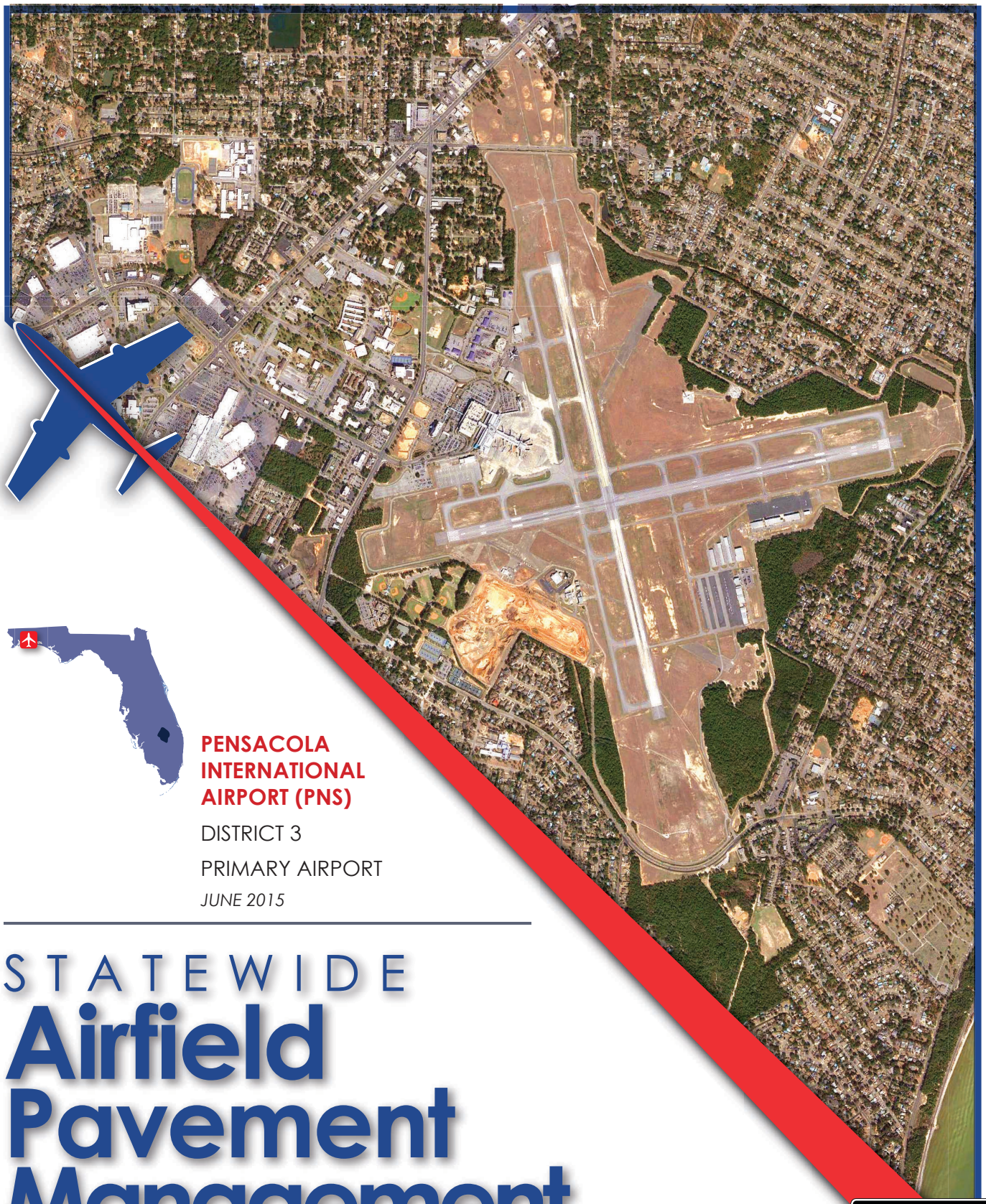
FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE



PENSACOLA INTERNATIONAL AIRPORT (PNS)

DISTRICT 3

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 February 2015, a PCI survey inspection was performed at Pensacola 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 79, representing a Satisfactory overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
CARGO APRON	100	100	GOOD	65	65	
EAST APRON	63	63	FAIR	65	65	X
GA APRON	100	100	GOOD	65	65	
SOUTH APRON	59	51 - 71	FAIR	65	65	X
TERMINAL APRON	91	9 - 100	GOOD	65	65	X
APRON WEST	71	71	SATISFACTORY	65	65	
RUNWAY 17-35	90	75 - 91	GOOD	75	65	
RUNWAY 8-26	76	72 -84	SATISFACTORY	75	65	X
TAXIWAY ALPHA	76	74 - 79	SATISFACTORY	70	65	
TAXIWAY A1	37	37	VERY POOR	70	65	X
TAXIWAY A2	79	76 - 82	SATISFACTORY	70	65	
TAXIWAY A3	94	94	GOOD	70	65	
TAXIWAY A4	84	84	SATISFACTORY	70	65	
TAXIWAY A5	83	83	SATISFACTORY	70	65	
TAXIWAY A7	67	67	FAIR	70	65	X
TAXIWAY BRAVO	81	75 - 88	SATISFACTORY	70	65	
TAXIWAY B2	83	83 - 94	SATISFACTORY	70	65	
TAXIWAY B3	83	83	SATISFACTORY	70	65	
TAXIWAY B4	83	83	SATISFACTORY	70	65	
TAXIWAY B5	80	80	SATISFACTORY	70	65	
TAXIWAY B7	66	66	FAIR	70	65	X
TAXIWAY B8	75	75	SATISFACTORY	70	65	
TAXIXWAY CHARLIE	78	73 - 82	SATISFACTORY	70	65	
TAXIWAY C2	80	80	SATISFACTORY	70	65	
TAXIWAY DELTA	79	75 - 86	SATISFACTORY	70	65	
TAXIWAY D1	83	83	SATISFACTORY	70	65	
TAXIWAY D2	80	80	SATISFACTORY	70	65	
TAXIWAY D3	87	87	GOOD	70	65	

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

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

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	82	SATISFACTORY
Taxiway	78	SATISFACTORY
Apron	79	SATISFACTORY

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

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

- East Apron – Section 4405
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Section 4510
  - Mill and Overlay attributed to climate and age of pavement.
- Terminal Apron – Section 4230
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway A1 – Section 120
  - 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 Pensacola International Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP E	4405	$ 4,594,320.00	62	Mill and Overlay	100
AP S	4510	$ 6,088,788.00	50	Mill and Overlay	100
AP TERM	4230	$ 546,503.00	8	Reconstruction	100
TW A1	120	$ 1,090,177.00	37	Reconstruction	100
	Total =	$ 12,319,788.00			

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.

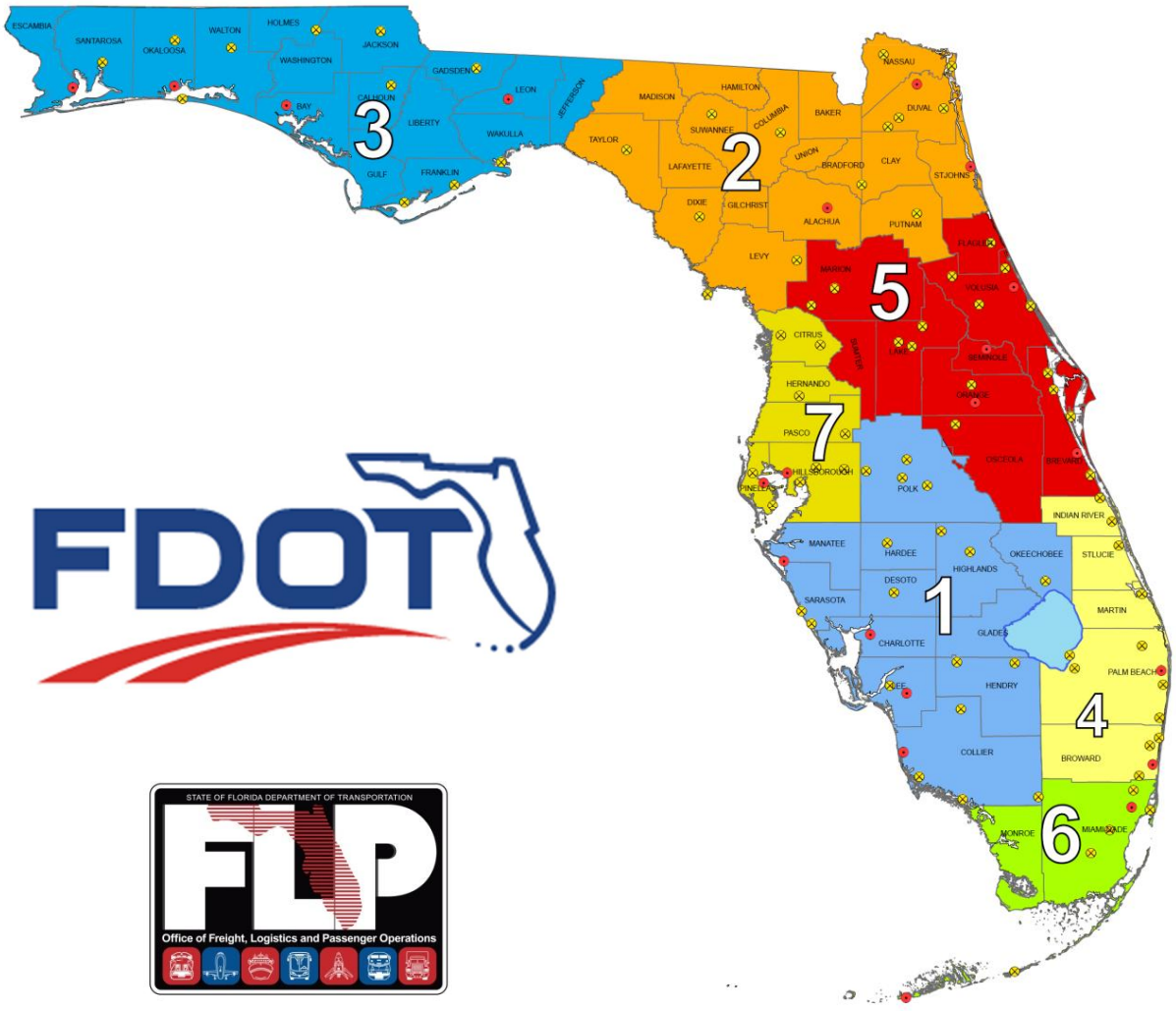
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 1,061,869.86	$ 12,319,788.25	$ 13,381,658.11
2016	$ 1,164,419.15	$ 276,227.47	$ 1,440,646.62
2017	$ 1,168,247.89	$ 5,561,825.80	$ 6,730,073.70
2018	$ 1,301,233.45	$ -	$ 1,301,233.45
2019	$ 1,296,832.08	$ 6,724,258.16	$ 8,021,090.24
2020	$ 1,441,763.35	$ -	$ 1,441,763.35
2021	$ 1,459,691.63	$ 6,908,927.81	$ 8,368,619.45
2022	$ 1,416,189.67	$ 9,915,223.89	$ 11,331,413.57
2023	$ 1,436,265.37	$ 7,325,189.55	$ 8,761,454.92
2024	$ 1,548,381.26	$ 3,863,010.83	$ 5,411,392.10
Total	$ 13,294,893.71	$ 52,894,451.76	$ 66,189,345.51

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

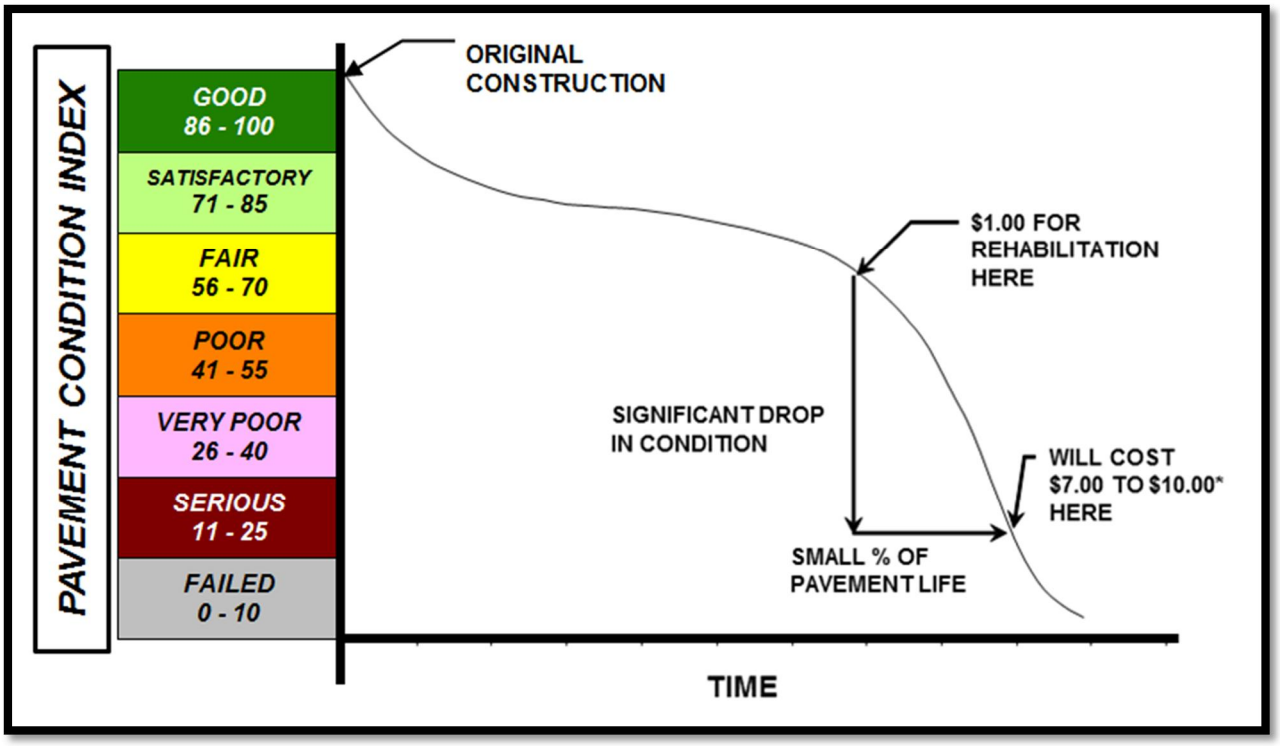
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

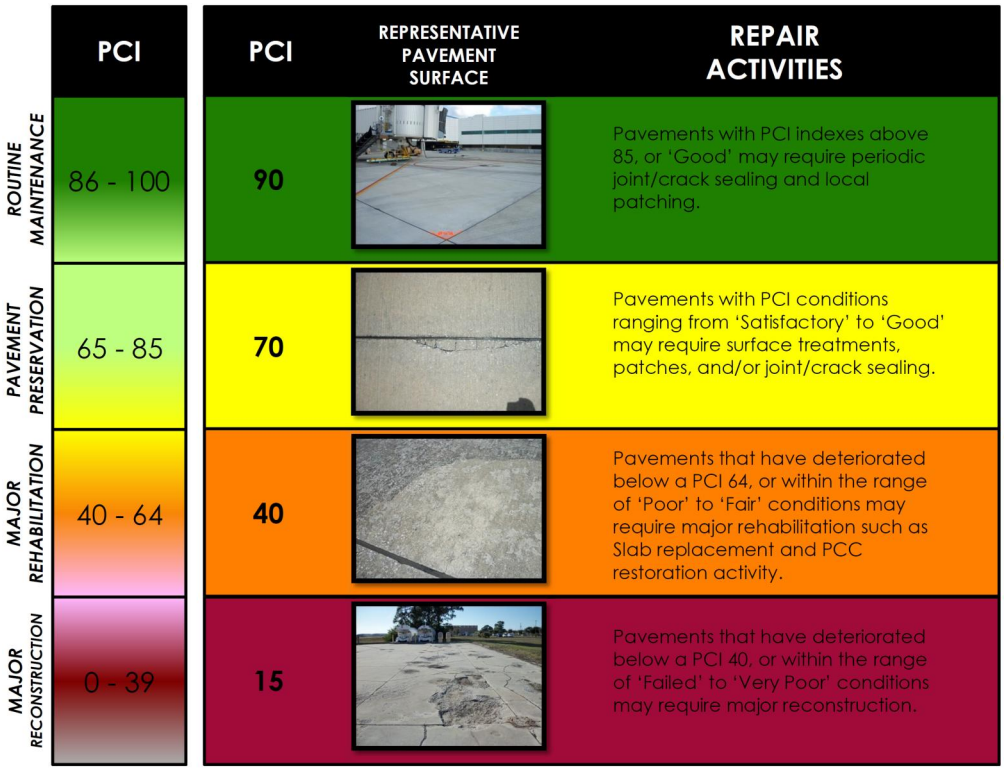
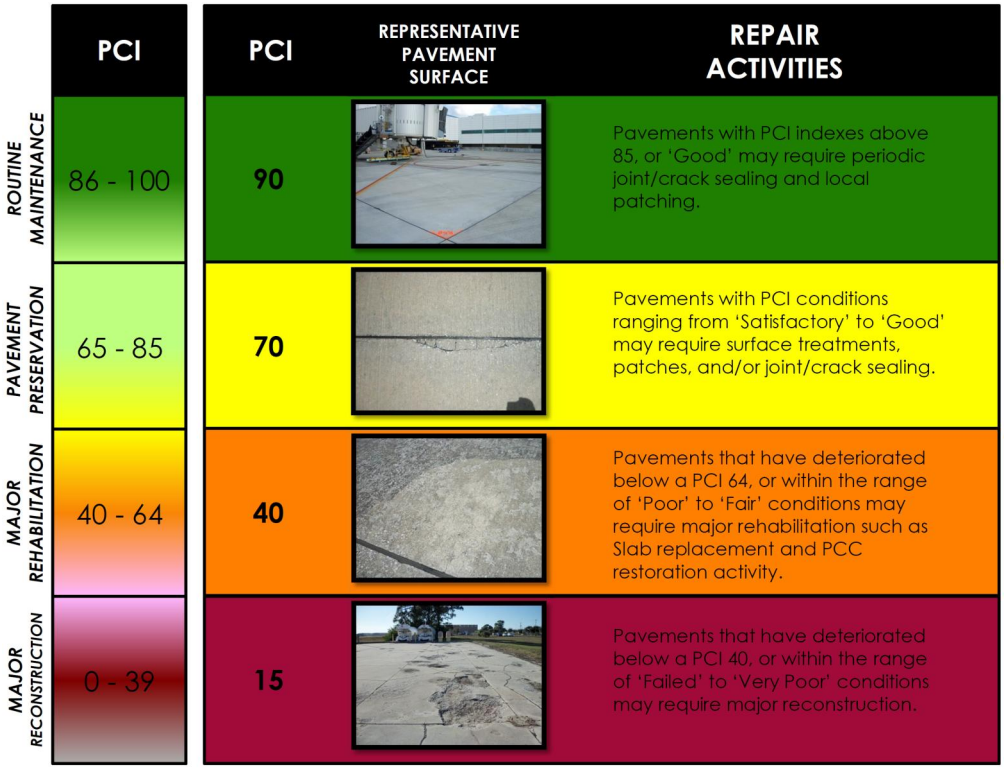


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

Pensacola International Airport (PNS) consists of two runways, Runway 8-26 at 150-ft wide by 7,000-ft long, and Runway 17-35 at 150-ft wide by 7,004-ft long. Runway 8-26 is composed of Asphalt Concrete pavement and RW 17-35 is composed of Portland Cement Concrete. The airport terminal is located in the North West side of the airfield with apron tie down spaces and hangar facilities located throughout. Runways 17-35 and 8-26 are served by parallel taxiways Alpha and Bravo, which are both 75-ft wide respectively. This airport is designated as a Primary / Part 139 airport and is located in District 3 of the Florida Department of Transportation.

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

In 1933, Lee Conner Hagler and Harry Blanchard began construction of the airport facility which at the time consisted of two grass airstrips and a surplus Navy hangar. The City of Pensacola purchased the airfield in 1935, and with the help of the Works Progress Administration was able to develop Hagler Field into a permanent municipal airport. The Navy took over command of the airport in 1942-1945, although civilian air service continued. Hagler Field later became known as Pensacola Gulf Coast Airport. In late 2011 the airport was renamed Pensacola International Airport, despite not serving any international destinations at the time.

2.1 Network Definition

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

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are

treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

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

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

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample

units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

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

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

Construction Year	Section Location	Work Type/Pavement Section
2010	TERMINAL APRON	AIR CARRIER APRON EXPANSION
2015	NORTH CARGO RAMP	REHABILITATION / NEW PAVEMENT

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.

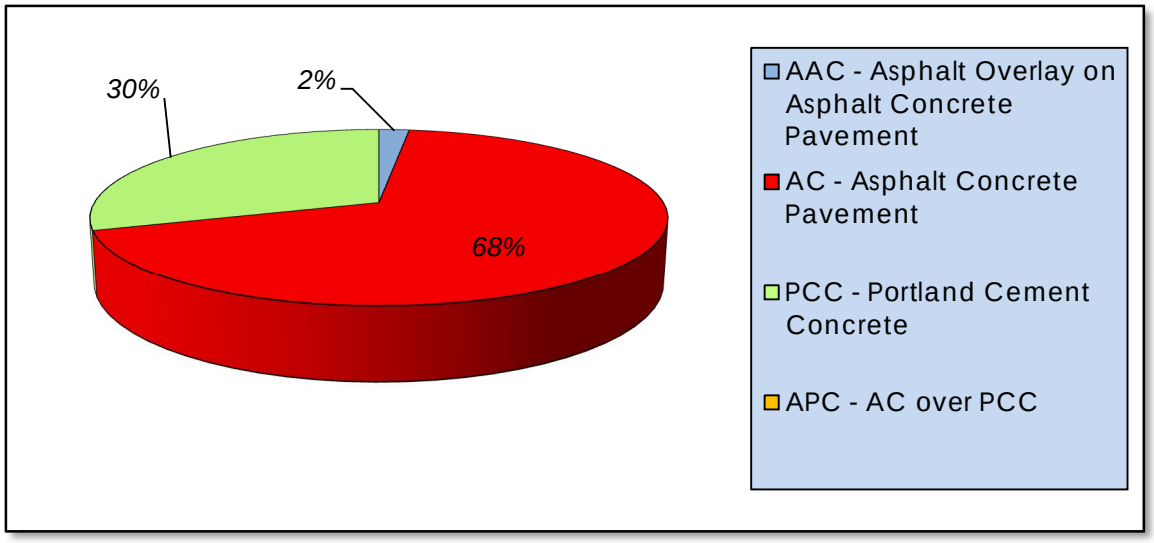
2.2 Pavement Inventory

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 Pensacola International Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	28	
Number of Sections	72	
Sample Units	229	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,778,396	27%
Taxiway	2,308,190	35%
Apron	2,444,716	37%
Total =	6,531,302	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	4,452,505	68%
Asphalt Overlay (AAC)	145,820	2%
Portland Cement Concrete (PCC)	1,932,977	30%
AC over PCC (APC)	0	0%

Figure 2-1: Airfield Pavement Type



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

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 8-26	RW 8-26	6270	50,050	P	AC	1/1/2006	2	10
RUNWAY 8-26	RW 8-26	6265	100,100	P	AC	1/1/2006	5	20
RUNWAY 8-26	RW 8-26	6260	30,000	P	AC	1/1/2004	2	6
RUNWAY 8-26	RW 8-26	6255	60,000	P	AC	1/1/2004	3	12
RUNWAY 8-26	RW 8-26	6250	20,000	P	AC	1/1/2004	1	4
RUNWAY 8-26	RW 8-26	6245	40,000	P	AC	1/1/2004	2	8
RUNWAY 8-26	RW 8-26	6240	85,000	P	AC	1/1/2004	5	18
RUNWAY 8-26	RW 8-26	6235	170,000	P	AC	1/1/2004	7	34
RUNWAY 8-26	RW 8-26	6230	44,999	P	AC	1/1/2004	3	12
RUNWAY 8-26	RW 8-26	6225	89,997	P	AC	1/1/2004	5	18
RUNWAY 8-26	RW 8-26	6220	47,500	P	AC	1/1/2004	3	12
RUNWAY 8-26	RW 8-26	6215	95,000	P	AC	1/1/2004	5	19
RUNWAY 8-26	RW 8-26	6210	65,000	P	AC	1/1/2004	3	14
RUNWAY 8-26	RW 8-26	6205	130,000	P	AC	1/1/2004	5	26
RUNWAY 17-35	RW 17-35	6130	131,789	P	PCC	11/1/2007	9	30
RUNWAY 17-35	RW 17-35	6125	396,211	P	PCC	11/1/2007	15	59
RUNWAY 17-35	RW 17-35	6120	26,250	P	AC	11/1/2007	2	6
RUNWAY 17-35	RW 17-35	6115	52,500	P	AC	11/1/2007	3	11
RUNWAY 17-35	RW 17-35	6110	110,822	P	PCC	11/1/2007	7	24
RUNWAY 17-35	RW 17-35	6105	33,178	P	PCC	11/1/2007	12	49
CARGO APRON	AP CARGO	4710	145,521	P	PCC	1/1/2015	0	0
CARGO APRON	AP CARGO	4705	68,880	P	PCC	1/1/2015	0	0
APRON WEST	AP W	4605	219,372	P	AC	1/1/2002	5	42
SOUTH APRON	AP S	4515	219,093	T	AC	1/1/1997	4	37
SOUTH APRON	AP S	4510	338,266	T	AC	1/1/1997	8	72
SOUTH APRON	AP S	4505	112,540	T	AC	1/1/1997	3	26
EAST APRON	AP E	4405	255,240	P	AC	12/25/1999	7	67
GA APRON	AP GA	4325	37,703	P	AAC	1/1/2015	0	0
GA APRON	AP GA	4320	12,201	P	AAC	1/1/2015	0	0
GA APRON	AP GA	4315	9,900	P	PCC	1/1/2015	0	0
GA APRON	AP GA	4310	26,365	P	AAC	1/1/2015	0	0
TERMINAL APRON	AP TERM	4235	127,593	P	PCC	12/25/1998	4	37
TERMINAL APRON	AP TERM	4230	23,761	P	AC	1/1/2001	1	5
TERMINAL APRON	AP TERM	4225	106,612	P	PCC	1/1/2010	3	18

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TERMINAL APRON	AP TERM	4220	76,245	P	PCC	1/1/2010	3	29
TERMINAL APRON	AP TERM	4215	42,079	P	PCC	1/1/2010	1	6
TERMINAL APRON	AP TERM	4210	256,288	P	PCC	1/1/1977	7	69
TERMINAL APRON	AP TERM	4205	367,057	T	PCC	1/1/1988	10	122
TAXIWAY C2	TW C2	515	31,643	P	AC	1/1/1997	1	9
TAXIWAY C	TW C	510	67,178	P	AC	1/1/1997	3	19
TAXIWAY C	TW C	505	13,138	P	AC	1/1/1997	1	3
TAXIWAY D	TW D	430	48,300	P	AC	1/1/2005	3	12
TAXIWAY D3	TW D3	425	14,220	P	AAC	1/1/2006	1	3
TAXIWAY D2	TW D2	420	13,134	P	AC	1/1/2000	1	3
TAXIWAY D1	TW D1	415	13,134	P	AC	1/1/2000	1	3
TAXIWAY D	TW D	410	20,158	P	AC	1/1/2005	1	4
TAXIWAY D	TW D	405	118,752	P	AC	1/1/2000	4	33
TAXIWAY B8	TW B8	280	13,317	P	AC	1/1/2002	1	3
TAXIWAY B7	TW B7	270	14,899	P	AC	1/1/2002	1	3
TAXIWAY B5	TW B5	265	48,322	P	AC	1/1/2002	2	10
TAXIWAY B4	TW B4	260	50,114	P	AC	1/1/2002	1	10
TAXIWAY B3	TW B3	255	50,248	P	AC	1/1/2002	1	10
TAXIWAY C	TW C	252	16,451	P	AC	1/1/2002	1	3
TAXIWAY C	TW C	250	33,625	P	AC	1/1/2004	1	7
TAXIWAY B2	TW B2	240	50,378	P	AC	1/1/2002	1	10
TAXIWAY B	TW B	230	124,670	P	AC	1/1/2005	4	29
TAXIWAY B	TW B	220	256,627	P	AC	1/1/2002	7	68
TAXIWAY B	TW B	217	11,000	P	AC	1/1/2002	1	2
TAXIWAY A7	TW A7	215	72,160	P	AC	1/1/2002	3	17
TAXIWAY B2	TW B2	213	10,751	P	PCC	1/1/1988	1	4
TAXIWAY B2	TW B2	212	32,535	P	AC	1/1/2002	1	8
TAXIWAY B	TW B	210	51,982	P	AC	1/1/2002	1	9
TAXIWAY B	TW B	205	213,853	P	AC	1/1/2002	6	52
TAXIWAY A3	TW A3	170	50,051	T	PCC	1/1/2006	1	8
TAXIWAY A2	TW A2	160	37,493	P	AC	1/1/2000	1	7
TAXIWAY A2	TW A2	150	55,331	P	AAC	1/1/2006	2	11
TAXIWAY D	TW D	140	43,648	P	AC	1/1/2001	2	9
TAXIWAY A4	TW A4	130	49,968	P	AC	1/1/2001	1	10
TAXIWAY A5	TW A5	125	49,806	P	AC	1/1/2001	1	10
TAXIWAY A1	TW A1	120	47,399	P	AC	1/1/2001	1	9
TAXIWAY A	TW A	115	297,891	P	AC	2/1/2001	8	74

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	105	286,014	P	AC	1/1/2001	8	73

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 Pensacola International Airport, the overall weighted average PCI value is 79 representing a condition rating of Satisfactory.

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, block cracking, and longitudinal and transverse cracking. The predominate PCC pavement distresses observed include: longitudinal, transverse and diagonal cracking, joint seal damage, patching, map cracking, shrinkage cracking, corner and joint spalling.

Runway 8-26 exhibited low severity longitudinal and transverse cracking along with low severity weathering and raveling. These distresses were observed in low quantities due to the good overall condition of the runway pavement. Alligator cracking was recorded at an isolated location at the Taxiway Alpha intersection but was not indicative of the overall pavement condition.

Runway 17-35 exhibited low severity patching, joint and corner spalling distresses. The runway is still considered to be fairly new which was evident in the good overall condition of the Portland Cement Concrete pavement.

The taxiways and taxiway connectors exhibited very similar distresses to Runway 8-26, with low quantities of low severity longitudinal and transverse cracking along with low severity weathering and raveling. Taxiway connector A-1 had significant low and medium severity alligator cracking recorded, which is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. This is considered to be a significant structural distress.

The main terminal apron which is constructed of Portland Cement Concrete exhibited distresses such as longitudinal, transverse and diagonal cracking, joint seal damage, patching, map cracking, shrinkage cracking, and joint spalling. These distresses varied from mostly low and medium severities.

The East Apron along Taxiway Delta exhibited low and medium severity longitudinal and transverse cracking along with low severity swelling, raveling and block cracking. A chip seal was put over the apron asphalt concrete pavements quite a while ago, which is now degrading with surficial cracking throughout.

The South apron exhibited low severity longitudinal and transverse cracking, raveling, weathering, patching, block cracking, depressions and swelling. Medium severity longitudinal and transverse cracking along with raveling was recorded in isolated locations.

The cargo apron is currently scheduled for pavement rehabilitation and was not included as part of the recent inspections at the direction of airport personnel.

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 Pensacola 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

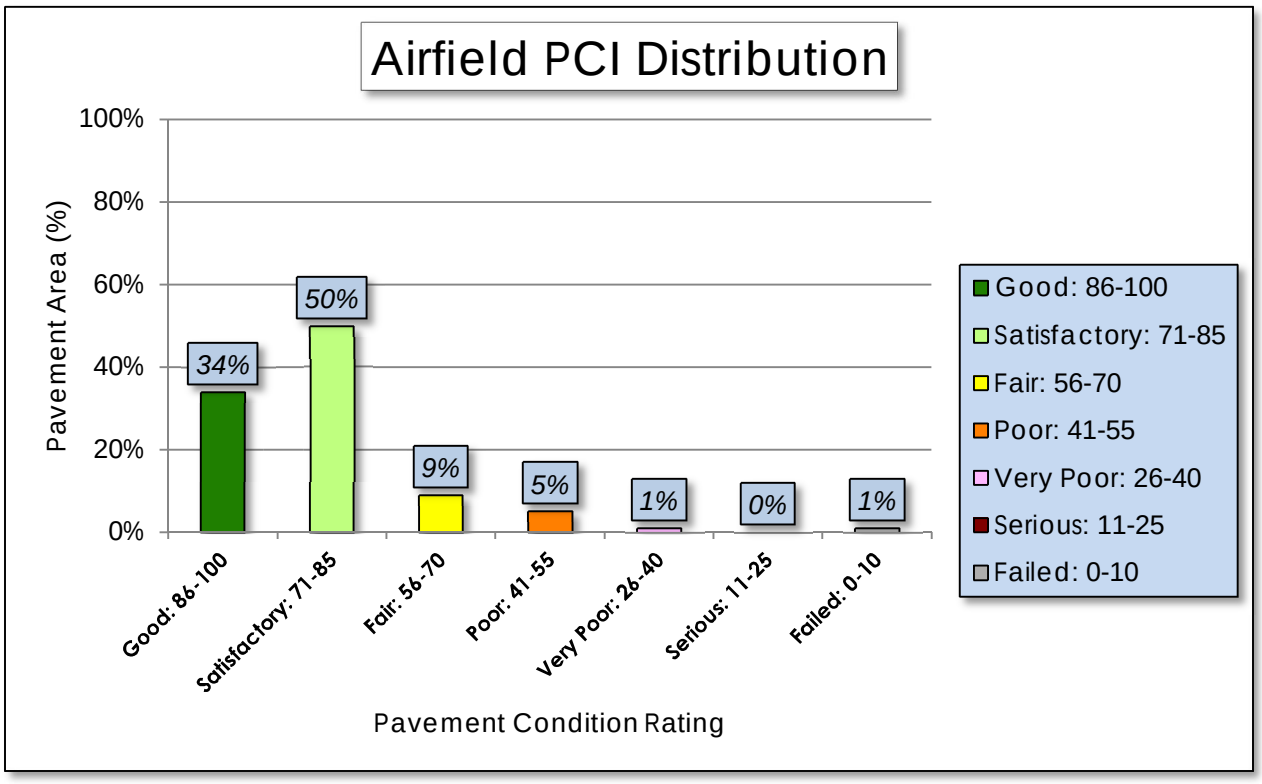


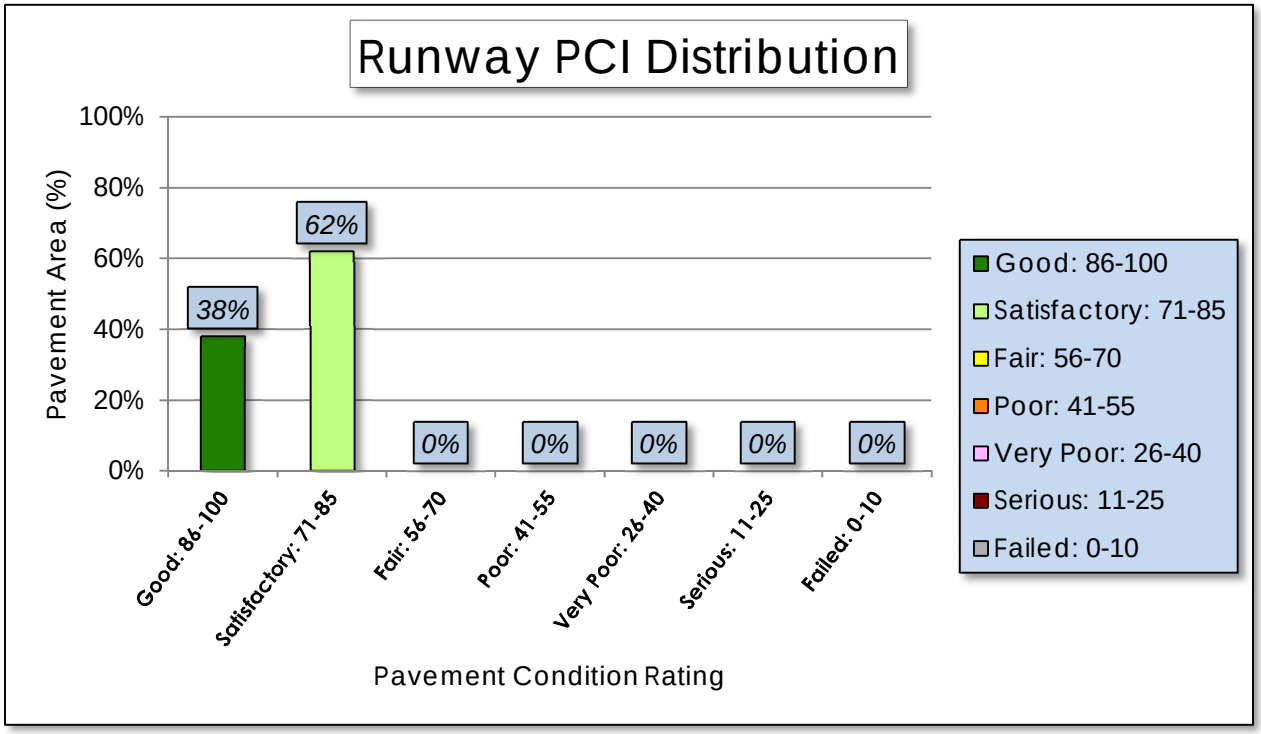
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	82	SATISFACTORY
Taxiway	78	SATISFACTORY
Apron	79	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	2,196,436	34%
Satisfactory	3,364,048	50%
Fair	561,392	9%
Poor	338,266	5%
Very Poor	47,399	1%
Serious	-	0%
Failed	23,761	1%

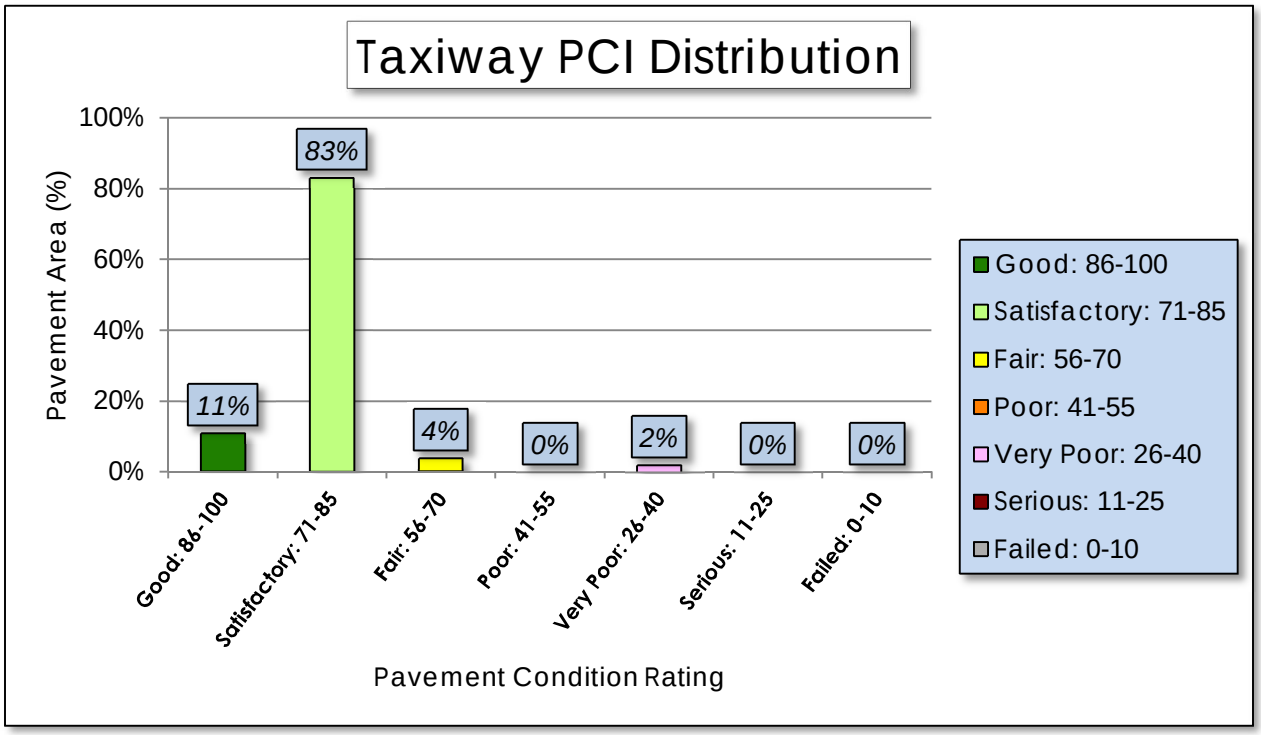
Approximately 84% of the airfield network is in Good and Satisfactory condition, while 7% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

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

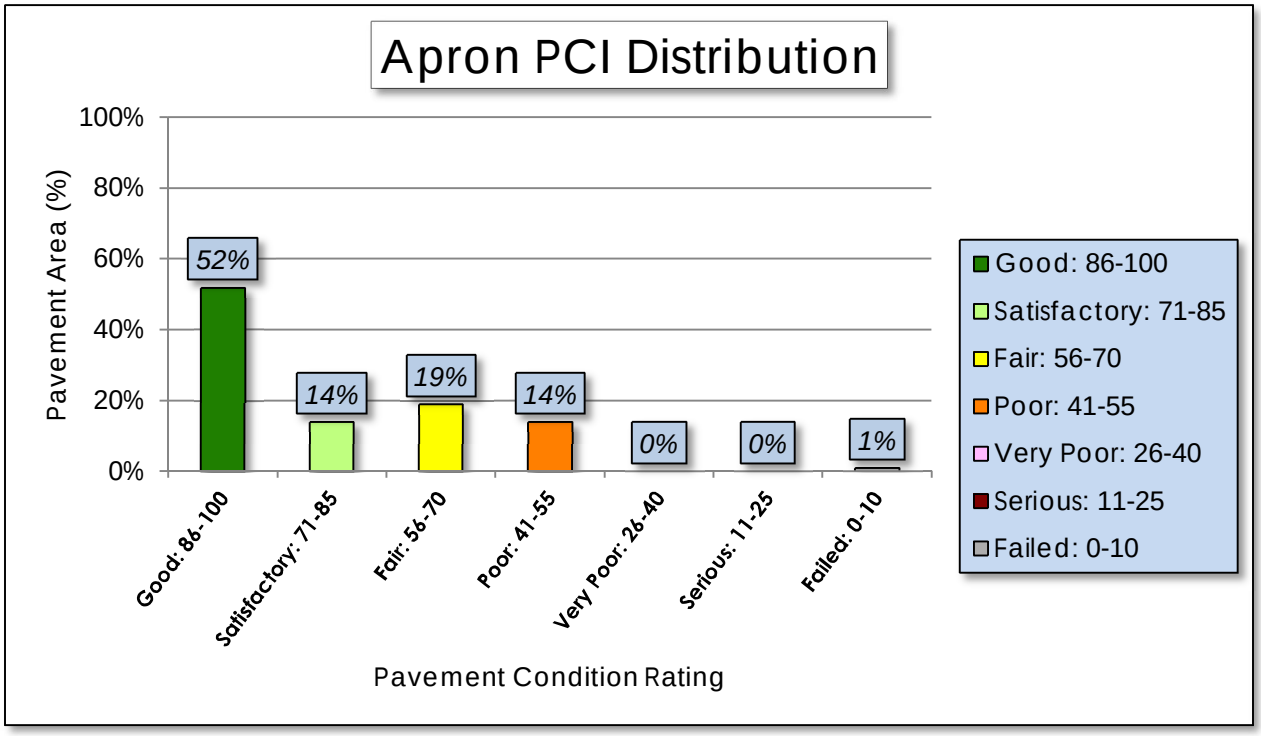
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
52%
14%
19%
14%
0%
0%
1%
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 Pensacola 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

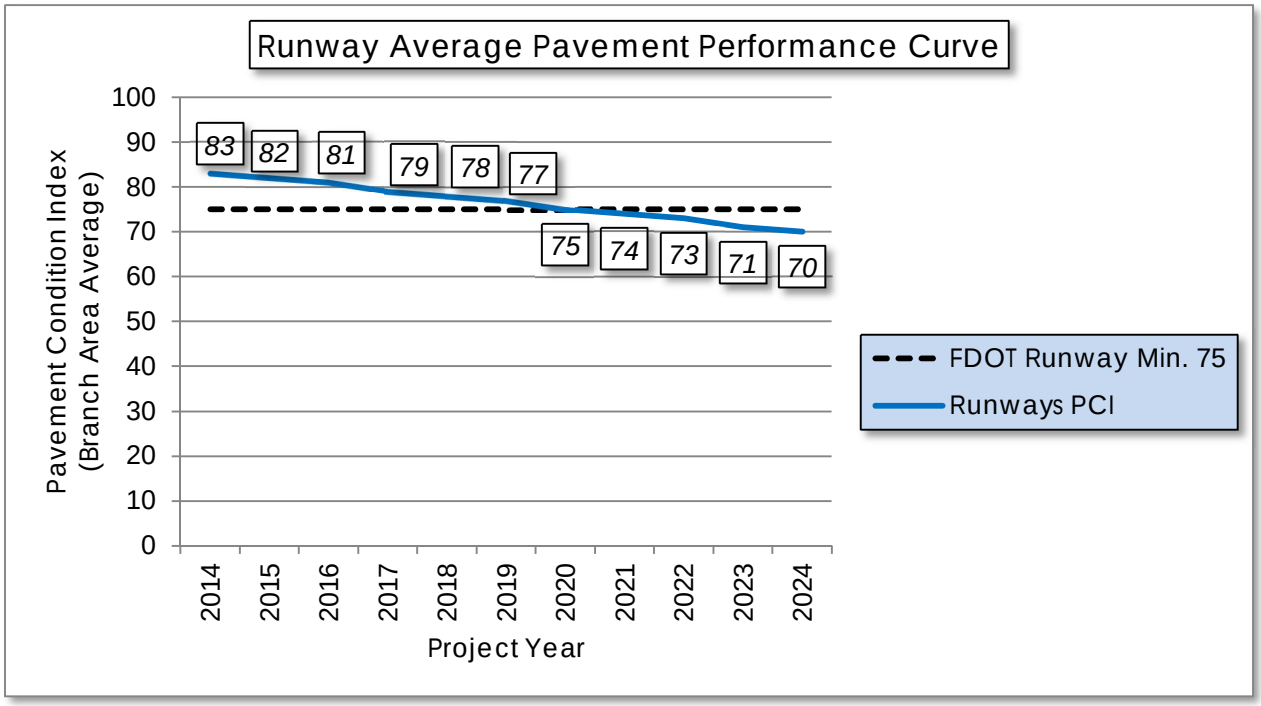


Figure 4-2: Taxiway Pavement Performance Prediction Summary

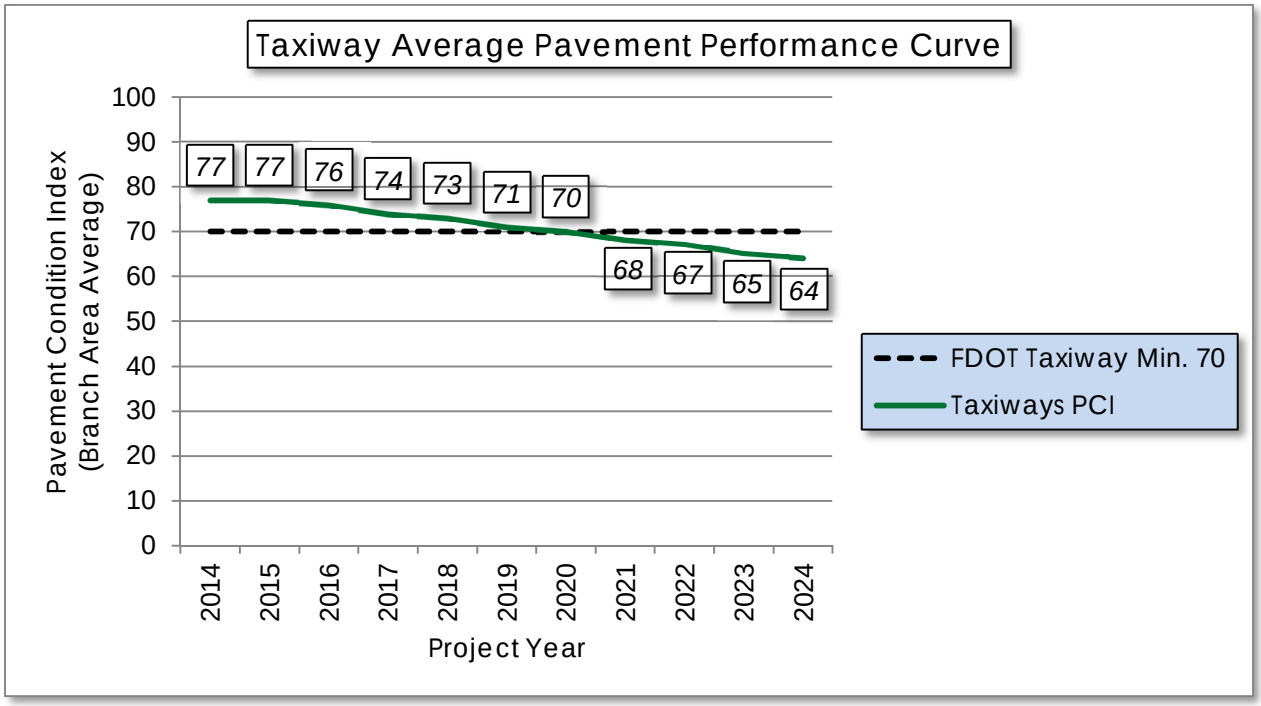
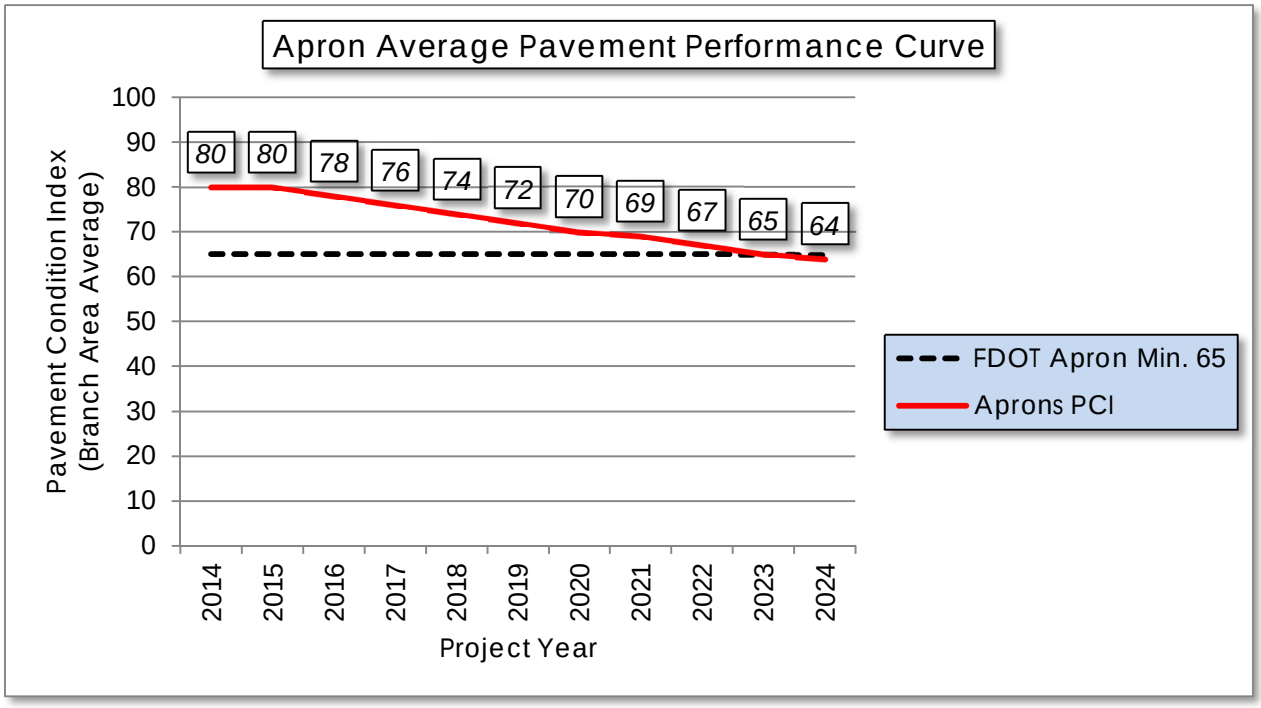


Figure 4-3: Apron Pavement Performance Prediction Summary



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.

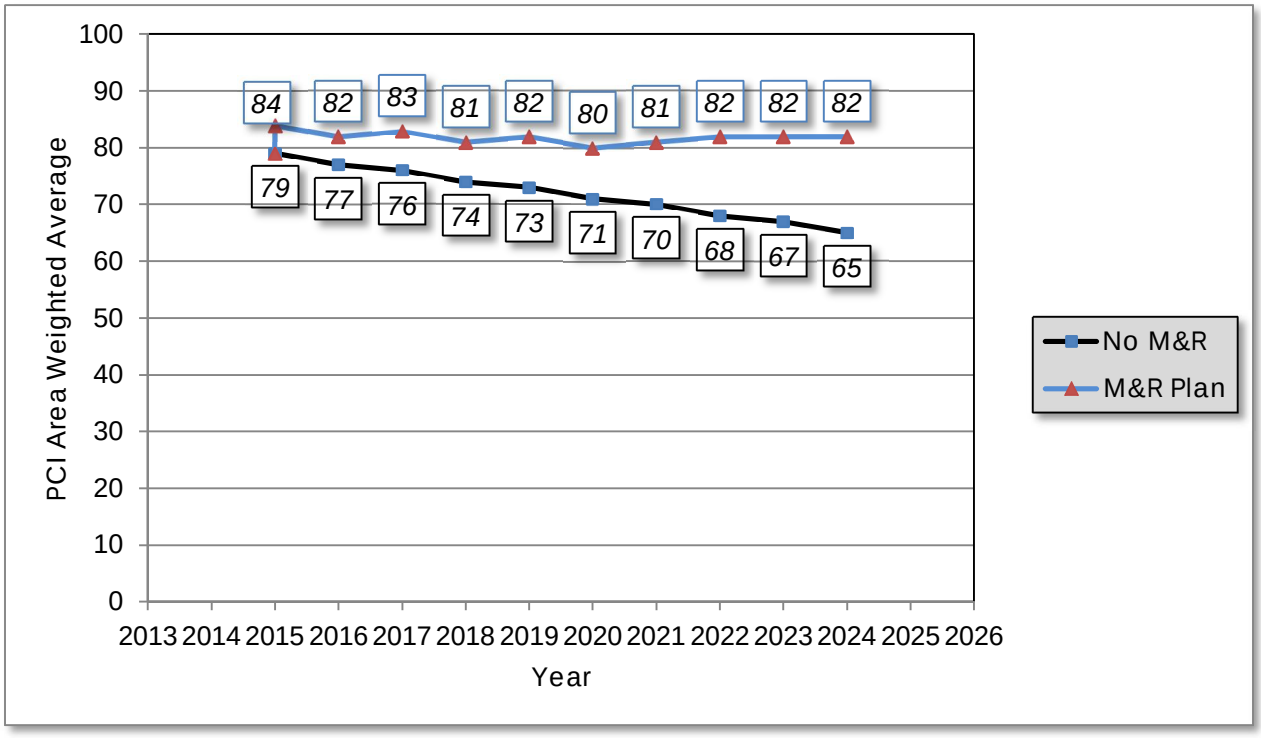
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP E	4405	$ 4,594,320.00	62	Mill and Overlay	100
2015	AP S	4510	$ 6,088,788.00	50	Mill and Overlay	100
2015	AP TERM	4230	$ 546,503.00	8	Reconstruction	100
2015	TW A1	120	$ 1,090,177.00	37	Reconstruction	100
2016	TW B7	270	$ 276,227.00	64	Mill and Overlay	100
2017	AP S	4515	$ 4,183,844.00	64	Mill and Overlay	100
2017	TW A7	215	$ 1,377,982.00	64	Mill and Overlay	100
2019	AP S	4505	$ 2,279,966.00	64	Mill and Overlay	100
2019	AP W	4605	$ 4,444,292.00	64	Mill and Overlay	100
2021	RW 8-26	6215	$ 2,041,830.00	64	Mill and Overlay	100
2021	RW 8-26	6235	$ 3,653,800.00	64	Mill and Overlay	100
2021	RW 8-26	6245	$ 859,718.00	65	Mill and Overlay	100
2021	TW C	252	$ 353,580.00	65	Mill and Overlay	100
2022	RW 8-26	6225	$ 1,992,329.00	65	Mill and Overlay	100
2022	RW 8-26	6255	$ 1,328,264.00	65	Mill and Overlay	100
2022	TW A	115	$ 6,594,631.00	64	Mill and Overlay	100
2023	RW 17-35	6115	$ 1,197,098.00	64	Mill and Overlay	100
2023	RW 8-26	6205	$ 2,964,242.00	64	Mill and Overlay	100
2023	TW A2	160	$ 854,910.00	65	Mill and Overlay	100
2023	TW B	217	$ 250,820.00	64	Mill and Overlay	100
2023	TW B8	280	$ 303,652.00	64	Mill and Overlay	100
2023	TW C	505	$ 299,571.00	64	Mill and Overlay	100
2023	TW D	140	$ 995,256.00	64	Mill and Overlay	100
2023	TW D	410	$ 459,640.00	64	Mill and Overlay	100
2024	RW 8-26	6210	$ 1,526,585.00	65	Mill and Overlay	100
2024	RW 8-26	6220	$ 1,115,581.00	64	Mill and Overlay	100
2024	TW B	210	$ 1,220,845.00	65	Mill and Overlay	100
		Total =	$ 52,894,451.00			

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 17 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

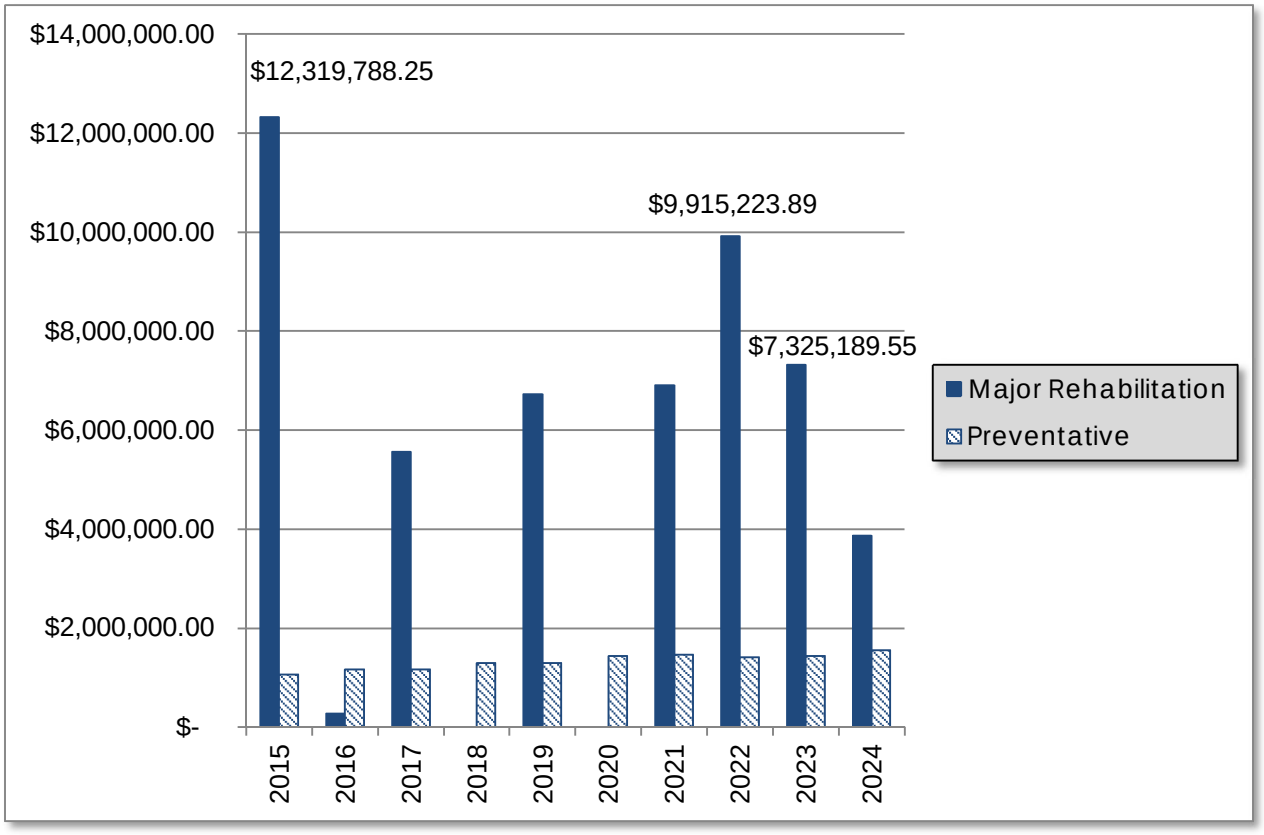
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 1,061,869.86	$ 12,319,788.25	$ 13,381,658.11
2016	$ 1,164,419.15	$ 276,227.47	$ 1,440,646.62
2017	$ 1,168,247.89	$ 5,561,825.80	$ 6,730,073.70
2018	$ 1,301,233.45	$ -	$ 1,301,233.45
2019	$ 1,296,832.08	$ 6,724,258.16	$ 8,021,090.24
2020	$ 1,441,763.35	$ -	$ 1,441,763.35
2021	$ 1,459,691.63	$ 6,908,927.81	$ 8,368,619.45
2022	$ 1,416,189.67	$ 9,915,223.89	$ 11,331,413.57
2023	$ 1,436,265.37	$ 7,325,189.55	$ 8,761,454.92
2024	$ 1,548,381.26	$ 3,863,010.83	$ 5,411,392.10
		Total =	$ 66,189,345.51

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:

- East Apron – Section 4405
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Section 4510
  - Mill and Overlay attributed to climate and age of pavement.
- Terminal Apron – Section 4230
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway A1 – Section 120
  - 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

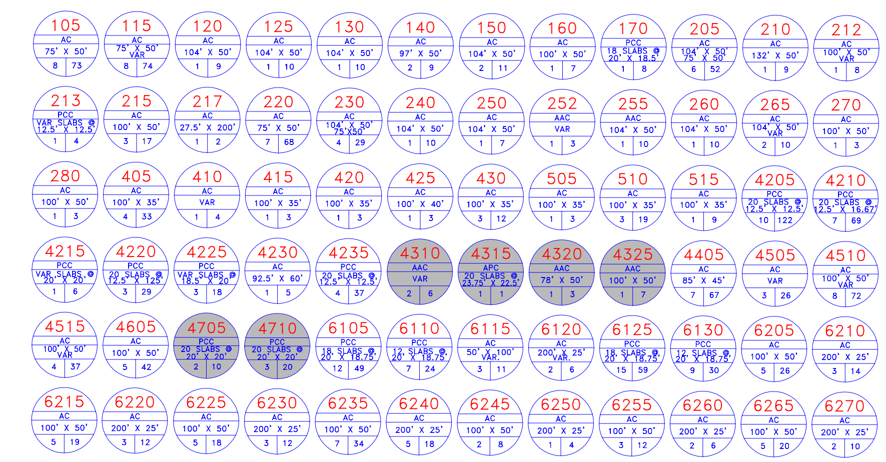
The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

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

- East Apron – Section 4405
  - Mill and Overlay attributed to climate and age of pavement.
- South Apron – Section 4510, 4515, and 4505
  - Mill and Overlay attributed to climate and age of pavement.
- Terminal Apron – Section 4230
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway A1 – Section 120
  - Reconstruction attributed to load, climate, and age of pavement.
- Runway 17-35 – Section 6115
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 8-26 – Sections 6215, 6255, 6245, 6235, 6225, 6220, 6210, and 6205
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Section 115
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A2 – Section 160
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A7 – Section 215
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Sections 217 and 210
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B7 – Section 270
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B8 – Section 280
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 505 and 252
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway D – Sections 410 and 140
  - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

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



LEGEND

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

TOTAL SAMPLES INSPECTED = 239

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

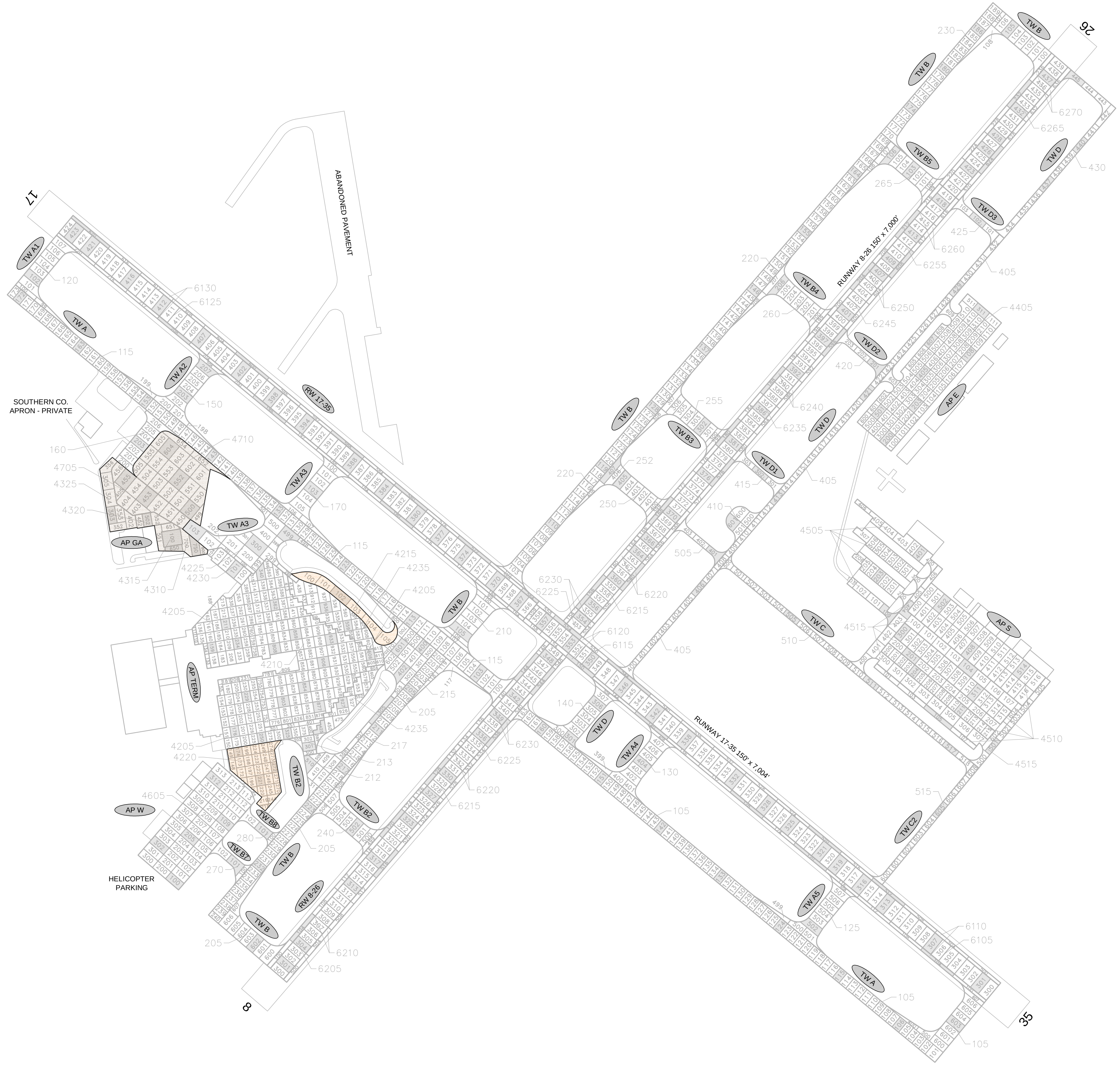
FDOT

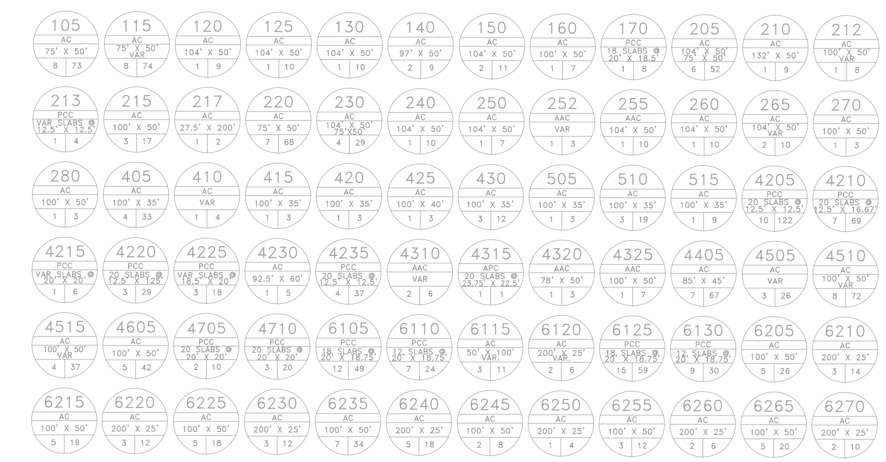
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

PENSACOLA INTERNATIONAL AIRPORT
ESCAMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PNS
FDOT DISTRICT: 3





CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	TERMINAL APRON	AIR CARRIER APRON EXPANSION
2015	NORTH CARGO RAMP	REHABILITATION/NEW PAVEMENT

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

PENSACOLA INTERNATIONAL AIRPORT
ESCAMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PNS
FDOT DISTRICT: 3

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 8-26	RW 8-26	RUNWAY	6270	1,001	50	50,050	P	AC	1/1/2006	2/10/2015	10
RUNWAY 8-26	RW 8-26	RUNWAY	6265	1,001	100	100,100	P	AC	1/1/2006	2/10/2015	20
RUNWAY 8-26	RW 8-26	RUNWAY	6260	600	50	30,000	P	AC	1/1/2004	2/10/2015	6
RUNWAY 8-26	RW 8-26	RUNWAY	6255	600	100	60,000	P	AC	1/1/2004	2/10/2015	12
RUNWAY 8-26	RW 8-26	RUNWAY	6250	400	50	20,000	P	AC	1/1/2004	2/10/2015	4
RUNWAY 8-26	RW 8-26	RUNWAY	6245	400	100	40,000	P	AC	1/1/2004	2/10/2015	8
RUNWAY 8-26	RW 8-26	RUNWAY	6240	1,700	50	85,000	P	AC	1/1/2004	2/10/2015	18
RUNWAY 8-26	RW 8-26	RUNWAY	6235	1,700	100	170,000	P	AC	1/1/2004	2/10/2015	34
RUNWAY 8-26	RW 8-26	RUNWAY	6230	900	50	44,999	P	AC	1/1/2004	2/10/2015	12
RUNWAY 8-26	RW 8-26	RUNWAY	6225	900	100	89,997	P	AC	1/1/2004	2/10/2015	18
RUNWAY 8-26	RW 8-26	RUNWAY	6220	950	50	47,500	P	AC	1/1/2004	2/10/2015	12
RUNWAY 8-26	RW 8-26	RUNWAY	6215	950	100	95,000	P	AC	1/1/2004	2/10/2015	19
RUNWAY 8-26	RW 8-26	RUNWAY	6210	1,300	50	65,000	P	AC	1/1/2004	2/10/2015	14
RUNWAY 8-26	RW 8-26	RUNWAY	6205	1,300	100	130,000	P	AC	1/1/2004	2/10/2015	26
RUNWAY 17-35	RW 17-35	RUNWAY	6130	3,520	38	131,789	P	PCC	11/1/2007	2/10/2015	30
RUNWAY 17-35	RW 17-35	RUNWAY	6125	3,520	113	396,211	P	PCC	11/1/2007	2/10/2015	59
RUNWAY 17-35	RW 17-35	RUNWAY	6120	525	50	26,250	P	AC	11/1/2007	2/10/2015	6
RUNWAY 17-35	RW 17-35	RUNWAY	6115	525	100	52,500	P	AC	11/1/2007	2/10/2015	11
RUNWAY 17-35	RW 17-35	RUNWAY	6110	2,960	38	110,822	P	PCC	11/1/2007	2/10/2015	24
RUNWAY 17-35	RW 17-35	RUNWAY	6105	2,960	113	33,178	P	PCC	11/1/2007	2/10/2015	49
CARGO APRON	AP CARGO	APRON	4710	500	250	145,521	P	PCC	1/1/2015	1/1/2015	0
CARGO APRON	AP CARGO	APRON	4705	350	200	68,880	P	PCC	1/1/2015	1/1/2015	0
APRON WEST	AP W	APRON	4605	710	310	219,372	P	AC	1/1/2002	2/10/2015	42
SOUTH APRON	AP S	APRON	4515	935	230	219,093	T	AC	1/1/1997	2/10/2015	37

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
SOUTH APRON	AP S	APRON	4510	3,230	105	338,266	T	AC	1/1/1997	2/10/2015	72
SOUTH APRON	AP S	APRON	4505	1,680	70	112,540	T	AC	1/1/1997	2/10/2015	26
EAST APRON	AP E	APRON	4405	985	260	255,240	P	AC	12/25/1999	2/10/2015	67
GA APRON	AP GA	APRON	4325	475	200	37,703	P	AAC	1/1/2015	1/1/2015	0
GA APRON	AP GA	APRON	4320	275	78	12,201	P	AAC	1/1/2015	1/1/2015	0
GA APRON	AP GA	APRON	4315	110	90	9,900	P	PCC	1/1/2015	1/1/2015	0
GA APRON	AP GA	APRON	4310	210	150	26,365	P	AAC	1/1/2015	1/1/2015	0
TERMINAL APRON	AP TERM	APRON	4235	1,000	130	127,593	P	PCC	12/25/1998	2/10/2015	37
TERMINAL APRON	AP TERM	APRON	4230	230	92	23,761	P	AC	1/1/2001	2/10/2015	5
TERMINAL APRON	AP TERM	APRON	4225	710	150	106,612	P	PCC	1/1/2010	2/10/2015	18
TERMINAL APRON	AP TERM	APRON	4220	300	300	76,245	P	PCC	1/1/2010	2/10/2015	29
TERMINAL APRON	AP TERM	APRON	4215	700	70	42,079	P	PCC	1/1/2010	2/10/2015	6
TERMINAL APRON	AP TERM	APRON	4210	600	500	256,288	P	PCC	1/1/1977	2/10/2015	69
TERMINAL APRON	AP TERM	APRON	4205	800	600	367,057	T	PCC	1/1/1988	2/10/2015	122
TAXIWAY C2	TW C2	TAXIWAY	515	882	35	31,643	P	AC	1/1/1997	2/10/2015	9
TAXIWAY C	TW C	TAXIWAY	510	1,864	35	67,178	P	AC	1/1/1997	2/10/2015	19
TAXIWAY C	TW C	TAXIWAY	505	308	35	13,138	P	AC	1/1/1997	2/10/2015	3
TAXIWAY D	TW D	TAXIWAY	430	1,340	35	48,300	P	AC	1/1/2005	2/10/2015	12
TAXIWAY D3	TW D3	TAXIWAY	425	308	40	14,220	P	AAC	1/1/2006	2/10/2015	3
TAXIWAY D2	TW D2	TAXIWAY	420	308	35	13,134	P	AC	1/1/2000	2/10/2015	3
TAXIWAY D1	TW D1	TAXIWAY	415	308	35	13,134	P	AC	1/1/2000	2/10/2015	3
TAXIWAY D	TW D	TAXIWAY	410	132	154	20,158	P	AC	1/1/2005	2/10/2015	4
TAXIWAY D	TW D	TAXIWAY	405	3,352	35	118,752	P	AC	1/1/2000	2/10/2015	33
TAXIWAY B8	TW B8	TAXIWAY	280	228	50	13,317	P	AC	1/1/2002	2/10/2015	3
TAXIWAY B7	TW B7	TAXIWAY	270	228	50	14,899	P	AC	1/1/2002	2/10/2015	3
TAXIWAY B5	TW B5	TAXIWAY	265	375	104	48,322	P	AC	1/1/2002	2/10/2015	10
TAXIWAY B4	TW B4	TAXIWAY	260	375	104	50,114	P	AC	1/1/2002	2/10/2015	10

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 B3	TW B3	TAXIWAY	255	375	104	50,248	P	AC	1/1/2002	2/10/2015	10
TAXIWAY C	TW C	TAXIWAY	252	200	75	16,451	P	AC	1/1/2002	2/10/2015	3
TAXIWAY C	TW C	TAXIWAY	250	300	104	33,625	P	AC	1/1/2004	2/10/2015	7
TAXIWAY B2	TW B2	TAXIWAY	240	375	104	50,378	P	AC	1/1/2002	2/10/2015	10
TAXIWAY B	TW B	TAXIWAY	230	1,450	75	124,670	P	AC	1/1/2005	2/10/2015	29
TAXIWAY B	TW B	TAXIWAY	220	3,367	75	256,627	P	AC	1/1/2002	2/10/2015	68
TAXIWAY B	TW B	TAXIWAY	217	400	28	11,000	P	AC	1/1/2002	2/10/2015	2
TAXIWAY A7	TW A7	TAXIWAY	215	310	230	72,160	P	AC	1/1/2002	2/10/2015	17
TAXIWAY B2	TW B2	TAXIWAY	213	113	75	10,751	P	PCC	1/1/1988	2/10/2015	4
TAXIWAY B2	TW B2	TAXIWAY	212	200	150	32,535	P	AC	1/1/2002	2/10/2015	8
TAXIWAY B	TW B	TAXIWAY	210	347	132	51,982	P	AC	1/1/2002	2/10/2015	9
TAXIWAY B	TW B	TAXIWAY	205	2,485	75	213,853	P	AC	1/1/2002	2/10/2015	52
TAXIWAY A3	TW A3	TAXIWAY	170	375	103	50,051	T	PCC	1/1/2006	2/10/2015	8
TAXIWAY A2	TW A2	TAXIWAY	160	340	100	37,493	P	AC	1/1/2000	2/10/2015	7
TAXIWAY A2	TW A2	TAXIWAY	150	375	104	55,331	P	AAC	1/1/2006	2/10/2015	11
TAXIWAY D	TW D	TAXIWAY	140	375	97	43,648	P	AC	1/1/2001	2/10/2015	9
TAXIWAY A4	TW A4	TAXIWAY	130	375	104	49,968	P	AC	1/1/2001	2/10/2015	10
TAXIWAY A5	TW A5	TAXIWAY	125	375	104	49,806	P	AC	1/1/2001	2/10/2015	10
TAXIWAY A1	TW A1	TAXIWAY	120	375	104	47,399	P	AC	1/1/2001	2/10/2015	9
TAXIWAY A	TW A	TAXIWAY	115	3,690	75	297,891	P	AC	2/1/2001	2/10/2015	74
TAXIWAY A	TW A	TAXIWAY	105	3,620	75	286,014	P	AC	1/1/2001	2/10/2015	73

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: PNS **Branch:** AP CARGO (CARGO APRON) **Section:** 4705 **Surface:** PCC
L.C.D.: 01/01/2015 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 200.00 Ft **True Area:** 68,880.00 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	14" P-501, 4" P-401/P-403 BASE, 8" P-209, 12" P-154

Network: PNS **Branch:** AP CARGO (CARGO APRON) **Section:** 4710 **Surface:** PCC
L.C.D.: 01/01/2015 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 250.00 Ft **True Area:** 145,521.00 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	14" P-501, 4" P-401/P-403 BASE, 8" P-209, 12" P-154

Network: PNS **Branch:** AP E (EAST APRON) **Section:** 4405 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 985.00 Ft **Width:** 260.00 Ft **True Area:** 255,240.00 SqF

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

Network: PNS **Branch:** AP GA (GA APRON) **Section:** 4310 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank** P **Length:** 210.00 Ft **Width:** 150.00 Ft **True Area:** 26,365.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 3" ML & OL
01/01/1990	IMPORTED	BUILT		4.00	True	1990: 4" P-401 SURFACE ON 9" P-401 BASE

Network: PNS **Branch:** AP GA (GA APRON) **Section:** 4315 **Surface:** PCC
L.C.D.: 01/01/2015 **Use:** APRON **Rank** P **Length:** 110.00 Ft **Width:** 90.00 Ft **True Area:** 9,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 3" ML & OL
01/01/1990	IMPORTED	BUILT			True	EST 1990 PCC PAVEMENT SECTION UNKNOWN

Network: PNS **Branch:** AP GA (GA APRON) **Section:** 4320 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank** P **Length:** 275.00 Ft **Width:** 78.00 Ft **True Area:** 12,201.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 3" ML & OL
01/01/1990	IMPORTED	BUILT			True	1990: P-401 OVERLAY ON EX. FLXIBLE PAVEMENT

Network: PNS **Branch:** AP GA (GA APRON) **Section:** 4325 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank** P **Length:** 475.00 Ft **Width:** 200.00 Ft **True Area:** 37,703.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	$0	0.00	True	2015: 3" ML & OL
01/01/1988	IMPORTED	BUILT		4.00	True	1988: P-609 ON 4" P-401 ON 8" P-304 (CEMENT TREATED BASE)

Network: PNS **Branch:** AP S (SOUTH APRON) **Section:** 4505 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** T **Length:** 1,680.00 Ft **Width:** 70.00 Ft **True Area:** 112,540.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	2.00	True	2" P-401, 6" P-209, P-152

Network: PNS **Branch:** AP S (SOUTH APRON) **Section:** 4510 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** T **Length:** 3,230.00 Ft **Width:** 105.00 Ft **True Area:** 338,266.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	4.00	True	4" P-401, 6" P-209, P-152

Network: PNS **Branch:** AP S (SOUTH APRON) **Section:** 4515 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** T **Length:** 935.00 Ft **Width:** 230.00 Ft **True Area:** 219,093.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	4.00	True	4" P-401, 6" P-209, P-152

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4205 **Surface:** PCC
L.C.D.: 01/01/1988 **Use:** APRON **Rank** T **Length:** 800.00 Ft **Width:** 600.00 Ft **True Area:** 367,057.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT		0.50	True	1988: 17-1/2" PCC ON 6" SOIL-CEMENT BASE

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4210 **Surface:** PCC
L.C.D.: 01/01/1977 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 500.00 Ft **True Area:** 256,288.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT			True	EST 1977 PCC PAVEMENT SECTION UNKNOWN

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4215 **Surface:** PCC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 70.00 Ft **True Area:** 42,079.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NU-IN	New Construction - Initial	$0	0.00	True	15.5" - 19" PCC

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4220 **Surface:** PCC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 300.00 Ft **True Area:** 76,245.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NU-IN	New Construction - Initial	$0	0.00	True	15.5"-19" PCC

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4225 **Surface:** PCC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 710.00 Ft **Width:** 150.00 Ft **True Area:** 106,612.00 SqF

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

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4230 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 230.00 Ft **Width:** 92.50 Ft **True Area:** 23,761.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	12.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152

Network: PNS **Branch:** AP TERM (TERMINAL APRON) **Section:** 4235 **Surface:** PCC
L.C.D.: 12/25/1998 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 130.00 Ft **True Area:** 127,593.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1998	NU-IN	New Construction - Initial	$0	0.00	True	SECTION UNKNOWN

Network: PNS **Branch**: AP W (APRON WEST) **Section:** 4605 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 710.00 Ft **Width:** 310.00 Ft **True Area:** 219,372.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

Network: PNS **Branch**: RW 17-35 (RUNWAY 17-35) **Section:** 6105 **Surface:** PCC
L.C.D.: 11/01/2007 **Use:** RUNWAY **Rank** P **Length:** 2,960.00 Ft **Width:** 112.50 Ft **True Area:** 33,178.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2007	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1977	IMPORTED	BUILT		0.50	True	1977: 1-1/2" P-401 ON 1-1/2" MIN. P-201 ON EX. FLEX. PAVEMENT

Network: PNS **Branch**: RW 17-35 (RUNWAY 17-35) **Section:** 6110 **Surface:** PCC
L.C.D.: 11/01/2007 **Use:** RUNWAY **Rank** P **Length:** 2,960.00 Ft **Width:** 38.00 Ft **True Area:** 110,822.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2007	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1977	NU-IN	New Construction - Initial	$0	0.50	True	1977: 1-1/2" P-401 ON 1-1/2" MIN. P-201 ON EX. FLEX. PAVEMENT

Network: PNS **Branch**: RW 17-35 (RUNWAY 17-35) **Section:** 6115 **Surface:** AC
L.C.D.: 11/01/2007 **Use:** RUNWAY **Rank** P **Length:** 525.00 Ft **Width:** 100.00 Ft **True Area:** 52,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2007	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT SURFACE ON 6" EX. SHELL BASE ON ORIG. FLE

Network: PNS **Branch**: RW 17-35 (RUNWAY 17-35) **Section:** 6120 **Surface:** AC
L.C.D.: 11/01/2007 **Use:** RUNWAY **Rank** P **Length:** 525.00 Ft **Width:** 50.00 Ft **True Area:** 26,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2007	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1977	IMPORTED	BUILT		1.00	True	1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FLEX. PA
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" MIN. P-201

Network: PNS **Branch**: RW 17-35 (RUNWAY 17-35) **Section:** 6125 **Surface:** PCC
L.C.D.: 11/01/2007 **Use:** RUNWAY **Rank** P **Length:** 3,520.00 Ft **Width:** 112.50 Ft **True Area:** 396,211.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2007	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		2.00	True	1966: 2" P-401 ON 7" P-212

Network: PNS **Branch**: RW 17-35 (RUNWAY 17-35) **Section:** 6130 **Surface:** PCC
L.C.D.: 11/01/2007 **Use:** RUNWAY **Rank** P **Length:** 3,520.00 Ft **Width:** 38.00 Ft **True Area:** 131,789.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/01/2007	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		2.00	True	1966: 2" P-401 ON 7" P-212

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6205 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,300.00 Ft **Width:** 100.00 Ft **True Area:** 130,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. ASPHALT ON 6" EX. SHELL BASE ON ORIG. PAVEMEN

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6210 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,300.00 Ft **Width:** 50.00 Ft **True Area:** 65,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. ASPHALT ON 6" EX. SHELL BASE ON ORIG. PAVEMEN

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6215 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 950.00 Ft **Width:** 100.00 Ft **True Area:** 95,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" MIN. P-201
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" BIT. SURFACE ON 6" SHELL BASE ON ORIG. FLEX. PAVE

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6220 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 950.00 Ft **Width:** 50.00 Ft **True Area:** 47,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" MIN. P-201
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" MIN. P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" BIT. SURFACE ON 6" SHELL BASE ON ORIG. FLEX. PAVE

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6225 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 900.00 Ft **Width:** 100.00 Ft **True Area:** 89,997.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FL

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6230 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 900.00 Ft **Width:** 50.00 Ft **True Area:** 44,999.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152Q
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FL

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6235 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,700.00 Ft **Width:** 100.00 Ft **True Area:** 170,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. BI

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6240 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 1,700.00 Ft **Width:** 50.00 Ft **True Area:** 85,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. BI

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6245 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 40,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 3" MIN. P-201
01/01/1966	IMPORTED	BUILT		3.00	True	1966: 3" P-401 ON 11" P-212

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6250 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 3" MIN. P-201
01/01/1966	IMPORTED	BUILT		3.00	True	1966: 3" P-401 ON 11" P-212

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6255 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 600.00 Ft **Width:** 100.00 Ft **True Area:** 60,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	OVERLAY		3.00	True	3" EX. P-401 ON 8" EX. P-212
01/01/1979	IMPORTED	BUILT		2.00	True	1979: 2" P-401 ON 3" MIN. P-201

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6260 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1979	IMPORTED	BUILT		2.00	True	1979: 2" P-401 ON 3" MIN. P-201
01/01/1979	IMPORTED	OVERLAY		3.00	True	3" EX. P-401 ON 8" EX. P-212

Network: PNS **Branch**: RW 8-26 **(**RUNWAY 8-26**)** **Section:** 6265 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** P **Length:** 1,001.00 Ft **Width:** 100.00 Ft **True Area:** 100,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	NC-AC	New Construction - AC	$0	0.00	True	
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: RW 8-26 (RUNWAY 8-26) **Section:** 6270 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** RUNWAY **Rank** P **Length:** 1,001.00 Ft **Width:** 50.00 Ft **True Area:** 50,050.00 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	
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 3,620.00 Ft **Width:** 75.00 Ft **True Area:** 286,014.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	BUILT		0.50	True	1977: 1-1/2" P-401 ON 1-1/2" MIN. P-201 ON EX. FLEX. PAVEMENT

Network: PNS **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AC
L.C.D.: 02/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 3,690.00 Ft **Width:** 75.00 Ft **True Area:** 297,891.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	BUILT		2.00	True	1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW A1 (TAXIWAY A1) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 47,399.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 3"-4" P-201
01/01/1966	IMPORTED	BUILT		3.00	True	1966: 3" P-401 ON 8" P-212 SHELL BASE

Network: PNS **Branch**: TW A2 (TAXIWAY A2) **Section:** 150 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 55,331.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	SR-AC	Surface Reconstruction - AC	$0	0.00	True	
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 3"-4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT SURFACE ON 6" EX. SHELL BASE ON ORIG. BIT

Network: PNS **Branch**: TW A2 (TAXIWAY A2) **Section:** 160 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank** P **Length:** 340.00 Ft **Width:** 100.00 Ft **True Area:** 37,493.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW A3 (TAXIWAY A3) **Section:** 170 **Surface:** PCC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** T **Length:** 375.00 Ft **Width:** 103.00 Ft **True Area:** 50,051.00 SqF

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

Network: PNS **Branch**: TW A4 (TAXIWAY A4) **Section:** 130 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 49,968.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 3"-4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. FL

Network: PNS **Branch**: TW A5 (TAXIWAY A5) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 49,806.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	BUILT		2.00	True	1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW A7 (TAXIWAY A7) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 310.00 Ft **Width:** 230.00 Ft **True Area:** 72,160.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1977	IMPORTED	OVERLAY		2.00	True	1977: 2" P-401 ON 3"-4" MIN. P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON ORIG. BI

Network: PNS **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 2,485.00 Ft **Width:** 75.00 Ft **True Area:** 213,853.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980: 2" P-401 ON 3"-4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 OVERLAY ON 2" EX. BIT. SURFACE ON 6" EX. SHELL BASE ON

Network: PNS **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 347.00 Ft **Width:** 132.00 Ft **True Area:** 51,982.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	BUILT		2.00	True	1980: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW B (TAXIWAY B) **Section:** 217 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 27.50 Ft **True Area:** 11,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980 2" P401 AC ON 3 1/2" P201 AC
01/01/1966	IMPORTED	BUILT		1.00	True	1966 1" P401 AC ON 2" P201 AC BASE ON 6" P212 SUBBASE

Network: PNS **Branch**: TW B (TAXIWAY B) **Section:** 220 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 3,367.00 Ft **Width:** 75.00 Ft **True Area:** 256,627.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152

01/01/1977	IMPORTED	BUILT		2.00	True	1977: 2" P-401 ON 7" P-201 ON 6" P-213

Network: PNS **Branch**: TW B (TAXIWAY B) **Section:** 230 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 1,450.00 Ft **Width:** 75.00 Ft **True Area:** 124,670.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1977	IMPORTED	BUILT		2.00	True	1977: 2" P-401 ON 7" P-201 ON 6" P-213

Network: PNS **Branch**: TW B2 (TAXIWAY B2) **Section:** 212 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 150.00 Ft **True Area:** 32,535.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	BUILT		2.00	True	1980: 2" P-401 ON 3"-4" P-201 ON EX. FLEX. PAVEMENT

Network: PNS **Branch**: TW B2 (TAXIWAY B2) **Section:** 213 **Surface:** PCC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 112.50 Ft **Width:** 75.00 Ft **True Area:** 10,751.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	INITIAL	Initial Construction	$0	0.00	True	17 1/2" PCC OVERLAY ON 6" SOIL-CEMENT BASE

Network: PNS **Branch**: TW B2 (TAXIWAY B2) **Section:** 240 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 50,378.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1977	IMPORTED	BUILT		2.00	True	1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW B3 (TAXIWAY B3) **Section:** 255 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 50,248.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	BUILT		2.00	True	1980: 2" P-401 ON 3"-4" P-201 ON EX. FLEX. PAVEMENT

Network: PNS **Branch**: TW B4 (TAXIWAY B4) **Section:** 260 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 50,114.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	OVERLAY		2.00	True	1980: 2" P-401 ON 3"-4" P-201
01/01/1979	IMPORTED	OVERLAY		2.00	True	1979: 2" P-401 ON 4" P-201
01/01/1966	IMPORTED	BUILT		1.00	True	1966: 1" P-401 ON 2" BIT. SURFACE ON 6" SHELL BASE ON ORIG. BIT. PAVEM

Network: PNS **Branch**: TW B5 (TAXIWAY B5) **Section:** 265 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 104.00 Ft **True Area:** 48,322.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	INITIAL	Initial Construction	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152

Network: PNS **Branch**: TW B7 (TAXIWAY B7) **Section:** 270 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 228.00 Ft **Width:** 50.00 Ft **True Area:** 14,899.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

Network: PNS **Branch**: TW B8 (TAXIWAY B8) **Section:** 280 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 228.00 Ft **Width:** 50.00 Ft **True Area:** 13,317.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	NC-AC	New Construction - AC	$0	0.00	True	

Network: PNS **Branch**: TW C (TAXIWAY C) **Section:** 250 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 104.00 Ft **True Area:** 33,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	BUILT		2.00	True	1980: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW C (TAXIWAY C) **Section:** 252 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 16,451.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 5" P-154, 12" P-152
01/01/1980	IMPORTED	BUILT		2.00	True	1980: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW C (TAXIWAY C) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 308.00 Ft **Width:** 35.00 Ft **True Area:** 13,138.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	4.00	True	4" P-401, 6" P-209, P-152

Network: PNS **Branch**: TW C (TAXIWAY C) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 1,864.00 Ft **Width:** 35.00 Ft **True Area:** 67,178.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	4.00	True	4" P-401, 6" P-209, P-152

Network: PNS **Branch**: TW C2 (TAXIWAY C2) **Section:** 515 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 882.00 Ft **Width:** 35.00 Ft **True Area:** 31,643.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	4.00	True	4" P-401, 6" P-209, P-152

Network: PNS **Branch**: TW D (TAXIWAY D) **Section:** 140 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 97.00 Ft **True Area:** 43,648.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" P-401, 8" P-401, 12" RESCARIFY & COMPACTED, SAND-CLAY/SHELL BASE
01/01/1977	IMPORTED	BUILT		2.00	True	1977: 2" P-401 ON 7" P-201 ON 6" P-213 SAND-CLAY BASE

Network: PNS **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank** P **Length:** 3,352.00 Ft **Width:** 35.00 Ft **True Area:** 118,752.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 132.00 Ft **Width:** 154.00 Ft **True Area:** 20,158.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW D (TAXIWAY D) **Section:** 430 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 1,340.00 Ft **Width:** 35.00 Ft **True Area:** 48,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW D1 (TAXIWAY D1) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank** P **Length:** 308.00 Ft **Width:** 35.00 Ft **True Area:** 13,134.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW D2 (TAXIWAY D2) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank** P **Length:** 308.00 Ft **Width:** 35.00 Ft **True Area:** 13,134.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Network: PNS **Branch**: TW D3 (TAXIWAY D3) **Section:** 425 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 308.00 Ft **Width:** 40.00 Ft **True Area:** 14,220.00 SqF

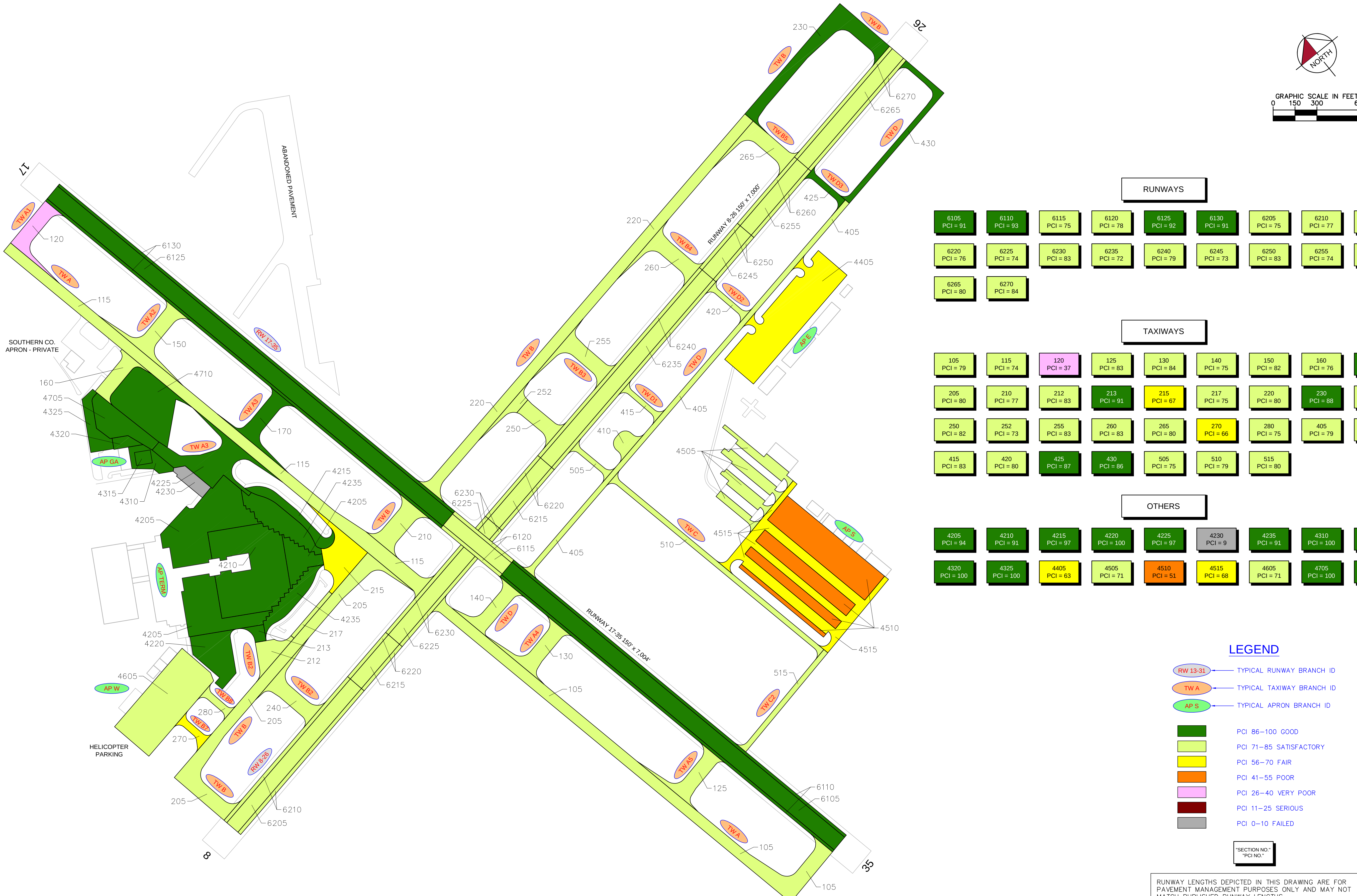
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	SR-AC	Surface Reconstruction - AC	$0	0.00	True	
01/01/2000	INITIAL	Initial Construction	$0	0.00	True	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	42	4,020,638.00	1.65	.87
Complete Reconstruction - AC	33	2,749,946.00	3.64	1.17
Complete Reconstruction - PCC	4	672,000.00	.00	.00
Initial Construction	20	1,641,885.00	1.90	3.01
MILL and OVERLAY	4	86,169.00	.00	.00
New Construction - AC	5	397,738.00	.00	.00
New Construction - Initial	6	571,140.00	.08	.20
New Construction - PCC	1	50,051.00	.00	
OVERLAY	26	2,176,685.00	2.08	.27
Surface Reconstruction - AC	2	69,551.00	.00	.00

APPENDIX B

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



RUNWAYS

6105 PCI = 91	6110 PCI = 93	6115 PCI = 75	6120 PCI = 78	6125 PCI = 92	6130 PCI = 91	6205 PCI = 75	6210 PCI = 77	6215 PCI = 72
6220 PCI = 76	6225 PCI = 74	6230 PCI = 83	6235 PCI = 72	6240 PCI = 79	6245 PCI = 73	6250 PCI = 83	6255 PCI = 74	6260 PCI = 79
6265 PCI = 80	6270 PCI = 84							

TAXIWAYS

105 PCI = 79	115 PCI = 74	120 PCI = 37	125 PCI = 83	130 PCI = 84	140 PCI = 75	150 PCI = 82	160 PCI = 76	170 PCI = 94
205 PCI = 80	210 PCI = 77	212 PCI = 83	213 PCI = 91	215 PCI = 67	217 PCI = 75	220 PCI = 80	230 PCI = 88	240 PCI = 83
250 PCI = 82	252 PCI = 73	255 PCI = 83	260 PCI = 83	265 PCI = 80	270 PCI = 66	280 PCI = 75	405 PCI = 79	410 PCI = 75
415 PCI = 83	420 PCI = 80	425 PCI = 87	430 PCI = 86	505 PCI = 75	510 PCI = 79	515 PCI = 80		

OTHERS

4205 PCI = 94	4210 PCI = 91	4215 PCI = 97	4220 PCI = 100	4225 PCI = 97	4230 PCI = 9	4235 PCI = 91	4310 PCI = 100	4315 PCI = 100
4320 PCI = 100	4325 PCI = 100	4405 PCI = 63	4505 PCI = 71	4510 PCI = 51	4515 PCI = 68	4605 PCI = 71	4705 PCI = 100	4710 PCI = 100

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

PENSACOLA INTERNATIONAL AIRPORT
ESCAMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER PNS

FDOT DISTRICT 3

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 8-26	RW 8-26	RUNWAY	6270	50,050	P	AC	84	Satisfactory	2	10
RUNWAY 8-26	RW 8-26	RUNWAY	6265	100,100	P	AC	80	Satisfactory	5	20
RUNWAY 8-26	RW 8-26	RUNWAY	6260	30,000	P	AC	79	Satisfactory	2	6
RUNWAY 8-26	RW 8-26	RUNWAY	6255	60,000	P	AC	74	Satisfactory	3	12
RUNWAY 8-26	RW 8-26	RUNWAY	6250	20,000	P	AC	83	Satisfactory	1	4
RUNWAY 8-26	RW 8-26	RUNWAY	6245	40,000	P	AC	73	Satisfactory	2	8
RUNWAY 8-26	RW 8-26	RUNWAY	6240	85,000	P	AC	79	Satisfactory	5	18
RUNWAY 8-26	RW 8-26	RUNWAY	6235	170,000	P	AC	72	Satisfactory	7	34
RUNWAY 8-26	RW 8-26	RUNWAY	6230	44,999	P	AC	83	Satisfactory	3	12
RUNWAY 8-26	RW 8-26	RUNWAY	6225	89,997	P	AC	74	Satisfactory	5	18
RUNWAY 8-26	RW 8-26	RUNWAY	6220	47,500	P	AC	76	Satisfactory	3	12
RUNWAY 8-26	RW 8-26	RUNWAY	6215	95,000	P	AC	72	Satisfactory	5	19
RUNWAY 8-26	RW 8-26	RUNWAY	6210	65,000	P	AC	77	Satisfactory	3	14
RUNWAY 8-26	RW 8-26	RUNWAY	6205	130,000	P	AC	75	Satisfactory	5	26
RUNWAY 17-35	RW 17-35	RUNWAY	6130	131,789	P	PCC	91	Good	9	30
RUNWAY 17-35	RW 17-35	RUNWAY	6125	396,211	P	PCC	92	Good	15	59
RUNWAY 17-35	RW 17-35	RUNWAY	6120	26,250	P	AC	78	Satisfactory	2	6
RUNWAY 17-35	RW 17-35	RUNWAY	6115	52,500	P	AC	75	Satisfactory	3	11
RUNWAY 17-35	RW 17-35	RUNWAY	6110	110,822	P	PCC	93	Good	7	24
RUNWAY 17-35	RW 17-35	RUNWAY	6105	33,178	P	PCC	91	Good	12	49
CARGO APRON	AP CARGO	APRON	4710	145,521	P	PCC	100	Good	0	0
CARGO APRON	AP CARGO	APRON	4705	68,880	P	PCC	100	Good	0	0
APRON WEST	AP W	APRON	4605	219,372	P	AC	71	Satisfactory	5	42
SOUTH APRON	AP S	APRON	4515	219,093	T	AC	68	Fair	4	37
SOUTH APRON	AP S	APRON	4510	338,266	T	AC	51	Poor	8	72
SOUTH APRON	AP S	APRON	4505	112,540	T	AC	71	Satisfactory	3	26

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
EAST APRON	AP E	APRON	4405	255,240	P	AC	63	Fair	7	67
GA APRON	AP GA	APRON	4325	37,703	P	AAC	100	Good	0	0
GA APRON	AP GA	APRON	4320	12,201	P	AAC	100	Good	0	0
GA APRON	AP GA	APRON	4315	9,900	P	PCC	100	Good	0	0
GA APRON	AP GA	APRON	4310	26,365	P	AAC	100	Good	0	0
TERMINAL APRON	AP TERM	APRON	4235	127,593	P	PCC	91	Good	4	37
TERMINAL APRON	AP TERM	APRON	4230	23,761	P	AC	9	Failed	1	5
TERMINAL APRON	AP TERM	APRON	4225	106,612	P	PCC	97	Good	3	18
TERMINAL APRON	AP TERM	APRON	4220	76,245	P	PCC	100	Good	3	29
TERMINAL APRON	AP TERM	APRON	4215	42,079	P	PCC	97	Good	1	6
TERMINAL APRON	AP TERM	APRON	4210	256,288	P	PCC	91	Good	7	69
TERMINAL APRON	AP TERM	APRON	4205	367,057	T	PCC	94	Good	10	122
TAXIWAY C2	TW C2	TAXIWAY	515	31,643	P	AC	80	Satisfactory	1	9
TAXIWAY C	TW C	TAXIWAY	510	67,178	P	AC	79	Satisfactory	3	19
TAXIWAY C	TW C	TAXIWAY	505	13,138	P	AC	75	Satisfactory	1	3
TAXIWAY D	TW D	TAXIWAY	430	48,300	P	AC	86	Good	3	12
TAXIWAY D3	TW D3	TAXIWAY	425	14,220	P	AAC	87	Good	1	3
TAXIWAY D2	TW D2	TAXIWAY	420	13,134	P	AC	80	Satisfactory	1	3
TAXIWAY D1	TW D1	TAXIWAY	415	13,134	P	AC	83	Satisfactory	1	3
TAXIWAY D	TW D	TAXIWAY	410	20,158	P	AC	75	Satisfactory	1	4
TAXIWAY D	TW D	TAXIWAY	405	118,752	P	AC	79	Satisfactory	4	33
TAXIWAY B8	TW B8	TAXIWAY	280	13,317	P	AC	75	Satisfactory	1	3
TAXIWAY B7	TW B7	TAXIWAY	270	14,899	P	AC	66	Fair	1	3
TAXIWAY B5	TW B5	TAXIWAY	265	48,322	P	AC	80	Satisfactory	2	10
TAXIWAY B4	TW B4	TAXIWAY	260	50,114	P	AC	83	Satisfactory	1	10
TAXIWAY B3	TW B3	TAXIWAY	255	50,248	P	AC	83	Satisfactory	1	10
TAXIWAY C	TW C	TAXIWAY	252	16,451	P	AC	73	Satisfactory	1	3

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 C	TW C	TAXIWAY	250	33,625	P	AC	82	Satisfactory	1	7
TAXIWAY B2	TW B2	TAXIWAY	240	50,378	P	AC	83	Satisfactory	1	10
TAXIWAY B	TW B	TAXIWAY	230	124,670	P	AC	88	Good	4	29
TAXIWAY B	TW B	TAXIWAY	220	256,627	P	AC	80	Satisfactory	7	68
TAXIWAY B	TW B	TAXIWAY	217	11,000	P	AC	75	Satisfactory	1	2
TAXIWAY A7	TW A7	TAXIWAY	215	72,160	P	AC	67	Fair	3	17
TAXIWAY B2	TW B2	TAXIWAY	213	10,751	P	PCC	91	Good	1	4
TAXIWAY B2	TW B2	TAXIWAY	212	32,535	P	AC	83	Satisfactory	1	8
TAXIWAY B	TW B	TAXIWAY	210	51,982	P	AC	77	Satisfactory	1	9
TAXIWAY B	TW B	TAXIWAY	205	213,853	P	AC	80	Satisfactory	6	52
TAXIWAY A3	TW A3	TAXIWAY	170	50,051	T	PCC	94	Good	1	8
TAXIWAY A2	TW A2	TAXIWAY	160	37,493	P	AC	76	Satisfactory	1	7
TAXIWAY A2	TW A2	TAXIWAY	150	55,331	P	AAC	82	Satisfactory	2	11
TAXIWAY D	TW D	TAXIWAY	140	43,648	P	AC	75	Satisfactory	2	9
TAXIWAY A4	TW A4	TAXIWAY	130	49,968	P	AC	84	Satisfactory	1	10
TAXIWAY A5	TW A5	TAXIWAY	125	49,806	P	AC	83	Satisfactory	1	10
TAXIWAY A1	TW A1	TAXIWAY	120	47,399	P	AC	37	Very Poor	1	9
TAXIWAY A	TW A	TAXIWAY	115	297,891	P	AC	74	Satisfactory	8	74
TAXIWAY A	TW A	TAXIWAY	105	286,014	P	AC	79	Satisfactory	8	73

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

** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /14/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: PNS

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 CARGO (CARGO APRON)	2	850.00	225.00	214,401.00	APRON	100.00	0.00	100.00
AP E (EAST APRON)	1	985.00	260.00	255,240.00	APRON	63.00	0.00	63.00
AP GA (GA APRON)	4	1,070.00	129.50	86,169.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	3	5,845.00	135.00	669,899.00	APRON	63.33	8.81	59.92
AP TERM (TERMINAL APRON)	7	4,340.00	263.21	999,635.00	APRON	82.71	30.25	91.73
AP W (APRON WEST)	1	710.00	310.00	219,372.00	APRON	71.00	0.00	71.00
RW 17-35 (RUNWAY 17-35)	6	14,010.00	75.17	750,750.00	RUNWAY	86.67	7.27	90.25
RW 8-26 (RUNWAY 8-26)	14	13,702.00	75.00	1,027,646.00	RUNWAY	77.21	4.02	76.05
TW A (TAXIWAY A)	2	7,310.00	75.00	583,905.00	TAXIWAY	76.50	2.50	76.45
TW A1 (TAXIWAY A1)	1	375.00	104.00	47,399.00	TAXIWAY	37.00	0.00	37.00
TW A2 (TAXIWAY A2)	2	715.00	102.00	92,824.00	TAXIWAY	79.00	3.00	79.58
TW A3 (TAXIWAY A3)	1	375.00	103.00	50,051.00	TAXIWAY	94.00	0.00	94.00
TW A4 (TAXIWAY A4)	1	375.00	104.00	49,968.00	TAXIWAY	84.00	0.00	84.00
TW A5 (TAXIWAY A5)	1	375.00	104.00	49,806.00	TAXIWAY	83.00	0.00	83.00
TW A7 (TAXIWAY A7)	1	310.00	230.00	72,160.00	TAXIWAY	67.00	0.00	67.00
TW B (TAXIWAY B)	5	8,049.00	76.90	658,132.00	TAXIWAY	80.00	4.43	81.19

Branch Condition Report

Pavement Database: FDOT NetworkID: PNS

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 B2 (TAXIWAY B2)	3	687.50	109.67	93,664.00	TAXIWAY	85.67	3.77	83.92
TW B3 (TAXIWAY B3)	1	375.00	104.00	50,248.00	TAXIWAY	83.00	0.00	83.00
TW B4 (TAXIWAY B4)	1	375.00	104.00	50,114.00	TAXIWAY	83.00	0.00	83.00
TW B5 (TAXIWAY B5)	1	375.00	104.00	48,322.00	TAXIWAY	80.00	0.00	80.00
TW B7 (TAXIWAY B7)	1	228.00	50.00	14,899.00	TAXIWAY	66.00	0.00	66.00
TW B8 (TAXIWAY B8)	1	228.00	50.00	13,317.00	TAXIWAY	75.00	0.00	75.00
TW C (TAXIWAY C)	4	2,672.00	62.25	130,392.00	TAXIWAY	77.25	3.49	78.61
TW C2 (TAXIWAY C2)	1	882.00	35.00	31,643.00	TAXIWAY	80.00	0.00	80.00
TW D (TAXIWAY D)	4	5,199.00	80.25	230,858.00	TAXIWAY	78.75	4.49	79.36
TW D1 (TAXIWAY D1)	1	308.00	35.00	13,134.00	TAXIWAY	83.00	0.00	83.00
TW D2 (TAXIWAY D2)	1	308.00	35.00	13,134.00	TAXIWAY	80.00	0.00	80.00
TW D3 (TAXIWAY D3)	1	308.00	40.00	14,220.00	TAXIWAY	87.00	0.00	87.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	18	2,444,716.00	83.50	23.66	79.17
RUNWAY	20	1,778,396.00	80.05	6.78	82.05
TAXIWAY	34	2,308,190.00	78.65	9.29	78.68
All	72	6,531,302.00	80.25	14.05	79.78

Date: 5 /14/2015

Section Condition Report

Pavement Database: FDOT NetworkID: PNS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO (CARGO APRON)	4705	01/01/2015	PCC	APRON	P	0	68,880.00	01/01/2015	0	100.00
AP CARGO (CARGO APRON)	4710	01/01/2015	PCC	APRON	P	0	145,521.00	01/01/2015	0	100.00
AP E (EAST APRON)	4405	12/25/1999	AC	APRON	P	0	255,240.00	02/10/2015	16	63.00
AP GA (GA APRON)	4310	01/01/2015	AAC	APRON	P	0	26,365.00	01/01/2015	0	100.00
AP GA (GA APRON)	4315	01/01/2015	PCC	APRON	P	0	9,900.00	01/01/2015	0	100.00
AP GA (GA APRON)	4320	01/01/2015	AAC	APRON	P	0	12,201.00	01/01/2015	0	100.00
AP GA (GA APRON)	4325	01/01/2015	AAC	APRON	P	0	37,703.00	01/01/2015	0	100.00
AP S (SOUTH APRON)	4505	01/01/1997	AC	APRON	T	0	112,540.00	02/10/2015	18	71.00
AP S (SOUTH APRON)	4510	01/01/1997	AC	APRON	T	0	338,266.00	02/10/2015	18	51.00
AP S (SOUTH APRON)	4515	01/01/1997	AC	APRON	T	0	219,093.00	02/10/2015	18	68.00
AP TERM (TERMINAL APRON)	4205	01/01/1988	PCC	APRON	T	0	367,057.00	02/10/2015	27	94.00
AP TERM (TERMINAL APRON)	4210	01/01/1977	PCC	APRON	P	0	256,288.00	02/10/2015	38	91.00
AP TERM (TERMINAL APRON)	4215	01/01/2010	PCC	APRON	P	0	42,079.00	02/10/2015	5	97.00
AP TERM (TERMINAL APRON)	4220	01/01/2010	PCC	APRON	P	0	76,245.00	02/10/2015	5	100.00
AP TERM (TERMINAL APRON)	4225	01/01/2010	PCC	APRON	P	0	106,612.00	02/10/2015	5	97.00
AP TERM (TERMINAL APRON)	4230	01/01/2001	AC	APRON	P	0	23,761.00	02/10/2015	14	9.00
AP TERM (TERMINAL APRON)	4235	12/25/1998	PCC	APRON	P	0	127,593.00	02/10/2015	17	91.00
AP W (APRON WEST)	4605	01/01/2002	AC	APRON	P	0	219,372.00	02/10/2015	13	71.00
RW 17-35 (RUNWAY 17-35)	6105	11/01/2007	PCC	RUNWAY	P	0	33,178.00	02/10/2015	8	91.00
RW 17-35 (RUNWAY 17-35)	6110	11/01/2007	PCC	RUNWAY	P	0	110,822.00	02/10/2015	8	93.00
RW 17-35 (RUNWAY 17-35)	6115	11/01/2007	AC	RUNWAY	P	0	52,500.00	02/10/2015	8	75.00
RW 17-35 (RUNWAY 17-35)	6120	11/01/2007	AC	RUNWAY	P	0	26,250.00	02/10/2015	8	78.00
RW 17-35 (RUNWAY 17-35)	6125	11/01/2007	PCC	RUNWAY	P	0	396,211.00	02/10/2015	8	92.00
RW 17-35 (RUNWAY 17-35)	6130	11/01/2007	PCC	RUNWAY	P	0	131,789.00	02/10/2015	8	91.00
RW 8-26 (RUNWAY 8-26)	6205	01/01/2004	AC	RUNWAY	P	0	130,000.00	02/10/2015	11	75.00
RW 8-26 (RUNWAY 8-26)	6210	01/01/2004	AC	RUNWAY	P	0	65,000.00	02/10/2015	11	77.00

Section Condition Report

Pavement Database: FDOT NetworkID: PNS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 8-26 (RUNWAY 8-26)	6215	01/01/2004	AC	RUNWAY	P	0	95,000.00	02/10/2015	11	72.00
RW 8-26 (RUNWAY 8-26)	6220	01/01/2004	AC	RUNWAY	P	0	47,500.00	02/10/2015	11	76.00
RW 8-26 (RUNWAY 8-26)	6225	01/01/2004	AC	RUNWAY	P	0	89,997.00	02/10/2015	11	74.00
RW 8-26 (RUNWAY 8-26)	6230	01/01/2004	AC	RUNWAY	P	0	44,999.00	02/10/2015	11	83.00
RW 8-26 (RUNWAY 8-26)	6235	01/01/2004	AC	RUNWAY	P	0	170,000.00	02/10/2015	11	72.00
RW 8-26 (RUNWAY 8-26)	6240	01/01/2004	AC	RUNWAY	P	0	85,000.00	02/10/2015	11	79.00
RW 8-26 (RUNWAY 8-26)	6245	01/01/2004	AC	RUNWAY	P	0	40,000.00	02/10/2015	11	73.00
RW 8-26 (RUNWAY 8-26)	6250	01/01/2004	AC	RUNWAY	P	0	20,000.00	02/10/2015	11	83.00
RW 8-26 (RUNWAY 8-26)	6255	01/01/2004	AC	RUNWAY	P	0	60,000.00	02/10/2015	11	74.00
RW 8-26 (RUNWAY 8-26)	6260	01/01/2004	AC	RUNWAY	P	0	30,000.00	02/10/2015	11	79.00
RW 8-26 (RUNWAY 8-26)	6265	01/01/2006	AC	RUNWAY	P	0	100,100.00	02/10/2015	9	80.00
RW 8-26 (RUNWAY 8-26)	6270	01/01/2006	AC	RUNWAY	P	0	50,050.00	02/10/2015	9	84.00
TW A (TAXIWAY A)	105	01/01/2001	AC	TAXIWAY	P	0	286,014.00	02/10/2015	14	79.00
TW A (TAXIWAY A)	115	02/01/2001	AC	TAXIWAY	P	0	297,891.00	02/10/2015	14	74.00
TW A1 (TAXIWAY A1)	120	01/01/2001	AC	TAXIWAY	P	0	47,399.00	02/10/2015	14	37.00
TW A2 (TAXIWAY A2)	150	01/01/2006	AAC	TAXIWAY	P	0	55,331.00	02/10/2015	9	82.00
TW A2 (TAXIWAY A2)	160	01/01/2000	AC	TAXIWAY	P	0	37,493.00	02/10/2015	15	76.00
TW A3 (TAXIWAY A3)	170	01/01/2006	PCC	TAXIWAY	T	0	50,051.00	02/10/2015	9	94.00
TW A4 (TAXIWAY A4)	130	01/01/2001	AC	TAXIWAY	P	0	49,968.00	02/10/2015	14	84.00
TW A5 (TAXIWAY A5)	125	01/01/2001	AC	TAXIWAY	P	0	49,806.00	02/10/2015	14	83.00
TW A7 (TAXIWAY A7)	215	01/01/2002	AC	TAXIWAY	P	0	72,160.00	02/10/2015	13	67.00
TW B (TAXIWAY B)	205	01/01/2002	AC	TAXIWAY	P	0	213,853.00	02/10/2015	13	80.00
TW B (TAXIWAY B)	210	01/01/2002	AC	TAXIWAY	P	0	51,982.00	02/10/2015	13	77.00
TW B (TAXIWAY B)	217	01/01/2002	AC	TAXIWAY	P	0	11,000.00	02/10/2015	13	75.00
TW B (TAXIWAY B)	220	01/01/2002	AC	TAXIWAY	P	0	256,627.00	02/10/2015	13	80.00
TW B (TAXIWAY B)	230	01/01/2005	AC	TAXIWAY	P	0	124,670.00	02/10/2015	10	88.00

Section Condition Report

Pavement Database: FDOT NetworkID: PNS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B2 (TAXIWAY B2)	212	01/01/2002	AC	TAXIWAY	P	0	32,535.00	02/10/2015	13	83.00
TW B2 (TAXIWAY B2)	213	01/01/1988	PCC	TAXIWAY	P	0	10,751.00	02/10/2015	27	91.00
TW B2 (TAXIWAY B2)	240	01/01/2002	AC	TAXIWAY	P	0	50,378.00	02/10/2015	13	83.00
TW B3 (TAXIWAY B3)	255	01/01/2002	AC	TAXIWAY	P	0	50,248.00	02/10/2015	13	83.00
TW B4 (TAXIWAY B4)	260	01/01/2002	AC	TAXIWAY	P	0	50,114.00	02/10/2015	13	83.00
TW B5 (TAXIWAY B5)	265	01/01/2002	AC	TAXIWAY	P	0	48,322.00	02/10/2015	13	80.00
TW B7 (TAXIWAY B7)	270	01/01/2002	AC	TAXIWAY	P	0	14,899.00	02/10/2015	13	66.00
TW B8 (TAXIWAY B8)	280	01/01/2002	AC	TAXIWAY	P	0	13,317.00	02/10/2015	13	75.00
TW C (TAXIWAY C)	250	01/01/2004	AC	TAXIWAY	P	0	33,625.00	02/10/2015	11	82.00
TW C (TAXIWAY C)	252	01/01/2002	AC	TAXIWAY	P	0	16,451.00	02/10/2015	13	73.00
TW C (TAXIWAY C)	505	01/01/1997	AC	TAXIWAY	P	0	13,138.00	02/10/2015	18	75.00
TW C (TAXIWAY C)	510	01/01/1997	AC	TAXIWAY	P	0	67,178.00	02/10/2015	18	79.00
TW C2 (TAXIWAY C2)	515	01/01/1997	AC	TAXIWAY	P	0	31,643.00	02/10/2015	18	80.00
TW D (TAXIWAY D)	140	01/01/2001	AC	TAXIWAY	P	0	43,648.00	02/10/2015	14	75.00
TW D (TAXIWAY D)	405	01/01/2000	AC	TAXIWAY	P	0	118,752.00	02/10/2015	15	79.00
TW D (TAXIWAY D)	410	01/01/2005	AC	TAXIWAY	P	0	20,158.00	02/10/2015	10	75.00
TW D (TAXIWAY D)	430	01/01/2005	AC	TAXIWAY	P	0	48,300.00	02/10/2015	10	86.00
TW D1 (TAXIWAY D1)	415	01/01/2000	AC	TAXIWAY	P	0	13,134.00	02/10/2015	15	83.00
TW D2 (TAXIWAY D2)	420	01/01/2000	AC	TAXIWAY	P	0	13,134.00	02/10/2015	15	80.00
TW D3 (TAXIWAY D3)	425	01/01/2006	AAC	TAXIWAY	P	0	14,220.00	02/10/2015	9	87.00

Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**300,570.00**	**6**	**100.00**	**0.00**	**100.00**
03-05	**5.00**	**224,936.00**	**3**	**98.00**	**1.73**	**98.02**
06-10	**8.79**	**1,213,630.00**	**14**	**85.43**	**6.57**	**88.23**
11-15	**12.71**	**2,993,379.00**	**38**	**74.58**	**13.56**	**75.64**
16-20	**17.63**	**1,164,691.00**	**8**	**72.25**	**12.08**	**65.82**
26-30	**27.00**	**377,808.00**	**2**	**92.50**	**2.12**	**93.91**
36-40	**38.00**	**256,288.00**	**1**	**91.00**	**0.00**	**91.00**
All	**11.86**	**6,531,302.00**	**72**	**80.25**	**14.14**	**79.78**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP CARGO	4705	100	100	98	97	96	95	94	93	91	90	89
AP CARGO	4710	100	100	98	97	96	95	94	93	91	90	89
AP E	4405	63	62	61	59	57	55	53	51	49	47	45
AP GA	4310	100	98	94	90	86	83	80	78	76	74	72
AP GA	4315	100	100	98	97	96	95	94	93	91	90	89
AP GA	4320	100	98	94	90	86	83	80	78	76	74	72
AP GA	4325	100	98	94	90	86	83	80	78	76	74	72
AP S	4505	71	70	69	67	65	63	61	59	57	55	53
AP S	4510	51	50	49	47	45	43	41	39	37	35	33
AP S	4515	68	67	66	64	62	60	58	56	54	52	50
AP TERM	4205	94	94	92	91	90	89	88	87	85	84	83
AP TERM	4210	91	91	89	88	87	86	85	84	82	81	80
AP TERM	4215	97	97	95	94	93	92	91	90	88	87	86
AP TERM	4220	100	100	98	97	96	95	94	93	91	90	89
AP TERM	4225	97	97	95	94	93	92	91	90	88	87	86
AP TERM	4230	9	8	7	5	3	1	0	0	0	0	0
AP TERM	4235	91	91	89	88	87	86	85	84	82	81	80
AP W	4605	71	70	69	67	65	63	61	59	57	55	53
RW 17-35	6105	91	91	89	88	87	85	84	83	82	80	79
RW 17-35	6110	93	93	91	90	89	87	86	85	84	82	81
RW 17-35	6115	75	75	73	72	70	69	67	66	64	63	62
RW 17-35	6120	78	78	76	75	73	72	70	69	67	66	65
RW 17-35	6125	92	92	90	89	88	86	85	84	83	81	80
RW 17-35	6130	91	91	89	88	87	85	84	83	82	80	79
RW 8-26	6205	75	75	73	72	70	69	67	66	64	63	62
RW 8-26	6210	77	77	75	74	72	71	69	68	66	65	64
RW 8-26	6215	72	72	70	69	67	66	64	63	61	60	59
RW 8-26	6220	76	76	74	73	71	70	68	67	65	64	63

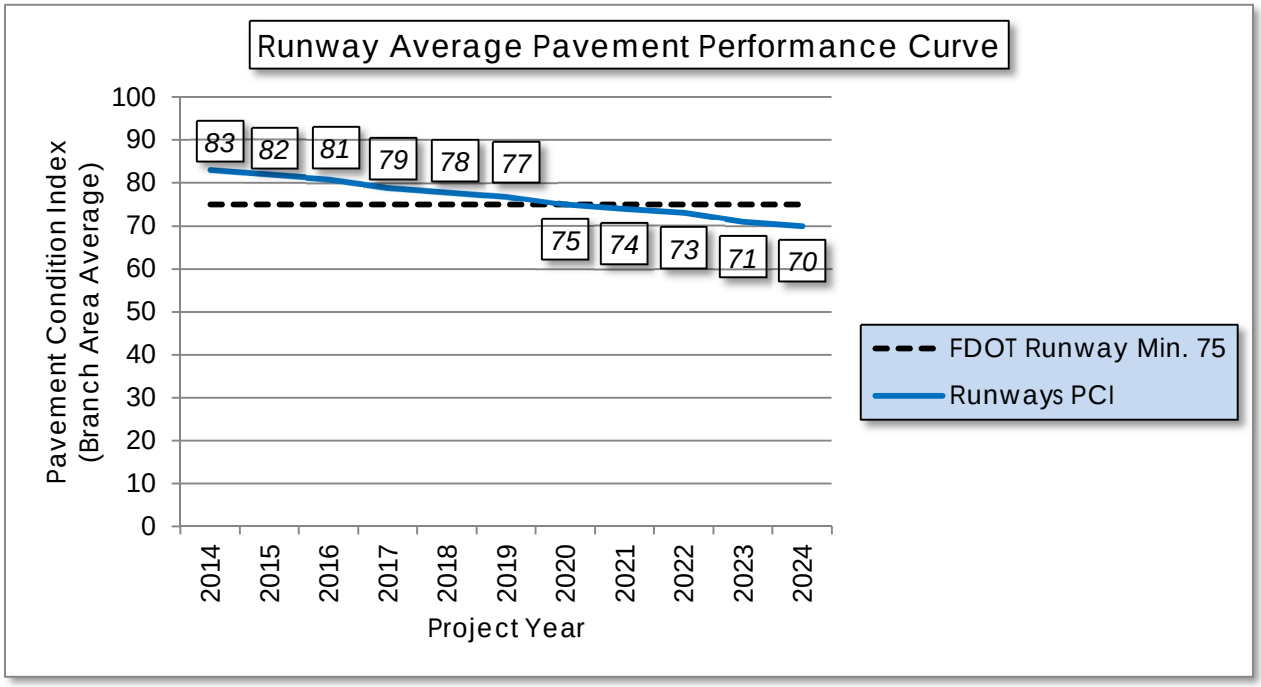
Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 8-26	6225	74	74	72	71	69	68	66	65	63	62	61
RW 8-26	6230	83	83	81	80	78	77	75	74	72	71	70
RW 8-26	6235	72	72	70	69	67	66	64	63	61	60	59
RW 8-26	6240	79	79	77	76	74	73	71	70	68	67	66
RW 8-26	6245	73	73	71	70	68	67	65	64	62	61	60
RW 8-26	6250	83	83	81	80	78	77	75	74	72	71	70
RW 8-26	6255	74	74	72	71	69	68	66	65	63	62	61
RW 8-26	6260	79	79	77	76	74	73	71	70	68	67	66
RW 8-26	6265	80	80	78	77	75	74	72	71	69	68	67
RW 8-26	6270	84	84	82	81	79	78	76	75	73	72	71
TW A	105	79	79	77	76	74	73	71	70	68	67	65
TW A	115	74	74	72	71	69	68	66	65	63	62	60
TW A1	120	37	37	35	34	32	31	29	28	26	25	23
TW A2	150	82	81	80	78	76	74	73	71	70	69	68
TW A2	160	76	76	74	73	71	70	68	67	65	64	62
TW A3	170	94	94	92	91	90	88	87	86	85	83	82
TW A4	130	84	84	82	81	79	78	76	75	73	72	70
TW A5	125	83	83	81	80	78	77	75	74	72	71	69
TW A7	215	67	67	65	64	62	61	59	58	56	55	53
TW B	205	80	80	78	77	75	74	72	71	69	68	66
TW B	210	77	77	75	74	72	71	69	68	66	65	63
TW B	217	75	75	73	72	70	69	67	66	64	63	61
TW B	220	80	80	78	77	75	74	72	71	69	68	66
TW B	230	88	88	86	85	83	82	80	79	77	76	74
TW B2	212	83	83	81	80	78	77	75	74	72	71	69
TW B2	213	91	91	89	88	87	85	84	83	82	80	79
TW B2	240	83	83	81	80	78	77	75	74	72	71	69
TW B3	255	83	83	81	80	78	77	75	74	72	71	69
TW B4	260	83	83	81	80	78	77	75	74	72	71	69

Branch ID	Section ID	2014 PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW B5	265	80	80	78	77	75	74	72	71	69	68	66
TW B7	270	66	66	64	63	61	60	58	57	55	54	52
TW B8	280	75	75	73	72	70	69	67	66	64	63	61
TW C	250	82	82	80	79	77	76	74	73	71	70	68
TW C	252	73	73	71	70	68	67	65	64	62	61	59
TW C	505	75	75	73	72	70	69	67	66	64	63	61
TW C	510	79	79	77	76	74	73	71	70	68	67	65
TW C2	515	80	80	78	77	75	74	72	71	69	68	66
TW D	140	75	75	73	72	70	69	67	66	64	63	61
TW D	405	79	79	77	76	74	73	71	70	68	67	65
TW D	410	75	75	73	72	70	69	67	66	64	63	61
TW D	430	86	86	84	83	81	80	78	77	75	74	72
TW D1	415	83	83	81	80	78	77	75	74	72	71	69
TW D2	420	80	80	78	77	75	74	72	71	69	68	66
TW D3	425	87	86	84	82	80	78	77	75	73	72	70

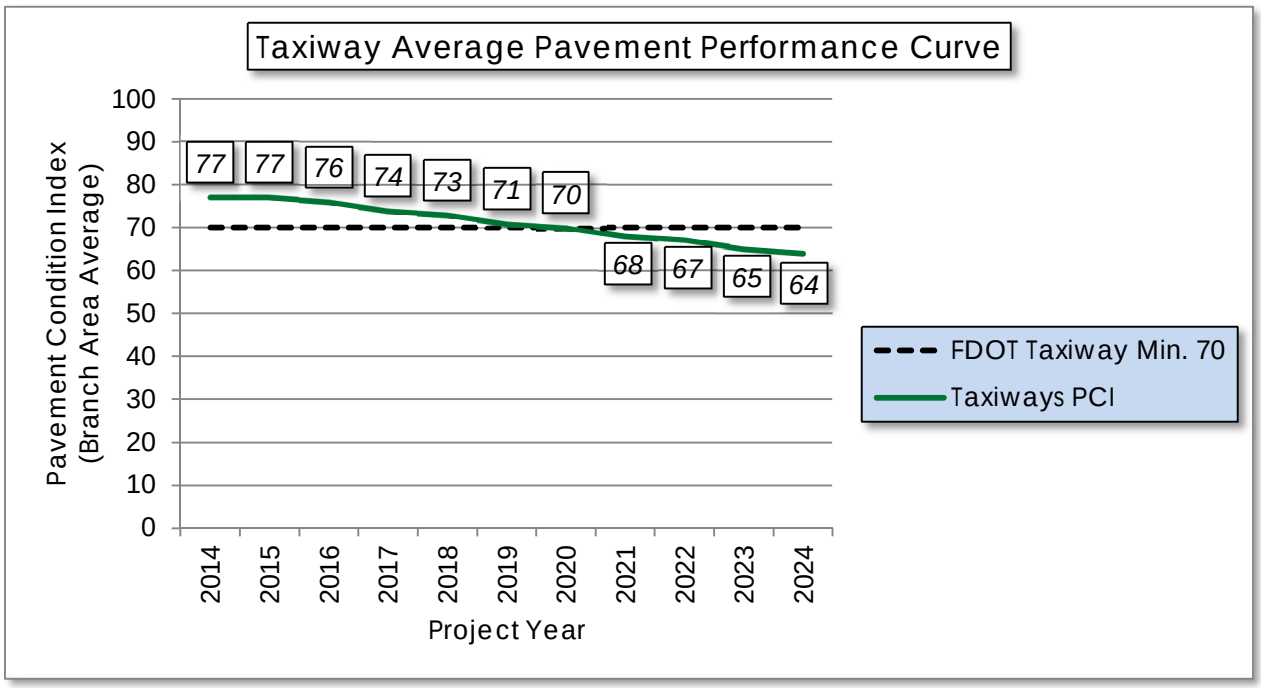
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may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

Figure D-1: Pavement Performance by Pavement Use

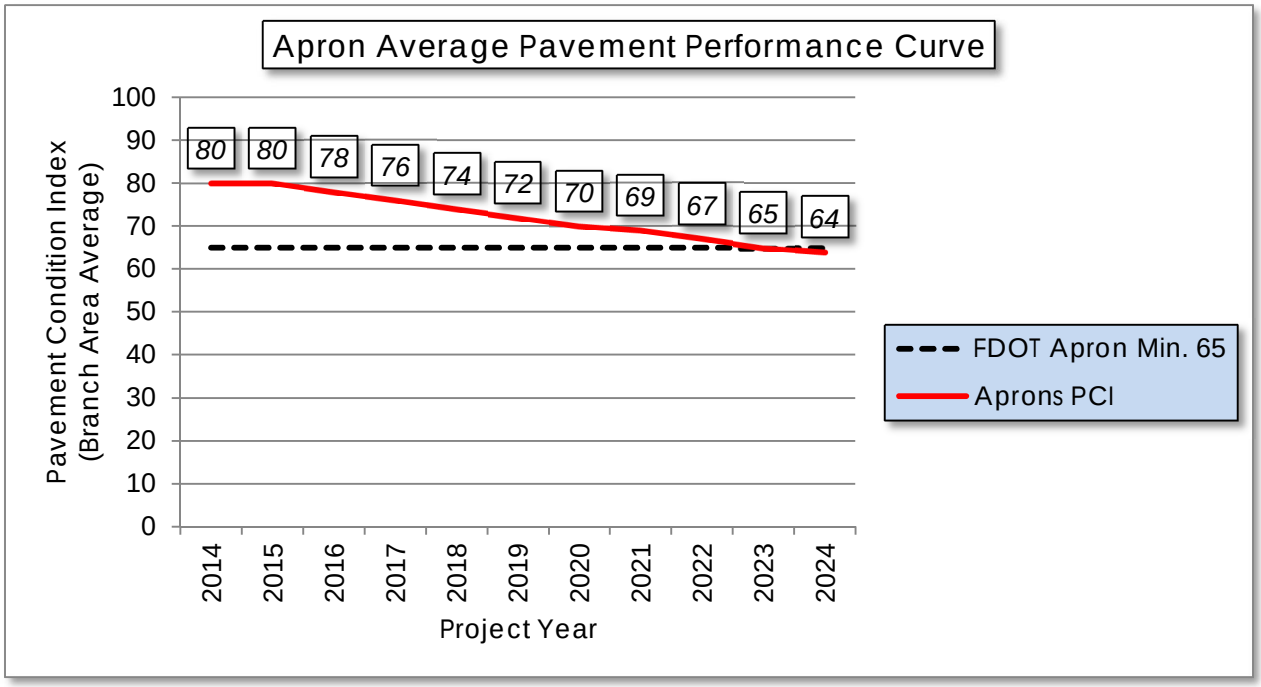
(a) Runway



(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
80
80
78
76
74
72
70
69
67
65
64
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
EAST APRON	AP E	4405	BLOCK CR	L	Surface Seal	22,069.60	SqFt	$0.55	$ 12,138.39
EAST APRON	AP E	4405	L & T CR	M	Crack Sealing - AC	3,099.30	Ft	$2.75	$ 8,523.18
EAST APRON	AP E	4405	L & T CR	L	Crack Sealing - AC	13,261.00	Ft	$2.75	$ 36,467.62
EAST APRON	AP E	4405	RAVELING	L	Surface Seal	255,240.00	SqFt	$0.55	$ 140,383.17
SOUTH APRON	AP S	4505	L & T CR	L	Crack Sealing - AC	3,692.70	Ft	$2.75	$ 10,154.82
SOUTH APRON	AP S	4505	OIL SPILLAGE	N	Surface Seal	127.70	SqFt	$0.55	$ 70.22
SOUTH APRON	AP S	4505	RAVELING	L	Surface Seal	34,899.10	SqFt	$0.55	$ 19,194.68
SOUTH APRON	AP S	4510	BLOCK CR	L	Surface Seal	127,195.10	SqFt	$0.55	$ 69,957.91
SOUTH APRON	AP S	4510	L & T CR	L	Crack Sealing - AC	11,516.20	Ft	$2.75	$ 31,669.51
SOUTH APRON	AP S	4510	L & T CR	M	Crack Sealing - AC	445.70	Ft	$2.75	$ 1,225.60
SOUTH APRON	AP S	4510	OIL SPILLAGE	N	Surface Seal	109.30	SqFt	$0.55	$ 60.11
SOUTH APRON	AP S	4510	RAVELING	L	Surface Seal	265,621.30	SqFt	$0.55	$ 146,092.91
SOUTH APRON	AP S	4510	RAVELING	M	Surface Seal	69,525.00	SqFt	$0.55	$ 38,239.08
SOUTH APRON	AP S	4515	DEPRESSION	L	Patching - AC Full Depth	743.30	SqFt	$5.00	$ 3,716.41
SOUTH APRON	AP S	4515	L & T CR	L	Crack Sealing - AC	9,396.90	Ft	$2.75	$ 25,841.42

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRON	AP S	4515	L & T CR	M	Crack Sealing - AC	358.00	Ft	$2.75	$ 984.44
SOUTH APRON	AP S	4515	OIL SPILLAGE	N	Surface Seal	75.70	SqFt	$0.55	$ 41.62
SOUTH APRON	AP S	4515	RAVELING	L	Surface Seal	50,463.50	SqFt	$0.55	$ 27,755.18
SOUTH APRON	AP S	4515	RAVELING	M	Surface Seal	14,319.10	SqFt	$0.55	$ 7,875.56
TERMINAL APRON	AP TERM	4205	SCALING	M	Patching - PCC Partial Depth	3,045.50	SqFt	$19.10	$ 58,169.39
TERMINAL APRON	AP TERM	4205	SCALING	L	Patching - PCC Partial Depth	30,455.20	SqFt	$19.10	$ 581,693.92
TERMINAL APRON	AP TERM	4205	FAULTING	L	Patching - PCC Partial Depth	1,218.20	SqFt	$19.10	$ 23,267.76
TERMINAL APRON	AP TERM	4205	SHRINKAGE CR	N	Crack Sealing - PCC	438.60	Ft	$4.25	$ 1,863.86
TERMINAL APRON	AP TERM	4205	JOINT SPALL	L	Patching - PCC Partial Depth	40.00	SqFt	$19.10	$ 763.38
TERMINAL APRON	AP TERM	4210	SCALING	L	Patching - PCC Partial Depth	8,657.00	SqFt	$19.10	$ 165,348.16
TERMINAL APRON	AP TERM	4210	SHRINKAGE CR	N	Crack Sealing - PCC	767.00	Ft	$4.25	$ 3,259.70
TERMINAL APRON	AP TERM	4210	JOINT SPALL	L	Patching - PCC Partial Depth	104.80	SqFt	$19.10	$ 2,002.61
TERMINAL APRON	AP TERM	4210	CORNER SPALL	L	Patching - PCC Partial Depth	26.20	SqFt	$19.10	$ 500.65
TERMINAL APRON	AP TERM	4215	JOINT SPALL	L	Patching - PCC Partial Depth	36.50	SqFt	$19.10	$ 696.72
TERMINAL APRON	AP TERM	4220	SHRINKAGE CR	N	Crack Sealing - PCC	47.10	Ft	$4.25	$ 200.13
TERMINAL APRON	AP TERM	4225	SCALING	L	Patching - PCC Partial Depth	6,302.20	SqFt	$19.10	$ 120,371.08

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TERMINAL APRON	AP TERM	4225	JOINT SPALL	L	Patching - PCC Partial Depth	11.50	SqFt	$19.10	$ 219.40
TERMINAL APRON	AP TERM	4230	ALLIGATOR CR	M	Patching - AC Full Depth	955.10	SqFt	$5.00	$ 4,775.71
TERMINAL APRON	AP TERM	4230	ALLIGATOR CR	L	Patching - AC Full Depth	1,378.30	SqFt	$5.00	$ 6,891.68
TERMINAL APRON	AP TERM	4230	ALLIGATOR CR	H	Patching - AC Full Depth	748.20	SqFt	$5.00	$ 3,740.94
TERMINAL APRON	AP TERM	4230	BLOCK CR	M	Patching - AC Full Depth	3,210.90	SqFt	$5.00	$ 16,054.74
TERMINAL APRON	AP TERM	4230	BLOCK CR	L	Surface Seal	1,926.60	SqFt	$0.55	$ 1,059.62
TERMINAL APRON	AP TERM	4230	DEPRESSION	L	Patching - AC Full Depth	89.70	SqFt	$5.00	$ 448.42
TERMINAL APRON	AP TERM	4230	L & T CR	L	Crack Sealing - AC	976.10	Ft	$2.75	$ 2,684.35
TERMINAL APRON	AP TERM	4230	OIL SPILLAGE	N	Surface Seal	835.80	SqFt	$0.55	$ 459.69
TERMINAL APRON	AP TERM	4230	PATCHING	H	Patching - AC Full Depth	178.10	SqFt	$5.00	$ 890.26
TERMINAL APRON	AP TERM	4230	PATCHING	M	Patching - AC Full Depth	3,025.80	SqFt	$5.00	$ 15,129.06
TERMINAL APRON	AP TERM	4230	RAVELING	L	Surface Seal	4,165.70	SqFt	$0.55	$ 2,291.14
TERMINAL APRON	AP TERM	4230	RAVELING	M	Surface Seal	16,658.40	SqFt	$0.55	$ 9,162.19
TERMINAL APRON	AP TERM	4230	RUTTING	M	Patching - AC Full Depth	642.20	SqFt	$5.00	$ 3,210.95
TERMINAL APRON	AP TERM	4235	SCALING	L	Patching - PCC Partial Depth	8,530.20	SqFt	$19.10	$ 162,926.52
TERMINAL APRON	AP TERM	4235	SHRINKAGE CR	N	Crack Sealing - PCC	36.10	Ft	$4.25	$ 153.54

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON WEST	AP W	4605	L & T CR	M	Crack Sealing - AC	202.50	Ft	$2.75	$ 556.87
APRON WEST	AP W	4605	L & T CR	L	Crack Sealing - AC	514.70	Ft	$2.75	$ 1,415.37
APRON WEST	AP W	4605	OIL SPILLAGE	N	Surface Seal	359.00	SqFt	$0.55	$ 197.47
APRON WEST	AP W	4605	RAVELING	L	Surface Seal	63,280.40	SqFt	$0.55	$ 34,804.50
RUNWAY 17-35	RW 17-35	6105	JT SEAL DMG	L	Joint Seal - PCC	5,228.20	Ft	$3.00	$ 15,684.64
RUNWAY 17-35	RW 17-35	6105	SHRINKAGE CR	N	Crack Sealing - PCC	60.80	Ft	$4.25	$ 258.54
RUNWAY 17-35	RW 17-35	6105	JOINT SPALL	M	Patching - PCC Partial Depth	26.60	SqFt	$19.10	$ 508.27
RUNWAY 17-35	RW 17-35	6105	JOINT SPALL	L	Patching - PCC Partial Depth	665.30	SqFt	$19.10	$ 12,706.65
RUNWAY 17-35	RW 17-35	6105	CORNER SPALL	L	Patching - PCC Partial Depth	22.20	SqFt	$19.10	$ 423.55
RUNWAY 17-35	RW 17-35	6110	JT SEAL DMG	L	Joint Seal - PCC	1,177.50	Ft	$3.00	$ 3,532.38
RUNWAY 17-35	RW 17-35	6110	SHRINKAGE CR	N	Crack Sealing - PCC	16.60	Ft	$4.25	$ 70.35
RUNWAY 17-35	RW 17-35	6110	JOINT SPALL	L	Patching - PCC Partial Depth	126.70	SqFt	$19.10	$ 2,420.36
RUNWAY 17-35	RW 17-35	6110	CORNER SPALL	L	Patching - PCC Partial Depth	36.20	SqFt	$19.10	$ 691.53
RUNWAY 17-35	RW 17-35	6115	L & T CR	L	Crack Sealing - AC	367.50	Ft	$2.75	$ 1,010.62
RUNWAY 17-35	RW 17-35	6115	RAVELING	L	Surface Seal	17,500.00	SqFt	$0.55	$ 9,625.08
RUNWAY 17-35	RW 17-35	6120	L & T CR	M	Crack Sealing - AC	31.50	Ft	$2.75	$ 86.62

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 17-35	RW 17-35	6120	L & T CR	L	Crack Sealing - AC	364.90	Ft	$2.75	$ 1,003.41
RUNWAY 17-35	RW 17-35	6120	RAVELING	L	Surface Seal	2,625.00	SqFt	$0.55	$ 1,443.76
RUNWAY 17-35	RW 17-35	6125	SHRINKAGE CR	N	Crack Sealing - PCC	250.70	Ft	$4.25	$ 1,065.45
RUNWAY 17-35	RW 17-35	6125	JOINT SPALL	L	Patching - PCC Partial Depth	643.20	SqFt	$19.10	$ 12,285.57
RUNWAY 17-35	RW 17-35	6125	CORNER SPALL	L	Patching - PCC Partial Depth	10.50	SqFt	$19.10	$ 201.40
RUNWAY 17-35	RW 17-35	6130	SCALING	L	Patching - PCC Partial Depth	259.80	SqFt	$19.10	$ 4,962.99
RUNWAY 17-35	RW 17-35	6130	SHRINKAGE CR	N	Crack Sealing - PCC	83.30	Ft	$4.25	$ 353.95
RUNWAY 17-35	RW 17-35	6130	JOINT SPALL	L	Patching - PCC Partial Depth	236.80	SqFt	$19.10	$ 4,523.00
RUNWAY 8-26	RW 8-26	6205	L & T CR	L	Crack Sealing - AC	6,042.40	Ft	$2.75	$ 16,616.58
RUNWAY 8-26	RW 8-26	6205	RAVELING	L	Surface Seal	31,200.00	SqFt	$0.55	$ 17,160.14
RUNWAY 8-26	RW 8-26	6210	L & T CR	L	Crack Sealing - AC	2,873.00	Ft	$2.75	$ 7,900.74
RUNWAY 8-26	RW 8-26	6210	RAVELING	L	Surface Seal	3,250.00	SqFt	$0.55	$ 1,787.51
RUNWAY 8-26	RW 8-26	6215	L & T CR	L	Crack Sealing - AC	6,034.40	Ft	$2.75	$ 16,594.58
RUNWAY 8-26	RW 8-26	6215	RAVELING	L	Surface Seal	28,500.00	SqFt	$0.55	$ 15,675.13
RUNWAY 8-26	RW 8-26	6220	L & T CR	L	Crack Sealing - AC	2,344.30	Ft	$2.75	$ 6,446.84
RUNWAY 8-26	RW 8-26	6220	RAVELING	L	Surface Seal	2,376.50	SqFt	$0.55	$ 1,307.06

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 8-26	RW 8-26	6225	ALLIGATOR CR	L	Patching - AC Full Depth	49.40	SqFt	$5.00	$ 247.02
RUNWAY 8-26	RW 8-26	6225	L & T CR	L	Crack Sealing - AC	2,066.30	Ft	$2.75	$ 5,682.40
RUNWAY 8-26	RW 8-26	6225	RAVELING	L	Surface Seal	28,799.00	SqFt	$0.55	$ 15,839.60
RUNWAY 8-26	RW 8-26	6230	L & T CR	L	Crack Sealing - AC	606.00	Ft	$2.75	$ 1,666.46
RUNWAY 8-26	RW 8-26	6230	RAVELING	L	Surface Seal	2,249.90	SqFt	$0.55	$ 1,237.48
RUNWAY 8-26	RW 8-26	6235	L & T CR	L	Crack Sealing - AC	10,049.40	Ft	$2.75	$ 27,635.90
RUNWAY 8-26	RW 8-26	6235	RAVELING	L	Surface Seal	60,714.30	SqFt	$0.55	$ 33,393.14
RUNWAY 8-26	RW 8-26	6240	L & T CR	L	Crack Sealing - AC	2,937.60	Ft	$2.75	$ 8,078.39
RUNWAY 8-26	RW 8-26	6240	RAVELING	L	Surface Seal	4,250.00	SqFt	$0.55	$ 2,337.52
RUNWAY 8-26	RW 8-26	6245	L & T CR	L	Crack Sealing - AC	2,392.00	Ft	$2.75	$ 6,577.99
RUNWAY 8-26	RW 8-26	6245	RAVELING	L	Surface Seal	12,000.00	SqFt	$0.55	$ 6,600.05
RUNWAY 8-26	RW 8-26	6250	L & T CR	L	Crack Sealing - AC	400.00	Ft	$2.75	$ 1,100.00
RUNWAY 8-26	RW 8-26	6250	RAVELING	L	Surface Seal	1,000.00	SqFt	$0.55	$ 550.00
RUNWAY 8-26	RW 8-26	6255	L & T CR	L	Crack Sealing - AC	3,404.00	Ft	$2.75	$ 9,360.99
RUNWAY 8-26	RW 8-26	6255	RAVELING	L	Surface Seal	14,000.00	SqFt	$0.55	$ 7,700.06
RUNWAY 8-26	RW 8-26	6260	L & T CR	L	Crack Sealing - AC	972.00	Ft	$2.75	$ 2,673.00

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 8-26	RW 8-26	6260	RAVELING	L	Surface Seal	1,500.00	SqFt	$0.55	$ 825.01
RUNWAY 8-26	RW 8-26	6265	L & T CR	L	Crack Sealing - AC	1,809.80	Ft	$2.75	$ 4,976.97
RUNWAY 8-26	RW 8-26	6265	RAVELING	L	Surface Seal	11,011.00	SqFt	$0.55	$ 6,056.10
RUNWAY 8-26	RW 8-26	6270	L & T CR	L	Crack Sealing - AC	340.30	Ft	$2.75	$ 935.93
RUNWAY 8-26	RW 8-26	6270	RAVELING	L	Surface Seal	2,502.50	SqFt	$0.55	$ 1,376.39
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	9,585.30	Ft	$2.75	$ 26,359.64
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	17,742.90	SqFt	$0.55	$ 9,758.66
TAXIWAY ALPHA	TW A	115	ALLIGATOR CR	L	Patching - AC Full Depth	223.00	SqFt	$5.00	$ 1,114.98
TAXIWAY ALPHA	TW A	115	L & T CR	L	Crack Sealing - AC	15,195.60	Ft	$2.75	$ 41,787.82
TAXIWAY ALPHA	TW A	115	RAVELING	L	Surface Seal	14,926.60	SqFt	$0.55	$ 8,209.67
TAXIWAY ALPHA	TW A	115	RUTTING	L	Patching - AC Full Depth	167.00	SqFt	$5.00	$ 834.92
TAXIWAY A1	TW A1	120	ALLIGATOR CR	L	Patching - AC Full Depth	215.80	SqFt	$5.00	$ 1,078.99
TAXIWAY A1	TW A1	120	ALLIGATOR CR	M	Patching - AC Full Depth	1,065.10	SqFt	$5.00	$ 5,325.28
TAXIWAY A1	TW A1	120	L & T CR	L	Crack Sealing - AC	473.40	Ft	$2.75	$ 1,301.75
TAXIWAY A1	TW A1	120	OIL SPILLAGE	N	Surface Seal	87.10	SqFt	$0.55	$ 47.88
TAXIWAY A1	TW A1	120	RAVELING	L	Surface Seal	4,742.60	SqFt	$0.55	$ 2,608.44

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A1	TW A1	120	RUTTING	L	Patching - AC Full Depth	937.80	SqFt	$5.00	$ 4,689.00
TAXIWAY A2	TW A2	150	L & T CR	L	Crack Sealing - AC	1,057.60	Ft	$2.75	$ 2,908.48
TAXIWAY A2	TW A2	150	RAVELING	L	Surface Seal	2,763.80	SqFt	$0.55	$ 1,520.11
TAXIWAY A2	TW A2	160	L & T CR	L	Crack Sealing - AC	989.80	Ft	$2.75	$ 2,721.99
TAXIWAY A2	TW A2	160	RAVELING	L	Surface Seal	7,498.60	SqFt	$0.55	$ 4,124.26
TAXIWAY A3	TW A3	170	JOINT SPALL	L	Patching - PCC Partial Depth	79.50	SqFt	$19.10	$ 1,519.09
TAXIWAY A3	TW A4	130	BLEEDING	N	Patching - AC Partial Depth	48.00	SqFt	$3.00	$ 144.14
TAXIWAY A4	TW A4	130	L & T CR	L	Crack Sealing - AC	192.20	Ft	$2.75	$ 528.51
TAXIWAY A4	TW A4	130	RAVELING	L	Surface Seal	2,498.40	SqFt	$0.55	$ 1,374.13
TAXIWAY A5	TW A5	125	DEPRESSION	L	Patching - AC Full Depth	295.80	SqFt	$5.00	$ 1,479.18
TAXIWAY A5	TW A5	125	L & T CR	L	Crack Sealing - AC	51.30	Ft	$2.75	$ 140.98
TAXIWAY A5	TW A5	125	RAVELING	L	Surface Seal	2,486.50	SqFt	$0.55	$ 1,367.56
TAXIWAY A7	TW A7	215	BLEEDING	N	Patching - AC Partial Depth	2,701.70	SqFt	$3.00	$ 8,105.23
TAXIWAY A7	TW A7	215	L & T CR	L	Crack Sealing - AC	538.30	Ft	$2.75	$ 1,480.37
TAXIWAY A7	TW A7	215	L & T CR	M	Crack Sealing - AC	507.80	Ft	$2.75	$ 1,396.58
TAXIWAY A7	TW A7	215	RAVELING	L	Surface Seal	3,605.70	SqFt	$0.55	$ 1,983.16

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	205	BLEEDING	N	Patching - AC Partial Depth	339.30	SqFt	$3.00	$ 1,017.92
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	5,241.40	Ft	$2.75	$ 14,413.86
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	10,715.00	SqFt	$0.55	$ 5,893.28
TAXIWAY BRAVO	TW B	210	L & T CR	L	Crack Sealing - AC	2,133.80	Ft	$2.75	$ 5,868.07
TAXIWAY BRAVO	TW B	210	RAVELING	L	Surface Seal	2,598.70	SqFt	$0.55	$ 1,429.31
TAXIWAY BRAVO	TW B	217	L & T CR	L	Crack Sealing - AC	48.00	Ft	$2.75	$ 132.00
TAXIWAY BRAVO	TW B	217	RAVELING	M	Surface Seal	90.00	SqFt	$0.55	$ 49.50
TAXIWAY BRAVO	TW B	217	RAVELING	L	Surface Seal	550.00	SqFt	$0.55	$ 302.50
TAXIWAY BRAVO	TW B	217	SWELLING	M	Patching - AC Full Depth	39.10	SqFt	$5.00	$ 195.38
TAXIWAY BRAVO	TW B	220	L & T CR	L	Crack Sealing - AC	8,446.70	Ft	$2.75	$ 23,228.38
TAXIWAY BRAVO	TW B	220	RAVELING	L	Surface Seal	8,446.70	SqFt	$0.55	$ 4,645.72
TAXIWAY BRAVO	TW B	230	L & T CR	L	Crack Sealing - AC	416.80	Ft	$2.75	$ 1,146.28
TAXIWAY BRAVO	TW B	230	RAVELING	L	Surface Seal	3,675.70	SqFt	$0.55	$ 2,021.64
TAXIWAY B2	TW B2	212	L & T CR	L	Crack Sealing - AC	394.70	Ft	$2.75	$ 1,085.37
TAXIWAY B2	TW B2	212	RAVELING	L	Surface Seal	1,623.40	SqFt	$0.55	$ 892.88
TAXIWAY B2	TW B2	213	JT SEAL DMG	L	Joint Seal - PCC	1,167.00	Ft	$3.00	$ 3,500.89

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY B2	TW B2	213	SCALING	L	Patching - PCC Partial Depth	589.50	SqFt	$19.10	$ 11,259.95
TAXIWAY B2	TW B2	213	SHRINKAGE CR	N	Crack Sealing - PCC	14.10	Ft	$4.25	$ 60.13
TAXIWAY B2	TW B2	213	JOINT SPALL	L	Patching - PCC Partial Depth	23.20	SqFt	$19.10	$ 443.30
TAXIWAY B2	TW B2	240	L & T CR	L	Crack Sealing - AC	842.90	Ft	$2.75	$ 2,317.87
TAXIWAY B2	TW B2	240	RAVELING	L	Surface Seal	2,518.90	SqFt	$0.55	$ 1,385.41
TAXIWAY B3	TW B3	255	L & T CR	L	Crack Sealing - AC	618.40	Ft	$2.75	$ 1,700.70
TAXIWAY B3	TW B3	255	RAVELING	L	Surface Seal	2,512.40	SqFt	$0.55	$ 1,381.83
TAXIWAY B3	TW B4	260	L & T CR	L	Crack Sealing - AC	975.10	Ft	$2.75	$ 2,681.39
TAXIWAY B4	TW B4	260	RAVELING	L	Surface Seal	2,502.00	SqFt	$0.55	$ 1,376.12
TAXIWAY B4	TW B5	265	L & T CR	L	Crack Sealing - AC	1,406.80	Ft	$2.75	$ 3,868.70
TAXIWAY B5	TW B5	265	RAVELING	L	Surface Seal	2,416.30	SqFt	$0.55	$ 1,328.99
TAXIWAY B7	TW B7	270	L & T CR	L	Crack Sealing - AC	216.30	Ft	$2.75	$ 594.94
TAXIWAY B7	TW B7	270	PATCHING	M	Patching - AC Full Depth	800.50	SqFt	$5.00	$ 4,002.58
TAXIWAY B7	TW B7	270	RAVELING	L	Surface Seal	745.50	SqFt	$0.55	$ 410.01
TAXIWAY B7	TW B8	280	PATCHING	M	Patching - AC Full Depth	480.40	SqFt	$5.00	$ 2,401.91
TAXIWAY B8	TW B8	280	RAVELING	L	Surface Seal	647.20	SqFt	$0.55	$ 355.98

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	250	BLEEDING	N	Patching - AC Partial Depth	62.50	SqFt	$3.00	$ 187.53
TAXIWAY CHARLIE	TW C	250	L & T CR	L	Crack Sealing - AC	575.10	Ft	$2.75	$ 1,581.54
TAXIWAY CHARLIE	TW C	250	RAVELING	L	Surface Seal	1,681.60	SqFt	$0.55	$ 924.87
TAXIWAY CHARLIE	TW C	252	L & T CR	L	Crack Sealing - AC	968.50	Ft	$2.75	$ 2,663.33
TAXIWAY CHARLIE	TW C	252	RAVELING	L	Surface Seal	822.90	SqFt	$0.55	$ 452.62
TAXIWAY CHARLIE	TW C	505	L & T CR	L	Crack Sealing - AC	689.70	Ft	$2.75	$ 1,896.80
TAXIWAY CHARLIE	TW C	505	RAVELING	L	Surface Seal	1,313.80	SqFt	$0.55	$ 722.60
TAXIWAY CHARLIE	TW C	510	L & T CR	L	Crack Sealing - AC	2,181.70	Ft	$2.75	$ 5,999.63
TAXIWAY CHARLIE	TW C	510	RAVELING	L	Surface Seal	3,358.90	SqFt	$0.55	$ 1,847.41
TAXIWAY C2	TW C2	515	L & T CR	L	Crack Sealing - AC	949.30	Ft	$2.75	$ 2,610.54
TAXIWAY C2	TW C2	515	RAVELING	L	Surface Seal	1,582.10	SqFt	$0.55	$ 870.19
TAXIWAY DELTA	TW D	140	L & T CR	L	Crack Sealing - AC	1,352.20	Ft	$2.75	$ 3,718.60
TAXIWAY DELTA	TW D	140	L & T CR	M	Crack Sealing - AC	367.50	Ft	$2.75	$ 1,010.63
TAXIWAY DELTA	TW D	140	RAVELING	L	Surface Seal	2,186.20	SqFt	$0.55	$ 1,202.40
TAXIWAY DELTA	TW D	405	DEPRESSION	L	Patching - AC Full Depth	61.40	SqFt	$5.00	$ 306.87
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	4,029.10	Ft	$2.75	$ 11,079.97

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	405	RAVELING	L	Surface Seal	5,937.60	SqFt	$0.55	$ 3,265.71
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	1,021.70	Ft	$2.75	$ 2,809.65
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	1,006.20	SqFt	$0.55	$ 553.39
TAXIWAY DELTA	TW D	430	L & T CR	L	Crack Sealing - AC	347.10	Ft	$2.75	$ 954.40
TAXIWAY DELTA	TW D	430	RAVELING	L	Surface Seal	1,527.90	SqFt	$0.55	$ 840.35
TAXIWAY D1	TW D1	415	L & T CR	L	Crack Sealing - AC	168.90	Ft	$2.75	$ 464.38
TAXIWAY D1	TW D1	415	RAVELING	L	Surface Seal	656.70	SqFt	$0.55	$ 361.19
TAXIWAY D2	TW D2	420	L & T CR	L	Crack Sealing - AC	402.40	Ft	$2.75	$ 1,106.59
TAXIWAY D2	TW D2	420	RAVELING	L	Surface Seal	657.00	SqFt	$0.55	$ 361.34
TAXIWAY D2	TW D3	425	DEPRESSION	L	Patching - AC Full Depth	63.50	SqFt	$5.00	$ 317.74
TAXIWAY D3	TW D3	425	RAVELING	L	Surface Seal	711.00	SqFt	$0.55	$ 391.05
								Total =	$ 2,390,603.62

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
SECTION: 120	FY 2015	TW A1: 120	RECONSTRUCTION	$1.09M
SECTION: 4230	FY 2015	AP TERM: 4230	RECONSTRUCTION	$0.55M
SECTION: 4405	FY 2015	AP E: 4405	MILL AND OVERLAY	$4.59M
SECTION: 4510	FY 2015	AP S: 4510	MILL AND OVERLAY	$6.09M
SECTION: 270	FY 2016	TW B7: 270	MILL AND OVERLAY	$0.28M
SECTION: 215	FY 2017	TW A7: 215	MILL AND OVERLAY	$1.38M
SECTION: 4515	FY 2017	AP S: 4515	MILL AND OVERLAY	$4.18M
SECTION: 4505	FY 2019	AP S: 4505	MILL AND OVERLAY	$2.28M
SECTION: 4605	FY 2019	AP W: 4605	MILL AND OVERLAY	$4.44M
SECTION: 252	FY 2021	TW C: 252	MILL AND OVERLAY	$0.35M
SECTION: 6215	FY 2021	RW 8-26: 6215	MILL AND OVERLAY	$2.04M
SECTION: 6235	FY 2021	RW 8-26: 6235	MILL AND OVERLAY	$3.65M
SECTION: 6245	FY 2021	RW 8-26: 6245	MILL AND OVERLAY	$0.86M
SECTION: 115	FY 2022	TW A: 115	MILL AND OVERLAY	$6.59M
SECTION: 6225	FY 2022	RW 8-26: 6225	MILL AND OVERLAY	$1.99M
SECTION: 6255	FY 2022	RW 8-26: 6255	MILL AND OVERLAY	$1.33M
SECTION: 140	FY 2023	TW D: 140	MILL AND OVERLAY	$1.00M
SECTION: 160	FY 2023	TW A2: 160	MILL AND OVERLAY	$0.85M
SECTION: 217	FY 2023	TW B: 217	MILL AND OVERLAY	$0.25M
SECTION: 280	FY 2023	TW B8: 280	MILL AND OVERLAY	$0.30M
SECTION: 410	FY 2023	TW D: 410	MILL AND OVERLAY	$0.46M
SECTION: 505	FY 2023	TW C: 505	MILL AND OVERLAY	$0.30M
SECTION: 6115	FY 2023	RW 17-35: 6115	MILL AND OVERLAY	$1.20M
SECTION: 6205	FY 2023	RW 8-26: 6205	MILL AND OVERLAY	$2.96M
SECTION: 210	FY 2024	TW B: 210	MILL AND OVERLAY	$1.22M
SECTION: 6210	FY 2024	RW 8-26: 6210	MILL AND OVERLAY	$1.53M
SECTION: 6220	FY 2024	RW 8-26: 6220	MILL AND OVERLAY	$1.12M

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

PENSACOLA INTERNATIONAL AIRPORT
ESCAMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PNS
FDOT DISTRICT: 3

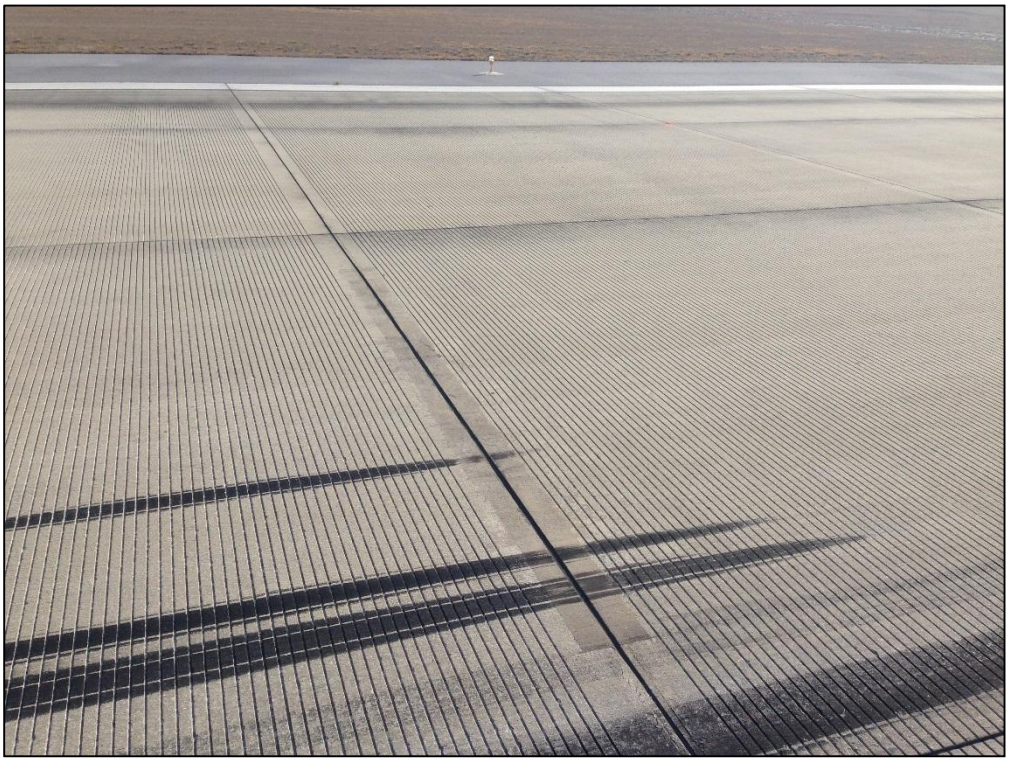
Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP E	4405	$ 4,594,320.00	62	Mill and Overlay	100
2015	AP S	4510	$ 6,088,788.00	50	Mill and Overlay	100
2015	AP TERM	4230	$ 546,503.00	8	Reconstruction	100
2015	TW A1	120	$ 1,090,177.00	37	Reconstruction	100
2016	TW B7	270	$ 276,227.00	64	Mill and Overlay	100
2017	AP S	4515	$ 4,183,844.00	64	Mill and Overlay	100
2017	TW A7	215	$ 1,377,982.00	64	Mill and Overlay	100
2019	AP S	4505	$ 2,279,966.00	64	Mill and Overlay	100
2019	AP W	4605	$ 4,444,292.00	64	Mill and Overlay	100
2021	RW 8-26	6215	$ 2,041,830.00	64	Mill and Overlay	100
2021	RW 8-26	6235	$ 3,653,800.00	64	Mill and Overlay	100
2021	RW 8-26	6245	$ 859,718.00	65	Mill and Overlay	100
2021	TW C	252	$ 353,580.00	65	Mill and Overlay	100
2022	RW 8-26	6225	$ 1,992,329.00	65	Mill and Overlay	100
2022	RW 8-26	6255	$ 1,328,264.00	65	Mill and Overlay	100
2022	TW A	115	$ 6,594,631.00	64	Mill and Overlay	100
2023	RW 17-35	6115	$ 1,197,098.00	64	Mill and Overlay	100
2023	RW 8-26	6205	$ 2,964,242.00	64	Mill and Overlay	100
2023	TW A2	160	$ 854,910.00	65	Mill and Overlay	100
2023	TW B	217	$ 250,820.00	64	Mill and Overlay	100
2023	TW B8	280	$ 303,652.00	64	Mill and Overlay	100
2023	TW C	505	$ 299,571.00	64	Mill and Overlay	100
2023	TW D	140	$ 995,256.00	64	Mill and Overlay	100
2023	TW D	410	$ 459,640.00	64	Mill and Overlay	100
2024	RW 8-26	6210	$ 1,526,585.00	65	Mill and Overlay	100
2024	RW 8-26	6220	$ 1,115,581.00	64	Mill and Overlay	100
2024	TW B	210	$ 1,220,845.00	65	Mill and Overlay	100
		Total =	$ 52,894,451.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS



Runway 17-35, Section 6125, Sample Unit 402 – Low Severity (66) Small Patching

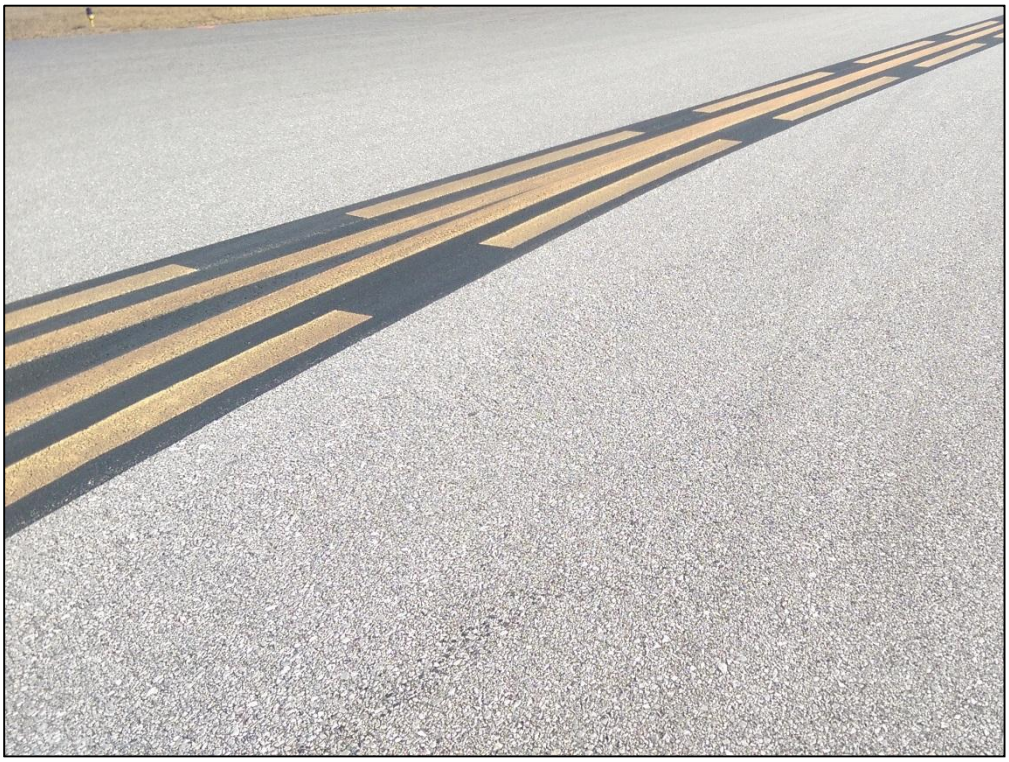
Runway 17-35, Section 6105, Sample Unit 346 – Medium Severity (74) Joint Spalling

Runway 8-26, Section 6215, Sample Unit 330 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 8-26, Section 6255, Sample Unit 418 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

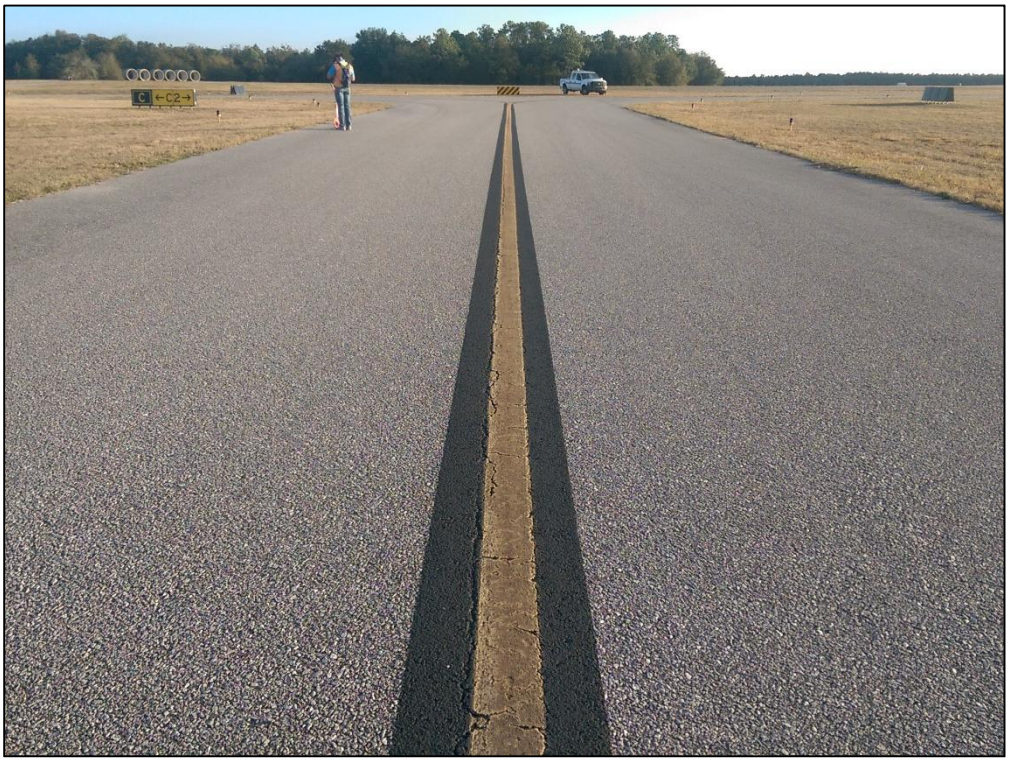
Taxiway Alpha, Section 105, Sample Unit 115 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway A1, Section 120, Sample Unit 102 – Low Severity (41) Alligator Cracking, Low Severity (53) Rutting, Low Severity (57) Weathering



Taxiway Charlie, Section 250, Sample Unit 405 – (42) Bleeding, Low Severity (57) Weathering

Taxiway Delta, Section 410, Sample Unit 601 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Taxiway Charlie, Section 510, Sample Unit 517 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Apron South, Section 4510, Sample Unit 502 – Low Severity (43) Block Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling

Taxiway A7, Section 215, Sample Unit 400 – (42) Bleeding, Low Severity (57) Weathering

Terminal Apron, Section 4235, Sample Unit 936 – Low Severity (66) Small Patching, Low Severity (67) Large Patching

Terminal Apron, Section 4210, Sample Unit 803 – Low Severity (63) Longitudinal, Transverse, and Diagonal Cracking

Terminal Apron, Section 4230, Sample Unit 101 – High Severity (41) Alligator Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP CARGO Name: CARGO APRON Use: APRON Area: 214,401.00SqFt

Section: 4705 of 2 From: - To: - Last Const.: 01/01/2015
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 68,880.00SqFt Length: 350.00Ft Width: 200.00Ft
Slabs: 175 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 6,450.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP CARGO Name: CARGO APRON Use: APRON Area: 214,401.00SqFt

Section: 4710 of 2 From: - To: - Last Const.: 01/01/2015
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 145,521.00SqFt Length: 500.00Ft Width: 250.00Ft
Slabs: 312 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 11,750.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

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

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 255,240.00SqFt

Section: 4405 of 1 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 255,240.00SqFt Length: 985.00Ft Width: 260.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 67 Surveyed: 7
Conditions: PCI : 63
Inspection Comments:

Sample Number: 108 Type: R Area: 3,825.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft	Comments:
52 RAVELING	L	3,825.00	SqFt	Comments:

Sample Number: 200 Type: R Area: 3,825.00SqFt PCI = 55
Sample Comments:

43 BLOCK CRACKING	L	1,620.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	39.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft	Comments:
56 SWELLING	L	45.00	SqFt	Comments:
52 RAVELING	L	3,825.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 3,825.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	85.00	Ft	Comments:
52 RAVELING	L	3,825.00	SqFt	Comments:

Sample Number: 311 Type: R Area: 4,500.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	345.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	101.00	Ft	Comments:
52 RAVELING	L	4,500.00	SqFt	Comments:

Sample Number: 405 Type: R Area: 3,825.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	98.00	Ft	Comments:
52 RAVELING	L	3,825.00	SqFt	Comments:

Sample Number: 501 Type: R Area: 3,825.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.00	Ft	Comments:
43 BLOCK CRACKING	L	680.00	SqFt	Comments:
52 RAVELING	L	3,825.00	SqFt	Comments:

Sample Number: 607 Type: R Area: 2,975.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft	Comments:
52 RAVELING	L	2,975.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 86,169.00SqFt

Section: 4310 of 4 From: - To: - Last Const.: 01/01/2015
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 26,365.00SqFt Length: 210.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 04/18/2011 Total Samples: 10 Surveyed: 2
Conditions: PCI : 66
Inspection Comments:

Sample Number: 650 Type: R Area: 1,856.00SqFt PCI = 52
Sample Comments:

47 JOINT REFLECTION CRACKING	H	72.02 Ft	Comments:
52 RAVELING	H	12.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	49.01 Ft	Comments:

Sample Number: 750 Type: R Area: 5,093.00SqFt PCI = 71
Sample Comments:

47 JOINT REFLECTION CRACKING	L	115.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	468.12 Ft	Comments:
56 SWELLING	L	13.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 86,169.00SqFt

Section: 4315 of 4 From: - To: - Last Const.: 01/01/2015
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 9,900.00SqFt Length: 110.00Ft Width: 90.00Ft
Slabs: 16 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 592.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 04/18/2011 Total Samples: 1 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 100 Type: R Area: 16.00Slabs PCI = 78
Sample Comments:

70 SCALING/CRAZING	L	16.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	16.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 86,169.00SqFt

Section: 4320 of 4 From: - To: - Last Const.: 01/01/2015
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 12,201.00SqFt Length: 275.00Ft Width: 78.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 04/18/2011 Total Samples: 6 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 502 Type: R Area: 3,900.00SqFt PCI = 59
Sample Comments:

52	RAVELING	L	3,899.97 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.01 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.02 Ft	Comments:
56	SWELLING	L	16.00 SqFt	Comments:
49	OIL SPILLAGE	N	32.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 86,169.00SqFt

Section: 4325 of 4 From: - To: - Last Const.: 01/01/2015
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 37,703.00SqFt Length: 475.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 04/18/2011 Total Samples: 23 Surveyed: 3
Conditions: PCI : 22
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 23
Sample Comments:

52	RAVELING	M	4,888.96 SqFt	Comments:
52	RAVELING	H	111.00 SqFt	Comments:
50	PATCHING	L	7.00 SqFt	Comments:
50	PATCHING	M	3.00 SqFt	Comments:
56	SWELLING	L	49.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	150.04 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	11.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:

Sample Number: 355 Type: R Area: 5,000.00SqFt PCI = 20
Sample Comments:

50	PATCHING	L	575.00 SqFt	Comments:
52	RAVELING	H	360.00 SqFt	Comments:
52	RAVELING	M	4,064.97 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	71.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	88.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	65.02 Ft	Comments:

Sample Number: 454 Type: R Area: 5,000.00SqFt PCI = 21
Sample Comments:

52	RAVELING	M	2,384.98 SqFt	Comments:
52	RAVELING	H	325.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	94.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	74.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	118.03 Ft	Comments:
50	PATCHING	L	2,289.98 SqFt	Comments:
56	SWELLING	L	68.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 669,899.00SqFt

Section: 4505 of 3 From: To: Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: T
Area: 112,540.00SqFt Length: 1,680.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 26 Surveyed: 3
Conditions: PCI : 71
Inspection Comments:

Sample Number: 100 Type: R Area: 4,969.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	227.00	Ft	Comments:
52 RAVELING	L	2,485.00	SqFt	Comments:
57 WEATHERING	L	2,484.00	SqFt	Comments:
50 PATCHING	L	30.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

49 OIL SPILLAGE	N	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	Comments:
52 RAVELING	L	745.00	SqFt	Comments:
57 WEATHERING	L	2,980.00	SqFt	Comments:
50 PATCHING	L	275.00	SqFt	Comments:

Sample Number: 401 Type: R Area: 4,075.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	116.00	Ft	Comments:
52 RAVELING	L	815.00	SqFt	Comments:
57 WEATHERING	L	3,260.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 669,899.00SqFt

Section: 4510 of 3 From: To: Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: T
Area: 338,266.00SqFt Length: 3,230.00Ft Width: 105.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 72 Surveyed: 8
Conditions: PCI : 51
Inspection Comments:

Sample Number: 105 Type: R Area: 5,400.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
52 RAVELING	M	1,080.00	SqFt	Comments:
52 RAVELING	L	4,320.00	SqFt	Comments:
49 OIL SPILLAGE	N	8.00	SqFt	Comments:

Sample Number: 204 Type: R Area: 3,250.00SqFt PCI = 41
Sample Comments:

43 BLOCK CRACKING	L	3,200.00	SqFt	Comments:
52 RAVELING	L	2,600.00	SqFt	Comments:
52 RAVELING	M	650.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:

Sample Number: 211 Type: R Area: 3,250.00SqFt PCI = 52
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	367.00	Ft	Comments:
52 RAVELING	L	2,600.00	SqFt	Comments:
52 RAVELING	M	650.00	SqFt	Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	325.00	Ft	Comments:
52 RAVELING	L	4,000.00	SqFt	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

52 RAVELING	L	4,000.00	SqFt	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.00	Ft	Comments:

Sample Number: 408 Type: R Area: 5,350.00SqFt PCI = 60
Sample Comments:

52 RAVELING	L	4,280.00	SqFt	Comments:
52 RAVELING	M	1,070.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	213.00	Ft	Comments:

Sample Number: 502 Type: R Area: 5,350.00SqFt PCI = 43
Sample Comments:

43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

52 RAVELING	L	3,000.00	SqFt	Comments:
52 RAVELING	M	1,280.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
52 RAVELING	L	720.00	SqFt	Comments:
43 BLOCK CRACKING	L	720.00	SqFt	Comments:

Sample Number: 514 Type: R Area: 5,350.00SqFt PCI = 44

Sample Comments:

43 BLOCK CRACKING	L	5,350.00	SqFt	Comments:
52 RAVELING	L	4,280.00	SqFt	Comments:
52 RAVELING	M	1,070.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 669,899.00SqFt

Section: 4515 of 3 From: To: Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: T
Area: 219,093.00SqFt Length: 935.00Ft Width: 230.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 37 Surveyed: 4
Conditions: PCI : 68
Inspection Comments:

Sample Number: 104 Type: R Area: 6,400.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	149.00 Ft	Comments:
52	RAVELING	M	1,280.00 SqFt	Comments:
45	DEPRESSION	L	12.00 SqFt	Comments:
45	DEPRESSION	L	33.00 SqFt	Comments:
45	DEPRESSION	L	8.00 SqFt	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	175.00 Ft	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
49	OIL SPILLAGE	N	4.00 SqFt	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 4,685.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	381.00 Ft	Comments:
52	RAVELING	L	2,811.00 SqFt	Comments:
57	WEATHERING	L	1,874.00 SqFt	Comments:
56	SWELLING	L	30.00 SqFt	Comments:

Sample Number: 501 Type: R Area: 3,500.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00 Ft	Comments:
52	RAVELING	L	700.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	32.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4205 of 7 From: - To: - Last Const.: 01/01/1988
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: T
Area: 367,057.00SqFt Length: 800.00Ft Width: 600.00Ft
Slabs: 3,119 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 75,400.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 122 Surveyed: 10
Conditions: PCI : 94
Inspection Comments:

Sample Number: 159 Type: R Area: 20.00Slabs PCI = 75
Sample Comments:

70 SCALING/CRAZING	L	8.00 Slabs	Comments:
70 SCALING/CRAZING	M	4.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	M	1.00 Slabs	Comments:

Sample Number: 176 Type: R Area: 20.00Slabs PCI = 97
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:

Sample Number: 211 Type: R Area: 20.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 229 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

70 SCALING/CRAZING	L	9.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 234 Type: R Area: 20.00Slabs PCI = 87
Sample Comments:

70 SCALING/CRAZING	L	15.00 Slabs	Comments:
71 FAULTING	L	2.00 Slabs	Comments:

Sample Number: 250 Type: R Area: 20.00Slabs PCI = 97
Sample Comments:

70 SCALING/CRAZING	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 325 Type: R Area: 20.00Slabs PCI = 95
Sample Comments:

70 SCALING/CRAZING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 340 Type: R Area: 30.00Slabs PCI = 99
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Sample Number: 362 Type: R Area: 20.00Slabs PCI = 99
Sample Comments:

70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 606 Type: R Area: 20.00Slabs PCI = 100
Sample Comments:

<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4210 of 7 From: - To: - Last Const.: 01/01/1977
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 256,288.00SqFt Length: 600.00Ft Width: 500.00Ft
Slabs: 1,315 Slab Width: 16.67Ft Slab Length: 12.50Ft Joint Length: 40,896.40Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 69 Surveyed: 7
Conditions: PCI : 91
Inspection Comments:

Sample Number: 803 Type: R Area: 20.00Slabs PCI = 90
Sample Comments:

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

Sample Number: 808 Type: R Area: 15.00Slabs PCI = 90
Sample Comments:

70 SCALING/CRAZING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments:

Sample Number: 854 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

70 SCALING/CRAZING	L	7.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 859 Type: R Area: 20.00Slabs PCI = 95
Sample Comments:

66 SMALL PATCH	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:

Sample Number: 877 Type: R Area: 20.00Slabs PCI = 91
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 906 Type: R Area: 20.00Slabs PCI = 91
Sample Comments:

67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 933 Type: R Area: 20.00Slabs PCI = 89
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4215 of 7 From: - To: - Last Const.: 01/01/2010
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 42,079.00SqFt Length: 700.00Ft Width: 70.00Ft
Slabs: 122 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 4,130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 97
Inspection Comments:

Sample Number: 102 Type: R Area: 18.00Slabs PCI = 97
Sample Comments:

74 JOINT SPALLING		L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4220 of 7 From: - To: - Last Const.: 01/01/2010
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 76,245.00SqFt Length: 300.00Ft Width: 300.00Ft
Slabs: 488 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 13,800.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 29 Surveyed: 3
Conditions: PCI : 100
Inspection Comments:

Sample Number: 174 Type: R Area: 16.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 221 Type: R Area: 20.00Slabs PCI = 99
Sample Comments:
73 SHRINKAGE CRACKING N 1.00 Slabs Comments:

Sample Number: 272 Type: R Area: 15.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4225 of 7 From: - To: - Last Const.: 01/01/2010
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 106,612.00SqFt Length: 710.00Ft Width: 150.00Ft
Slabs: 286 Slab Width: 20.00Ft Slab Length: 18.67Ft Joint Length: 10,169.34Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 18 Surveyed: 3
Conditions: PCI : 97
Inspection Comments:

Sample Number: 103 Type: R Area: 24.00Slabs PCI = 97
Sample Comments:

70 SCALING/CRAZING	L	7.00 Slabs	Comments:

Sample Number: 300 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:

70 SCALING/CRAZING	L	5.00 Slabs	Comments:

Sample Number: 499 Type: R Area: 19.00Slabs PCI = 95
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	6.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4230 of 7 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 23,761.00SqFt Length: 230.00Ft Width: 92.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 9
Inspection Comments:

Sample Number: 101 Type: R Area: 5,550.00SqFt PCI = 9
Sample Comments:

50 PATCHING	M	340.00	SqFt	Comments:
50 PATCHING	M	208.00	SqFt	Comments:
50 PATCHING	M	108.00	SqFt	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:
49 OIL SPILLAGE	N	25.00	SqFt	Comments:
43 BLOCK CRACKING	L	450.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	144.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft	Comments:
41 ALLIGATOR CRACKING	H	150.00	SqFt	Comments:
53 RUTTING	M	150.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	195.00	SqFt	Comments:
43 BLOCK CRACKING	M	750.00	SqFt	Comments:
50 PATCHING	H	30.00	SqFt	Comments:
52 RAVELING	M	3,891.00	SqFt	Comments:
52 RAVELING	L	973.00	SqFt	Comments:
45 DEPRESSION	L	9.00	SqFt	Comments:
49 OIL SPILLAGE	N	144.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	144.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	82.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 999,635.00SqFt

Section: 4235 of 7 From: - To: - Last Const.: 12/25/1998
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 127,593.00SqFt Length: 1,000.00Ft Width: 130.00Ft
Slabs: 208 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 9,270.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 37 Surveyed: 4
Conditions: PCI : 91
Inspection Comments:

Sample Number: 425 Type: R Area: 24.00Slabs PCI = 94
Sample Comments:

70 SCALING/CRAZING	L	13.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:

Sample Number: 559 Type: R Area: 20.00Slabs PCI = 97
Sample Comments:

70 SCALING/CRAZING	L	10.00 Slabs	Comments:

Sample Number: 927 Type: R Area: 21.00Slabs PCI = 94
Sample Comments:

66 SMALL PATCH	L	5.00 Slabs	Comments:
70 SCALING/CRAZING	L	6.00 Slabs	Comments:

Sample Number: 936 Type: R Area: 20.00Slabs PCI = 77
Sample Comments:

67 LARGE PATCH/UTILITY	L	9.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: AP W Name: APRON WEST Use: APRON Area: 219,372.00SqFt

Section: 4605 of 1 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 219,372.00SqFt Length: 710.00Ft Width: 310.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 42 Surveyed: 5
Conditions: PCI : 71
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
49 OIL SPILLAGE	N	9.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,356.00	SqFt	Comments:
49 OIL SPILLAGE	N	9.00	SqFt	Comments:
50 PATCHING	L	144.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 5,500.00SqFt PCI = 74
Sample Comments:

52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,676.00	SqFt	Comments:
50 PATCHING	L	324.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,500.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	24.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:
49 OIL SPILLAGE	N	16.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,838.00	SqFt	Comments:
50 PATCHING	L	162.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 750,750.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 11/01/2007
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 33,178.00SqFt Length: 2,960.00Ft Width: 112.50Ft
Slabs: 890 Slab Width: 18.72Ft Slab Length: 20.00Ft Joint Length: 31,365.96Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 49 Surveyed: 12
Conditions: PCI : 91
Inspection Comments:

Sample Number: 301 Type: R Area: 18.00Slabs PCI = 91
Sample Comments:

65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 307 Type: R Area: 18.00Slabs PCI = 95
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 313 Type: R Area: 18.00Slabs PCI = 97
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 316 Type: R Area: 18.00Slabs PCI = 95
Sample Comments:

74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 319 Type: R Area: 18.00Slabs PCI = 95
Sample Comments:

74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 321 Type: R Area: 18.00Slabs PCI = 88
Sample Comments:

74 JOINT SPALLING	L	7.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 325 Type: R Area: 18.00Slabs PCI = 89
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:

Sample Number: 328 Type: R Area: 18.00Slabs PCI = 92
Sample Comments:

74 JOINT SPALLING	L	5.00 Slabs	Comments:

Sample Number: 332 Type: R Area: 18.00Slabs PCI = 88
Sample Comments:

65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:
74 JOINT SPALLING	L	8.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Sample Number: 338 Type: R Area: 18.00Slabs PCI = 90
Sample Comments:

74 JOINT SPALLING	L	7.00 Slabs	Comments:	

Sample Number: 342 Type: R Area: 18.00Slabs PCI = 90
Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	5.00 Slabs	Comments:	

Sample Number: 346 Type: R Area: 18.00Slabs PCI = 85
Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	8.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 750,750.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 11/01/2007
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 110,822.00SqFt Length: 2,960.00Ft Width: 38.00Ft
Slabs: 296 Slab Width: 18.72Ft Slab Length: 20.00Ft Joint Length: 8,634.55Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 24 Surveyed: 7
Conditions: PCI : 93
Inspection Comments:

Sample Number: 104 Type: R Area: 12.00Slabs PCI = 95
Sample Comments:

65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 120 Type: R Area: 12.00Slabs PCI = 89
Sample Comments:

75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 128 Type: R Area: 12.00Slabs PCI = 97
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 140 Type: R Area: 12.00Slabs PCI = 95
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 512 Type: R Area: 12.00Slabs PCI = 91
Sample Comments:

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

Sample Number: 520 Type: R Area: 12.00Slabs PCI = 97
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 544 Type: R Area: 16.00Slabs PCI = 89
Sample Comments:

74 JOINT SPALLING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 750,750.00SqFt

Section: 6115 of 6 From: - To: - Last Const.: 11/01/2007
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 52,500.00SqFt Length: 525.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 11 Surveyed: 3
Conditions: PCI : 75
Inspection Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 357 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 750,750.00SqFt

Section: 6120 of 6 From: - To: - Last Const.: 11/01/2007
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 26,250.00SqFt Length: 525.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 78
Inspection Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	12.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
52 RAVELING	L	500.00 SqFt	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 554 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	109.00 Ft	Comments:
52 RAVELING	L	500.00 SqFt	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 750,750.00SqFt

Section: 6125 of 6 From: - To: - Last Const.: 11/01/2007
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 396,211.00SqFt Length: 3,520.00Ft Width: 112.50Ft
Slabs: 1,058 Slab Width: 18.72Ft Slab Length: 20.00Ft Joint Length: 37,321.35Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 59 Surveyed: 15
Conditions: PCI : 92
Inspection Comments:

Sample Number: 367 Type: R Area: 18.00Slabs PCI = 93
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 370 Type: R Area: 18.00Slabs PCI = 94
Sample Comments:

74 JOINT SPALLING	L	4.00 Slabs	Comments:

Sample Number: 374 Type: R Area: 18.00Slabs PCI = 95
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 377 Type: R Area: 18.00Slabs PCI = 93
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 380 Type: R Area: 18.00Slabs PCI = 91
Sample Comments:

74 JOINT SPALLING	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 384 Type: R Area: 18.00Slabs PCI = 92
Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:

Sample Number: 388 Type: R Area: 18.00Slabs PCI = 85
Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:

Sample Number: 394 Type: R Area: 18.00Slabs PCI = 91
Sample Comments:

74 JOINT SPALLING	L	5.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Sample Number: 398 Type: R Area: 18.00Slabs PCI = 84
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	7.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:

Sample Number: 402 Type: R Area: 18.00Slabs PCI = 86
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	9.00 Slabs	Comments:

Sample Number: 407 Type: R Area: 18.00Slabs PCI = 94
Sample Comments:

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

Sample Number: 412 Type: R Area: 18.00Slabs PCI = 99
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 416 Type: R Area: 18.00Slabs PCI = 96
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 421 Type: R Area: 18.00Slabs PCI = 99
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 423 Type: R Area: 18.00Slabs PCI = 85
Sample Comments:

66 SMALL PATCH	L	5.00 Slabs	Comments:
74 JOINT SPALLING	L	9.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 17-35 Name: RUNWAY 17-35 Use: RUNWAY Area: 750,750.00SqFt

Section: 6130 of 6 From: - To: - Last Const.: 11/01/2007
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 131,789.00SqFt Length: 3,520.00Ft Width: 38.00Ft
Slabs: 352 Slab Width: 18.72Ft Slab Length: 20.00Ft Joint Length: 10,275.30Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 30 Surveyed: 9
Conditions: PCI : 91
Inspection Comments:

Sample Number: 180 Type: R Area: 12.00Slabs PCI = 95
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 196 Type: R Area: 12.00Slabs PCI = 86
Sample Comments:

74 JOINT SPALLING	L	7.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 208 Type: R Area: 12.00Slabs PCI = 97
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 564 Type: R Area: 6.00Slabs PCI = 92
Sample Comments:

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

Sample Number: 572 Type: R Area: 12.00Slabs PCI = 89
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:

Sample Number: 580 Type: R Area: 12.00Slabs PCI = 91
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 588 Type: R Area: 12.00Slabs PCI = 92
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 600 Type: R Area: 12.00Slabs PCI = 84
Sample Comments:

66 SMALL PATCH	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Sample Number: 620 Type: R Area: 14.00Slabs PCI = 94
Sample Comments:

66 SMALL PATCH	L	4.00 Slabs	Comments:	
74 JOINT SPALLING	L	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6205 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 130,000.00SqFt Length: 1,300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 26 Surveyed: 5
Conditions: PCI : 75
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	201.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	261.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 313 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 323 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	271.00	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: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6210 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 65,000.00SqFt Length: 1,300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 14 Surveyed: 3
Conditions: PCI : 77
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	99.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6215 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 95,000.00SqFt Length: 950.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 19 Surveyed: 5
Conditions: PCI : 72
Inspection Comments:

Sample Number: 327 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	284.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	188.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

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

Sample Number: 364 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	264.00	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: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6220 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 47,500.00SqFt Length: 950.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 76
Inspection Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	228.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 156 Type: R Area: 6,250.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	238.00	Ft	Comments:
52 RAVELING	L	313.00	SqFt	Comments:
57 WEATHERING	L	5,937.00	SqFt	Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	336.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6225 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 89,997.00SqFt Length: 900.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 18 Surveyed: 5
Conditions: PCI : 74
Inspection Comments:

Sample Number: 336 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	221.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 339 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	189.00	Ft	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	159.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	7.00	SqFt	Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6230 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 44,999.00SqFt Length: 900.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 83
Inspection Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6235 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 170,000.00SqFt Length: 1,700.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 34 Surveyed: 7
Conditions: PCI : 72
Inspection Comments:

Sample Number: 366 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	271.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	293.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	276.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 381 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	264.00	Ft	Comments:
52 RAVELING	L	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 392 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	299.00	Ft	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	416.00	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: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6240 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 85,000.00SqFt Length: 1,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 18 Surveyed: 5
Conditions: PCI : 79
Inspection Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	79.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 188 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 576 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	225.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	356.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6245 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 40,000.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 73
Inspection Comments:

Sample Number: 401 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 407 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	318.00 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: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6250 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6255 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 60,000.00SqFt Length: 600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 74
Inspection Comments:

Sample Number: 409 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	266.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 413 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 418 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	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: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6260 of 14 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 79
Inspection Comments:

Sample Number: 212 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 608 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6265 of 14 From: To: Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 100,100.00SqFt Length: 1,001.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 20 Surveyed: 5
Conditions: PCI : 80
Inspection Comments:

Sample Number: 423 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

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

Sample Number: 426 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 428 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	173.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 432 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 437 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: RW 8-26 Name: RUNWAY 8-26 Use: RUNWAY Area: 1,027,646.00SqFt

Section: 6270 of 14 From: To: Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 50,050.00SqFt Length: 1,001.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 84
Inspection Comments:

Sample Number: 232 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

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

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

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FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 583,905.00SqFt

Section: 105 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 286,014.00SqFt Length: 3,620.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 73 Surveyed: 8
Conditions: PCI : 79
Inspection Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	95.00 Ft	Comments:	
52 RAVELING	L	188.00 SqFt	Comments:	
57 WEATHERING	L	3,562.00 SqFt	Comments:	

Sample Number: 115 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:	
52 RAVELING	L	188.00 SqFt	Comments:	
57 WEATHERING	L	3,562.00 SqFt	Comments:	

Sample Number: 124 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft	Comments:	
52 RAVELING	L	188.00 SqFt	Comments:	
57 WEATHERING	L	3,562.00 SqFt	Comments:	

Sample Number: 133 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.00 Ft	Comments:	
52 RAVELING	L	563.00 SqFt	Comments:	
57 WEATHERING	L	3,187.00 SqFt	Comments:	

Sample Number: 142 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	58.00 Ft	Comments:	
52 RAVELING	L	188.00 SqFt	Comments:	
57 WEATHERING	L	3,562.00 SqFt	Comments:	

Sample Number: 151 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.00 Ft	Comments:	
52 RAVELING	L	188.00 SqFt	Comments:	
57 WEATHERING	L	3,562.00 SqFt	Comments:	

Sample Number: 160 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	108.00 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.00 Ft	Comments:	
52 RAVELING	L	188.00 SqFt	Comments:	
57 WEATHERING	L	3,562.00 SqFt	Comments:	

Re-inspection Report

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Sample Number: 603 Type: R Area: 5,200.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00	Ft	Comments:
52	RAVELING	L	260.00	SqFt	Comments:
57	WEATHERING	L	4,940.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 583,905.00SqFt

Section: 115 of 2 From: - To: - Last Const.: 02/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 297,891.00SqFt Length: 3,690.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 74 Surveyed: 8
Conditions: PCI : 74
Inspection Comments:

Sample Number: 103 Type: R Area: 5,150.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	228.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 RAVELING	L	258.00	SqFt	Comments:
57 WEATHERING	L	4,892.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 4,461.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	246.00	Ft	Comments:
52 RAVELING	L	223.00	SqFt	Comments:
57 WEATHERING	L	4,238.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	18.00	SqFt	Comments:
53 RUTTING	L	18.00	SqFt	Comments:

Sample Number: 123 Type: R Area: 3,750.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 133 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	118.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 153 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	240.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	136.00	Ft	Comments:

Re-inspection Report

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48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 172 Type: R Area: 3,750.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	202.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 47,399.00SqFt

Section: 120 of 1 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 47,399.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 37
Inspection Comments:

Sample Number: 102 Type: R Area: 5,307.00SqFt PCI = 37
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	18.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	105.00 SqFt	Comments:
53	RUTTING	L	105.00 SqFt	Comments:
52	RAVELING	L	531.00 SqFt	Comments:
57	WEATHERING	L	4,776.00 SqFt	Comments:
49	OIL SPILLAGE	N	6.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 92,824.00SqFt

Section: 150 of 2 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 55,331.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 82
Inspection Comments:

Sample Number: 203 Type: R Area: 5,202.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,942.00 SqFt	Comments:

Sample Number: 207 Type: R Area: 5,889.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	177.00 Ft	Comments:
52	RAVELING	L	294.00 SqFt	Comments:
57	WEATHERING	L	5,595.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 92,824.00SqFt

Section: 160 of 2 From: To: Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 37,493.00SqFt Length: 340.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 203 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	132.00 Ft	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 50,051.00SqFt

Section: 170 of 1 From: - To: - Last Const.: 01/01/2006
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: T
Area: 50,051.00SqFt Length: 375.00Ft Width: 103.00Ft
Slabs: 133 Slab Width: 18.75Ft Slab Length: 20.00Ft Joint Length: 3,513.25Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 103 Type: R Area: 18.00Slabs PCI = 94
Sample Comments:

74 JOINT SPALLING		L	4.00 Slabs	Comments:

Re-inspection Report

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Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 49,968.00SqFt

Section: 130 of 1 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 49,968.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 404 Type: R Area: 5,200.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,940.00 SqFt	Comments:
42	BLEEDING	N	2.00 SqFt	Comments:
42	BLEEDING	N	3.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 49,806.00SqFt

Section: 125 of 1 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 49,806.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 502 Type: R Area: 5,829.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52 RAVELING	L	291.00 SqFt	Comments:
57 WEATHERING	L	5,538.00 SqFt	Comments:
45 DEPRESSION	L	27.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW A7 Name: TAXIWAY A7 Use: TAXIWAY Area: 72,160.00SqFt

Section: 215 of 1 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 72,160.00SqFt Length: 310.00Ft Width: 230.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 17 Surveyed: 3
Conditions: PCI : 67
Inspection Comments:

Sample Number: 400 Type: R Area: 3,748.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
52 RAVELING	L	187.00	SqFt	Comments:
57 WEATHERING	L	3,561.00	SqFt	Comments:
42 BLEEDING	N	72.00	SqFt	Comments:
42 BLEEDING	N	54.00	SqFt	Comments:

Sample Number: 402 Type: R Area: 5,461.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:
52 RAVELING	L	273.00	SqFt	Comments:
57 WEATHERING	L	5,188.00	SqFt	Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

42 BLEEDING	N	202.00	SqFt	Comments:
42 BLEEDING	N	126.00	SqFt	Comments:
42 BLEEDING	N	78.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 658,132.00SqFt

Section: 205 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 213,853.00SqFt Length: 2,485.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 52 Surveyed: 6
Conditions: PCI : 80
Inspection Comments:

Sample Number: 205 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00 Ft	Comments:
42	BLEEDING	N	6.00 SqFt	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 211 Type: R Area: 3,750.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:
42	BLEEDING	N	32.00 SqFt	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 217 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00 Ft	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 223 Type: R Area: 3,750.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	162.00 Ft	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 232 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00 Ft	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 602 Type: R Area: 5,200.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	107.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,940.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 658,132.00SqFt

Section: 210 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 51,982.00SqFt Length: 347.00Ft Width: 132.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 105 Type: R Area: 6,821.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00 Ft	Comments:
52	RAVELING	L	341.00 SqFt	Comments:
57	WEATHERING	L	6,480.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 658,132.00SqFt

Section: 217 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 11,000.00SqFt Length: 400.00Ft Width: 27.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 307 Type: R Area: 5,500.00SqFt PCI = 75
Sample Comments:

56 SWELLING	M	9.00 SqFt	Comments:
52 RAVELING	M	45.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:
52 RAVELING	L	275.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 658,132.00SqFt

Section: 220 of 5 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 256,627.00SqFt Length: 3,367.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 68 Surveyed: 7
Conditions: PCI : 80
Inspection Comments:

Sample Number: 110 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 119 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	238.00	Ft	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	3,675.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	3,675.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 146 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	3,675.00	SqFt	Comments:

Sample Number: 155 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	103.00	Ft	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	3,675.00	SqFt	Comments:

Sample Number: 164 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	103.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 658,132.00SqFt

Section: 230 of 5 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 124,670.00SqFt Length: 1,450.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 29 Surveyed: 4
Conditions: PCI : 88
Inspection Comments:

Sample Number: 105 Type: R Area: 5,200.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 RAVELING	L	260.00	SqFt	Comments:
57 WEATHERING	L	4,940.00	SqFt	Comments:

Sample Number: 174 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

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

Sample Number: 180 Type: R Area: 3,750.00SqFt PCI = 90
Sample Comments:

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

Sample Number: 186 Type: R Area: 3,750.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	3,675.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 93,664.00SqFt

Section: 212 of 3 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 32,535.00SqFt Length: 200.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 510 Type: R Area: 4,369.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:
52	RAVELING	L	218.00 SqFt	Comments:
57	WEATHERING	L	4,151.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 93,664.00SqFt

Section: 213 of 3 From: - To: - Last Const.: 01/01/1988
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 10,751.00SqFt Length: 112.50Ft Width: 75.00Ft
Slabs: 69 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 1,162.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 91
Sample Comments:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 93,664.00SqFt

Section: 240 of 3 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 50,378.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 502 Type: R Area: 5,200.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft	Comments:
52 RAVELING	L	260.00 SqFt	Comments:
57 WEATHERING	L	4,940.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B3 Name: TAXIWAY B3 Use: TAXIWAY Area: 50,248.00SqFt

Section: 255 of 1 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 50,248.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 302 Type: R Area: 5,200.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	64.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,940.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 50,114.00SqFt

Section: 260 of 1 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 50,114.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 206 Type: R Area: 5,448.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.00 Ft	Comments:
52	RAVELING	L	272.00 SqFt	Comments:
57	WEATHERING	L	5,176.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: TAXIWAY Area: 48,322.00SqFt

Section: 265 of 1 From: To: Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 48,322.00SqFt Length: 375.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 80
Inspection Comments:

Sample Number: 103 Type: R Area: 5,200.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	81.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,940.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 5,139.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00 Ft	Comments:
52	RAVELING	L	257.00 SqFt	Comments:
57	WEATHERING	L	4,882.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B7 Name: TAXIWAY B7 Use: TAXIWAY Area: 14,899.00SqFt

Section: 270 of 1 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 14,899.00SqFt Length: 228.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 101 Type: R Area: 5,716.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	83.00 Ft	Comments:
52	RAVELING	L	286.00 SqFt	Comments:
50	PATCHING	M	265.00 SqFt	Comments:
57	WEATHERING	L	5,165.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW B8 Name: TAXIWAY B8 Use: TAXIWAY Area: 13,317.00SqFt

Section: 280 of 1 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 13,317.00SqFt Length: 228.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 101 Type: R Area: 5,041.00SqFt PCI = 75
Sample Comments:

50 PATCHING	M	150.00 SqFt	Comments:
52 RAVELING	L	245.00 SqFt	Comments:
57 WEATHERING	L	4,646.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 130,392.00SqFt

Section: 250 of 4 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 33,625.00SqFt Length: 300.00Ft Width: 104.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 405 Type: R Area: 5,379.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	92.00 Ft	Comments:
52	RAVELING	L	269.00 SqFt	Comments:
57	WEATHERING	L	5,110.00 SqFt	Comments:
42	BLEEDING	N	10.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 130,392.00SqFt

Section: 252 of 4 From: - To: - Last Const.: 01/01/2002
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 16,451.00SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 73
Inspection Comments:

Sample Number: 407 Type: R Area: 6,217.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	366.00 Ft	Comments:
52	RAVELING	L	311.00 SqFt	Comments:
57	WEATHERING	L	5,906.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 130,392.00SqFt

Section: 505 of 4 From: To: Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 13,138.00SqFt Length: 308.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 401 Type: R Area: 4,800.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	252.00 Ft	Comments:
52	RAVELING	L	480.00 SqFt	Comments:
57	WEATHERING	L	4,320.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 130,392.00SqFt

Section: 510 of 4 From: To: Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 67,178.00SqFt Length: 1,864.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 19 Surveyed: 3
Conditions: PCI : 79
Inspection Comments:

Sample Number: 505 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 511 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	144.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 517 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 31,643.00SqFt

Section: 515 of 1 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 31,643.00SqFt Length: 882.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 605 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00 Ft	Comments:
52	RAVELING	L	175.00 SqFt	Comments:
57	WEATHERING	L	3,325.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 230,858.00SqFt

Section: 140 of 4 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 43,648.00SqFt Length: 375.00Ft Width: 97.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 75
Inspection Comments:

Sample Number: 301 Type: R Area: 4,410.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	78.00 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	120.00 Ft	Comments:	
52 RAVELING	L	221.00 SqFt	Comments:	
57 WEATHERING	L	4,189.00 SqFt	Comments:	

Sample Number: 306 Type: R Area: 4,854.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.00 Ft	Comments:	
52 RAVELING	L	243.00 SqFt	Comments:	
57 WEATHERING	L	4,611.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 230,858.00SqFt

Section: 405 of 4 From: To: Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 118,752.00SqFt Length: 3,352.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 33 Surveyed: 4
Conditions: PCI : 79
Inspection Comments:

Sample Number: 406 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:

Sample Number: 413 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	164.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 421 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 429 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 230,858.00SqFt

Section: 410 of 4 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 20,158.00SqFt Length: 132.00Ft Width: 154.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 601 Type: R Area: 5,189.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	263.00 Ft	Comments:
52	RAVELING	L	259.00 SqFt	Comments:
57	WEATHERING	L	4,930.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 230,858.00SqFt

Section: 430 of 4 From: To: Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 48,300.00SqFt Length: 1,340.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 86
Inspection Comments:

Sample Number: 437 Type: R Area: 3,500.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
52 RAVELING	L	70.00	SqFt	Comments:
57 WEATHERING	L	3,430.00	SqFt	Comments:

Sample Number: 440 Type: R Area: 3,500.00SqFt PCI = 90
Sample Comments:

52 RAVELING	L	70.00	SqFt	Comments:
57 WEATHERING	L	3,430.00	SqFt	Comments:

Sample Number: 445 Type: R Area: 4,412.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft	Comments:
52 RAVELING	L	221.00	SqFt	Comments:
57 WEATHERING	L	4,191.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D1 Name: TAXIWAY D1 Use: TAXIWAY Area: 13,134.00SqFt

Section: 415 of 1 From: To: Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 13,134.00SqFt Length: 308.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 302 Type: R Area: 3,500.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
52	RAVELING	L	175.00 SqFt	Comments:
57	WEATHERING	L	3,325.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D2 Name: TAXIWAY D2 Use: TAXIWAY Area: 13,134.00SqFt

Section: 420 of 1 From: To: Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 13,134.00SqFt Length: 308.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 201 Type: R Area: 4,798.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	147.00 Ft	Comments:
52 RAVELING	L	240.00 SqFt	Comments:
57 WEATHERING	L	4,558.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network: PNS Name: PENSACOLA INTERNATIONAL AIRPORT

Branch: TW D3 Name: TAXIWAY D3 Use: TAXIWAY Area: 14,220.00SqFt

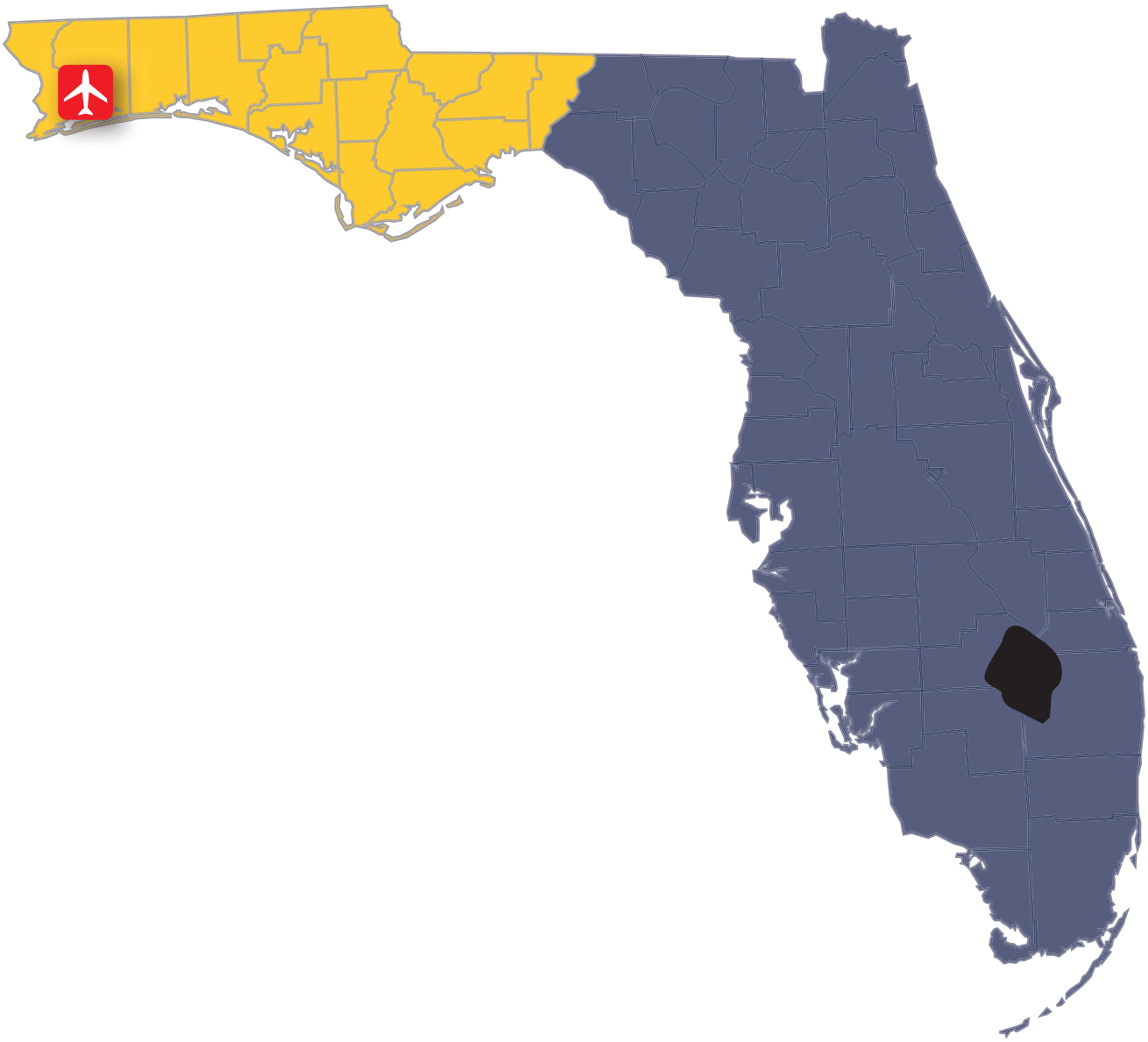
Section: 425 of 1 From: To: Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,220.00SqFt Length: 308.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/10/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 87
Sample Comments:

45 DEPRESSION	L	4.00 SqFt	Comments:
45 DEPRESSION	L	6.00 SqFt	Comments:
52 RAVELING	L	200.00 SqFt	Comments:
57 WEATHERING	L	3,800.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT