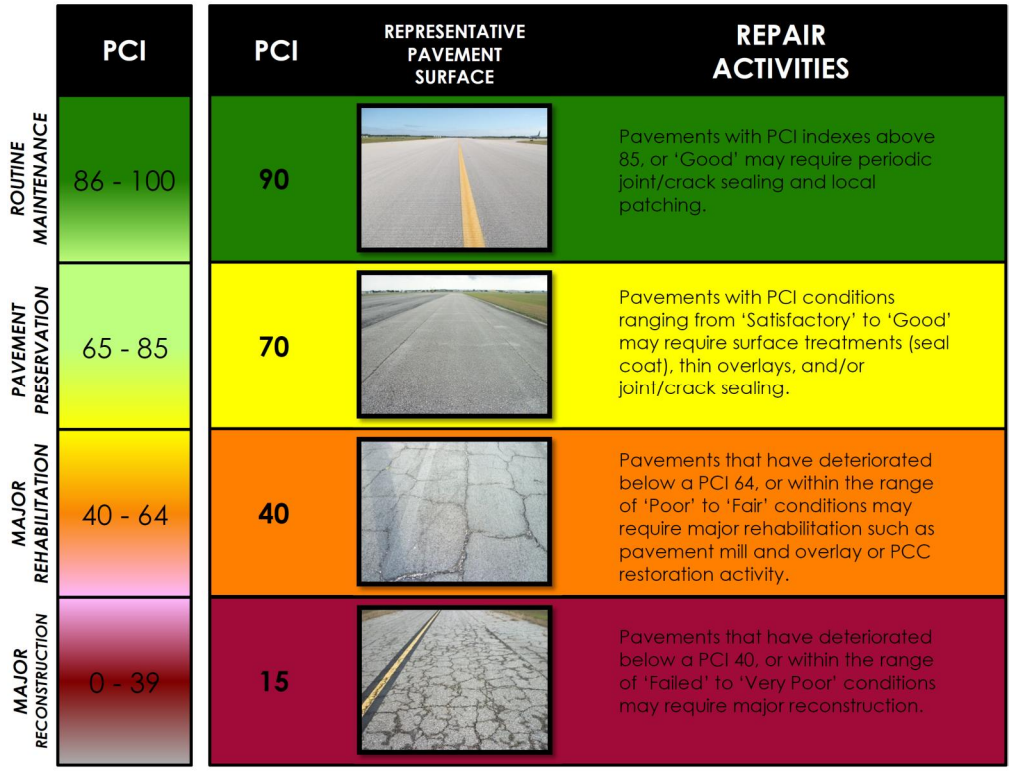
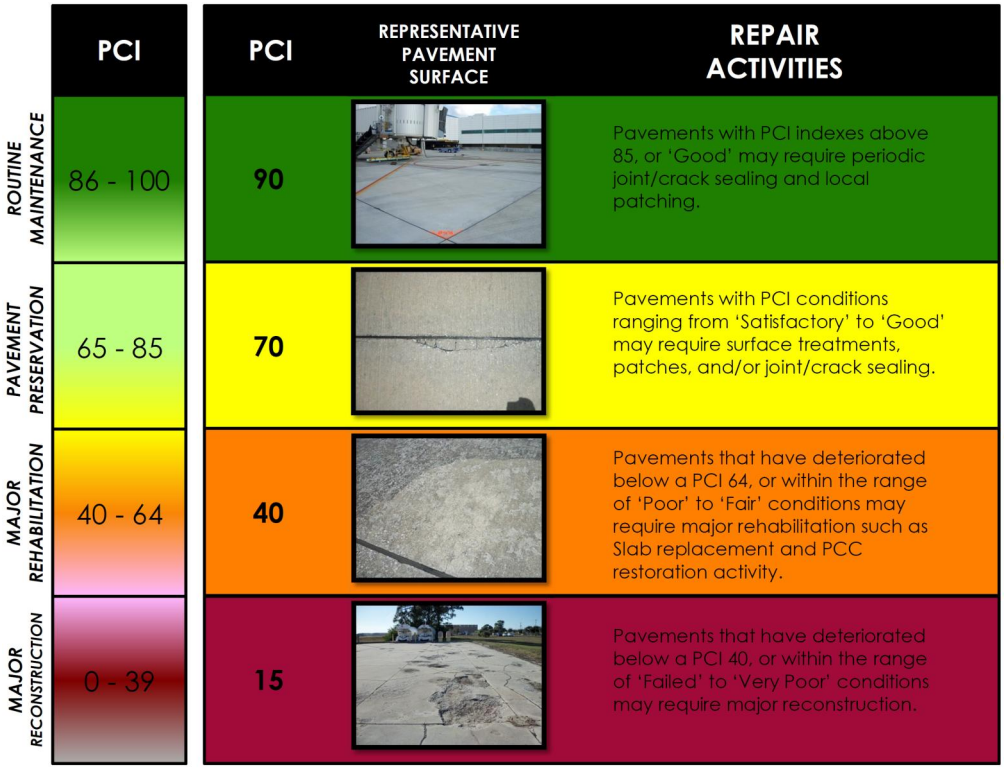


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

St. Petersburg-Clearwater International Airport (PIE) consists of four runways; Runway 4-22 which is 150-ft wide by 5,903-ft long, Runway 9-27 which is 150-ft wide by 4,712-ft long, Runway 18L-36R which is 150-ft wide by 9,730-ft long, and Runway 18R-36L which is 75-ft wide by 4,000-ft long. Runway 18R-36L currently has X's over the numbers and is scheduled to be decommissioned as part of the upcoming Taxiway Alpha rehabilitation. Parallel taxiways Alpha, Tango and Mike vary in width from 50-ft to 75-ft and are used to navigate throughout the airfield along with their associated taxiway connectors. The United States Coast Guard Air Station is located on the northwest side of the airport. The main terminal apron is located on the southwest side of the airport, with the General Aviation facilities located further to the south. All of the runways and taxiways are constructed out of Asphalt Concrete pavement, with the only Portland Cement Concrete pavement sections being located within the Aprons.

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

The first commercial airline flight occurred at St. Petersburg – Clearwater International Airport in 1914. During World War II, the airport was established as Pinellas Army Airfield by the United States Army Air Forces for use as a military flight training base. After the war, the airport was returned to Pinellas County to operate as a commercial airport. Today, the airport is home to the largest and busiest United States Coast Guard Air Station. The United States Army Reserve also maintains an Army Aviation Support Facility at the airport. U.S. Customs, FAA-operated control tower and the Central Florida Region Automated Flight Service Station (AFSS), the busiest in the U.S., are also important federal government services at the airport along with the Airport Industrial Park.

2.1 Network Definition

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

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

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

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

changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

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

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

Construction Year	Section Location	Work Type/Pavement Section
2011	AP MAIN	ASPHALT OVERLAY ON TOP OF PCC SLABS
2012	RUNWAY 4-22	MILLING AND RESURFACING
2012	TAXIWAY FOXTROT, JULIET, AND MIKE	MILLING AND RESURFACING
2012	TAXIWAY BRAVO	RECONSTRUCTION
2012	AP MAIN	NEW PCC AT PARKING POSITIONS 3, 4, &5
2013	AP MAIN	MILL & OVERLAY / ASPHALT OVERLAY ON TOP OF PCC SLABS
2013	RUNWAY 18L-36R	3" MILL & OVERLAY

Construction Year	Section Location	Work Type/Pavement Section
2015	TAXIWAY ALPHA	2" - 3.5" MILL AND OVERLAY
2015	TAXIWAY LIMA & PAPA	MILL TO LIMEROCK, 4" P-401 OVERLAY
2015	TAXIWAY A2, A3, A4, A5, & A6	NEW PAVEMENT: 5" P-401, 12" P-211, P-152 STABILIZED SUBGRADE

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.

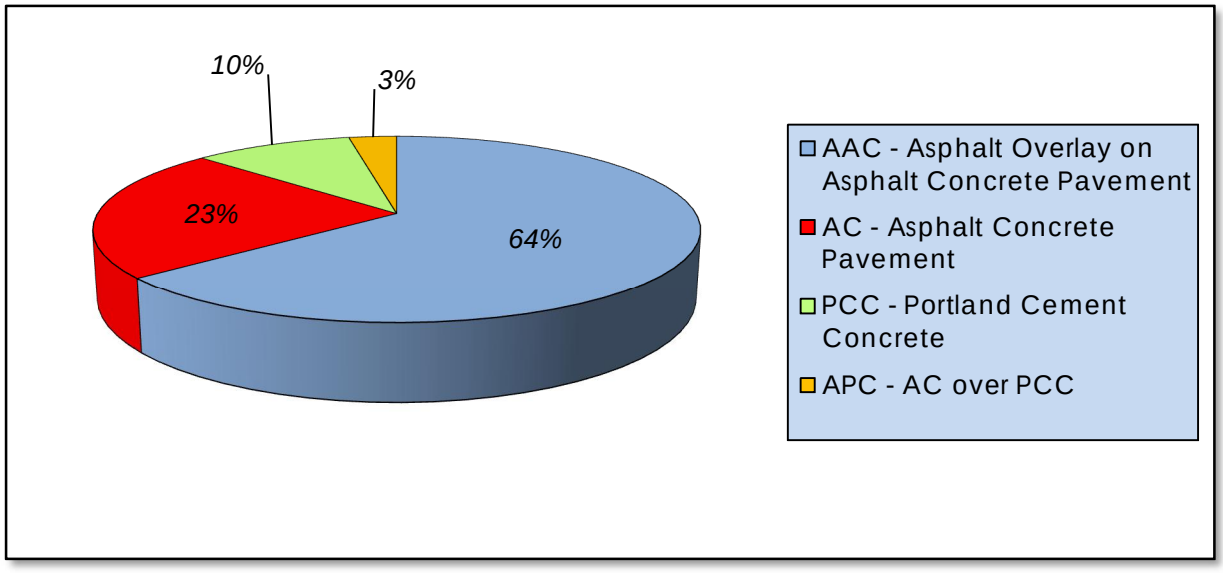
2.2 Pavement Inventory

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 St Petersburg-Clearwater International Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	24	
Number of Sections	109	
Sample Units	167	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	3,000,650	47%
Taxiway	2,158,954	34%
Apron	1,222,641	19%
Total =	6,382,245	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,449,409	23%
Asphalt Overlay (AAC)	4,102,288	64%
Portland Cement Concrete (PCC)	206,094	3%
AC over PCC (APC)	624,455	10%

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	6370	25,750	P	AAC	1/1/1994	2	6
RUNWAY 9-27	RW 9-27	6365	51,500	P	AAC	1/1/1994	2	10
RUNWAY 9-27	RW 9-27	6360	40,000	P	AAC	1/1/1994	2	8
RUNWAY 9-27	RW 9-27	6355	80,000	P	AAC	1/1/1994	5	16
RUNWAY 9-27	RW 9-27	6350	22,500	P	AAC	1/1/1992	2	4
RUNWAY 9-27	RW 9-27	6345	45,000	P	AAC	1/1/1992	2	9
RUNWAY 9-27	RW 9-27	6340	17,500	P	AAC	1/1/1992	1	4
RUNWAY 9-27	RW 9-27	6335	35,000	P	AAC	1/1/1992	2	7
RUNWAY 9-27	RW 9-27	6330	17,023	P	AAC	1/2/2003	1	4
RUNWAY 9-27	RW 9-27	6325	34,045	P	AAC	1/2/2003	2	7
RUNWAY 9-27	RW 9-27	6320	105,872	P	AAC	1/1/1994	5	22
RUNWAY 9-27	RW 9-27	6315	211,743	P	AAC	1/1/1994	8	42
RUNWAY 4-22	RW 4-22	6230	20,150	P	AC	1/1/2006	1	4
RUNWAY 4-22	RW 4-22	6225	40,300	P	AC	1/1/2006	2	8
RUNWAY 4-22	RW 4-22	6220	27,536	P	AAC	1/1/2012	0	0
RUNWAY 4-22	RW 4-22	6215	55,072	P	AAC	1/1/2012	0	0
RUNWAY 4-22	RW 4-22	6210	237,436	P	AAC	1/1/2012	0	0
RUNWAY 4-22	RW 4-22	6205	474,873	P	AAC	1/1/2012	0	0
RUNWAY 18L-36R	RW 18L-36R	6198	46,450	P	AC	1/1/2006	2	10
RUNWAY 18L-36R	RW 18L-36R	6197	92,900	P	AC	1/1/2006	5	19
RUNWAY 18L-36R	RW 18L-36R	6196	15,000	P	AAC	1/1/2013	0	0
RUNWAY 18L-36R	RW 18L-36R	6195	30,000	P	AAC	1/1/2013	0	0
RUNWAY 18L-36R	RW 18L-36R	6190	105,000	P	AAC	1/2/2003	5	22
RUNWAY 18L-36R	RW 18L-36R	6185	210,000	P	AAC	1/2/2003	8	42
RUNWAY 18L-36R	RW 18L-36R	6180	145,000	P	AAC	1/2/2003	5	30
RUNWAY 18L-36R	RW 18L-36R	6175	290,000	P	AAC	1/2/2003	12	58
RUNWAY 18L-36R	RW 18L-36R	6170	35,000	P	AAC	1/2/2003	2	8
RUNWAY 18L-36R	RW 18L-36R	6165	70,000	P	AAC	1/2/2003	3	14
RUNWAY 18L-36R	RW 18L-36R	6160	90,000	P	AAC	1/2/2003	5	18

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 18L-36R	RW 18L-36R	6155	180,000	P	AAC	1/2/2003	7	36
RUNWAY 18L-36R	RW 18L-36R	6150	15,000	P	AAC	1/2/2003	1	4
RUNWAY 18L-36R	RW 18L-36R	6145	30,000	P	AAC	1/2/2003	2	6
RUNWAY 18L-36R	RW 18L-36R	6140	10,000	P	AAC	1/2/2003	1	2
RUNWAY 18L-36R	RW 18L-36R	6135	20,000	P	AAC	1/2/2003	1	4
RUNWAY 18L-36R	RW 18L-36R	6120	25,000	P	AAC	1/2/2003	2	6
RUNWAY 18L-36R	RW 18L-36R	6115	50,000	P	AAC	1/2/2003	2	10
RUN-UP APRON AT RW 22	AP RU RW22	4305	14,458	P	AC	1/1/1984	1	3
HOLDING APRON AT TWS M & F	AP HOLD	4205	15,819	P	AC	1/1/1984	1	4
APRON	AP MAIN	4199	78,779	P	PCC	1/1/2003	2	12
APRON	AP MAIN	4195	11,250	P	PCC	1/1/1942	1	2
APRON	AP MAIN	4190	18,650	P	PCC	1/1/1942	1	3
APRON	AP MAIN	4185	12,820	P	APC	1/1/2013	0	0
APRON	AP MAIN	4183	39,947	P	AAC	1/1/2013	0	0
APRON	AP MAIN	4180	126,695	P	AC	1/1/1968	3	25
APRON	AP MAIN	4179	70,111	P	APC	10/1/2011	0	0
APRON	AP MAIN	4178	49,146	P	APC	1/1/2013	0	0
APRON	AP MAIN	4177	20,605	P	APC	12/25/2015	0	0
APRON	AP MAIN	4176	10,965	P	AC	12/25/1955	1	2
APRON	AP MAIN	4175	31,006	P	PCC	1/1/1942	1	5
APRON	AP MAIN	4170	18,816	P	AAC	12/25/2015	0	0
APRON	AP MAIN	4165	66,409	P	PCC	1/1/2012	0	0
APRON	AP MAIN	4157	84,447	P	AAC	12/25/2015	0	0
APRON	AP MAIN	4155	80,944	P	AAC	1/2/2003	3	16
APRON	AP MAIN	4130	9,563	P	APC	12/25/2015	0	0
APRON	AP MAIN	4123	43,739	P	APC	1/2/2003	2	14
APRON	AP MAIN	4105	396,234	P	APC	1/2/2003	9	87
APRON TAXIWAY SOUTH OF MAIN APRON	TW T	2050	175,302	P	AC	1/1/1997	4	40
TAXIWAY M	TW M	1335	10,287	P	AAC	1/1/2012	0	0
TAXIWAY M	TW M	1330	8,134	P	AC	1/1/1984	1	2
TAXIWAY M	TW M	1325	213,248	P	AC	1/1/1984	5	44
TAXIWAY P	TW P	1255	52,339	P	AAC	12/25/2015	0	0
TAXIWAY P	TW P	1250	28,635	P	AAC	12/25/2015	0	0

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY L	TW L	1247	33,633	P	AAC	12/25/2015	0	0
TAXIWAY L	TW L	1245	18,679	P	AAC	1/1/1986	1	3
TAXIWAY L	TW L	1215	13,483	P	AAC	12/25/2015	0	0
TAXIWAY L	TW L	1205	20,812	P	AAC	12/25/2015	0	0
TAXIWAY K	TW K	1130	2,268	P	AC	1/1/1984	1	1
TAXIWAY K	TW K	1125	2,136	P	AC	1/1/1984	1	1
TAXIWAY K	TW K	1120	1,969	P	AC	1/1/1984	1	1
TAXIWAY K	TW K	1110	19,512	P	AAC	1/1/1984	1	4
TAXIWAY K	TW K	1105	21,520	P	AC	1/1/1970	1	4
TAXIWAY J	TW J	1010	8,369	P	AAC	1/1/2012	0	0
TAXIWAY J	TW J	1005	11,640	P	AC	1/1/1984	1	2
TAXIWAY H	TW H	815	57,784	P	AC	1/1/2015	0	0
TAXIWAY H	TW H	810	64,486	P	AC	1/1/1965	4	16
TAXIWAY F	TW F	630	27,595	P	AAC	12/25/2015	0	0
TAXIWAY F	TW F	626	10,414	P	AAC	12/25/2015	0	0
TAXIWAY F	TW F	620	7,753	P	AAC	12/25/2015	0	0
TAXIWAY F	TW F	615	25,000	P	AAC	1/1/1989	1	5
TAXIWAY F	TW F	610	7,654	P	AAC	1/1/1989	1	2
TAXIWAY F	TW F	607	8,127	P	AAC	1/1/2012	0	0
TAXIWAY F	TW F	605	12,798	P	AAC	1/1/1984	1	2
TAXIWAY D	TW D	410	16,196	P	AAC	1/1/1992	1	3
TAXIWAY D	TW D	407	25,816	P	AAC	1/1/1996	1	7
TAXIWAY D	TW D	405	5,250	P	AAC	1/1/1990	1	1
TAXIWAY C	TW C	305	42,706	P	AAC	1/1/1992	2	11
TAXIWAY B	TW B	220	40,656	P	AC	1/1/1965	2	8
TAXIWAY B	TW B	215	14,952	P	AC	1/1/2012	0	0
TAXIWAY B	TW B	210	6,353	P	AAC	1/1/1992	1	1
TAXIWAY B	TW B	205	13,950	P	AC	1/1/1958	1	3
TAXIWAY A6	TW A6	180	58,658	P	AC	12/25/2015	0	0
TAXIWAY A5	TW A5	175	56,987	P	AC	12/25/2015	0	0
TAXIWAY A4	TW A4	170	58,588	P	AC	12/25/2015	0	0
TAXIWAY A3	TW A3	168	60,311	P	AC	12/25/2015	0	0
TAXIWAY A2	TW A2	165	60,458	P	AC	12/25/2015	0	0
TAXIWAY A	TW A	160	152,838	P	AC	1/1/2006	4	35
TAXIWAY A	TW A	158	16,692	P	AAC	12/25/2015	0	0
TAXIWAY A	TW A	155	7,969	P	AAC	12/25/2015	0	0
TAXIWAY A	TW A	150	21,882	P	AAC	12/25/2015	0	0

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY A	TW A	140	17,486	P	AAC	12/25/2015	0	0
TAXIWAY A	TW A	135	40,056	P	AAC	12/25/2015	0	0
TAXIWAY A	TW A	130	361,676	P	AAC	12/25/2015	0	0
FBO CONNECTOR	FBO CONN	127	12,381	P	APC	12/25/2015	0	0
FBO CONNECTOR	FBO CONN	125	9,856	P	APC	12/25/2015	0	0
TAXIWAY A	TW A	119	3,424	P	AC	1/1/1968	1	1
TAXIWAY A	TW A	117	3,109	P	AAC	1/1/1990	1	1
TAXIWAY A	TW A	115	203,420	P	AAC	12/25/2015	0	0
TAXIWAY A	TW A	114	2,361	P	AC	1/1/1968	1	1
TAXIWAY A	TW A	112	3,583	P	AAC	1/1/1990	1	1

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 St Petersburg-Clearwater International Airport, the overall weighted average PCI value is 70 representing a condition rating of Fair.

The airport's airfield pavements exhibited distresses typically associated with climate and age based distresses. The predominant AC and AAC pavement distresses observed include: weathering, raveling, longitudinal and transverse cracking, swelling, and block cracking distresses of which are common of pavements of similar age. In isolated areas, alligator cracking, depressions and rutting distresses were also observed. The predominate PCC pavement distresses observed include: corner breaks, longitudinal, transverse and diagonal cracking,

joint seal damage, scaling/map cracking, shrinkage cracks, joint and corner spalling. Minimal instances of slab faulting was also observed.

The Asphalt Concrete pavement on Runway 18L-36R exhibited a variety of distresses ranging from low and medium severity longitudinal and transverse cracking, low severity weathering and raveling, bleeding and low severity alligator cracking. Alligator cracking was primarily located in the touchdown areas at either ends of the runway, directly in line with the front and outside aircraft wheel locations. Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Bleeding distress was primarily located closer to the 36R end of the runway and recorded in significant quantities, which is caused by excessive amounts of asphalt cement or tars in the mix and/or low air-void content. It occurs when asphalt fills the voids of the mix during hot weather and then expands onto the surface of the pavement. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface. Low severity swelling was also observed in small quantities throughout the runway. The alligator cracking has significantly developed since the last inspections and the runway pavement condition reflects that, going from an overall condition rating of Satisfactory with a PCI of 80 to an overall condition rating of Fair with a PCI of 68.

Of particular note, an area of recent construction along Runway 18L-36R, exhibited slippage cracking. Slippage cracking usually occurs when there is a low-strength surface mix or a poor bond between the surface and the next pavement layer structure. HMA pavements are quite prone to slippage cracking in areas of braking or turning wheels which cause the pavement surface to slide and deform. Further investigation of the pavement structure will be needed before the next repair work activity.

Runway 18R-36L, which is also used as Taxiway Alpha, currently has X's over the runway numbers and is scheduled to be decommissioned as part of the upcoming Taxiway Alpha rehabilitation. These pavement sections were not inspected due to the upcoming rehabilitation efforts.

Only the first 425-ft at the 4 end of Runway 4-22 was inspected due to the recent mill and overlay rehabilitation that took place over the remainder of the runway. In the portion of Runway 4-22 that was inspected, low severity weathering, raveling, longitudinal and transverse cracking, bleeding and rutting was recorded. The bleeding and rutting distresses were observed in the Taxiway Alpha direction of travel, and not parallel to the runway centerline. This is primarily

attributed to the crossing larger aircraft that are using Taxiway Alpha to get to the Runway 36R end of Runway 18L-36R.

Runway 9-27 exhibited low and medium severity longitudinal and transverse cracking along with low, medium and high severity weathering and raveling. Significant amounts of low severity block cracking and swelling were also noted. Low and medium severity alligator cracking was also observed primarily on the west side of the intersection with Taxiway Alpha. Runway 9-27 is composed of the oldest pavement out of the three active runways and the pavement condition is representative of this, having a Poor overall pavement condition rating.

Taxiway Alpha was only inspected from the Runway 4-22 intersection to the Runway 36R end due to the scheduled rehabilitation for the remaining portions of the taxiway in the near future. Within the southern portion of Taxiway Alpha, low severity longitudinal and transverse cracking, weathering, raveling, rutting and bleeding was observed. This portion of the taxiway had a Very Poor overall pavement condition and is currently under design to be rehabilitated in the coming years. Portions of Taxiway Alpha and Runway 4-22 that were not inspected due to recent or upcoming construction were omitted at the direction of airport personnel.

Taxiway Tango exhibited both age and structural distresses. These distresses included low severity longitudinal and transverse cracking, low, medium and high severity raveling, low and medium severity alligator cracking and low severity rutting.

All of the taxiway connectors between Taxiway Alpha and Runway 18L-36R are either being rehabilitated or entirely removed as part of the upcoming Taxiway Alpha rehabilitation and were not inspected.

Taxiways Hotel and Lima serve the United States Coast Guard facilities at the northwest quadrant of the airport. Significant structural distresses were observed in these areas, with extensive low, medium and high severity rutting and alligator cracking being recorded. These pavement sections appear to be exposed to aircraft loading which exceeds their original design fleet mix.

The remaining taxiways throughout the airport exhibited low and medium severity longitudinal and transverse cracking in addition to low and medium severity weathering and raveling. Swelling, block cracking and depressions of mostly low severity were also found throughout the taxiways.

The terminal apron exhibited low and medium severity longitudinal and transverse cracking, low and medium severity block cracking, and low severity weathering and raveling. Slippage cracking was observed in multiple locations in quite significant quantities, which occurs when braking or turning wheels cause the pavement surface to slide and deform. This is typically a result of a poor bond between the surface pavement and the next layer in the pavement structure. Depressions in low quantities were also noted in this area. The concrete pads located throughout the terminal apron exhibited low severity joint spalling, longitudinal, transverse and diagonal cracking, shattered slabs and shrinkage cracking.

A portion of the GA apron Portland Cement Concrete pavement was recently overlaid with Asphalt Concrete and was not inspected due to its new condition. The remaining older Asphalt Concrete pavement sections of the GA apron exhibited low severity longitudinal and transverse cracking with low, medium and high severity weathering and raveling. Typical Portland Cement Concrete pavement distresses on the GA apron included low, medium and high severity longitudinal/transverse/diagonal cracking, low severity joint seal damage, low severity scaling/map cracking, shrinkage cracking, low and medium severity corner spalling, low, medium and high severity joint spalling, and low severity faulting.

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 St Petersburg-Clearwater International 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

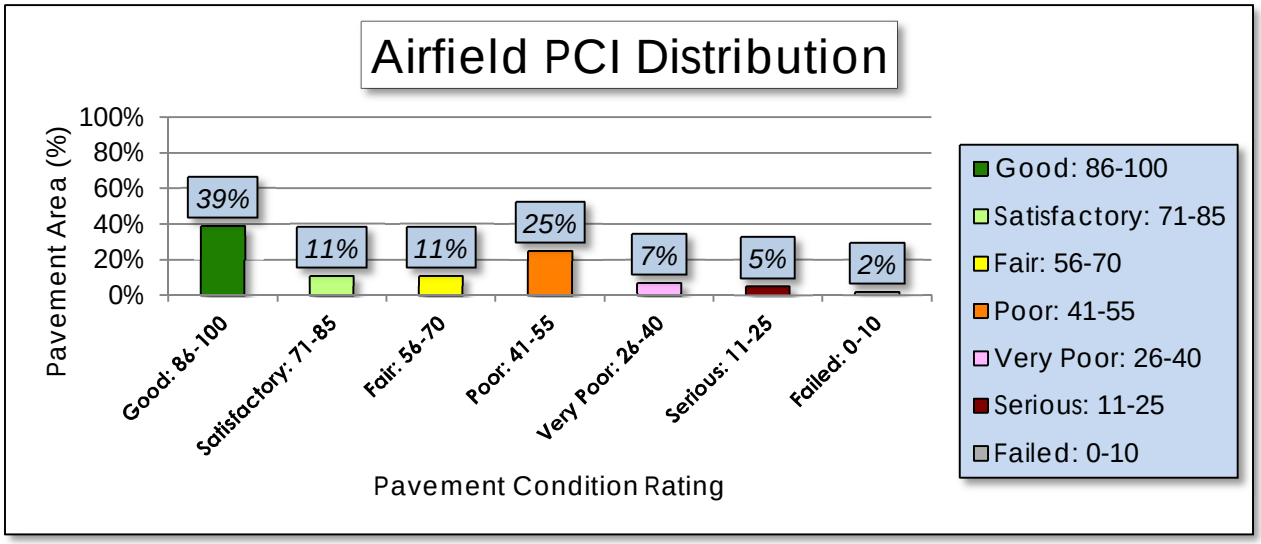


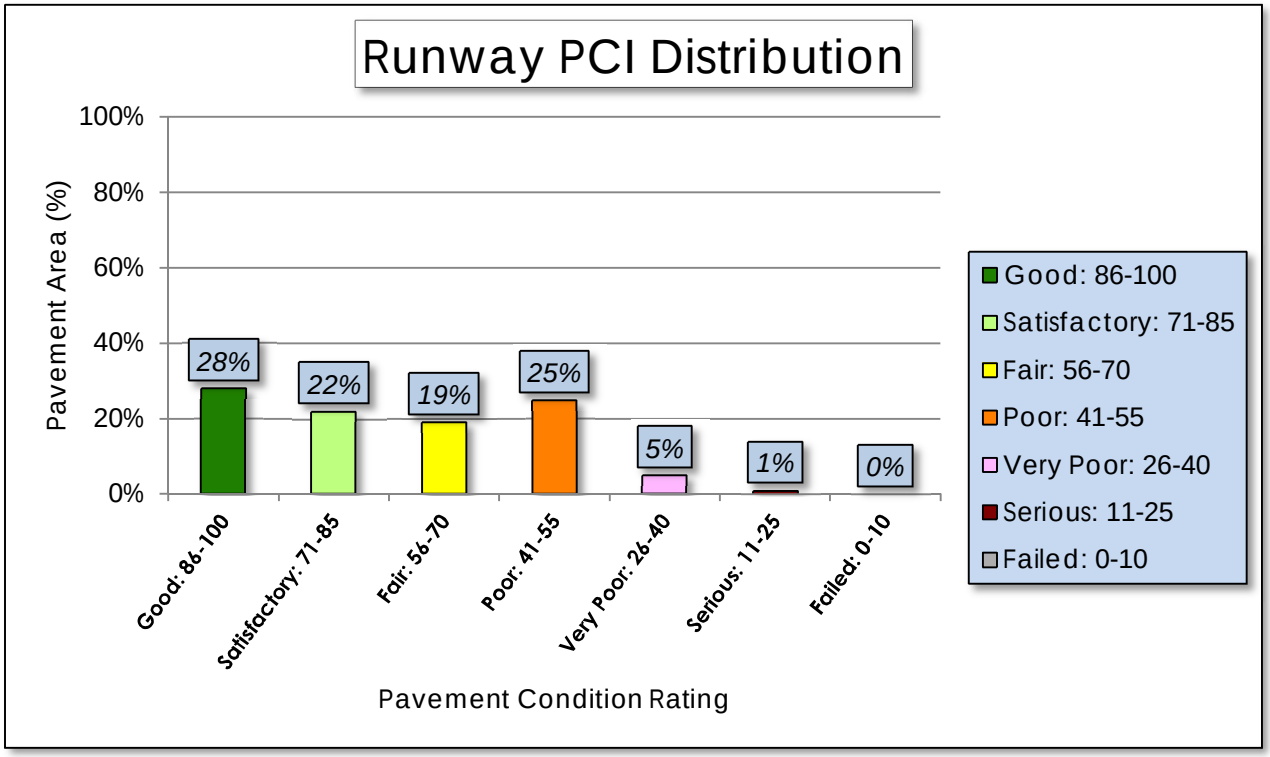
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	71	SATISFACTORY
Taxiway	73	SATISFACTORY
Apron	63	FAIR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	2,492,383	39%
Satisfactory	699,506	11%
Fair	708,016	11%
Poor	1,585,282	25%
Very Poor	457,204	7%
Serious	333,397	5%
Failed	106,457	2%

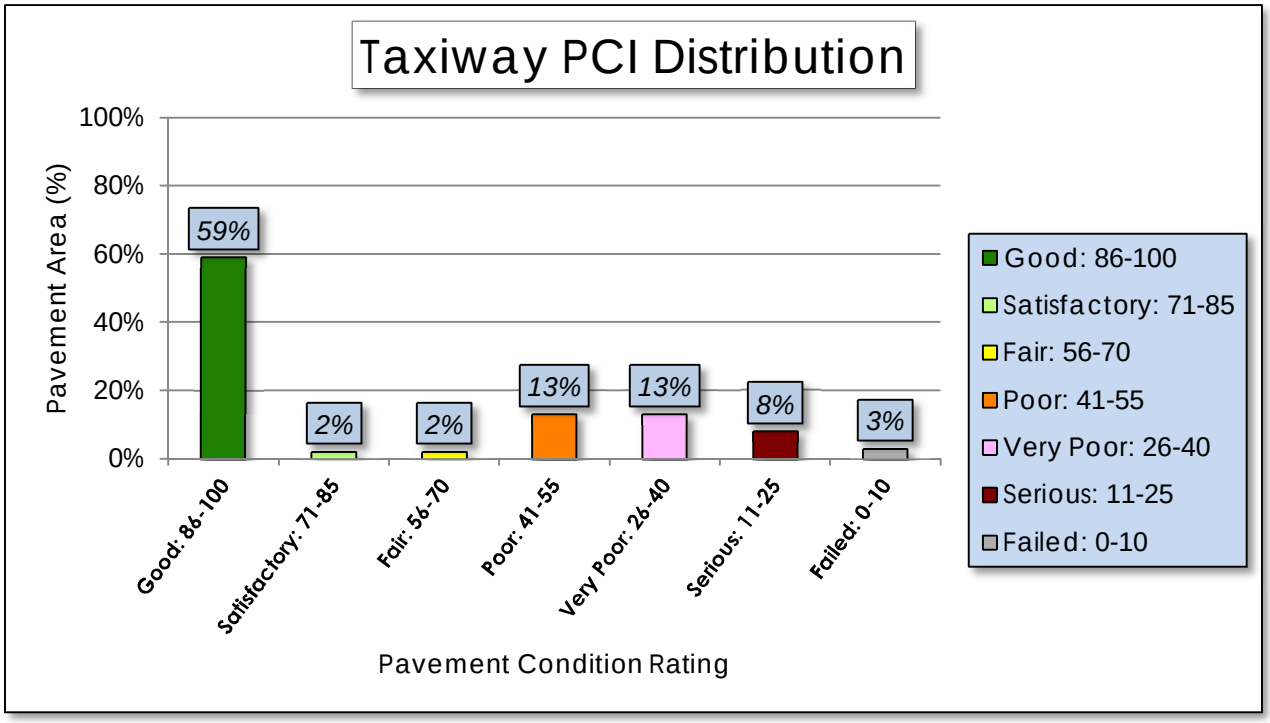
Approximately 50% of the airfield network is in Good and Satisfactory condition, while 39% of the network is in a Poor to Serious condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by 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

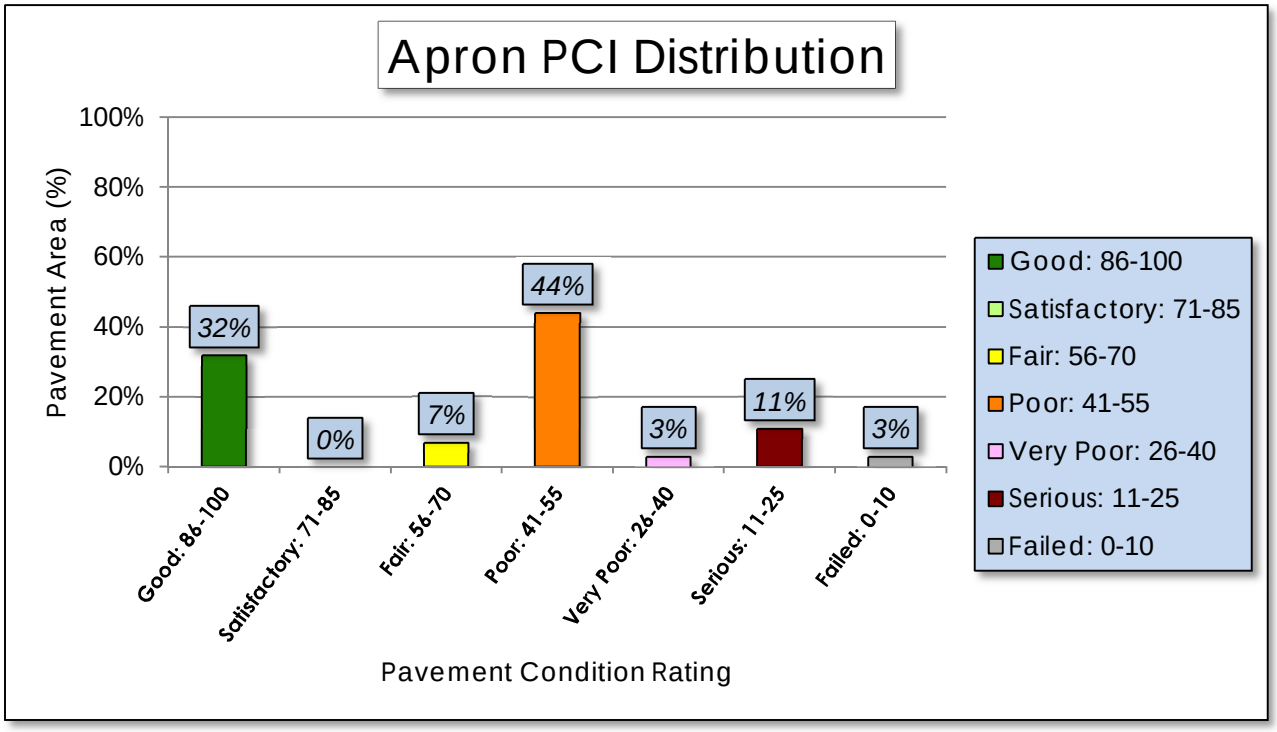
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
32%
0%
7%
44%
3%
11%
3%
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 St Petersburg-Clearwater International 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

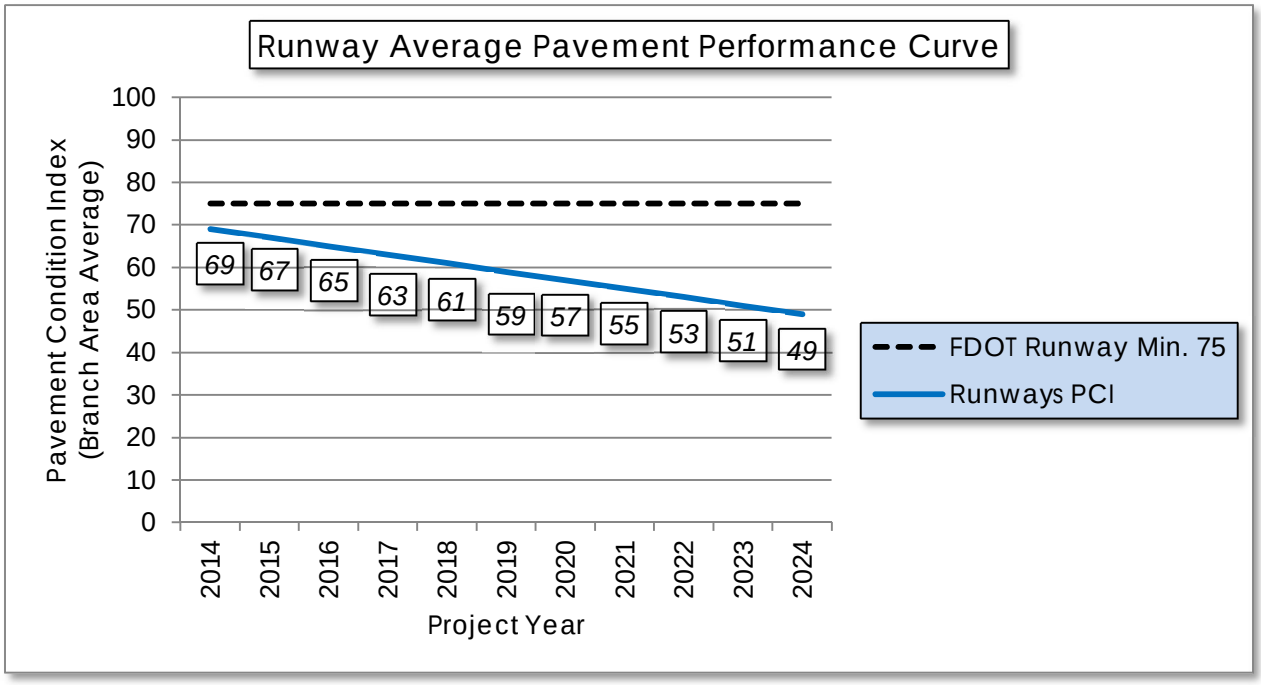


Figure 4-2: Taxiway Pavement Performance Prediction Summary

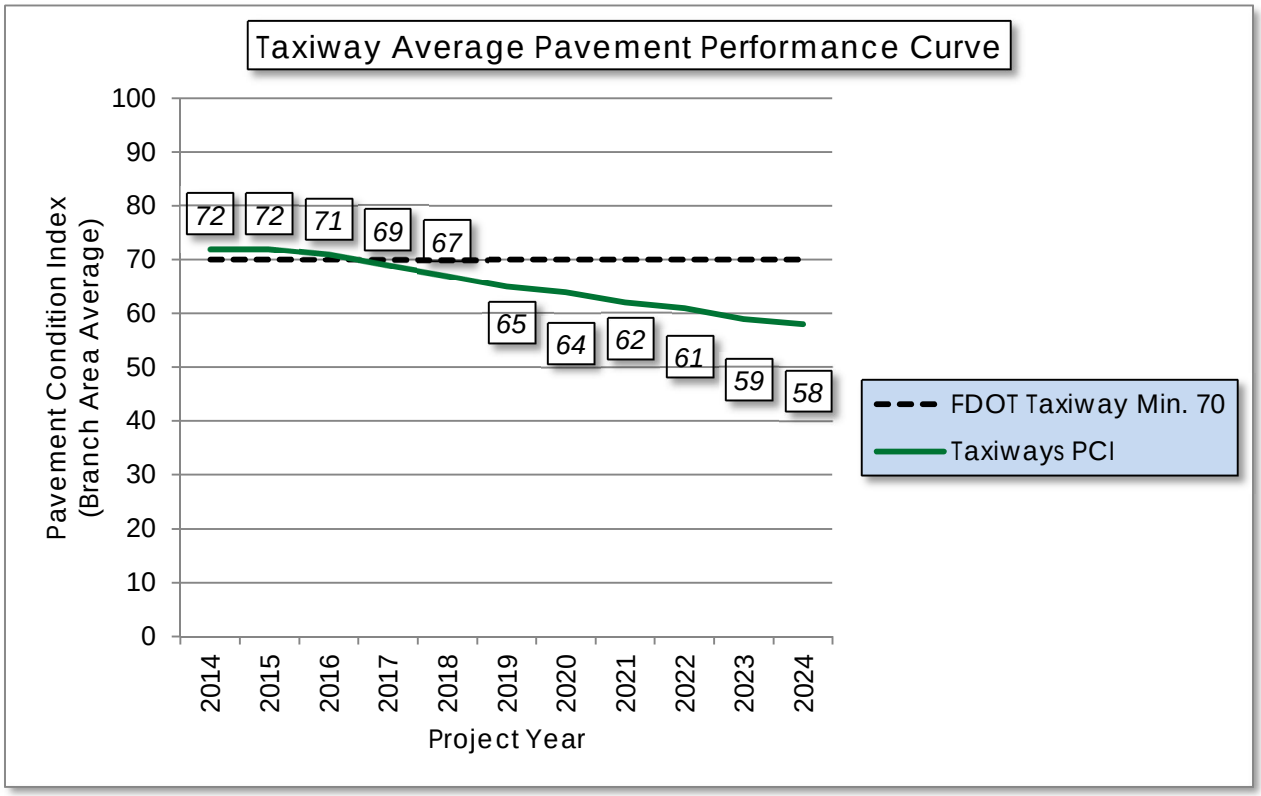
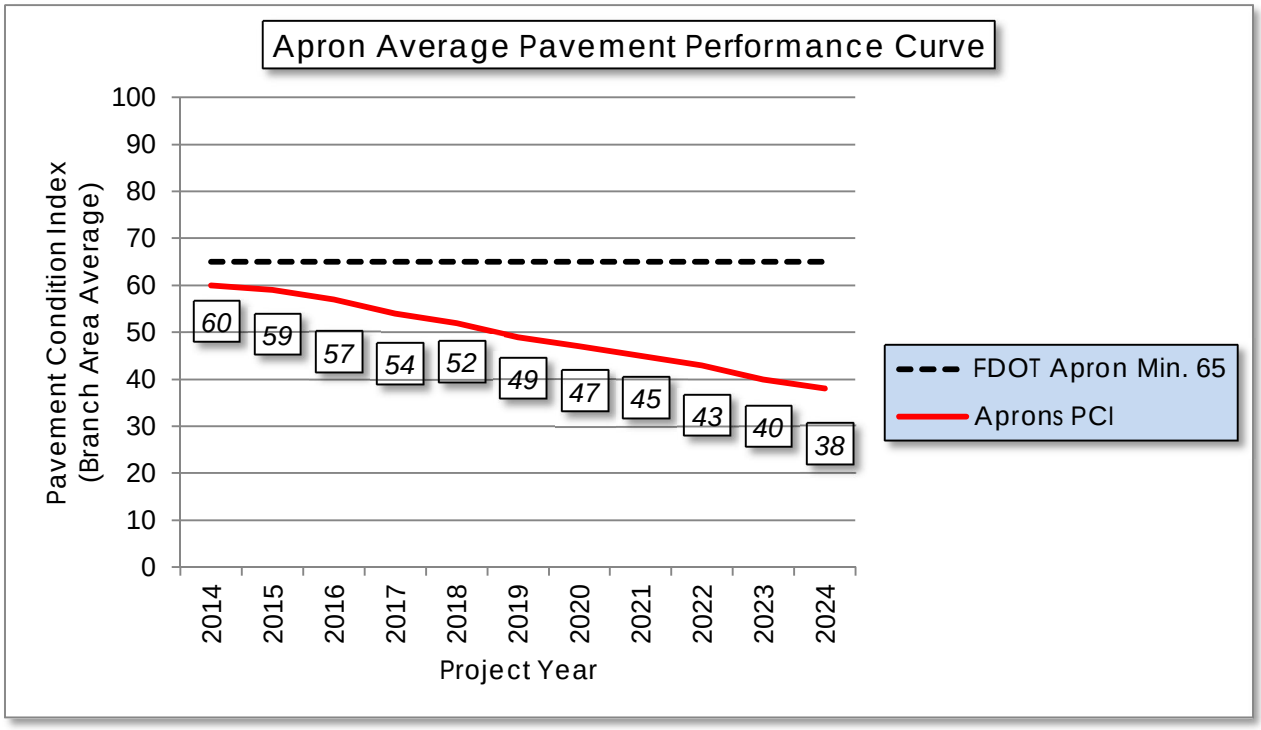


Figure 4-3: Apron Pavement Performance Prediction Summary



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

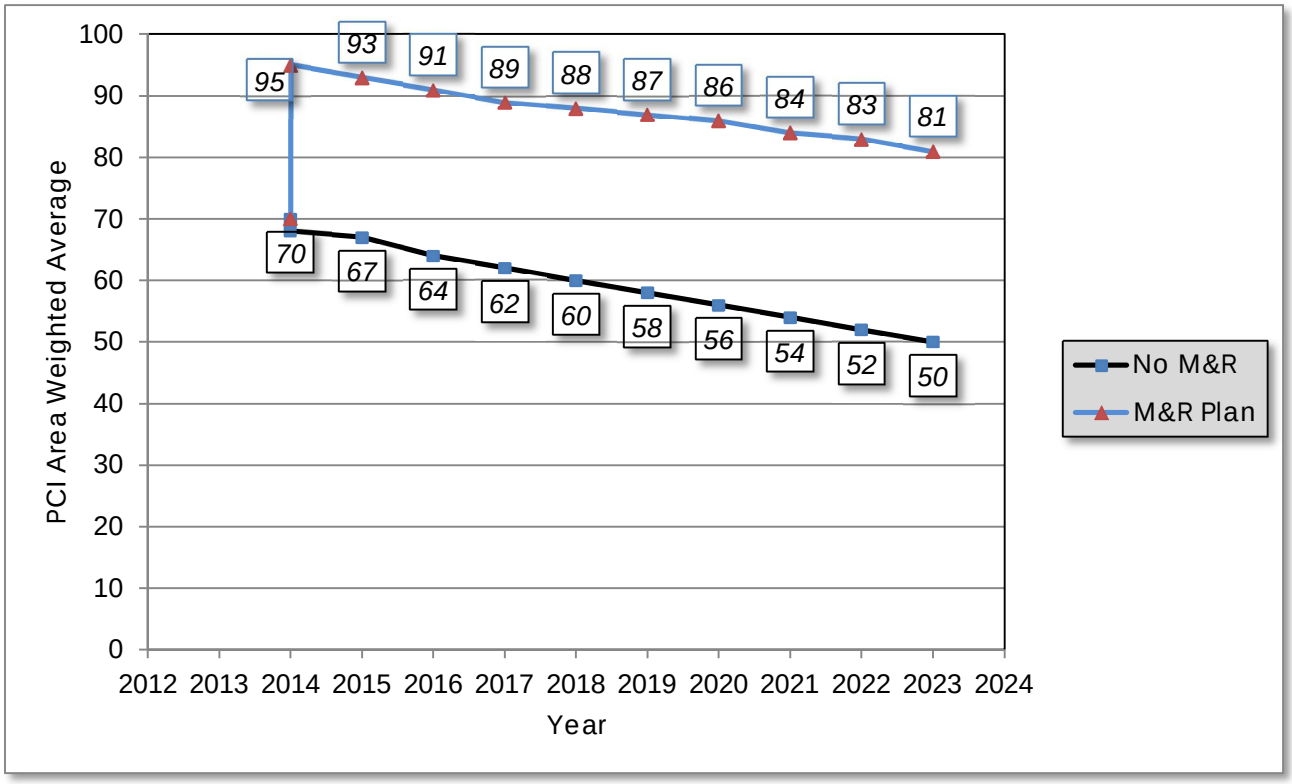
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP HOLD	4205	$ 360,919.00	40	Reconstruction	100
2015	AP MAIN	4105	$ 7,132,212.00	54	Mill and Overlay	100
2015	AP MAIN	4123	$ 787,302.00	52	Mill and Overlay	100
2015	AP MAIN	4155	$ 1,456,992.00	62	Mill and Overlay	100
2015	AP MAIN	4175	$ 713,138.00	3	Reconstruction	100
2015	AP MAIN	4176	$ 252,195.00	3	Reconstruction	100
2015	AP MAIN	4180	$ 2,913,985.00	24	Reconstruction	100
2015	AP MAIN	4190	$ 428,950.00	28	Reconstruction	100
2015	AP MAIN	4195	$ 258,750.00	12	Reconstruction	100
2015	AP MAIN	4199	$ 1,418,022.00	51	PCC Restoration	100
2015	AP RU RW22	4305	$ 332,545.00	36	Reconstruction	100
2015	RW 18L-36R	6155	$ 3,240,000.00	62	Mill and Overlay	100
2015	RW 18L-36R	6175	$ 5,220,000.00	64	Mill and Overlay	100
2015	RW 18L-36R	6185	$ 3,780,000.00	53	Mill and Overlay	100
2015	RW 18L-36R	6197	$ 1,672,200.00	52	Mill and Overlay	100
2015	RW 4-22	6230	$ 463,450.00	23	Reconstruction	100
2015	RW 9-27	6315	$ 4,730,340.00	41	Mill and Overlay	100
2015	RW 9-27	6320	$ 2,312,244.00	42	Mill and Overlay	100
2015	RW 9-27	6325	$ 641,408.00	48	Mill and Overlay	100
2015	RW 9-27	6335	$ 746,900.00	43	Mill and Overlay	100
2015	RW 9-27	6340	$ 402,500.00	31	Reconstruction	100
2015	RW 9-27	6345	$ 1,035,000.00	39	Reconstruction	100
2015	RW 9-27	6350	$ 446,400.00	46	Mill and Overlay	100
2015	RW 9-27	6355	$ 1,840,000.00	36	Reconstruction	100
2015	RW 9-27	6360	$ 720,000.00	64	Mill and Overlay	100
2015	RW 9-27	6365	$ 1,047,510.00	45	Mill and Overlay	100
2015	RW 9-27	6370	$ 463,500.00	58	Mill and Overlay	100
2015	TW A	114	$ 54,297.00	33	Reconstruction	100
2015	TW A	117	$ 57,112.00	49	Mill and Overlay	100
2015	TW A	119	$ 78,749.00	33	Reconstruction	100
2015	TW A	160	$ 3,515,273.00	39	Reconstruction	100
2015	TW B	205	$ 251,100.00	56	Mill and Overlay	100
2015	TW B	210	$ 114,357.00	64	Mill and Overlay	100
2015	TW B	220	$ 935,088.00	28	Reconstruction	100
2015	TW C	305	$ 982,233.00	36	Reconstruction	100
2015	TW D	405	$ 94,500.00	51	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW D	407	$ 464,695.00	51	Mill and Overlay	100
2015	TW D	410	$ 329,751.00	45	Mill and Overlay	100
2015	TW F	605	$ 294,354.00	37	Reconstruction	100
2015	TW F	610	$ 173,468.00	41	Mill and Overlay	100
2015	TW F	615	$ 450,000.00	55	Mill and Overlay	100
2015	TW H	810	$ 1,483,178.00	6	Reconstruction	100
2015	TW J	1005	$ 235,710.00	46	Mill and Overlay	100
2015	TW K	1120	$ 35,448.00	55	Mill and Overlay	100
2015	TW K	1125	$ 38,457.00	58	Mill and Overlay	100
2015	TW K	1130	$ 50,468.00	42	Mill and Overlay	100
2015	TW L	1245	$ 429,617.00	32	Reconstruction	100
2015	TW M	1325	$ 4,744,768.00	42	Mill and Overlay	100
2015	TW M	1330	$ 187,082.00	33	Reconstruction	100
2015	TW T	2050	$ 4,031,945.00	22	Reconstruction	100
2016	TW A	112	$ 66,423.00	65	Mill and Overlay	100
2017	RW 4-22	6225	$ 769,577.00	64	Mill and Overlay	100
2019	RW 18L-36R	6115	$ 1,012,958.00	64	Mill and Overlay	100
2019	RW 18L-36R	6145	$ 607,775.00	63	Mill and Overlay	100
2019	RW 18L-36R	6165	$ 1,418,141.00	64	Mill and Overlay	100
2020	RW 18L-36R	6135	$ 417,339.00	65	Mill and Overlay	100
2020	RW 18L-36R	6170	$ 730,343.00	65	Mill and Overlay	100
2020	RW 9-27	6330	$ 355,218.00	65	Mill and Overlay	100
2021	RW 18L-36R	6150	$ 322,394.00	65	Mill and Overlay	100
2021	RW 18L-36R	6160	$ 1,934,365.00	64	Mill and Overlay	100
2021	TW K	1105	$ 462,531.00	65	Mill and Overlay	100
2022	RW 18L-36R	6140	$ 221,377.00	64	Mill and Overlay	100
2023	RW 18L-36R	6120	$ 570,047.00	63	Mill and Overlay	100
2023	RW 18L-36R	6180	$ 3,306,270.00	64	Mill and Overlay	100
		Total =	$ 76,042,870.00			

**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 31 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

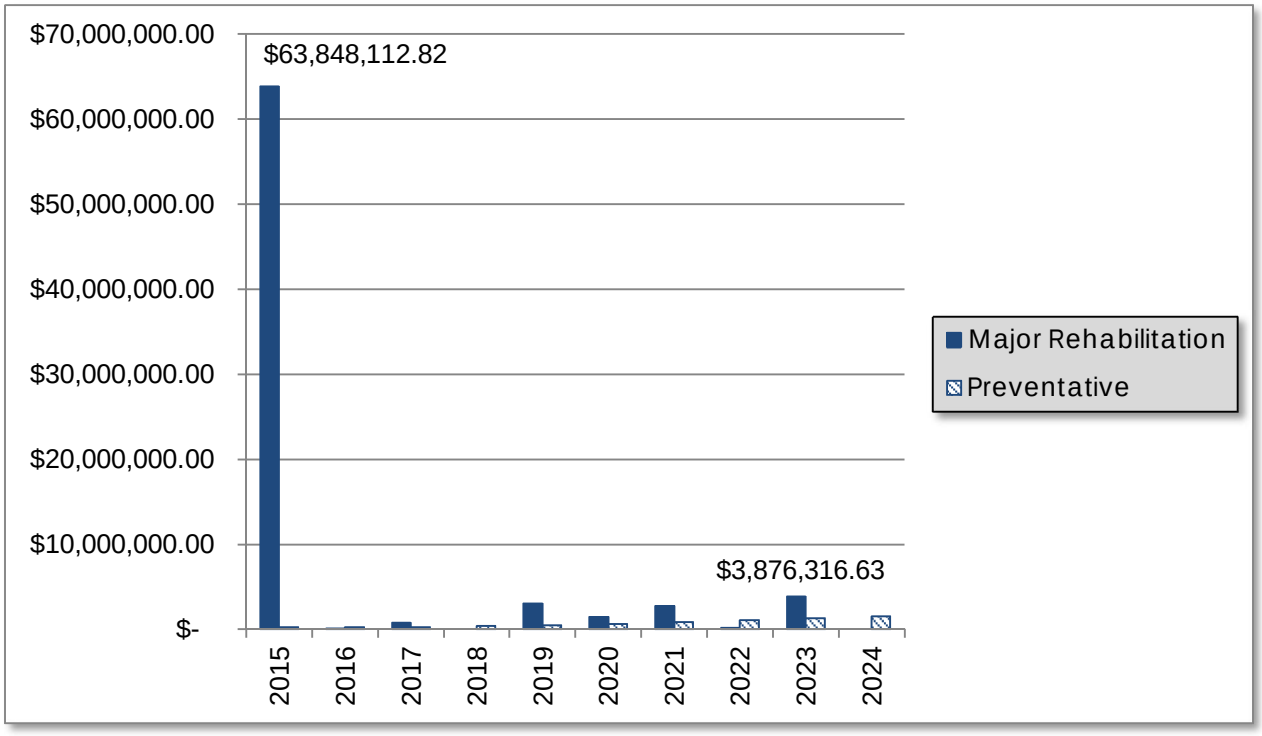
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 225,991.68	$ 63,848,112.82	$ 64,074,104.50
2016	$ 261,696.33	$ 66,423.26	$ 328,119.59
2017	$ 287,816.35	$ 769,576.90	$ 1,057,393.25
2018	$ 391,600.93	$ -	$ 391,600.93
2019	$ 490,618.72	$ 3,038,873.93	$ 3,529,492.65
2020	$ 654,667.01	$ 1,502,899.21	$ 2,157,566.22
2021	$ 854,765.76	$ 2,719,290.29	$ 3,574,056.05
2022	$ 1,105,805.69	$ 221,377.31	$ 1,327,183.00
2023	$ 1,302,931.09	$ 3,876,316.63	$ 5,179,247.72
2024	$ 1,570,669.84	$ -	$ 1,570,669.84
		Total =	$ 83,189,433.75

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:

- Holding Apron – Section 4205
  - Reconstruction attributed to load, climate, and age of pavement.
- Apron – Sections 4105, 4123, and 4155
  - Mill and Overlay attributed to climate and age of pavement.
- Apron – Sections 4175, 4176, 4180, 4190, and 4195
  - Reconstruction attributed to load, climate, and age of pavement.
- Apron – Section 4199
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Run-Up Apron – Section 4305
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 18L-36R – Sections 6155, 6175, 6185, and 6197
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 4-22 – Section 6230
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 9-27 – Sections 6315, 6320, 6325, 6335, 6340, 6345, 6350, 6355, 6360, 6365, and 6370

- Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.

- Taxiway A – Sections 114, 117, 119, and 160
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway B – Sections 205, 210, and 220
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway C – Section 305
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway D – Sections 405, 407, and 410
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway F – Sections 605, 610, and 615
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway H – Section 810
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway J – Section 1005
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway K – Sections 1120, 1125, and 1130
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway L – Section 1245
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway M – Sections 1325 and 1330
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway T – Section 2050
  - Reconstruction attributed to load, climate, and age of pavement.

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

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

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

8.2 Airfield Pavement System Inventory Exhibit

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

8.3 Airfield Pavement Condition Index Rating Exhibit

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

8.4 Airfield Pavement Major Rehabilitation Exhibit

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

8.5 Airfield Pavement Condition Survey Inspection Photographs

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

9. RECOMMENDATIONS

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

The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

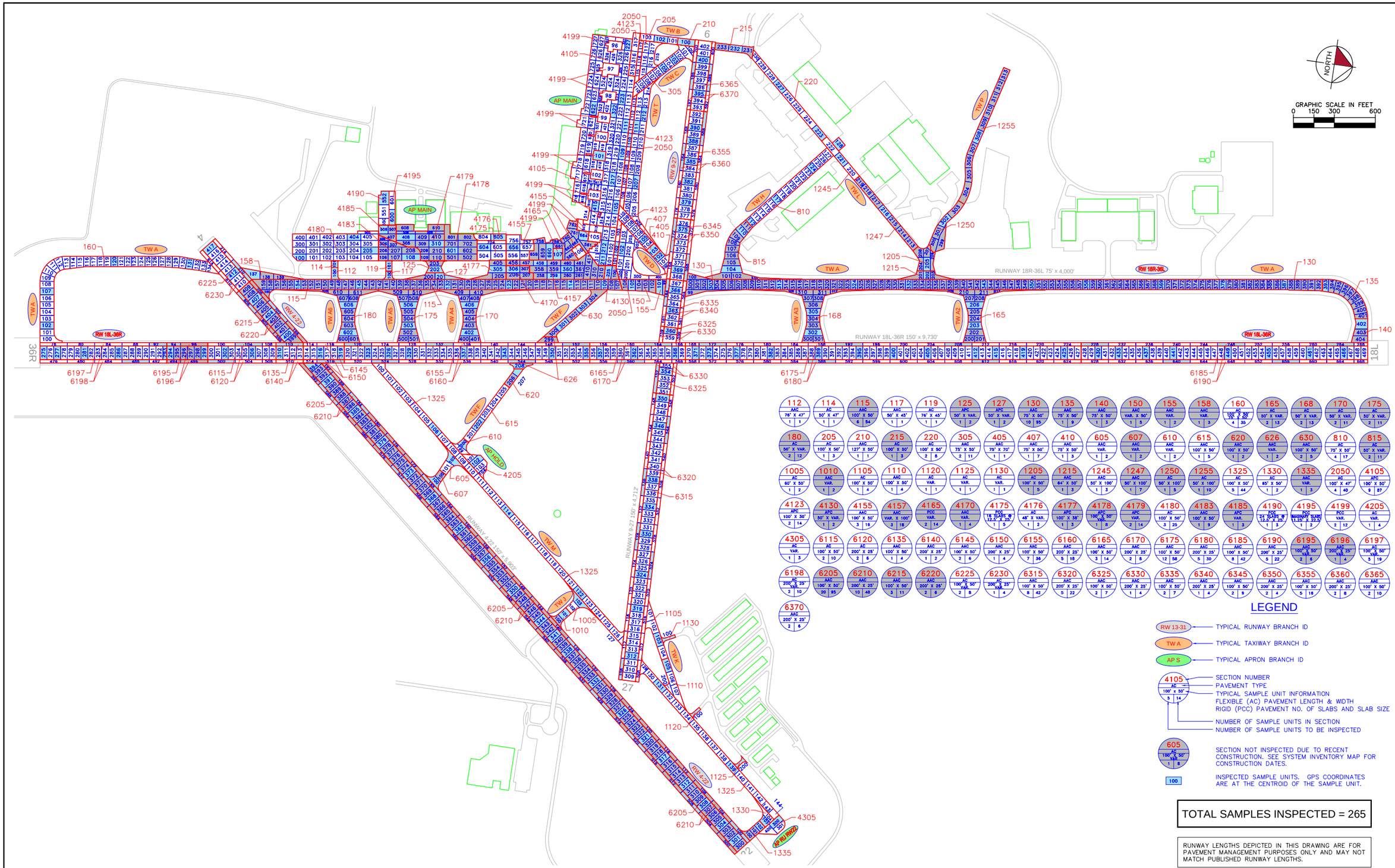
- Holding Apron – Section 4205
  - Reconstruction attributed to load, climate, and age of pavement.
- Apron – Sections 4105, 4123, and 4155
  - Mill and Overlay attributed to climate and age of pavement.
- Apron – Sections 4175, 4176, 4180, 4190, and 4195
  - Reconstruction attributed to load, climate, and age of pavement.
- Apron – Section 4199
  - PCC Restoration attributed to structural, climate, and age of pavement.
- Run-Up Apron – Section 4305
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 18L-36R – Sections 6155, 6175, 6185, and 6197
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 4-22 – Sections 6225 and 6230
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Runway 9-27 – Sections 6315, 6320, 6325, 6330, 6335, 6340, 6345, 6350, 6355, 6360, 6365, and 6370
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway A – Sections 112, 114, 117, 119, and 160
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway B – Sections 205, 210, and 220
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway C – Section 305
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway D – Sections 405, 407, and 410

- Mill and Overlay attributed to climate and age of pavement.

- Taxiway F – Sections 605, 610, and 615
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway H – Section 810
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway J – Section 1005
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway K – Sections 1105, 1120, 1125, and 1130
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway L – Section 1245
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway M – Sections 1325 and 1330
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway T – Section 2050
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 18L-36R – Sections 6115, 6120, 6135, 6140, 6145, 6150, 6160, 6165, 6170, and 6180
  - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

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



LEGEND

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

TOTAL SAMPLES INSPECTED = 265

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015

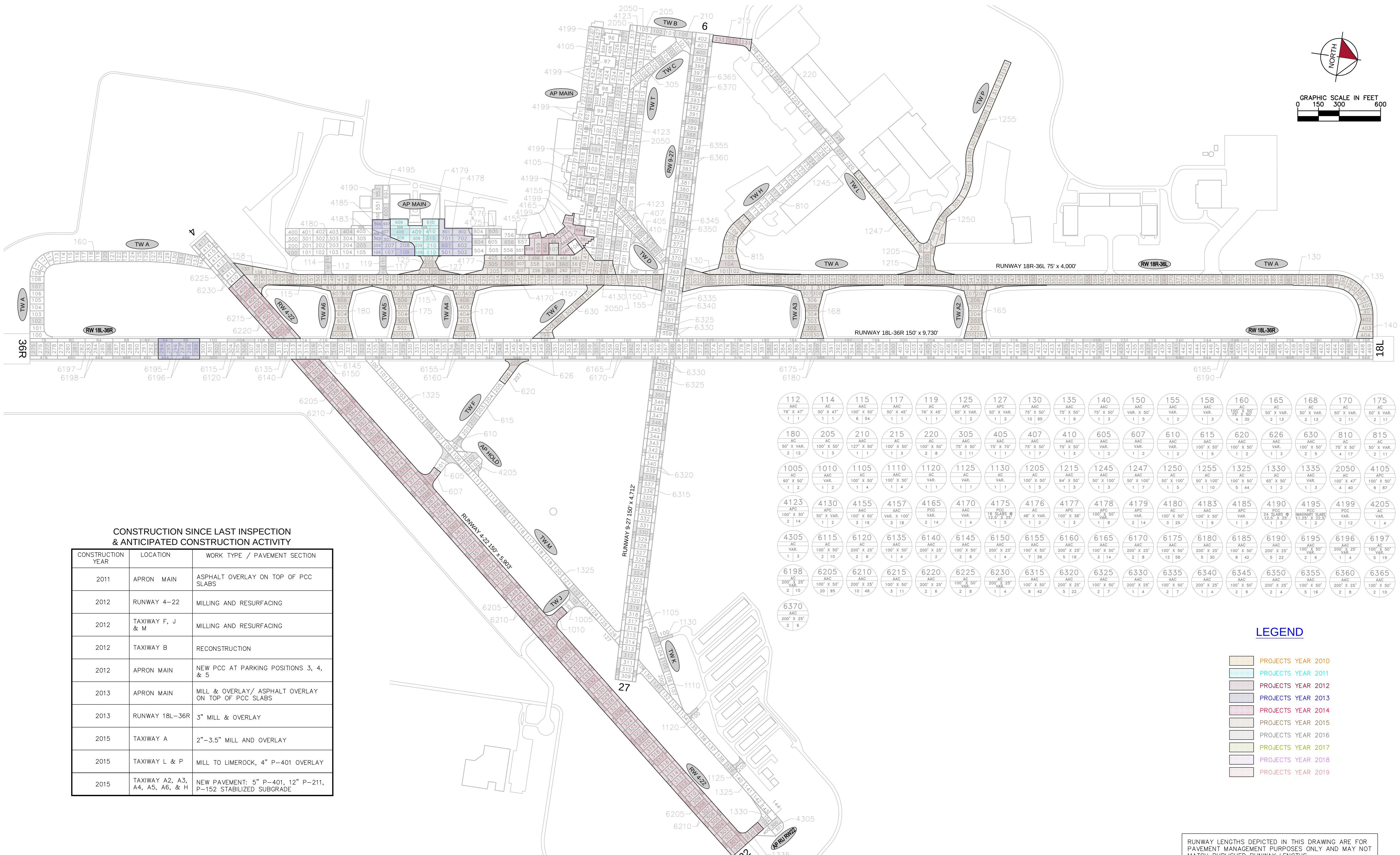
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PIE
FDOT DISTRICT: 7



CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	APRON MAIN	ASPHALT OVERLAY ON TOP OF PCC SLABS
2012	RUNWAY 4–22	MILLING AND RESURFACING
2012	TAXIWAY F, J & M	MILLING AND RESURFACING
2012	TAXIWAY B	RECONSTRUCTION
2012	APRON MAIN	NEW PCC AT PARKING POSITIONS 3, 4, & 5
2013	APRON MAIN	MILL & OVERLAY/ ASPHALT OVERLAY ON TOP OF PCC SLABS
2013	RUNWAY 18L–36R	3" MILL & OVERLAY
2015	TAXIWAY A	2"–3.5" MILL AND OVERLAY
2015	TAXIWAY L & P	MILL TO LIMEROCK, 4" P–401 OVERLAY
2015	TAXIWAY A2, A3, A4, A5, A6, & H	NEW PAVEMENT: 5" P–401, 12" P–211, P–152 STABILIZED SUBGRADE

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
PINELLAS COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **PIE**
FDOT DISTRICT 7

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	6370	1,030	25	25,750	P	AAC	1/1/1994	1/30/2015	6
RUNWAY 9-27	RW 9-27	RUNWAY	6365	515	100	51,500	P	AAC	1/1/1994	1/30/2015	10
RUNWAY 9-27	RW 9-27	RUNWAY	6360	1,600	25	40,000	P	AAC	1/1/1994	1/30/2015	8
RUNWAY 9-27	RW 9-27	RUNWAY	6355	800	100	80,000	P	AAC	1/1/1994	1/30/2015	16
RUNWAY 9-27	RW 9-27	RUNWAY	6350	900	25	22,500	P	AAC	1/1/1992	1/30/2015	4
RUNWAY 9-27	RW 9-27	RUNWAY	6345	450	100	45,000	P	AAC	1/1/1992	1/30/2015	9
RUNWAY 9-27	RW 9-27	RUNWAY	6340	700	25	17,500	P	AAC	1/1/1992	1/30/2015	4
RUNWAY 9-27	RW 9-27	RUNWAY	6335	350	100	35,000	P	AAC	1/1/1992	1/30/2015	7
RUNWAY 9-27	RW 9-27	RUNWAY	6330	620	25	17,023	P	AAC	1/2/2003	1/30/2015	4
RUNWAY 9-27	RW 9-27	RUNWAY	6325	298	100	34,045	P	AAC	1/2/2003	1/30/2015	7
RUNWAY 9-27	RW 9-27	RUNWAY	6320	4,320	25	105,872	P	AAC	1/1/1994	1/30/2015	22
RUNWAY 9-27	RW 9-27	RUNWAY	6315	2,159	100	211,743	P	AAC	1/1/1994	1/30/2015	42
RUNWAY 4-22	RW 4-22	RUNWAY	6230	850	25	20,150	P	AC	1/1/2006	1/30/2015	4
RUNWAY 4-22	RW 4-22	RUNWAY	6225	425	100	40,300	P	AC	1/1/2006	1/30/2015	8
RUNWAY 4-22	RW 4-22	RUNWAY	6220	1,000	25	27,536	P	AAC	1/1/2012	1/1/2012	0
RUNWAY 4-22	RW 4-22	RUNWAY	6215	500	100	55,072	P	AAC	1/1/2012	1/1/2012	0
RUNWAY 4-22	RW 4-22	RUNWAY	6210	9,400	25	237,436	P	AAC	1/1/2012	1/1/2012	0
RUNWAY 4-22	RW 4-22	RUNWAY	6205	4,700	100	474,873	P	AAC	1/1/2012	11/1/2012	0
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6198	1,858	25	46,450	P	AC	1/1/2006	1/30/2015	10
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6197	929	100	92,900	P	AC	1/1/2006	1/30/2015	19
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6196	600	25	15,000	P	AAC	1/1/2013	1/1/2013	0
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6195	300	100	30,000	P	AAC	1/1/2013	1/1/2013	0
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6190	4,200	25	105,000	P	AAC	1/2/2003	1/30/2015	22
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6185	2,100	100	210,000	P	AAC	1/2/2003	1/30/2015	42
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6180	5,800	25	145,000	P	AAC	1/2/2003	1/30/2015	30
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6175	2,900	100	290,000	P	AAC	1/2/2003	1/30/2015	58

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 18L-36R	RW 18L-36R	RUNWAY	6170	1,400	25	35,000	P	AAC	1/2/2003	1/30/2015	8
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6165	700	100	70,000	P	AAC	1/2/2003	1/30/2015	14
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6160	3,600	25	90,000	P	AAC	1/2/2003	1/30/2015	18
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6155	1,800	100	180,000	P	AAC	1/2/2003	1/30/2015	36
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6150	600	25	15,000	P	AAC	1/2/2003	1/30/2015	4
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6145	300	100	30,000	P	AAC	1/2/2003	1/30/2015	6
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6140	400	25	10,000	P	AAC	1/2/2003	1/30/2015	2
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6135	200	100	20,000	P	AAC	1/2/2003	1/30/2015	4
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6120	1,000	25	25,000	P	AAC	1/2/2003	1/30/2015	6
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6115	500	100	50,000	P	AAC	1/2/2003	1/30/2015	10
RUN-UP APRON AT RW 22	AP RU RW22	APRON	4305	150	100	14,458	P	AC	1/1/1984	1/30/2015	3
HOLDING APRON AT TWS M & F	AP HOLD	APRON	4205	100	150	15,819	P	AC	1/1/1984	1/30/2015	4
APRON	AP MAIN	APRON	4199	810	70	78,779	P	PCC	1/1/2003	1/30/2015	12
APRON	AP MAIN	APRON	4195	250	45	11,250	P	PCC	1/1/1942	1/30/2015	2
APRON	AP MAIN	APRON	4190	250	77	18,650	P	PCC	1/1/1942	1/30/2015	3
APRON	AP MAIN	APRON	4185	126	55	12,820	P	APC	1/1/2013	1/1/2013	0
APRON	AP MAIN	APRON	4183	813	200	39,947	P	AAC	1/1/2013	1/1/2013	0
APRON	AP MAIN	APRON	4180	813	200	126,695	P	AC	1/1/1968	1/30/2015	25
APRON	AP MAIN	APRON	4179	350	225	70,111	P	APC	10/1/2011	10/1/2011	0
APRON	AP MAIN	APRON	4178	600	200	49,146	P	APC	1/1/2013	1/1/2013	0
APRON	AP MAIN	APRON	4177	627	50	20,605	P	APC	12/25/2015	12/25/2015	0
APRON	AP MAIN	APRON	4176	200	50	10,965	P	AC	12/25/1955	1/30/2015	2
APRON	AP MAIN	APRON	4175	600	200	31,006	P	PCC	1/1/1942	1/30/2015	5
APRON	AP MAIN	APRON	4170	170	90	18,816	P	AAC	12/25/2015	12/25/2015	0
APRON	AP MAIN	APRON	4165	800	300	66,409	P	PCC	1/1/2012	1/1/2012	0

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
APRON	AP MAIN	APRON	4157	800	300	84,447	P	AAC	12/25/2015	12/25/2015	0
APRON	AP MAIN	APRON	4155	800	300	80,944	P	AAC	1/2/2003	1/30/2015	16
APRON	AP MAIN	APRON	4130	1,600	30	9,563	P	APC	12/25/2015	12/25/2015	0
APRON	AP MAIN	APRON	4123	1,600	30	43,739	P	APC	1/2/2003	1/30/2015	14
APRON	AP MAIN	APRON	4105	1,400	300	396,234	P	APC	1/2/2003	1/30/2015	87
APRON TAXIWAY SOUTH OF MAIN APRON	TW T	TAXIWAY	2050	1,550	100	175,302	P	AC	1/1/1997	1/30/2015	40
TAXIWAY M	TW M	TAXIWAY	1335	220	65	10,287	P	AAC	1/1/2012	1/1/2012	0
TAXIWAY M	TW M	TAXIWAY	1330	220	65	8,134	P	AC	1/1/1984	1/30/2015	2
TAXIWAY M	TW M	TAXIWAY	1325	4,200	50	213,248	P	AC	1/1/1984	1/30/2015	44
TAXIWAY P	TW P	TAXIWAY	1255	1,100	50	52,339	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY P	TW P	TAXIWAY	1250	415	50	28,635	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY L	TW L	TAXIWAY	1247	1,000	50	33,633	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY L	TW L	TAXIWAY	1245	1,000	50	18,679	P	AAC	1/1/1986	1/30/2015	3
TAXIWAY L	TW L	TAXIWAY	1215	150	80	13,483	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY L	TW L	TAXIWAY	1205	150	120	20,812	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY K	TW K	TAXIWAY	1130	100	20	2,268	P	AC	1/1/1984	1/30/2015	1
TAXIWAY K	TW K	TAXIWAY	1125	80	20	2,136	P	AC	1/1/1984	1/30/2015	1
TAXIWAY K	TW K	TAXIWAY	1120	85	20	1,969	P	AC	1/1/1984	1/30/2015	1
TAXIWAY K	TW K	TAXIWAY	1110	350	50	19,512	P	AAC	1/1/1984	1/30/2015	4
TAXIWAY K	TW K	TAXIWAY	1105	400	50	21,520	P	AC	1/1/1970	1/30/2015	4
TAXIWAY J	TW J	TAXIWAY	1010	260	60	8,369	P	AAC	1/1/2012	1/1/2012	0
TAXIWAY J	TW J	TAXIWAY	1005	260	60	11,640	P	AC	1/1/1984	1/30/2015	2
TAXIWAY H	TW H	TAXIWAY	815	500	100	57,784	P	AC	1/1/2015	1/1/2015	0
TAXIWAY H	TW H	TAXIWAY	810	1,200	75	64,486	P	AC	1/1/1965	1/30/2015	16
TAXIWAY F	TW F	TAXIWAY	630	400	50	27,595	P	AAC	12/25/2015	12/25/2015	0

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 F	TW F	TAXIWAY	626	150	50	10,414	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY F	TW F	TAXIWAY	620	120	50	7,753	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY F	TW F	TAXIWAY	615	500	50	25,000	P	AAC	1/1/1989	1/30/2015	5
TAXIWAY F	TW F	TAXIWAY	610	100	50	7,654	P	AAC	1/1/1989	1/30/2015	2
TAXIWAY F	TW F	TAXIWAY	607	250	50	8,127	P	AAC	1/1/2012	1/1/2012	0
TAXIWAY F	TW F	TAXIWAY	605	250	50	12,798	P	AAC	1/1/1984	1/30/2015	2
TAXIWAY D	TW D	TAXIWAY	410	130	75	16,196	P	AAC	1/1/1992	1/30/2015	3
TAXIWAY D	TW D	TAXIWAY	407	340	75	25,816	P	AAC	1/1/1996	1/30/2015	7
TAXIWAY D	TW D	TAXIWAY	405	75	75	5,250	P	AAC	1/1/1990	1/30/2015	1
TAXIWAY C	TW C	TAXIWAY	305	530	75	42,706	P	AAC	1/1/1992	1/30/2015	11
TAXIWAY B	TW B	TAXIWAY	220	800	50	40,656	P	AC	1/1/1965	1/30/2015	8
TAXIWAY B	TW B	TAXIWAY	215	300	50	14,952	P	AC	1/1/2012	1/1/2012	0
TAXIWAY B	TW B	TAXIWAY	210	130	50	6,353	P	AAC	1/1/1992	1/30/2015	1
TAXIWAY B	TW B	TAXIWAY	205	250	50	13,950	P	AC	1/1/1958	1/30/2015	3
TAXIWAY A6	TW A6	TAXIWAY	180	400	100	58,658	P	AC	12/25/2015	12/25/2015	0
TAXIWAY A5	TW A5	TAXIWAY	175	400	100	56,987	P	AC	12/25/2015	12/25/2015	0
TAXIWAY A4	TW A4	TAXIWAY	170	400	100	58,588	P	AC	12/25/2015	12/25/2015	0
TAXIWAY A3	TW A3	TAXIWAY	168	400	100	60,311	P	AC	12/25/2015	12/25/2015	0
TAXIWAY A2	TW A2	TAXIWAY	165	600	100	60,458	P	AC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	160	1,700	125	152,838	P	AC	1/1/2006	1/30/2015	35
TAXIWAY A	TW A	TAXIWAY	158	1,700	125	16,692	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	155	70	140	7,969	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	150	250	75	21,882	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	140	175	75	17,486	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	135	2,475	75	40,056	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	130	2,475	75	361,676	P	AAC	12/25/2015	12/25/2015	0

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
FBO CONNECTOR	FBO CONN	APRON	127	627	50	12,381	P	APC	12/25/2015	12/25/2015	0
FBO CONNECTOR	FBO CONN	APRON	125	350	225	9,856	P	APC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	119	70	45	3,424	P	AC	1/1/1968	1/30/2015	1
TAXIWAY A	TW A	TAXIWAY	117	50	45	3,109	P	AAC	1/1/1990	1/30/2015	1
TAXIWAY A	TW A	TAXIWAY	115	2,704	50	203,420	P	AAC	12/25/2015	12/25/2015	0
TAXIWAY A	TW A	TAXIWAY	114	45	43	2,361	P	AC	1/1/1968	1/30/2015	1
TAXIWAY A	TW A	TAXIWAY	112	77	45	3,583	P	AAC	1/1/1990	1/30/2015	1

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: PIE **Branch**: AP HOLD (HOLDING APRON AT TWS M & F) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank** P **Length:** 100.00 Ft **Width:** 150.00 Ft **True Area:** 15,819.38 SqF

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

Network: PIE **Branch**: AP MAIN (APRON) **Section:** 4105 **Surface:** APC
L.C.D.: 01/02/2003 **Use:** APRON **Rank** P **Length:** 1,400.00 Ft **Width:** 300.00 Ft **True Area:** 396,234.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1942	IMPORTED	OVERLAY			True	ASSUME 1942 PCC PAVEMENT
01/01/1942	IMPORTED	BUILT			True	AC OIVERLAY ON

Network: PIE **Branch**: AP MAIN (APRON) **Section:** 4123 **Surface:** APC
L.C.D.: 01/02/2003 **Use:** APRON **Rank** P **Length:** 1,600.00 Ft **Width:** 30.00 Ft **True Area:** 43,739.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY ON
01/01/1997	IMPORTED	OVERLAY			True	EXISTING PAVEMENT SECTION

Network: PIE **Branch**: AP MAIN (APRON) **Section:** 4130 **Surface:** APC
L.C.D.: 12/25/2015 **Use:** APRON **Rank** P **Length:** 1,600.00 Ft **Width:** 30.00 Ft **True Area:** 9,563.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2" MILL AND 3" P-401SP OVERLAY
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1997	IMPORTED	OVERLAY	$0	0.00	True	EXISTING PAVEMENT SECTION
01/01/1997	IMPORTED	BUILT	$0	0.00	True	1997 AC OVERLAY ON

Network: PIE **Branch**: AP MAIN (APRON) **Section:** 4155 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 300.00 Ft **True Area:** 80,944.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1990	IMPORTED	OVERLAY		3.00	True	1990: 3" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY			True	THIS FEATURE HAS AN EMULSION SEAL COAT
01/01/1955	IMPORTED	BUILT		1.50	True	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211

Network: PIE **Branch**: AP MAIN (APRON) **Section:** 4157 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 300.00 Ft **True Area:** 84,447.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2" MILL AND 3" P-401SP OVERLAY
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1990	IMPORTED	OVERLAY	$0	3.00	True	1990: 3" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY	$0	0.00	True	THIS FEATURE HAS AN EMULSION SEAL COAT
01/01/1955	IMPORTED	BUILT	$0	1.50	True	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4165 **Surface:** PCC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 300.00 Ft **True Area:** 66,409.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	CR-PC	Complete Reconstruction - PC	$0	0.00	True	EXPAND APRON HARDSTAND @ PARKING POSITIONS 3,4,5 TO ADDRESS AC FAILURE
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1990	IMPORTED	OVERLAY	$0	0.00	True	THIS FEATURE HAS AN EMULSION SEAL COAT
01/01/1990	IMPORTED	OVERLAY	$0	3.00	True	1990: 3" P-401 OVERLAY
01/01/1955	IMPORTED	BUILT	$0	1.50	True	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4170 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** APRON **Rank** P **Length:** 170.00 Ft **Width:** 90.00 Ft **True Area:** 18,816.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2" MILL AND 3" P-401SP OVERLAY
01/02/2003	OL-AS	Overlay - AC Structural	$0	2.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.00	False	
01/01/1990	IMPORTED	OVERLAY		3.00	True	1990: 3" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY			True	THIS FEATURE HAS AN EMULSION SEAL COAT
01/01/1979	IMPORTED	BUILT		3.00	True	1979: 3" P-401 ON 13.5" P-211

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4175 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 200.00 Ft **True Area:** 31,006.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 CONCRETE PAVEMENT

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4176 **Surface:** AC
L.C.D.: 12/25/1955 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,965.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1955	NU-IN	New Construction - Initial	$0	0.00	True	

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4177 **Surface:** APC
L.C.D.: 12/25/2015 **Use:** APRON **Rank** P **Length:** 627.00 Ft **Width:** 50.00 Ft **True Area:** 20,605.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2" MILL AND 3" P-401SP OVERLAY
01/01/1990	IMPORTED	OVERLAY		3.00	True	1990: 3" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY		7.00	True	EXISTING 7" CONCRETE PAVEMENT
01/01/1978	IMPORTED	BUILT			True	1978: P-401 OVERLAY

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4178 **Surface:** APC
L.C.D.: 01/01/2013 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 200.00 Ft **True Area:** 49,146.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1942	IMPORTED	BUILT	$0	0.00	True	ESTIMATE 1942 CONCRETE PAVEMENT

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4179 **Surface:** APC
L.C.D.: 10/01/2011 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 225.00 Ft **True Area:** 70,111.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/01/2011	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4180 **Surface:** AC
L.C.D.: 01/01/1968 **Use:** APRON **Rank** P **Length:** 812.50 Ft **Width:** 200.00 Ft **True Area:** 126,695.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1968	IMPORTED	OVERLAY			True	THIS FEATURE HAS A CHIP SEAL ON PVT. SURFACE
01/01/1968	IMPORTED	BUILT		1.00	True	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4183 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** APRON **Rank** P **Length:** 812.50 Ft **Width:** 200.00 Ft **True Area:** 39,947.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1968	IMPORTED	BUILT	$0	1.00	True	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE
01/01/1968	IMPORTED	OVERLAY	$0	0.00	True	THIS FEATURE HAS A CHIP SEAL ON PVT. SURFACE

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4185 **Surface:** APC
L.C.D.: 01/01/2013 **Use:** APRON **Rank** P **Length:** 126.00 Ft **Width:** 55.00 Ft **True Area:** 12,820.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	OL-AS	Overlay - AC Structural	$0	0.00	True	PCC paved over as of 3/14/2013
01/01/1942	IMPORTED	BUILT			True	ASSUME 1942 CONCRETE PAVEMENT

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4190 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 77.00 Ft **True Area:** 18,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ASSUME 1942 CONCRETE PAVEMENT

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4195 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 45.00 Ft **True Area:** 11,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT			True	ASSUME 1942 CONCRETE PAVEMENT

Network: PIE **Branch**: AP MAIN **(**APRON**)** **Section:** 4199 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** APRON **Rank** P **Length:** 810.00 Ft **Width:** 70.00 Ft **True Area:** 78,779.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch**: AP RU RW22 **(**RUN-UP APRON AT RW 22**)** **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 14,458.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: FBO CONN (FBO CONNECTOR) **Section:** 125 **Surface:** APC
L.C.D.: 12/25/2015 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 225.00 Ft **True Area:** 9,856.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2" MILL AND 3" P-401SP OVERLAY
10/01/2011	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch**: FBO CONN (FBO CONNECTOR) **Section:** 127 **Surface:** APC
L.C.D.: 12/25/2015 **Use:** APRON **Rank** P **Length:** 627.00 Ft **Width:** 50.00 Ft **True Area:** 12,381.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2" MILL AND 3" P-401SP OVERLAY
01/01/1990	IMPORTED	OVERLAY	$0	3.00	True	1990: 3" P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY	$0	7.00	True	EXISTING 7" CONCRETE PAVEMENT
01/01/1978	IMPORTED	BUILT	$0	0.00	True	1978: P-401 OVERLAY

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6115 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 500.00 Ft **Width:** 100.00 Ft **True Area:** 50,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	BUILT		4.00	True	1988 4" P-401 SURFACE ON 4" P-401 BASE ON 14" P-211

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6120 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 25.00 Ft **True Area:** 25,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	BUILT		4.00	True	1988: 4" P-401 SURFACE ON 4" P-401 BASE ON 14" P-211

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6135 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1978	IMPORTED	OVERLAY		4.00	True	1978: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6"-8" LIME ROCK BASE PLACED ON EXISTING PAVEMENT

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6140 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1978	IMPORTED	OVERLAY		4.00	True	1978: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 4"-8" LIME ROCK BASE PLACED ON EXISTING PAVEMENT

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6145 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6" - 8" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6150 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6" - 8" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6155 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 1,800.00 Ft **Width:** 100.00 Ft **True Area:** 180,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		2.00	True	1958: 2" AC ON 5" - 6" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6160 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 3,600.00 Ft **Width:** 25.00 Ft **True Area:** 90,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		2.00	True	1958: 2" AC ON 4" - 5" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6165 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 700.00 Ft **Width:** 100.00 Ft **True Area:** 70,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6" - 8" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6170 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 1,400.00 Ft **Width:** 25.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 4" - 6" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6175 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 2,900.00 Ft **Width:** 100.00 Ft **True Area:** 290,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		2.00	True	1958: 2" AC ON 5" - 6" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6180 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 5,800.00 Ft **Width:** 25.00 Ft **True Area:** 145,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		2.00	True	1958: 2" AC ON 4" -5" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6185 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 2,100.00 Ft **Width:** 100.00 Ft **True Area:** 210,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1960	IMPORTED	BUILT		2.00	True	1960: 2" - 3" AC ON 8" - 10" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R **(**RUNWAY 18L-36R**)** **Section:** 6190 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 4,200.00 Ft **Width:** 25.00 Ft **True Area:** 105,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	1977: P-401 OVERLAY
01/01/1960	IMPORTED	BUILT		2.00	True	1960: 2" - 3" AC ON 8" - 10" LIME ROCK BASE

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6195 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** RUNWAY **Rank** P **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	$0	0.00	True	3" MILL AND OVERLAY TO CORRECT AREAS OF SLIPPAGE IN TOP LAYER OF AC
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6196 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** RUNWAY **Rank** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	$0	0.00	True	3" MILL AND OVERLAY TO CORRECT AREAS OF SLIPPAGE IN TOP LAYER OF AC
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

Network: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6197 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** P **Length:** 929.00 Ft **Width:** 100.00 Ft **True Area:** 92,900.00 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: PIE **Branch**: RW 18L-36R (RUNWAY 18L-36R) **Section:** 6198 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** P **Length:** 1,858.00 Ft **Width:** 25.00 Ft **True Area:** 46,450.00 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: PIE **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 4,700.00 Ft **Width:** 100.00 Ft **True Area:** 474,872.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2012	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/2012	ML-OL	Mill and Overlay			True	EXISTING AC PAVEMENT
01/01/1983	IMPORTED	BUILT			True	1983: P-401 OVERLAY

Network: PIE **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 9,400.00 Ft **Width:** 25.00 Ft **True Area:** 237,436.49 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	
11/01/2011	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/1983	IMPORTED	BUILT			True	1983: P-401 OVERLAY
01/01/1983	IMPORTED	OVERLAY			True	EXISTING AC PAVEMENT

Network: PIE **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6215 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 500.00 Ft **Width:** 100.00 Ft **True Area:** 55,071.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	
11/01/2011	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/1988	IMPORTED	OVERLAY		3.00	True	EXISTING 3" AC ON 10" LIME ROCK ON 1" SAND-ASPHALT
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		4.00	True	1978: 4" P-401 OVERLAY

Network: PIE **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6220 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 25.00 Ft **True Area:** 27,535.79 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	
11/01/2011	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY		3.00	True	EXISTING 3" AC ON 10" LIME ROCK ON 1" SAND-ASPHALT
01/01/1978	IMPORTED	BUILT		4.00	True	1978: 4" P-401 OVERLAY

Network: PIE **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6225 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** P **Length:** 425.00 Ft **Width:** 100.00 Ft **True Area:** 40,300.00 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: PIE **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6230 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** P **Length:** 850.00 Ft **Width:** 25.00 Ft **True Area:** 20,150.00 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: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6315 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 2,159.45 Ft **Width:** 100.00 Ft **True Area:** 211,743.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		2.00	True	1994 2" P401 AC OVERLAY
01/01/1994	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1958	IMPORTED	BUILT		3.00	True	1958 3" AC ON 6"-8" LIMEROCK ON

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6320 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 4,320.00 Ft **Width:** 25.00 Ft **True Area:** 105,872.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		2.00	True	1994 2" P401 AC OVERLAY ON
01/01/1994	IMPORTED	OVERLAY			True	EXISTING PAVEMENT SECTION
01/01/1958	IMPORTED	BUILT		3.00	True	1958 3" AC ON 4"-6" LIMEROCK ON

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6325 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 298.00 Ft **Width:** 100.00 Ft **True Area:** 34,045.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1988	IMPORTED	OVERLAY		1.50	True	1988: 1.5" - 4" P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6" - 8" LIME ROCK BASE

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6330 **Surface:** AAC
L.C.D.: 01/02/2003 **Use:** RUNWAY **Rank** P **Length:** 620.00 Ft **Width:** 25.00 Ft **True Area:** 17,023.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2003	OL-AS	Overlay - AC Structural	$0	1.50	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		1.50	True	1988: 1.5" - 4" P-401 OVERLAY
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT

01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6" - 8" LIME ROCK BASE

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6335 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY		4.00	True	1992: 4" P-401 OVERLAY
01/01/1992	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 6" - 8" LIME ROCK BASE

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6340 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** P **Length:** 700.00 Ft **Width:** 25.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY		4.00	True	1992: 4" P-401 OVERLAY
01/01/1992	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1958	IMPORTED	BUILT		3.00	True	1958: 3" AC ON 4" - 6" LIME ROCK BASE

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6345 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** P **Length:** 450.00 Ft **Width:** 100.00 Ft **True Area:** 45,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY		4.00	True	1992: 4" P-401 OVERLAY
01/01/1992	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1958	IMPORTED	BUILT		2.00	True	1958: 2" AC ON 5" - 6" LIME ROCK BASE

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6350 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** P **Length:** 900.00 Ft **Width:** 25.00 Ft **True Area:** 22,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1992	IMPORTED	OVERLAY		4.00	True	1992: 4" P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		2.00	True	1958: 2" AC ON 4" - 5" LIME ROCK BASE

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6355 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 800.00 Ft **Width:** 100.00 Ft **True Area:** 80,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY			True	EXISTING PAVEMENT SECTION
01/01/1994	IMPORTED	OVERLAY		2.00	True	1994 2" AC OVERLAY ON
01/01/1958	IMPORTED	BUILT		2.00	True	1958 2" AC ON 5" - 6" LIMEROCK BASE ON

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6360 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 1,600.00 Ft **Width:** 25.00 Ft **True Area:** 40,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY			True	EXISITING PAVEMENT SECTION
01/01/1994	IMPORTED	OVERLAY		2.00	True	1994 2" AC OVERLAY ON
01/01/1958	IMPORTED	BUILT		2.00	True	1958 2" AC ON 4" - 5" LIEROCK BASE ON

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6365 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 515.00 Ft **Width:** 100.00 Ft **True Area:** 51,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		2.00	True	1994 2" P401 OVERLAY ON
01/01/1958	IMPORTED	BUILT		3.00	True	1958 3" P401 ON 6" -8" P211

Network: PIE **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6370 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** RUNWAY **Rank** P **Length:** 1,030.00 Ft **Width:** 25.00 Ft **True Area:** 25,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY		2.00	True	1994 2" P401 OVERLAY
01/01/1958	IMPORTED	BUILT		3.00	True	1958 3" P401 ON 6" - 8" P211

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 112 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank** P **Length:** 77.00 Ft **Width:** 45.00 Ft **True Area:** 3,582.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	1990: FEATHERED P-401 OVERLAY
01/01/1968	IMPORTED	BUILT		1.00	True	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 114 **Surface:** AC
L.C.D.: 01/01/1968 **Use:** TAXIWAY **Rank** P **Length:** 45.00 Ft **Width:** 43.00 Ft **True Area:** 2,360.73 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1968	IMPORTED	BUILT		1.00	True	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 2,704.00 Ft **Width:** 50.00 Ft **True Area:** 203,420.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 2" MILL & 3" P-401SP OVERLAY
01/01/1990	IMPORTED	OVERLAY			True	1990: P-401 OVERLAY
01/01/1978	IMPORTED	OVERLAY		5.50	True	1978: 5.5" P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		1.50	True	1958: 1.5" AC AND 4" LIME ROCK PLACED ON EXISTING PAVEMENT

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 117 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 45.00 Ft **True Area:** 3,109.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY			True	1990: FEATHERED P-401 OVERLAY
01/01/1968	IMPORTED	BUILT		1.00	True	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 119 **Surface:** AC
L.C.D.: 01/01/1968 **Use:** TAXIWAY **Rank** P **Length:** 70.00 Ft **Width:** 45.00 Ft **True Area:** 3,423.86 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1968	IMPORTED	BUILT		1.00	True	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 130 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 2,475.00 Ft **Width:** 75.00 Ft **True Area:** 361,676.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	3.5" MILL & 4" P-401SP OVERLAY
01/01/1992	IMPORTED	OVERLAY			True	1992: P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		4.00	True	1978: 4" NOMINAL P-401 ON 3" AC ON 10" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 135 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 2,475.00 Ft **Width:** 75.00 Ft **True Area:** 40,056.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 3.5" MILL, 4" P-401SP OVERLAY
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	2012: MILL & RESURFACE TO ADDRESS CRACKING & SLIPPAGE OF ASPHALT
01/01/1992	IMPORTED	OVERLAY	$0	0.00	True	1992: P-401 OVERLAY
01/01/1978	IMPORTED	BUILT	$0	4.00	True	1978: 4" NOMINAL P-401 ON 3" AC ON 10" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 140 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 175.00 Ft **Width:** 75.00 Ft **True Area:** 17,486.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	3.5" MILL & 4" P-401SP OVERLAY
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	OVERLAY		4.00	True	1988: 4" P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		4.00	True	1978: 4" P-401 ON 3" AC ON 10" LIME ROCK BASE

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 150 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 75.00 Ft **True Area:** 21,882.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 2" MILL & 3" P-401SP OVERLAY
07/25/2005			$0	0.00	False	
01/01/1990	IMPORTED	OVERLAY			True	1990: P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		2.00	True	1978: 2" P-401 ON 9" P-211

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 155 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 70.00 Ft **Width:** 140.00 Ft **True Area:** 7,969.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 2" MILL & 3" P-401SP OVERLAY
01/01/1992	IMPORTED	OVERLAY			True	1992: FEATHERED P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY			True	1990: P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		9.00	True	1978: 9" P-211 - ASSUME 1978 2" P-401 MILLED OFF IN 1990

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 158 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 1,700.00 Ft **Width:** 125.00 Ft **True Area:** 16,692.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 2" MILL & 3" P-401SP OVERLAY
01/01/2006	NC-AC	New Construction - AC	$0	0.00	True	

Network: PIE **Branch**: TW A (TAXIWAY A) **Section:** 160 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 1,700.00 Ft **Width:** 125.00 Ft **True Area:** 152,838.00 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: PIE **Branch**: TW A2 (TAXIWAY A2) **Section:** 165 **Surface:** AC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 100.00 Ft **True Area:** 60,458.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	NU-IN	New Construction - Initial	$0	0.00	True	2015: 5" P-401SP, 12" P-211, COMP STAB. SUB P-152

Network: PIE **Branch**: TW A3 (TAXIWAY A3) **Section:** 168 **Surface:** AC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 60,311.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	NU-IN	New Construction - Initial	$0	0.00	True	2015: 5" P-401SP, 12" P-211, COMP STAB. SUB P-152

Network: PIE **Branch**: TW A4 (TAXIWAY A4) **Section:** 170 **Surface:** AC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 58,588.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	NU-IN	New Construction - Initial	$0	0.00	True	2015: 5" P-401SP, 12" P-211, COMP STAB. SUB P-152

Network: PIE **Branch**: TW A5 (TAXIWAY A5) **Section:** 175 **Surface:** AC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 56,987.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	NU-IN	New Construction - Initial	$0	0.00	True	2015: 5" P-401SP, 12" P-211, COMP STAB. SUB P-152

Network: PIE **Branch**: TW A6 (TAXIWAY A6) **Section:** 180 **Surface:** AC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 58,658.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	NU-IN	New Construction - Initial	$0	0.00	True	2015: 5" P-401SP, 12" P-211, COMP STAB. SUB P-152

Network: PIE **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1958 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 50.00 Ft **True Area:** 13,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1958	IMPORTED	BUILT		1.50	True	1958: 1.5" AC ON 4" LIME ROCK BASE ON EXISTING AC PAVEMENT

Network: PIE **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 130.00 Ft **Width:** 50.00 Ft **True Area:** 6,353.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY			True	1992: P-401 OVERLAY
01/01/1983	IMPORTED	OVERLAY			True	1983: P-401 OVERLAY
01/01/1958	IMPORTED	BUILT		1.50	True	1958: 1.5" AC AND 4" LIME ROCK PLACED ON EXISTING PAVEMENT

Network: PIE **Branch**: TW B (TAXIWAY B) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 14,952.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	NU-IN	New Construction - Initial	$0	0.00	True	2012: RECONSTRUCTION

Network: PIE **Branch**: TW B (TAXIWAY B) **Section:** 220 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 50.00 Ft **True Area:** 40,656.00 SqF

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

Network: PIE **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 530.00 Ft **Width:** 75.00 Ft **True Area:** 42,705.81 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY			True	1992: P-401 OVERLAY
01/01/1983	IMPORTED	OVERLAY			True	1983: P-401 OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960: 3" BIT. SURFACE ON 10" LIME ROCK BASE

Network: PIE **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1990 **Use:** TAXIWAY **Rank** P **Length:** 75.00 Ft **Width:** 75.00 Ft **True Area:** 5,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	OVERLAY		3.00	True	1990: 3" P-401 OVERLAY
01/01/1983	IMPORTED	BUILT			True	1983: P-401 OVERLAY ON EXISTING PAVEMENT

Network: PIE **Branch**: TW D (TAXIWAY D) **Section:** 407 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 340.00 Ft **Width:** 75.00 Ft **True Area:** 25,816.41 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT			True	ESTIMATE 1996 OVERLAY

Network: PIE **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** TAXIWAY **Rank** P **Length:** 130.00 Ft **Width:** 75.00 Ft **True Area:** 16,196.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY			True	1992: FEATHERED P-401 OVERLAY
01/01/1990	IMPORTED	OVERLAY		3.00	True	1990: 3" P-401 OVERLAY
01/01/1983	IMPORTED	BUILT			True	1983: P-401 OVERLAY ON EXISTING PAVEMENT

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 50.00 Ft **True Area:** 12,798.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		1.50	True	1984: 1.5" P-401 OVERLAY PLACED ON
01/01/1984	IMPORTED	OVERLAY			True	EXISTING AC PAVEMENT

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 607 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 50.00 Ft **True Area:** 8,127.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1984	IMPORTED	OVERLAY	$0	0.00	True	EXISTING AC PAVEMENT
01/01/1984	IMPORTED	BUILT	$0	1.50	True	1984: 1.5" P-401 OVERLAY PLACED ON

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 610 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 7,653.56 SqF

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

01/01/1989	IMPORTED	OVERLAY			True	EXISTING PAVEMENT
01/01/1989	IMPORTED	OVERLAY			True	1989: P-401 OVERLAY
01/01/1984	IMPORTED	BUILT		1.50	True	1984: 1.5" P-401 OVERLAY

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 615 **Surface:** AAC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 25,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	OVERLAY			True	EXISTING AC PAVEMENT
01/01/1989	IMPORTED	BUILT			True	1989: P-401 OVERLAY PLACED ON

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 620 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 50.00 Ft **True Area:** 7,752.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	AIRPORT INDICATED TW F WAS TO BE REMOVED OR REHAB. PLANS TO REMAIN
01/01/1988	IMPORTED	BUILT		4.00	True	1988: 4" P-401 OVERLAY PLACED ON
01/01/1988	IMPORTED	OVERLAY			True	EXISTING PAVEMENT

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 626 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 50.00 Ft **True Area:** 10,413.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	AIRPORT INDICATED TW F WAS TO BE REMOVED OR REHAB. PLANS TO REMAIN
01/02/2003	OL-AS	Overlay - AC Structural	$0	3.00	True	
01/01/2003	MI-CO	Cold Milling	$0	0.75	False	
01/01/1988	IMPORTED	BUILT			True	1988 AC OVERLAY ON EXISTING AC PAVEMENT

Network: PIE **Branch**: TW F (TAXIWAY F) **Section:** 630 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 27,595.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	AIRPORT INDICATED TW F WAS TO BE REMOVED OR REHAB. PLANS TO REMAIN
01/01/1989	IMPORTED	OVERLAY			True	EXISTING AC ON LIME ROCK BASE
01/01/1989	IMPORTED	BUILT			True	1989: P-401 OVERLAY PLACED ON

Network: PIE **Branch**: TW H (TAXIWAY H) **Section:** 810 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 75.00 Ft **True Area:** 64,486.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	IMPORTED	OVERLAY			True	THERE IS A SLURRY SEAL ON PORTIONS OF THIS FEATURE
01/01/1965	IMPORTED	BUILT			True	ESTIMATE 1965 AC PAVEMENT

Network: PIE **Branch**: TW H (TAXIWAY H) **Section:** 815 **Surface:** AC
L.C.D.: 01/01/2015 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 100.00 Ft **True Area:** 57,784.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	NU-IN	New Construction - Initial	$0	0.00	True	5" P-401SP, 12" P-211, COMP STAB. SUB P-152

Network: PIE **Branch**: TW J (TAXIWAY J) **Section:** 1005 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 260.00 Ft **Width:** 60.00 Ft **True Area:** 11,640.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW J (TAXIWAY J) **Section:** 1010 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 260.00 Ft **Width:** 60.00 Ft **True Area:** 8,369.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1984	IMPORTED	BUILT	$0	3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW K (TAXIWAY K) **Section:** 1105 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 21,520.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	OVERLAY			True	ESTIMATE 1970 AC PAVEMENT
01/01/1970	IMPORTED	BUILT			True	CHIP SEAL ON PAVEMENT SURFACE

Network: PIE **Branch**: TW K (TAXIWAY K) **Section:** 1110 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 350.00 Ft **Width:** 50.00 Ft **True Area:** 19,512.49 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		1.50	True	1984: 1.5" P-401 OVERLAY
01/01/1984	IMPORTED	OVERLAY			True	EXISTING PAVEMENT

Network: PIE **Branch**: TW K (TAXIWAY K) **Section:** 1120 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 85.00 Ft **Width:** 20.00 Ft **True Area:** 1,969.32 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW K (TAXIWAY K) **Section:** 1125 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 20.00 Ft **True Area:** 2,136.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW K (TAXIWAY K) **Section:** 1130 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 20.00 Ft **True Area:** 2,268.24 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch**: TW L (TAXIWAY L) **Section:** 1205 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 120.00 Ft **True Area:** 20,812.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	MILL TO BASE COURSE. 4" AC, REWORK & REGRADE EXS LIMEROCK TO MIN 8"
01/01/1986	IMPORTED	BUILT		3.00	True	1986: 3" P-401 ON 14" P-211

Network: PIE **Branch**: TW L (TAXIWAY L) **Section:** 1215 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 80.00 Ft **True Area:** 13,483.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	MILL TO BASE COURSE. 4" AC, REWORK & REGRADE EXS LIMEROCK TO MIN 8"
01/01/1992	IMPORTED	OVERLAY			True	1992: FEATHERED P-401 OVERLAY
01/01/1986	IMPORTED	BUILT		3.00	True	1986: 3" P-401 ON 14" P-211

Network: PIE **Branch**: TW L (TAXIWAY L) **Section:** 1245 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 18,679.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch**: TW L (TAXIWAY L) **Section:** 1247 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 33,633.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	MILL TO BASE COURSE. 4" AC, REWORK & REGRADE EXS LIMEROCK TO MIN 8"
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch**: TW M (TAXIWAY M) **Section:** 1325 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 4,200.00 Ft **Width:** 50.00 Ft **True Area:** 213,248.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW M (TAXIWAY M) **Section:** 1330 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 220.00 Ft **Width:** 65.00 Ft **True Area:** 8,134.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW M (TAXIWAY M) **Section:** 1335 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 220.00 Ft **Width:** 65.00 Ft **True Area:** 10,287.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1984	IMPORTED	BUILT	$0	3.00	True	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: PIE **Branch**: TW P (TAXIWAY P) **Section:** 1250 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 415.00 Ft **Width:** 50.00 Ft **True Area:** 28,635.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	MILL TO BASE COURSE. 4" AC, REWORK & REGRADE EXS LIMEROCK TO MIN 8"
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch:** TW P (TAXIWAY P) **Section:** 1255 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank** P **Length:** 1,100.00 Ft **Width:** 50.00 Ft **True Area:** 52,339.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	MILL TO BASE COURSE. 4" AC, REWORK & REGRADE EXS LIMEROCK TO MIN 8"
01/01/1986	INITIAL	Initial Construction	$0	0.00	True	

Network: PIE **Branch:** TW T (APRON TAXIWAY SOUTH OF MAIN APRON) **Section:** 2050 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 1,550.00 Ft **Width:** 100.00 Ft **True Area:** 175,302.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY		4.00	True	1997 4" P401 ON 12" P211 ON 12" P160 ON
01/01/1997	IMPORTED	BUILT		13.00	True	13" 95% COMPACTED SUBGRADE
01/01/1997	IMPORTED	OVERLAY		18.00	True	18" 100% COMPACTED SUBGRADE ON

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
	0	21,882.00	.00	
BUILT	84	5,254,255.94	2.65	1.84
Cold Milling	25	2,054,119.60	.54	.34
Complete Reconstruction - PCC	1	66,409.00	.00	
Initial Construction	8	294,300.24	.00	.00
MILL and OVERLAY	32	1,966,215.39	.00	.00
New Construction - AC	8	414,330.00	.00	.00
New Construction - Initial	9	419,359.00	.00	.00
OVERLAY	108	7,738,164.55	3.41	2.64
Overlay - AC Structural	29	2,196,052.60	1.98	1.01
Unknown Major - construction	4	794,916.81	.00	.00

APPENDIX B

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

RUNWAYS

6115 PCI = 72	6120 PCI = 78	6135 PCI = 74	6140 PCI = 77	6145 PCI = 71	6150 PCI = 76	6155 PCI = 63
6160 PCI = 75	6165 PCI = 72	6170 PCI = 74	6175 PCI = 65	6180 PCI = 79	6185 PCI = 54	6190 PCI = 82	6195 PCI = 100
6196 PCI = 100	6197 PCI = 52	6198 PCI = 82	6205 PCI = 100	6210 PCI = 100	6215 PCI = 100	6220 PCI = 100	6225 PCI = 67
6230 PCI = 23	6315 PCI = 42	6320 PCI = 43	6325 PCI = 49	6330 PCI = 74	6335 PCI = 44	6340 PCI = 32	6345 PCI = 40
6350 PCI = 47	6355 PCI = 37	6360 PCI = 65	6365 PCI = 46	6370 PCI = 59			

TAXIWAYS

112 PCI = 66	114 PCI = 33	115 PCI = 100	117 PCI = 50	119 PCI = 33	125 PCI = 100	127 PCI = 100	130 PCI = 100	135 PCI = 100	140 PCI = 100	150 PCI = 100	155 PCI = 100
158 PCI = 100	160 PCI = 39	165 PCI = 100	168 PCI = 100	170 PCI = 100	175 PCI = 100	180 PCI = 100	205 PCI = 56	210 PCI = 64	215 PCI = 100	220 PCI = 28	305 PCI = 36
405 PCI = 52	407 PCI = 52	410 PCI = 46	605 PCI = 37	607 PCI = 100	610 PCI = 41	615 PCI = 56	620 PCI = 100	626 PCI = 100	630 PCI = 100	810 PCI = 6	815 PCI = 100
1005 PCI = 46	1010 PCI = 100	1105 PCI = 73	1110 PCI = 78	1120 PCI = 55	1125 PCI = 58	1130 PCI = 42	1205 PCI = 100	1215 PCI = 100	1245 PCI = 32	1247 PCI = 100	1250 PCI = 100
1255 PCI = 100	1325 PCI = 42	1330 PCI = 33	1335 PCI = 100	2050 PCI = 22							

OTHERS

4105 PCI = 55	4123 PCI = 53	4130 PCI = 100	4155 PCI = 62	4157 PCI = 100	4165 PCI = 100	4170 PCI = 100
4175 PCI = 3	4176 PCI = 4	4177 PCI = 100	4178 PCI = 100	4179 PCI = 100	4180 PCI = 25	4183 PCI = 100
4185 PCI = 100	4190 PCI = 28	4195 PCI = 12	4199 PCI = 51	4205 PCI = 41	4305 PCI = 37	

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT

PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER PIE

FDOT DISTRICT 7

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	6370	25,750	P	AAC	59	Fair	2	6
RUNWAY 9-27	RW 9-27	RUNWAY	6365	51,500	P	AAC	46	Poor	2	10
RUNWAY 9-27	RW 9-27	RUNWAY	6360	40,000	P	AAC	65	Fair	2	8
RUNWAY 9-27	RW 9-27	RUNWAY	6355	80,000	P	AAC	37	Very Poor	5	16
RUNWAY 9-27	RW 9-27	RUNWAY	6350	22,500	P	AAC	47	Poor	2	4
RUNWAY 9-27	RW 9-27	RUNWAY	6345	45,000	P	AAC	40	Very Poor	2	9
RUNWAY 9-27	RW 9-27	RUNWAY	6340	17,500	P	AAC	32	Very Poor	1	4
RUNWAY 9-27	RW 9-27	RUNWAY	6335	35,000	P	AAC	44	Poor	2	7
RUNWAY 9-27	RW 9-27	RUNWAY	6330	17,023	P	AAC	74	Satisfactory	1	4
RUNWAY 9-27	RW 9-27	RUNWAY	6325	34,045	P	AAC	49	Poor	2	7
RUNWAY 9-27	RW 9-27	RUNWAY	6320	105,872	P	AAC	43	Poor	5	22
RUNWAY 9-27	RW 9-27	RUNWAY	6315	211,743	P	AAC	42	Poor	8	42
RUNWAY 4-22	RW 4-22	RUNWAY	6230	20,150	P	AC	23	Serious	1	4
RUNWAY 4-22	RW 4-22	RUNWAY	6225	40,300	P	AC	67	Fair	2	8
RUNWAY 4-22	RW 4-22	RUNWAY	6220	27,536	P	AAC	100	Good	0	0
RUNWAY 4-22	RW 4-22	RUNWAY	6215	55,072	P	AAC	100	Good	0	0
RUNWAY 4-22	RW 4-22	RUNWAY	6210	237,436	P	AAC	100	Good	0	0
RUNWAY 4-22	RW 4-22	RUNWAY	6205	474,873	P	AAC	100	Good	0	0
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6198	46,450	P	AC	82	Satisfactory	2	10
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6197	92,900	P	AC	52	Poor	5	19
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6196	15,000	P	AAC	100	Good	0	0
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6195	30,000	P	AAC	100	Good	0	0
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6190	105,000	P	AAC	82	Satisfactory	5	22
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6185	210,000	P	AAC	54	Poor	8	42
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6180	145,000	P	AAC	79	Satisfactory	5	30
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6175	290,000	P	AAC	65	Fair	12	58

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 18L-36R	RW 18L-36R	RUNWAY	6170	35,000	P	AAC	74	Satisfactory	2	8
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6165	70,000	P	AAC	72	Satisfactory	3	14
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6160	90,000	P	AAC	75	Satisfactory	5	18
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6155	180,000	P	AAC	63	Fair	7	36
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6150	15,000	P	AAC	76	Satisfactory	1	4
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6145	30,000	P	AAC	71	Satisfactory	2	6
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6140	10,000	P	AAC	77	Satisfactory	1	2
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6135	20,000	P	AAC	74	Satisfactory	1	4
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6120	25,000	P	AAC	78	Satisfactory	2	6
RUNWAY 18L-36R	RW 18L-36R	RUNWAY	6115	50,000	P	AAC	72	Satisfactory	2	10
RUN-UP APRON AT RW 22	AP RU RW22	APRON	4305	14,458	P	AC	37	Very Poor	1	3
HOLDING APRON AT TWS M & F	AP HOLD	APRON	4205	15,819	P	AC	41	Poor	1	4
APRON	AP MAIN	APRON	4199	78,779	P	PCC	51	Poor	2	12
APRON	AP MAIN	APRON	4195	11,250	P	PCC	12	Serious	1	2
APRON	AP MAIN	APRON	4190	18,650	P	PCC	28	Very Poor	1	3
APRON	AP MAIN	APRON	4185	12,820	P	APC	100	Good	0	0
APRON	AP MAIN	APRON	4183	39,947	P	AAC	100	Good	0	0
APRON	AP MAIN	APRON	4180	126,695	P	AC	25	Serious	3	25
APRON	AP MAIN	APRON	4179	70,111	P	APC	100	Good	0	0
APRON	AP MAIN	APRON	4178	49,146	P	APC	100	Good	0	0
APRON	AP MAIN	APRON	4177	20,605	P	APC	100	Good	0	0
APRON	AP MAIN	APRON	4176	10,965	P	AC	4	Failed	1	2
APRON	AP MAIN	APRON	4175	31,006	P	PCC	3	Failed	1	5
APRON	AP MAIN	APRON	4170	18,816	P	AAC	100	Good	0	0
APRON	AP MAIN	APRON	4165	66,409	P	PCC	100	Good	0	0
APRON	AP MAIN	APRON	4157	84,447	P	AAC	100	Good	0	0

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
APRON	AP MAIN	APRON	4155	80,944	P	AAC	62	Fair	3	16
APRON	AP MAIN	APRON	4130	9,563	P	APC	100	Good	0	0
APRON	AP MAIN	APRON	4123	43,739	P	APC	53	Poor	2	14
APRON	AP MAIN	APRON	4105	396,234	P	APC	55	Poor	9	87
APRON TAXIWAY SOUTH OF MAIN APRON	TW T	TAXIWAY	2050	175,302	P	AC	22	Serious	4	40
TAXIWAY M	TW M	TAXIWAY	1335	10,287	P	AAC	100	Good	0	0
TAXIWAY M	TW M	TAXIWAY	1330	8,134	P	AC	33	Very Poor	1	2
TAXIWAY M	TW M	TAXIWAY	1325	213,248	P	AC	42	Poor	5	44
TAXIWAY P	TW P	TAXIWAY	1255	52,339	P	AAC	100	Good	0	0
TAXIWAY P	TW P	TAXIWAY	1250	28,635	P	AAC	100	Good	0	0
TAXIWAY L	TW L	TAXIWAY	1247	33,633	P	AAC	100	Good	0	0
TAXIWAY L	TW L	TAXIWAY	1245	18,679	P	AAC	32	Very Poor	1	3
TAXIWAY L	TW L	TAXIWAY	1215	13,483	P	AAC	100	Good	0	0
TAXIWAY L	TW L	TAXIWAY	1205	20,812	P	AAC	100	Good	0	0
TAXIWAY K	TW K	TAXIWAY	1130	2,268	P	AC	42	Poor	1	1
TAXIWAY K	TW K	TAXIWAY	1125	2,136	P	AC	58	Fair	1	1
TAXIWAY K	TW K	TAXIWAY	1120	1,969	P	AC	55	Poor	1	1
TAXIWAY K	TW K	TAXIWAY	1110	19,512	P	AAC	78	Satisfactory	1	4
TAXIWAY K	TW K	TAXIWAY	1105	21,520	P	AC	73	Satisfactory	1	4
TAXIWAY J	TW J	TAXIWAY	1010	8,369	P	AAC	100	Good	0	0
TAXIWAY J	TW J	TAXIWAY	1005	11,640	P	AC	46	Poor	1	2
TAXIWAY H	TW H	TAXIWAY	815	57,784	P	AC	100	Good	0	0
TAXIWAY H	TW H	TAXIWAY	810	64,486	P	AC	6	Failed	4	16
TAXIWAY F	TW F	TAXIWAY	630	27,595	P	AAC	100	Good	0	0
TAXIWAY F	TW F	TAXIWAY	626	10,414	P	AAC	100	Good	0	0
TAXIWAY F	TW F	TAXIWAY	620	7,753	P	AAC	100	Good	0	0

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY F	TW F	TAXIWAY	615	25,000	P	AAC	56	Fair	1	5
TAXIWAY F	TW F	TAXIWAY	610	7,654	P	AAC	41	Poor	1	2
TAXIWAY F	TW F	TAXIWAY	607	8,127	P	AAC	100	Good	0	0
TAXIWAY F	TW F	TAXIWAY	605	12,798	P	AAC	37	Very Poor	1	2
TAXIWAY D	TW D	TAXIWAY	410	16,196	P	AAC	46	Poor	1	3
TAXIWAY D	TW D	TAXIWAY	407	25,816	P	AAC	52	Poor	1	7
TAXIWAY D	TW D	TAXIWAY	405	5,250	P	AAC	52	Poor	1	1
TAXIWAY C	TW C	TAXIWAY	305	42,706	P	AAC	36	Very Poor	2	11
TAXIWAY B	TW B	TAXIWAY	220	40,656	P	AC	28	Very Poor	2	8
TAXIWAY B	TW B	TAXIWAY	215	14,952	P	AC	100	Good	0	0
TAXIWAY B	TW B	TAXIWAY	210	6,353	P	AAC	64	Fair	1	1
TAXIWAY B	TW B	TAXIWAY	205	13,950	P	AC	56	Fair	1	3
TAXIWAY A6	TW A6	TAXIWAY	180	58,658	P	AC	100	Good	0	0
TAXIWAY A5	TW A5	TAXIWAY	175	56,987	P	AC	100	Good	0	0
TAXIWAY A4	TW A4	TAXIWAY	170	58,588	P	AC	100	Good	0	0
TAXIWAY A3	TW A3	TAXIWAY	168	60,311	P	AC	100	Good	0	0
TAXIWAY A2	TW A2	TAXIWAY	165	60,458	P	AC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	160	152,838	P	AC	39	Very Poor	4	35
TAXIWAY A	TW A	TAXIWAY	158	16,692	P	AAC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	155	7,969	P	AAC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	150	21,882	P	AAC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	140	17,486	P	AAC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	135	40,056	P	AAC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	130	361,676	P	AAC	100	Good	0	0
FBO CONNECTOR	FBO CONN	APRON	127	12,381	P	APC	100	Good	0	0
FBO CONNECTOR	FBO CONN	APRON	125	9,856	P	APC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	119	3,424	P	AC	33	Very Poor	1	1

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY A	TW A	TAXIWAY	117	3,109	P	AAC	50	Poor	1	1
TAXIWAY A	TW A	TAXIWAY	115	203,420	P	AAC	100	Good	0	0
TAXIWAY A	TW A	TAXIWAY	114	2,361	P	AC	33	Very Poor	1	1
TAXIWAY A	TW A	TAXIWAY	112	3,583	P	AAC	66	Fair	1	1

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 /23/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: PIE

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 HOLD (HOLDING APRON AT TWS M & F)	1	100.00	150.00	15,819.38	APRON	41.00	0.00	41.00
AP MAIN (APRON)	18	12,608.00	151.22	1,170,126.00	APRON	66.28	37.11	63.49
AP RU RW22 (RUN-UP APRON AT RW 22)	1	150.00	100.00	14,458.50	APRON	37.00	0.00	37.00
FBO CONN (FBO CONNECTOR)	2	977.00	137.50	22,237.00	APRON	100.00	0.00	100.00
RW 18L-36R (RUNWAY 18L-36R)	18	29,187.00	62.50	1,459,350.00	RUNWAY	74.78	12.08	68.65
RW 4-22 (RUNWAY 4-22)	6	16,875.00	62.50	855,366.81	RUNWAY	81.67	28.87	96.63
RW 9-27 (RUNWAY 9-27)	12	13,742.45	62.50	685,933.00	RUNWAY	48.17	11.58	44.87
TW A (TAXIWAY A)	12	11,791.00	76.50	834,495.29	TAXIWAY	76.75	28.68	88.03
TW A2 (TAXIWAY A2)	1	600.00	100.00	60,458.00	TAXIWAY	100.00	0.00	100.00
TW A3 (TAXIWAY A3)	1	400.00	100.00	60,311.00	TAXIWAY	100.00	0.00	100.00
TW A4 (TAXIWAY A4)	1	400.00	100.00	58,588.00	TAXIWAY	100.00	0.00	100.00
TW A5 (TAXIWAY A5)	1	400.00	100.00	56,987.00	TAXIWAY	100.00	0.00	100.00
TW A6 (TAXIWAY A6)	1	400.00	100.00	58,658.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	4	1,480.00	50.00	75,911.14	TAXIWAY	62.00	25.69	50.34
TW C (TAXIWAY C)	1	530.00	75.00	42,705.81	TAXIWAY	36.00	0.00	36.00
TW D (TAXIWAY D)	3	545.00	75.00	47,262.41	TAXIWAY	50.00	2.83	49.94

Branch Condition Report

Pavement Database: FDOT NetworkID: PIE

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW F (TAXIWAY F)	7	1,770.00	50.00	99,340.14	TAXIWAY	76.29	27.90	76.27
TW H (TAXIWAY H)	2	1,700.00	87.50	122,270.00	TAXIWAY	53.00	47.00	50.42
TW J (TAXIWAY J)	2	520.00	60.00	20,009.00	TAXIWAY	73.00	27.00	68.59
TW K (TAXIWAY K)	5	1,015.00	32.00	47,406.70	TAXIWAY	61.20	12.95	72.15
TW L (TAXIWAY L)	4	2,300.00	75.00	86,607.00	TAXIWAY	83.00	29.44	85.33
TW M (TAXIWAY M)	3	4,640.00	60.00	231,669.00	TAXIWAY	58.33	29.69	44.26
TW P (TAXIWAY P)	2	1,515.00	50.00	80,974.00	TAXIWAY	100.00	0.00	100.00
TW T (APRON TAXIWAY SOUTH OF MAIN APRON)	1	1,550.00	100.00	175,302.00	TAXIWAY	22.00	0.00	22.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	22	1,222,640.88	66.86	36.02	63.55
RUNWAY	36	3,000,649.81	67.06	21.00	71.19
TAXIWAY	51	2,158,954.49	72.08	29.60	73.56
All	109	6,382,245.18	69.37	28.71	70.53

Date: 4 /23/2015

Section Condition Report

Pavement Database: FDOT NetworkID: PIE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HOLD (HOLDING APRON AT TWS M & F)	4205	01/01/1984	AC	APRON	P	0	15,819.38	01/30/2015	31	41.00
AP MAIN (APRON)	4105	01/02/2003	APC	APRON	P	0	396,234.00	01/30/2015	12	55.00
AP MAIN (APRON)	4123	01/02/2003	APC	APRON	P	0	43,739.00	01/30/2015	12	53.00
AP MAIN (APRON)	4130	12/25/2015	APC	APRON	P	0	9,563.00	12/25/2015	0	100.00
AP MAIN (APRON)	4155	01/02/2003	AAC	APRON	P	0	80,944.00	01/30/2015	12	62.00
AP MAIN (APRON)	4157	12/25/2015	AAC	APRON	P	0	84,447.00	12/25/2015	0	100.00
AP MAIN (APRON)	4165	01/01/2012	PCC	APRON	P	0	66,409.00	01/01/2012	0	100.00
AP MAIN (APRON)	4170	12/25/2015	AAC	APRON	P	0	18,816.00	12/25/2015	0	100.00
AP MAIN (APRON)	4175	01/01/1942	PCC	APRON	P	0	31,006.00	01/30/2015	73	3.00
AP MAIN (APRON)	4176	12/25/1955	AC	APRON	P	0	10,965.00	01/30/2015	60	4.00
AP MAIN (APRON)	4177	12/25/2015	APC	APRON	P	0	20,605.00	12/25/2015	0	100.00
AP MAIN (APRON)	4178	01/01/2013	APC	APRON	P	0	49,146.00	01/01/2013	0	100.00
AP MAIN (APRON)	4179	10/01/2011	APC	APRON	P	0	70,111.00	10/01/2011	0	100.00
AP MAIN (APRON)	4180	01/01/1968	AC	APRON	P	0	126,695.00	01/30/2015	47	25.00
AP MAIN (APRON)	4183	01/01/2013	AAC	APRON	P	0	39,947.00	01/01/2013	0	100.00
AP MAIN (APRON)	4185	01/01/2013	APC	APRON	P	0	12,820.00	01/01/2013	0	100.00
AP MAIN (APRON)	4190	01/01/1942	PCC	APRON	P	0	18,650.00	01/30/2015	73	28.00
AP MAIN (APRON)	4195	01/01/1942	PCC	APRON	P	0	11,250.00	01/30/2015	73	12.00
AP MAIN (APRON)	4199	01/01/2003	PCC	APRON	P	0	78,779.00	01/30/2015	12	51.00
AP RU RW22 (RUN-UP APRON AT RW 22)	4305	01/01/1984	AC	APRON	P	0	14,458.50	01/30/2015	31	37.00
FBO CONN (FBO CONNECTOR)	125	12/25/2015	APC	APRON	P	0	9,856.00	12/25/2015	0	100.00
FBO CONN (FBO CONNECTOR)	127	12/25/2015	APC	APRON	P	0	12,381.00	12/25/2015	0	100.00
RW 18L-36R (RUNWAY 18L-36R)	6115	01/02/2003	AAC	RUNWAY	P	0	50,000.00	01/30/2015	12	72.00
RW 18L-36R (RUNWAY 18L-36R)	6120	01/02/2003	AAC	RUNWAY	P	0	25,000.00	01/30/2015	12	78.00
RW 18L-36R (RUNWAY 18L-36R)	6135	01/02/2003	AAC	RUNWAY	P	0	20,000.00	01/30/2015	12	74.00
RW 18L-36R (RUNWAY 18L-36R)	6140	01/02/2003	AAC	RUNWAY	P	0	10,000.00	01/30/2015	12	77.00
RW 18L-36R (RUNWAY 18L-36R)	6145	01/02/2003	AAC	RUNWAY	P	0	30,000.00	01/30/2015	12	71.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 18L-36R (RUNWAY 18L-36R)	6150	01/02/2003	AAC	RUNWAY	P	0	15,000.00	01/30/2015	12	76.00
RW 18L-36R (RUNWAY 18L-36R)	6155	01/02/2003	AAC	RUNWAY	P	0	180,000.00	01/30/2015	12	63.00
RW 18L-36R (RUNWAY 18L-36R)	6160	01/02/2003	AAC	RUNWAY	P	0	90,000.00	01/30/2015	12	75.00
RW 18L-36R (RUNWAY 18L-36R)	6165	01/02/2003	AAC	RUNWAY	P	0	70,000.00	01/30/2015	12	72.00
RW 18L-36R (RUNWAY 18L-36R)	6170	01/02/2003	AAC	RUNWAY	P	0	35,000.00	01/30/2015	12	74.00
RW 18L-36R (RUNWAY 18L-36R)	6175	01/02/2003	AAC	RUNWAY	P	0	290,000.00	01/30/2015	12	65.00
RW 18L-36R (RUNWAY 18L-36R)	6180	01/02/2003	AAC	RUNWAY	P	0	145,000.00	01/30/2015	12	79.00
RW 18L-36R (RUNWAY 18L-36R)	6185	01/02/2003	AAC	RUNWAY	P	0	210,000.00	01/30/2015	12	54.00
RW 18L-36R (RUNWAY 18L-36R)	6190	01/02/2003	AAC	RUNWAY	P	0	105,000.00	01/30/2015	12	82.00
RW 18L-36R (RUNWAY 18L-36R)	6195	01/01/2013	AAC	RUNWAY	P	0	30,000.00	01/01/2013	0	100.00
RW 18L-36R (RUNWAY 18L-36R)	6196	01/01/2013	AAC	RUNWAY	P	0	15,000.00	01/01/2013	0	100.00
RW 18L-36R (RUNWAY 18L-36R)	6197	01/01/2006	AC	RUNWAY	P	0	92,900.00	01/30/2015	9	52.00
RW 18L-36R (RUNWAY 18L-36R)	6198	01/01/2006	AC	RUNWAY	P	0	46,450.00	01/30/2015	9	82.00
RW 4-22 (RUNWAY 4-22)	6205	01/01/2012	AAC	RUNWAY	P	0	474,872.96	11/01/2012	0	100.00
RW 4-22 (RUNWAY 4-22)	6210	01/01/2012	AAC	RUNWAY	P	0	237,436.49	01/01/2012	0	100.00
RW 4-22 (RUNWAY 4-22)	6215	01/01/2012	AAC	RUNWAY	P	0	55,071.57	01/01/2012	0	100.00
RW 4-22 (RUNWAY 4-22)	6220	01/01/2012	AAC	RUNWAY	P	0	27,535.79	01/01/2012	0	100.00
RW 4-22 (RUNWAY 4-22)	6225	01/01/2006	AC	RUNWAY	P	0	40,300.00	01/30/2015	9	67.00
RW 4-22 (RUNWAY 4-22)	6230	01/01/2006	AC	RUNWAY	P	0	20,150.00	01/30/2015	9	23.00
RW 9-27 (RUNWAY 9-27)	6315	01/01/1994	AAC	RUNWAY	P	0	211,743.00	01/30/2015	21	42.00
RW 9-27 (RUNWAY 9-27)	6320	01/01/1994	AAC	RUNWAY	P	0	105,872.00	01/30/2015	21	43.00
RW 9-27 (RUNWAY 9-27)	6325	01/02/2003	AAC	RUNWAY	P	0	34,045.00	01/30/2015	12	49.00
RW 9-27 (RUNWAY 9-27)	6330	01/02/2003	AAC	RUNWAY	P	0	17,023.00	01/30/2015	12	74.00
RW 9-27 (RUNWAY 9-27)	6335	01/01/1992	AAC	RUNWAY	P	0	35,000.00	01/30/2015	23	44.00
RW 9-27 (RUNWAY 9-27)	6340	01/01/1992	AAC	RUNWAY	P	0	17,500.00	01/30/2015	23	32.00
RW 9-27 (RUNWAY 9-27)	6345	01/01/1992	AAC	RUNWAY	P	0	45,000.00	01/30/2015	23	40.00
RW 9-27 (RUNWAY 9-27)	6350	01/01/1992	AAC	RUNWAY	P	0	22,500.00	01/30/2015	23	47.00

Section Condition Report

Pavement Database: FDOT NetworkID: PIE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9-27 (RUNWAY 9-27)	6355	01/01/1994	AAC	RUNWAY	P	0	80,000.00	01/30/2015	21	37.00
RW 9-27 (RUNWAY 9-27)	6360	01/01/1994	AAC	RUNWAY	P	0	40,000.00	01/30/2015	21	65.00
RW 9-27 (RUNWAY 9-27)	6365	01/01/1994	AAC	RUNWAY	P	0	51,500.00	01/30/2015	21	46.00
RW 9-27 (RUNWAY 9-27)	6370	01/01/1994	AAC	RUNWAY	P	0	25,750.00	01/30/2015	21	59.00
TW A (TAXIWAY A)	112	01/01/1990	AAC	TAXIWAY	P	0	3,582.70	01/30/2015	25	66.00
TW A (TAXIWAY A)	114	01/01/1968	AC	TAXIWAY	P	0	2,360.73	01/30/2015	47	33.00
TW A (TAXIWAY A)	115	12/25/2015	AAC	TAXIWAY	P	0	203,420.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	117	01/01/1990	AAC	TAXIWAY	P	0	3,109.00	01/30/2015	25	50.00
TW A (TAXIWAY A)	119	01/01/1968	AC	TAXIWAY	P	0	3,423.86	01/30/2015	47	33.00
TW A (TAXIWAY A)	130	12/25/2015	AAC	TAXIWAY	P	0	361,676.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	135	12/25/2015	AAC	TAXIWAY	P	0	40,056.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	140	12/25/2015	AAC	TAXIWAY	P	0	17,486.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	150	12/25/2015	AAC	TAXIWAY	P	0	21,882.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	155	12/25/2015	AAC	TAXIWAY	P	0	7,969.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	158	12/25/2015	AAC	TAXIWAY	P	0	16,692.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	160	01/01/2006	AC	TAXIWAY	P	0	152,838.00	01/30/2015	9	39.00
TW A2 (TAXIWAY A2)	165	12/25/2015	AC	TAXIWAY	P	0	60,458.00	12/25/2015	0	100.00
TW A3 (TAXIWAY A3)	168	12/25/2015	AC	TAXIWAY	P	0	60,311.00	12/25/2015	0	100.00
TW A4 (TAXIWAY A4)	170	12/25/2015	AC	TAXIWAY	P	0	58,588.00	12/25/2015	0	100.00
TW A5 (TAXIWAY A5)	175	12/25/2015	AC	TAXIWAY	P	0	56,987.00	12/25/2015	0	100.00
TW A6 (TAXIWAY A6)	180	12/25/2015	AC	TAXIWAY	P	0	58,658.00	12/25/2015	0	100.00
TW B (TAXIWAY B)	205	01/01/1958	AC	TAXIWAY	P	0	13,950.00	01/30/2015	57	56.00
TW B (TAXIWAY B)	210	01/01/1992	AAC	TAXIWAY	P	0	6,353.14	01/30/2015	23	64.00
TW B (TAXIWAY B)	215	01/01/2012	AC	TAXIWAY	P	0	14,952.00	01/01/2012	0	100.00
TW B (TAXIWAY B)	220	01/01/1965	AC	TAXIWAY	P	0	40,656.00	01/30/2015	50	28.00
TW C (TAXIWAY C)	305	01/01/1992	AAC	TAXIWAY	P	0	42,705.81	01/30/2015	23	36.00

Section Condition Report

Pavement Database: FDOT NetworkID: PIE

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)	405	01/01/1990	AAC	TAXIWAY	P	0	5,250.00	01/30/2015	25	52.00
TW D (TAXIWAY D)	407	01/01/1996	AAC	TAXIWAY	P	0	25,816.41	01/30/2015	19	52.00
TW D (TAXIWAY D)	410	01/01/1992	AAC	TAXIWAY	P	0	16,196.00	01/30/2015	23	46.00
TW F (TAXIWAY F)	605	01/01/1984	AAC	TAXIWAY	P	0	12,798.00	01/30/2015	31	37.00
TW F (TAXIWAY F)	607	01/01/2012	AAC	TAXIWAY	P	0	8,127.00	01/01/2012	0	100.00
TW F (TAXIWAY F)	610	01/01/1989	AAC	TAXIWAY	P	0	7,653.56	01/30/2015	26	41.00
TW F (TAXIWAY F)	615	01/01/1989	AAC	TAXIWAY	P	0	25,000.00	01/30/2015	26	56.00
TW F (TAXIWAY F)	620	12/25/2015	AAC	TAXIWAY	P	0	7,752.98	12/25/2015	0	100.00
TW F (TAXIWAY F)	626	12/25/2015	AAC	TAXIWAY	P	0	10,413.60	12/25/2015	0	100.00
TW F (TAXIWAY F)	630	12/25/2015	AAC	TAXIWAY	P	0	27,595.00	12/25/2015	0	100.00
TW H (TAXIWAY H)	810	01/01/1965	AC	TAXIWAY	P	0	64,486.00	01/30/2015	50	6.00
TW H (TAXIWAY H)	815	01/01/2015	AC	TAXIWAY	P	0	57,784.00	01/01/2015	0	100.00
TW J (TAXIWAY J)	1005	01/01/1984	AC	TAXIWAY	P	0	11,640.00	01/30/2015	31	46.00
TW J (TAXIWAY J)	1010	01/01/2012	AAC	TAXIWAY	P	0	8,369.00	01/01/2012	0	100.00
TW K (TAXIWAY K)	1105	01/01/1970	AC	TAXIWAY	P	0	21,520.15	01/30/2015	45	73.00
TW K (TAXIWAY K)	1110	01/01/1984	AAC	TAXIWAY	P	0	19,512.49	01/30/2015	31	78.00
TW K (TAXIWAY K)	1120	01/01/1984	AC	TAXIWAY	P	0	1,969.32	01/30/2015	31	55.00
TW K (TAXIWAY K)	1125	01/01/1984	AC	TAXIWAY	P	0	2,136.50	01/30/2015	31	58.00
TW K (TAXIWAY K)	1130	01/01/1984	AC	TAXIWAY	P	0	2,268.24	01/30/2015	31	42.00
TW L (TAXIWAY L)	1205	12/25/2015	AAC	TAXIWAY	P	0	20,812.00	12/25/2015	0	100.00
TW L (TAXIWAY L)	1215	12/25/2015	AAC	TAXIWAY	P	0	13,483.00	12/25/2015	0	100.00
TW L (TAXIWAY L)	1245	01/01/1986	AAC	TAXIWAY	P	0	18,679.00	01/30/2015	29	32.00
TW L (TAXIWAY L)	1247	12/25/2015	AAC	TAXIWAY	P	0	33,633.00	12/25/2015	0	100.00
TW M (TAXIWAY M)	1325	01/01/1984	AC	TAXIWAY	P	0	213,248.00	01/30/2015	31	42.00
TW M (TAXIWAY M)	1330	01/01/1984	AC	TAXIWAY	P	0	8,134.00	01/30/2015	31	33.00
TW M (TAXIWAY M)	1335	01/01/2012	AAC	TAXIWAY	P	0	10,287.00	01/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: PIE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW P (TAXIWAY P)	1250	12/25/2015	AAC	TAXIWAY	P	0	28,635.00	12/25/2015	0	100.00
TW P (TAXIWAY P)	1255	12/25/2015	AAC	TAXIWAY	P	0	52,339.00	12/25/2015	0	100.00
TW T (APRON TAXIWAY SOUTH OF MAIN APRON)	2050	01/01/1997	AC	TAXIWAY	P	0	175,302.00	01/30/2015	18	22.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**2,492,383.39**	**42**	**100.00**	**0.00**	**100.00**
06-10	**9.00**	**352,638.00**	**5**	**52.60**	**23.09**	**50.37**
11-15	**12.00**	**1,925,764.00**	**20**	**67.80**	**10.44**	**63.93**
16-20	**18.50**	**201,118.41**	**2**	**37.00**	**21.21**	**25.85**
21-25	**22.63**	**712,061.65**	**16**	**48.06**	**10.59**	**43.82**
26-30	**27.00**	**51,332.56**	**3**	**43.00**	**12.12**	**45.03**
31-35	**31.00**	**301,984.43**	**10**	**46.90**	**13.45**	**43.93**
over 40	**56.55**	**344,962.74**	**11**	**27.36**	**21.92**	**23.28**
All	**15.57**	**6,382,245.18**	**109**	**69.37**	**28.84**	**70.53**

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 HOLD	4205	41	40	38	37	35	33	31	29	27	25	23
AP MAIN	4105	55	54	52	50	47	44	40	37	32	27	22
AP MAIN	4123	53	52	50	47	44	41	37	32	27	22	17
AP MAIN	4130	100	100	98	94	90	86	83	80	78	76	74
AP MAIN	4155	62	62	60	59	58	56	54	52	50	47	44
AP MAIN	4157	100	100	98	94	90	86	83	80	78	76	74
AP MAIN	4165	100	96	95	94	93	91	90	89	88	87	86
AP MAIN	4170	100	100	98	94	90	86	83	80	78	76	74
AP MAIN	4175	3	3	1	0	0	0	0	0	0	0	0
AP MAIN	4176	4	3	1	0	0	0	0	0	0	0	0
AP MAIN	4177	100	100	98	94	90	86	83	80	78	76	74
AP MAIN	4178	100	90	86	83	80	78	76	74	72	71	69
AP MAIN	4179	100	85	82	80	77	75	73	72	70	69	68
AP MAIN	4180	25	24	22	21	19	17	15	13	11	9	7
AP MAIN	4183	100	90	86	83	80	78	76	74	72	71	69
AP MAIN	4185	100	90	86	83	80	78	76	74	72	71	69
AP MAIN	4190	28	28	26	25	24	23	22	21	19	18	17
AP MAIN	4195	12	12	10	9	8	7	6	5	3	2	1
AP MAIN	4199	51	51	49	48	47	46	45	44	42	41	40
AP RU RW22	4305	37	36	34	33	31	29	27	25	23	21	19
FBO CONN	125	100	100	98	94	90	86	83	80	78	76	74
FBO CONN	127	100	100	98	94	90	86	83	80	78	76	74
RW 18L-36R	6115	72	71	69	67	65	63	61	59	57	55	53
RW 18L-36R	6120	78	77	75	73	71	69	67	65	63	61	59
RW 18L-36R	6135	74	73	71	69	67	65	63	61	59	57	55
RW 18L-36R	6140	77	76	74	72	70	68	66	64	62	60	58
RW 18L-36R	6145	71	70	68	66	64	62	60	58	56	54	52
RW 18L-36R	6150	76	75	73	71	69	67	65	63	61	59	57

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 18L-36R	6155	63	62	60	58	56	54	52	50	48	46	44
RW 18L-36R	6160	75	74	72	70	68	66	64	62	60	58	56
RW 18L-36R	6165	72	71	69	67	65	63	61	59	57	55	53
RW 18L-36R	6170	74	73	71	69	67	65	63	61	59	57	55
RW 18L-36R	6175	65	64	62	60	58	56	54	52	50	48	46
RW 18L-36R	6180	79	78	76	74	72	70	68	66	64	62	60
RW 18L-36R	6185	54	53	51	49	47	45	43	41	39	37	35
RW 18L-36R	6190	82	81	79	77	75	73	71	69	67	65	63
RW 18L-36R	6195	100	95	93	91	89	87	85	83	81	79	77
RW 18L-36R	6196	100	95	93	91	89	87	85	83	81	79	77
RW 18L-36R	6197	52	52	50	49	47	46	44	43	41	40	39
RW 18L-36R	6198	82	82	80	79	77	76	74	73	71	70	69
RW 4-22	6205	100	95	93	91	89	87	85	82	80	78	76
RW 4-22	6210	100	93	91	89	87	85	83	81	79	77	75
RW 4-22	6215	100	93	91	89	87	85	83	81	79	77	75
RW 4-22	6220	100	93	91	89	87	85	83	81	79	77	75
RW 4-22	6225	67	67	65	64	62	61	59	58	56	55	54
RW 4-22	6230	23	23	21	20	18	17	15	14	12	11	10
RW 9-27	6315	42	41	39	37	35	33	31	29	27	25	23
RW 9-27	6320	43	42	40	38	36	34	32	30	28	26	24
RW 9-27	6325	49	48	46	44	42	40	38	36	34	32	30
RW 9-27	6330	74	73	71	69	67	65	63	61	59	57	55
RW 9-27	6335	44	43	41	39	37	35	33	31	29	27	25
RW 9-27	6340	32	31	29	27	25	23	21	19	17	15	13
RW 9-27	6345	40	39	37	35	33	31	29	27	25	23	21
RW 9-27	6350	47	46	44	42	40	38	36	34	32	30	28
RW 9-27	6355	37	36	34	32	30	28	26	24	22	20	18
RW 9-27	6360	65	64	62	60	58	56	54	52	50	48	46
RW 9-27	6365	46	45	43	41	39	37	35	33	31	29	27

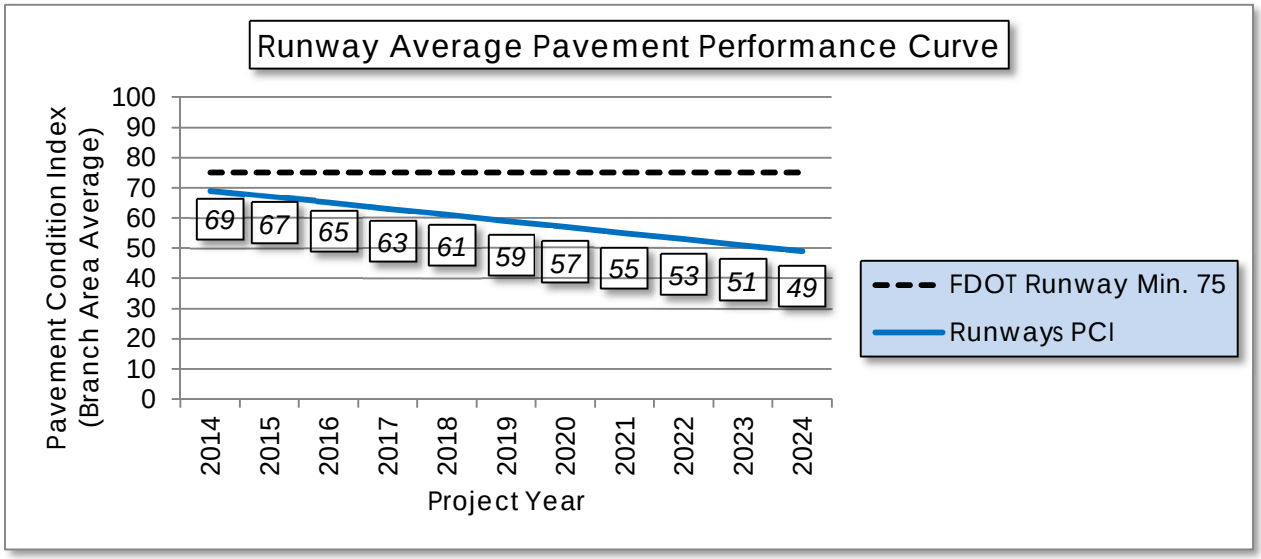
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 9-27	6370	59	58	56	54	52	50	48	46	44	42	40
TW A	112	66	66	65	64	63	62	60	59	58	56	54
TW A	114	33	33	31	30	28	27	25	24	22	21	19
TW A	115	100	100	98	95	92	89	86	84	82	80	78
TW A	117	50	49	47	45	43	41	40	40	38	37	36
TW A	119	33	33	31	30	28	27	25	24	22	21	19
TW A	130	100	100	98	95	92	89	86	84	82	80	78
TW A	135	100	100	98	95	92	89	86	84	82	80	78
TW A	140	100	100	98	95	92	89	86	84	82	80	78
TW A	150	100	100	98	95	92	89	86	84	82	80	78
TW A	155	100	100	98	95	92	89	86	84	82	80	78
TW A	158	100	100	98	95	92	89	86	84	82	80	78
TW A	160	39	39	37	36	34	33	31	30	28	27	25
TW A2	165	100	100	99	98	96	95	93	92	90	89	87
TW A3	168	100	100	99	98	96	95	93	92	90	89	87
TW A4	170	100	100	99	98	96	95	93	92	90	89	87
TW A5	175	100	100	99	98	96	95	93	92	90	89	87
TW A6	180	100	100	99	98	96	95	93	92	90	89	87
TW B	205	56	56	54	53	51	50	48	47	45	44	42
TW B	210	64	64	63	62	60	59	58	56	54	52	50
TW B	215	100	95	93	92	90	89	87	86	85	83	82
TW B	220	28	28	26	25	23	22	20	19	17	16	14
TW C	305	36	36	34	33	32	31	30	28	27	26	25
TW D	405	52	51	49	47	45	43	41	40	40	38	37
TW D	407	52	51	49	47	45	43	41	40	40	38	37
TW D	410	46	45	43	42	41	40	39	37	36	35	34
TW F	605	37	37	35	34	33	32	31	29	28	27	26
TW F	607	100	89	87	84	82	80	78	77	75	73	72
TW F	610	41	41	40	39	38	36	35	34	33	32	30

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW F	615	56	55	54	51	49	47	45	43	41	40	40
TW F	620	100	100	98	95	92	89	86	84	82	80	78
TW F	626	100	100	98	95	92	89	86	84	82	80	78
TW F	630	100	100	98	95	92	89	86	84	82	80	78
TW H	810	6	6	4	3	1	0	0	0	0	0	0
TW H	815	100	99	98	96	95	93	92	90	89	87	86
TW J	1005	46	46	44	43	41	40	38	37	35	34	32
TW J	1010	100	89	87	84	82	80	78	77	75	73	72
TW K	1105	73	73	71	70	68	67	65	64	62	61	59
TW K	1110	78	77	76	74	73	71	70	69	67	66	65
TW K	1120	55	55	53	52	50	49	47	46	44	43	41
TW K	1125	58	58	56	55	53	52	50	49	47	46	44
TW K	1130	42	42	40	39	37	36	34	33	31	30	28
TW L	1205	100	100	98	95	92	89	86	84	82	80	78
TW L	1215	100	100	98	95	92	89	86	84	82	80	78
TW L	1245	32	32	30	29	28	27	26	24	23	22	21
TW L	1247	100	100	98	95	92	89	86	84	82	80	78
TW M	1325	42	42	40	39	37	36	34	33	31	30	28
TW M	1330	33	33	31	30	28	27	25	24	22	21	19
TW M	1335	100	89	87	84	82	80	78	77	75	73	72
TW P	1250	100	100	98	95	92	89	86	84	82	80	78
TW P	1255	100	100	98	95	92	89	86	84	82	80	78
TW T	2050	22	22	20	19	17	16	14	13	11	10	8

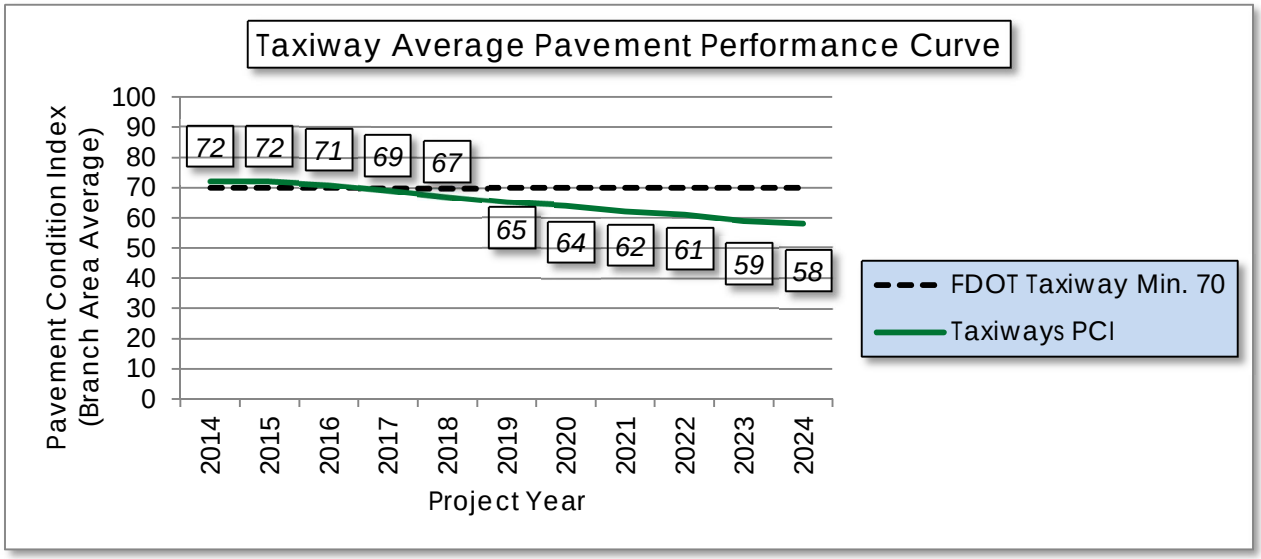
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may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

Figure D-1: Pavement Performance by Pavement Use

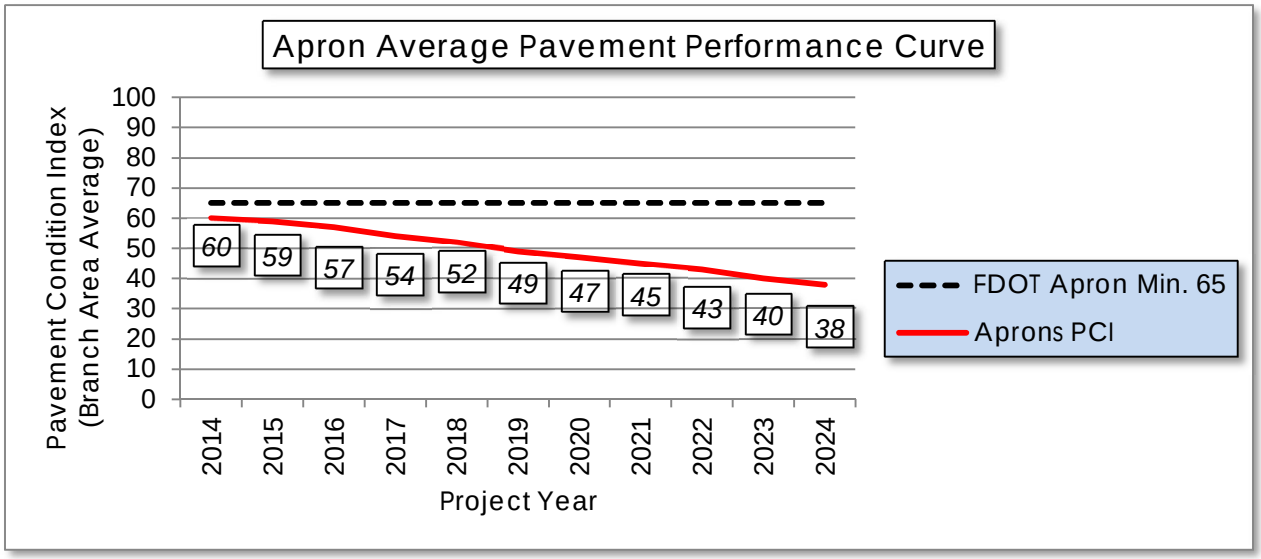
(a) Runway



(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
60
59
57
54
52
49
47
45
43
40
38
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
HOLDING APRON AT TWS M & F	AP HOLD	4205	DEPRESSION	L	Patching - AC Full Depth	121.00	SqFt	$5.00	$ 605.16
HOLDING APRON AT TWS M & F	AP HOLD	4205	DEPRESSION	M	Patching - AC Full Depth	117.10	SqFt	$5.00	$ 585.34
HOLDING APRON AT TWS M & F	AP HOLD	4205	L & T CR	L	Crack Sealing - AC	1,351.70	Ft	$2.75	$ 3,717.16
HOLDING APRON AT TWS M & F	AP HOLD	4205	RAVELING	H	Patching - AC Partial Depth	25.90	SqFt	$3.00	$ 77.61
HOLDING APRON AT TWS M & F	AP HOLD	4205	RAVELING	M	Surface Seal	1,581.30	SqFt	$0.55	$ 869.72
HOLDING APRON AT TWS M & F	AP HOLD	4205	RAVELING	L	Surface Seal	14,238.10	SqFt	$0.55	$ 7,831.01
APRON	AP MAIN	4105	BLOCK CR	L	Surface Seal	148,431.50	SqFt	$0.55	$ 81,638.02
APRON	AP MAIN	4105	L & T CR	L	Crack Sealing - AC	16,894.80	Ft	$2.75	$ 46,460.63
APRON	AP MAIN	4105	L & T CR	M	Crack Sealing - AC	3,156.40	Ft	$2.75	$ 8,680.01
APRON	AP MAIN	4105	RAVELING	L	Surface Seal	13,109.00	SqFt	$0.55	$ 7,210.00
APRON	AP MAIN	4105	SLIPPAGE CR	N	Patching - AC Full Depth	3,292.00	SqFt	$5.00	$ 16,459.92
APRON	AP MAIN	4105	SWELLING	M	Patching - AC Full Depth	64.80	SqFt	$5.00	$ 324.02
APRON	AP MAIN	4105	WEATHERING	M	Surface Seal	252,381.90	SqFt	$0.55	$ 138,811.23
APRON	AP MAIN	4123	L & T CR	L	Crack Sealing - AC	1,086.20	Ft	$2.75	$ 2,987.01
APRON	AP MAIN	4123	PATCHING	M	Patching - AC Full Depth	2,379.20	SqFt	$5.00	$ 11,895.88

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP MAIN	4123	RAVELING	L	Surface Seal	31,492.10	SqFt	$0.55	$ 17,320.79
APRON	AP MAIN	4123	RAVELING	M	Surface Seal	7,873.00	SqFt	$0.55	$ 4,330.20
APRON	AP MAIN	4155	BLEEDING	N	Patching - AC Partial Depth	188.90	SqFt	$3.00	$ 566.61
APRON	AP MAIN	4155	L & T CR	L	Crack Sealing - AC	1,597.30	Ft	$2.75	$ 4,392.56
APRON	AP MAIN	4155	L & T CR	M	Crack Sealing - AC	366.90	Ft	$2.75	$ 1,009.10
APRON	AP MAIN	4155	OIL SPILLAGE	N	Surface Seal	87.50	SqFt	$0.55	$ 48.14
APRON	AP MAIN	4155	PATCHING	H	Patching - AC Full Depth	3,749.90	SqFt	$5.00	$ 18,749.76
APRON	AP MAIN	4155	RAVELING	L	Surface Seal	3,874.50	SqFt	$0.55	$ 2,131.00
APRON	AP MAIN	4175	LINEAR CR	H	Crack Sealing - PCC	5,878.70	Ft	$4.25	$ 24,984.58
APRON	AP MAIN	4175	JT SEAL DMG	M	Joint Seal - PCC	13,603.20	Ft	$3.00	$ 40,809.56
APRON	AP MAIN	4175	SCALING	L	Patching - PCC Partial Depth	40,497.90	SqFt	$19.10	$ 773,509.31
APRON	AP MAIN	4175	SHAT. SLAB	M	Slab Replacement - PCC	15,429.70	SqFt	$45.00	$ 694,335.98
APRON	AP MAIN	4175	JOINT SPALL	M	Patching - PCC Partial Depth	797.20	SqFt	$19.10	$ 15,226.56
APRON	AP MAIN	4175	JOINT SPALL	H	Patching - PCC Partial Depth	597.90	SqFt	$19.10	$ 11,419.92
APRON	AP MAIN	4175	CORNER SPALL	L	Patching - PCC Partial Depth	199.30	SqFt	$19.10	$ 3,806.64
APRON	AP MAIN	4175	CORNER SPALL	M	Patching - PCC Partial Depth	66.40	SqFt	$19.10	$ 1,268.88

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP MAIN	4176	ALLIGATOR CR	H	Patching - AC Full Depth	3,902.30	SqFt	$5.00	$ 19,511.68
APRON	AP MAIN	4176	BLOCK CR	L	Surface Seal	3,411.30	SqFt	$0.55	$ 1,876.25
APRON	AP MAIN	4176	DEPRESSION	L	Patching - AC Full Depth	220.10	SqFt	$5.00	$ 1,100.47
APRON	AP MAIN	4176	RAVELING	L	Surface Seal	7,675.50	SqFt	$0.55	$ 4,221.56
APRON	AP MAIN	4176	RAVELING	M	Surface Seal	3,289.50	SqFt	$0.55	$ 1,809.24
APRON	AP MAIN	4176	RUTTING	H	Patching - AC Full Depth	1,299.60	SqFt	$5.00	$ 6,497.78
APRON	AP MAIN	4180	BLOCK CR	L	Surface Seal	7,722.40	SqFt	$0.55	$ 4,247.38
APRON	AP MAIN	4180	DEPRESSION	M	Patching - AC Full Depth	400.60	SqFt	$5.00	$ 2,002.98
APRON	AP MAIN	4180	DEPRESSION	L	Patching - AC Full Depth	364.50	SqFt	$5.00	$ 1,822.32
APRON	AP MAIN	4180	L & T CR	L	Crack Sealing - AC	8,006.10	Ft	$2.75	$ 22,016.63
APRON	AP MAIN	4180	PATCHING	H	Patching - AC Full Depth	1,067.40	SqFt	$5.00	$ 5,336.92
APRON	AP MAIN	4180	RAVELING	M	Surface Seal	116,638.80	SqFt	$0.55	$ 64,151.88
APRON	AP MAIN	4180	RAVELING	H	Patching - AC Partial Depth	9,010.90	SqFt	$3.00	$ 27,032.56
APRON	AP MAIN	4190	LINEAR CR	H	Crack Sealing - PCC	122.20	Ft	$4.25	$ 519.22
APRON	AP MAIN	4190	JT SEAL DMG	H	Joint Seal - PCC	1,983.00	Ft	$3.00	$ 5,948.99
APRON	AP MAIN	4190	SHRINKAGE CR	N	Crack Sealing - PCC	88.40	Ft	$4.25	$ 375.57

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON	AP MAIN	4190	JOINT SPALL	L	Patching - PCC Partial Depth	6.90	SqFt	$19.10	$ 131.85
APRON	AP MAIN	4190	JOINT SPALL	M	Patching - PCC Partial Depth	49.70	SqFt	$19.10	$ 949.29
APRON	AP MAIN	4190	JOINT SPALL	H	Patching - PCC Partial Depth	20.70	SqFt	$19.10	$ 395.54
APRON	AP MAIN	4190	CORNER SPALL	H	Patching - PCC Partial Depth	6.90	SqFt	$19.10	$ 131.85
APRON	AP MAIN	4195	JT SEAL DMG	M	Joint Seal - PCC	740.70	Ft	$3.00	$ 2,222.14
APRON	AP MAIN	4195	SHAT. SLAB	M	Slab Replacement - PCC	11,340.00	SqFt	$45.00	$ 510,300.03
APRON	AP MAIN	4199	SHAT. SLAB	L	Slab Replacement - PCC	22,154.60	SqFt	$45.00	$ 996,956.82
APRON	AP MAIN	4199	SHRINKAGE CR	N	Crack Sealing - PCC	766.10	Ft	$4.25	$ 3,256.02
APRON	AP MAIN	4199	JOINT SPALL	L	Patching - PCC Partial Depth	52.40	SqFt	$19.10	$ 1,000.17
RUN-UP APRON AT RW 22	AP RU RW22	4305	DEPRESSION	L	Patching - AC Full Depth	925.60	SqFt	$5.00	$ 4,628.12
RUN-UP APRON AT RW 22	AP RU RW22	4305	L & T CR	L	Crack Sealing - AC	1,942.90	Ft	$2.75	$ 5,342.86
RUN-UP APRON AT RW 22	AP RU RW22	4305	PATCHING	M	Patching - AC Full Depth	314.30	SqFt	$5.00	$ 1,571.28
RUN-UP APRON AT RW 22	AP RU RW22	4305	RAVELING	M	Surface Seal	2,409.80	SqFt	$0.55	$ 1,325.37
RUN-UP APRON AT RW 22	AP RU RW22	4305	RAVELING	L	Surface Seal	11,801.80	SqFt	$0.55	$ 6,491.02
RUNWAY 18L-36R	RW 18L-36R	6115	L & T CR	L	Crack Sealing - AC	1,590.00	Ft	$2.75	$ 4,372.50
RUNWAY 18L-36R	RW 18L-36R	6115	RAVELING	L	Surface Seal	17,500.00	SqFt	$0.55	$ 9,625.08

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18L-36R	RW 18L-36R	6115	SLIPPAGE CR	N	Patching - AC Full Depth	168.10	SqFt	$5.00	$ 840.45
RUNWAY 18L-36R	RW 18L-36R	6120	BLEEDING	N	Patching - AC Partial Depth	72.50	SqFt	$3.00	$ 217.50
RUNWAY 18L-36R	RW 18L-36R	6120	L & T CR	L	Crack Sealing - AC	752.50	Ft	$2.75	$ 2,069.37
RUNWAY 18L-36R	RW 18L-36R	6120	RAVELING	L	Surface Seal	1,875.00	SqFt	$0.55	$ 1,031.26
RUNWAY 18L-36R	RW 18L-36R	6135	L & T CR	L	Crack Sealing - AC	1,148.00	Ft	$2.75	$ 3,157.00
RUNWAY 18L-36R	RW 18L-36R	6135	RAVELING	L	Surface Seal	6,000.00	SqFt	$0.55	$ 3,300.03
RUNWAY 18L-36R	RW 18L-36R	6140	BLEEDING	N	Patching - AC Partial Depth	8.00	SqFt	$3.00	$ 24.00
RUNWAY 18L-36R	RW 18L-36R	6140	L & T CR	L	Crack Sealing - AC	424.00	Ft	$2.75	$ 1,166.00
RUNWAY 18L-36R	RW 18L-36R	6140	RAVELING	L	Surface Seal	1,000.00	SqFt	$0.55	$ 550.00
RUNWAY 18L-36R	RW 18L-36R	6145	ALLIGATOR CR	L	Patching - AC Full Depth	117.50	SqFt	$5.00	$ 587.74
RUNWAY 18L-36R	RW 18L-36R	6145	L & T CR	L	Crack Sealing - AC	1,533.00	Ft	$2.75	$ 4,215.75
RUNWAY 18L-36R	RW 18L-36R	6145	RAVELING	L	Surface Seal	3,000.00	SqFt	$0.55	$ 1,650.01
RUNWAY 18L-36R	RW 18L-36R	6150	L & T CR	L	Crack Sealing - AC	702.00	Ft	$2.75	$ 1,930.50
RUNWAY 18L-36R	RW 18L-36R	6150	RAVELING	L	Surface Seal	1,500.00	SqFt	$0.55	$ 825.01
RUNWAY 18L-36R	RW 18L-36R	6155	ALLIGATOR CR	L	Patching - AC Full Depth	2,581.50	SqFt	$5.00	$ 12,907.74
RUNWAY 18L-36R	RW 18L-36R	6155	L & T CR	L	Crack Sealing - AC	11,442.90	Ft	$2.75	$ 31,467.82

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18L-36R	RW 18L-36R	6155	RAVELING	L	Surface Seal	20,571.40	SqFt	$0.55	$ 11,314.38
RUNWAY 18L-36R	RW 18L-36R	6160	ALLIGATOR CR	L	Patching - AC Full Depth	101.20	SqFt	$5.00	$ 506.00
RUNWAY 18L-36R	RW 18L-36R	6160	BLEEDING	N	Patching - AC Partial Depth	162.00	SqFt	$3.00	$ 486.00
RUNWAY 18L-36R	RW 18L-36R	6160	DEPRESSION	L	Patching - AC Full Depth	83.00	SqFt	$5.00	$ 414.87
RUNWAY 18L-36R	RW 18L-36R	6160	L & T CR	L	Crack Sealing - AC	3,340.80	Ft	$2.75	$ 9,187.19
RUNWAY 18L-36R	RW 18L-36R	6160	RAVELING	L	Surface Seal	7,200.00	SqFt	$0.55	$ 3,960.03
RUNWAY 18L-36R	RW 18L-36R	6165	L & T CR	L	Crack Sealing - AC	4,041.30	Ft	$2.75	$ 11,113.65
RUNWAY 18L-36R	RW 18L-36R	6165	RAVELING	L	Surface Seal	9,520.00	SqFt	$0.55	$ 5,236.04
RUNWAY 18L-36R	RW 18L-36R	6170	L & T CR	L	Crack Sealing - AC	2,019.50	Ft	$2.75	$ 5,553.62
RUNWAY 18L-36R	RW 18L-36R	6170	RAVELING	L	Surface Seal	2,625.00	SqFt	$0.55	$ 1,443.76
RUNWAY 18L-36R	RW 18L-36R	6175	ALLIGATOR CR	L	Patching - AC Full Depth	1,064.90	SqFt	$5.00	$ 5,324.58
RUNWAY 18L-36R	RW 18L-36R	6175	L & T CR	L	Crack Sealing - AC	23,654.30	Ft	$2.75	$ 65,049.35
RUNWAY 18L-36R	RW 18L-36R	6175	RAVELING	M	Surface Seal	19.30	SqFt	$0.55	$ 10.63
RUNWAY 18L-36R	RW 18L-36R	6175	RAVELING	L	Surface Seal	29,000.00	SqFt	$0.55	$ 15,950.13
RUNWAY 18L-36R	RW 18L-36R	6180	L & T CR	L	Crack Sealing - AC	3,845.40	Ft	$2.75	$ 10,574.84
RUNWAY 18L-36R	RW 18L-36R	6180	RAVELING	H	Patching - AC Partial Depth	11.60	SqFt	$3.00	$ 34.80

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18L-36R	RW 18L-36R	6180	RAVELING	L	Surface Seal	7,250.00	SqFt	$0.55	$ 3,987.53
RUNWAY 18L-36R	RW 18L-36R	6185	ALLIGATOR CR	L	Patching - AC Full Depth	7,940.80	SqFt	$5.00	$ 39,704.12
RUNWAY 18L-36R	RW 18L-36R	6185	L & T CR	L	Crack Sealing - AC	13,954.50	Ft	$2.75	$ 38,374.83
RUNWAY 18L-36R	RW 18L-36R	6185	RAVELING	L	Surface Seal	24,937.50	SqFt	$0.55	$ 13,715.74
RUNWAY 18L-36R	RW 18L-36R	6190	L & T CR	L	Crack Sealing - AC	1,692.60	Ft	$2.75	$ 4,654.65
RUNWAY 18L-36R	RW 18L-36R	6190	RAVELING	L	Surface Seal	5,250.00	SqFt	$0.55	$ 2,887.52
RUNWAY 18L-36R	RW 18L-36R	6197	BLEEDING	N	Patching - AC Partial Depth	15,387.30	SqFt	$3.00	$ 46,161.92
RUNWAY 18L-36R	RW 18L-36R	6197	L & T CR	L	Crack Sealing - AC	2,125.70	Ft	$2.75	$ 5,845.80
RUNWAY 18L-36R	RW 18L-36R	6198	L & T CR	L	Crack Sealing - AC	525.20	Ft	$2.75	$ 1,444.33
RUNWAY 18L-36R	RW 18L-36R	6198	RAVELING	L	Surface Seal	2,321.10	SqFt	$0.55	$ 1,276.61
RUNWAY 4-22	RW 4-22	6225	BLEEDING	N	Patching - AC Partial Depth	2,860.10	SqFt	$3.00	$ 8,580.37
RUNWAY 4-22	RW 4-22	6225	L & T CR	L	Crack Sealing - AC	113.50	Ft	$2.75	$ 312.03
RUNWAY 4-22	RW 4-22	6225	RUTTING	L	Patching - AC Full Depth	704.30	SqFt	$5.00	$ 3,521.36
RUNWAY 4-22	RW 4-22	6230	BLEEDING	N	Patching - AC Partial Depth	6,589.00	SqFt	$3.00	$ 19,767.13
RUNWAY 4-22	RW 4-22	6230	L & T CR	L	Crack Sealing - AC	616.60	Ft	$2.75	$ 1,695.62
RUNWAY 4-22	RW 4-22	6230	RAVELING	L	Surface Seal	1,007.50	SqFt	$0.55	$ 554.13

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	6230	RUTTING	L	Patching - AC Full Depth	1,914.30	SqFt	$5.00	$ 9,571.26
RUNWAY 9-27	RW 9-27	6315	BLOCK CR	L	Surface Seal	12,441.10	SqFt	$0.55	$ 6,842.68
RUNWAY 9-27	RW 9-27	6315	L & T CR	L	Crack Sealing - AC	25,722.10	Ft	$2.75	$ 70,735.57
RUNWAY 9-27	RW 9-27	6315	L & T CR	M	Crack Sealing - AC	4,380.30	Ft	$2.75	$ 12,045.86
RUNWAY 9-27	RW 9-27	6315	RAVELING	L	Surface Seal	204,926.30	SqFt	$0.55	$ 112,710.40
RUNWAY 9-27	RW 9-27	6315	RAVELING	H	Patching - AC Partial Depth	6,816.70	SqFt	$3.00	$ 20,450.10
RUNWAY 9-27	RW 9-27	6320	BLOCK CR	M	Patching - AC Full Depth	44,179.60	SqFt	$5.00	$ 220,898.21
RUNWAY 9-27	RW 9-27	6320	BLOCK CR	L	Surface Seal	39,602.60	SqFt	$0.55	$ 21,781.61
RUNWAY 9-27	RW 9-27	6320	L & T CR	M	Crack Sealing - AC	1,873.20	Ft	$2.75	$ 5,151.34
RUNWAY 9-27	RW 9-27	6320	L & T CR	L	Crack Sealing - AC	265.10	Ft	$2.75	$ 728.96
RUNWAY 9-27	RW 9-27	6320	RAVELING	L	Surface Seal	92,618.10	SqFt	$0.55	$ 50,940.39
RUNWAY 9-27	RW 9-27	6320	RAVELING	M	Surface Seal	13,253.90	SqFt	$0.55	$ 7,289.70
RUNWAY 9-27	RW 9-27	6325	L & T CR	M	Crack Sealing - AC	909.00	Ft	$2.75	$ 2,499.75
RUNWAY 9-27	RW 9-27	6325	L & T CR	L	Crack Sealing - AC	6,186.00	Ft	$2.75	$ 17,011.42
RUNWAY 9-27	RW 9-27	6325	RAVELING	M	Surface Seal	1,702.20	SqFt	$0.55	$ 936.25
RUNWAY 9-27	RW 9-27	6325	RAVELING	L	Surface Seal	17,022.50	SqFt	$0.55	$ 9,362.45

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	6330	L & T CR	L	Crack Sealing - AC	738.00	Ft	$2.75	$ 2,029.45
RUNWAY 9-27	RW 9-27	6330	RAVELING	L	Surface Seal	852.20	SqFt	$0.55	$ 468.73
RUNWAY 9-27	RW 9-27	6335	BLOCK CR	L	Surface Seal	1,400.00	SqFt	$0.55	$ 770.01
RUNWAY 9-27	RW 9-27	6335	L & T CR	L	Crack Sealing - AC	6,510.00	Ft	$2.75	$ 17,902.48
RUNWAY 9-27	RW 9-27	6335	L & T CR	M	Crack Sealing - AC	1,050.00	Ft	$2.75	$ 2,887.50
RUNWAY 9-27	RW 9-27	6335	RAVELING	L	Surface Seal	33,250.00	SqFt	$0.55	$ 18,287.65
RUNWAY 9-27	RW 9-27	6335	RAVELING	M	Surface Seal	1,750.00	SqFt	$0.55	$ 962.51
RUNWAY 9-27	RW 9-27	6340	BLOCK CR	M	Patching - AC Full Depth	5,985.00	SqFt	$5.00	$ 29,925.03
RUNWAY 9-27	RW 9-27	6340	L & T CR	L	Crack Sealing - AC	1,092.00	Ft	$2.75	$ 3,003.00
RUNWAY 9-27	RW 9-27	6340	L & T CR	M	Crack Sealing - AC	889.00	Ft	$2.75	$ 2,444.75
RUNWAY 9-27	RW 9-27	6340	RAVELING	L	Surface Seal	14,000.00	SqFt	$0.55	$ 7,700.06
RUNWAY 9-27	RW 9-27	6340	RAVELING	M	Surface Seal	3,500.00	SqFt	$0.55	$ 1,925.02
RUNWAY 9-27	RW 9-27	6345	ALLIGATOR CR	L	Patching - AC Full Depth	121.20	SqFt	$5.00	$ 606.12
RUNWAY 9-27	RW 9-27	6345	ALLIGATOR CR	M	Patching - AC Full Depth	559.10	SqFt	$5.00	$ 2,795.36
RUNWAY 9-27	RW 9-27	6345	BLOCK CR	L	Surface Seal	3,465.00	SqFt	$0.55	$ 1,905.77
RUNWAY 9-27	RW 9-27	6345	L & T CR	L	Crack Sealing - AC	6,804.00	Ft	$2.75	$ 18,710.98

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	6345	L & T CR	M	Crack Sealing - AC	1,323.00	Ft	$2.75	$ 3,638.25
RUNWAY 9-27	RW 9-27	6345	RAVELING	M	Surface Seal	558.00	SqFt	$0.55	$ 306.90
RUNWAY 9-27	RW 9-27	6345	RAVELING	L	Surface Seal	37,692.00	SqFt	$0.55	$ 20,730.77
RUNWAY 9-27	RW 9-27	6350	BLOCK CR	L	Surface Seal	832.00	SqFt	$0.55	$ 457.60
RUNWAY 9-27	RW 9-27	6350	L & T CR	L	Crack Sealing - AC	2,624.00	Ft	$2.75	$ 7,215.99
RUNWAY 9-27	RW 9-27	6350	L & T CR	M	Crack Sealing - AC	800.00	Ft	$2.75	$ 2,200.00
RUNWAY 9-27	RW 9-27	6350	RAVELING	L	Surface Seal	19,200.00	SqFt	$0.55	$ 10,560.09
RUNWAY 9-27	RW 9-27	6350	RAVELING	M	Surface Seal	800.00	SqFt	$0.55	$ 440.00
RUNWAY 9-27	RW 9-27	6355	ALLIGATOR CR	L	Patching - AC Full Depth	2,621.20	SqFt	$5.00	$ 13,105.85
RUNWAY 9-27	RW 9-27	6355	ALLIGATOR CR	M	Patching - AC Full Depth	537.20	SqFt	$5.00	$ 2,685.96
RUNWAY 9-27	RW 9-27	6355	L & T CR	M	Crack Sealing - AC	496.00	Ft	$2.75	$ 1,364.00
RUNWAY 9-27	RW 9-27	6355	L & T CR	L	Crack Sealing - AC	9,408.00	Ft	$2.75	$ 25,871.97
RUNWAY 9-27	RW 9-27	6355	RAVELING	H	Patching - AC Partial Depth	185.60	SqFt	$3.00	$ 556.80
RUNWAY 9-27	RW 9-27	6355	RAVELING	L	Surface Seal	73,862.40	SqFt	$0.55	$ 40,624.66
RUNWAY 9-27	RW 9-27	6355	RAVELING	M	Surface Seal	5,504.00	SqFt	$0.55	$ 3,027.23
RUNWAY 9-27	RW 9-27	6355	SWELLING	H	Patching - AC Full Depth	67.30	SqFt	$5.00	$ 336.71

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	6360	L & T CR	L	Crack Sealing - AC	1,632.00	Ft	$2.75	$ 4,488.00
RUNWAY 9-27	RW 9-27	6360	RAVELING	L	Surface Seal	33,422.20	SqFt	$0.55	$ 18,382.38
RUNWAY 9-27	RW 9-27	6360	RAVELING	M	Surface Seal	2,133.30	SqFt	$0.55	$ 1,173.34
RUNWAY 9-27	RW 9-27	6360	WEATHERING	M	Surface Seal	4,444.40	SqFt	$0.55	$ 2,444.46
RUNWAY 9-27	RW 9-27	6365	L & T CR	L	Crack Sealing - AC	6,344.80	Ft	$2.75	$ 17,448.18
RUNWAY 9-27	RW 9-27	6365	L & T CR	M	Crack Sealing - AC	206.00	Ft	$2.75	$ 566.50
RUNWAY 9-27	RW 9-27	6365	RAVELING	M	Surface Seal	10,248.50	SqFt	$0.55	$ 5,636.72
RUNWAY 9-27	RW 9-27	6365	RAVELING	L	Surface Seal	41,200.00	SqFt	$0.55	$ 22,660.19
RUNWAY 9-27	RW 9-27	6370	L & T CR	L	Crack Sealing - AC	1,933.80	Ft	$2.75	$ 5,318.01
RUNWAY 9-27	RW 9-27	6370	L & T CR	M	Crack Sealing - AC	512.40	Ft	$2.75	$ 1,409.17
RUNWAY 9-27	RW 9-27	6370	RAVELING	L	Surface Seal	16,737.50	SqFt	$0.55	$ 9,205.70
RUNWAY 9-27	RW 9-27	6370	WEATHERING	M	Surface Seal	9,012.50	SqFt	$0.55	$ 4,956.92
TAXIWAY ALPHA	TW A	112	BLOCK CR	L	Surface Seal	75.00	SqFt	$0.55	$ 41.25
TAXIWAY ALPHA	TW A	112	L & T CR	L	Crack Sealing - AC	172.00	Ft	$2.75	$ 473.00
TAXIWAY ALPHA	TW A	112	RAVELING	L	Surface Seal	1,433.00	SqFt	$0.55	$ 788.16
TAXIWAY ALPHA	TW A	114	DEPRESSION	L	Patching - AC Full Depth	47.70	SqFt	$5.00	$ 238.59

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	114	L & T CR	L	Crack Sealing - AC	78.00	Ft	$2.75	$ 214.50
TAXIWAY ALPHA	TW A	114	RAVELING	M	Surface Seal	2,360.00	SqFt	$0.55	$ 1,298.01
TAXIWAY ALPHA	TW A	117	BLOCK CR	L	Surface Seal	314.00	SqFt	$0.55	$ 172.70
TAXIWAY ALPHA	TW A	117	L & T CR	L	Crack Sealing - AC	210.00	Ft	$2.75	$ 577.50
TAXIWAY ALPHA	TW A	117	RAVELING	L	Surface Seal	2,176.00	SqFt	$0.55	$ 1,196.81
TAXIWAY ALPHA	TW A	117	RAVELING	M	Surface Seal	933.00	SqFt	$0.55	$ 513.15
TAXIWAY ALPHA	TW A	119	DEPRESSION	L	Patching - AC Full Depth	158.60	SqFt	$5.00	$ 792.98
TAXIWAY ALPHA	TW A	119	L & T CR	L	Crack Sealing - AC	117.00	Ft	$2.75	$ 321.75
TAXIWAY ALPHA	TW A	119	RAVELING	M	Surface Seal	3,423.00	SqFt	$0.55	$ 1,882.67
TAXIWAY ALPHA	TW A	160	BLEEDING	N	Patching - AC Partial Depth	30,000.60	SqFt	$3.00	$ 90,001.57
TAXIWAY ALPHA	TW A	160	L & T CR	L	Crack Sealing - AC	836.90	Ft	$2.75	$ 2,301.49
TAXIWAY ALPHA	TW A	160	RAVELING	L	Surface Seal	4,893.30	SqFt	$0.55	$ 2,691.36
TAXIWAY ALPHA	TW A	160	RUTTING	L	Patching - AC Full Depth	7,429.70	SqFt	$5.00	$ 37,148.45
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	424.10	Ft	$2.75	$ 1,166.22
TAXIWAY BRAVO	TW B	205	RAVELING	M	Surface Seal	4,185.00	SqFt	$0.55	$ 2,301.77
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	9,765.00	SqFt	$0.55	$ 5,370.79

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	210	L & T CR	L	Crack Sealing - AC	322.00	Ft	$2.75	$ 885.50
TAXIWAY BRAVO	TW B	210	RAVELING	L	Surface Seal	6,353.00	SqFt	$0.55	$ 3,494.18
TAXIWAY BRAVO	TW B	220	ALLIGATOR CR	M	Patching - AC Full Depth	645.30	SqFt	$5.00	$ 3,226.47
TAXIWAY BRAVO	TW B	220	ALLIGATOR CR	L	Patching - AC Full Depth	2,816.00	SqFt	$5.00	$ 14,080.18
TAXIWAY BRAVO	TW B	220	L & T CR	L	Crack Sealing - AC	596.50	Ft	$2.75	$ 1,640.49
TAXIWAY BRAVO	TW B	220	L & T CR	H	Crack Sealing - AC	15.20	Ft	$2.75	$ 41.80
TAXIWAY BRAVO	TW B	220	RAVELING	L	Surface Seal	24,306.20	SqFt	$0.55	$ 13,368.53
TAXIWAY BRAVO	TW B	220	RAVELING	M	Surface Seal	16,262.40	SqFt	$0.55	$ 8,944.39
TAXIWAY BRAVO	TW B	220	RAVELING	H	Patching - AC Partial Depth	87.40	SqFt	$3.00	$ 262.17
TAXIWAY BRAVO	TW B	220	RUTTING	L	Patching - AC Full Depth	2,393.80	SqFt	$5.00	$ 11,968.83
TAXIWAY BRAVO	TW B	220	RUTTING	M	Patching - AC Full Depth	531.90	SqFt	$5.00	$ 2,659.74
TAXIWAY CHARLIE	TW C	305	ALLIGATOR CR	L	Patching - AC Full Depth	508.00	SqFt	$5.00	$ 2,539.92
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	2,556.70	Ft	$2.75	$ 7,030.79
TAXIWAY CHARLIE	TW C	305	L & T CR	M	Crack Sealing - AC	1,355.20	Ft	$2.75	$ 3,726.79
TAXIWAY CHARLIE	TW C	305	PATCHING	M	Patching - AC Full Depth	6,983.00	SqFt	$5.00	$ 34,914.82
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	32,450.70	SqFt	$0.55	$ 17,848.05

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	305	RAVELING	M	Surface Seal	3,604.40	SqFt	$0.55	$ 1,982.42
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	210.00	Ft	$2.75	$ 577.50
TAXIWAY DELTA	TW D	405	L & T CR	M	Crack Sealing - AC	25.00	Ft	$2.75	$ 68.75
TAXIWAY DELTA	TW D	405	RAVELING	L	Surface Seal	4,186.00	SqFt	$0.55	$ 2,302.32
TAXIWAY DELTA	TW D	405	RAVELING	H	Patching - AC Partial Depth	14.00	SqFt	$3.00	$ 42.00
TAXIWAY DELTA	TW D	405	RAVELING	M	Surface Seal	1,050.00	SqFt	$0.55	$ 577.50
TAXIWAY DELTA	TW D	407	L & T CR	M	Crack Sealing - AC	488.80	Ft	$2.75	$ 1,344.17
TAXIWAY DELTA	TW D	407	L & T CR	L	Crack Sealing - AC	1,913.90	Ft	$2.75	$ 5,263.10
TAXIWAY DELTA	TW D	407	RAVELING	L	Surface Seal	20,653.10	SqFt	$0.55	$ 11,359.31
TAXIWAY DELTA	TW D	407	RAVELING	M	Surface Seal	5,163.30	SqFt	$0.55	$ 2,839.83
TAXIWAY DELTA	TW D	410	L & T CR	M	Crack Sealing - AC	512.60	Ft	$2.75	$ 1,409.61
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	193.80	Ft	$2.75	$ 533.05
TAXIWAY DELTA	TW D	410	RAVELING	M	Surface Seal	3,239.20	SqFt	$0.55	$ 1,781.57
TAXIWAY DELTA	TW D	410	RAVELING	H	Patching - AC Partial Depth	103.40	SqFt	$3.00	$ 310.14
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	12,853.40	SqFt	$0.55	$ 7,069.44
TAXIWAY FOXTROT	TW F	605	ALLIGATOR CR	L	Patching - AC Full Depth	93.00	SqFt	$5.00	$ 465.12

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY FOXTROT	TW F	605	DEPRESSION	L	Patching - AC Full Depth	117.20	SqFt	$5.00	$ 586.04
TAXIWAY FOXTROT	TW F	605	L & T CR	L	Crack Sealing - AC	1,300.10	Ft	$2.75	$ 3,575.31
TAXIWAY FOXTROT	TW F	605	L & T CR	M	Crack Sealing - AC	107.80	Ft	$2.75	$ 296.32
TAXIWAY FOXTROT	TW F	605	RAVELING	M	Surface Seal	3,840.30	SqFt	$0.55	$ 2,112.17
TAXIWAY FOXTROT	TW F	605	RAVELING	L	Surface Seal	8,957.70	SqFt	$0.55	$ 4,926.79
TAXIWAY FOXTROT	TW F	610	L & T CR	L	Crack Sealing - AC	126.00	Ft	$2.75	$ 346.55
TAXIWAY FOXTROT	TW F	610	RAVELING	L	Surface Seal	2,295.60	SqFt	$0.55	$ 1,262.62
TAXIWAY FOXTROT	TW F	610	RAVELING	M	Surface Seal	5,357.90	SqFt	$0.55	$ 2,946.88
TAXIWAY FOXTROT	TW F	615	L & T CR	L	Crack Sealing - AC	535.00	Ft	$2.75	$ 1,471.25
TAXIWAY FOXTROT	TW F	615	RAVELING	M	Surface Seal	7,500.00	SqFt	$0.55	$ 4,125.03
TAXIWAY FOXTROT	TW F	615	RAVELING	L	Surface Seal	17,500.00	SqFt	$0.55	$ 9,625.08
TAXIWAY HOTEL	TW H	810	ALLIGATOR CR	L	Patching - AC Full Depth	3,967.60	SqFt	$5.00	$ 19,837.98
TAXIWAY HOTEL	TW H	810	ALLIGATOR CR	M	Patching - AC Full Depth	4,773.00	SqFt	$5.00	$ 23,864.77
TAXIWAY HOTEL	TW H	810	BLOCK CR	H	Patching - AC Full Depth	15,032.50	SqFt	$5.00	$ 75,162.79
TAXIWAY HOTEL	TW H	810	BLOCK CR	M	Patching - AC Full Depth	33,612.20	SqFt	$5.00	$ 168,061.25
TAXIWAY HOTEL	TW H	810	DEPRESSION	L	Patching - AC Full Depth	144.70	SqFt	$5.00	$ 723.59

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY HOTEL	TW H	810	PATCHING	H	Patching - AC Full Depth	375.00	SqFt	$5.00	$ 1,875.11
TAXIWAY HOTEL	TW H	810	PATCHING	M	Patching - AC Full Depth	2,750.20	SqFt	$5.00	$ 13,751.03
TAXIWAY HOTEL	TW H	810	RAVELING	M	Surface Seal	56,806.10	SqFt	$0.55	$ 31,243.64
TAXIWAY HOTEL	TW H	810	RAVELING	H	Patching - AC Partial Depth	55.80	SqFt	$3.00	$ 167.32
TAXIWAY HOTEL	TW H	810	RUTTING	L	Patching - AC Full Depth	8,447.70	SqFt	$5.00	$ 42,238.40
TAXIWAY HOTEL	TW H	810	RUTTING	M	Patching - AC Full Depth	416.40	SqFt	$5.00	$ 2,082.17
TAXIWAY JULIET	TW J	1005	DEPRESSION	L	Patching - AC Full Depth	167.80	SqFt	$5.00	$ 839.03
TAXIWAY JULIET	TW J	1005	L & T CR	L	Crack Sealing - AC	859.90	Ft	$2.75	$ 2,364.84
TAXIWAY JULIET	TW J	1005	RAVELING	M	Surface Seal	3,491.30	SqFt	$0.55	$ 1,920.25
TAXIWAY JULIET	TW J	1005	RAVELING	H	Patching - AC Partial Depth	18.30	SqFt	$3.00	$ 54.89
TAXIWAY JULIET	TW J	1005	RAVELING	L	Surface Seal	8,130.40	SqFt	$0.55	$ 4,471.74
TAXIWAY KILO	TW K	1105	L & T CR	L	Crack Sealing - AC	727.40	Ft	$2.75	$ 2,000.30
TAXIWAY KILO	TW K	1105	L & T CR	M	Crack Sealing - AC	64.60	Ft	$2.75	$ 177.54
TAXIWAY KILO	TW K	1105	RAVELING	L	Surface Seal	3,228.00	SqFt	$0.55	$ 1,775.43
TAXIWAY KILO	TW K	1110	L & T CR	L	Crack Sealing - AC	643.90	Ft	$2.75	$ 1,770.76
TAXIWAY KILO	TW K	1110	RAVELING	L	Surface Seal	1,951.20	SqFt	$0.55	$ 1,073.20

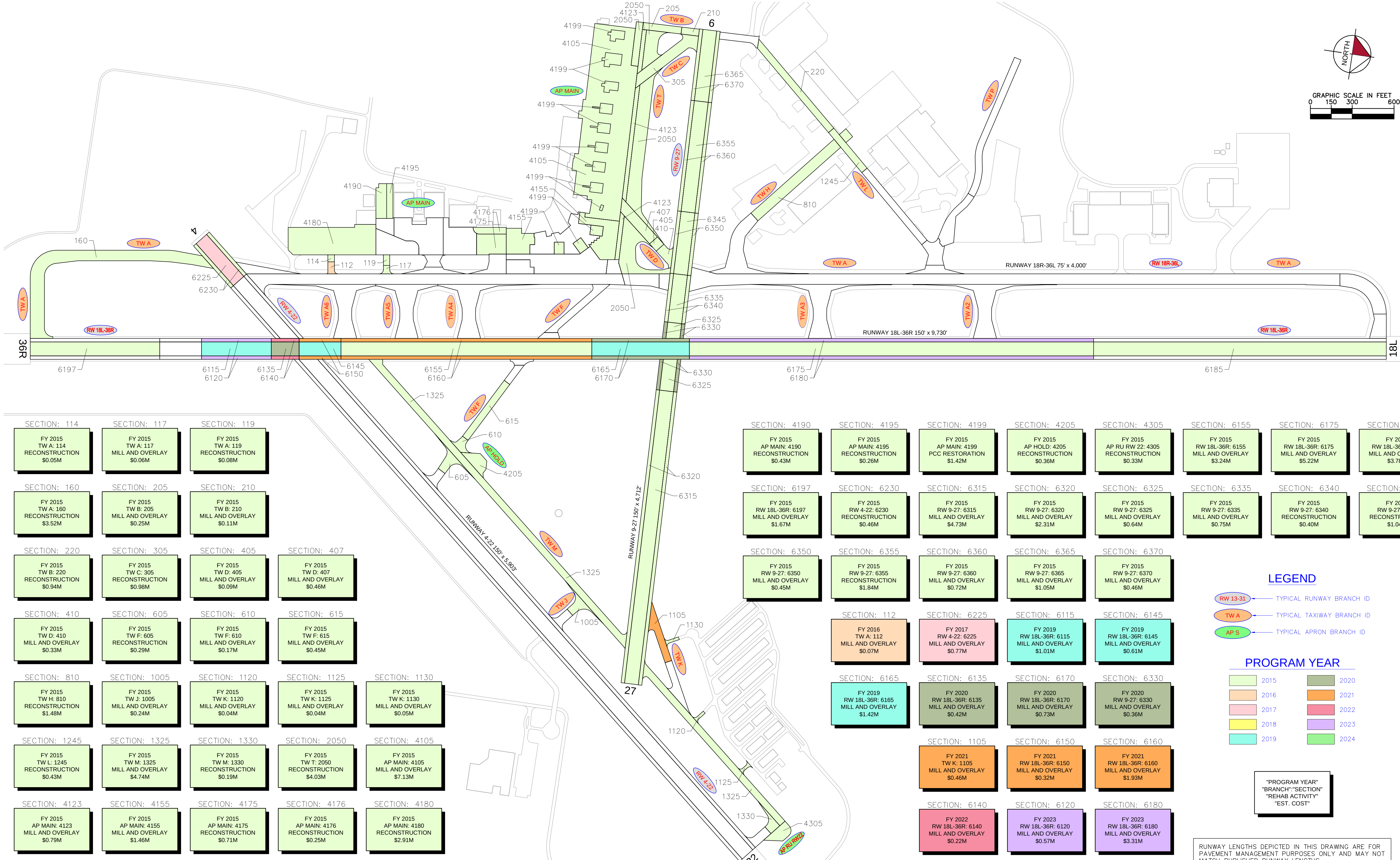
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY KILO	TW K	1120	L & T CR	L	Crack Sealing - AC	134.00	Ft	$2.75	$ 368.50
TAXIWAY KILO	TW K	1120	RAVELING	L	Surface Seal	1,469.00	SqFt	$0.55	$ 807.96
TAXIWAY KILO	TW K	1120	RAVELING	M	Surface Seal	500.00	SqFt	$0.55	$ 275.00
TAXIWAY KILO	TW K	1125	L & T CR	L	Crack Sealing - AC	103.00	Ft	$2.75	$ 283.25
TAXIWAY KILO	TW K	1125	RAVELING	M	Surface Seal	500.00	SqFt	$0.55	$ 275.00
TAXIWAY KILO	TW K	1125	RAVELING	L	Surface Seal	1,636.00	SqFt	$0.55	$ 899.81
TAXIWAY KILO	TW K	1130	DEPRESSION	H	Patching - AC Full Depth	11.70	SqFt	$5.00	$ 58.46
TAXIWAY KILO	TW K	1130	DEPRESSION	L	Patching - AC Full Depth	74.70	SqFt	$5.00	$ 373.49
TAXIWAY KILO	TW K	1130	L & T CR	L	Crack Sealing - AC	9.00	Ft	$2.75	$ 24.75
TAXIWAY KILO	TW K	1130	RAVELING	H	Patching - AC Partial Depth	33.00	SqFt	$3.00	$ 99.00
TAXIWAY KILO	TW K	1130	RAVELING	L	Surface Seal	1,564.00	SqFt	$0.55	$ 860.21
TAXIWAY KILO	TW K	1130	RAVELING	M	Surface Seal	671.00	SqFt	$0.55	$ 369.05
TAXIWAY LIMA	TW L	1245	ALLIGATOR CR	L	Patching - AC Full Depth	471.90	SqFt	$5.00	$ 2,359.29
TAXIWAY LIMA	TW L	1245	DEPRESSION	L	Patching - AC Full Depth	104.20	SqFt	$5.00	$ 521.25
TAXIWAY LIMA	TW L	1245	L & T CR	L	Crack Sealing - AC	1,292.60	Ft	$2.75	$ 3,554.61
TAXIWAY LIMA	TW L	1245	L & T CR	M	Crack Sealing - AC	1,830.50	Ft	$2.75	$ 5,033.99

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY LIMA	TW L	1245	RAVELING	M	Surface Seal	3,735.80	SqFt	$0.55	$ 2,054.71
TAXIWAY LIMA	TW L	1245	RAVELING	L	Surface Seal	14,943.20	SqFt	$0.55	$ 8,218.83
TAXIWAY MIKE	TW M	1325	DEPRESSION	L	Patching - AC Full Depth	187.50	SqFt	$5.00	$ 937.50
TAXIWAY MIKE	TW M	1325	L & T CR	L	Crack Sealing - AC	21,137.10	Ft	$2.75	$ 58,127.08
TAXIWAY MIKE	TW M	1325	RAVELING	H	Patching - AC Partial Depth	162.10	SqFt	$3.00	$ 486.21
TAXIWAY MIKE	TW M	1325	RAVELING	L	Surface Seal	153,376.50	SqFt	$0.55	$ 84,357.77
TAXIWAY MIKE	TW M	1325	RAVELING	M	Surface Seal	59,709.40	SqFt	$0.55	$ 32,840.47
TAXIWAY MIKE	TW M	1325	RUTTING	L	Patching - AC Full Depth	12,573.10	SqFt	$5.00	$ 62,865.57
TAXIWAY MIKE	TW M	1330	BLOCK CR	M	Patching - AC Full Depth	1,514.80	SqFt	$5.00	$ 7,574.18
TAXIWAY MIKE	TW M	1330	DEPRESSION	M	Patching - AC Full Depth	25.80	SqFt	$5.00	$ 128.77
TAXIWAY MIKE	TW M	1330	L & T CR	L	Crack Sealing - AC	715.10	Ft	$2.75	$ 1,966.46
TAXIWAY MIKE	TW M	1330	L & T CR	M	Crack Sealing - AC	188.20	Ft	$2.75	$ 517.49
TAXIWAY MIKE	TW M	1330	RAVELING	M	Surface Seal	1,627.70	SqFt	$0.55	$ 895.26
TAXIWAY MIKE	TW M	1330	RAVELING	L	Surface Seal	6,506.30	SqFt	$0.55	$ 3,578.47
TAXIWAY TANGO	TW T	2050	ALLIGATOR CR	M	Patching - AC Full Depth	19,656.50	SqFt	$5.00	$ 98,282.40
TAXIWAY TANGO	TW T	2050	ALLIGATOR CR	H	Patching - AC Full Depth	5,192.70	SqFt	$5.00	$ 25,963.43

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY TANGO	TW T	2050	ALLIGATOR CR	L	Patching - AC Full Depth	14,824.40	SqFt	$5.00	$ 74,122.30
TAXIWAY TANGO	TW T	2050	L & T CR	L	Crack Sealing - AC	8,230.70	Ft	$2.75	$ 22,634.31
TAXIWAY TANGO	TW T	2050	RAVELING	L	Surface Seal	146,466.70	SqFt	$0.55	$ 80,557.38
TAXIWAY TANGO	TW T	2050	RAVELING	H	Patching - AC Partial Depth	37.20	SqFt	$3.00	$ 111.73
TAXIWAY TANGO	TW T	2050	RAVELING	M	Surface Seal	30,660.20	SqFt	$0.55	$ 16,863.23
TAXIWAY TANGO	TW T	2050	RUTTING	L	Patching - AC Full Depth	7,821.00	SqFt	$5.00	$ 39,105.01
								Total =	$6,351,043.59

APPENDIX F

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



Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
114	FY 2015	TW A: 114	RECONSTRUCTION	$0.05M
117	FY 2015	TW A: 117	MILL AND OVERLAY	$0.06M
119	FY 2015	TW A: 119	RECONSTRUCTION	$0.08M
160	FY 2015	TW A: 160	RECONSTRUCTION	$3.52M
205	FY 2015	TW B: 205	MILL AND OVERLAY	$0.25M
210	FY 2015	TW B: 210	MILL AND OVERLAY	$0.11M
220	FY 2015	TW B: 220	RECONSTRUCTION	$0.94M
305	FY 2015	TW C: 305	RECONSTRUCTION	$0.98M
405	FY 2015	TW D: 405	MILL AND OVERLAY	$0.09M
407	FY 2015	TW D: 407	MILL AND OVERLAY	$0.46M
410	FY 2015	TW D: 410	MILL AND OVERLAY	$0.33M
605	FY 2015	TW F: 605	RECONSTRUCTION	$0.29M
610	FY 2015	TW F: 610	MILL AND OVERLAY	$0.17M
615	FY 2015	TW F: 615	MILL AND OVERLAY	$0.45M
810	FY 2015	TW H: 810	RECONSTRUCTION	$1.48M
1005	FY 2015	TW J: 1005	MILL AND OVERLAY	$0.24M
1120	FY 2015	TW K: 1120	MILL AND OVERLAY	$0.04M
1125	FY 2015	TW K: 1125	MILL AND OVERLAY	$0.04M
1130	FY 2015	TW K: 1130	MILL AND OVERLAY	$0.05M
1245	FY 2015	TW L: 1245	RECONSTRUCTION	$0.43M
1325	FY 2015	TW M: 1325	MILL AND OVERLAY	$4.74M
1330	FY 2015	TW M: 1330	RECONSTRUCTION	$0.19M
2050	FY 2015	TW T: 2050	RECONSTRUCTION	$4.03M
4105	FY 2015	AP MAIN: 4105	MILL AND OVERLAY	$7.13M
4123	FY 2015	AP MAIN: 4123	MILL AND OVERLAY	$0.79M
4155	FY 2015	AP MAIN: 4155	MILL AND OVERLAY	$1.46M
4175	FY 2015	AP MAIN: 4175	RECONSTRUCTION	$0.71M
4176	FY 2015	AP MAIN: 4176	RECONSTRUCTION	$0.25M
4180	FY 2015	AP MAIN: 4180	RECONSTRUCTION	$2.91M
4190	FY 2015	AP MAIN: 4190	RECONSTRUCTION	$0.43M
4195	FY 2015	AP MAIN: 4195	RECONSTRUCTION	$0.26M
4199	FY 2015	AP MAIN: 4199	PCC RESTORATION	$1.42M
4205	FY 2015	AP HOLD: 4205	RECONSTRUCTION	$0.36M
4305	FY 2015	AP RU RW 22: 4305	RECONSTRUCTION	$0.33M
6155	FY 2015	RW 18L-36R: 6155	MILL AND OVERLAY	$3.24M
6175	FY 2015	RW 18L-36R: 6175	MILL AND OVERLAY	$5.22M
6185	FY 2015	RW 18L-36R: 6185	MILL AND OVERLAY	$3.78M
6197	FY 2015	RW 18L-36R: 6197	MILL AND OVERLAY	$1.67M
6230	FY 2015	RW 4-22: 6230	RECONSTRUCTION	$0.46M
6315	FY 2015	RW 9-27: 6315	MILL AND OVERLAY	$4.73M
6320	FY 2015	RW 9-27: 6320	MILL AND OVERLAY	$2.31M
6325	FY 2015	RW 9-27: 6325	MILL AND OVERLAY	$0.64M
6335	FY 2015	RW 9-27: 6335	MILL AND OVERLAY	$0.75M
6340	FY 2015	RW 9-27: 6340	RECONSTRUCTION	$0.40M
6345	FY 2015	RW 9-27: 6345	RECONSTRUCTION	$1.04M
6350	FY 2015	RW 9-27: 6350	MILL AND OVERLAY	$0.45M
6355	FY 2015	RW 9-27: 6355	RECONSTRUCTION	$1.84M
6360	FY 2015	RW 9-27: 6360	MILL AND OVERLAY	$0.72M
6365	FY 2015	RW 9-27: 6365	MILL AND OVERLAY	$1.05M
6370	FY 2015	RW 9-27: 6370	MILL AND OVERLAY	$0.46M
112	FY 2016	TW A: 112	MILL AND OVERLAY	$0.07M
6225	FY 2017	RW 4-22: 6225	MILL AND OVERLAY	$0.77M
6115	FY 2019	RW 18L-36R: 6115	MILL AND OVERLAY	$1.01M
6145	FY 2019	RW 18L-36R: 6145	MILL AND OVERLAY	$0.61M
6165	FY 2019	RW 18L-36R: 6165	MILL AND OVERLAY	$1.42M
6135	FY 2020	RW 18L-36R: 6135	MILL AND OVERLAY	$0.42M
6170	FY 2020	RW 18L-36R: 6170	MILL AND OVERLAY	$0.73M
6330	FY 2020	RW 9-27: 6330	MILL AND OVERLAY	$0.36M
1105	FY 2021	TW K: 1105	MILL AND OVERLAY	$0.46M
6150	FY 2021	RW 18L-36R: 6150	MILL AND OVERLAY	$0.32M
6160	FY 2021	RW 18L-36R: 6160	MILL AND OVERLAY	$1.93M
6140	FY 2022	RW 18L-36R: 6140	MILL AND OVERLAY	$0.22M
6120	FY 2023	RW 18L-36R: 6120	MILL AND OVERLAY	$0.57M
6180	FY 2023	RW 18L-36R: 6180	MILL AND OVERLAY	$3.31M

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT

PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PIE

FDOT DISTRICT: 7

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 HOLD	4205	$ 360,919.00	40	Reconstruction	100
2015	AP MAIN	4105	$ 7,132,212.00	54	Mill and Overlay	100
2015	AP MAIN	4123	$ 787,302.00	52	Mill and Overlay	100
2015	AP MAIN	4155	$ 1,456,992.00	62	Mill and Overlay	100
2015	AP MAIN	4175	$ 713,138.00	3	Reconstruction	100
2015	AP MAIN	4176	$ 252,195.00	3	Reconstruction	100
2015	AP MAIN	4180	$ 2,913,985.00	24	Reconstruction	100
2015	AP MAIN	4190	$ 428,950.00	28	Reconstruction	100
2015	AP MAIN	4195	$ 258,750.00	12	Reconstruction	100
2015	AP MAIN	4199	$ 1,418,022.00	51	PCC Restoration	100
2015	AP RU RW22	4305	$ 332,545.00	36	Reconstruction	100
2015	RW 18L-36R	6155	$ 3,240,000.00	62	Mill and Overlay	100
2015	RW 18L-36R	6175	$ 5,220,000.00	64	Mill and Overlay	100
2015	RW 18L-36R	6185	$ 3,780,000.00	53	Mill and Overlay	100
2015	RW 18L-36R	6197	$ 1,672,200.00	52	Mill and Overlay	100
2015	RW 4-22	6230	$ 463,450.00	23	Reconstruction	100
2015	RW 9-27	6315	$ 4,730,340.00	41	Mill and Overlay	100
2015	RW 9-27	6320	$ 2,312,244.00	42	Mill and Overlay	100
2015	RW 9-27	6325	$ 641,408.00	48	Mill and Overlay	100
2015	RW 9-27	6335	$ 746,900.00	43	Mill and Overlay	100
2015	RW 9-27	6340	$ 402,500.00	31	Reconstruction	100
2015	RW 9-27	6345	$ 1,035,000.00	39	Reconstruction	100
2015	RW 9-27	6350	$ 446,400.00	46	Mill and Overlay	100
2015	RW 9-27	6355	$ 1,840,000.00	36	Reconstruction	100
2015	RW 9-27	6360	$ 720,000.00	64	Mill and Overlay	100
2015	RW 9-27	6365	$ 1,047,510.00	45	Mill and Overlay	100
2015	RW 9-27	6370	$ 463,500.00	58	Mill and Overlay	100
2015	TW A	114	$ 54,297.00	33	Reconstruction	100
2015	TW A	117	$ 57,112.00	49	Mill and Overlay	100
2015	TW A	119	$ 78,749.00	33	Reconstruction	100
2015	TW A	160	$ 3,515,273.00	39	Reconstruction	100
2015	TW B	205	$ 251,100.00	56	Mill and Overlay	100
2015	TW B	210	$ 114,357.00	64	Mill and Overlay	100
2015	TW B	220	$ 935,088.00	28	Reconstruction	100
2015	TW C	305	$ 982,233.00	36	Reconstruction	100
2015	TW D	405	$ 94,500.00	51	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW D	407	$ 464,695.00	51	Mill and Overlay	100
2015	TW D	410	$ 329,751.00	45	Mill and Overlay	100
2015	TW F	605	$ 294,354.00	37	Reconstruction	100
2015	TW F	610	$ 173,468.00	41	Mill and Overlay	100
2015	TW F	615	$ 450,000.00	55	Mill and Overlay	100
2015	TW H	810	$ 1,483,178.00	6	Reconstruction	100
2015	TW J	1005	$ 235,710.00	46	Mill and Overlay	100
2015	TW K	1120	$ 35,448.00	55	Mill and Overlay	100
2015	TW K	1125	$ 38,457.00	58	Mill and Overlay	100
2015	TW K	1130	$ 50,468.00	42	Mill and Overlay	100
2015	TW L	1245	$ 429,617.00	32	Reconstruction	100
2015	TW M	1325	$ 4,744,768.00	42	Mill and Overlay	100
2015	TW M	1330	$ 187,082.00	33	Reconstruction	100
2015	TW T	2050	$ 4,031,945.00	22	Reconstruction	100
2016	TW A	112	$ 66,423.00	65	Mill and Overlay	100
2017	RW 4-22	6225	$ 769,577.00	64	Mill and Overlay	100
2019	RW 18L-36R	6115	$ 1,012,958.00	64	Mill and Overlay	100
2019	RW 18L-36R	6145	$ 607,775.00	63	Mill and Overlay	100
2019	RW 18L-36R	6165	$ 1,418,141.00	64	Mill and Overlay	100
2020	RW 18L-36R	6135	$ 417,339.00	65	Mill and Overlay	100
2020	RW 18L-36R	6170	$ 730,343.00	65	Mill and Overlay	100
2020	RW 9-27	6330	$ 355,218.00	65	Mill and Overlay	100
2021	RW 18L-36R	6150	$ 322,394.00	65	Mill and Overlay	100
2021	RW 18L-36R	6160	$ 1,934,365.00	64	Mill and Overlay	100
2021	TW K	1105	$ 462,531.00	65	Mill and Overlay	100
2022	RW 18L-36R	6140	$ 221,377.00	64	Mill and Overlay	100
2023	RW 18L-36R	6120	$ 570,047.00	63	Mill and Overlay	100
2023	RW 18L-36R	6180	$ 3,306,270.00	64	Mill and Overlay	100
		Total =	$ 76,042,870.00			

* Costs are adjusted for inflation AT 3%

APPENDIX G

- PHOTOGRAPHS

Runway 9-27, Section 6365, Sample Unit 390 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling

Runway 9-27, Section 6345, Sample Unit 369 – Medium Severity (41) Alligator Cracking, Low Severity (52) Raveling

Runway 18L-36R, Section 6197, Sample Unit 286 – (42) Bleeding, Low Severity (57) Weathering

Runway 18L-36R, Section 6185, Sample Unit 449 – Low Severity (41) Alligator Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 4-22, Section 6230, Sample Unit 210 – (42) Bleeding, Low Severity (53) Rutting, Low Severity (57) Weathering

Taxiway Mike, Section 1325, Sample Unit 114 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Taxiway Alpha, Section 160, Sample Unit 102 – (42) Bleeding, Low Severity (53) Rutting, Low Severity (57) Weathering

Taxiway Alpha, Section 160, Sample Unit 131 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway Tango, Section 2050, Sample Unit 111 – Low Severity (41) Alligator Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling, Low Severity (53) Rutting

Apron Main, Section 4105, Sample Unit 109 – (55) Slippage Cracking, Low Severity (57) Weathering

Apron Main, Section 4176, Sample Unit 805 – High Severity (41) Alligator Cracking, Low Severity (52) Raveling, High Severity (53) Rutting

Apron Main, Section 4180, Sample Unit 100 – Medium Severity (52) Raveling

Taxiway Bravo, Section 220, Sample Unit 223 – Low Severity (41) Alligator Cracking, Medium Severity (41) Alligator Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling, Low Severity (53) Rutting

Apron Main, Section 4105, Sample Unit 322 – Low Severity (43) Block Cracking, Medium Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP HOLD Name: HOLDING APRON AT TWS M & Use: APRON Area: 15,819.38SqFt

Section: 4205 of 1 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 15,819.38SqFt Length: 100.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 41
Inspection Comments:

Sample Number: 102 Type: R Area: 4,892.00SqFt PCI = 41
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	418.00	Ft	Comments:
52	RAVELING	M	489.00	SqFt	Comments:
52	RAVELING	L	4,403.00	SqFt	Comments:
56	SWELLING	L	1,050.00	SqFt	Comments:
45	DEPRESSION	M	24.00	SqFt	Comments:
45	DEPRESSION	L	25.00	SqFt	Comments:
52	RAVELING	H	8.00	SqFt	Comments:
56	SWELLING	L	126.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4105 of 18 From: - To: - Last Const.: 01/02/2003
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 396,234.00SqFt Length: 1,400.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 87 Surveyed: 9
Conditions: PCI : 55
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

50 PATCHING	L	1,632.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	159.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	159.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	69.00	Ft	Comments:
52 RAVELING	L	168.00	SqFt	Comments:
57 WEATHERING	L	3,200.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	272.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	185.00	Ft	Comments:
55 SLIPPAGE CRACKING	N	84.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	437.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	52.00	Ft	Comments:
56 SWELLING	L	22.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
56 SWELLING	L	3.00	SqFt	Comments:

Sample Number: 217 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	193.00	Ft	Comments:
55 SLIPPAGE CRACKING	N	3.00	SqFt	Comments:
55 SLIPPAGE CRACKING	N	144.00	SqFt	Comments:
55 SLIPPAGE CRACKING	N	105.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	M	4,750.00	SqFt	Comments:

Sample Number: 223 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft	Comments:
43 BLOCK CRACKING	L	1,449.00	SqFt	Comments:
43 BLOCK CRACKING	L	700.00	SqFt	Comments:
43 BLOCK CRACKING	L	600.00	SqFt	Comments:
57 WEATHERING	M	4,975.00	SqFt	Comments:
52 RAVELING	L	25.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Sample Number: 227 Type: R Area: 4,355.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00 Ft	Comments:
43	BLOCK CRACKING	L	870.00 SqFt	Comments:
43	BLOCK CRACKING	L	588.00 SqFt	Comments:
57	WEATHERING	M	4,355.00 SqFt	Comments:

Sample Number: 322 Type: R Area: 4,875.00SqFt PCI = 52
Sample Comments:

43	BLOCK CRACKING	L	4,875.00 SqFt	Comments:
56	SWELLING	L	38.00 SqFt	Comments:
52	RAVELING	L	244.00 SqFt	Comments:
57	WEATHERING	M	4,631.00 SqFt	Comments:

Sample Number: 415 Type: R Area: 4,205.00SqFt PCI = 59
Sample Comments:

43	BLOCK CRACKING	L	4,205.00 SqFt	Comments:
57	WEATHERING	M	4,205.00 SqFt	Comments:

Sample Number: 622 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	289.00 Ft	Comments:
56	SWELLING	M	4.00 SqFt	Comments:
43	BLOCK CRACKING	L	2,600.00 SqFt	Comments:
43	BLOCK CRACKING	L	384.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	M	4,750.00 SqFt	Comments:
56	SWELLING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4123 of 18 From: - To: - Last Const.: 01/02/2003
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 43,739.00SqFt Length: 1,600.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 14 Surveyed: 2
Conditions: PCI : 53
Inspection Comments:

Sample Number: 102 Type: R Area: 3,000.00SqFt PCI = 48
Sample Comments:

50	PATCHING	M	300.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00 Ft	Comments:
52	RAVELING	M	540.00 SqFt	Comments:
52	RAVELING	L	2,160.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 3,000.00SqFt PCI = 57
Sample Comments:

50	PATCHING	L	300.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	103.00 Ft	Comments:
52	RAVELING	M	540.00 SqFt	Comments:
52	RAVELING	L	2,160.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4130 of 18 From: - To: - Last Const.: 12/25/2015
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 9,563.00SqFt Length: 1,600.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 225 Type: R Area: 4,909.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
55	SLIPPAGE CRACKING	N	45.00 SqFt	Comments:
42	BLEEDING	N	10.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft	Comments:
52	RAVELING	L	245.00 SqFt	Comments:
57	WEATHERING	L	4,664.00 SqFt	Comments:
55	SLIPPAGE CRACKING	N	54.00 SqFt	Comments:
42	BLEEDING	N	160.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4155 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 80,944.00SqFt Length: 800.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 16 Surveyed: 3
Conditions: PCI : 62
Inspection Comments:

Sample Number: 211 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.00 Ft	Comments:
56	SWELLING	L	8.00 SqFt	Comments:
42	BLEEDING	N	4.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	68.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00 Ft	Comments:
42	BLEEDING	N	11.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 656 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:
42	BLEEDING	N	20.00 SqFt	Comments:
49	OIL SPILLAGE	N	10.00 SqFt	Comments:
52	RAVELING	L	218.00 SqFt	Comments:
57	WEATHERING	L	4,782.00 SqFt	Comments:
50	PATCHING	H	650.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4157 of 18 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 84,447.00SqFt Length: 800.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 49 Surveyed: 5
Conditions: PCI : 95
Inspection Comments:

Sample Number: 211 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:
52 RAVELING	L	48.00 SqFt	Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 RAVELING	L	42.00 SqFt	Comments:

Sample Number: 411 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.02 Ft	Comments:
52 RAVELING	L	32.00 SqFt	Comments:
52 RAVELING	L	25.00 SqFt	Comments:

Sample Number: 507 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

49 OIL SPILLAGE	N	18.00 SqFt	Comments:

Sample Number: 606 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

49 OIL SPILLAGE	N	25.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4165 of 18 From: - To: - Last Const.: 01/01/2012
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 66,409.00SqFt Length: 800.00Ft Width: 300.00Ft
Slabs: 211 Slab Width: 17.50Ft Slab Length: 18.00Ft Joint Length: 25,947.62Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 49 Surveyed: 5
Conditions: PCI : 95
Inspection Comments:

Sample Number: 211 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:	
52 RAVELING	L	48.00 SqFt	Comments:	

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 RAVELING	L	42.00 SqFt	Comments:	

Sample Number: 411 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.02 Ft	Comments:	
52 RAVELING	L	32.00 SqFt	Comments:	
52 RAVELING	L	25.00 SqFt	Comments:	

Sample Number: 507 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

49 OIL SPILLAGE	N	18.00 SqFt	Comments:	

Sample Number: 606 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

49 OIL SPILLAGE	N	25.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4170 of 18 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 18,816.00SqFt Length: 170.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 23
Inspection Comments:

Sample Number: 306 Type: R Area: 4,100.00SqFt PCI = 23
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	102.00	Ft	Comments:
45	DEPRESSION	L	90.00	SqFt	Comments:
45	DEPRESSION	M	272.00	SqFt	Comments:
45	DEPRESSION	L	154.00	SqFt	Comments:
45	DEPRESSION	L	56.00	SqFt	Comments:
56	SWELLING	L	23.00	SqFt	Comments:
52	RAVELING	M	3,280.00	SqFt	Comments:
52	RAVELING	L	820.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4175 of 18 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 31,006.00SqFt Length: 600.00Ft Width: 200.00Ft
Slabs: 395 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 13,600.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 3
Inspection Comments:

Sample Number: 604 Type: R Area: 16.00Slabs PCI = 3
Sample Comments:

70 SCALING/CRAZING	L	16.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	16.00 Slabs	Comments:
63 LINEAR CRACKING	M	6.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	H	5.00 Slabs	Comments:
74 JOINT SPALLING	M	5.00 Slabs	Comments:
74 JOINT SPALLING	H	3.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4176 of 18 From: - To: - Last Const.: 12/25/1955
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 10,965.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 4
Inspection Comments:

Sample Number: 805 Type: R Area: 5,400.00SqFt PCI = 4
Sample Comments:

43 BLOCK CRACKING	L	1,680.00 SqFt	Comments:
41 ALLIGATOR CRACKING	H	1,800.00 SqFt	Comments:
53 RUTTING	H	640.00 SqFt	Comments:
52 RAVELING	M	1,620.00 SqFt	Comments:
52 RAVELING	L	3,780.00 SqFt	Comments:
45 DEPRESSION	L	81.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4177 of 18 From: - To: - Last Const.: 12/25/2015
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 20,605.00SqFt Length: 627.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/30/2015 Total Samples: 3 Surveyed: 2
Conditions: PCI : 41
Inspection Comments:

Sample Number: 202 Type: R Area: 3,800.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	247.00 Ft	Comments:
52	RAVELING	L	380.00 SqFt	Comments:
57	WEATHERING	L	3,420.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	109.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	196.00 Ft	Comments:

Sample Number: 305 Type: R Area: 6,350.00SqFt PCI = 30
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	47.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
52	RAVELING	M	2,540.00 SqFt	Comments:
52	RAVELING	L	3,810.00 SqFt	Comments:
49	OIL SPILLAGE	N	64.00 SqFt	Comments:
56	SWELLING	L	168.00 SqFt	Comments:
47	JOINT REFLECTION CRACKING	M	254.00 Ft	Comments:
47	JOINT REFLECTION CRACKING	H	70.00 Ft	Comments:
47	JOINT REFLECTION CRACKING	M	200.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4178 of 18 From: - To: - Last Const.: 01/01/2013
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 49,146.00SqFt Length: 600.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 34 Surveyed: 2
Conditions: PCI : 20
Inspection Comments:

Sample Number: 403 Type: R Area: 20.00Slabs PCI = 25
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
70 SCALING/CRAZING	L	18.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	15.00 Slabs	Comments:
75 CORNER SPALLING	L	5.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
71 FAULTING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	6.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	3.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 601 Type: R Area: 12.00Slabs PCI = 11
Sample Comments:

65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	8.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4179 of 18 From: - To: - Last Const.: 10/01/2011
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 70,111.00SqFt Length: 350.00Ft Width: 225.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4180 of 18 From: - To: - Last Const.: 01/01/1968
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 126,695.00SqFt Length: 812.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 25 Surveyed: 3
Conditions: PCI : 25
Inspection Comments:

Sample Number: 100 Type: R Area: 4,388.00SqFt PCI = 38
Sample Comments:

52 RAVELING	M	4,388.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:

Sample Number: 205 Type: R Area: 6,480.00SqFt PCI = 24
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00	Ft	Comments:
52 RAVELING	M	5,832.00	SqFt	Comments:
52 RAVELING	H	648.00	SqFt	Comments:

Sample Number: 404 Type: R Area: 4,767.00SqFt PCI = 15
Sample Comments:

50 PATCHING	L	9.00	SqFt	Comments:
50 PATCHING	L	4.00	SqFt	Comments:
45 DEPRESSION	M	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	443.00	Ft	Comments:
43 BLOCK CRACKING	L	725.00	SqFt	Comments:
43 BLOCK CRACKING	L	228.00	SqFt	Comments:
50 PATCHING	H	50.00	SqFt	Comments:
50 PATCHING	H	42.00	SqFt	Comments:
50 PATCHING	H	24.00	SqFt	Comments:
45 DEPRESSION	L	36.00	SqFt	Comments:
52 RAVELING	H	464.00	SqFt	Comments:
52 RAVELING	M	4,174.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4183 of 18 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 39,947.00SqFt Length: 812.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 41 Surveyed: 4
Conditions: PCI : 54
Inspection Comments:

Sample Number: 100 Type: R Area: 4,387.50SqFt PCI = 69
Sample Comments:

52 RAVELING	H	1.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.02	Ft	Comments:
52 RAVELING	L	2,499.98	SqFt	Comments:

Sample Number: 108 Type: R Area: 6,880.50SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.04	Ft	Comments:
43 BLOCK CRACKING	L	520.00	SqFt	Comments:
52 RAVELING	L	3,499.97	SqFt	Comments:
52 RAVELING	M	250.00	SqFt	Comments:
43 BLOCK CRACKING	L	120.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	204.05	Ft	Comments:
52 RAVELING	M	1,999.98	SqFt	Comments:
52 RAVELING	L	2,999.98	SqFt	Comments:

Sample Number: 404 Type: R Area: 5,182.82SqFt PCI = 29
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.04	Ft	Comments:
43 BLOCK CRACKING	L	270.00	SqFt	Comments:
52 RAVELING	L	2,499.98	SqFt	Comments:
52 RAVELING	H	216.00	SqFt	Comments:
52 RAVELING	H	95.00	SqFt	Comments:
50 PATCHING	L	360.00	SqFt	Comments:
50 PATCHING	M	8.00	SqFt	Comments:
45 DEPRESSION	H	105.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4185 of 18 From: - To: - Last Const.: 01/01/2013
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 12,820.00SqFt Length: 126.00Ft Width: 55.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI : 28
Inspection Comments:

Sample Number: 101 Type: R Area: 8.00Slabs PCI = 28
Sample Comments:

65 JOINT SEAL DAMAGE	M	8.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4190 of 18 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 18,650.00SqFt Length: 250.00Ft Width: 77.00Ft
Slabs: 59 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 1,983.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 28
Inspection Comments:

Sample Number: 552 Type: R Area: 23.00Slabs PCI = 28
Sample Comments:

65 JOINT SEAL DAMAGE	H	23.00 Slabs	Comments:
63 LINEAR CRACKING	L	10.00 Slabs	Comments:
63 LINEAR CRACKING	M	10.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4195 of 18 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 11,250.00SqFt Length: 250.00Ft Width: 45.00Ft
Slabs: 24 Slab Width: 21.00Ft Slab Length: 22.50Ft Joint Length: 740.71Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 12
Inspection Comments:

Sample Number: 600 Type: R Area: 12.00Slabs PCI = 12
Sample Comments:

72 SHATTERED SLAB	M	12.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	12.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP MAIN Name: APRON Use: APRON Area: 1,170,126.00SqFt

Section: 4199 of 18 From: - To: - Last Const.: 01/01/2003
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 78,779.00SqFt Length: 810.00Ft Width: 70.00Ft
Slabs: 180 Slab Width: 23.00Ft Slab Length: 18.00Ft Joint Length: 4,735.22Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 51
Inspection Comments:

Sample Number: 101 Type: R Area: 21.00Slabs PCI = 58
Sample Comments:

73 SHRINKAGE CRACKING	N	17.00 Slabs	Comments:
72 SHATTERED SLAB	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	6.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 107 Type: R Area: 16.00Slabs PCI = 41
Sample Comments:

73 SHRINKAGE CRACKING	N	15.00 Slabs	Comments:
72 SHATTERED SLAB	L	7.00 Slabs	Comments:
63 LINEAR CRACKING	L	8.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: AP RU RW22 Name: RUN-UP APRON AT RW 22 Use: APRON Area: 14,458.50SqFt

Section: 4305 of 1 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 14,458.50SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 37
Inspection Comments:

Sample Number: 300 Type: R Area: 4,800.00SqFt PCI = 37
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	645.00	Ft	Comments:
52	RAVELING	L	3,918.00	SqFt	Comments:
52	RAVELING	M	800.00	SqFt	Comments:
50	PATCHING	M	82.00	SqFt	Comments:
45	DEPRESSION	L	108.00	SqFt	Comments:
45	DEPRESSION	L	160.00	SqFt	Comments:
56	SWELLING	L	480.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: FBO CONN Name: FBO CONNECTOR Use: APRON Area: 22,237.00SqFt

Section: 125 of 2 From: - To: - Last Const.: 12/25/2015
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 9,856.00SqFt Length: 350.00Ft Width: 225.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: FBO CONN Name: FBO CONNECTOR Use: APRON Area: 22,237.00SqFt

Section: 127 of 2 From: - To: - Last Const.: 12/25/2015
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 12,381.00SqFt Length: 627.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 8 Surveyed: 2
Conditions: PCI : 47
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

47 JOINT REFLECTION CRACKING	M	27.01	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	152.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	111.03	Ft	Comments:
52 RAVELING	L	999.99	SqFt	Comments:

Sample Number: 304 Type: R Area: 6,350.00SqFt PCI = 28
Sample Comments:

47 JOINT REFLECTION CRACKING	H	425.11	Ft	Comments:
47 JOINT REFLECTION CRACKING	M	60.02	Ft	Comments:
47 JOINT REFLECTION CRACKING	L	115.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	95.02	Ft	Comments:
52 RAVELING	H	60.00	SqFt	Comments:
52 RAVELING	L	6,289.95	SqFt	Comments:
49 OIL SPILLAGE	N	4.00	SqFt	Comments:
56 SWELLING	L	6.00	SqFt	Comments:
49 OIL SPILLAGE	N	12.00	SqFt	Comments:
45 DEPRESSION	L	162.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6115 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00 Ft	Comments:
55	SLIPPAGE CRACKING	N	24.00 SqFt	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	172.00 Ft	Comments:
52	RAVELING	L	3,000.00 SqFt	Comments:
57	WEATHERING	L	2,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6120 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 1,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 78
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	161.00	Ft	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:
42 BLEEDING	N	28.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6135 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	287.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6140 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
42	BLEEDING	N	4.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6145 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 71
Inspection Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

57 WEATHERING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	26.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	187.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6150 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	234.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6155 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 180,000.00SqFt Length: 1,800.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 36 Surveyed: 7
Conditions: PCI : 63
Inspection Comments:

Sample Number: 323 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	309.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	96.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 329 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	46.00	SqFt	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 337 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

41 ALLIGATOR CRACKING	L	56.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	78.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	20.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	235.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	126.00	SqFt	Comments:
56 SWELLING	L	20.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 343 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	335.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	354.00	Ft	Comments:

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Report Generated Date: April 23, 2015

41 ALLIGATOR CRACKING	L	16.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	10.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	7.00	SqFt	Comments:
56 SWELLING	L	5.00	SqFt	Comments:

Sample Number: 355 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	355.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	15.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6160 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 90,000.00SqFt Length: 3,600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 18 Surveyed: 5
Conditions: PCI : 75
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

42 BLEEDING	N	30.00	SqFt	Comments:
42 BLEEDING	N	14.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft	Comments:
45 DEPRESSION	L	14.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	18.00	SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.00	Ft	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	338.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6165 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 70,000.00SqFt Length: 700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 14 Surveyed: 3
Conditions: PCI : 72
Inspection Comments:

Sample Number: 357 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	156.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:
56	SWELLING	L	4.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00 Ft	Comments:

Sample Number: 362 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	266.00 Ft	Comments:
52	RAVELING	L	600.00 SqFt	Comments:
57	WEATHERING	L	3,960.00 SqFt	Comments:
52	RAVELING	L	440.00 SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	339.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:
56	SWELLING	L	72.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6170 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 1,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 74
Inspection Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	355.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:
56	SWELLING	L	10.00 SqFt	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	72.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6175 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 290,000.00SqFt Length: 2,900.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 58 Surveyed: 12
Conditions: PCI : 65
Inspection Comments:

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

41 ALLIGATOR CRACKING	L	8.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	462.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	42.00	SqFt	Comments:
56 SWELLING	L	7.00	SqFt	Comments:

Sample Number: 373 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	397.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	23.00	SqFt	Comments:

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft	Comments:
56 SWELLING	L	22.00	SqFt	Comments:

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	221.00	Ft	Comments:
56 SWELLING	L	8.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	9.00	SqFt	Comments:

Sample Number: 389 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	301.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	22.00	SqFt	Comments:
56 SWELLING	L	6.00	SqFt	Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

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Report Generated Date: April 23, 2015

48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	62.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft	Comments:
56	SWELLING	L	8.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	349.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	16.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	38.00	SqFt	Comments:
56	SWELLING	L	4.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 405 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	202.00	Ft	Comments:
56	SWELLING	L	36.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	228.00	Ft	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	476.00	Ft	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:
56	SWELLING	L	8.00	SqFt	Comments:
56	SWELLING	L	26.00	SqFt	Comments:

Sample Number: 415 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	285.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	20.00	SqFt	Comments:
52	RAVELING	M	4.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	171.00	Ft	Comments:
56	SWELLING	L	3.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	265.00	Ft	Comments:
56	SWELLING	L	4.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	20.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	201.00	Ft	Comments:

Sample Number: 425 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	260.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	178.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	30.00	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 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6180 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 145,000.00SqFt Length: 5,800.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 30 Surveyed: 5
Conditions: PCI : 79
Inspection Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
52 RAVELING	H	2.00	SqFt	Comments:

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,746.00	SqFt	Comments:
50 PATCHING	L	4.00	SqFt	Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	262.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 588 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 612 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
56 SWELLING	L	2.00	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 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6185 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 210,000.00SqFt Length: 2,100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 42 Surveyed: 8
Conditions: PCI : 54
Inspection Comments:

Sample Number: 430 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	505.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	36.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	16.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	8.00	SqFt	Comments:
56 SWELLING	L	36.00	SqFt	Comments:

Sample Number: 433 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	335.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	106.00	SqFt	Comments:
56 SWELLING	L	8.00	SqFt	Comments:
52 RAVELING	L	750.00	SqFt	Comments:
57 WEATHERING	L	4,250.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	84.00	SqFt	Comments:

Sample Number: 437 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	368.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	64.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	152.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	76.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:

Sample Number: 441 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	200.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	26.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	400.00	SqFt	Comments:
56 SWELLING	L	32.00	SqFt	Comments:

Sample Number: 449 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

Re-inspection Report

FDOT

Report Generated Date: April 23, 2015

48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	42.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	100.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	24.00	SqFt	Comments:
56 SWELLING	L	16.00	SqFt	Comments:

Sample Number: 455 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft	Comments:
56 SWELLING	L	22.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	124.00	SqFt	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
56 SWELLING	L	5.00	SqFt	Comments:

Sample Number: 461 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	304.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	45.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	11.00	SqFt	Comments:

Sample Number: 466 Type: R Area: 5,000.00SqFt PCI = 72

Sample Comments:

56 SWELLING	L	8.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	289.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6190 of 18 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 105,000.00SqFt Length: 4,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 22 Surveyed: 5
Conditions: PCI : 82
Inspection Comments:

Sample Number: 228 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
56 SWELLING	L	20.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:

Sample Number: 248 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 264 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 640 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 656 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	51.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6195 of 18 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 6 Surveyed: 2
Conditions: PCI : 82
Inspection Comments:

Sample Number: 294 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.01	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Sample Number: 299 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	178.05	Ft	Comments:
52 RAVELING	L	1,499.99	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6196 of 18 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 94 Type: R Area: 2,500.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.01 Ft	Comments:	
52 RAVELING	L	500.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6197 of 18 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 92,900.00SqFt Length: 929.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 19 Surveyed: 5
Conditions: PCI : 52
Inspection Comments:

Sample Number: 275 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
42 BLEEDING	N	448.00 SqFt	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 277 Type: R Area: 5,000.00SqFt PCI = 36
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:
42 BLEEDING	N	1,100.00 SqFt	Comments:
42 BLEEDING	N	640.00 SqFt	Comments:
42 BLEEDING	N	330.00 SqFt	Comments:

Sample Number: 281 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	330.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:
42 BLEEDING	N	650.00 SqFt	Comments:
42 BLEEDING	N	24.00 SqFt	Comments:

Sample Number: 286 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:
42 BLEEDING	N	360.00 SqFt	Comments:
42 BLEEDING	N	160.00 SqFt	Comments:
42 BLEEDING	N	72.00 SqFt	Comments:

Sample Number: 293 Type: R Area: 2,900.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	119.00 Ft	Comments:
42 BLEEDING	N	9.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 18L-36R Name: RUNWAY 18L-36R Use: RUNWAY Area: 1,459,350.00SqFt

Section: 6198 of 18 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 46,450.00SqFt Length: 1,858.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 82
Inspection Comments:

Sample Number: 92 Type: R Area: 3,225.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
52	RAVELING	L	161.00 SqFt	Comments:
57	WEATHERING	L	3,064.00 SqFt	Comments:

Sample Number: 488 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	63.00 Ft	Comments:
50	PATCHING	L	4.00 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 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 855,366.81SqFt

Section: 6205 of 6 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 474,872.96SqFt Length: 4,700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/29/2008 Total Samples: 119 Surveyed: 19
Conditions: PCI : 27
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

52 RAVELING	L	1,200.00	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:
48 L & T CR	L	510.00	Ft	Comments:
52 RAVELING	M	3,600.00	SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

52 RAVELING	M	700.00	SqFt	Comments:
48 L & T CR	M	68.00	Ft	Comments:
52 RAVELING	L	4,300.00	SqFt	Comments:
56 SWELLING	L	180.00	SqFt	Comments:
48 L & T CR	L	519.00	Ft	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 15
Sample Comments:

48 L & T CR	H	18.00	Ft	Comments:
52 RAVELING	M	132.00	SqFt	Comments:
48 L & T CR	M	260.00	Ft	Comments:
41 ALLIGATOR CR	L	200.00	SqFt	Comments:
48 L & T CR	L	220.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
56 SWELLING	L	150.00	SqFt	Comments:
52 RAVELING	H	4,868.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

56 SWELLING	L	360.00	SqFt	Comments:
48 L & T CR	M	125.00	Ft	Comments:
52 RAVELING	H	2,425.00	SqFt	Comments:
50 PATCHING	L	1.00	SqFt	Comments:
48 L & T CR	L	280.00	Ft	Comments:
41 ALLIGATOR CR	L	90.00	SqFt	Comments:
52 RAVELING	M	2,575.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 14
Sample Comments:

48 L & T CR	L	437.00	Ft	Comments:
41 ALLIGATOR CR	L	80.00	SqFt	Comments:
56 SWELLING	L	470.00	SqFt	Comments:
48 L & T CR	M	100.00	Ft	Comments:

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52 RAVELING	M	3,750.00	SqFt	Comments:
52 RAVELING	H	1,250.00	SqFt	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

41 ALLIGATOR CR	L	102.00	SqFt	Comments:
48 L & T CR	M	103.00	Ft	Comments:
48 L & T CR	L	360.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
52 RAVELING	M	3,500.00	SqFt	Comments:
56 SWELLING	L	376.00	SqFt	Comments:
52 RAVELING	H	500.00	SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

52 RAVELING	M	3,000.00	SqFt	Comments:
52 RAVELING	H	800.00	SqFt	Comments:
50 PATCHING	M	0.50	SqFt	Comments:
41 ALLIGATOR CR	L	115.00	SqFt	Comments:
48 L & T CR	L	336.00	Ft	Comments:
52 RAVELING	L	1,200.00	SqFt	Comments:

Sample Number: 332 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

45 DEPRESSION	L	28.00	SqFt	Comments:
48 L & T CR	L	448.00	Ft	Comments:
56 SWELLING	L	55.00	SqFt	Comments:
48 L & T CR	H	11.00	Ft	Comments:
48 L & T CR	M	177.00	Ft	Comments:
52 RAVELING	M	2,600.00	SqFt	Comments:
45 DEPRESSION	H	2.00	SqFt	Comments:
52 RAVELING	H	150.00	SqFt	Comments:
52 RAVELING	L	2,250.00	SqFt	Comments:

Sample Number: 338 Type: R Area: 5,000.00SqFt PCI = 15
Sample Comments:

56 SWELLING	L	140.00	SqFt	Comments:
41 ALLIGATOR CR	L	32.00	SqFt	Comments:
48 L & T CR	L	528.00	Ft	Comments:
52 RAVELING	L	1,600.00	SqFt	Comments:
52 RAVELING	H	1,900.00	SqFt	Comments:
52 RAVELING	M	1,500.00	SqFt	Comments:
48 L & T CR	M	190.00	Ft	Comments:

Sample Number: 341 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

52 RAVELING	L	894.00	SqFt	Comments:
48 L & T CR	M	153.00	Ft	Comments:
52 RAVELING	M	3,984.00	SqFt	Comments:
52 RAVELING	H	110.00	SqFt	Comments:
56 SWELLING	L	386.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	550.00	Ft	Comments:
41 ALLIGATOR CR	L	73.00	SqFt	Comments:

Sample Number: 344 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

48 L & T CR	M	75.00	Ft	Comments:
52 RAVELING	M	1,300.00	SqFt	Comments:

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52 RAVELING	H	2,500.00	SqFt	Comments:
56 SWELLING	L	60.00	SqFt	Comments:
52 RAVELING	L	1,200.00	SqFt	Comments:
48 L & T CR	L	535.00	Ft	Comments:
41 ALLIGATOR CR	L	80.00	SqFt	Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48 L & T CR	L	360.00	Ft	Comments:
48 L & T CR	M	80.00	Ft	Comments:
52 RAVELING	M	1,700.00	SqFt	Comments:
56 SWELLING	L	90.00	SqFt	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
41 ALLIGATOR CR	L	35.00	SqFt	Comments:
52 RAVELING	L	3,300.00	SqFt	Comments:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

48 L & T CR	M	50.00	Ft	Comments:
52 RAVELING	M	1,850.00	SqFt	Comments:
52 RAVELING	H	500.00	SqFt	Comments:
56 SWELLING	L	90.00	SqFt	Comments:
52 RAVELING	L	2,650.00	SqFt	Comments:
48 L & T CR	L	390.00	Ft	Comments:
41 ALLIGATOR CR	L	12.00	SqFt	Comments:

Sample Number: 362 Type: R Area: 5,000.00SqFt PCI = 25
Sample Comments:

48 L & T CR	L	758.00	Ft	Comments:
41 ALLIGATOR CR	L	167.00	SqFt	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
56 SWELLING	L	327.00	SqFt	Comments:
52 RAVELING	M	4,000.00	SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

56 SWELLING	L	230.00	SqFt	Comments:
41 ALLIGATOR CR	L	50.00	SqFt	Comments:
43 BLOCK CR	L	480.00	SqFt	Comments:
48 L & T CR	L	425.00	Ft	Comments:
52 RAVELING	L	3,750.00	SqFt	Comments:
52 RAVELING	M	1,250.00	SqFt	Comments:
48 L & T CR	M	70.00	Ft	Comments:

Sample Number: 374 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

50 PATCHING	L	1.50	SqFt	Comments:
52 RAVELING	L	3,250.00	SqFt	Comments:
56 SWELLING	L	300.00	SqFt	Comments:
52 RAVELING	M	1,750.00	SqFt	Comments:
48 L & T CR	M	100.00	Ft	Comments:
48 L & T CR	L	515.00	Ft	Comments:

Sample Number: 380 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

52 RAVELING	M	1,750.00	SqFt	Comments:
43 BLOCK CR	L	600.00	SqFt	Comments:
48 L & T CR	L	490.00	Ft	Comments:
52 RAVELING	L	3,250.00	SqFt	Comments:

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56 SWELLING	L	130.00	SqFt	Comments:
48 L & T CR	M	100.00	Ft	Comments:

Sample Number: 386 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

48 L & T CR	L	575.00	Ft	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:
56 SWELLING	L	350.00	SqFt	Comments:
52 RAVELING	M	2,000.00	SqFt	Comments:
48 L & T CR	M	155.00	Ft	Comments:

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 31
Sample Comments:

43 BLOCK CR	L	420.00	SqFt	Comments:
48 L & T CR	M	160.00	Ft	Comments:
52 RAVELING	L	4,250.00	SqFt	Comments:
52 RAVELING	M	750.00	SqFt	Comments:
48 L & T CR	L	534.00	Ft	Comments:
41 ALLIGATOR CR	L	160.00	SqFt	Comments:
50 PATCHING	L	1.50	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 855,366.81SqFt

Section: 6210 of 6 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 237,436.49SqFt Length: 9,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 01/29/2008 Total Samples: 59 Surveyed: 9
Conditions: PCI : 46
Inspection Comments:

Sample Number: 1 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48	L & T CR	L	133.00 Ft	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:
48	L & T CR	M	43.00 Ft	Comments:
52	RAVELING	M	863.00 SqFt	Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52	RAVELING	M	865.00 SqFt	Comments:
48	L & T CR	M	45.00 Ft	Comments:
48	L & T CR	L	130.00 Ft	Comments:
52	RAVELING	L	4,135.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

52	RAVELING	L	3,000.00 SqFt	Comments:
48	L & T CR	L	526.00 Ft	Comments:
48	L & T CR	M	67.00 Ft	Comments:
52	RAVELING	M	2,000.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

52	RAVELING	M	1,000.00 SqFt	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:
48	L & T CR	L	500.00 Ft	Comments:
43	BLOCK CR	L	4,500.00 SqFt	Comments:
56	SWELLING	L	300.00 SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

52	RAVELING	M	200.00 SqFt	Comments:
52	RAVELING	L	4,800.00 SqFt	Comments:
43	BLOCK CR	L	5,000.00 SqFt	Comments:

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 28
Sample Comments:

48	L & T CR	M	220.00 Ft	Comments:
52	RAVELING	M	5,000.00 SqFt	Comments:
56	SWELLING	L	1,100.00 SqFt	Comments:
48	L & T CR	L	575.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Sample Number: 552 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

52 RAVELING	M	800.00	SqFt	Comments:
48 L & T CR	L	700.00	Ft	Comments:
52 RAVELING	L	4,200.00	SqFt	Comments:

Sample Number: 572 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

56 SWELLING	L	68.00	SqFt	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:
48 L & T CR	L	189.00	Ft	Comments:
52 RAVELING	M	200.00	SqFt	Comments:
43 BLOCK CR	L	4,446.00	SqFt	Comments:

Sample Number: 588 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

52 RAVELING	L	4,000.00	SqFt	Comments:
48 L & T CR	L	657.00	Ft	Comments:
43 BLOCK CR	L	1,100.00	SqFt	Comments:
48 L & T CR	M	88.00	Ft	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 855,366.81SqFt

Section: 6215 of 6 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 55,071.57SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/29/2008 Total Samples: 14 Surveyed: 1
Conditions: PCI : 39
Inspection Comments:

Sample Number: 408 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

52 RAVELING	L	2,012.00 SqFt	Comments:
50 PATCHING	L	360.50 SqFt	Comments:
48 L & T CR	L	280.00 Ft	Comments:
52 RAVELING	M	2,988.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 855,366.81SqFt

Section: 6220 of 6 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 27,535.79SqFt Length: 1,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 10/27/1998 Total Samples: 7 Surveyed: 1
Conditions: PCI : 69
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	126.00 Ft	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 855,366.81SqFt

Section: 6225 of 6 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 40,300.00SqFt Length: 425.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 67
Inspection Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 41
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:
42 BLEEDING	N	731.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
53 RUTTING	L	180.00	SqFt	Comments:

Sample Number: 417 Type: R Area: 5,300.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:
57 WEATHERING	L	4,240.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 855,366.81SqFt

Section: 6230 of 6 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 20,150.00SqFt Length: 850.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 23
Inspection Comments:

Sample Number: 210 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

42	BLEEDING	N	22.00 SqFt	Comments:
42	BLEEDING	N	63.00 SqFt	Comments:
42	BLEEDING	N	1,550.00 SqFt	Comments:
53	RUTTING	L	195.00 SqFt	Comments:
53	RUTTING	L	280.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	77.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6315 of 12 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 211,743.00SqFt Length: 2,159.45Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 42 Surveyed: 8
Conditions: PCI : 42
Inspection Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	740.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
52	RAVELING	H	128.00 SqFt	Comments:
52	RAVELING	L	4,760.00 SqFt	Comments:
52	RAVELING	H	112.00 SqFt	Comments:

Sample Number: 319 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	159.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	399.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	272.00 Ft	Comments:
52	RAVELING	H	175.00 SqFt	Comments:
52	RAVELING	L	4,825.00 SqFt	Comments:

Sample Number: 324 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

56	SWELLING	L	28.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	219.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	151.00 Ft	Comments:
43	BLOCK CRACKING	L	1,250.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	314.00 Ft	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	266.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	112.00 Ft	Comments:
52	RAVELING	H	175.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00 Ft	Comments:
52	RAVELING	L	4,825.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	422.00 Ft	Comments:
56	SWELLING	L	52.00 SqFt	Comments:
56	SWELLING	L	7.00 SqFt	Comments:

Sample Number: 334 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
43	BLOCK CRACKING	L	700.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00 Ft	Comments:
52	RAVELING	H	175.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: April 23, 2015

48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft	Comments:
52	RAVELING	L	4,825.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft	Comments:
56	SWELLING	L	17.00	SqFt	Comments:

Sample Number: 338 Type: R Area: 5,000.00SqFt PCI = 41

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	223.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft	Comments:
52	RAVELING	H	175.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft	Comments:
52	RAVELING	L	4,825.00	SqFt	Comments:
56	SWELLING	L	19.00	SqFt	Comments:
56	SWELLING	L	30.00	SqFt	Comments:

Sample Number: 346 Type: R Area: 5,000.00SqFt PCI = 39

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft	Comments:
52	RAVELING	H	200.00	SqFt	Comments:
43	BLOCK CRACKING	L	450.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	475.00	Ft	Comments:
52	RAVELING	L	4,800.00	SqFt	Comments:

Sample Number: 350 Type: R Area: 5,847.00SqFt PCI = 48

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	406.00	Ft	Comments:
52	RAVELING	H	175.00	SqFt	Comments:
52	RAVELING	L	5,672.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6320 of 12 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 105,872.00SqFt Length: 4,320.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 22 Surveyed: 5
Conditions: PCI : 43
Inspection Comments:

Sample Number: 108 Type: R Area: 3,964.00SqFt PCI = 46
Sample Comments:

43 BLOCK CRACKING	L	3,964.00 SqFt	Comments:
52 RAVELING	M	600.00 SqFt	Comments:
52 RAVELING	L	3,364.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	M	600.00 SqFt	Comments:
52 RAVELING	L	4,400.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	M	600.00 SqFt	Comments:
52 RAVELING	L	4,400.00 SqFt	Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	M	5,000.00 SqFt	Comments:
52 RAVELING	M	600.00 SqFt	Comments:
52 RAVELING	L	4,400.00 SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	424.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft	Comments:
52 RAVELING	L	4,400.00 SqFt	Comments:
52 RAVELING	M	600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6325 of 12 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 34,045.00SqFt Length: 298.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 49
Inspection Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	581.00	Ft	Comments:
56	SWELLING	L	36.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:
56	SWELLING	L	92.00	SqFt	Comments:

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	313.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	728.00	Ft	Comments:
52	RAVELING	L	4,500.00	SqFt	Comments:
52	RAVELING	M	500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	127.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6330 of 12 From: - To: - Last Const.: 01/02/2003
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 17,023.00SqFt Length: 620.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 152 Type: R Area: 5,513.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	239.00 Ft	Comments:
52	RAVELING	L	276.00 SqFt	Comments:
57	WEATHERING	L	5,237.00 SqFt	Comments:
56	SWELLING	L	40.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6335 of 12 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 44
Inspection Comments:

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 40
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	454.00	Ft	Comments:
43	BLOCK CRACKING	L	400.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	247.00	Ft	Comments:
52	RAVELING	M	500.00	SqFt	Comments:
52	RAVELING	L	4,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	438.00	Ft	Comments:
56	SWELLING	L	24.00	SqFt	Comments:

Sample Number: 366 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	374.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
52	RAVELING	L	5,000.00	SqFt	Comments:
56	SWELLING	L	184.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	347.00	Ft	Comments:
56	SWELLING	L	140.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6340 of 12 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 17,500.00SqFt Length: 700.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 32
Inspection Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

56	SWELLING	L	42.00 SqFt	Comments:
43	BLOCK CRACKING	M	1,250.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	254.00 Ft	Comments:
43	BLOCK CRACKING	M	460.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	312.00 Ft	Comments:
56	SWELLING	L	98.00 SqFt	Comments:
52	RAVELING	M	1,000.00 SqFt	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6345 of 12 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 45,000.00SqFt Length: 450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 40
Inspection Comments:

Sample Number: 369 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	94.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	806.00	Ft	Comments:
43 BLOCK CRACKING	L	770.00	SqFt	Comments:
52 RAVELING	L	4,876.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	104.00	SqFt	Comments:
56 SWELLING	L	48.00	SqFt	Comments:
52 RAVELING	M	124.00	SqFt	Comments:

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	312.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	18.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	394.00	Ft	Comments:
52 RAVELING	L	3,500.00	SqFt	Comments:
57 WEATHERING	L	1,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6350 of 12 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 22,500.00SqFt Length: 900.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 2
Conditions: PCI : 47
Inspection Comments:

Sample Number: 172 Type: R Area: 6,250.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	601.00	Ft	Comments:
56	SWELLING	L	166.00	SqFt	Comments:
52	RAVELING	L	5,000.00	SqFt	Comments:
57	WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	711.00	Ft	Comments:
43	BLOCK CRACKING	L	416.00	SqFt	Comments:
56	SWELLING	L	242.00	SqFt	Comments:
52	RAVELING	M	400.00	SqFt	Comments:
52	RAVELING	L	4,600.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6355 of 12 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 80,000.00SqFt Length: 800.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 16 Surveyed: 5
Conditions: PCI : 37
Inspection Comments:

Sample Number: 379 Type: R Area: 5,000.00SqFt PCI = 30
Sample Comments:

41 ALLIGATOR CRACKING	M	140.00	SqFt	Comments:
52 RAVELING	M	150.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	286.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	380.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	72.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	51.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	52.00	SqFt	Comments:
56 SWELLING	L	33.00	SqFt	Comments:
52 RAVELING	L	4,710.00	SqFt	Comments:

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

52 RAVELING	M	653.00	SqFt	Comments:
52 RAVELING	M	653.00	SqFt	Comments:
52 RAVELING	L	3,640.00	SqFt	Comments:
52 RAVELING	M	54.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	368.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	92.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	120.00	SqFt	Comments:

Sample Number: 385 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	626.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	58.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	72.00	SqFt	Comments:
56 SWELLING	L	36.00	SqFt	Comments:
52 RAVELING	H	10.00	SqFt	Comments:
52 RAVELING	L	4,990.00	SqFt	Comments:

Sample Number: 388 Type: R Area: 5,000.00SqFt PCI = 35
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	46.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	124.00	SqFt	Comments:
52 RAVELING	M	60.00	SqFt	Comments:
56 SWELLING	H	12.00	SqFt	Comments:
52 RAVELING	M	150.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	232.00	Ft	Comments:
52 RAVELING	L	4,790.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Sample Number: 390 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	390.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	276.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	128.00	SqFt	Comments:
52	RAVELING	H	48.00	SqFt	Comments:
52	RAVELING	L	4,952.00	SqFt	Comments:
56	SWELLING	L	52.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	96.00	SqFt	Comments:
56	SWELLING	L	10.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6360 of 12 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 1,600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 65
Inspection Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	101.00 Ft	Comments:
52	RAVELING	M	600.00 SqFt	Comments:
52	RAVELING	L	4,400.00 SqFt	Comments:

Sample Number: 588 Type: R Area: 6,250.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	358.00 Ft	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:
57	WEATHERING	M	1,250.00 SqFt	Comments:
56	SWELLING	L	11.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6365 of 12 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 51,500.00SqFt Length: 515.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 46
Inspection Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	750.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft	Comments:
52	RAVELING	L	4,000.00	SqFt	Comments:
52	RAVELING	M	1,000.00	SqFt	Comments:
56	SWELLING	L	28.00	SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	482.00	Ft	Comments:
52	RAVELING	L	4,000.00	SqFt	Comments:
56	SWELLING	L	70.00	SqFt	Comments:
56	SWELLING	L	282.00	SqFt	Comments:
50	PATCHING	L	10.00	SqFt	Comments:
52	RAVELING	M	990.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 685,933.00SqFt

Section: 6370 of 12 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 25,750.00SqFt Length: 1,030.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 59
Inspection Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	164.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	261.00 Ft	Comments:
52 RAVELING	L	3,000.00 SqFt	Comments:
57 WEATHERING	M	2,000.00 SqFt	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	490.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	35.00 Ft	Comments:
52 RAVELING	L	3,500.00 SqFt	Comments:
57 WEATHERING	M	1,500.00 SqFt	Comments:
56 SWELLING	L	136.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 112 of 12 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 3,582.70SqFt Length: 77.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 100 Type: R Area: 3,582.70SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	172.00 Ft	Comments:
52	RAVELING	L	1,433.00 SqFt	Comments:
57	WEATHERING	L	2,149.00 SqFt	Comments:
43	BLOCK CRACKING	L	75.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 114 of 12 From: - To: - Last Const.: 01/01/1968
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 2,360.73SqFt Length: 45.00Ft Width: 43.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 33
Inspection Comments:

Sample Number: 101 Type: R Area: 2,360.73SqFt PCI = 33
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00 Ft	Comments:
45	DEPRESSION	L	24.00 SqFt	Comments:
52	RAVELING	M	2,360.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 115 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 203,420.00SqFt Length: 2,704.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 34 Surveyed: 3
Conditions: PCI : 68
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	93.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	151.04	Ft	Comments:
52 RAVELING	L	3,749.97	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	550.14	Ft	Comments:
52 RAVELING	L	2,499.98	SqFt	Comments:

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.08	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:
52 RAVELING	L	999.99	SqFt	Comments:
52 RAVELING	M	160.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.02	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 117 of 12 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 3,109.00SqFt Length: 50.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 50
Inspection Comments:

Sample Number: 100 Type: R Area: 3,109.00SqFt PCI = 50
Sample Comments:

52 RAVELING	M	933.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.00 Ft	Comments:
43 BLOCK CRACKING	L	140.00 SqFt	Comments:
43 BLOCK CRACKING	L	174.00 SqFt	Comments:
52 RAVELING	L	2,176.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 119 of 12 From: - To: - Last Const.: 01/01/1968
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 3,423.86SqFt Length: 70.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 33
Inspection Comments:

Sample Number: 101 Type: R Area: 3,423.86SqFt PCI = 33
Sample Comments:

52 RAVELING	M	3,423.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	117.00 Ft	Comments:
45 DEPRESSION	L	112.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 130 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 361,676.00SqFt Length: 2,475.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 30 Surveyed: 6
Conditions: PCI : 70
Inspection Comments:

Sample Number: 232 Type: R Area: 1,875.00SqFt PCI = 73
Sample Comments:

56 SWELLING	L	75.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	73.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	9.00	Ft	Comments:
52 RAVELING	L	96.00	SqFt	Comments:

Sample Number: 310 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.04	Ft	Comments:
52 RAVELING	L	624.99	SqFt	Comments:

Sample Number: 315 Type: R Area: 3,750.00SqFt PCI = 70
Sample Comments:

52 RAVELING	L	1,739.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	198.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:

Sample Number: 324 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.03	Ft	Comments:
52 RAVELING	L	624.99	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Sample Number: 387 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	331.08	Ft	Comments:
56 SWELLING	L	400.00	SqFt	Comments:
52 RAVELING	L	3,749.97	SqFt	Comments:

Sample Number: 393 Type: R Area: 3,750.00SqFt PCI = 68
Sample Comments:

56 SWELLING	L	51.00	SqFt	Comments:
56 SWELLING	L	55.00	SqFt	Comments:
56 SWELLING	M	25.00	SqFt	Comments:
52 RAVELING	L	440.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	235.06	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 135 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 40,056.00SqFt Length: 2,475.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 30 Surveyed: 6
Conditions: PCI : 70
Inspection Comments:

Sample Number: 232 Type: R Area: 1,875.00SqFt PCI = 73
Sample Comments:

56 SWELLING	L	75.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	73.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	9.00	Ft	Comments:
52 RAVELING	L	96.00	SqFt	Comments:

Sample Number: 310 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.04	Ft	Comments:
52 RAVELING	L	624.99	SqFt	Comments:

Sample Number: 315 Type: R Area: 3,750.00SqFt PCI = 70
Sample Comments:

52 RAVELING	L	1,739.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	198.05	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:

Sample Number: 324 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.03	Ft	Comments:
52 RAVELING	L	624.99	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Sample Number: 387 Type: R Area: 3,750.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	331.08	Ft	Comments:
56 SWELLING	L	400.00	SqFt	Comments:
52 RAVELING	L	3,749.97	SqFt	Comments:

Sample Number: 393 Type: R Area: 3,750.00SqFt PCI = 68
Sample Comments:

56 SWELLING	L	51.00	SqFt	Comments:
56 SWELLING	L	55.00	SqFt	Comments:
56 SWELLING	M	25.00	SqFt	Comments:
52 RAVELING	L	440.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	235.06	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 140 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 17,486.00SqFt Length: 175.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 402 Type: R Area: 3,750.08SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.04 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 150 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 21,882.00SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 95
Inspection Comments:

Sample Number: 105 Type: R Area: 3,936.28SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.01 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 155 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,969.00SqFt Length: 70.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.03 Ft	Comments:
52	RAVELING	L	8.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 158 of 12 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 16,692.00SqFt Length: 1,700.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 44 Surveyed: 5
Conditions: PCI : 54
Inspection Comments:

Sample Number: 102 Type: R Area: 5,100.00SqFt PCI = 58
Sample Comments:

42 BLEEDING	N	624.99 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,100.00SqFt PCI = 53
Sample Comments:

45 DEPRESSION	L	192.00 SqFt	Comments:
42 BLEEDING	N	624.99 SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.00SqFt PCI = 53
Sample Comments:

42 BLEEDING	N	624.99 SqFt	Comments:

Sample Number: 131 Type: R Area: 3,947.14SqFt PCI = 49
Sample Comments:

45 DEPRESSION	L	252.00 SqFt	Comments:
42 BLEEDING	N	624.99 SqFt	Comments:

Sample Number: 136 Type: R Area: 907.08SqFt PCI = 60
Sample Comments:

42 BLEEDING	N	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 834,495.29SqFt

Section: 160 of 12 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 152,838.00SqFt Length: 1,700.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 35 Surveyed: 4
Conditions: PCI : 39
Inspection Comments:

Sample Number: 102 Type: R Area: 5,100.00SqFt PCI = 33
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00	Ft	Comments:
42 BLEEDING	N	13.00	SqFt	Comments:
42 BLEEDING	N	1,250.00	SqFt	Comments:
57 WEATHERING	L	5,100.00	SqFt	Comments:
53 RUTTING	L	120.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 5,100.00SqFt PCI = 64
Sample Comments:

50 PATCHING	L	2,400.00	SqFt	Comments:
50 PATCHING	L	759.00	SqFt	Comments:
57 WEATHERING	L	1,941.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.00SqFt PCI = 31
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	46.00	Ft	Comments:
42 BLEEDING	N	500.00	SqFt	Comments:
42 BLEEDING	N	200.00	SqFt	Comments:
53 RUTTING	L	250.00	SqFt	Comments:
52 RAVELING	L	375.00	SqFt	Comments:
57 WEATHERING	L	3,375.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 3,947.00SqFt PCI = 22
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft	Comments:
42 BLEEDING	N	1,550.00	SqFt	Comments:
53 RUTTING	L	250.00	SqFt	Comments:
53 RUTTING	L	250.00	SqFt	Comments:
52 RAVELING	L	198.00	SqFt	Comments:
57 WEATHERING	L	3,749.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 60,458.00SqFt

Section: 165 of 1 From: - To: - Last Const.: 12/25/2015
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 60,458.00SqFt Length: 600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 60,311.00SqFt

Section: 168 of 1 From: - To: - Last Const.: 12/25/2015
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 60,311.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 58,588.00SqFt

Section: 170 of 1 From: - To: - Last Const.: 12/25/2015
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 58,588.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 56,987.00SqFt

Section: 175 of 1 From: - To: - Last Const.: 12/25/2015
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 56,987.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW A6 Name: TAXIWAY A6 Use: TAXIWAY Area: 58,658.00SqFt

Section: 180 of 1 From: - To: - Last Const.: 12/25/2015
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 58,658.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 75,911.14SqFt

Section: 205 of 4 From: - To: - Last Const.: 01/01/1958
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 13,950.00SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 56
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00 Ft	Comments:
52	RAVELING	M	1,500.00 SqFt	Comments:
52	RAVELING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 75,911.14SqFt

Section: 210 of 4 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 6,353.14SqFt Length: 130.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 100 Type: R Area: 6,353.14SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	322.00 Ft	Comments:
56	SWELLING	L	100.00 SqFt	Comments:
52	RAVELING	L	6,353.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 75,911.14SqFt

Section: 215 of 4 From: - To: - Last Const.: 01/01/2012
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 14,952.00SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 75,911.14SqFt

Section: 220 of 4 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 40,656.00SqFt Length: 800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 28
Inspection Comments:

Sample Number: 223 Type: R Area: 5,700.00SqFt PCI = 15
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	134.00	Ft	Comments:
41	ALLIGATOR CRACKING	M	144.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	294.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	150.00	SqFt	Comments:
53	RUTTING	L	630.00	SqFt	Comments:
53	RUTTING	M	140.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	177.00	SqFt	Comments:
52	RAVELING	H	20.00	SqFt	Comments:
52	RAVELING	H	3.00	SqFt	Comments:
52	RAVELING	M	2,280.00	SqFt	Comments:
52	RAVELING	L	3,397.00	SqFt	Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	4.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	21.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	44.00	SqFt	Comments:
52	RAVELING	M	2,000.00	SqFt	Comments:
52	RAVELING	L	3,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 42,705.81SqFt

Section: 305 of 1 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 42,705.81SqFt Length: 530.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 36
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 39
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	314.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	74.00 SqFt	Comments:
56	SWELLING	L	212.00 SqFt	Comments:
52	RAVELING	M	375.00 SqFt	Comments:
52	RAVELING	L	3,375.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	83.00 Ft	Comments:

Sample Number: 105 Type: R Area: 3,750.00SqFt PCI = 32
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	155.00 Ft	Comments:
50	PATCHING	M	1,168.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00 Ft	Comments:
56	SWELLING	L	24.00 SqFt	Comments:
52	RAVELING	M	258.00 SqFt	Comments:
52	RAVELING	L	2,324.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 47,262.41SqFt

Section: 405 of 3 From: - To: - Last Const.: 01/01/1990
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,250.00SqFt Length: 75.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 52
Inspection Comments:

Sample Number: 103 Type: R Area: 5,250.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	210.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.00 Ft	Comments:
52	RAVELING	H	14.00 SqFt	Comments:
52	RAVELING	M	1,050.00 SqFt	Comments:
52	RAVELING	L	4,186.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 47,262.41SqFt

Section: 407 of 3 From: - To: - Last Const.: 01/01/1996
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 25,816.41SqFt Length: 340.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 52
Inspection Comments:

Sample Number: 105 Type: R Area: 3,750.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	278.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	71.00 Ft	Comments:
52	RAVELING	M	750.00 SqFt	Comments:
52	RAVELING	L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 47,262.41SqFt

Section: 410 of 3 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 16,196.00SqFt Length: 130.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 46
Inspection Comments:

Sample Number: 102 Type: R Area: 3,760.00SqFt PCI = 46
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	119.00	Ft	Comments:
56	SWELLING	L	45.00	SqFt	Comments:
52	RAVELING	H	24.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:
52	RAVELING	M	752.00	SqFt	Comments:
52	RAVELING	L	2,984.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 605 of 7 From: - To: - Last Const.: 01/01/1984
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 12,798.00SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 37
Inspection Comments:

Sample Number: 102 Type: R Area: 7,245.00SqFt PCI = 37
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	736.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	33.00	SqFt	Comments:
45	DEPRESSION	L	8.00	SqFt	Comments:
45	DEPRESSION	L	36.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	61.00	Ft	Comments:
56	SWELLING	L	200.00	SqFt	Comments:
52	RAVELING	M	2,174.00	SqFt	Comments:
52	RAVELING	L	5,071.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 607 of 7 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 8,127.00SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 55
Inspection Comments:

Sample Number: 101 Type: R Area: 6,425.85SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	284.07 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	10.00 Ft	Comments:
52	RAVELING	L	5,783.22 SqFt	Comments:
52	RAVELING	M	642.58 SqFt	Comments:
45	DEPRESSION	L	54.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 610 of 7 From: - To: - Last Const.: 01/01/1989
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,653.56SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 41
Inspection Comments:

Sample Number: 200 Type: R Area: 3,644.00SqFt PCI = 41
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	60.00 Ft	Comments:
52	RAVELING	M	2,551.00 SqFt	Comments:
52	RAVELING	L	1,093.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 615 of 7 From: - To: - Last Const.: 01/01/1989
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 56
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	107.00 Ft	Comments:
52	RAVELING	L	3,500.00 SqFt	Comments:
52	RAVELING	M	1,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 620 of 7 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,752.98SqFt Length: 120.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 207 Type: R Area: 2,752.98SqFt PCI = 76
Sample Comments:

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48 LONGITUDINAL/TRANSVERSE CRACKING          L      241.06 Ft       Comments:
52 RAVELING                                  L       20.00 SqFt     Comments:
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Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 626 of 7 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 10,413.60SqFt Length: 150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/01/2011 Total Samples: 2 Surveyed: 1
Conditions: PCI : 97
Inspection Comments:

Sample Number: 208 Type: R Area: 5,001.66SqFt PCI = 97
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 99,340.14SqFt

Section: 630 of 7 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 27,595.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 95
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:
52	RAVELING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 122,270.00SqFt

Section: 810 of 2 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 64,486.00SqFt Length: 1,200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 16 Surveyed: 4
Conditions: PCI : 6
Inspection Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 3
Sample Comments:

43 BLOCK CRACKING	M	2,750.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	1,000.00 SqFt	Comments:
53 RUTTING	L	1,000.00 SqFt	Comments:
52 RAVELING	M	3,750.00 SqFt	Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 8
Sample Comments:

52 RAVELING	M	3,750.00 SqFt	Comments:
41 ALLIGATOR CRACKING	L	1,000.00 SqFt	Comments:
53 RUTTING	L	1,000.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,750.00 SqFt	Comments:

Sample Number: 124 Type: R Area: 3,750.00SqFt PCI = 8
Sample Comments:

43 BLOCK CRACKING	M	3,540.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	210.00 SqFt	Comments:
52 RAVELING	H	15.00 SqFt	Comments:
52 RAVELING	M	3,735.00 SqFt	Comments:
45 DEPRESSION	L	9.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 4,802.00SqFt PCI = 7
Sample Comments:

53 RUTTING	M	112.00 SqFt	Comments:
53 RUTTING	L	48.00 SqFt	Comments:
53 RUTTING	L	36.00 SqFt	Comments:
53 RUTTING	L	48.00 SqFt	Comments:
50 PATCHING	M	675.00 SqFt	Comments:
43 BLOCK CRACKING	H	4,043.00 SqFt	Comments:
50 PATCHING	H	12.00 SqFt	Comments:
50 PATCHING	M	9.00 SqFt	Comments:
50 PATCHING	H	48.00 SqFt	Comments:
53 RUTTING	L	140.00 SqFt	Comments:
50 PATCHING	H	21.00 SqFt	Comments:
45 DEPRESSION	L	18.00 SqFt	Comments:
52 RAVELING	M	4,043.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 122,270.00SqFt

Section: 815 of 2 From: - To: - Last Const.: 01/01/2015
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 57,784.00SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0
Conditions:

Sample Number: Type: Area: 0.00
<NO VALID INSPECTIONS>

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 20,009.00SqFt

Section: 1005 of 2 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 11,640.00SqFt Length: 260.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 46
Inspection Comments:

Sample Number: 103 Type: R Area: 6,998.00SqFt PCI = 46
Sample Comments:

45 DEPRESSION	L	72.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	517.00	Ft	Comments:
52 RAVELING	M	2,099.00	SqFt	Comments:
52 RAVELING	H	11.00	SqFt	Comments:
52 RAVELING	L	4,888.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 20,009.00SqFt

Section: 1010 of 2 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 8,369.00SqFt Length: 260.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 102 Type: R Area: 3,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.02 Ft	Comments:
52 RAVELING	L	2,999.98 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 47,406.70SqFt

Section: 1105 of 5 From: - To: - Last Const.: 01/01/1970
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 21,520.15SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 73
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	169.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00 Ft	Comments:
52 RAVELING	L	750.00 SqFt	Comments:
57 WEATHERING	L	4,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 47,406.70SqFt

Section: 1110 of 5 From: - To: - Last Const.: 01/01/1984
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 19,512.49SqFt Length: 350.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:
56	SWELLING	L	9.00 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 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 47,406.70SqFt

Section: 1120 of 5 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 1,969.32SqFt Length: 85.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 55
Inspection Comments:

Sample Number: 100 Type: R Area: 1,969.32SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	134.00 Ft	Comments:
52	RAVELING	L	1,469.00 SqFt	Comments:
52	RAVELING	M	500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 47,406.70SqFt

Section: 1125 of 5 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 2,136.50SqFt Length: 80.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 58
Inspection Comments:

Sample Number: 200 Type: R Area: 2,136.50SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	103.00 Ft	Comments:
52	RAVELING	M	500.00 SqFt	Comments:
52	RAVELING	L	1,636.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 47,406.70SqFt

Section: 1130 of 5 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 2,268.24SqFt Length: 100.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 42
Inspection Comments:

Sample Number: 100 Type: R Area: 2,268.24SqFt PCI = 42
Sample Comments:

45	DEPRESSION	H	2.00 SqFt	Comments:
52	RAVELING	H	33.00 SqFt	Comments:
52	RAVELING	M	671.00 SqFt	Comments:
52	RAVELING	L	1,564.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	9.00 Ft	Comments:
45	DEPRESSION	L	44.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 86,607.00SqFt

Section: 1205 of 4 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 20,812.00SqFt Length: 150.00Ft Width: 120.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 5 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 208 Type: R Area: 7,630.63SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	348.09 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	12.00 Ft	Comments:
52	RAVELING	L	7,630.57 SqFt	Comments:
50	PATCHING	L	883.99 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 86,607.00SqFt

Section: 1215 of 4 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 13,483.00SqFt Length: 150.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 3 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 204 Type: R Area: 3,849.17SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	204.05 Ft	Comments:
43	BLOCK CRACKING	L	72.00 SqFt	Comments:
52	RAVELING	L	1,924.57 SqFt	Comments:
43	BLOCK CRACKING	L	80.00 SqFt	Comments:
45	DEPRESSION	L	24.00 SqFt	Comments:
56	SWELLING	L	12.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 86,607.00SqFt

Section: 1245 of 4 From: - To: - Last Const.: 01/01/1986
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 18,679.00SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 32
Inspection Comments:

Sample Number: 221 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	240.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft	Comments:
52	RAVELING	L	4,000.00	SqFt	Comments:
52	RAVELING	M	1,000.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	44.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	166.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	60.00	SqFt	Comments:
45	DEPRESSION	L	18.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 86,607.00SqFt

Section: 1247 of 4 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 33,633.00SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 10 Surveyed: 1
Conditions: PCI : 32
Inspection Comments:

Sample Number: 213 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

45	DEPRESSION	L	17.50 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	34.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	31.01 Ft	Comments:
52	RAVELING	L	2,499.98 SqFt	Comments:
52	RAVELING	M	2,499.98 SqFt	Comments:
43	BLOCK CRACKING	L	3,999.97 SqFt	Comments:
45	DEPRESSION	L	80.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 231,669.00SqFt

Section: 1325 of 3 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 213,248.00SqFt Length: 4,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 44 Surveyed: 5
Conditions: PCI : 42
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

52	RAVELING	L	3,481.00	SqFt	Comments:
52	RAVELING	M	1,500.00	SqFt	Comments:
52	RAVELING	H	19.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	981.00	Ft	Comments:
53	RUTTING	L	33.00	SqFt	Comments:
56	SWELLING	L	500.00	SqFt	Comments:
53	RUTTING	L	63.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 34
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	424.00	Ft	Comments:
56	SWELLING	L	500.00	SqFt	Comments:
53	RUTTING	L	400.00	SqFt	Comments:
52	RAVELING	L	3,000.00	SqFt	Comments:
52	RAVELING	M	2,000.00	SqFt	Comments:
53	RUTTING	L	400.00	SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	251.00	Ft	Comments:
56	SWELLING	L	44.00	SqFt	Comments:
52	RAVELING	M	1,000.00	SqFt	Comments:
52	RAVELING	L	4,000.00	SqFt	Comments:
53	RUTTING	L	32.00	SqFt	Comments:
53	RUTTING	L	300.00	SqFt	Comments:
53	RUTTING	L	246.00	SqFt	Comments:
45	DEPRESSION	L	16.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	178.00	Ft	Comments:
52	RAVELING	L	3,500.00	SqFt	Comments:
52	RAVELING	M	1,500.00	SqFt	Comments:
56	SWELLING	L	76.00	SqFt	Comments:

Sample Number: 139 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft	Comments:
56	SWELLING	L	200.00	SqFt	Comments:
56	SWELLING	L	237.00	SqFt	Comments:
52	RAVELING	L	4,000.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: April 23, 2015

52	RAVELING	M	1,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	357.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 231,669.00SqFt

Section: 1330 of 3 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 8,134.00SqFt Length: 220.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 33
Inspection Comments:

Sample Number: 103 Type: R Area: 3,458.00SqFt PCI = 33
Sample Comments:

43	BLOCK CRACKING	M	644.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft	Comments:
45	DEPRESSION	M	4.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	184.00	Ft	Comments:
52	RAVELING	M	692.00	SqFt	Comments:
56	SWELLING	L	200.00	SqFt	Comments:
52	RAVELING	L	2,766.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 231,669.00SqFt

Section: 1335 of 3 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 10,287.00SqFt Length: 220.00Ft Width: 65.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 38
Inspection Comments:

Sample Number: 102 Type: R Area: 3,250.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	340.09	Ft	Comments:
52	RAVELING	M	2,274.98	SqFt	Comments:
52	RAVELING	L	974.99	SqFt	Comments:
45	DEPRESSION	L	14.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW P Name: TAXIWAY P Use: TAXIWAY Area: 80,974.00SqFt

Section: 1250 of 2 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 28,635.00SqFt Length: 415.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 4 Surveyed: 1
Conditions: PCI : 15
Inspection Comments:

Sample Number: 302 Type: R Area: 5,029.75SqFt PCI = 15
Sample Comments:

45	DEPRESSION	M	170.00 SqFt	Comments:
52	RAVELING	L	1,499.99 SqFt	Comments:
52	RAVELING	M	2,999.98 SqFt	Comments:
52	RAVELING	H	500.00 SqFt	Comments:
50	PATCHING	L	60.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	172.04 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 Ft	Comments:
43	BLOCK CRACKING	L	3,499.97 SqFt	Comments:
43	BLOCK CRACKING	M	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW P Name: TAXIWAY P Use: TAXIWAY Area: 80,974.00SqFt

Section: 1255 of 2 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 52,339.00SqFt Length: 1,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 11/01/2011 Total Samples: 10 Surveyed: 1
Conditions: PCI : 53
Inspection Comments:

Sample Number: 306 Type: R Area: 5,231.18SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:
52	RAVELING	L	3,499.97 SqFt	Comments:
52	RAVELING	H	200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: April 23, 2015

Network: PIE Name: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

Branch: TW T Name: APRON TAXIWAY SOUTH OF MA Use: TAXIWAY Area: 175,302.00SqFt

Section: 2050 of 1 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 175,302.00SqFt Length: 1,550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/30/2015 Total Samples: 40 Surveyed: 4
Conditions: PCI : 22
Inspection Comments:

Sample Number: 102 Type: R Area: 4,700.00SqFt PCI = 2
Sample Comments:

41 ALLIGATOR CRACKING	H	527.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	1,190.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	272.00	Ft	Comments:
41 ALLIGATOR CRACKING	M	492.00	SqFt	Comments:
52 RAVELING	M	940.00	SqFt	Comments:
52 RAVELING	L	3,760.00	SqFt	Comments:

Sample Number: 111 Type: R Area: 4,700.00SqFt PCI = 25
Sample Comments:

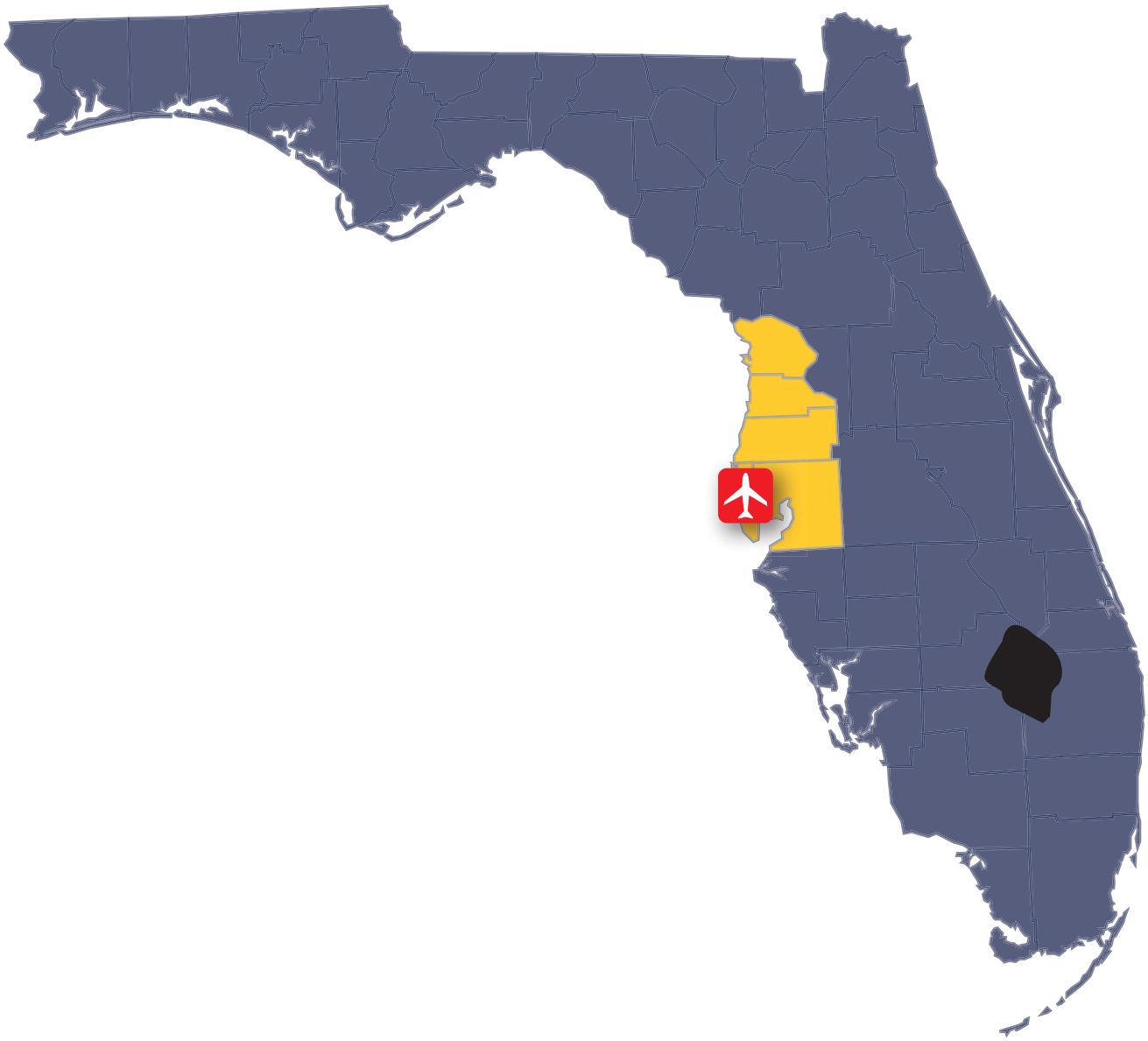
41 ALLIGATOR CRACKING	L	1,000.00	SqFt	Comments:
53 RUTTING	L	800.00	SqFt	Comments:
52 RAVELING	M	940.00	SqFt	Comments:
52 RAVELING	L	3,760.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.00	Ft	Comments:

Sample Number: 207 Type: R Area: 4,728.00SqFt PCI = 22
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	360.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	369.00	SqFt	Comments:
52 RAVELING	M	473.00	SqFt	Comments:
52 RAVELING	L	4,455.00	SqFt	Comments:

Sample Number: 212 Type: R Area: 4,700.00SqFt PCI = 37
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	338.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	180.00	SqFt	Comments:
52 RAVELING	M	940.00	SqFt	Comments:
52 RAVELING	L	3,756.00	SqFt	Comments:
53 RUTTING	L	40.00	SqFt	Comments:
52 RAVELING	H	4.00	SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT